Clerk's Note: *Part II has been corrected to include the project: High School Wellness Center and Expanded Wellness Services (P640902). The County Council approved the project for the County Government FY 2023 Capital Budget and FY 2023-2028 Capital Improvements Program. The project inadvertently was omitted from the original text of the resolution.*

CORRECTED

#1 - County Government CIP and Capital Budget

Resolution No:	19-1276
Introduced:	May 26, 2022
Adopted:	May 26, 2022

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

SUBJECT: Approval of the FY 2023-2028 Capital Improvements Program, and Approval of and Appropriation for the FY 2023 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 18, 2022 for the 6-year period FY 2023-2028. (January 15 fell on a Saturday and January 17 fell on a holiday.) Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.

2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a recommended Capital Budget, which the Executive did on January 18, 2022 for FY 2023. (January 15 fell on a Saturday and January 17 fell on a holiday.)

3. As required by Section 304 of the Charter, the Council held public hearings on the Capital Budget for FY 2023 and on the Recommended CIP for FY 2023-2028 on February 8 and 9, 2022.

Action

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

1. For FY 2023, the Council approves the Capital Budget for the Montgomery County Government and appropriates the amounts by project, which are shown in the attached Part I.

2. The Council reappropriates the appropriations made in prior years for all capital projects:
   a) except as specifically reflected elsewhere in this resolution;
   b) in the amounts and for the purposes specified in the Approved CIP for FY 2023-2028; and
   c) to the extent that those appropriations are not expended or encumbered.

3. The County appropriation for Park Acquisitions[1] and Legacy Open Space includes:

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[1] Park Acquisitions replaces the Acquisition: Local Parks and Acquisition: Non-Local Parks PDFs.

P872301	Park Acquisitions-County Current Revenue-General	$250,000
P018710	Legacy Open Space-County Current Revenue-General	$50,000
P018710	Legacy Open Space-County G.O. Bonds	$500,000
	($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	$14,198,000
County Current Revenue-General	$4,451,000

4. The Council approves the projects for the County Government FY 2023 Capital Budget and FY 2023-2028 Capital Improvements Program as attached in Part II.

5. The Council approves the close out of the projects the attached Part III.

6. The Council approves the ten percent transferability basis for the level of effort projects in the attached Part IV.

7. For FY 2023, 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's Executive Director 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;
   - 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 the Chief Administrative Officer's designee must send a copy of the grant application or description of the proposed use of a formula-driven award to the Executive Director of the Office of the County Council within 3 working days after submitting it to the funding agency.

8. In FY 2023 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 2021 to this CIP project to be used for affordable housing. The Council also approves amending the FY 2022 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 County funds the 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)
    Future County Transit Depots
    Glen Echo Fire Station #11
    Hillandale Volunteer Fire Station #24 Renovation/Replacement (Colesville)
    Montgomery Village Fire Station #39

    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 Community Facility

    Level-of-Effort projects administered by County departments are not required to be analyzed for the feasibility of providing child care facilities.

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)
    Future County Transit Depots
    Glen Echo Fire Station #11
    Hillandale Volunteer Fire Station #24 Renovation/Replacement (Colesville)

    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 Community Facility
    4th District Police Station (Wheaton-Glenmont)
    Montgomery Village Fire Station #39

    Level-of-Effort projects administered by County departments are not required to be analyzed for the feasibility of providing affordable housing.

This is a correct copy of Council action.

Judy Rupp
Clerk of the Council

PART I: FY23 Capital Budget for Montgomery County Government

The appropriations for FY23 in this Part are made to implement the projects in the Capital Improvements Program for FY23 - FY28.

Project Name (Project Number)	FY23 Appropriation	Cumulative Appropriation	Total Appropriation
AltaGas-WGL Merger Fund (P362106)	1,294,000	5,706,000	7,000,000
Americans with Disabilities Act (ADA): Compliance (P361107)	4,400,000	40,000,000	44,400,000
Asbestos Abatement: MCG (P508728)	120,000	954,000	1,074,000
Building Envelope Repair (P361501)	1,550,000	10,915,000	12,465,000
Elevator Modernization (P509923)	1,000,000	17,554,000	18,554,000
Energy Conservation: MCG (P507834)	150,000	2,831,000	2,981,000
Energy Systems Modernization (P361302)	10,300,000	101,700,000	112,000,000
Environmental Compliance: MCG (P500918)	1,400,000	18,903,000	20,303,000
Exelon-Pepco Merger Fund (P362105)	2,287,000	3,913,000	6,200,000
Facilities Site Selection: MCG (P500152)	25,000	445,000	470,000
Facility Planning: MCG (P508768)	260,000	10,216,000	10,476,000
HVAC/Elec Replacement: MCG (P508941)	2,950,000	18,931,000	21,881,000
Life Safety Systems: MCG (P509970)	625,000	13,112,000	13,737,000
Lincoln HS (P362302)	1,500,000	0	1,500,000
Planned Lifecycle Asset Replacement: MCG (P509514)	2,550,000	17,501,000	20,051,000
Red Brick Courthouse Structural Repairs (P500727)	10,023,000	590,000	10,613,000
Resurfacing Parking Lots: MCG (P509914)	650,000	11,455,000	12,105,000
Roof Replacement: MCG (P508331)	2,240,000	23,294,000	25,534,000
North Bethesda Metro Station Area Redevelopment Infrastructure (P502315)	8,100,000	0	8,100,000
ABS Retail Store Refresh (P852101)	1,000,000	3,052,000	4,052,000
Montgomery County Lynching Memorial (P362308)	50,000	0	50,000
State Aid for MCPS Playgrounds (P362309)	1,350,000	0	1,350,000
County Radio Life Cycle Replacement (P342301)	9,830,000	0	9,830,000
FiberNet (P509651)	10,342,000	82,811,000	93,153,000
ultraMontgomery (P341700)	4,180,000	4,524,000	8,704,000
Montgomery County Correctional Facility and Community Corrections Wi-Fi project (P422301)	415,000	0	415,000
Montgomery County Correctional Facility Refresh (P422302)	400,000	0	400,000
Apparatus Replacement Program (P451504)	7,635,000	65,576,000	73,211,000
Female Facility Upgrade (P450305)	176,000	1,754,000	1,930,000
Fire Stations: Life Safety Systems (P450302)	6,000	4,190,000	4,196,000
Glen Echo Fire Station Renovation (P450702)	202,000	0	202,000
Heart Monitor/Defibrillator Replacement (P452201)	550,000	1,244,000	1,794,000
HVAC/Elec Replacement: Fire Stns (P458756)	1,350,000	10,677,000	12,027,000

PART I: FY23 Capital Budget for Montgomery County Government

The appropriations for FY23 in this Part are made to implement the projects in the Capital Improvements Program for FY23 - FY28.

Project Name (Project Number)	FY23 Appropriation	Cumulative Appropriation	Total Appropriation
Resurfacing: Fire Stations (P458429)	400,000	2,629,000	3,029,000
Roof Replacement: Fire Stations (P458629)	352,000	3,681,000	4,033,000
6th District Police Station (P470301)	26,527,000	3,063,000	29,590,000
Public Safety Communications Center, Phase II, Electrical Distribution and HVAC Upgrade (P472102)	12,684,000	1,622,000	14,306,000
Bridge Design (P509132)	2,178,000	23,340,000	25,518,000
Bridge Preservation Program (P500313)	1,028,000	10,835,000	11,863,000
Bridge Renovation (P509753)	16,980,000	35,761,000	52,741,000
Dennis Ave Bridge M-0194 Replacement (P501701)	2,240,000	5,610,000	7,850,000
Permanent Patching: Residential/Rural Roads (P501106)	3,150,000	43,292,000	46,442,000
Residential and Rural Road Rehabilitation (P500914)	8,100,000	80,097,000	88,197,000
Resurfacing Park Roads and Bridge Improvements (P500720)	600,000	9,060,000	9,660,000
Resurfacing: Primary/Arterial (P508527)	6,750,000	57,490,000	64,240,000
Resurfacing: Residential/Rural Roads (P500511)	10,000,000	172,877,000	182,877,000
Sidewalk and Curb Replacement (P508182)	6,700,000	48,751,000	55,451,000
Street Tree Preservation (P500700)	3,600,000	37,000,000	40,600,000
Bethesda Metro Station South Entrance (P500929)	1,334,000	102,104,000	103,438,000
Boyds Transit Center (P501915)	3,444,000	2,206,000	5,650,000
Bus Priority Program - Minor Projects (P502204)	500,000	1,250,000	1,750,000
Bus Rapid Transit: MD 355 Central (P502005)	22,928,000	15,000,000	37,928,000
Bus Rapid Transit: MD 355 South/North (P502309)	4,850,000	0	4,850,000
Bus Rapid Transit: System Development (P501318)	4,500,000	23,375,000	27,875,000
Bus Rapid Transit: Veirs Mill Road (P501913)	1,500,000	7,500,000	9,000,000
Bus Stop Improvements (P507658)	400,000	5,516,000	5,916,000
Facility Planning: Mass Transit (P502308)	1,020,000	0	1,020,000
Great Seneca Science Corridor Transit Improvements (P502202)	11,300,000	11,100,000	22,400,000
Intelligent Transit System (P501801)	500,000	15,072,000	15,572,000
North Bethesda Metro Station Access Improvements (P502106)	670,000	2,900,000	3,570,000
Purple Line (P501603)	15,000,000	38,612,000	53,612,000
Ride On Bus Fleet (P500821)	17,220,000	220,824,000	238,044,000
Parking Bethesda Facility Renovations (P508255)	5,441,000	25,947,000	31,388,000
Parking Wheaton Facility Renovations (P509709)	238,000	655,000	893,000
ADA Compliance: Transportation (P509325)	1,000,000	9,312,000	10,312,000
Bethesda Bikeway and Pedestrian Facilities (P500119)	2,658,000	8,230,000	10,888,000
Bicycle-Pedestrian Priority Area Improvements (P501532)	2,234,000	11,272,000	13,506,000

PART I: FY23 Capital Budget for Montgomery County Government

The appropriations for FY23 in this Part are made to implement the projects in the Capital Improvements Program for FY23 - FY28.

Project Name (Project Number)	FY23 Appropriation	Cumulative Appropriation	Total Appropriation
Bicycle-Pedestrian Priority Area Improvements - Purple Line (P502004)	2,011,000	1,172,000	3,183,000
Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)	2,670,000	831,000	3,501,000
Bikeway Program Minor Projects (P507596)	3,020,000	9,981,000	13,001,000
Bradley Boulevard (MD 191) Improvements (P501733)	205,000	1,324,000	1,529,000
Capital Crescent Trail (P501316)	323,000	56,891,000	57,214,000
Cherry Hill Road Bike Facility (P502314)	800,000	0	800,000
Dale Drive Shared Use Path and Safety Improvements (P502109)	1,221,000	1,353,000	2,574,000
Facility Planning - Pedestrian Facilities and Bikeways (P502312)	1,030,000	0	1,030,000
Fenton Street Cycletrack (P502001)	9,387,000	2,174,000	11,561,000
Franklin Avenue Sidewalk (P501734)	1,734,000	1,566,000	3,300,000
Good Hope Road Shared Use Path (P501902)	990,000	4,730,000	5,720,000
MacArthur Blvd Bikeway Improvements (P500718)	90,000	10,202,000	10,292,000
MD355-Clarksburg Shared Use Path (P501744)	5,187,000	1,277,000	6,464,000
Norwood Road Shared Use Path (P502313)	1,100,000	0	1,100,000
Sandy Spring Bikeway (P502306)	200,000	0	200,000
Sidewalk Program Minor Projects (P506747)	4,344,000	21,634,000	25,978,000
Silver Spring Green Trail (P509975)	64,000	1,911,000	1,975,000
Transportation Improvements For Schools (P509036)	209,000	1,934,000	2,143,000
US 29 Pedestrian and Bicycle Improvements (P502304)	2,500,000	0	2,500,000
Burtonsville Access Road (P500500)	3,350,000	1,227,000	4,577,000
Dedicated but Unmaintained County Roads (P501117)	5,000	739,000	744,000
Facility Planning-Roads (P509337)	1,265,000	58,507,000	59,772,000
Highway Noise Abatement (P500338)	5,000	2,885,000	2,890,000
North High Street Extended (P502310)	837,000	0	837,000
Public Facilities Roads (P507310)	100,000	1,571,000	1,671,000
Transportation Feasibility Studies (P502303)	250,000	0	250,000
Advanced Transportation Management System (P509399)	1,508,000	59,183,000	60,691,000
Guardrail Projects (P508113)	315,000	2,553,000	2,868,000
Intersection and Spot Improvements (P507017)	2,544,000	14,916,000	17,460,000
Neighborhood Traffic Calming (P509523)	310,000	2,631,000	2,941,000
Pedestrian Safety Program (P500333)	4,720,000	27,362,000	32,082,000
Streetlight Enhancements-CBD/Town Center (P500512)	250,000	4,430,000	4,680,000

PART I: FY23 Capital Budget for Montgomery County Government

The appropriations for FY23 in this Part are made to implement the projects in the Capital Improvements Program for FY23 - FY28.

Project Name (Project Number)	FY23 Appropriation	Cumulative Appropriation	Total Appropriation
Streetlighting (P507055)	1,370,000	23,552,000	24,922,000
Traffic Signal System Modernization (P500704)	1,238,000	43,690,000	44,928,000
Traffic Signals (P507154)	5,335,000	42,783,000	48,118,000
White Flint Traffic Analysis and Mitigation (P501202)	81,000	1,409,000	1,490,000
White Oak Local Area Transportation Improvement Program (P501540)	150,000	300,000	450,000
Child Care Renovations (P601901)	2,185,000	6,470,000	8,655,000
High School Wellness Center and Expanded Wellness Services (P640902)	8,000,000	8,997,000	16,997,000
Nebel Street Shelter - Phase 2 (P602302)	500,000	0	500,000
Restoration Center (P602301)	788,000	0	788,000
School Based Health & Linkages to Learning Centers (P640400)	659,000	12,508,000	13,167,000
21st Century Library Enhancements Level Of Effort (P711503)	989,000	6,343,000	7,332,000
Clarksburg Library (P710500)	453,000	0	453,000
Noyes Library for Young Children Rehabilitation and Renovation (P711704)	1,407,000	3,100,000	4,507,000
Cost Sharing: MCG (P720601)	3,550,000	36,525,000	40,075,000
Holiday Park Net Zero Initiative (P722301)	104,000	0	104,000
Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)	3,438,000	27,190,000	30,628,000
Public Arts Trust (P729658)	408,000	1,957,000	2,365,000
Recreation Facilities Refurbishment (P722105)	1,167,000	2,000,000	3,167,000
Recreation Facility Modernization (P720917)	(117,000)	200,000	83,000
Swimming Pools Slide Replacement (P722101)	1,503,000	1,002,000	2,505,000
Wheaton Arts and Cultural Center (P722106)	50,000	100,000	150,000
Ag Land Pres Easements (P788911)	1,026,000	16,821,000	17,847,000
Facility Planning: Storm Drains (P508180)	480,000	7,086,000	7,566,000
Outfall Repairs (P509948)	1,848,000	8,981,000	10,829,000
Storm Drain Culvert Replacement (P501470)	5,000,000	13,200,000	18,200,000
Storm Drain General (P500320)	6,275,000	16,515,000	22,790,000
Facility Planning: Stormwater Management (P809319)	699,000	16,255,000	16,954,000
Misc Stream Valley Improvements (P807359)	(851,000)	25,511,000	24,660,000
Stormwater Management Facility Major Structural Repair (P800700)	7,363,000	32,881,000	40,244,000
Stormwater Management Retrofit: Countywide (P808726)	1,600,000	99,334,000	100,934,000
Wheaton Regional Dam Flooding Mitigation (P801710)	(754,000)	5,530,000	4,776,000

PART I: FY23 Capital Budget for Montgomery County Government

The appropriations for FY23 in this Part are made to implement the projects in the Capital Improvements Program for FY23 - FY28.

Project Name (Project Number)	FY23 Appropriation	Cumulative Appropriation	Total Appropriation
Countywide Facade Easement Program (P762102)	416,000	536,000	952,000
Facility Planning: HCD (P769375)	125,000	3,405,000	3,530,000
Affordable Housing Acquisition and Preservation (P760100)*	22,000,000	284,986,000	306,986,000
Affordable Housing Opportunity Fund (P762101)	6,000,000	14,000,000	20,000,000
Full Upgrade of Existing Recycling Center Complex (P802201)	8,450,000	11,900,000	20,350,000
Gude Landfill Remediation (P801801)	23,598,000	20,855,000	44,453,000
Total - Montgomery County Government	456,013,000	2,596,737,000	3,052,750,000

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

PART II: Approved Projects

The Council approves the projects for the County Government FY 2023 Capital Budget and FY 2023-2028 Capital Improvements Program as attached in PART II.

Project Number	Project Name
P362106	AltaGas-WGL Merger Fund
P361107	Americans with Disabilities Act (ADA): Compliance
P508728	Asbestos Abatement: MCG
P361501	Building Envelope Repair
P362307	Capital Asset Management System
P010100	Council Office Building Renovations
P342302	Dickerson Radio Tower
P509923	Elevator Modernization
P507834	Energy Conservation: MCG
P361302	Energy Systems Modernization
P500918	Environmental Compliance: MCG
P361103	EOB HVAC Renovation
P362105	Exelon-Pepco Merger Fund
P500152	Facilities Site Selection: MCG
P508768	Facility Planning: MCG
P508941	HVAC/Elec Replacement: MCG
P509970	Life Safety Systems: MCG
P362302	Lincoln HS
P360903	MCPS Bus Depot and Maintenance Relocation
P509514	Planned Lifecycle Asset Replacement: MCG
P340901	Public Safety System Modernization
P500727	Red Brick Courthouse Structural Repairs
P509914	Resurfacing Parking Lots: MCG
P508331	Roof Replacement: MCG
P789057	Life Sciences and Technology Centers
P502315	North Bethesda Metro Station Area Redevelopment Infrastructure
P151200	White Flint Redevelopment Program
P361701	White Oak Science Gateway Redevelopment Project
P362201	260 East Jefferson Street Acquisition
P852101	ABS Retail Store Refresh
P362308	Montgomery County Lynching Memorial
P362309	State Aid for MCPS Playgrounds
P342301	County Radio Life Cycle Replacement
P509651	FiberNet
P341700	ultraMontgomery
P421100	Criminal Justice Complex

PART II: Approved Projects

The Council approves the projects for the County Government FY 2023 Capital Budget and FY 2023-2028 Capital Improvements Program as attached in PART II.

Project Number	Project Name
P422301	Montgomery County Correctional Facility and Community Corrections Wi-Fi project
P422302	Montgomery County Correctional Facility Refresh
P422102	Montgomery County Detention Center Partial Demolition and Renovation
P451504	Apparatus Replacement Program
P450300	Clarksburg Fire Station
P450305	Female Facility Upgrade
P450302	Fire Stations: Life Safety Systems
P450702	Glen Echo Fire Station Renovation
P452201	Heart Monitor/Defibrillator Replacement
P458756	HVAC/Elec Replacement: Fire Stns
P452202	MCFRS Gude Drive Community Services Building
P458429	Resurfacing: Fire Stations
P450105	Rockville Fire Station 3 Renovation
P458629	Roof Replacement: Fire Stations
P451502	White Flint Fire Station 23
P470301	6th District Police Station
P472101	Outdoor Firearms Training Center
P472102	Public Safety Communications Center, Phase II, Electrical Distribution and HVAC Upgrade
P509132	Bridge Design
P500313	Bridge Preservation Program
P509753	Bridge Renovation
P501907	Brighton Dam Road Bridge No. M-0229
P502104	Brink Road Bridge M-0064
P501701	Dennis Ave Bridge M-0194 Replacement
P501906	Dorsey Mill Road Bridge
P502105	Garrett Park Road Bridge M-0352
P502102	Glen Road Bridge
P502103	Mouth of Monocacy Road Bridge
P501106	Permanent Patching: Residential/Rural Roads
P500914	Residential and Rural Road Rehabilitation
P500720	Resurfacing Park Roads and Bridge Improvements
P508527	Resurfacing: Primary/Arterial
P500511	Resurfacing: Residential/Rural Roads
P508182	Sidewalk and Curb Replacement
P500700	Street Tree Preservation
P500929	Bethesda Metro Station South Entrance

PART II: Approved Projects

The Council approves the projects for the County Government FY 2023 Capital Budget and FY 2023-2028 Capital Improvements Program as attached in PART II.

Project Number	Project Name
P501915	Boyds Transit Center
P502203	Burtonsville Park and Ride Improvements
P502204	Bus Priority Program - Minor Projects
P502005	Bus Rapid Transit: MD 355 Central
P502309	Bus Rapid Transit: MD 355 South/North
P501318	Bus Rapid Transit: System Development
P502201	Bus Rapid Transit: US 29-Phase 2
P501913	Bus Rapid Transit: Veirs Mill Road
P507658	Bus Stop Improvements
P502308	Facility Planning: Mass Transit
P502202	Great Seneca Science Corridor Transit Improvements
P501801	Intelligent Transit System
P502106	North Bethesda Metro Station Access Improvements
P501914	North Bethesda Metro Station Northern Entrance
P501603	Purple Line
P500821	Ride On Bus Fleet
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
P509325	ADA Compliance: Transportation
P500119	Bethesda Bikeway and Pedestrian Facilities
P501532	Bicycle-Pedestrian Priority Area Improvements
P502004	Bicycle-Pedestrian Priority Area Improvements - Purple Line
P502003	Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph
P502002	Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD
P507596	Bikeway Program Minor Projects
P502108	Bowie Mill Road Bikeway
P501733	Bradley Boulevard (MD 191) Improvements
P501316	Capital Crescent Trail
P502314	Cherry Hill Road Bike Facility
P502109	Dale Drive Shared Use Path and Safety Improvements
P502312	Facility Planning - Pedestrian Facilities and Bikeways
P500905	Falls Road Bikeway and Pedestrian Facility

PART II: Approved Projects

The Council approves the projects for the County Government FY 2023 Capital Budget and FY 2023-2028 Capital Improvements Program as attached in PART II.

Project Number	Project Name
P502001	Fenton Street Cycletrack
P501911	Forest Glen Passageway
P501734	Franklin Avenue Sidewalk
P501917	Goldsboro Road Sidewalk and Bikeway
P501902	Good Hope Road Shared Use Path
P501742	Life Sciences Center Loop Trail
P500718	MacArthur Blvd Bikeway Improvements
P501744	MD355-Clarksburg Shared Use Path
P501110	Metropolitan Branch Trail
P502313	Norwood Road Shared Use Path
P501908	Oak Drive/MD 27 Sidewalk
P502306	Sandy Spring Bikeway
P501303	Seven Locks Bikeway and Safety Improvements
P506747	Sidewalk Program Minor Projects
P509975	Silver Spring Green Trail
P509036	Transportation Improvements For Schools
P502302	Tuckerman Lane Sidewalk
P502304	US 29 Pedestrian and Bicycle Improvements
P500112	Advance Reforestation
P500500	Burtonsville Access Road
P501117	Dedicated but Unmaintained County Roads
P509337	Facility Planning-Roads
P501107	Goshen Road South
P500338	Highway Noise Abatement
P501404	MCG Reconciliation PDF
P502310	North High Street Extended
P501507	Observation Drive Extended
P507310	Public Facilities Roads
P508000	Subdivision Roads Participation
P502311	Summit Avenue Extension
P502303	Transportation Feasibility Studies
P501204	White Flint District East: Transportation
P501116	White Flint District West: Transportation
P501506	White Flint West Workaround
P509399	Advanced Transportation Management System
P508113	Guardrail Projects

PART II: Approved Projects

The Council approves the projects for the County Government FY 2023 Capital Budget and FY 2023-2028 Capital Improvements Program as attached in PART II.

Project Number	Project Name
P507017	Intersection and Spot Improvements
P509523	Neighborhood Traffic Calming
P500333	Pedestrian Safety Program
P500512	Streetlight Enhancements-CBD/Town Center
P507055	Streetlighting
P500704	Traffic Signal System Modernization
P507154	Traffic Signals
P501202	White Flint Traffic Analysis and Mitigation
P501540	White Oak Local Area Transportation Improvement Program
P802201	Full Upgrade of Existing Recycling Center Complex
P801801	Gude Landfill Remediation
P802101	Transfer Station Fire Detection and Suppression System
P602201	Affordable Living Quarters
P601901	Child Care Renovations
P602103	Emergency Homeless Shelter
P640902	High School Wellness Center and Expanded Wellness Services
P602202	Martha B. Gudelsky Child Development Center Sewer Improvements
P602302	Nebel Street Shelter - Phase 2
P602301	Restoration Center
P640400	School Based Health & Linkages to Learning Centers
P711503	21st Century Library Enhancements Level Of Effort
P712301	Chevy Chase Library and Redevelopment
P710500	Clarksburg Library
P711502	Library Refurbishment Level of Effort
P711704	Noyes Library for Young Children Rehabilitation and Renovation
P720601	Cost Sharing: MCG
P722301	Holiday Park Net Zero Initiative
P721503	Kennedy Shriver Aquatic Center Building Envelope Improvement
P721902	Martin Luther King, Jr. Indoor Swim Center Renovation
P720100	North Bethesda Community Recreation Center
P729658	Public Arts Trust
P722105	Recreation Facilities Refurbishment
P720917	Recreation Facility Modernization
P721701	South County Regional Recreation and Aquatic Center
P722101	Swimming Pools Slide Replacement
P721801	Wall Park Garage and Park Improvements

PART II: Approved Projects

The Council approves the projects for the County Government FY 2023 Capital Budget and FY 2023-2028 Capital Improvements Program as attached in PART II.

Project Number	Project Name
P722106	Wheaton Arts and Cultural Center
P788911	Ag Land Pres Easements
P508180	Facility Planning: Storm Drains
P509948	Outfall Repairs
P501470	Storm Drain Culvert Replacement
P500320	Storm Drain General
P809319	Facility Planning: Stormwater Management
P802202	Flood Control Study
P807359	Misc Stream Valley Improvements
P800700	Stormwater Management Facility Major Structural Repair
P808726	Stormwater Management Retrofit: Countywide
P801710	Wheaton Regional Dam Flooding Mitigation
P762102	Countywide Facade Easement Program
P769375	Facility Planning: HCD
P760100	Affordable Housing Acquisition and Preservation
P762101	Affordable Housing Opportunity Fund
P762201	Preservation of Naturally Occurring Affordable Housing Fund

AltaGas-WGL Merger Fund
(P362106)

Category	General Government	Date Last Modified	01/12/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	205	-	205	-	-	-	-	-	-	-	-
Construction	6,795	-	5,501	1,294	1,294	-	-	-	-	-	-
TOTAL EXPENDITURES	7,000	-	5,706	1,294	1,294	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Utility Merger Funds	7,000	-	5,706	1,294	1,294	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,000	-	5,706	1,294	1,294	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,294	Year First Appropriation	FY21
Appropriation FY 24 Request	-	Last FY's Cost Estimate	7,000
Cumulative Appropriation	5,706		
Expenditure / Encumbrances	-		
Unencumbered Balance	5,706		

PROJECT DESCRIPTION

This project provides for the design and implementation of energy savings projects in various County facilities and locations using funds the County received as part of the merger of AltaGas Ltd., WGL Holdings, Inc., and Washington Gas Light Company ("AltaGas/WGL merger"), as approved by the Maryland Public Service Commission (PSC) per Merger Order No. 88631 on April 4, 2018. The funds are intended to implement projects that improve energy efficiency and reduce natural gas usage in County buildings. The funds will be administered by the Department of General Services (DGS) for projects such as combined heat and power (CHP) systems (also known as cogeneration), thermal envelope components (such as insulation), boiler upgrades, and increasing the energy efficiency of facilities.

ESTIMATED SCHEDULE

Projects are identified and scheduled based on energy savings potential, reduced maintenance costs, overall cost savings, and quantifiable environmental benefits. The schedule is subject to change based on project needs. Currently planned projects include:

FY22: Damascus Community Recreation Center; Kennedy Shriver Aquatic Center (KSAC); White Oak Community Recreation

Center; Plum Gar Community Recreation Center; Marilyn Praisner Community Recreation Center, Upper County Community Recreation Center.

FY23: Olney Swim Center; Germantown Indoor Swim Center; Potomac Community Recreation Center.

PROJECT JUSTIFICATION

The AltaGas/WGL merger, approved by the Maryland PSC per Merger Order No. 88631 on April 4, 2018, resulted in the County receiving approximately $7 million to fund energy efficiency projects in facilities utilizing natural gas energy sources. Significant reductions in energy consumption, greenhouse gas emissions, and maintenance are expected.

OTHER

Staff from the Department of General Services (DGS), Department of Finance (FIN), Office of Management and Budget (OMB), and County Attorney (OCA) are coordinating the development of processes and monitoring of energy savings in order to ensure funds are utilized as intended by the terms of the merger.

FISCAL NOTE

A total of $7.0 million was originally appropriated in the Restricted Donation Fund in FY19 for funding energy efficiency improvements in public buildings. The full amount of this funding was shifted into this CIP project in FY21 for improved expenditure tracking and scheduling.
Projects are also expected to be eligible for utility incentives during and after implementation; utility incentives will offset the use of the merger funds.
Additional revolving funds that are received will be appropriated through a Supplemental.
Merger funds cannot be used to supplant existing County funding for projects, including staff charges.

COORDINATION

Department of General Services, Department of Finance, Office of Management and Budget, Office of County Attorney

Americans with Disabilities Act (ADA): Compliance

(P361107)

Category	General Government	Date Last Modified	01/08/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	16,817	12,507	110	4,200	700	700	700	700	700	700	-
Site Improvements and Utilities	22,988	6,259	8,929	7,800	1,300	1,300	1,300	1,300	1,300	1,300	-
Construction	25,368	9,939	1,329	14,100	2,350	2,350	2,350	2,350	2,350	2,350	-
Other	1,227	820	107	300	50	50	50	50	50	50	-
TOTAL EXPENDITURES	66,400	29,525	10,475	26,400	4,400	4,400	4,400	4,400	4,400	4,400	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	4,235	430	805	3,000	500	500	500	500	500	500	-
G.O. Bonds	46,824	13,754	9,670	23,400	3,900	3,900	3,900	3,900	3,900	3,900	-
PAYGO	11,364	11,364	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,977	3,977	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	66,400	29,525	10,475	26,400	4,400	4,400	4,400	4,400	4,400	4,400	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	4,400	Year First Appropriation	FY11
Appropriation FY 24 Request	4,400	Last FY's Cost Estimate	58,000
Cumulative Appropriation	40,000		
Expenditure / Encumbrances	33,481		
Unencumbered Balance	6,519		

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 Accessbility 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

FY23: Colesville Community Health Center, Montgomery County Correctional Facility, Coffield Community Center, Martin Luther King Outdoor Pool.
FY24: Holiday Park Community Center, Betty Ann Krahnke (BAK) Domestic Violence Shelter, Department of Health and Human Services Center in Silver Spring, Germantown Outdoor Pool.

COST CHANGE

Cost increase is due to the addition of expenditures in FY27 and FY28 for this ongoing project.

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).

Shift $288,000 in GO Bonds funding to Fire Stations - Resurfacing project.

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.

Asbestos Abatement: MCG
(P508728)

Category	General Government	Date Last Modified	12/31/21
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	451	283	24	144	24	24	24	24	24	24	-
Site Improvements and Utilities	28	28	-	-	-	-	-	-	-	-	-
Construction	1,105	402	127	576	96	96	96	96	96	96	-
Other	90	90	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,674	803	151	720	120	120	120	120	120	120	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	1,674	803	151	720	120	120	120	120	120	120	-
TOTAL FUNDING SOURCES	1,674	803	151	720	120	120	120	120	120	120	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	120	Year First Appropriation	FY96
Appropriation FY 24 Request	120	Last FY's Cost Estimate	1,434
Cumulative Appropriation	954		
Expenditure / Encumbrances	834		
Unencumbered Balance	120		

PROJECT DESCRIPTION

This project provides for the identification, management, control, and if required, removal of asbestos containing materials (ACM) from County facilities. Also included are costs associated with the removal of these materials, such as material replacement and facility repairs, when required. This project also provides for the removal of other environmental hazards such as lead based paint.

ESTIMATED SCHEDULE

Several projects will be completed in FY23 and FY24.

COST CHANGE

Cost increase is due to the addition of expenditures in FY27 and FY28 for this ongoing project.

PROJECT JUSTIFICATION

Asbestos containing materials which have become damaged, or may be disturbed during building renovation or demolition, must be removed or abated. If these materials are not removed, they may become friable, releasing asbestos fibers into the air. Inhaled asbestos fibers may cause health impairments, such as asbestosis, lung, and other types of cancers. Therefore, removing the asbestos-containing materials prior to a renovation eliminates the release of asbestos fibers into the building ventilation system and inhalation of asbestos fibers by building occupants or renovation contractors. Neither contractors nor workers will perform renovations until asbestos is removed because of the health risk to the workers and the associated liability risk to the contractors. Asbestos and other hazardous materials abatement is performed only by specialty contractors, donning protective clothing, and respiratory protection. Asbestos abatement workers are also required to attend specialized training and follow decontamination procedures. The asbestos removal must be performed within an isolated airtight plastic containment vessel, under negative air pressure, as required by Federal and State regulation. Estimated project costs reflect these requirements and removal procedures. The primary targets of this project are County-owned facilities constructed prior to 1978. Bulk material samples and air samples are taken to verify that removal actions are in compliance with regulatory guidelines. Asbestos Abatement is currently also being included in stand-alone renovation projects and in the roof replacement project for County Government. The asbestos survey of County facilities, conducted in FY88, was the basis of the work program. Revisions have and are being made based on periodic ACM inspection, in support of facility renovation, or in response to any unidentified ACM which may be encountered in the course of a maintenance activity.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services and PLAR: Planned Lifecycle Asset Replacement.

Building Envelope Repair
(P361501)

Category	General Government	Date Last Modified	01/12/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,278	945	563	1,770	295	295	295	295	295	295	-
Construction	16,937	6,111	3,296	7,530	1,255	1,255	1,255	1,255	1,255	1,255	-
TOTAL EXPENDITURES	20,215	7,056	3,859	9,300	1,550	1,550	1,550	1,550	1,550	1,550	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	20,215	7,056	3,859	9,300	1,550	1,550	1,550	1,550	1,550	1,550	-
TOTAL FUNDING SOURCES	20,215	7,056	3,859	9,300	1,550	1,550	1,550	1,550	1,550	1,550	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,550	Year First Appropriation	FY15
Appropriation FY 24 Request	1,550	Last FY's Cost Estimate	17,115
Cumulative Appropriation	10,915		
Expenditure / Encumbrances	7,256		
Unencumbered Balance	3,659		

PROJECT DESCRIPTION

This level-of-effort project is needed to maintain the County's building infrastructure. This project funds the wholesale replacement of aged and outdated building envelope systems including the replacement of windows, exterior doors, siding, exterior walls, and weatherproofing. This project provides for a systematic replacement to maintain the building envelope, protect the building integrity, and allow for continued full and efficient use of County buildings.

ESTIMATED SCHEDULE

Several projects will be completed during FY23 and FY24.

FY23 and FY24
Aspen Hill Library.
Montgomery County Correctional Facility Loading Dock.
401 Hungerford Drive.
Colesville Health Center.

Replace windows at 2 County Libraries
Replace three (3) front/back rolling doors at 3 County Fire Stations.

COST CHANGE

Cost increase is due to the addition of expenditures in FY27 and FY28 for this ongoing project.

PROJECT JUSTIFICATION

Window replacements, siding replacements, and exterior door replacements are critical to protect the life of a facility. Windows and doors can eliminate drafts to improve both comfort and energy efficiency. Siding protects the facility by eliminating potential leaks that can lead to damage of other facility components as well as creating health issues such as mold growth.

OTHER

Building envelope repairs have been neglected for many years. Many facilities still have single and/or double pane glass windows and are poorly sealed, leading to energy loss. Many exterior metal doors are rusted and frequently fail to close and latch which creates a safety hazard. Renovations will address leaks around windows and doors and will provide improved energy efficiency.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services and Departments affected by building envelope repair projects.

Capital Asset Management System
(P362307)

Category	General Government	Date Last Modified	05/20/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Other	1,000	-	-	1,000	-	1,000	-	-	-	-	-
TOTAL EXPENDITURES	1,000	-	-	1,000	-	1,000	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	1,000	-	-	1,000	-	1,000	-	-	-	-	-
TOTAL FUNDING SOURCES	1,000	-	-	1,000	-	1,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY23
Appropriation FY 24 Request	1,000	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the implementation of a capital asset management system to track, monitor, and provide long-range planning for the maintenance and/or replacement of the County's capital stock in a timely and cost-effective manner. The Department of General Services (DGS), has completed an inventory and condition assessment of the County's critical facilities. The Capital Asset Management System will house the asset inventory information and will link to the work order system to update the status of the County's asset inventory. Users can automatically track and schedule maintenance activities, allowing them to operate proactively while reducing downtime and increasing operational efficiency. The Capital Asset Management System will streamline work orders, and provide critical information on facility and asset management for decision making.

ESTIMATED SCHEDULE

Project implementation will take place in FY24.

PROJECT JUSTIFICATION

The County's building portfolio consists of over 400 facilities of varying sizes, functions, complexity, and age. This has resulted in significant difficulties in providing timely maintenance and repair, often resulting in unplanned expenses and operational challenges for departments, customers, and the public. Currently, the County does not have a system that provides for adequate tracking of work orders, with information limited to the building level. This in turn affects DGS' ability to adequately plan maintenance schedules, track expenditures and equipment life expectancy. The magnitude of the County's facilities portfolio warrants improvements on its work order management system. The integrated asset management system will produce a listing of the top priority CIP infrastructure asset replacement needs and allow for evidenced-based decision-making.

COORDINATION

Department of General Services, Department of Finance, Department of Technology and Enterprise Business Solutions.

Council Office Building Renovations
(P010100)

Category	General Government	Date Last Modified	05/15/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Rockville	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,412	2,289	468	655	505	150	-	-	-	-	-
Land	4	4	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	88	88	-	-	-	-	-	-	-	-	-
Construction	44,973	41,271	1,204	2,498	82	2,416	-	-	-	-	-
Other	1,267	957	310	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	49,744	44,609	1,982	3,153	587	2,566	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Cable TV	1,052	900	152	-	-	-	-	-	-	-	-
G.O. Bonds	44,528	39,545	1,830	3,153	587	2,566	-	-	-	-	-
Long-Term Financing	4,000	4,000	-	-	-	-	-	-	-	-	-
PAYGO	164	164	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	49,744	44,609	1,982	3,153	587	2,566	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY05
Appropriation FY 24 Request	-	Last FY's Cost Estimate	46,144
Cumulative Appropriation	49,744		
Expenditure / Encumbrances	44,991		
Unencumbered Balance	4,753		

PROJECT DESCRIPTION

This project is in four phases. The first phase, completed in 2009, renovated the hearing room, conference room, and anteroom on the third floor of the Council Office Building (COB) which had not been renovated in at least twenty-five years. Phase II replaces the HVAC system, the lighting systems, windows in the rest of the COB, upgrades restrooms to ADA standards, renovates the auditorium on the first floor, provides improved signage inside and outside the buildings, refreshes common areas, and reconfigures space on the fourth, fifth, and sixth floors for the Council Office and the Office of Legislative Oversight (OLO) staff. Phase III provides code compliance renovations and building envelope corrections. Phase IV will include limited interior modifications to provide two new councilmember suites and ancillary spaces (e.g. hearing/conference rooms). Phase IV - Part B includes a reevaluation and assessment of

the cafeteria/kitchen and potential renovations.

ESTIMATED SCHEDULE

The project is expected to be finished in Fall 2024.

COST CHANGE

Cost change reflects an FY22 supplemental in G.O. Bonds for $3,600,000.

PROJECT JUSTIFICATION

Heating, ventilation, and air conditioning in the COB function poorly and most of the restrooms are not compliant with updated ADA standards or high performance building standards. The Council Office and OLO have far outgrown their space since it was last reconfigured more than 25 years ago. The 1st Floor Auditorium, which is used regularly for County Government staff training and as a meeting place by civic organizations, is extremely substandard.

FISCAL NOTE

The second phase of the project is partially funded with a $184,000 unencumbered balance from the first phase and a FY15 transfer of $2,993,000 in G.O. Bonds from the Montgomery County Government Complex (360901). A FY15 supplemental of $296,000 in G.O. Bonds was approved. An audit by Energy Service Company (ESCO) has been conducted, and it has determined that $4 million in savings can be anticipated from this project. An Energy Savings Performance Contract (ESPC) will allow for third-party funding to cover this portion of the contract, so that G.O. Bonds are not required for funding. A financing mechanism is in place to cover the cost of the contract and the repayment of debt is guaranteed through the energy savings. A FY17 transfer of $700,000 in long-term financing from Energy Systems Modernization was approved. A FY21 supplemental in G.O. Bonds for the amount of $92,000 was approved.

FY22 supplemental in G.O. Bonds for the amount of $3,600,000.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

County Council, Department of General Services, Department of Technology and Enterprise Business Solutions, Legislative Branch Office, Office of Consumer Protection, and Department of Housing and Community Affairs. Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 27-15).

Dickerson Radio Tower
(P342302)

Category	General Government	Date Last Modified	01/15/22
SubCategory	County Offices and Other Improvements	Administering Agency	Technology Services
Planning Area	Poolesville and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Other	2,000	-	2,000	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,000	-	2,000	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	100	-	100	-	-	-	-	-	-	-	-
G.O. Bonds	1,900	-	1,900	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,000	-	2,000	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	2,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,000		

PROJECT DESCRIPTION

TEBS/PSSM desires to install a 450-foot communications tower near the PSRS equipment shelter to replace the GenOn smokestack. The tower will support the antennas and microwave dishes for the PSRS. Once the RideOn project (installing Clever system into the buses) is completed, the RideOn vehicles will also utilize the same radio system, which will greatly increase radio coverage for RideOn (currently on an 8-site UHF system) as they expand their rider coverage area.

ESTIMATED SCHEDULE

FY22

PROJECT JUSTIFICATION

The Public Safety Radio System (PSRS) has 22 antenna sites located around the County to optimize coverage for all Public Safety workers. One of the sites covers the Dickerson area of the County. The PSRS communication site is located on the GenOn property,

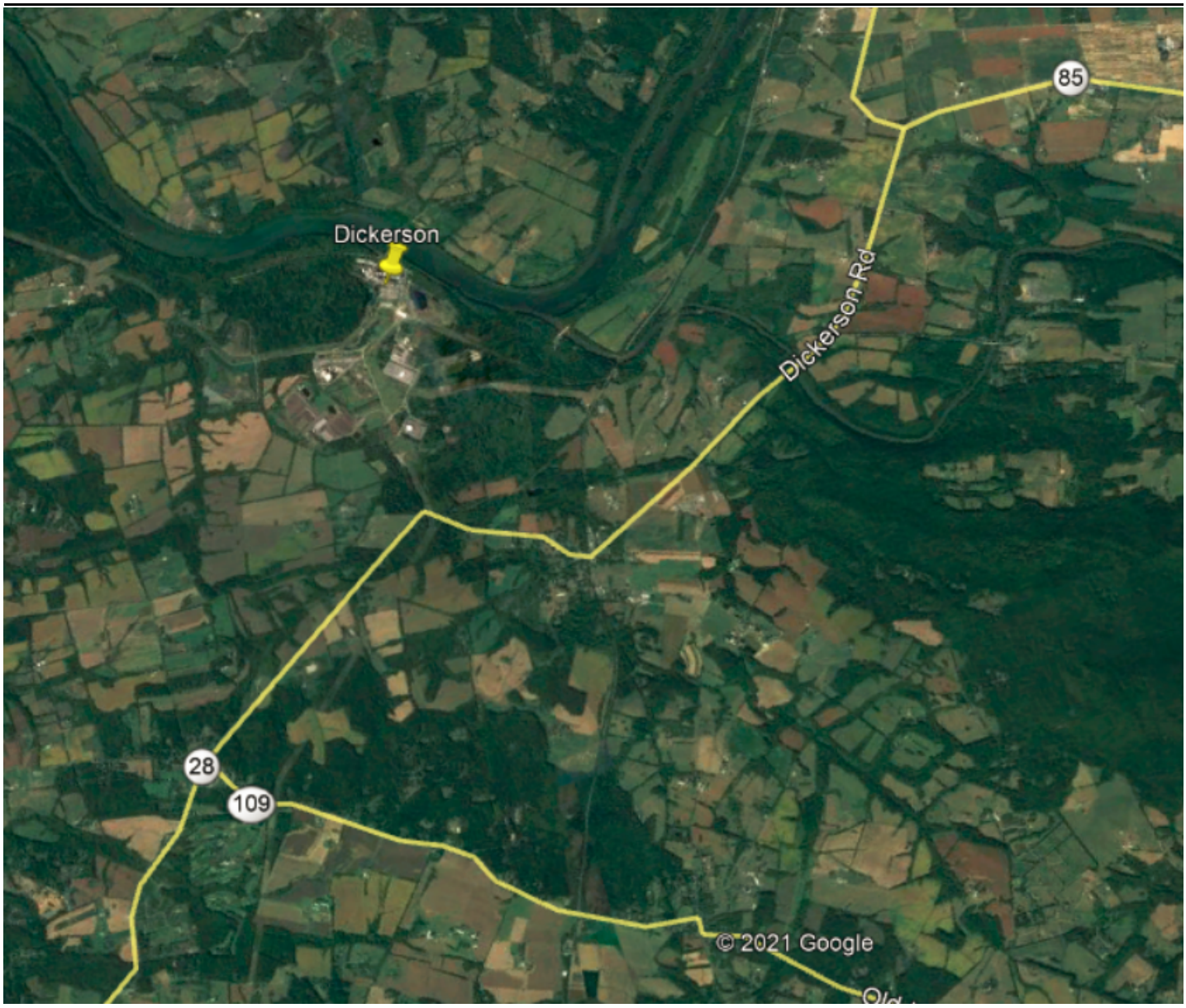
which is in the process of shutting down. The exact date of the smoke stake removal is not currently available. At the time of planning and construction (years 2016 - 2018), information was not available about the GenOn location closing. The PSRS antennas (4) and microwave dishes (2) are located at the 420-foot mark on the 700-foot-tall smoke stack.
For over 20 years, the County has operated at the Dickerson power plant's smoke tower on Martinsburg Road because it was an optimum site for mounting antennas and providing the coverage needed in this portion of the County including the Potomac River. Additionally, the new communications equipment shelter is located at that site as part of the recent activation of the P25 radio system.

FISCAL NOTE

In FY22, $100,000 in Current Revenue: General and $1,900,000 in G.O. Bonds was transferred from the Public Safety System Modernization (PSSM) project to this project.

COORDINATION

Department of Technology and Business Enterprise Solutions, Department of General Services


Dickerson
85
Dickerson Rd
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Elevator Modernization
(P509923)

Category	General Government	Date Last Modified	12/31/21
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,951	2,880	171	900	150	150	150	150	150	150	-
Site Improvements and Utilities	443	443	-	-	-	-	-	-	-	-	-
Construction	19,032	10,646	3,286	5,100	850	850	850	850	850	850	-
Other	128	128	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	23,554	14,097	3,457	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	23,554	14,097	3,457	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-
TOTAL FUNDING SOURCES	23,554	14,097	3,457	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,000	Year First Appropriation	FY99
Appropriation FY 24 Request	1,000	Last FY's Cost Estimate	21,554
Cumulative Appropriation	17,554		
Expenditure / Encumbrances	15,359		
Unencumbered Balance	2,195		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Several projects will be completed in FY23 and FY24.

COST CHANGE

Cost increase is due to the addition of expenditures in FY27 and FY28 for this ongoing project.

PROJECT JUSTIFICATION

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

FISCAL NOTE

In FY18, $100,000 was transferred to Planned Life Cycle Asset Replacement project for the Data Center's Uninterruptible Power Supply (UPS) system.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Departments affected by Elevator Modernization projects, and Department of General Services.

Energy Systems Modernization
(P361302)

Category	General Government	Date Last Modified	01/12/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	23,818	2,381	14,569	6,868	1,717	1,717	1,717	1,717	-	-	-
Construction	119,081	18,964	65,785	34,332	8,583	8,583	8,583	8,583	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	142,900	21,346	80,354	41,200	10,300	10,300	10,300	10,300	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	1,578	39	339	1,200	300	300	300	300	-	-	-
Long-Term Financing	139,125	19,110	80,015	40,000	10,000	10,000	10,000	10,000	-	-	-
PAYGO	2,197	2,197	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	142,900	21,346	80,354	41,200	10,300	10,300	10,300	10,300	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	10,300	Year First Appropriation	FY13
Appropriation FY 24 Request	10,300	Last FY's Cost Estimate	142,900
Cumulative Appropriation	101,700		
Expenditure / Encumbrances	21,561		
Unencumbered Balance	80,139		

PROJECT DESCRIPTION

This project provides a means to implement energy savings performance contracting as a mechanism to reduce the County's energy usage and perform strategic facility upgrades with significantly reduced capital costs. These contracts performed by Energy Services Companies (ESCOs) have been used extensively by the Federal government and other State and local jurisdictions to accomplish energy saving retrofits in a variety of facility applications. For each facility proposed, a unique prescriptive energy conservation analysis (audit) is conducted. Savings are associated with each element (energy conservation measure) of the analysis. Ultimately, the compilation of the measures defines the project. Third-party funding (bonds or commercial loans) covers the cost of the contract. A key feature of Energy Savings Performance Contracts (ESPC) is that General Obligation (G.O.) bonds are not required for the contract costs. A financing mechanism is initiated to cover the cost of the contract and the repayment of the debt is guaranteed through the energy savings. G.O. Bonds are required to cover associated staffing costs.

ESTIMATED SCHEDULE

Projects are identified and scheduled based on potential energy savings, feasibility, and coordination with other activities at project locations.

PROJECT JUSTIFICATION

Implementation of this project is consistent with the County's continuing objective to accomplish environmentally friendly initiatives as well as limit the level of G.O. Bonds. The objective of the individual building projects is to permanently lower the County's energy usage, reduce its carbon footprint and save considerable operating expenses.

OTHER

The proposals outlined in this program are developed in conjunction with the Department of Finance, and the Office of Management and Budget. Financial consultants will be employed to advise and guide decisionmaking. Projects will be implemented based on energy savings potential as well as operational and infrastructure upgrades.

FISCAL NOTE

A FY17 transfer of $700,000 in long-term financing to Council Office Building Renovation was approved. Funding switch between long-term financing and G.O. Bonds/PAYGO.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services, Department of Finance, and Office of Management and Budget.

Energy Conservation: MCG
(P507834)

Category	General Government	Date Last Modified	12/31/21
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	487	145	144	198	33	33	33	33	33	33	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	402	1	401	-	-	-	-	-	-	-	-
Construction	2,809	2,065	42	702	117	117	117	117	117	117	-
Other	10	4	6	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	3,731	2,238	593	900	150	150	150	150	150	150	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	4	4	-	-	-	-	-	-	-	-	-
G.O. Bonds	2,459	966	593	900	150	150	150	150	150	150	-
State Aid	449	449	-	-	-	-	-	-	-	-	-
Utility Incentives	819	819	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,731	2,238	593	900	150	150	150	150	150	150	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Energy		(240)	(40)	(40)	(40)	(40)	(40)	(40)
NET IMPACT		(240)	(40)	(40)	(40)	(40)	(40)	(40)

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	150	Year First Appropriation	FY78
Appropriation FY 24 Request	150	Last FY's Cost Estimate	3,431
Cumulative Appropriation	2,831		
Expenditure / Encumbrances	2,457		
Unencumbered Balance	374		

PROJECT DESCRIPTION

The project supports efforts yielding rapid financial returns to the County or substantial progress towards established environmental goals, such as energy savings, renewable energy installations, greenhouse gas reductions, and waste diversion. The County conducted energy assessments and other analysis to identify resource and cost savings opportunities in County facilities that will inform project scheduling. In addition, the County is preparing a comprehensive sustainability plan with specific programs and actions to reduce the environmental footprint of County operations and reduce costs. This project will provide funds to target rapid return on investment energy conservation projects; provide ancillary funds to support the installation of solar photovoltaic systems on County facilities; augment other energy conservation projects (e.g., funding incremental costs of higher efficiency equipment); support energy and sustainability master planning for County facilities and operations; leverage federal, state, and local grant funding; and provide funds to leverage public-private partnerships and third-party resources.

ESTIMATED SCHEDULE

Projects are identified and scheduled based on energy savings potential, reduced maintenance costs, overall cost savings, and quantifiable environmental benefits.

COST CHANGE

Cost increase is due to the addition of expenditures in FY27 and FY28 for this ongoing project.

PROJECT JUSTIFICATION

This program is integral to the County's cost-containment efforts. Generally, projects will pay for themselves in one to ten years, with short payback initiatives being targeted to reduce pressure on the operating budget. The program also funds incremental costs in staff, planning, contractor support, analytics and other efforts to increase the impact of the County's overall energy and sustainability projects. The program is necessary to fulfill the mandate of the County's building energy design standards (8-14a), Council Bill 2-14 Energy Performance Benchmarking, Council Bill 5-14 Social Cost of Carbon, Council Bill 6-14 Office of Sustainability, and Council Bill 8-14 Renewable Energy Technology. Significant reductions in energy consumption, greenhouse gas emissions, solid waste, water consumption, and maintenance are expected.

FISCAL NOTE

A FY18 supplemental of $819,000 in Utility Incentives was approved.

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, - Advanced Energy Initiative, and Energy Modernization Program.

Environmental Compliance: MCG
(P500918)

Category	General Government	Date Last Modified	12/31/21
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,864	2,981	383	1,500	250	250	250	250	250	250	-
Site Improvements and Utilities	681	681	-	-	-	-	-	-	-	-	-
Construction	18,515	10,177	1,438	6,900	1,150	1,150	1,150	1,150	1,150	1,150	-
Other	3,243	3,243	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	27,303	17,082	1,821	8,400	1,400	1,400	1,400	1,400	1,400	1,400	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Water Quality Protection	130	100	30	-	-	-	-	-	-	-	-
G.O. Bonds	27,173	16,982	1,791	8,400	1,400	1,400	1,400	1,400	1,400	1,400	-
TOTAL FUNDING SOURCES	27,303	17,082	1,821	8,400	1,400	1,400	1,400	1,400	1,400	1,400	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,400	Year First Appropriation	FY09
Appropriation FY 24 Request	1,400	Last FY's Cost Estimate	24,503
Cumulative Appropriation	18,903		
Expenditure / Encumbrances	17,500		
Unencumbered Balance	1,403		

PROJECT DESCRIPTION

This project develops and implements plans for the prevention of pollution and the abatement and containment of potential pollution sources at County facilities - including the Department of Transportation, the Department of General Services depots and maintenance shops, and other county facilities and offices. This project provides for the design and construction of structural covered areas to ensure appropriate storage of hazardous materials and potential pollution sources at County depots. Work will also include replacement of the salt barns at County depots and addressing environmental compliance issues of petroleum Underground Storage Tanks (USTs) and associated piping at County facilities. This program also addresses environmental concerns such as indoor air quality issues, mold, radon, lead paint and lead in drinking water.

ESTIMATED SCHEDULE

Several projects will be completed during FY23 and FY24.

COST CHANGE

Cost increase is due to the addition of expenditures in FY27 and FY28 for this ongoing project.

PROJECT JUSTIFICATION

This project is supported by the Pollution Prevention Plan (P2) for County facilities and the Storm Water Pollution Prevention Plans (SWPPP) for County facilities to comply with aspects of the Federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) Notice of Intent (NOI). Each of the County maintenance facilities must implement appropriate pollution prevention techniques to reduce contamination of stormwater runoff. Covered areas are required under the NPDES for all hazardous products and liquid drums that are stored outside to avoid the potential of drum deterioration, leakage, and/or runoff contamination. Structural improvements of covered areas and salt barn structures are scheduled at the Silver Spring, Poolesville, and Bethesda Depots. This project also includes efforts to address environmental compliance issues of UST's and associated piping at County facilities.

FISCAL NOTE

In FY18, $140,000 was transfered to Planned Lifecycle Asset Replacement for the Data Center UPS system.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services, Department of Transportation, Department of Permitting Services, Department of Environmental Protection, and Maryland Department of the Environment.

EOB HVAC Renovation
(P361103)

Category	General Government	Date Last Modified	05/21/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	290	290	-	-	-	-	-	-	-	-	-
Other	110	-	110	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	400	290	110	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	133	23	110	-	-	-	-	-	-	-	-
PAYGO	123	123	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	144	144	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	400	290	110	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY20
Appropriation FY 24 Request	-	Last FY's Cost Estimate	8,000
Cumulative Appropriation	400		
Expenditure / Encumbrances	397		
Unencumbered Balance	3		

PROJECT DESCRIPTION

The funding provides for the design phase. The total project will provide for a full renovation of the mechanical/electrical systems, interior and facade/envelope to; (1) address the obsolescence identified in the condition assessment (2) to achieve significant energy savings consistent with our climate change goals (3) to reposition the building consistent with a modern workplace, allowing flexibility in capacity, programming, and end uses/users of the building for the next 40 years. The ultimate costs cost will be determined in the next phase of the ongoing study and future design and planning.

LOCATION

101 Monroe St. Rockville, Maryland.

ESTIMATED SCHEDULE

A feasibility study is underway which will determine the project's final scope, schedule, and cost.

COST CHANGE

Project cost decreased pending further scope development.

PROJECT JUSTIFICATION

The EOB was built in 1979, and its HVAC system is over 40 years old. In 2006, the Department of General Services hired a consultant (URS Inc.) to conduct a condition assessment study to identify the condition of the HVAC system. The outcome of this study indicated that all equipment and components have reached the end of their economic life expectancy. Moreover, the existing all-electric heating system is highly inefficient and is costly to operate. The consultant study recommended that the entire HVAC system be redesigned with state-of-the-art technology, highly-efficient equipment, and be replaced in its entirety.

FISCAL NOTE

The ultimate costs cost will be determined in the next phase of the ongoing study and future design and planning, but costs estimates included in the phase 2 analysis indicate costs between $100 - $120 million to complete the renovation.

COORDINATION

Department of General Services, City of Rockville, Offices of the County Executive, Department of Technology and Enterprise Business Solutions, Department of Finance, Montgomery County Fire and Rescue Service, Department of Human Resources, Office of Management and Budget, Department of Transportation, Washington Gas, WSSC Water, and PEPCO.

Exelon-Pepco Merger Fund
(P362105)

Category	General Government	Date Last Modified	01/07/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	56	13	43	-	-	-	-	-	-	-	-
Construction	6,144	1,241	2,616	2,287	2,287	-	-	-	-	-	-
TOTAL EXPENDITURES	6,200	1,254	2,659	2,287	2,287	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Utility Merger Funds	6,200	1,254	2,659	2,287	2,287	-	-	-	-	-	-
TOTAL FUNDING SOURCES	6,200	1,254	2,659	2,287	2,287	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,287	Year First Appropriation	FY21
Appropriation FY 24 Request	-	Last FY's Cost Estimate	6,200
Cumulative Appropriation	3,913		
Expenditure / Encumbrances	2,000		
Unencumbered Balance	1,913		

PROJECT DESCRIPTION

This project provides for the design and implementation of energy savings projects in various County facilities and locations using funds obtained through the merger of Exelon Corporation, Pepco Holdings Inc., Potomac Electric Power Company, and Delmarva Power & Light Company ("Exelon/PHI merger"), approved by the Maryland Public Service Commission (PSC) per Order No. 86990 on May 15, 2015. Projects include lighting retrofits, heating, ventilation, and cooling (HVAC) controls upgrades and equipment replacement including chillers, condensing units and air handling units.

ESTIMATED SCHEDULE

Projects are identified and scheduled based on energy savings potential, reduced maintenance costs, overall cost savings, and quantifiable environmental benefits. Schedule is subject to change based on project need. Currently planned projects include:

Completed in FY21: Upper County Community Recreation Center and Pool; Bethesda Chevy Chase Center, Margaret Schweinhaut Senior Center, David F. Bone Equipment Maintenance and Transit Operations Center (EMTOC); Potomac Community Recreation Center; and Fire Station #10 (Cabin John Volunteer Fire Station)

FY22: Scotland Neighborhood Recreation Center; Holiday Park Senior Center; Jane Lawton Community Recreation Center; Rothgeb Workers Center; Strathmore Hall; Bauer Drive Community Recreation Center; Plum Gar Community Recreation Center; HHA-Womens Shelter; Fire Arms Range; Public Safety Headquarters (PSHQ); Veteran's Plaza Civic Center; Gaithersburg Highway Maintenance Facility; Plum Gar Community Recreation Center; Fire and Rescue Maintenance Depot (Southlawn); Police Stations District #1 and 4; Fire station #1, 2, 22 and 34; and Alternate Emergency Communications Center
FY23: Gwendolyn Coffield Community Recreation Center; Potomac Community Recreation Center; Jane Lawton Community Recreation Center; Detention Center (Seven Locks); Fire and Rescue Maintenance Depot (Southlawn)

PROJECT JUSTIFICATION

The Exelon/PHI (PHI) merger, approved by the Maryland PSC per Order No. 86990 on May 15, 2015 and Order No. 88128 on April 12, 2017 regarding the Most Favored Nation Provision, resulted in the County receiving over $40 million, of which $8.4 million was designated to establish a Green Sustainability Fund. The County will use $6.7 million of these funds for this project to establish a revolving funding mechanism to implement energy savings projects in public facilities. Generally, projects will pay for themselves over several years. Significant reductions in energy consumption, greenhouse gas emissions, and maintenance are expected.

OTHER

Staff from the Department of General Services (DGS), Department of Finance (FIN), Office of Management and Budget (OMB), and County Attorney (OCA) are coordinating the development of processes and monitoring of energy savings in order to ensure funds are revolving as intended by the terms of the merger. Energy savings are not expected to be realized until the completion of the first round of projects in FY22 and FY23.

FISCAL NOTE

A total of $6.7 million was originally appropriated in the Restricted Donation Fund in FY19. Approximately $500,000 was spent in FY20 from the Restricted Donation Fund to fund the initial round of projects, including Potomac Library, Upper County Community Recreation Center and Pool, Bethesda-Chevy Chase Regional Services Center, and Margaret Schweinhaut Senior Center. The remaining funds of $6.2 million shifted to this new CIP project.

Projects are also expected to be eligible for utility incentives during and after implementation; utility incentives will offset the use of the merger funds. Merger funds cannot be used to supplant existing County funding for projects, including staff charges.
Additional revolving funds that are received will be appropriated through a Supplemental.

COORDINATION

Department of General Services, Department of Finance, Office of Management and Budget, County Attorney

Facilities Site Selection: MCG
(P500152)

Category	General Government	Date Last Modified	12/31/21
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	478	289	39	150	25	25	25	25	25	25	-
Land	106	106	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	8	8	-	-	-	-	-	-	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	595	406	39	150	25	25	25	25	25	25	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	595	406	39	150	25	25	25	25	25	25	-
TOTAL FUNDING SOURCES	595	406	39	150	25	25	25	25	25	25	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	25	Year First Appropriation	FY01
Appropriation FY 24 Request	25	Last FY's Cost Estimate	545
Cumulative Appropriation	445		
Expenditure / Encumbrances	409		
Unencumbered Balance	36		

PROJECT DESCRIPTION

This project provides for site selection for the following candidate projects: Clarksburg Library, Damascus Depot Relocation, North County Regional Recreation and Aquatic Center, 4th District Police Station, Montgomery Village Fire Station, land for facility reforestation, and other site selection activities such as appraisals, geotechnical services, environmental studies, title reports and surveys.

COST CHANGE

Cost increase is due to the addition of expenditures in FY27 and FY28 for this ongoing project.

OTHER

These funds will be used for site selection only. No land will be purchased without notice to the County Council that must include the reasons why the proposed site is appropriate for the specific project being planned, including the expected size of the facility, and how the site is responsive to community needs. Any land acquisition will be funded initially through Advanced Land Acquisition Revolving Fund (ALARF): MCG, then reimbursed by a future appropriation from the specific project. The County Executive will work with the Maryland-National Capital Park and Planning Commission staff to review future facility needs in master plans and department strategic plans to identify sites beyond those for projects in facility planning and the current CIP for acquisition.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of Police, Department of Public Libraries, Department of General Services, Department of Recreation, Department of Fire/Rescue services, Department of Transportation, Maryland-National Capital Park and Planning Commission, Office of Management and Budget, and Regional Services Centers.

Facility Planning: MCG
(P508768)

Category	General Government	Date Last Modified	01/07/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	11,038	9,109	369	1,560	260	260	260	260	260	260	-
Land	87	87	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	7	7	-	-	-	-	-	-	-	-	-
Construction	412	412	-	-	-	-	-	-	-	-	-
Other	232	232	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	11,776	9,847	369	1,560	260	260	260	260	260	260	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	11,131	9,202	369	1,560	260	260	260	260	260	260	-
Current Revenue: Solid Waste Disposal	20	20	-	-	-	-	-	-	-	-	-
G.O. Bonds	625	625	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	11,776	9,847	369	1,560	260	260	260	260	260	260	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	260	Year First Appropriation	FY87
Appropriation FY 24 Request	260	Last FY's Cost Estimate	11,256
Cumulative Appropriation	10,216		
Expenditure / Encumbrances	9,900		
Unencumbered Balance	316		

PROJECT DESCRIPTION

This project provides for general government facility planning studies for a variety of projects under consideration in the CIP. In addition, facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, Montgomery County develops a Program of Requirements (POR) that outlines the general and specific features required on the project. Selected projects range in type including: new buildings, renovation of existing buildings, stormwater management, and recycling centers. Facility planning is a decision making process that includes the determination of the purpose of and need for a candidate project, a rigorous investigation of non-County sources of funding, and an estimate of the cost of the design and an estimated range of the cost of construction of the project. Facility

planning represents feasibility analysis, planning and preliminary design and develops a POR in advance of full programming of a project in the CIP. Depending upon the results of a facility planning determination of purpose and need, a project may or may not proceed to design and construction. For a full description of the facility planning process, see the CIP Planning Section.

COST CHANGE

Cost change due to the addition of FY27 and FY28 expenditures to this project.

PROJECT JUSTIFICATION

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

The study proposals under this program are developed in conjunction with program departments, the Department of General Services, the Office of Management and Budget (OMB), and consultants to ensure accurate program requirements. Planning studies are underway or to be completed in FY22 or FY23 are listed on the next page. This list includes projects that will potentially be considered for inclusion as stand-alone projects in the future years. Other projects not listed may be planned under urgent situations. Planning for future fire stations will be considered if response time or population data warrant such a need.

FISCAL NOTE

Funds may also be used to explore opportunities in the event a private developer expresses interest in County property. In FY21, $100,000 of funding is shifted to the new Wheaton Arts and Cultural Center CIP (P722106) to continue planning for that project in FY21.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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

CANDIDATE PROJECTS AND STUDIES UNDERWAY/PLANNED FOR FY23

- **4TH DISTRICT POLICE STATION**
- **CLARKSBURG LIBRARY**
- **FUTURE COUNTY TRANSIT DEPOT(S)**
- **POOLESVILLE COMMUNITY FACILITY**
- **ALTERNATE EMERGENCY COMMUNICATIONS CENTER**
- **MONTGOMERY VILLAGE FS #39**
- **HILLANDALE FS #24**
- **CLARKSBURG REGIONAL RECREATION CENTER**
- **BETHESDA REGIONAL RECREATION CENTER**

NOTE #1: AS OPPORTUNITIES OCCUR, COUNTY FACILITIES IN NEED OF REHABILITATION AND/OR EXPANSION MAY BE CONSIDERED FOR FACILITY PLANNING TO LEVERAGE FUNDING. EXAMPLES OF SUCH OPPORTUNITIES WOULD BE WHEN REDEVELOPMENT OCCURS OR WHEN LOCAL VOLUNTEER FIRE/RESCUE DEPARTMENTS RENOVATE, VOLUNTEER-OWNED FIRE STATIONS.

HVAC/Elec Replacement: MCG
(P508941)

Category	General Government	Date Last Modified	05/20/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,370	1,608	1,152	2,610	435	435	435	435	435	435	-
Site Improvements and Utilities	2,657	2,657	-	-	-	-	-	-	-	-	-
Construction	28,604	9,288	4,226	15,090	2,515	2,515	2,515	2,515	2,515	2,515	-
TOTAL EXPENDITURES	36,631	13,553	5,378	17,700	2,950	2,950	2,950	2,950	2,950	2,950	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	36,631	13,553	5,378	17,700	2,950	2,950	2,950	2,950	2,950	2,950	-
TOTAL FUNDING SOURCES	36,631	13,553	5,378	17,700	2,950	2,950	2,950	2,950	2,950	2,950	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Energy		(816)	(136)	(136)	(136)	(136)	(136)	(136)
NET IMPACT		(816)	(136)	(136)	(136)	(136)	(136)	(136)

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,950	Year First Appropriation	FY96
Appropriation FY 24 Request	2,950	Last FY's Cost Estimate	30,731
Cumulative Appropriation	18,931		
Expenditure / Encumbrances	15,211		
Unencumbered Balance	3,720		

PROJECT DESCRIPTION

This project provides for the orderly replacement/renovation of outdated Heating, Ventilation, and Air Conditioning (HVAC) systems and electrical systems in County buildings. The Department of General Services (DGS) currently oversees, monitors, and provides services for operation of the mechanical, electrical, and fire protection systems of 250 County facilities with approximately 12 million square feet of occupied space. The project requires periodic condition assessments and renovation of the HVAC, plumbing, electrical, and control systems and equipment; overhauling the air distribution systems; and electrical service upgrades.

ESTIMATED SCHEDULE

Several projects will be completed during FY23 and FY24.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 expenditures to this ongoing project.

PROJECT JUSTIFICATION

Many HVAC, plumbing, and electrical systems in County-owned buildings are outdated and well beyond economical repair, particularly in buildings which have not been renovated in many years. In the life of the buildings, the HVAC, plumbing, and electrical systems require major renovation or replacement at least once every 25 years. These renovations will not only significantly extend the life of the County buildings, but convert the old mechanical/electrical systems to state-of-the-art energy efficient systems which improves indoor air quality. It conserves energy and saves resources. The criteria for selecting the County facilities for systems renovation or replacement include: mechanical/electrical systems degradation, high maintenance costs, high energy consumption, current code compliance, indoor air quality, and major change of the functional use of the building. Occupational Safety and Health Administration (OSHA) has issued proposed rules for providing quality of indoor air in the work place (OSHA 29 CFR parts 1910, 1915, and 1926). The rules require indoor air quality (IAQ) compliance plans to be implemented. The results of a facility condition assessment of 73 County facilities completed by a consultant in FY05, FY06 and FY07 have been used to prioritize the program. The March 2010 Report of the Infrastructure Maintenance Task Force identified an annual level of effort for HVAC/electrical replacement based on a 25 year life span.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services.

Life Safety Systems: MCG
(P509970)

Category	General Government	Date Last Modified	01/12/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,685	1,434	633	618	103	103	103	103	103	103	-
Site Improvements and Utilities	1,124	1,124	-	-	-	-	-	-	-	-	-
Construction	12,148	7,538	1,478	3,132	522	522	522	522	522	522	-
Other	905	905	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	16,862	11,001	2,111	3,750	625	625	625	625	625	625	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	16,862	11,001	2,111	3,750	625	625	625	625	625	625	-
TOTAL FUNDING SOURCES	16,862	11,001	2,111	3,750	625	625	625	625	625	625	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	625	Year First Appropriation	FY99
Appropriation FY 24 Request	625	Last FY's Cost Estimate	15,612
Cumulative Appropriation	13,112		
Expenditure / Encumbrances	12,272		
Unencumbered Balance	840		

PROJECT DESCRIPTION

This project provides funding for installation of modern life-safety systems to protect the County's facilities and to protect buildings in the event of fire emergencies. Implementation of this project will help to minimize the dangers to life from fire, including smoke and fumes. The scope of the project encompasses fire alarms with voice addressable capabilities, sprinklers for fire suppression, fire and smoke detection, smoke control systems, and emergency generators.

ESTIMATED SCHEDULE

Several projects will be completed during FY23 and FY24.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 expenditures to this ongoing project.

PROJECT JUSTIFICATION

Numerous existing facilities are in need of modern, basic life-safety systems. In many older facilities, there are no emergency generators, fire alarms, or sprinklers. Emergency generators are critical to support fire alarms and fire pumps during power outages. Some facilities are 24-hour residential facilities. In case of fire, there could be a significant potential exposure to loss of life and property. Most of the facilities do not meet code and have outdated fire alarm systems for which spare parts are no longer available and which can no longer be kept in reliable operation. Many of these County facilities were built years ago, and thus, were grandfathered under the fire code since the occupancy category has not changed. The outdated systems need to be replaced and upgraded to provide improved protection to County employees and County properties. "The Third Report of the Infrastructure Maintenance Task Force (March 2010)" identified an annual level of effort for life safety systems based on a 25-year lifespan.

FISCAL NOTE

In FY19, $326,500 was transferred to Planned Life Cycle Asset Replacement for the Data Center UPS system.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services

Lincoln HS
(P362302)

Category	General Government	Date Last Modified	01/12/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Rockville	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	265	-	-	265	265	-	-	-	-	-	-
Construction	1,235	-	-	1,235	1,235	-	-	-	-	-	-
TOTAL EXPENDITURES	1,500	-	-	1,500	1,500	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	1,500	-	-	1,500	1,500	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,500	-	-	1,500	1,500	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,500	Year First Appropriation	FY23
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The former Lincoln High School is a landmark in Montgomery County's black education history. Opened in 1935, it is the oldest remaining high school building and the only junior high school constructed for black students in Montgomery County. The renovation includes roof replacement and some building envelope repair, in order to protect further deterioration of the building.

LOCATION

595 N Stonestreet Ave, Rockville, MD 20850.

ESTIMATED SCHEDULE

Work is expected to be completed in FY23.

PROJECT JUSTIFICATION

The former Lincoln High School, located in Rockville, is a landmark in Montgomery County's black education history. Opened in 1935, it is the oldest remaining high school building and the only junior high school constructed for black students in Montgomery County. The building was most recently occupied by Crusader Baptist Church of God. A structural and environmental assessment of the facility was performed in March 2020 by O'Connell and Lawrence at DGS's request and revealed a wide array of structural issues that indicated property maintenance code violations for the existing building that warranted timely abatement. The report indicated that a renovation would correct structural problems (the roof is in danger of severe failure), correct code violations (the plumbing, mechanical and electrical systems are noncompliant), and mitigate environmental issues by removing lead and asbestos. The report also stated that the structural and water damage cannot be fully determined without removal of the roof/ceiling assembly as well and plaster and drywall at the exterior load bearing walls and interior columns. In March 2020, the City of Rockville issued a notice that the facility should not be occupied in its current state

COORDINATION

City of Rockville

MCPS Bus Depot and Maintenance Relocation
(P360903)

Category	General Government	Date Last Modified	05/21/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Gaithersburg and Vicinity	Status	Planning Stage
		Relocation Impact	Yes

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,009	1,009	-	-	-	-	-	-	-	-	-
Land	4	4	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	150	150	-	-	-	-	-	-	-	-	-
Other	1,837	583	1,254	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	3,000	1,746	1,254	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	1,452	198	1,254	-	-	-	-	-	-	-	-
PAYGO	1,501	1,501	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	47	47	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,000	1,746	1,254	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY09
Appropriation FY 24 Request	-	Last FY's Cost Estimate	3,000
Cumulative Appropriation	3,000		
Expenditure / Encumbrances	1,746		
Unencumbered Balance	1,254		

PROJECT DESCRIPTION

This project is part of the Smart Growth Initiative program and provides for a comprehensive feasibility study and planning for the relocation of the Montgomery County Public Schools Bus Depot from the County Service Park on Crabbs Branch Way. Previous plans to acquire several sites for MCPS bus parking facilities to accommodate displaced buses when the site is redeveloped have been put on hold until an agreement can be reached on a project plan. It also includes staff supervision, consultant costs, demolition of existing improvements, and environmental clean up of the east side of Crabbs Branch Way.

LOCATION

East side of Crabbs Branch Way north of Shady Grove.

ESTIMATED SCHEDULE

Environmental clean up of the Maryland-National Capital Park and Planning Commission facilities occurred in FY17, and demolition was completed in FY19. The Council intends that the Executive branch continue to work with Montgomery County Public Schools to conduct a renewed site selection study for possible locations to replace the multiple functions on the current Shady Grove MCPS Transportation site. These include the central heavy maintenance facility and repair bays, MVA driver training course, and parking sufficient to replace the over 400 buses currently housed at the Shady Grove location. Site identification should include multiple options and an implementation plan and timeline to transition that maintains continuity of services for MCPS. The implementation plan should also reflect the initiative to transition the MCPS fleet to electric over the next 12-15 years. The Council must receive a report of this process no later than January 15, 2023.

PROJECT JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit-oriented development intended for the area and address unmet needs. The County is faced with aging facilities that require extensive investment of funds to meet our needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs. Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; Montgomery County Property Use Study Updated Briefing to County Council , April 29, 2008 (based on Staubach Reports); Montgomery County Smart Growth Initiative Update to County Council , September 23, 2008.

OTHER

The project provides for the planning phase, clean-up, and demolition activities for the MCPS bus depot and maintenance facility. Final construction costs for a replacement MCPS bus depot and maintenance facility will be determined during the design development phase.

DISCLOSURES

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

COORDINATION

Department of General Services, Department of Transportation, Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Department of Finance, Department of Technology and Enterprise Business Solutions, Office of Management and Budget, and Washington Suburban Sanitary Commission.

Planned Lifecycle Asset Replacement: MCG
(P509514)

Category	General Government	Date Last Modified	01/01/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,162	2,347	755	3,060	510	510	510	510	510	510	-
Land	15	15	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	482	482	-	-	-	-	-	-	-	-	-
Construction	25,799	9,115	4,444	12,240	2,040	2,040	2,040	2,040	2,040	2,040	-
Other	343	343	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	32,801	12,302	5,199	15,300	2,550	2,550	2,550	2,550	2,550	2,550	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	220	-	220	-	-	-	-	-	-	-	-
G.O. Bonds	25,242	4,963	4,979	15,300	2,550	2,550	2,550	2,550	2,550	2,550	-
PAYGO	7,339	7,339	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	32,801	12,302	5,199	15,300	2,550	2,550	2,550	2,550	2,550	2,550	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,550	Year First Appropriation	FY95
Appropriation FY 24 Request	2,550	Last FY's Cost Estimate	27,701
Cumulative Appropriation	17,501		
Expenditure / Encumbrances	13,615		
Unencumbered Balance	3,886		

PROJECT DESCRIPTION

This project provides for a comprehensive lifecycle replacement program to protect the County's investment in facilities and to sustain efficient and reliable facility operation. The project is targeted at slowing the deterioration of key facility and site components based on an inventory of their age and condition. The project includes: mechanical/plumbing equipment; lighting system replacement not covered under the Energy Conservation CIP program; and reconstruction of sidewalks and curbs adjacent to County facilities. The scope of this project parallels approved CIP projects of Montgomery County Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission.

ESTIMATED SCHEDULE

Several projects will be completed during FY23 and FY24.

COST CHANGE

Cost increase due to the addition of expenditures in FY27 and FY28 for this ongoing project.

PROJECT JUSTIFICATION

The County currently has a significant backlog of facility and site components that result from facility age and past deferrals of deficiencies. Various components are outdated, inefficient, and costly to repair. The replacement of components significantly extends the useful life of County facilities. In FY05, FY06, and FY07, the County engaged a consultant to conduct a comprehensive facility condition assessment survey of 73 County facilities, or approximately 30 percent of the County's facility inventory. Based upon the age and condition of each component and industry-accepted component lifetimes, a priority listing of component replacement was developed. The results of the facility condition assessment of 73 County facilities have been used to prioritize the six-year program.

FISCAL NOTE

In FY19, $566,000 was transferred for the Data Center UPS system.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services.

Public Safety System Modernization
(P340901)

Category	General Government	Date Last Modified	01/10/22
SubCategory	County Offices and Other Improvements	Administering Agency	County Executive
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,685	5,260	195	230	230	-	-	-	-	-	-
Construction	5,852	4,404	1,448	-	-	-	-	-	-	-	-
Other	99,957	87,806	7,684	4,467	1,748	2,719	-	-	-	-	-
TOTAL EXPENDITURES	111,494	97,470	9,327	4,697	1,978	2,719	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	32	32	-	-	-	-	-	-	-	-	-
Current Revenue: General	10,211	7,671	2,045	495	495	-	-	-	-	-	-
Federal Aid	2,947	2,947	-	-	-	-	-	-	-	-	-
G.O. Bonds	48,921	37,437	7,282	4,202	1,483	2,719	-	-	-	-	-
PAYGO	2,240	2,240	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,800	2,800	-	-	-	-	-	-	-	-	-
Short-Term Financing	44,343	44,343	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	111,494	97,470	9,327	4,697	1,978	2,719	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		1,800	100	100	400	400	400	400
Program-Staff		960	-	-	240	240	240	240
Program-Other		-	-	-	-	-	-	-
NET IMPACT		2,760	100	100	640	640	640	640

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY09
Appropriation FY 24 Request	-	Last FY's Cost Estimate	113,494
Cumulative Appropriation	111,494		
Expenditure / Encumbrances	103,478		
Unencumbered Balance	8,016		

PROJECT DESCRIPTION

This program will provide for phased upgrades and modernization of computer aided dispatch (CAD), law enforcement records management system (RMS), and voice radio systems used primarily by the County's public safety first responder agencies including Police, Fire and Rescue, Sheriff, Corrections and Rehabilitation, and Emergency Management and Homeland Security. The modernization will include replacement of the current CAD/RMS system, replacement of public safety mobile and portable radios, upgrade of non-public safety mobile and portable radios, and replacement of core voice radio communications infrastructure. The previously approved Fire Station Alerting System Upgrades project (CIP #451000) was transferred to this project in order to coordinate the upgrades with the new CAD system. The alerting system upgrades will modernize the fire station alerting systems at 43 existing work sites, maintaining the ability to notify fire and rescue stations of emergencies. The alerting system, including audible and data signals, is essential for the notification of an emergency and the dispatch of appropriate response units from the County. As voice, data, and video are beginning to converge to a single platform, this project will provide a pathway to a modern public safety support infrastructure that will enable the County to leverage technology advances and provide efficient and reliable systems for first responders. This project will follow the methodologies and strategies presented in the Public Safety Systems Modernization (PSSM) plan completed in July 2009.

ESTIMATED SCHEDULE

The infrastructure update for the Public Safety Radio System was completed in March 2021. The installation of the desktop radio consoles for the Alternate Emergency Communications Center will be completed by the end of FY22. The County anticipates that the Law Enforcement Records Management System (LE-RMS) contract will also be awarded by the end of FY22 and implemented within 18 months.

COST CHANGE

Cost savings were transferred to a new Dickerson Radio Tower project in FY22.

PROJECT JUSTIFICATION

The public safety systems require modernization. Prior to replacement, the CAD system was reaching the end of useful life and did not meet the County's current operational requirements, impacting the response time of first responders to 9-1-1 calls. The CAD Roadmap Study, completed in March 2009, recommended replacement of the system to address existing shortcomings and prepare for the next generation 9-1-1 systems. The manufacturer's support for the voice radio system had to be phased out as of December 31, 2009. Beyond that date, the manufacturer will only continue to provide system support on an as available basis, but will not guarantee the availability of parts or technical resources. The CAD modernization initiated a detailed planning phase that included the use of industry experts to assist with business process analysis and to develop detailed business and technical requirements for the new CAD system. This process allowed the County to incorporate lessons learned and best practices from other jurisdictions. As more of the County's regional partners migrate to newer voice technologies, it will affect interoperable voice communications. To ensure that the County maintains reliable and effective public safety (voice radio) communications for the operations of its first responders and to sustain communications interoperability for seamless mutual aid among its regional partners, the County needed to implement a project to upgrade and modernize its portable and mobile radio units and subsequently the radio voice communications infrastructure. Acceleration of the public safety radio purchases was initiated to take advantage of a Partial Payment in Lieu of Re-Banding offer from Sprint/Nextel toward the financing of new, upgraded, P-25 compliant public safety radios and to meet the Federal Communications Commission (FCC) mandated 800 MHZ frequency rebanding requirements for nationwide public safety radio frequency interoperability. Now, the installation of the new core radio communication infrastructure is needed. The fire station alerting system upgrades were identified as a need under Section 5 of the MCFRS Master Plan (adopted by the County Council in October 2005) and detailed in the Station Alerting and Public Address (SA/PA) System for Fire/Rescue Stations, Rev 1, 2006. This project allows for the

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

OTHER

$20.936 million was appropriated in FY11 to purchase P-25 compliant radios that allowed the County to complete immediate re-banding within the 800 MHz frequency as required by the FCC. The radio replacement program includes the M-NCPPC Montgomery County Park Police. The future purchase of public safety radios (other than to replace broken equipment) must be able to be supported by a P25 Phase-2 compliant infrastructure. The use of State of Maryland infrastructure will be aggressively pursued in order to minimize costs to Montgomery County. The CAD procurement request will reflect the County's interest in maintaining the station alerting functionality at the current level or better through the CAD system. The RFP for CAD replacement will include replacement of the following systems: CAD, mapping, and the existing Law Enforcement Records Management and Field Reporting systems. Coordination with participating department/agencies and regional partners will continue throughout the project.

FISCAL NOTE

Funding in FY09 included Urban Area Security Initiative (UASI) grant funding of $2.055 million and Fire Act grant funding of $988,000. Funding schedule reflects FYI 8 supplemental adding $32,000 in Contributions for additional equipment required for Local Fire Rescue Departments (LFRDs). FYI 8 funding switch is due to a transfer of Current Revenue General for $283,000 from Technology Modernization (MCG) project offset by an equal reduction in Short Term Financing. In FY22, a $2 million transfer was made to a new Dickerson Radio Tower project.

COORDINATION

PSSM Executive Steering Committee, Executive Program Directors, Department of Technology and Business Enterprise Solutions, Department of Police, Montgomery County Fire and Rescue Service, Sheriff's Office, Department of Correction and Rehabilitation, Office of Emergency Management and Homeland Security, Department of Transportation , Department of Liquor Control, Montgomery County Public Schools (MCPS), Maryland-National Park and Planning Commission (M-NCPPC) Park Police, Washington Metropolitan Area Transit Authority (WMATA)

Red Brick Courthouse Structural Repairs
(P500727)

Category	General Government	Date Last Modified	04/15/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Rockville	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,954	294	-	2,660	1,058	845	757	-	-	-	-
Site Improvements and Utilities	428	-	-	428	-	143	285	-	-	-	-
Construction	7,230	295	-	6,935	-	2,044	4,891	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	10,613	590	-	10,023	1,058	3,032	5,933	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	10,613	590	-	10,023	1,058	3,032	5,933	-	-	-	-
TOTAL FUNDING SOURCES	10,613	590	-	10,023	1,058	3,032	5,933	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	10,023	Year First Appropriation	FY07
Appropriation FY 24 Request	-	Last FY's Cost Estimate	10,613
Cumulative Appropriation	590		
Expenditure / Encumbrances	590		
Unencumbered Balance	-		

PROJECT DESCRIPTION

Phase I of this project provided for the rehabilitation of the flooring system in the Red Brick Courthouse at 29 Courthouse Square in Rockville. The structural integrity of the flooring system was weakened by modifications made over the years to accommodate various electrical, mechanical, and plumbing systems. Phase II will provide for a limited historic rehabilitation of the Courthouse and preserve the building exterior. Work will include the replacement of Life Safety systems, modifications to make the facility compliant with the requirements for the Americans with Disabilities Act (ADA), repair for moisture infiltration issues, and repair and replacement of the building exterior, masonry, copper fittings, and roofing. All work will be performed in compliance with requirements and oversight of the Maryland Historical Society and per existing County regulation and easements.

LOCATION

29 Courthouse Square Rockville, Maryland 20850.

ESTIMATED SCHEDULE

Construction will begin in FY24 and be completed in FY25 prior to the 250th anniversary of Montgomery County.

PROJECT JUSTIFICATION

For Phase I, a structural engineer determined that some areas of the terra cotta arch and beam flooring system have been compromised by modifications that have been made for various electrical, mechanical, and plumbing systems. Access to certain areas on the first and second floors will be restricted until the problem is resolved. Phase II is the historic renovation of the building, which dates back to the 1800's. In 1995, the Courthouse had a small renovation to upgrade the HVAC and to provide an elevator. Currently, the slate roofing is deteriorating, as is the copper metal roofing on the steeple (both of which have reached the end of service life). The masonry joints need to be tuck-pointed on the exterior walls and parapets. This deterioration has allowed moisture infiltration, which has damaged the building, with repair efforts slowing but not stopping the problems. Along with accessibility issues, the HVAC, plumbing, and electrical systems are at the end of useful life. The fire prevention systems require redesign and installation to provide for better safeguards to prevent potential loss of the historic wood structure.

OTHER

This facility has been designated as a historic structure.

COORDINATION

Department of General Services, Circuit Court, Department of Technology and Enterprise Business Solutions, City of Rockville, Montgomery County Sheriff, Department of Human Resources, Peerless Rockville, Maryland Historical Society, and Montgomery County Historical Society.

Resurfacing Parking Lots: MCG
(P509914)

Category	General Government	Date Last Modified	01/07/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,556	1,802	154	600	100	100	100	100	100	100	-
Site Improvements and Utilities	293	293	-	-	-	-	-	-	-	-	-
Construction	12,447	7,944	1,203	3,300	550	550	550	550	550	550	-
Other	59	59	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	15,355	10,098	1,357	3,900	650	650	650	650	650	650	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Liquor	157	92	65	-	-	-	-	-	-	-	-
G.O. Bonds	15,198	10,006	1,292	3,900	650	650	650	650	650	650	-
TOTAL FUNDING SOURCES	15,355	10,098	1,357	3,900	650	650	650	650	650	650	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	650	Year First Appropriation	FY99
Appropriation FY 24 Request	650	Last FY's Cost Estimate	14,055
Cumulative Appropriation	11,455		
Expenditure / Encumbrances	10,595		
Unencumbered Balance	860		

PROJECT DESCRIPTION

This project provides for the design and major rehabilitation of existing asphalt parking lots and associated drainage structures. Work includes milling and re-paving, full depth reconstruction of failed areas, and re-establishing positive drainage.

ESTIMATED SCHEDULE

Several projects will be completed during FY23 and FY24.

COST CHANGE

Cost increase due to the addition of expenditures in FY27 and FY28 for this ongoing project.

PROJECT JUSTIFICATION

The age and condition of paved surfaces (primarily parking lots) at County facilities creates the need for this project. The deterioration of bituminous pavement occurs because of bitumen evaporation, infiltration of moisture, exposure to the environment, and disintegration due to salt and other compounds used during the winter. The maintenance and repair of paved surfaces is managed through the County's facilities maintenance program. A facility planning approach to major repair and resurfacing of paved surfaces has established a validated inventory of paved surfaces requiring major work; allowed for systematic planning and execution to eliminate the inventory of major work; and begun to arrest the continuing deterioration of paved surfaces, preventing more costly total reconstruction. This project implements an annual major repair and resurfacing program for paved surfaces as they reach the end of their useful life. The March 2010 Report of the Infrastructure Maintenance Task Force, identified an annual level of effort for parking lot resurfacing based on an average 20 year life for parking lots.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services.

Roof Replacement: MCG
(P508331)

Category	General Government	Date Last Modified	01/07/22
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	9,213	5,570	1,003	2,640	440	440	440	440	440	440	-
Construction	26,143	12,812	2,531	10,800	1,800	1,800	1,800	1,800	1,800	1,800	-
Other	1,378	1,378	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	36,734	19,760	3,534	13,440	2,240	2,240	2,240	2,240	2,240	2,240	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	36,734	19,760	3,534	13,440	2,240	2,240	2,240	2,240	2,240	2,240	-
TOTAL FUNDING SOURCES	36,734	19,760	3,534	13,440	2,240	2,240	2,240	2,240	2,240	2,240	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,240	Year First Appropriation	FY96
Appropriation FY 24 Request	2,240	Last FY's Cost Estimate	32,254
Cumulative Appropriation	23,294		
Expenditure / Encumbrances	20,103		
Unencumbered Balance	3,191		

PROJECT DESCRIPTION

This project provides for major roof replacement of County buildings.

ESTIMATED SCHEDULE

Several projects will be completed during FY23 and FY24.

COST CHANGE

Cost increase due to the addition of expenditures in FY27 and FY28 for this ongoing project.

PROJECT JUSTIFICATION

The age of many County buildings creates the need for this project. Factors determining the need for replacement include poor condition, age, long-term utilization, and probability of continued repairs. The project consists of an annual replacement schedule for those roofs which have reached the end of their useful service life. Asbestos abatement is an important component of the roof replacement effort and will be performed when required. The roof replacements covered under this program are prioritized based upon an in-house priority schedule. Information generated in that condition survey will be the basis for future roof replacement projects. The March 2010 Report of the Infrastructure Maintenance Task Force identified an annual level of effort funding for roof replacement based on an average 20-year life for roof systems.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services

Life Sciences and Technology Centers
(P789057)

Category	General Government	Date Last Modified	05/24/22
SubCategory	Economic Development	Administering Agency	County Executive
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,065	1,965	100	-	-	-	-	-	-	-	-
Land	39	39	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	73	73	-	-	-	-	-	-	-	-	-
Construction	1,081	175	906	-	-	-	-	-	-	-	-
Other	12	12	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	3,270	2,264	1,006	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	2,000	1,594	406	-	-	-	-	-	-	-	-
G.O. Bonds	410	410	-	-	-	-	-	-	-	-	-
PAYGO	260	260	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	600	-	600	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,270	2,264	1,006	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY90
Appropriation FY 24 Request	-	Last FY's Cost Estimate	2,870
Cumulative Appropriation	3,270		
Expenditure / Encumbrances	2,264		
Unencumbered Balance	1,006		

PROJECT DESCRIPTION

This project has supported a myriad of enhancements related to the County's life sciences and entrepreneurial climate. This project originally provided funds to design and construct the public amenities at the Shady Grove Life Sciences Center. The project has supported the development and land use plans for the Germantown Life Sciences Park (GLSP) and the Site II development. Additionally, the project has supported the development of the Germantown and Rockville business incubators and upgrades to the Silver Spring incubator. Specific tasks included feasibility studies, due diligence, refining Programs of Requirements (PORs), design and construction. Additions to the original project scope included: revised development and subdivision plans to increase site density (FY00); subdivision plans for prospective Life Sciences and Technology Centers (FY03); planning for the Rockville incubator (FY07);

and the pursuit of all needed steps for Site II to be accepted into the Maryland Voluntary Clean-Up Program (FY11). This project may also be used for incubator renovations, the preliminary development of other incubators, tech parks, or other economic development capital projects should future new opportunities become available. In FY22, this project will provide funds for the conversion of excess office space into wet labs in the lab corridor of the Germantown Innovation Center.

ESTIMATED SCHEDULE

Due to COVID the project has been delayed. The project is now estimated to begin in FY22.

COST CHANGE

Reflects FY22 supplemental appropriation to cover increased costs to complete conversion of office space to additional wet labs space at the Germantown Innovation Center.

PROJECT JUSTIFICATION

For the past two years the Germantown Innovation Center has had excess office space and insufficient lab space to meet the demand of small life science companies. The labs are routinely at 100 percent occupancy while the office space is routinely 28-44 percent vacant. Generally each lab company also occupies office space. By increasing the number of available wet labs the incubator can serve more emerging life science companies by providing both lab and office space, thereby reducing the current office space vacancy.

OTHER

The original component of the CIP project, the construction of all required amenities and improvements to meet M-NCPPC's subdivision requirement for the SGLSC property, is complete. The Rockville Innovation Center and the Germantown Innovation Center have been open for business. Site II was accepted into the Maryland Voluntary Clean-Up Program and has been conveyed to Percontee. The Silver Spring Innovation Center has been renovated.

FISCAL NOTE

FY22 supplemental for $400,000 in Current Revenue: General.

COORDINATION

State of Maryland, TEDCO, Maryland Department of Public Works and Transportation - Division of Capital Development, the Maryland-National Capital Park and Planning Commission, Montgomery County Economic Development Corporation, and tenants of the Germantown Innovation Center. Facility Planning: Montgomery County Government, Montgomery College, the Washington Suburban Sanitary Commission (WSSC), and private developers.

North Bethesda Metro Station Area Redevelopment Infrastructure

(P502315)

Category	General Government	Date Last Modified	05/20/22
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,200	-	-	3,200	2,000	1,200	-	-	-	-	-
Construction	12,800	-	-	12,800	8,000	4,800	-	-	-	-	-
TOTAL EXPENDITURES	16,000	-	-	16,000	10,000	6,000	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
State Aid	16,000	-	-	16,000	10,000	6,000	-	-	-	-	-
TOTAL FUNDING SOURCES	16,000	-	-	16,000	10,000	6,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	8,100	Year First Appropriation	
Appropriation FY 24 Request	6,000	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The FY23 State operating budget provided $10 million in the Governor's supplemental budget for projects in the White Flint North Bethesda area to support infrastructure for the redevelopment of that area as a Life Science/mixed use development hub. That focus on life science is in alignment with the JLL market feasibility report commissioned by WMATA for the WMATA property at the North Bethesda/White Flint Metro Station, which determined that "based on market research, physical capacity of the site, and current zoning and financial feasibility, a life science development is the highest and best use" for this property. The project will fund infrastructure that is designed to spur private sector redevelopment. These improvements will include investments to make the WMATA North Bethesda/White Flint Metro Station site pad ready, improvements to street grids and pedestrian and bicycle facilities and other placemaking investments.

LOCATION

Rockville / White Flint North Bethesda

PROJECT JUSTIFICATION

The undeveloped WMATA site is at the core of the North Bethesda/White Flint redevelopment area and is a key to spurring further development of the entire White Flint area. he The JLL Market Feasibility report analysis noted that land values reflected the cost of development and construction of pad-ready sites. Similarly, the JLL White Flint Station Joint Development Initiative study looked at the specifics of development for the WMATA site and concluded that "life science supports residual land value to WMATA only if "pad-ready" sites are offered (e.g. - infrastructure funded outside the project). Based on these studies, the top priority for WMATA and the County for the use of the supplemental budget funds is site work on the WMATA property at the North Bethesda/White Flint Metro station to make that currently unimproved site more "development ready" for an expected solicitation of a master developer. That work, which is already planned and budgeted to cost $8 million would also complete an additional piece of the road grid from the 2010 White Flint master plan. The remaining $2 million in the FY 23 budget was envisioned to support another key part of the 2010 White Flint segment master plan, and the conclusions of the 2019 "Pike District Placemaking Report," which noted that pedestrian and bikeway safety improvements in the White Flint area on or near the MD 355 corridor, and "activated spaces" were critical to spur new development. The work identified in the Placemaking Report as needed to create a sense of place for the White Flint area included the need for, and the location of, a "Recreation Loop" in the North Bethesda/White Flint community. That report also noted the critical need for activated spaces and showed examples of a number of prospective activities, both temporary and ongoing, that have been effective in creating a positive sense of place in other developing communities. The particular uses for the $6 million pre-authorized for FY 24 have not yet been specifically committed, although clearly the needs already mentioned will consume the funding available for this year and needed projects will remain. As such, priority should be given to using the planned future State Aid to support infrastructure investments that are most likely to incentivize new development. The County plans to convene multiple stakeholders including community groups and developers to seek their input on what specific projects among the many the Planning Board and consultants identified above would be expected to spur the most immediate benefit in expediting redevelopment.

FISCAL NOTE

In addition to the $10.0 million approved in the FY23 State budget, the state legislature pre-authorized an additional $6.0 million in FY24 funding.

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

Washington Metropolitan Area Transit Authority (WMATA), Maryland National Capital Park and Planning Commission (MNCPPC), Montgomery County Economic Development Corporation (MCEDC), Department of Transportation, local community advisory groups such as the White Flint Downtown Advisory Committee, White Flint Planning Advisory Group, and the North Bethesda Transportation Management District. Studies include: WMATA White Flint Market Feasibility Report completed December 2021/released March 2022; WMATA-commission JLL, White Flint Station Joint Development Initiative study (November 2021); 2010 White Flint segment Master Plan; Pike District Placemaking Report (Maier and Warner, March 2019), and Advancing the Pike District study (Dec 2022).

White Flint Redevelopment Program
(P151200)

Category	General Government	Date Last Modified	01/14/22
SubCategory	Economic Development	Administering Agency	County Executive
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,788	3,206	582	-	-	-	-	-	-	-	-
Land	204	204	-	-	-	-	-	-	-	-	-
Other	78	78	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,070	3,488	582	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
White Flint Special Tax District	4,070	3,488	582	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,070	3,488	582	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY09
Appropriation FY 24 Request	-	Last FY's Cost Estimate	4,658
Cumulative Appropriation	4,070		
Expenditure / Encumbrances	3,526		
Unencumbered Balance	544		

PROJECT DESCRIPTION

This program provides for the plans, studies, analysis, and development coordination activities by the County necessary to implement redevelopment in the White Flint Sector Plan Area. Specialized services as detailed in the "Project Justification" section below are required to implement the extensive public infrastructure requirements called for in the Sector Plan, and for the implementation of the specified public financing mechanism and related requirements for infrastructure funding. This program also provides for certain land acquisitions necessary to support Transit-Oriented Development (TOD) activities in the White Flint Sector Plan Area.

COST CHANGE

Costs to coordinate the redevelopment efforts led by the Development Ombudsman will be charged to the Operating budget in the future.

PROJECT JUSTIFICATION

In the spring of 2010, the Montgomery County Council approved the new White Flint Sector Plan, which covers a 430 acre area. The Plan establishes a vision for transforming what has long been an auto-oriented suburban development pattern into a denser, mixed-used 'urban' center in which people can walk to work, and includes shops as well as transit. An expanded street grid and other infrastructure improvements will create walkable blocks containing residences, retail, offices and local services. The Plan also calls for a financing mechanism that would generate significant revenues from properties and developments within the Sector Plan Area. The County Council further defined this financing mechanism in Bill 50-10, which established a White Flint Special Taxing District, authorized the levy of a property tax and the issuance of bonds to finance transportation infrastructure improvements, and stated conditions for the loaning or advancing of County funds to the District. In Resolution No. 16-1570, the Council adopted an implementation strategy which required the Executive to carry out a feasibility or other study to assess whether debt repayment will require a district tax rate that exceeds certain policy goals, and called for the forward funding or advance funding of specified items in order to promptly implement the Sector Plan. In addition to the financing implementation, specialized services are required related to the complex land assemblage and disposition actions necessary to implement the new street grid and for the reconfiguration of Executive Boulevard/Old Georgetown Road associated with implementation of Stage 1. Staff time and services are required to manage and coordinate efforts to develop detailed staging plans, to assess opportunities to maximize property dedications, and to negotiate property dedications to avoid or minimize acquisition costs. Necessary services will include appraisals, legal services, title services and consultants versed in land assemblage. The County is also currently implementing roadway improvements through the Conference Center site, which is a County asset. Special requirements related to the Conference Center include negotiations with the private hotel owner as well as the Hotel and Conference Center management firm, and the provision of interim and permanent parking related to the impacts of road rights of way that traverse the site and will reduce the number of parking spaces available to patrons.

FISCAL NOTE

The funding source for this project is White Flint Special Taxing District tax revenues. The County is consulting with the District stakeholders as we develop a long-term financing plan for the District's costs.

COORDINATION

Office of the County Executive, Department of Finance, Department of Transportation, Revenue Authority, Maryland Department of Transportation (MDOT), Maryland State Highway Administration (SHA), and Developers

White Oak Science Gateway Redevelopment Project

(P361701)

Category	General Government	Date Last Modified	05/20/22
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Colesville-White Oak and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,021	1,255	366	400	200	200	-	-	-	-	-
Site Improvements and Utilities	4,779	4,054	725	-	-	-	-	-	-	-	-
Construction	40,000	-	800	39,200	500	1,800	3,700	4,700	14,500	14,000	-
Other	160	11	149	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	46,960	5,320	2,040	39,600	700	2,000	3,700	4,700	14,500	14,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	160	50	110	-	-	-	-	-	-	-	-
G.O. Bonds	42,640	1,110	1,930	39,600	700	2,000	3,700	4,700	14,500	14,000	-
PAYGO	4,147	4,147	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	13	13	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	46,960	5,320	2,040	39,600	700	2,000	3,700	4,700	14,500	14,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY17
Appropriation FY 24 Request	-	Last FY's Cost Estimate	46,960
Cumulative Appropriation	46,960		
Expenditure / Encumbrances	5,370		
Unencumbered Balance	41,590		

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.

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

260 East Jefferson Street Acquisition
(P362201)

Category	General Government	Date Last Modified	01/15/22
SubCategory	Other General Government	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Land	3,600	-	3,600	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	3,600	-	3,600	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	3,600	-	3,600	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,600	-	3,600	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	3,600		
Expenditure / Encumbrances	-		
Unencumbered Balance	3,600		

PROJECT DESCRIPTION

This project provides for the strategic acquisition of the property located at 260 East Jefferson Street as the County continues to evaluate the Rockville Core and future space needs in leased spaces throughout the Rockville Core. In the short-term, the Department of Transportation (DOT) intends to locate public customer service functions at the facility including Lost and Found, Taxi Services, Commuter Services, Ride On pass and customer service and other outward facing transit operations.

LOCATION

260 East Jefferson St, Rockville, Maryland.

PROJECT JUSTIFICATION

As noted in the related Rockville Core project, the Countywide Strategic Facilities Plan for the Council Office Building was completed in 2003. A portion of this report assessed the space needs of all County Administration functions located in the Rockville Core and developed broad recommendations for addressing the identified needs. The Government Core Facilities Master Plan Study was

completed in February 2008 and was focused on four (4) specific blocks of the downtown core, including the 260 East Jefferson block. This report recommended that a new facility on this site provides opportunity for the consolidation of some of the County's extensive downtown leases.

OTHER

Appropriation from the Advance Land Acquisition Revolving Fund (ALARF), P316222 may be used to fund portions of the land acquisition. The Fund will be reimbursed when the associated expenditures are transferred from the ALARF project back to the project.

FISCAL NOTE

FY22 supplemental appropriation in G.O. Bonds for the amount of $3,600,000.

COORDINATION

Department of General Services, Department of Transportation

ABS Retail Store Refresh
(P852101)

Category	General Government	Date Last Modified	01/15/22
SubCategory	Other General Government	Administering Agency	Alcohol Beverage Services
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Construction	15,143	-	3,052	11,420	1,000	3,080	1,783	1,213	2,144	2,200	671
TOTAL EXPENDITURES	15,143	-	3,052	11,420	1,000	3,080	1,783	1,213	2,144	2,200	671

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	838	-	-	838	478	360	-	-	-	-	-
Current Revenue: Liquor	14,305	-	3,052	10,582	522	2,720	1,783	1,213	2,144	2,200	671
TOTAL FUNDING SOURCES	15,143	-	3,052	11,420	1,000	3,080	1,783	1,213	2,144	2,200	671

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,000	Year First Appropriation	FY21
Appropriation FY 24 Request	3,080	Last FY's Cost Estimate	8,324
Cumulative Appropriation	3,052		
Expenditure / Encumbrances	-		
Unencumbered Balance	3,052		

PROJECT DESCRIPTION

This level of effort project is intended to provide a structured process to ensure that all Alcohol Beverage Services (ABS) retail store locations are modernized and updated to provide customers with a friendlier shopping experience in well merchandised stores that offer choice, convenience, and knowledgeable staff. Once a retail store has been refreshed, it could offer tasting rooms, growler stations, wider shopping aisles, pairing dinners, other special events and a more aesthetically pleasing and safer shopping experience. Flooring, painting, shelving, updating restrooms, and work identified for major building systems (including the roof, mechanical/heating, ventilation, and air conditioning (HVAC), and windows) will be included to "freshen up" the retail stores and ensure working and efficient operating systems.

ESTIMATED SCHEDULE

ABS started remodeling stores in FY20 within the operating budget, with four refurbishment projects at the Darnestown, Cabin John, Montrose and Wheaton retail store locations. Beginning in FY21, and within this CIP project, the remodel schedule would align with the schedule of lease expirations with stores being remodeled in the year in which their lease is negotiated for renewal with the

understanding that all 26 stores would be evaluated and refurbished prior to the end of the CIP project. Then the CIP cycle for refresh work would start over again. ABS identifies the stores to be refreshed approximately 18 months before planning and design work begins.

COST CHANGE

The COVID pandemic significantly impacted project timelines - pushing almost all planned projects for FY21 back to FY22 and beyond. Supply chain issues across the country in every industry have also drastically increased construction costs and building material costs, and furniture and fixture costs. Landlord contributions have also been added to the project.

PROJECT JUSTIFICATION

This project is a vital piece of ABS's 5 Year Financial Plan to increase its transfer to the County. Further, this project will give ABS the ability to be able to leverage external funding that will eliminate the need to use debt financing or tax dollars. Many of the retail stores have not been updated for 20 years. Ensuring that ABS is able to execute its multi-year plan to renovate/upgrade its 26 outdated retail stores is key to providing better service to its clientele. This project will also allow ABS to leverage contributions from landlords who will match, and in some cases exceed, the investment ABS will be able to make in each store remodel - an investment the landlords are not able to commit to without the County funding appropriation.

Montgomery County Lynching Memorial
(P362308)

Category	General Government	Date Last Modified	05/20/22
SubCategory	Other General Government	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	50	-	-	50	50	-	-	-	-	-	-
TOTAL EXPENDITURES	50	-	-	50	50	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	50	-	-	50	50	-	-	-	-	-	-
TOTAL FUNDING SOURCES	50	-	-	50	50	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	50	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides funding for identifying and preparing a site for the installation of a memorial in remembrance of the known victims of lynching in Montgomery County.

LOCATION

At a County facility to be determined.

PROJECT JUSTIFICATION

Established in 2018, the Montgomery County Remembrance and Reconciliation Commission's goal is to build a community dialogue about our racial history, and how to promote reconciliation, peace, and justice. Part of the Commission's work plan is to partner with the Alabama-based Equal Justice Initiative (EJI) and other stakeholders to help our County claim and install a monument commemorating the three Montgomery County locations where lynchings have been documented. While EJI manufactures and ships the County's memorial, additional expenses, including planning and installation of the memorial, identifying the land, and constructing

the site around it, are local responsibilities that will be funded through this project.

COORDINATION

The Office of Human Rights, Office of Racial Equity and Social Justice, Department of General Services, and Equal Justice Initiative.

State Aid for MCPS Playgrounds
(P362309)

Category	General Government	Date Last Modified	05/20/22
SubCategory	Other General Government	Administering Agency	General Services
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Construction	1,350	-	-	1,350	1,350	-	-	-	-	-	-
TOTAL EXPENDITURES	1,350	-	-	1,350	1,350	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
State Aid	1,350	-	-	1,350	1,350	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,350	-	-	1,350	1,350	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,350	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

State budget legislation has directed funding to Montgomery County Government to fund Maryland County Public School playgrounds throughout the County. FY23 State Aid will be used for playgrounds at the following elementary schools: Burning Tree, Burtonsville, Gaithersburg, JoAnn Leleck, Kemp Mill, New Hampshire Estates, Ronald McNair, Sargent Shriver, and Stedwick Elementary Schools.

FISCAL NOTE

The State legislature has also pre-authorized FY24 funding of $1,350,000 for this purpose.

DISCLOSURES

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

COORDINATION

Department of General Services, Montgomery County Public Schools.

County Radio Life Cycle Replacement
(P342301)

Category	General Government	Date Last Modified	01/10/22
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Other	45,036	-	-	41,292	9,830	10,845	12,347	2,728	4,830	712	3,744
TOTAL EXPENDITURES	45,036	-	-	41,292	9,830	10,845	12,347	2,728	4,830	712	3,744

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Short-Term Financing	45,036	-	-	41,292	9,830	10,845	12,347	2,728	4,830	712	3,744
TOTAL FUNDING SOURCES	45,036	-	-	41,292	9,830	10,845	12,347	2,728	4,830	712	3,744

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	9,830	Year First Appropriation	
Appropriation FY 24 Request	10,845	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This program will provide for the phased replacement of voice radio systems used primarily by the County's public safety first responder agencies including Police, Fire and Rescue, Sheriff, Correction and Rehabilitation, the Department of Transportation, and the Maryland-National Capital Park and Planning Commission that have reached the end of their expected 10-year service life. In FY23, radios and related chargers, as needed, will be requested for DOCR, FRS, Police, and Sheriff.

FISCAL NOTE

FY23: Radio Communication Services - $55,713 (7 APX 8500); DOCR - $502,010 (85 APX 6000); Fire and Rescue - $6,117,510 (570 APX 6000XE and 282 APX 7000XE); Police - $2,302,408 (233 APX 6500 and 111 APX 7000); Sheriff - $533,253 (67 APX 7500); and $319,344 for 280 APX 6/8000 Gang (multi-unit) and 480 APX 6/8000 desk (single unit) chargers
FY24: Fire and Rescue Services - $1,711,615 (215 APX 7000) and Police - $9,133,500 (1500 APX 6500)
FY25: Fire and Rescue Services - $3,213,030 (495 APX 6500 and 25 APX 7500) and Sheriff - $9,133,500 (1500 APX 6500)

COORDINATION

Department of Technology & Enterprise Business Solutions, Department of Corrections and Rehabilitation, Fire and Rescue Services, Police, Sheriff, Department of Transportation and MNCPPC.

FiberNet
(P509651)

Category	General Government	Date Last Modified	05/24/22
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	7,385	6,046	922	417	417	-	-	-	-	-	-
Land	4	4	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	19,017	17,266	1,251	500	130	130	60	60	60	60	-
Construction	38,060	1,522	8,858	27,680	9,045	4,047	3,647	3,647	3,647	3,647	-
Other	50,109	46,247	695	3,167	750	617	450	450	450	450	-
TOTAL EXPENDITURES	114,575	71,085	11,726	31,764	10,342	4,794	4,157	4,157	4,157	4,157	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	1,611	1,611	-	-	-	-	-	-	-	-	-
Current Revenue: Cable TV	81,728	58,205	4,526	18,997	3,718	3,661	3,636	2,639	2,668	2,675	-
Current Revenue: General	20,223	256	7,200	12,767	6,624	1,133	521	1,518	1,489	1,482	-
G.O. Bonds	8,866	8,866	-	-	-	-	-	-	-	-	-
PAYGO	2,147	2,147	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	114,575	71,085	11,726	31,764	10,342	4,794	4,157	4,157	4,157	4,157	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	10,342	Year First Appropriation	FY96
Appropriation FY 24 Request	4,794	Last FY's Cost Estimate	89,987
Cumulative Appropriation	82,811		
Expenditure / Encumbrances	71,545		
Unencumbered Balance	11,266		

PROJECT DESCRIPTION

FiberNet CIP provides for the planning, design, and installation of a countywide electro-optical fiber communication network with the capacity to support voice, public-safety, traffic management, data, Internet access, wireless networking (including public WiFi) and video transmissions among Montgomery County Government (MCG), Montgomery County Public Schools (MCPS), Montgomery College (MC), Maryland National Capital Park and Planning Commission (M-NCPPC), Housing Opportunities Commission (HOC) and Washington Suburban Sanitary Commission (WSSC) facilities. FiberNet is the communications backbone for the Public Safety Radio and Public Safety Mobile Data Systems (collectively, Public Safety Communications System (PSCS), DOT's Advanced Traffic

Management System (ATMS), and other technology implementations (including the 800 MHz IP public safety radio). Upgrades and replacements to electronic components in the core and at user sites extend the usefulness of outside fiber facilities. Core and user equipment must be periodically replaced and upgraded to harness the capabilities of technological evolution and to meet the expanding networking demands of FiberNet customers. FiberNet3 investments exponentially increased FiberNet's ability to support cloud services, resilient data storage and retrieval, and cost effective access to high speed broadband service. Video transmission will include distribution of public, education, government access channel and selected cable programming.

ESTIMATED SCHEDULE

Previous CIPs focused on expansion of the FiberNet footprint to existing Montgomery County Government, MCPS, Montgomery College, Housing Opportunities Commission and WSSC locations and installing the majority of third-generation FiberNet3 equipment and integration, including upgraded core and hub equipment and establishment of Ashburn data center connections, refreshed past end of life routing and firewall equipment, and installed and implemented an encrypted private cloud, failover recovery equipment, and ransomware recovery capability. The FY23-24 CIP funds complete the implementation of Phase I of the County's Business Continuity Strategic Plan. FY25-FY28 activities will focus on implementing Phases 2 and 3 of the Business Continuity Strategic Plan and replacement of other critically vulnerable FiberNet edge equipment.

COST CHANGE

Reflects a $7.2 million FY22 supplemental and increased FY23 to FY28 funding for Business Continuity Strategic Plan implementation.

PROJECT JUSTIFICATION

FiberNet is a critical infrastructure asset providing communication services and applications to every agency in Montgomery County. As more services are offered electronically (e-applications, e-payment, e-document, e-storage, e-learning), and more services require cloud-access, it is critical that every County location has robust access to FiberNet, and that FiberNet be secure, reliable, and always-on, and that sufficient equipment be in place to enable data recovery in the event of major power outages, natural disasters, or cybersecurity events. In addition, aging internal building wiring, public WiFi access points, external fiber, and end point routers, switches and firewalls need to be upgraded to enable use of newer IT services and technology. A large amount of equipment is beyond End of Life or End of Support and some had been identified as critical to replace to prevent cybersecurity intrusions.

FISCAL NOTE

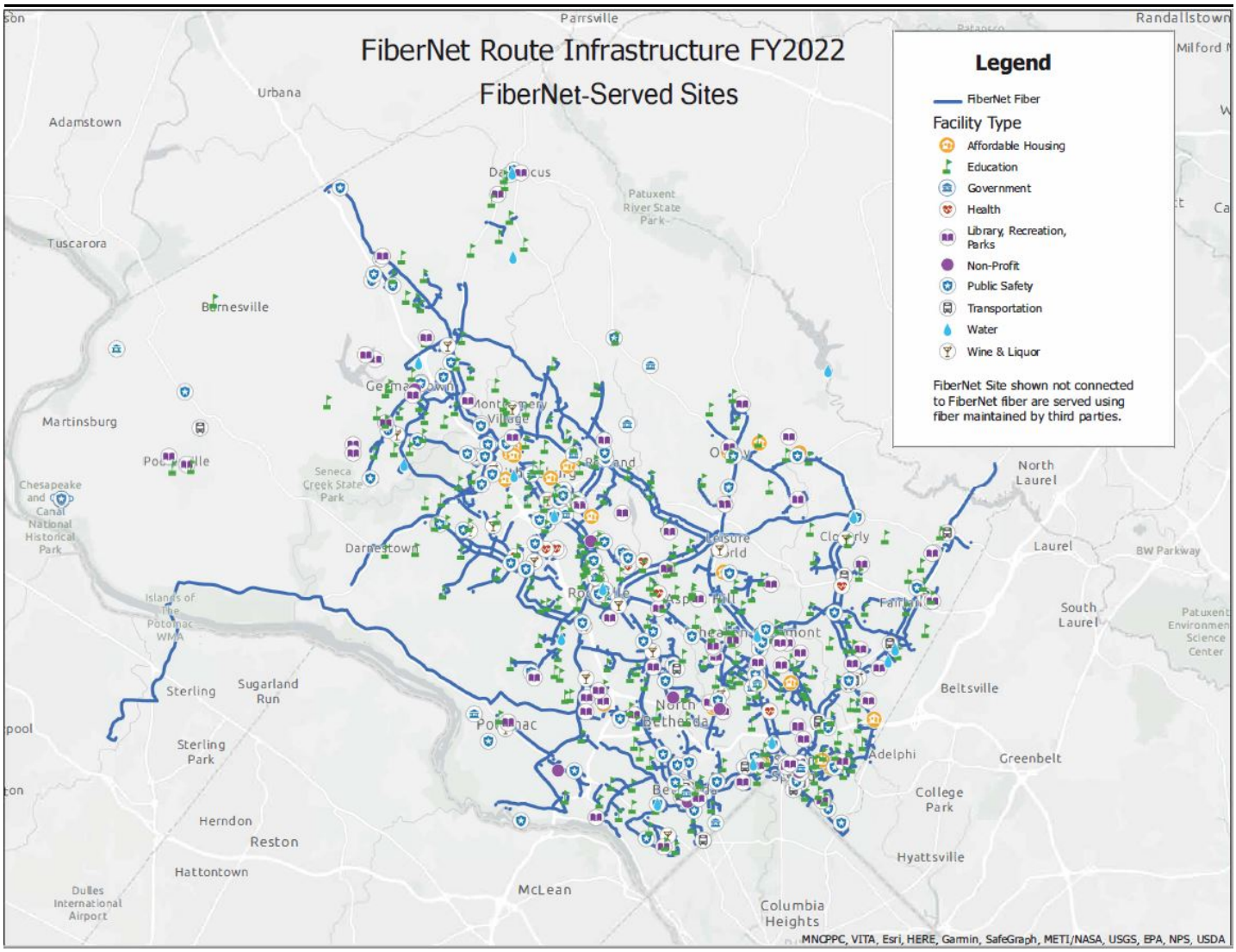
A supplemental appropriation request for $7.2 million in Current Revenue: General was approved in FY22. Ongoing General Fund support was added beginning in FY23 due to declining Cable Fund revenues.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Technology & Enterprise Business Solutions (TEBS), Department of Transportation, Advanced Transportation Management System Project, Montgomery County Public Schools, MNCPPC, MC, HOC, WSSC, PSCS, Information Technology Policy Coordination Committee (ITPCC), ITPCC CIO Subcommittee, and Interagency Technology Advisory Group (ITAG); and supports ATMS, Traffic Signal System Modernization (TSSM) and Traffic Signal CIPs.


FiberNet Route Infrastructure FY2022
FiberNet-Served Sites
Legend
FiberNet Fiber
Facility Type
Affordable Housing
Education
Government
Health
Library, Recreation, Parks
Non-Profit
Public Safety
Transportation
Water
Wine & Liquor
FiberNet Site shown not connected to FiberNet fiber are served using fiber maintained by third parties.
Parrsville
Randallstown
Urbana
Adamstown
Damascus
Patuxent River State Park
Tuscarora
Berneslville
Martinsburg
Seneca Creek State Park
Chesapeake and Ohio Canal National Historical Park
Darnestown
Islands of the Potomac WMA
Sterling
Sugarland Run
Sterling Park
Herndon
Reston
Hattontown
Dulles International Airport
McLean
Potomac
North Bethesda
Leisure World
Olney
Clarksburg
Fairland
North Laurel
Laurel
BW Parkway
South Laurel
Patuxent Environmental Science Center
Beltsville
Adelphi
Greenbelt
College Park
Hyattsville
Columbia Heights
MNCPPC, VITA, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

ultraMontgomery
(P341700)

Category	General Government	Date Last Modified	05/20/22
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	858	506	92	260	60	80	60	20	20	20	-
Construction	18,346	1,616	2,310	14,420	4,120	4,200	4,120	660	660	660	-
TOTAL EXPENDITURES	19,204	2,122	2,402	14,680	4,180	4,280	4,180	680	680	680	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Cable TV	8,604	2,122	2,402	4,080	680	680	680	680	680	680	-
Current Revenue: General	1,600	-	-	1,600	500	600	500	-	-	-	-
State Aid	9,000	-	-	9,000	3,000	3,000	3,000	-	-	-	-
TOTAL FUNDING SOURCES	19,204	2,122	2,402	14,680	4,180	4,280	4,180	680	680	680	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	4,180	Year First Appropriation	FY16
Appropriation FY 24 Request	4,280	Last FY's Cost Estimate	7,244
Cumulative Appropriation	4,524		
Expenditure / Encumbrances	3,605		
Unencumbered Balance	919		

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. Funding will support planning, design, and construction of: MoCoNet residential broadband in affordable housing developments 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 throughout the County; 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; 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; Purple Line Fiber to connect Montgomery County research and higher education facilities to MAX and Internet2 at the University of Maryland, College Park; and White Oak Science Gateway Conduit Network to provide broadband conduit infrastructure in Viva White Oak and other White Oak commercial development projects.

ESTIMATED SCHEDULE

Digital equity installations began in FY21 and will continue through FY28. White Oak Science Gateway conduit construction will be performed concurrently with Viva White Oak construction and is expected to occur in FY 24-25. Design for public WiFi, advanced wireless, conduit, and testbeds in commercial and community gathering areas are underway and outreach to potential private partners is in development. Purple Line fiber connections are dependent on the Purple Line and third-party construction.

COST CHANGE

Federal funding provided through the State will be requested. County funds have been added in FY23, FY24 and FY25 to meet the anticipated required match for State funds. Additional County funds have also been added in FY27 and FY28 to support this ongoing project.

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. ultraMontgomery also support the County's racial diversity, equity, and inclusion goals by working to close our community's digital divide through deployment of devices and residential broadband in affordable housing developments and underserved communities. ultraMontgomery supports economic development by: ensuring that all businesses can access broadband and by ensuring that all residents have the broadband service and devices to participate in the digital economy; expanding access to competitive broadband services in commercial buildings to support small and large businesses; and by leveraging infrastructure development and strategic conduit network deployment to create public private partnerships and enable leasing of spare County fiber and conduit. Access to broadband infrastructure throughout the County supports business growth and innovation in biotech/bio-health, cybersecurity, IT services, financial services, media and similar high-bandwidth-consuming sectors, and for federal and state government, research and higher education institutions.

OTHER

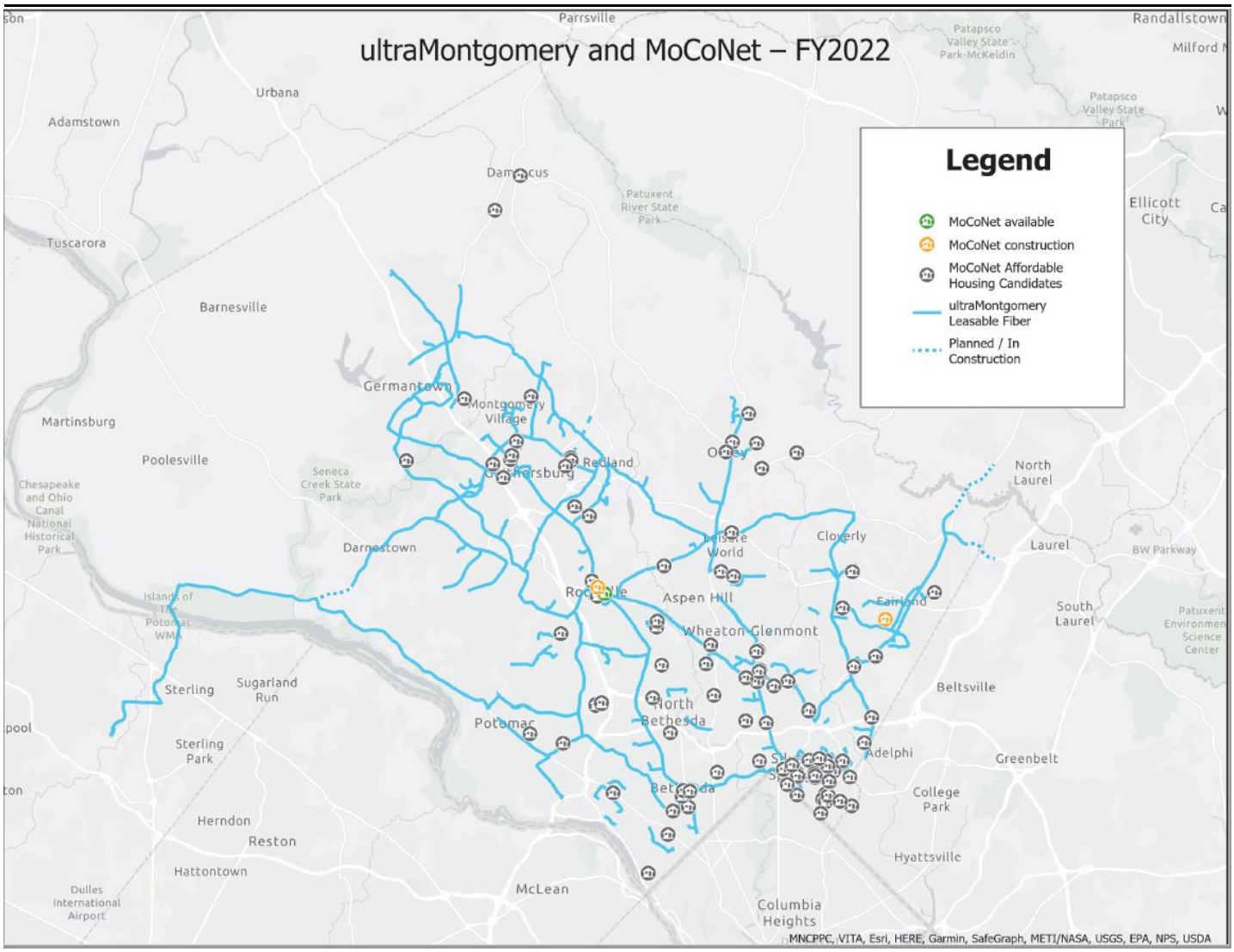
In 2021, the Great Seneca Fiber Hwy was completed to provide shortest distance, low latency connection between Great Seneca and Ashburn, Virginia data centers. Phase 2 of the East County Fiber Hwy to provide regional interconnections north-south between White Oak and Howard County and east-west between Burtonsville and WSSC in Laurel will be completed in 2022.
In response to COVID-19, funding for rural broadband is being provided through state and federal broadband grants. Engineering, planning, and design work provided by the ultraMontgomery CIP has been instrumental in preparing state grant applications. Since other resources can meet these needs, funding from the ultraMontgomery CIP is no longer being prioritized for rural broadband.

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

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



This map shows the location of affordable housing developments in the County that would be served if ultraMontgomery receives the requested funding.

Criminal Justice Complex
(P421100)

Category	Public Safety	Date Last Modified	05/19/22
SubCategory	Correction and Rehabilitation	Administering Agency	General Services
Planning Area	Rockville	Status	Preliminary Design Stage
		Relocation Impact	Yes

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	10,772	1,465	-	8,688	-	832	1,651	2,850	1,785	1,570	619
Site Improvements and Utilities	517	-	-	517	-	-	-	155	310	52	-
Construction	64,267	-	-	50,087	-	-	-	8,082	23,250	18,755	14,180
Other	3,105	5	-	3,100	-	-	-	930	1,860	310	-
TOTAL EXPENDITURES	78,661	1,470	-	62,392	-	832	1,651	12,017	27,205	20,687	14,799

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	40,004	1,406	-	23,858	-	-	832	820	5,698	16,508	14,740
PAYGO	13	13	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	51	51	-	-	-	-	-	-	-	-	-
State Aid	38,593	-	-	38,534	-	832	819	11,197	21,507	4,179	59
TOTAL FUNDING SOURCES	78,661	1,470	-	62,392	-	832	1,651	12,017	27,205	20,687	14,799

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY11
Appropriation FY 24 Request	4,100	Last FY's Cost Estimate	2,839
Cumulative Appropriation	2,839		
Expenditure / Encumbrances	1,526		
Unencumbered Balance	1,313		

PROJECT DESCRIPTION

This project provides for the design and construction of a new Criminal Justice Complex (CJC) on the site of the former District One Police Station located at the north end of Seven Locks Road. The new facility will include a Central Processing/Detention component to support processing new arrestees and detaining remanded individuals for up to 72 hours. Other uses include: District Court Commissioners; Department of Health and Human Services Mental Health Assessment and Placement Unit; Pre-Trial Services Assessment Unit; Public Defenders Unit; and the Police Warrants and Fugitive Unit. The project incorporates technical requirements from the Detention Center Reuse project in addition to updated space requirements developed by an interagency working group. The facility will be constructed in close proximity to the proposed Restoration Center to maximize diversion and deflection opportunities.

LOCATION

1451 Seven Locks Road, Rockville, Maryland

ESTIMATED SCHEDULE

Design is programmed to begin in the Fall of 2023. Construction is expected to begin in Spring of 2026.

COST CHANGE

The project scope has been updated to include the cost of design and construction.

PROJECT JUSTIFICATION

This project is consistent with Council Resolution 13-356 passed by the County Council on December 5, 1995 which approved two jail facilities at two locations - Rockville and Clarksburg - as priority public safety uses. The renovation of the existing Montgomery County Detention Center facility (Detention Center Reuse Project No. 429755) was determined not to be cost effective due to the need for significant capital expenditures, life cycle costs, and continued maintenance as a result of aging systems. It was determined to be cost effective to replace the Montgomery County Detention Center with a new Criminal Justice Complex facility.

OTHER

Racial Equity Impact Assessment: When considering the location and design of building(s) that would offer pre-booking diversion services, the Department of Correction and Rehabilitation, along with other stakeholder agencies, will conduct a Racial Equity Impact Assessment that looks at the following:

- What is the proposal and what is it seeking to accomplish?
- How might the proposal impact communities and people of color differently?
- What do the data tell us?
- Who is impacted by the proposal?
- What are the recommended strategies to address unintended consequences and adverse impacts to promote racial equity with this proposal?

FISCAL NOTE

The project assumes that fifty percent of project expenditures will be supported by State Aid.

DISCLOSURES

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

COORDINATION

County Council, Department of Correction and Rehabilitation, Department of General Services, Department of Technology and Enterprise Business Solutions, Office of Management and Budget , Department of Police, Sheriff's Office, District Court of Maryland, Montgomery County Fire and Rescue Service, Department of Health and Human Services, Office of Racial Equity and Social Justice, Washington Gas, PEPCO, City of Rockville, State of Maryland, and Community Representatives. Special Capital Projects Legislation will be proposed by the County Executive.

Montgomery County Detention Center Partial Demolition and Renovation

(P422102)

Category	Public Safety	Date Last Modified	01/10/22
SubCategory	Correction and Rehabilitation	Administering Agency	General Services
Planning Area	Rockville	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	981	42	654	285	285	-	-	-	-	-	-
Site Improvements and Utilities	307	-	246	61	61	-	-	-	-	-	-
Construction	2,902	161	2,193	548	548	-	-	-	-	-	-
Other	601	-	481	120	120	-	-	-	-	-	-
TOTAL EXPENDITURES	4,791	203	3,574	1,014	1,014	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	4,791	203	3,574	1,014	1,014	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,791	203	3,574	1,014	1,014	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Energy		(890)	(125)	(153)	(153)	(153)	(153)	(153)
NET IMPACT		(890)	(125)	(153)	(153)	(153)	(153)	(153)

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY21
Appropriation FY 24 Request	-	Last FY's Cost Estimate	4,791
Cumulative Appropriation	4,791		
Expenditure / Encumbrances	317		
Unencumbered Balance	4,474		

PROJECT DESCRIPTION

This project provides for the planning, design, and renovation/modification of the Montgomery County Detention Center (MCDC) for use primarily as a short-term holding and central processing facility. The original building was built in 1961 with the High Rise/Tower and other modular units constructed thereafter. The project provides for demolition of dilapidated out of operation structures including

demolition of the High Rise/Tower, five vacant modular units and the CIU pod which is currently used by HHS. Prior to demolition, the existing utilities will be rerouted, and a new utility structure will be built. HHS will be relocated from the CIU pod to a temporary location in the occupied building while renovation of their final location is completed. Renovation of other select areas of the building is included. The work will be done in phases due to the complexity of the project and the need to keep the main building operational throughout the project.

LOCATION

1307 Seven Locks Road, Rockville, Maryland 20854

ESTIMATED SCHEDULE

Construction started in mid-2021 and is scheduled for completion in Fall 2022. Funding has moved into the six-year period due to modest project delays.

PROJECT JUSTIFICATION

Council Resolution 13-356, passed by the Montgomery County Council in 1995, approved a two-jail system which includes the Montgomery County Correctional Facility (MCCF) located in Boyds and the Montgomery County Detention Center (MCDC) in Rockville. The current MCDC was the designated location for the intake and release of all inmates. Functions included the Central Processing Unit (CPU); the Maryland County District Court Commissioners; evaluation for pre-trial services, medical and mental health assessments; centralized records and storage; and DOCR training. The facility also provides beds for housing inmates during intake process. After many years of service, the building is no longer in good repair and does not meet all the current State and County requirements. To meet the requirements of the Council Resolution, MCDC needs to be replaced or renovated sufficiently in order to operate fully until a future new Criminal Justice Center can be constructed in its place. To provide an immediate response to these issues the project proposes a limited renovation of the buildings remaining after demolition of unused structures. As part of the renovation, and in order to continue to provide these services, specific changes will be implemented to meet current State and County requirements. In addition, a general refresh of spaces is needed to provide a conducive workspace for the staff for the immediate future. Demolition of five vacant modular structures and the partially occupied CIU pod will save maintenance and energy costs. Annual maintenance costs for this facility routinely reach and sometimes exceed $100,000.

COORDINATION

Department of Correction and Rehabilitation, Department of General Services, Department of Health and Human Services, Technology and Enterprise Business Solutions, Department of Police, Montgomery County Fire and Rescue Service, Sheriff's Office, District Court of Maryland, State of Maryland, City of Rockville, Washington Gas, and PEPCO

Montgomery County Correctional Facility and Community Corrections Wi-Fi project

(P422301)

Category	Public Safety	Date Last Modified	01/09/22
SubCategory	Correction and Rehabilitation	Administering Agency	Correction & Rehabilitation
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	105	-	-	105	105	-	-	-	-	-	-
Other	831	-	-	831	310	306	215	-	-	-	-
TOTAL EXPENDITURES	936	-	-	936	415	306	215	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	936	-	-	936	415	306	215	-	-	-	-
TOTAL FUNDING SOURCES	936	-	-	936	415	306	215	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	415	Year First Appropriation	FY23
Appropriation FY 24 Request	306	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and implementation of wireless internet at the Montgomery County Correctional Facility (MCCF) and Community Corrections (CC). The project also supports installation of wireless internet upgrades at the Montgomery County Detention Center (MCDC). The project scope includes replacing aged MCCF network switches and installing wi-fi throughout the MCCF facility including the common areas of housing pods, medical suite, and administrative areas. Wi-fi will also be installed throughout the CC facility. Implementing Wi-Fi at MCCF and CC will enhance implementation of the new Electronic Health Records (EHR) system, improve work productivity, and provide advanced learning technology for the staff and inmate population

ESTIMATED SCHEDULE

Implementation in the MCCF housing areas is programmed for FY23; MCCF administrative areas and MCDC wi-fi upgrades are programmed for FY24; CC is programmed for FY25.

PROJECT JUSTIFICATION

The lack of wireless internet at MCCF and CC limits the implementation of the EHR system, restricts how staff can work and train, limits inmate programming, and reduces efficiencies. Without wireless internet, employees must use network cables to connect to the internet and access files where a network cable is available. Voice Over Internet Protocol (VOIP) also cannot be implemented in these facilities due to the outdated technology infrastructure. Without wireless internet, EHR capabilities would be limited; providers would be required to record medical information on a mobile device for visits and medication administered in housing areas and then perform a daily data download. This delays the recording of medical information which could result in adverse health outcomes. The EHR system will be implemented in all three Department of Correction and Rehabilitation facilities (MCCF, CC, and MCDC).

COORDINATION

Department of Technology and Enterprise Business Solutions.

Montgomery County Correctional Facility Refresh

(P422302)

Category	Public Safety	Date Last Modified	01/12/22
SubCategory	Correction and Rehabilitation	Administering Agency	General Services
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	400	-	-	400	400	-	-	-	-	-	-
Construction	3,600	-	-	3,600	-	1,500	500	800	800	-	-
TOTAL EXPENDITURES	4,000	-	-	4,000	400	1,500	500	800	800	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	2,000	-	-	2,000	400	-	-	800	800	-	-
G.O. Bonds	2,000	-	-	2,000	-	1,500	500	-	-	-	-
TOTAL FUNDING SOURCES	4,000	-	-	4,000	400	1,500	500	800	800	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	400	Year First Appropriation	FY23
Appropriation FY 24 Request	1,500	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the planning of a Montgomery County Correctional Facility (MCCF) Refresh project to include medical unit modifications and remediation of clogged vents in inmate cells. Medical unit modifications include moving a nurse and correctional officer station to improve sight lines, increase female inmate capacity, increase inmate holding cell space, and other adjustments needed to accommodate implementation of the new State mandated Medication Assisted Treatment program. The project also provides for paint throughout the facility and carpet replacement in administrative areas. Additional funds to design and construct these improvements will be required in a future CIP.

LOCATION

22880 Whelan Lane, Boyds, Maryland, 20841

ESTIMATED SCHEDULE

Initial planning of medical unit modifications and vent remediation will begin in FY23. Funding to support medical unit modification and vent remediation implementation is programmed in FY24 and FY25. Repainting the facility and carpeting is programmed for FY26 and FY27.

PROJECT JUSTIFICATION

MCCF opened in 2003 and has had limited capital improvements despite significant wear and tear. The proposed improvements are required to maintain the facility in good repair and address operational needs. Medical modifications are required to provide a safe and secure environment for inmates receiving medical services to include adequate medical and security supervision. Medical modifications are also required to accommodate new treatment requirements associated with the State mandated Medication Assisted Treatment program. Vent remediation is required to provide adequate air quality for the inmate population.

COORDINATION

Department of Correction and Rehabilitation, Department of General Services, Department of Technology Enterprise Business Solutions, State of Maryland.

Apparatus Replacement Program
(P451504)

Category	Public Safety	Date Last Modified	01/05/22
SubCategory	Fire/Rescue Service	Administering Agency	Fire/Rescue Service
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	8	8	-	-	-	-	-	-	-	-	-
Other	126,610	40,172	25,051	61,387	7,980	10,504	9,869	9,364	11,666	12,004	-
TOTAL EXPENDITURES	126,618	40,180	25,051	61,387	7,980	10,504	9,869	9,364	11,666	12,004	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Fire	58,045	11,669	10,328	36,048	4,723	6,270	5,886	5,483	6,817	6,869	-
Short-Term Financing	68,573	28,511	14,723	25,339	3,257	4,234	3,983	3,881	4,849	5,135	-
TOTAL FUNDING SOURCES	126,618	40,180	25,051	61,387	7,980	10,504	9,869	9,364	11,666	12,004	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	7,635	Year First Appropriation	FY15
Appropriation FY 24 Request	10,504	Last FY's Cost Estimate	101,500
Cumulative Appropriation	65,576		
Expenditure / Encumbrances	51,619		
Unencumbered Balance	13,957		

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: seven aerials, 46 EMS units (ambulances), 18 engines, one brush/AWD engine, four rescue squad/hazmat units, two tankers, two air supply units, two boat support units, one passenger bus, four box trucks, one medical care support unit, two medical ambulance buses, and three fleet service trucks. 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

FY23-28 costs have been revised to reflect an anticipated inflation factor as well as additional vehicles requiring replacement, many of which were originally grant-funded.

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.

Clarksburg Fire Station
(P450300)

Category	Public Safety	Date Last Modified	01/10/22
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Clarksburg and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	7,021	3,396	1,364	2,261	1,587	674	-	-	-	-	-
Land	2,073	2,038	35	-	-	-	-	-	-	-	-
Site Improvements and Utilities	6,648	61	2,509	4,078	3,764	314	-	-	-	-	-
Construction	16,246	3,468	4,875	7,903	7,295	608	-	-	-	-	-
Other	2,576	10	978	1,588	1,466	122	-	-	-	-	-
TOTAL EXPENDITURES	34,564	8,973	9,761	15,830	14,112	1,718	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	32,031	6,440	9,761	15,830	14,112	1,718	-	-	-	-	-
Intergovernmental	2,533	2,533	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	34,564	8,973	9,761	15,830	14,112	1,718	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		490	-	98	98	98	98	98
Energy		320	-	64	64	64	64	64
NET IMPACT		810	-	162	162	162	162	162

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY03
Appropriation FY 24 Request	97	Last FY's Cost Estimate	34,564
Cumulative Appropriation	34,467		
Expenditure / Encumbrances	10,913		
Unencumbered Balance	23,554		

PROJECT DESCRIPTION

This project provides for a new Fire and Rescue Station in the Clarksburg area and the purchase of a tanker truck. The new station will

be constructed in accordance with square footage specifications of the prototype Program of Requirements (POR) for a Class I Fire Station. A Class I Fire Station is approximately 22,600 gross square feet and includes apparatus bays, personal protective equipment storage, dormitory and support space, living and dining areas, administrative offices, and a meeting/training room. This station is two stories and in addition includes offices for a Battalion Chief, a Police satellite facility, additional space for the Upcounty Regional Services Center and has a total of 24,200 gross square feet. On-site parking will be provided.

LOCATION

23420 Frederick Road, Clarksburg, Maryland

ESTIMATED SCHEDULE

Construction began in Fall of 2021.

PROJECT JUSTIFICATION

A new station will be necessary in this area due to the present and projected population density for the Clarksburg area. The Clarksburg population was estimated at 18,709 in 2015 (ACS), with increases to almost 40,000 by 2025. The Clarksburg Town Center is envisioned to include a mix of housing, commercial, retail, recreation and civic uses with the Clarksburg Historic District as the focal point. Residential areas include the Newcut Road neighborhood, the Cabin Branch neighborhood, the Ten Mile Creek area, the Ridge Road transition area, the Brink Road transition area, as well as projected residential development in the Transit Corridor District and the Gateway Center. This project was recommended in the Fire, Rescue, Emergency Medical Services and Community Risk Reduction Master Plan approved by the County Council in October 2005 and the Montgomery County Fire and Rescue Service Station Location and Resource Allocation Work Group, Phase I Report, "Need for Upcounty Fire-Rescue Resource Enhancements, October 14, 1999. Development of this facility will help Montgomery County meet the NFPA 1710 Guidelines.

OTHER

This project includes the cost to provide both Phase I and Phase II of the Historic Clarksburg Sewer project.

FISCAL NOTE

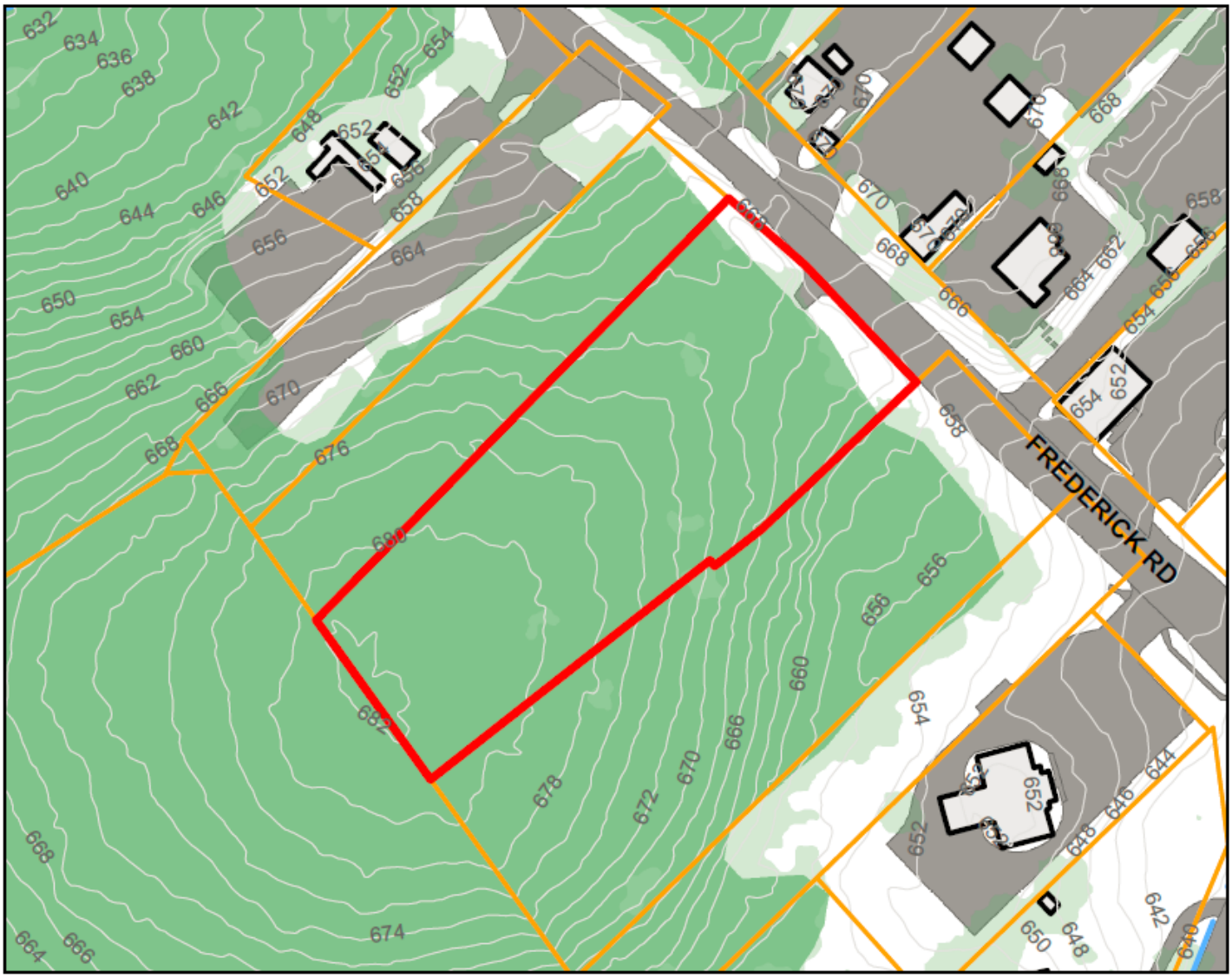
Intergovernmental funds totaling $2,533,000 in FY18 and FY19 reflect Washington Suburban Sanitary Commission contributions towards the cost of the Phase I and Phase II of the Historic Clarksburg Sewer project. Debt service for this project will be financed with Consolidated Fire Tax District Funds. Land cost was transferred from ALARF.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Montgomery County Fire and Rescue Service, Department of Police, Upcounty Regional Services Center, Department of General Services, Department of Permitting Services, Technology and Enterprise Business Solutions, Maryland-National Capital Park and Planning Commission, State Highway Administration, Washington Suburban Sanitary Commission. Special Capital Projects Legislation [Bill No. 07-06] was adopted by Council May 25, 2006 and Expedited Bill No. 22-18 was adopted by Council June 19, 2018.


FREDERICK RD

Female Facility Upgrade
(P450305)

Category	Public Safety	Date Last Modified	12/21/21
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,637	1,450	-	187	123	64	-	-	-	-	-
Construction	589	201	98	290	-	290	-	-	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,229	1,654	98	477	123	354	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	2,229	1,654	98	477	123	354	-	-	-	-	-
TOTAL FUNDING SOURCES	2,229	1,654	98	477	123	354	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	176	Year First Appropriation	FY03
Appropriation FY 24 Request	299	Last FY's Cost Estimate	2,229
Cumulative Appropriation	1,754		
Expenditure / Encumbrances	1,752		
Unencumbered Balance	2		

PROJECT DESCRIPTION

This project provides for the design and construction of locker, shower, and rest rooms for selected fire stations to accommodate the use of these facilities for both male and female staff.

ESTIMATED SCHEDULE

Work at Cabin John FS #30 will be completed in Winter 2021. Design at Gaithersburg FS #8 will be scheduled in coordination with the local volunteer fire department.

PROJECT JUSTIFICATION

Female facilities are needed at fire stations due to the increase of female personnel in fire rescue operations. Related plans include a study by Peck, Peck & Associates, May, 2002.

FISCAL NOTE

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

COORDINATION

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

Fire Stations: Life Safety Systems
(P450302)

Category	Public Safety	Date Last Modified	01/10/22
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,875	1,536	273	66	16	10	10	10	10	10	-
Construction	2,854	2,103	181	570	70	100	100	100	100	100	-
Other	17	17	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,746	3,656	454	636	86	110	110	110	110	110	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Fire	636	-	-	636	86	110	110	110	110	110	-
G.O. Bonds	4,110	3,656	454	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,746	3,656	454	636	86	110	110	110	110	110	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	6	Year First Appropriation	FY03
Appropriation FY 24 Request	110	Last FY's Cost Estimate	4,190
Cumulative Appropriation	4,190		
Expenditure / Encumbrances	3,730		
Unencumbered Balance	460		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Funding will support one station in each fiscal year.

COST CHANGE

The project scope is expanded to include required life safety improvements in more recently completed stations, partially offset by modest prior year project savings.

PROJECT JUSTIFICATION

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

FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds. Project costs are not escalated and represent present value costs for future year projects.

COORDINATION

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

Glen Echo Fire Station Renovation
(P450702)

Category	Public Safety	Date Last Modified	01/05/22
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	202	-	-	202	202	-	-	-	-	-	-
TOTAL EXPENDITURES	202	-	-	202	202	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	202	-	-	202	202	-	-	-	-	-	-
TOTAL FUNDING SOURCES	202	-	-	202	202	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	202	Year First Appropriation	FY10
Appropriation FY 24 Request	-	Last FY's Cost Estimate	202
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for a renovation of the existing 10,800 square foot space, including all heating ventilation, and air conditioning; electrical and life safety systems; correction of code and Americans with Disabilities Act compliance issues and removal of hazardous material at the Glen Echo Fire Station. It also includes a new third bay, reallocation of existing space, complete interior building renovation, improvements in all living areas of the station, replacement of all building systems and a temporary facility. An adjacent property parcel, needed for the renovation project, was acquired from the State Highway Administration (SHA).

LOCATION

5920 Massachusetts Avenue, Bethesda, Maryland 20816

PROJECT JUSTIFICATION

Glen Echo Fire Station 11 was constructed in 1954. The station requires a major renovation to meet current and future fire/rescue services delivery requirements. In June 2001, the Station Location and Resources Allocation work group re-affirmed the need for a

fire/rescue station in the Glen Echo area to be located on or in the immediate vicinity of the current station. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in June 2016.

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Montgomery County Fire and Rescue Service, Glen Echo Volunteer Fire Department, Department of General Services, Department of Permitting Services, Technology and Enterprise Business Solutions, Maryland-National Capitol Park and Planning Commission, Bethesda/Chevy Chase Regional Services Center, Conduit Road Fire Board, Washington Suburban Sanitary Commission, Pepco, and Washington Gas.

Heart Monitor/Defibrillator Replacement
(P452201)

Category	Public Safety	Date Last Modified	05/06/22
SubCategory	Fire/Rescue Service	Administering Agency	Fire/Rescue Service
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Other	1,794	-	1,244	550	550	-	-	-	-	-	-
TOTAL EXPENDITURES	1,794	-	1,244	550	550	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Fire	534	-	534	-	-	-	-	-	-	-	-
Short-Term Financing	1,260	-	710	550	550	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,794	-	1,244	550	550	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	550	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	710
Cumulative Appropriation	1,244		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,244		

PROJECT DESCRIPTION

This project provides for the purchase of 81 Stryker LifePak15 heart monitor/defibrillators assigned to Montgomery County Fire and Rescue advanced life support (ALS) transport units, paramedic chase cars, engines, and training facilities. 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 and FY23.

COST CHANGE

Funds are added to complete the replacement of aging heart monitor/defibrillators.

PROJECT JUSTIFICATION

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

FISCAL NOTE

FY22 supplemental in Current Revenue: Fire for the amount of $534,000 supported by Emergency Service Transporter Supplemental Payment Program revenue. The project also provides appropriation authority for a purchase funded through the Master Lease program. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

COORDINATION

Montgomery County Fire and Rescue Service, Department of Finance

HVAC/Elec Replacement: Fire Stns
(P458756)

Category	Public Safety	Date Last Modified	05/20/22
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,401	2,651	250	1,500	250	250	250	250	250	250	-
Construction	14,360	5,805	1,955	6,600	1,100	1,100	1,100	1,100	1,100	1,100	-
Other	16	16	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	18,777	8,472	2,205	8,100	1,350	1,350	1,350	1,350	1,350	1,350	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	18,777	8,472	2,205	8,100	1,350	1,350	1,350	1,350	1,350	1,350	-
TOTAL FUNDING SOURCES	18,777	8,472	2,205	8,100	1,350	1,350	1,350	1,350	1,350	1,350	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,350	Year First Appropriation	FY87
Appropriation FY 24 Request	1,350	Last FY's Cost Estimate	15,277
Cumulative Appropriation	10,677		
Expenditure / Encumbrances	8,631		
Unencumbered Balance	2,046		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Funding will support one station in each fiscal year.

COST CHANGE

Project costs over the six-year period are increased to reflect the actual cost of recent projects and the addition of funding for projects in FY27 and FY28.

PROJECT JUSTIFICATION

The replacement and repair of HVAC systems at fire stations reduces the need for expensive emergency repairs and increases energy efficiency. The design of the HVAC system is unique in each facility; therefore, the scope and cost for each station varies. Current candidate projects were identified through a HVAC and electrical systems condition assessment study for 20 fire stations in June 2019 with Montgomery County Fire and Rescue Service concurrence. The study recommends that HVAC and electrical systems at 20 fire stations be renovated.

FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds. Project costs are not escalated and represent present value costs for future year projects.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Montgomery County Fire and Rescue Service, Local Volunteer Fire and Rescue Departments, Department General Services (Division of Building Design & Construction), Department of Permitting Services, Office of Management and Budget.

MCFRS Gude Drive Community Services Building

(P452202)

Category	Public Safety	Date Last Modified	05/19/22
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Construction	500	-	100	400	400	-	-	-	-	-	-
TOTAL EXPENDITURES	500	-	100	400	400	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Fire	500	-	100	400	400	-	-	-	-	-	-
TOTAL FUNDING SOURCES	500	-	100	400	400	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	500		
Expenditure / Encumbrances	-		
Unencumbered Balance	500		

PROJECT DESCRIPTION

This project provides for the planning, design, and construction of improvements to County-owned space at 600 East Gude Drive to accommodate MCFRS programs including Community Risk Reduction, the Community Emergency Response Team, Technical Operations, and Facilities satellite workspace and storage. The scope of work includes fencing around the perimeter, security and key card upgrades, electrical improvements, and interior modifications and improvements to flooring, drywall and doorway changes, paint, and bathroom facilities.

LOCATION

600 East Gude Drive, Rockville, MD 20805

ESTIMATED SCHEDULE

Construction is expected to begin in the Summer of 2022 and to be completed in FY23.

PROJECT JUSTIFICATION

This project is needed to relocate programs from the Fire and Rescue Service Community Services Building (CSB) located at 14111 Georgia Avenue, which has been deemed uninhabitable due to building deficiencies including mold and structural instability. Corrective renovations to this space were not deemed to be cost effective. The existing facility houses Community Emergency Response Team (CERT) headquarters, Facilities Section satellite workspace and storage area and a satellite workspace and storage area, for the Community Outreach/Car Seat Program. The CERT and car seat programs are community-based programs serving County residents and are vital for advancing equity and inclusion by ensuring child vehicle safety and safe spaces for the community. In addition, repurposing this existing County-owned resource allows the department to relocate the Technical Operations Section from Southlawn Lane to achieve additional needed workspace, while also adding needed warehouse space for EMS Logistics and FRS Property and Supply.

FISCAL NOTE

FY22 supplemental in Current Revenue: Fire for the amount of $500,000.

COORDINATION

Montgomery County Fire and Rescue Service, Department of General Services, Department of Technology and Enterprise and Business Solutions, Local Volunteer Fire and Rescue Departments

Resurfacing: Fire Stations
(P458429)

Category	Public Safety	Date Last Modified	12/27/21
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,300	700	-	600	100	100	100	100	100	100	-
Site Improvements and Utilities	6	6	-	-	-	-	-	-	-	-	-
Construction	3,720	1,356	564	1,800	300	300	300	300	300	300	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	5,029	2,065	564	2,400	400	400	400	400	400	400	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	5,029	2,065	564	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	5,029	2,065	564	2,400	400	400	400	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	400	Year First Appropriation	FY84
Appropriation FY 24 Request	400	Last FY's Cost Estimate	3,829
Cumulative Appropriation	2,629		
Expenditure / Encumbrances	2,144		
Unencumbered Balance	485		

PROJECT DESCRIPTION

This project provides for the repair and replacement of paved surfaces at fire and rescue stations where existing paved surfaces are in poor and deteriorating condition.

ESTIMATED SCHEDULE

Scheduling is determined through annual inspections performed by the Department of General Services, Division of Building Design and Construction, in consultation with the Montgomery County Fire and Rescue Service. The station schedule displays anticipated priorities only and may be amended, if required, due to fire station pavement safety considerations.

COST CHANGE

Project costs over the six-year period are increased to reflect the impact of new Americans with Disabilities (ADA) requirements and the addition of funding for projects in FY27 and FY28.

PROJECT JUSTIFICATION

The current candidate project list was determined by a survey conducted by the Department of General Services, Division of Building Design and Construction. The ongoing need for exterior resurfacing at fire and rescue stations is due to the continuous use by heavy equipment such as pumpers and ladder trucks. While surfaces at some stations have lasted many years, others have deteriorated and failed in less than seven years.

FISCAL NOTE

Related expenditures of $140,000 for Kensington FS #25 (P450903) are supported by this project. Funds have been shifted from the ADA: MCG project to support the additional cost of new ADA requirements. Debt service for this project will be financed with Consolidated Fire Tax District Funds. Project costs are not escalated and represent present value costs for future year projects.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Montgomery County Fire and Rescue Service, Local Volunteer Fire and Rescue Departments, Department of General Services, and Maryland State Highway Administration.

Rockville Fire Station 3 Renovation
(P450105)

Category	Public Safety	Date Last Modified	12/21/21
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Site Improvements and Utilities	500	-	-	500	-	500	-	-	-	-	-
TOTAL EXPENDITURES	500	-	-	500	-	500	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Fire	500	-	-	500	-	500	-	-	-	-	-
TOTAL FUNDING SOURCES	500	-	-	500	-	500	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	500	Last FY's Cost Estimate	500
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides partial funding for the renovation and enhancement of Rockville Fire Station 3, which was constructed in 1965. The scope of work includes: structural repairs; Americans with Disabilities Act (ADA) accessibility improvements; an addition to increased living and bunk space; maintenance bay reconfiguration and conversion to locker area; and improvements in kitchen, living area, administrative area, and bunk rooms. Other facility repairs include replacement of the existing roof and paved parking lot surface.

LOCATION

380 Hungerford Drive, Rockville, Maryland.

ESTIMATED SCHEDULE

Funds are deferred to FY24 due to project delays.

PROJECT JUSTIFICATION

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

OTHER

This PDF reflects a one-time County contribution of $500,000 for this project. The remaining expenditures will be mostly funded with non-tax funds provided by the RVFD. Partial funding may also be provided through the State of Maryland Senator William H. Amoss Fire, Rescue, and Ambulance fund. The RVFD developed cost estimates for this project through an independent cost estimator.

COORDINATION

City of Rockville; Montgomery County Fire and Rescue Service; Department of General Services, Division of Building Design and Construction; and Rockville Volunteer Fire Department.

Roof Replacement: Fire Stations
(P458629)

Category	Public Safety	Date Last Modified	12/23/21
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,519	1,194	49	276	46	46	46	46	46	46	-
Land	1	1	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	44	44	-	-	-	-	-	-	-	-	-
Construction	4,226	1,457	933	1,836	306	306	306	306	306	306	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	5,793	2,699	982	2,112	352	352	352	352	352	352	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	5,793	2,699	982	2,112	352	352	352	352	352	352	-
TOTAL FUNDING SOURCES	5,793	2,699	982	2,112	352	352	352	352	352	352	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	352	Year First Appropriation	FY85
Appropriation FY 24 Request	352	Last FY's Cost Estimate	5,089
Cumulative Appropriation	3,681		
Expenditure / Encumbrances	2,848		
Unencumbered Balance	833		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Funding will support one station in each fiscal year.

COST CHANGE

Cost increase reflects the addition of funding in FY27 and FY28.

PROJECT JUSTIFICATION

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

FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds. Project costs are not escalated and represent present value costs for future year projects.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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

White Flint Fire Station 23

(P451502)

Category	Public Safety	Date Last Modified	01/07/22
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,024	816	991	4,217	-	1,107	1,463	1,188	459	-	-
Land	2,943	2,593	350	-	-	-	-	-	-	-	-
Site Improvements and Utilities	3,351	-	-	3,351	-	2,048	1,303	-	-	-	-
Construction	24,113	109	-	24,004	-	3,452	9,914	10,638	-	-	-
Other	1,796	4	-	1,792	-	-	1,095	697	-	-	-
TOTAL EXPENDITURES	38,227	3,522	1,341	33,364	-	6,607	13,775	12,523	459	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	38,227	3,522	1,341	33,364	-	6,607	13,775	12,523	459	-	-
TOTAL FUNDING SOURCES	38,227	3,522	1,341	33,364	-	6,607	13,775	12,523	459	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		368	-	-	-	56	156	156
Energy		246	-	-	-	42	102	102
NET IMPACT		614	-	-	-	98	258	258

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY15
Appropriation FY 24 Request	30,082	Last FY's Cost Estimate	33,639
Cumulative Appropriation	6,301		
Expenditure / Encumbrances	4,649		
Unencumbered Balance	1,652		

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

This project has been deferred one year due to fiscal capacity. Design will restart in FY24 and construction is expected to begin in Summer 2024.

COST CHANGE

Cost increase reflects escalation related to prior year project delays and scope expansion to achieve Net Zero construction.

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 space. Relocation of Rockville Station #23 operations to the new White Flint location is needed to better position MCFRS services in relation to the high-density development in the approved White Flint Sector Plan and to minimize response time to the 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 co-location of a Police substation. 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.

6th District Police Station
(P470301)

Category	Public Safety	Date Last Modified	01/12/22
SubCategory	Police	Administering Agency	General Services
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,816	1,609	644	2,563	1,029	736	583	215	-	-	-
Land	20	20	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	3,870	419	-	3,451	863	1,726	862	-	-	-	-
Construction	22,005	1	-	22,004	5,501	12,502	4,001	-	-	-	-
Other	1,196	5	-	1,191	298	595	298	-	-	-	-
TOTAL EXPENDITURES	31,907	2,054	644	29,209	7,691	15,559	5,744	215	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	31,907	2,054	644	29,209	7,691	15,559	5,744	215	-	-	-
TOTAL FUNDING SOURCES	31,907	2,054	644	29,209	7,691	15,559	5,744	215	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		1,129	-	-	160	323	323	323
Energy		715	-	-	100	205	205	205
NET IMPACT		1,844	-	-	260	528	528	528

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	26,527	Year First Appropriation	FY06
Appropriation FY 24 Request	1,076	Last FY's Cost Estimate	27,034
Cumulative Appropriation	3,063		
Expenditure / Encumbrances	2,784		
Unencumbered Balance	279		

PROJECT DESCRIPTION

This project provides for planning, design and construction of a new 28,294 gross square feet 6th District Police Station and a new parking garage of 59,526 gross square feet in two levels to serve Gaithersburg/Montgomery Village and vicinity. The Station will be in a

new development located on extended Watkins Mill Road between I-270 and MD-355. The district station is a facility consisting of two floors and parking for the public and staff. The first floor houses the public access area, operations, patrol and support functions, and a small prisoner holding area. The station will serve as the base for the Central Traffic Unit that was established in July 2021. The second floor houses four special teams, including investigative units, patrol sergeant offices, staff support, administration, and an exercise room. Besides a surface parking lot that will provide 37 parking spaces in the non-secured area, a two-level parking garage to accommodate 148 cars will be constructed inside the secured area. This parking garage will house a large evidence room, a vehicle service bay, a flare storage, a bicycle storage, and a storage room for the Central Traffic Unit's 29 motorcycles. The district station is a 24-hour per day, seven-day per week operation and provides support for beat teams. It is the command center for any satellite facilities within the police district. The district station will accommodate up to 178 department staff and volunteers. It has been sized to meet the needs projected in the Police Chief's Staffing Plan. A public meeting room on the first floor will be available to facilitate outreach with the community.

LOCATION

Watkins Mill Road between I-270 and MD-355.

ESTIMATED SCHEDULE

A code compliance review and update has been done in FY22. This project is scheduled to start construction in FY23 and finish in FY25.

COST CHANGE

Cost increase is due to escalation from project delays and also reflects the additional costs of implementing Energy Conservation Measures to achieve a NetZero goal.

PROJECT JUSTIFICATION

The current facility is in rented space and lacks several features of a modern police station, including reinforced interview rooms and a dedicated sally port.

FISCAL NOTE

FY17 transfer of $50,000 in G.O. Bonds to 3rd District Police Station (#047302).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Police, Department of General Services, Department of Permitting Services, Department of Technology and Enterprise Business Solutions, Up-County Regional Services Center, Police Facilities Plan, Local Law Enforcement Agencies, State Highway Administration, Department of Environmental Protection, Verizon, Maryland Department of Natural Resources, City of Gaithersburg, Washington Suburban Sanitary Commission, Pepco, Washington Gas, Special Capital Projects Legislation [Bill No. 13-05] was adopted by Council June 28, 2005. Reauthorization [Bill No. 26-10] was adopted by Council June 15, 2010.

Outdoor Firearms Training Center
(P472101)

Category	Public Safety	Date Last Modified	01/03/22
SubCategory	Police	Administering Agency	General Services
Planning Area	Poolesville and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,381	-	-	1,381	-	282	219	358	317	205	-
Site Improvements and Utilities	3,735	-	-	3,735	-	-	-	1,179	2,359	197	-
Construction	280	-	-	280	-	-	-	88	177	15	-
Other	245	-	-	245	-	-	-	77	155	13	-
TOTAL EXPENDITURES	5,641	-	-	5,641	-	282	219	1,702	3,008	430	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	5,641	-	-	5,641	-	282	219	1,702	3,008	430	-
TOTAL FUNDING SOURCES	5,641	-	-	5,641	-	282	219	1,702	3,008	430	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	627	Last FY's Cost Estimate	5,029
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the renovation, upgrade, expansion, and enhancement of the Outdoor Firing Range and its support facilities. The Montgomery County Police Department (MCPD) Outdoor Firing Range and its support facilities is a multipurpose tactical training facility that serves as the primary MCPD training area for open-air environments and scenarios. The primary purpose of the Outdoor Firing Range and its support facilities is to train MCPD Police personnel along with other municipalities and agencies in the area. The facility is strategically important and heavily used because the site is large and isolated from the County's residential and commercial development within the Agricultural Reserve. The facility provides the rare opportunity to provide realistic advanced training that is increasingly difficult to obtain and provides beneficial joint training with multiple area agencies including: Montgomery County Fire Marshal Office, Montgomery County Sheriff's Office, Montgomery County Department of Corrections and Rehabilitation, Gaithersburg City Police, Rockville City Police, and other law enforcement agencies.
The project scope intends to: increase and refurbish the earthen protection berms on both sides and at the end of the rifle and pistol ranges; increase the number of lanes in the rifle range with an appropriate target system; increase the distance of the pistol range lanes

with an appropriate target system; provide an open air pavilion for weapons cleaning; and provide a new explosive bunker.

LOCATION

16680 Elmer School Road, Poolesville, Maryland.

ESTIMATED SCHEDULE

Design is scheduled to begin in FY24 and construction is scheduled for completion in FY28.

COST CHANGE

Cost estimate was revised to include project escalation costs from FY21 to FY24 which were not included in the FY21-26 budget revision.

PROJECT JUSTIFICATION

The project scope reflects needs based on current and projected police staff growth, the increasing demands and challenges of meeting certification and best practice training requirements, as well as the need for improved training.

FISCAL NOTE

During the course of the project development of the design and construction, MCPD will pursue potential grant and partner funding to augment and potentially reduce the overall project cost to the County.

COORDINATION

Department of General Services, Office of Management and Budget, Department of Technology and Enterprise Business Solutions, and Montgomery County Police Department.

Public Safety Communications Center, Phase II, Electrical Distribution and HVAC Upgrade (P472102)

Category	Public Safety	Date Last Modified	01/12/22
SubCategory	Police	Administering Agency	General Services
Planning Area	Gaithersburg and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,376	-	495	1,881	980	691	210	-	-	-	-
Construction	12,555	-	-	12,555	3,399	9,156	-	-	-	-	-
TOTAL EXPENDITURES	14,931	-	495	14,436	4,379	9,847	210	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	12,038	-	495	11,543	2,932	8,401	210	-	-	-	-
State Aid	2,893	-	-	2,893	1,447	1,446	-	-	-	-	-
TOTAL FUNDING SOURCES	14,931	-	495	14,436	4,379	9,847	210	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	12,684	Year First Appropriation	FY21
Appropriation FY 24 Request	415	Last FY's Cost Estimate	14,931
Cumulative Appropriation	1,622		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,622		

PROJECT DESCRIPTION

The project provides for the renovation and upgrade of the electrical distribution and HVAC systems within the Public Safety Communication Center (PSCC). Specific upgrades include emergency generators replacement, redundant electrical distribution, condenser water distribution upgrade, rooftop units upgrade, and heat pumps replacements.

LOCATION

1300 Quince Orchard Blvd, Gaithersburg, MD

ESTIMATED SCHEDULE

Design will occur in FY22 followed by two years of construction starting in Winter of 2023.

PROJECT JUSTIFICATION

The PSCC is a two story office building built in 1981. The building had major renovations in 2003 and further renovations in 2013 and 2016. The mission critical HVAC systems were replaced in 2019. The remaining building HVAC systems are either original or 19 years old. An assessment report that focused on mechanical, electrical, and plumbing systems was conducted in 2018 which prioritized the building system replacement.

FISCAL NOTE

9-1-1 center staff will present this project to the Maryland Emergency Number Systems Board (ENSB) to request funding from the 9-1-1 Trust fund. Emergency/backup power is considered a necessary element of a 9-1-1 center and components of these systems are eligible for funding through the ENSB.

DISCLOSURES

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

COORDINATION

Department of General Services, Department of Technology and Enterprise Business Solutions, Office of Management and Budget, Department of Transportation, Montgomery County Fire Rescue Services, Department of Police, Office of Emergency Management, Pepco, WSSC, Washington Gas, and City of Gaithersburg.

nantown
Village
119
117
Lakeforest Mall
124
124
Seneca Creek
State Park
1300 Quince
Orchard Boulevard
355
124
370
KENTLANDS
28
Derwo
355
28
ZavaZ
270
North Potomac

Bridge Preservation Program
(P500313)

Category	Transportation	Date Last Modified	01/13/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,783	2,763	162	858	143	143	143	143	143	143	-
Land	37	15	10	12	2	2	2	2	2	2	-
Site Improvements and Utilities	8	8	-	-	-	-	-	-	-	-	-
Construction	10,133	5,896	1,979	2,258	369	369	380	380	380	380	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	13,963	8,684	2,151	3,128	514	514	525	525	525	525	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	366	366	-	-	-	-	-	-	-	-	-
G.O. Bonds	13,557	8,278	2,151	3,128	514	514	525	525	525	525	-
Intergovernmental	40	40	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	13,963	8,684	2,151	3,128	514	514	525	525	525	525	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,028	Year First Appropriation	FY03
Appropriation FY 24 Request	-	Last FY's Cost Estimate	12,913
Cumulative Appropriation	10,835		
Expenditure / Encumbrances	10,451		
Unencumbered Balance	384		

PROJECT DESCRIPTION

This project includes actions or strategies that prevent, delay, or reduce deterioration of bridge elements, restore the function of existing bridges, keep bridges in good condition, and extend their useful life. Preservation actions may be preventive or condition driven. This project provides for removal of corrosion and installation of protective coatings on existing County steel bridges that have been identified as needing surface recoating through the Biennial Bridge Inspection Program. In addition, this project provides for the repair or replacement of leaking deck joints to minimize the deterioration and corrosion of bridge superstructure and substructure elements beneath the joints as identified through the Biennial Bridge Inspection Program. Bridge preservation field operations include the removal of the existing coating system which may contain hazardous materials; containment of blast cleaning and waste paint particles; disposal of the hazardous materials at a pre-approved disposal site, as required by Maryland and Federal environmental regulations; installation

of protective coating system; joint repair or replacement, and inspection to ensure compliance with environmental and contract requirements.

COST CHANGE

Increase due to addition of FY 27-28 to this on-going level of effort project.

PROJECT JUSTIFICATION

The benefits of this program will include extending the useful service life of existing steel bridges, prevention of long-term structural deficiencies, decreases in vehicle load restrictions, and reduced potential road closures and public inconvenience. The long-term goal of this program will be to protect existing bridges and keep them in good condition to reduce bridge renovation/replacement costs. The expected life cycle of a coating system is 15 years. Candidate bridges for each year are identified based on the bridge coating evaluations under the Biennial Bridge Inspection Program and the available funds under the bridge preservation program. The County currently has 113 Highway and 29 Pedestrian steel girder, beam and truss structures in its bridge inventory. These numbers will change when steel highway or pedestrian bridges are added into or dropped from the County's bridge inventory. The degree of specialized work required to restore the protective coatings to in-service bridges is beyond the scope of routine operations. Proper protective coating systems are an essential component of bridge maintenance to prevent long-term structural steel deterioration. The County currently has 50 bridges with deck joints in its inventory. Damage both to the joint and to the portion of the bridge beneath the joint that is exposed to debris, water, and deicing salts must be addressed and prevented to prolong the life of the bridge. Many defects identified through the Biennial Bridge Inspection Program are the direct result of bridges not being properly protected to withstand chemical and environmental elements. These defects include frozen and deteriorated steel bearings, corroded structural steel, and steel beam section loss.

OTHER

The "Intergovernmental" revenue shown in the funding schedule is from Howard County for its share of painting costs for two bridges that Montgomery County and Howard County share.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Maryland Department of Natural Resources, Maryland State Highway Administration, Occupational Safety and Health Administration, Maryland-National Capital Park and Planning Commission, Utilities, CSX Transportation, Washington Metropolitan Area Transit Authority, Montgomery County Department of Permitting Services, and Bridge Renovation Program (500313).

Brighton Dam Road Bridge No. M-0229

(P501907)

Category	Transportation	Date Last Modified	05/20/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	890	43	629	218	30	188	-	-	-	-	-
Construction	1,360	-	-	1,360	272	1,088	-	-	-	-	-
TOTAL EXPENDITURES	2,250	43	629	1,578	302	1,276	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	750	-	224	526	101	425	-	-	-	-	-
Intergovernmental	1,500	43	405	1,052	201	851	-	-	-	-	-
TOTAL FUNDING SOURCES	2,250	43	629	1,578	302	1,276	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY19
Appropriation FY 24 Request	-	Last FY's Cost Estimate	2,250
Cumulative Appropriation	2,250		
Expenditure / Encumbrances	344		
Unencumbered Balance	1,906		

PROJECT DESCRIPTION

This project provides for the rehabilitation of the existing Brighton Dam Road Bridge No. M-0229 over Brighton Dam of Triadelphia Reservoir. This 602-foot long 15-span bridge, which is supported by Brighton Dam, is in need of repairs to the parapets, bridge deck joints, prestressed concrete beams, abutment backwalls, street lights, and approach roadways and sidewalks to enhance the safety of the traveling public and the integrity of the dam. The existing storm inlets on the approach roadways at both ends of the bridge will be improved as needed.

LOCATION

The project site is located at the Montgomery/Howard County Line approximately 1.2 miles east of the intersection of Brighton Dam Road and New Hampshire Avenue (MD 650) in Brookeville.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the Brighton Dam Road Bridge will remain approximately 6,000 vehicles per day.

ESTIMATED SCHEDULE

The design is expected to be completed in the summer of 2022. Construction is scheduled to start in the spring of 2023 and be completed in the end of the year.

PROJECT JUSTIFICATION

This bridge, reconstructed in 1999, requires repairs to the 1,002-foot long west parapets, 642-foot long east parapets, sixteen bridge deck joints, prestressed concrete beams, abutment backwalls, street lights, and approach roadways and sidewalks. The parapets have severe concrete spalling at many parapet joints. Prestressed concrete beams and abutment backwalls have spalling and cracking. The approach roadways and sidewalks have settlement at both ends of the bridge. The bridge deck joints have failed, allowing water and deicing chemicals to flow through the bridge deck which resulted in corrosion and deterioration to the mechanized equipment for the dam operations. Some street lights and pole supports are damaged. The improvement of storm inlets was requested by WSSC to minimize storm runoff entering into the bridge deck surface from the approach roadways.

OTHER

The 2005 Olney Master Plan designates Brighton Dam Road as Arterial Road (A-15) with a minimum right-of-way of 80 feet. The December 2018 Montgomery County Bicycle Master Plan recommends bikeable shoulders. The deterioration of the bridge was identified through the County's 2019 biennial inspection program. The bridge rehabilitation was requested by WSSC to protect the newly reconstructed dam operation equipment. Funding for this project will be shared equally between Montgomery County, Howard County and WSSC in accordance with the February 16, 2021 Design and Construction Agreement. The funding shown as "Intergovernmental" is from Howard County and WSSC for their share of the project cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Suburban Sanitary Commission, Howard County, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, and U.S. Army Corps of Engineers.

Brink Road Bridge M-0064

(P502104)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	883	-	-	883	-	-	581	302	-	-	-
Land	214	-	-	214	-	-	214	-	-	-	-
Site Improvements and Utilities	750	-	-	750	-	-	675	75	-	-	-
Construction	3,704	-	-	3,704	-	-	909	2,795	-	-	-
TOTAL EXPENDITURES	5,551	-	-	5,551	-	-	2,379	3,172	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	3,308	-	-	3,308	-	-	831	2,477	-	-	-
G.O. Bonds	2,243	-	-	2,243	-	-	1,548	695	-	-	-
TOTAL FUNDING SOURCES	5,551	-	-	5,551	-	-	2,379	3,172	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	5,551
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Brink Road Bridge over Great Seneca Creek. The existing bridge, built in 1972, is a one span 58'-3" steel beam with an asphalt filled corrugated metal deck structure carrying a 23'-6" clear roadway with W-beam guardrail on each side. The proposed replacement bridge includes a one span 58' prestressed NEXT beam structure with a 34'-0" clear roadway width. The project includes 400-feet of approach roadway work west of the bridge to reduce flooding frequency and improvements to the intersection with Wightman Road approximately 20' east of the bridge. In addition, the Maryland-National Capital Park and Planning Commission (M-NCPPC) Seneca Creek Green hiker-biker trail crossing will be improved at the intersection. The new bridge will carry two lanes of traffic with two 11' travel lanes and 6' wide shoulders for a clear roadway width of 34'.

LOCATION

The project is located approximately 2.1 miles east of the intersection of Brink Road and Ridge Road (MD 27) in Germantown, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 12,000 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to be completed in Spring 2024. Construction is scheduled to begin in summer 2025 and be completed in the winter of 2025. The bridge will be closed to traffic from June 2025 to August 2025.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2020 bridge inspection report for Bridge No. M-0064 indicates that the bridge steel beams are in poor condition with areas of 100 percent section loss. As a result, the bridge is inspected on a 12-month frequency. The bridge is functionally obsolete with a clear roadway width of 24' and carries approximately 12,000 vehicles per day. The bridge is closed two to three times a year due to flooding of the Great Seneca Creek. The project will reduce the flooding frequency to once every five years.

FISCAL NOTE

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, and Bridge Design PDF (CIP 509132).

Bridge Design
(P509132)

Category	Transportation	Date Last Modified	09/03/21
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	33,348	18,585	2,916	11,847	2,291	2,101	2,078	1,869	1,898	1,610	-
Land	445	445	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	103	103	-	-	-	-	-	-	-	-	-
Construction	104	104	-	-	-	-	-	-	-	-	-
Other	18	18	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	34,018	19,255	2,916	11,847	2,291	2,101	2,078	1,869	1,898	1,610	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	956	956	-	-	-	-	-	-	-	-	-
G.O. Bonds	30,638	15,875	2,916	11,847	2,291	2,101	2,078	1,869	1,898	1,610	-
Land Sale	15	15	-	-	-	-	-	-	-	-	-
PAYGO	340	340	-	-	-	-	-	-	-	-	-
State Aid	2,069	2,069	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	34,018	19,255	2,916	11,847	2,291	2,101	2,078	1,869	1,898	1,610	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,178
Appropriation FY 24 Request	2,105
Cumulative Appropriation	23,340
Expenditure / Encumbrances	20,717
Unencumbered Balance	2,623

Year First Appropriation	FY91
Last FY's Cost Estimate	30,510

PROJECT DESCRIPTION

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Bridge Design serves as a transition stage for a project between identification of need and its inclusion as a stand-alone construction project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation will complete a design which outlines the general and specific features required on the project. Selected projects range in type, but typically consist of upgrading deficient bridges so that they can safely carry all legal loads which must be accommodated while providing a minimum of two travel lanes. Candidate projects currently included are listed below (Other).

COST CHANGE

Cost increase due to the addition of Southlawn Rd Bridge #M-0050, Martinsburg Rd Bridge #M-0042, Burnt Hill Rd Bridge #M-0157, and Gregg Rd Bridge #M-0119, and the addition of FY27 and FY28 to this ongoing level-of-effort project.

PROJECT JUSTIFICATION

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

OTHER

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision (PD&S) costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone projects. Candidate Projects: Brink Rd Bridge #M-0064, Garrett Pk Rd Bridge #M-0352, Beach Dr Bridge #MPK-24, Glen Rd Bridge #M-0148, Glen Rd Bridge #M-0015, and Mouth of Monocacy Rd Bridge #M-0043, Zion Rd Bridge #M-0121, Schaeffer Rd Bridge #M-0137, Parklawn Entr Bridge #MPK-17, Baltimore Rd Bridge #M-0201, Brighton Dam Rd Bridge #M-0108, Redland Rd Bridge #M-0057, Brookeville Rd Bridge #M-0083, Greentree Rd Bridge #M-0180, Whites Ferry Rd Bridge #M-0186, Glen Rd Bridge #M-0013, Barnes Rd Bridge #M-0008, Barnesville Rd Bridge #M-0045, Randolph Rd Bridge #M-0080-3, Shady Grove Rd Bridge #M-0191-3, Beach Dr Bridge #MPK-05, Beach Dr Bridge #MPK-08, Bel Pre Rd Bridge #M-0092, Little Falls Pkwy Bridge #MPK-01-2, Cattail Rd Bridge #M-0155, Harris Rd Bridge #M-0046, Valleywood Dr Bridge #M-0254, and Midcounty Hghwy Bridge #M-0219, Southlawn Rd Bridge #M-0050, Martinsburg Rd Bridge #M-0042, Burnt Hill Rd Bridge #M-0157, and Gregg Rd Bridge #M-0119.

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

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

Bridge Renovation
(P509753)

Category	Transportation	Date Last Modified	05/19/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	20,068	13,757	424	5,887	1,180	1,000	1,500	250	1,133	824	-
Land	209	209	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	21	21	-	-	-	-	-	-	-	-	-
Construction	49,107	11,840	6,277	30,990	10,150	7,800	2,400	3,550	3,264	3,826	-
Other	83	83	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	69,488	25,910	6,701	36,877	11,330	8,800	3,900	3,800	4,397	4,650	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	800	-	-	800	800	-	-	-	-	-	-
G.O. Bonds	64,028	23,615	5,698	34,715	10,303	8,573	3,673	3,573	4,170	4,423	-
State Aid	3,660	2,295	3	1,362	227	227	227	227	227	227	-
Stormwater Management Waiver Fees	1,000	-	1,000	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	69,488	25,910	6,701	36,877	11,330	8,800	3,900	3,800	4,397	4,650	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	16,980
Appropriation FY 24 Request	-
Cumulative Appropriation	35,761
Expenditure / Encumbrances	28,852
Unencumbered Balance	6,909

Year First Appropriation	FY97
Last FY's Cost Estimate	51,841

PROJECT DESCRIPTION

This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning. Renovation work involves planning, preliminary engineering, project management, inspection, and construction. Construction is performed on various components of the bridge structures. Superstructure repair or replacement items include decking, support beams, bearing assemblies, and expansion joints. Substructure repair or replacement items include concrete abutments, backwalls, and wingwalls. Culvert repairs include concrete headwalls, structural steel plate pipe arch replacements, installation of concrete inverts, and placement of stream scour protection. Other renovation work

includes paving of bridge deck surfaces, bolted connection replacements, stone slope protection, reconstruction of approach roadways, concrete crack injection, deck joint material replacement, scour protection, and installation of traffic safety barriers. The community outreach program informs the public when road closures or major lane shifts are necessary. Projects are reviewed and scheduled to reduce community impacts as much as possible, especially to school bus routes.

COST CHANGE

Cost increase due to the addition of Mouth of Monocacy Road Bridge Deck Replacement, Hidden Valley emergency culvert repair, Seven Locks Road culvert replacement, additional level of effort for culvert repairs in FY23-24, and the addition of FY27 and FY28 to this ongoing level of effort project.

PROJECT JUSTIFICATION

The Biennial Bridge Inspection Program, a Federally mandated program, provides specific information to identify deficient bridge elements. The bridge renovation program also provides the ability for quick response and resolution to citizen public concerns for highway and pedestrian bridges throughout the County.

OTHER

The objective of this program is to identify bridges requiring extensive structural repairs and perform the work in a timely manner to avoid emergency situations and major public inconvenience. Construction work under this project is typically performed by the County's Division of Highway Services.

FISCAL NOTE

FY22 supplemental in G.O. Bonds for the amount of $3,500,000. Federal aid includes American Rescue Plan Act State and Local Fiscal Recovery Funds.

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 Transportation, Maryland State Highway Administration, Maryland Department of Natural Resources, Maryland Historic Trust, U.S. Fish and Wildlife Service, and CSXT.

Dennis Ave Bridge M-0194 Replacement
(P501701)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,435	189	345	901	510	391	-	-	-	-	-
Land	100	-	100	-	-	-	-	-	-	-	-
Site Improvements and Utilities	290	-	-	290	15	275	-	-	-	-	-
Construction	6,025	-	-	6,025	3,980	2,045	-	-	-	-	-
TOTAL EXPENDITURES	7,850	189	445	7,216	4,505	2,711	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	4,735	-	-	4,735	2,917	1,818	-	-	-	-	-
G.O. Bonds	2,835	189	445	2,201	1,308	893	-	-	-	-	-
Intergovernmental	280	-	-	280	280	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,850	189	445	7,216	4,505	2,711	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,240	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	5,610
Cumulative Appropriation	5,610		
Expenditure / Encumbrances	289		
Unencumbered Balance	5,321		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Dennis Avenue Bridge M-0194 over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure composed of pre-stressed concrete voided slab beams carrying a 24-foot roadway, two six-foot shoulders, and two 4'-8" sidewalks. The proposed replacement bridge will be a 80-foot overall span three-cell precast concrete arch culvert carrying a 22-foot roadway, two five-foot bicycle compatible shoulders, two two-foot striped buffers, a 13-foot shared-use path on the north side and a seven-foot sidewalk on the south side, for a total clear bridge width of 56 feet. The project includes approach roadway work at each end of the bridge as necessary to tie into the existing roadway and sidewalks. The bridge will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project is located on Dennis Avenue approximately 1,800 feet east of the intersection of Georgia Avenue and Dennis Avenue.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 14,000 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to be completed in the spring of 2022. The land acquisition is projected in FY22. The construction is scheduled to begin in the spring of 2023 and be completed in the fall of 2023. The bridge will be closed to traffic during the school summer break of 2023.

COST CHANGE

Cost increase due to updated construction costs reflecting final design and estimates of utility relocation costs that were not previously known.

PROJECT JUSTIFICATION

The proposed replacement work will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure. The existing bridge is rapidly deteriorating and is nearing the end of its estimated service life.

OTHER

The December 2018 Technical Update to the Master Plan of Highways and Transitways designates Dennis Avenue as Minor Arterial Road (MA-17) with a minimum right-of-way of 80 feet. The December 2018 Montgomery County Bicycle Master Plan recommends a sidepath (shared use path) on the north side. Streetlights, crosswalks, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety. The funding shown as "Intergovernmental" is from WSSC for its share of the project cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Montgomery County Department of Environmental Protection, Montgomery County Department of Permitting Services, Montgomery County Public School, Montgomery County Police Department, Montgomery County Fire and Rescue Services, Montgomery County Ride On Bus, Maryland-National Capital Park and Planning Commission, Utilities, and Wheaton Regional Dam Flooding Mitigation (CIP Project #801710).

Dorsey Mill Road Bridge
(P501906)

Category	Transportation	Date Last Modified	01/05/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,190	-	-	590	-	-	-	-	-	590	3,600
Land	320	-	-	-	-	-	-	-	-	-	320
Site Improvements and Utilities	170	-	-	-	-	-	-	-	-	-	170
Construction	29,305	-	-	-	-	-	-	-	-	-	29,305
Other	35	-	-	35	35	-	-	-	-	-	-
TOTAL EXPENDITURES	34,020	-	-	625	35	-	-	-	-	590	33,395

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	34,020	-	-	625	35	-	-	-	-	590	33,395
TOTAL FUNDING SOURCES	34,020	-	-	625	35	-	-	-	-	590	33,395

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY21
Appropriation FY 24 Request	-	Last FY's Cost Estimate	34,020
Cumulative Appropriation	35		
Expenditure / Encumbrances	-		
Unencumbered Balance	35		

PROJECT DESCRIPTION

This project provides for the extension of Dorsey Mill Road from Century Boulevard to Milestone Center Drive for approximately 1,500 feet including a bridge over I-270, the reconstruction of Dorsey Mill Road from Milestone Center Drive to Observation Drive for approximately 1,000 feet, and the widening of Village Green Circle at the east of the Dorsey Mill Road/Observation Drive/Village Green Circle intersection for approximately 160 feet to add a westbound left-turn lane. The improvements will provide a new four-lane divided roadway (one 11-foot outside lane and one 10.5-foot inside lane in each direction) along Dorsey Mill Road, a distance of approximately 0.5-miles, within a 150' minimum right-of-way. A ten-foot shared use path on the north side and an eight-foot two-way separated bike lane with a six-foot sidewalk on the south side along Dorsey Mill Road, in compliance with ADA requirements, will provide connectivity for the existing sidewalks and shared use paths along Century Boulevard, Milestone Center Drive, Observation Drive, Waters Hollow Road and Found Stone Road that intersect with Dorsey Mill Road. An eight-foot parking lane is proposed on both sides along the Dorsey Mill Road from Milestone Center Drive to Observation Drive to accommodate the existing condition that

outside lanes are being used for parking by the adjacent townhouse communities. Protected intersections will be provided as appropriate. Traffic signals will be installed at the intersection with Century Boulevard and the intersection with Observation Drive respectively. The proposed roadway bridge over I-270 will be a dual bridge with a 42'-0" wide longitudinal opening to accommodate the future Corridor City Transitway (CCT) bridge. The footings and a portion of the abutments and pier of the CCT bridge will be constructed under this project to minimize impacts to the I-270 traffic during the future construction of the CCT bridge. The scope also includes the reinterment for existing burials within the Dorsey Mill Road right-of-way.

LOCATION

Dorsey Mill Road from Century Boulevard to Observation Drive for approximately 2,500 feet and Village Green Circle east of Observation Drive for approximately 160 feet in Germantown.

ESTIMATED SCHEDULE

Most of the design including application for permits by Black Hills Germantown, LLLP (BHG), the developer of the Black Hills subdivision, under an agreement (MOU) with the County was completed in December 2018. The County will start remaining design work in FY28. Burial reinterment is projected for FY23. Land acquisition and construction will begin after FY28.

PROJECT JUSTIFICATION

The vision of the project is to provide multi-modal access, improve mobility and safety for local travel, and enhance pedestrian, bicycle, and vehicular access and connectivity to existing residential, commercial, parks, and recreational area and planned mixed-use developments on both sides of I-270 in the vicinity of the Germantown Town Center urban area. This project is needed to provide the east-west transportation improvement completing the master planned Dorsey Mill Road that will connect Century Boulevard on the west side I-270 with Observation Drive on the east side of I-270. The latest planned mixed-use developments in the vicinity (the Black Hills subdivision, Poplar Grove subdivision, FFC at Cloverleaf Center subdivision and Century subdivision on the west side of I-270 and the Milestone subdivision on the east side of I-270) provides for a total of 364 units of single family dwellings, 1,435 units of multi-family dwellings, 1,374,182 square feet of commercial space, and 140 assisted living facility units.

OTHER

The 2009 Germantown Employment Area Sector Plan designates Dorsey Mill Road from Century Boulevard to Observation Drive as a 4-lane Business District Road B-14 and Corridor Cities Transitway with 150' right-of-way and shared use path SP-66. The December 2018 Montgomery County Bicycle Master Plan recommends a two-way separated bike lane on the south side of Dorsey Mill Road. Four potential existing burials within the Dorsey Mill Road right-of-way were identified by a field investigation in 2018. Corridor Cities Transitway proposes a station at the median of the Dorsey Mill Road between Milestone Center Drive and Observation Drive. BHG has completed design and permit applications at its expense under terms of an MOU. The County agreed to certify impact tax credits to BHG for all design and permit costs eligible for impact tax credits pursuant to Section 52-55 of the Montgomery County Code ("Impact Tax Credits"). The County is responsible for the design changes, permit revisions, land acquisition, construction, and burial reinterment.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland Transit Administration, Maryland Department of the Environment, Maryland-

National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities, Lerner (Managing Agent for BHG), Maryland Historical Trust, Maryland State's Attorney, Waters Family, Germantown Historical Society, and Symmetry at Cloverleaf, LLC. Special Capital Projects Legislation will be proposed by the County Executive.

Garrett Park Road Bridge M-0352

(P502105)

Category	Transportation	Date Last Modified	04/18/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,200	-	-	1,200	-	715	485	-	-	-	-
Land	62	-	-	62	-	62	-	-	-	-	-
Site Improvements and Utilities	1,000	-	-	1,000	-	1,000	-	-	-	-	-
Construction	6,144	-	-	6,144	-	2,000	4,144	-	-	-	-
TOTAL EXPENDITURES	8,406	-	-	8,406	-	3,777	4,629	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	5,315	-	-	5,315	-	2,200	3,115	-	-	-	-
G.O. Bonds	2,691	-	-	2,691	-	1,577	1,114	-	-	-	-
Intergovernmental	400	-	-	400	-	-	400	-	-	-	-
TOTAL FUNDING SOURCES	8,406	-	-	8,406	-	3,777	4,629	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	8,406	Last FY's Cost Estimate	6,746
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Garrett Park Road Bridge over Rock Creek. The existing bridge, built in 1965, is a three span (39'-75.5'-34') steel beam with concrete deck structure carrying a 24'-0" clear roadway with a 5'-0" sidewalk. The proposed replacement includes the removal and replacement of the concrete piers, abutments, and the replacement of the superstructure with prestressed NEXT beams. The proposed work includes new street lighting along Garrett Park Road, new approach slabs, and less than 100 feet of approach roadway work at each end of the bridge with modifications made to the intersection with Beach Drive. The road and bridge will be completely closed to vehicular traffic during construction and a temporary pedestrian bridge will be constructed over Rock Creek to maintain the high volume of pedestrian/bicycle traffic that use the bridge.

LOCATION

The project is located approximately 1.0 miles south of the intersection of Dewey Road and Randolph Road in Garrett Park, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 9,400 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

Project design is being accelerated and is expected to be complete in the Spring of 2023. Construction is scheduled to begin in spring 2024 and be completed in the winter of 2024. The bridge will be closed to traffic from June 2024 to August 2024.

COST CHANGE

Cost increase due to rising construction costs caused by material and labor shortages. Also, utility costs have increased due to the addition of a recently identified task to relocate WSSC facilities.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2018 bridge inspection report indicates that the bridge concrete piers are in serious condition with large areas of cracked, spalled, and delaminated concrete. The bridge is considered structurally deficient and functionally obsolete. The bridge is currently posted for a 10,000 lb. limit for a single-unit truck and a 10,000 lb. limit for a combination unit truck. School buses and Ride-on bus #38 exceed the load posting, however MCDOT granted a waiver for school buses to cross the bridge. For safety reasons, MCDOT increased the frequency of inspection to three months instead of the Federal requirements of 24 months.

FISCAL NOTE

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the Bridge Design project (CIP No. 509132). Intergovernmental funding represents WSSC contributions for utility relocation.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program , Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, and Bridge Design PDF (CIP 509132).

Glen Road Bridge
(P502102)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,150	-	200	950	300	200	450	-	-	-	-
Land	50	-	-	50	10	40	-	-	-	-	-
Site Improvements and Utilities	985	-	-	985	-	485	500	-	-	-	-
Construction	2,400	-	-	2,400	-	1,000	1,400	-	-	-	-
TOTAL EXPENDITURES	4,585	-	200	4,385	310	1,725	2,350	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	4,585	-	200	4,385	310	1,725	2,350	-	-	-	-
TOTAL FUNDING SOURCES	4,585	-	200	4,385	310	1,725	2,350	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY21
Appropriation FY 24 Request	1,045	Last FY's Cost Estimate	3,540
Cumulative Appropriation	3,540		
Expenditure / Encumbrances	-		
Unencumbered Balance	3,540		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Glen Road Bridge over Sandy Branch. The existing bridge, built in 1930 and repaired in 1992, is a 12-foot long single span concrete slab structure with concrete abutments and wingwalls. The bridge provides a 21'-7" wide clear roadway. The proposed replacement bridge includes a two cell box culvert with a total span of 21'-0" carrying an 18'-0" roadway and a 2'-0" shoulder on each side. The project includes approach roadway work at each end of the bridge to tie into the existing roadway. The project also includes 200ft of stream restoration. The bridge and road will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project site is located approximately 0.5 miles east of the intersection of Glen Road and Travilah Road in Potomac, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 3,846 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

Design is expected to be completed in the summer of 2023. Construction is scheduled to begin in summer 2024 and complete in fall of 2024. The bridge will be closed to traffic from June 2024 to August 2024 for construction.

COST CHANGE

Cost increase due to additional design and construction required to reduce frequency of flooding of Glen Road.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2015 bridge inspection report for Bridge No. M-0148X01 indicates that there are concrete spalls on the north fascia, and at the northeast corner of the soffit. There is a 6" diameter x 2" deep spall with exposed reinforcement adjacent to the west abutment. There is a 3'-0" long hairline crack with minor spalling up to 2" high and delamination in the northwest wing wall interface with the north fascia. There is a 2.5" deep spall and full height vertical fracture in the southeast wing wall interface with the east abutment. The bridge is currently posted for a 26,000 lbs. limit for a single-unit truck and a 26,000 lbs. limit for a combination-unit truck. Implementation of this project would allow the bridge to be restored to full capacity. The 2002 Potomac Subregion Master Plan designates Glen Road as Rustic Road (R-2) from Query Mill Rd to Piney Meetinghouse Rd with two travel lanes and minimum right-of-way width 70 feet.

OTHER

The design costs for this project are partially covered in the "Bridge Design" project (C.I.P. No. 509132).

FISCAL NOTE

Since the existing bridge is less than 20-foot long, construction and construction management costs for this project are not eligible for Federal Aid.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland Department of the Environment, Maryland National Capital Park and Planning Commission , Montgomery County Department of Permitting Services, Utilities, and Bridge Design Project CIP 509132.

Mouth of Monocacy Road Bridge
(P502103)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Little Monacacy Basin Dickerson-Barnesville	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	770	-	-	770	-	-	-	230	540	-	-
Land	100	-	-	100	-	-	100	-	-	-	-
Construction	2,290	-	-	2,290	-	-	-	745	1,545	-	-
TOTAL EXPENDITURES	3,160	-	-	3,160	-	-	100	975	2,085	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	2,317	-	-	2,317	-	-	-	725	1,592	-	-
G.O. Bonds	843	-	-	843	-	-	100	250	493	-	-
TOTAL FUNDING SOURCES	3,160	-	-	3,160	-	-	100	975	2,085	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	3,160
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Mouth of Monocacy Road Bridge over Little Monocacy River. The existing bridge, built in 1971, is a 49-foot long single span structure with steel beams and corrugated metal deck. The existing clear roadway width is 14'-9" with one lane on the bridge carrying two-way traffic. The proposed replacement bridge includes a single span steel beam structure carrying a 14'-9" roadway. The Scope of Work is being revised to a full structure replacement rather than a superstructure replacement due to the existing abutments are not founded on rock and have experienced undermining and re-sedimentation during the life of the bridge. The proposed structure will utilize drilled shaft supported abutments behind the existing cantilever abutments to support a slightly longer streel superstructure. The project includes approach roadway work at each end of the bridge to tie-in to the existing roadway. The bridge and road will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project site is located approximately 0.5 mile east of Mt. Ephraim Road in Dickerson, Maryland. This bridge is along a single point of access to the community.

CAPACITY

The Average Daily Traffic (ADT) is approximately 75 and and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

Design is expected to be completed in the spring of 2025. Construction is scheduled to begin in summer 2026 and complete in fall of 2026. The bridge will be closed to traffic from June 2026 to August 2026.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. Mouth of Monocacy Road Bridge M-0043 is defined as structurally deficient due to the condition of the superstructure. Recent inspections revealed that the steel beams and bearings are in poor condition. The top and bottom flange of the exterior beam have severe pitting with up to 33 percent section loss over most of the length. The bottom flanges of exterior beams have up to 66 percent section loss at both abutments up to 1'-0" from the bearing locations. The bottom flanges and the full-height of the web at each end of the interior beams have severe section loss with pitting up to 2.5" in diameter at the beam ends. The bearings have over 50 percent section loss to the bearing plates. The bridge has posted load limits of 56,000 Gross Vehicle Weight (GVW) and 66,000 Gross Combined Weight (GCW). Implementation of this project would allow the bridge to be restored to full capacity. The 1996 approved and adopted Rustic Roads Functional Master Plan designates Mouth of Monocacy Road as Exceptional Rustic Road (E-6) from Mt. Ephraim Road to the bridge over Little Monocacy River with minimum right-of-way width 80 feet.

OTHER

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

FISCAL NOTE

The costs of bridge construction and construction management costs for this project are eligible for up to 80 percent Federal Aid.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/ Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Rustic Road Advisory Committee, CSX, Utilities, and Bridge Design Project CIP 509132.

Permanent Patching: Residential/Rural Roads
(P501106)

Category	Transportation	Date Last Modified	08/26/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,842	9	1,223	2,610	435	435	435	435	435	435	-
Construction	58,343	39,869	2,184	16,290	2,715	2,715	2,715	2,715	2,715	2,715	-
Other	7	7	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	62,192	39,885	3,407	18,900	3,150	3,150	3,150	3,150	3,150	3,150	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bond Premium	1,000	1,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	60,200	37,893	3,407	18,900	3,150	3,150	3,150	3,150	3,150	3,150	-
State Aid	992	992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	62,192	39,885	3,407	18,900	3,150	3,150	3,150	3,150	3,150	3,150	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	3,150	Year First Appropriation	FY11
Appropriation FY 24 Request	3,150	Last FY's Cost Estimate	55,892
Cumulative Appropriation	43,292		
Expenditure / Encumbrances	40,144		
Unencumbered Balance	3,148		

PROJECT DESCRIPTION

This project provides for permanent patching of residential/rural roads in older residential communities. This permanent patching program provides for deep patching of residential and rural roads to restore limited structural integrity and prolong pavement performance. This program will ensure structural viability of older residential pavements until such a time that road rehabilitation occurs. Based on current funding trends, many residential roads identified as needing reconstruction may not be addressed for 40 years or longer. The permanent patching program is designed to address this problem. Pavement reconstruction involves either total removal and reconstruction of the pavement section or extensive deep patching followed by grinding along with a thick structural hot mix asphalt overlay. Permanent patching may improve the pavement rating such that total rehabilitation may be considered in lieu of total reconstruction, at significant overall savings.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing level of effort project.

PROJECT JUSTIFICATION

In FY09, the Department of Transportation instituted a pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The updated 2019 pavement condition survey indicated that 799 lane-miles (19 percent) of residential pavement have fallen into the lowest possible category and are in need of structural patching. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane-mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

FISCAL NOTE

$57 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 for residential and rural roads. $60 million is the annual requirement to achieve a Countywide Pavement Condition Index of 70 for residential and rural roads. Related CIP projects include Residential and Rural Road Rehabilitation (No. 500914) and Resurfacing: Residential/Rural Roads (No. 500511). In FY21, there was a funding switch utilizing GO Bonds, of which, $1 million was allocated in GO 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

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Utility Companies, Montgomery County Department of Permitting Services, City of Gaithersburg, Facility Planning: Transportation (CIP No. 509337).

Resurfacing: Residential/Rural Roads
(P500511)

Category	Transportation	Date Last Modified	05/20/22
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	16,650	59	7,644	8,947	1,387	1,387	1,664	1,503	1,503	1,503	-
Land	326	-	326	-	-	-	-	-	-	-	-
Site Improvements and Utilities	10	10	-	-	-	-	-	-	-	-	-
Construction	220,666	160,879	3,734	56,053	8,613	9,613	9,336	9,497	9,497	9,497	-
Other	225	225	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	237,877	161,173	11,704	65,000	10,000	11,000	11,000	11,000	11,000	11,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	1,865	1,865	-	-	-	-	-	-	-	-	-
G.O. Bond Premium	9,000	9,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	222,483	145,779	11,704	65,000	10,000	11,000	11,000	11,000	11,000	11,000	-
PAYGO	1,617	1,617	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,912	2,912	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	237,877	161,173	11,704	65,000	10,000	11,000	11,000	11,000	11,000	11,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	10,000	Year First Appropriation	FY05
Appropriation FY 24 Request	11,000	Last FY's Cost Estimate	215,877
Cumulative Appropriation	172,877		
Expenditure / Encumbrances	162,294		
Unencumbered Balance	10,583		

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.

COST CHANGE

Cost increase to normalize the level of effort beginning in FY24, and due to the addition of FY27 and FY28 to this ongoing level of effort project.

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 achieve the current Countywide Pavement Condition Index of 66 for Residential and rural roads. $60 million is the annual requirement to achieve a Countywide Pavement Condition Index of 70 for residential rural roads.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Postal Service.

Resurfacing Park Roads and Bridge Improvements
(P500720)

Category	Transportation	Date Last Modified	12/22/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	406	374	32	-	-	-	-	-	-	-	-
Site Improvements and Utilities	4,213	45	568	3,600	600	600	600	600	600	600	-
Construction	8,039	8,039	-	-	-	-	-	-	-	-	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,660	8,460	600	3,600	600	600	600	600	600	600	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	12,660	8,460	600	3,600	600	600	600	600	600	600	-
TOTAL FUNDING SOURCES	12,660	8,460	600	3,600	600	600	600	600	600	600	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	600	Year First Appropriation	FY07
Appropriation FY 24 Request	600	Last FY's Cost Estimate	11,460
Cumulative Appropriation	9,060		
Expenditure / Encumbrances	8,460		
Unencumbered Balance	600		

PROJECT DESCRIPTION

This project provides for the rehabilitation and/or renovation of park roads and associated bridges. Park roads are roadways which serve as public transportation routes in stream valley parks, e.g., Sligo Creek Parkway, Beach Drive, Little Falls Parkway, etc. Park bridges are vehicular bridges owned by Maryland-National Capital Park and Planning Commission (M-NCPPC) and identified in the periodic bridge inspection report prepared by the Montgomery County Department of Transportation (DOT). There are approximately 14 miles of park roads and 13 associated bridges within the park system. The program includes pavement renovation, drainage improvements, structural and nonstructural bridge repairs, and roadside safety improvements.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing level of effort project.

PROJECT JUSTIFICATION

Generally, park roads should be resurfaced every 12 years based on condition and safety factors, and park bridges should be repaired per DOT's biennial inspection reports. Park road conditions have been evaluated according to DOT's Pavement Surface Condition Rating Manual.

OTHER

This project was previously managed by the M-NCPPC through its Resurfacing Park Roads and Bridge Improvements project. Transfer to the DOT leverages the functional, technical, and contracting expertise within DOT to provide the most efficient and economical infrastructure support.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Little Falls Parkway Bridge (No. 038704), Resurfacing Park Roads and Bridge Improvements (M-NCPPC) (No. 868700).

Residential and Rural Road Rehabilitation
(P500914)

Category	Transportation	Date Last Modified	12/22/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	9,638	11	2,337	7,290	1,215	1,215	1,215	1,215	1,215	1,215	-
Construction	119,026	71,533	6,183	41,310	6,885	6,885	6,885	6,885	6,885	6,885	-
Other	33	33	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	128,697	71,577	8,520	48,600	8,100	8,100	8,100	8,100	8,100	8,100	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	114,617	57,497	8,520	48,600	8,100	8,100	8,100	8,100	8,100	8,100	-
Recordation Tax Premium (MCG)	14,080	14,080	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	128,697	71,577	8,520	48,600	8,100	8,100	8,100	8,100	8,100	8,100	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	8,100	Year First Appropriation	FY09
Appropriation FY 24 Request	8,100	Last FY's Cost Estimate	112,497
Cumulative Appropriation	80,097		
Expenditure / Encumbrances	71,603		
Unencumbered Balance	8,494		

PROJECT DESCRIPTION

This project provides for the major rehabilitation of residential and rural roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, sub-grade drains, and installation and replacement of curbs and gutters. This project will not make major changes to the location or size of existing drainage structures, if any. Pavement rehabilitation includes the replacement of existing failed pavement sections by the placement of an equivalent or increased pavement section. The rehabilitation usually requires the total removal and replacement of failed pavement exhibiting widespread areas of fatigue related distress, base failures and sub-grade failures.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing level of effort project.

PROJECT JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization for a systematic approach to maintaining a healthy residential pavement inventory. The updated 2019 pavement condition survey indicated that 276 lane-miles (or 6 percent) of residential pavement have fallen into the lowest possible category and are in need of structural reconstruction. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane-mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

OTHER

Hot mix asphalt pavements have a finite life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods, underlying soil conditions, drainage, daily traffic volume, other loading such as construction traffic and heavy truck traffic, age, and maintenance history. A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

FISCAL NOTE

$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 achieve a Countywide Pavement Condition Index of 70 for residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential and Rural Road Rehabilitation (No. 500914).

DISCLOSURES

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

COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Light Company, Montgomery County Department of Permitting Services, PEPCO, Cable TV, Verizon, Montgomery County Public Schools, Regional Services Centers, Community Associations, Commission on People with Disabilities.

Resurfacing: Primary/Arterial
(P508527)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	8,852	-	2,780	6,072	1,012	1,012	1,012	1,012	1,012	1,012	-
Site Improvements and Utilities	514	-	514	-	-	-	-	-	-	-	-
Construction	88,588	49,709	4,451	34,428	5,738	5,738	5,738	5,738	5,738	5,738	-
Other	36	36	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	97,990	49,745	7,745	40,500	6,750	6,750	6,750	6,750	6,750	6,750	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bond Premium	5,000	5,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	89,184	40,939	7,745	40,500	6,750	6,750	6,750	6,750	6,750	6,750	-
Recordation Tax Premium (MCG)	3,806	3,806	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	97,990	49,745	7,745	40,500	6,750	6,750	6,750	6,750	6,750	6,750	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	6,750	Year First Appropriation	FY85
Appropriation FY 24 Request	6,750	Last FY's Cost Estimate	83,490
Cumulative Appropriation	57,490		
Expenditure / Encumbrances	49,745		
Unencumbered Balance	7,745		

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.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing level of effort project.

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

$14.6 million is the annual requirement to achieve a Countywide Pavement Condition Index for Primary/Arterial roads.

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.

Sidewalk and Curb Replacement
(P508182)

Category	Transportation	Date Last Modified	05/20/22
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	7,014	3	1,201	5,810	1,005	1,005	924	917	992	967	-
Site Improvements and Utilities	25	25	-	-	-	-	-	-	-	-	-
Construction	81,857	43,641	3,826	34,390	5,695	5,695	5,776	5,783	5,708	5,733	-
Other	55	55	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	88,951	43,724	5,027	40,200	6,700	6,700	6,700	6,700	6,700	6,700	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	8,205	5,152	53	3,000	500	500	500	500	500	500	-
G.O. Bonds	77,791	35,617	4,974	37,200	6,200	6,200	6,200	6,200	6,200	6,200	-
PAYGO	2,955	2,955	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	88,951	43,724	5,027	40,200	6,700	6,700	6,700	6,700	6,700	6,700	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	6,700	Year First Appropriation	FY81
Appropriation FY 24 Request	6,700	Last FY's Cost Estimate	75,386
Cumulative Appropriation	48,751		
Expenditure / Encumbrances	43,749		
Unencumbered Balance	5,002		

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

Cost change is primarily due to the addition of FY27 and FY28 to this ongoing level of effort project.

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.

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.

Street Tree Preservation
(P500700)

Category	Transportation	Date Last Modified	05/20/22
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,892	59	1,043	2,790	465	465	465	465	465	465	-
Construction	52,159	33,549	2,300	16,310	3,135	2,635	2,635	2,635	2,635	2,635	-
Other	49	49	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	56,100	33,657	3,343	19,100	3,600	3,100	3,100	3,100	3,100	3,100	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	45,832	23,889	3,343	18,600	3,100	3,100	3,100	3,100	3,100	3,100	-
Land Sale	458	458	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	9,810	9,310	-	500	500	-	-	-	-	-	-
TOTAL FUNDING SOURCES	56,100	33,657	3,343	19,100	3,600	3,100	3,100	3,100	3,100	3,100	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	3,600	Year First Appropriation	FY07
Appropriation FY 24 Request	3,100	Last FY's Cost Estimate	49,400
Cumulative Appropriation	37,000		
Expenditure / Encumbrances	34,001		
Unencumbered Balance	2,999		

PROJECT DESCRIPTION

This project provides for the preservation of the street tree canopy through tree maintenance that will reduce hazardous situations to pedestrians and motorists, help reduce outages in the County, preserve health and longevity of trees, decrease property damage incurred from tree debris during storms, correct structural imbalances/defects that cause future hazardous conditions and that shorten the lifespan of the trees, improve aesthetics and adjacent property values, improve sight distance for increased safety, and provide clearance from street lights for a safer environment.

COST CHANGE

Cost increase due to increased canopy preservation work in FY23 and the addition of FY27 and FY28 to this ongoing level of effort project.

PROJECT JUSTIFICATION

In FY97, the County eliminated the Suburban District Tax and expanded its street tree maintenance program from the old Suburban District to include the entire County. The street tree population has now increased from an estimated 200,000 trees to about 350,000 trees, with a typical life span of 60 years. Since that time, only pruning in reaction to emergency/safety concerns has been provided. The preservation of the street tree canopy through tree maintenance provides a reduction in hazardous situations and a healthier urban forest canopy. Tree maintenance will decrease storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, strengthen structural integrity, decrease public security risk, and decrease liability claims. The Forest Preservation Task Force Report (October, 2000) recommended the development of a green infrastructure CIP project for street tree maintenance. The Forest Preservation Strategy Update (July, 2004) reinforced the need for a CIP project that addresses street trees (Recommendations in the inter-agency study of tree management practices by the Office of Legislative Oversight (Report #2004-8 - September, 2004) and the Tree Inventory Report and Management Plan by Appraisal, Consulting, Research, and Training Inc. (November, 1995). Studies have shown that healthy trees provide significant year-round energy saving. Winter windbreaks can lower heating costs by 10 to 20 percent, and summer shade can lower cooling costs by 15 to 35 percent. Every tree that is planted and maintained saves $20 in energy costs per year. In addition, a healthy street tree canopy captures the first 0.5 inch of rainfall reducing the need for storm water management facilities.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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

Bethesda Metro Station South Entrance
(P500929)

Category	Transportation	Date Last Modified	04/18/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,919	1,756	113	50	50	-	-	-	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	5,453	-	-	-	-	-	-	-	-
Construction	98,801	53,322	23,785	21,694	6,930	12,111	2,632	21	-	-	-
Other	12,000	-	6,000	6,000	6,000	-	-	-	-	-	-
TOTAL EXPENDITURES	118,202	55,078	35,380	27,744	12,980	12,111	2,632	21	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	2,000	-	-	2,000	2,000	-	-	-	-	-	-
G.O. Bonds	97,051	35,927	35,380	25,744	10,980	12,111	2,632	21	-	-	-
Impact Tax	6,159	6,159	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	118,202	55,078	35,380	27,744	12,980	12,111	2,632	21	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,334	Year First Appropriation	FY09
Appropriation FY 24 Request	12,111	Last FY's Cost Estimate	110,202
Cumulative Appropriation	102,104		
Expenditure / Encumbrances	63,870		
Unencumbered Balance	38,234		

PROJECT DESCRIPTION

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail station and ultimately integrates the Metro system with the new light rail system, allowing the completion of the connection between the new Purple Line light rail system and the existing Metrorail Red Line. 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.

COST CHANGE

Cost increase due to a revised estimate for mezzanine construction net of a State grant to WMATA for mezzanine costs. See explanation in Fiscal Note.

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. In the FY23-FY28 CIP, $8 million was added to fill a funding gap in the project to allow for the completion of the Bethesda South Metro Entrance mezzanine project element as planned. This consists of $6 million in GO bonds and $2 million in Federal Aid, reflecting a $2 million earmark in the FY23 Omnibus Appropriations Bill. WMATA received an additional $12M in state aid for this project during the 2022 State General Assembly Session. WMATA will pay for $12M in mezzanine costs directly, and the remainder of the cost will be paid by the County.

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.

Boyds Transit Center
(P501915)

Category	Transportation	Date Last Modified	12/22/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,139	34	1,098	1,007	290	717	-	-	-	-	-
Land	636	619	-	17	17	-	-	-	-	-	-
Site Improvements and Utilities	48	48	-	-	-	-	-	-	-	-	-
Construction	2,827	-	-	2,827	-	2,827	-	-	-	-	-
TOTAL EXPENDITURES	5,650	701	1,098	3,851	307	3,544	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	28	-	28	-	-	-	-	-	-	-	-
G.O. Bonds	5,622	701	1,070	3,851	307	3,544	-	-	-	-	-
TOTAL FUNDING SOURCES	5,650	701	1,098	3,851	307	3,544	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		20	-	-	5	5	5	5
Energy		4	-	-	1	1	1	1
NET IMPACT		24	-	-	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	3,444	Year First Appropriation	FY19
Appropriation FY 24 Request	-	Last FY's Cost Estimate	5,650
Cumulative Appropriation	2,206		
Expenditure / Encumbrances	736		
Unencumbered Balance	1,470		

PROJECT DESCRIPTION

This project provides the site remediation followed by design and construction for a new bus loop and parking lot on the former Anderson property at the Boyds MARC station.

LOCATION

15100 Barnesville Road, Boyds

ESTIMATED SCHEDULE

The site remediation was completed in FY22. Design for the bus loop and parking lot will begin in FY22 with construction completion in FY24.

PROJECT JUSTIFICATION

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

FISCAL NOTE

The contribution amount was reduced based on the actual cost that was less than the budgeted site remediation cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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

Burtonsville Park and Ride Improvements
(P502203)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	500	-	500	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	500	-	500	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
State Aid	500	-	500	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	500	-	500	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	500
Cumulative Appropriation	500		
Expenditure / Encumbrances	-		
Unencumbered Balance	500		

PROJECT DESCRIPTION

State aid will fund 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 and is being coordinated with the development RFP.

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

DGS issued an RFP for development of the site in FY21, with responses expected in FY22. An additional $4.5 million in State Aid is available to begin implementation of recommendations from the feasibility study and will be coordinated with joint development efforts.

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

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

Bus Rapid Transit: System Development
(P501318)

Category	Transportation	Date Last Modified	05/03/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	33,079	17,365	5,714	10,000	4,500	3,500	500	500	500	500	-
Land	51	48	3	-	-	-	-	-	-	-	-
Site Improvements and Utilities	168	168	-	-	-	-	-	-	-	-	-
Construction	77	77	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	33,375	17,658	5,717	10,000	4,500	3,500	500	500	500	500	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	11,375	5,158	3,717	2,500	-	500	500	500	500	500	-
Federal Aid	500	500	-	-	-	-	-	-	-	-	-
G.O. Bonds	6,321	6,321	-	-	-	-	-	-	-	-	-
Impact Tax	2,500	2,000	-	500	500	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,000	-	2,000	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	3,179	3,179	-	-	-	-	-	-	-	-	-
State Aid	7,500	500	-	7,000	4,000	3,000	-	-	-	-	-
TOTAL FUNDING SOURCES	33,375	17,658	5,717	10,000	4,500	3,500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	4,500	Year First Appropriation	FY13
Appropriation FY 24 Request	3,500	Last FY's Cost Estimate	32,375
Cumulative Appropriation	23,375		
Expenditure / Encumbrances	18,320		
Unencumbered Balance	5,055		

PROJECT DESCRIPTION

This project provides for the initial steps and supporting studies for Bus Rapid Transit (BRT) corridors in the County, supplementing the Metrorail Red Line and MTA Purple Line currently under construction. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for ten transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North

Bethesda Transitway, Randolph Road, University Boulevard, US 29, and Veirs Mill Road. The project also funds programmatic efforts needed to advance the BRT system.

ESTIMATED SCHEDULE

Planning for the New Hampshire Avenue BRT corridor began in FY22 and will be completed in FY24. Planning for the North Bethesda Transitway began in FY22 and will be completed in FY23.

COST CHANGE

Added funding in FY27 and FY28 to continue to support programmatic efforts and staff in the BRT program.

PROJECT JUSTIFICATION

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

FISCAL NOTE

Expenditures will continue as necessary to advance bus rapid transit implementation on master planned transit corridors. State aid in FY23-24 includes State grants for capital projects in Montgomery County programmed or preauthorized during the 2022 State General Assembly Session.

DISCLOSURES

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

COORDINATION

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

Bus Rapid Transit: Veirs Mill Road
(P501913)

Category	Transportation	Date Last Modified	05/03/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	11,200	1,763	3,728	5,709	3,500	160	872	799	378	-	-
Land	11,100	9	-	11,091	-	550	10,541	-	-	-	-
Site Improvements and Utilities	400	-	-	400	-	-	400	-	-	-	-
Construction	47,600	-	-	47,600	-	-	10,000	31,000	6,600	-	-
Other	16,500	-	-	16,500	-	-	-	-	16,500	-	-
TOTAL EXPENDITURES	86,800	1,772	3,728	81,300	3,500	710	21,813	31,799	23,478	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	9,250	-	2,500	6,750	-	-	-	-	6,750	-	-
Federal Aid	42,578	-	-	42,578	-	398	12,215	17,807	12,158	-	-
Impact Tax	3,000	1,772	1,228	-	-	-	-	-	-	-	-
State Aid	31,972	-	-	31,972	3,500	312	9,598	13,992	4,570	-	-
TOTAL FUNDING SOURCES	86,800	1,772	3,728	81,300	3,500	710	21,813	31,799	23,478	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,500	Year First Appropriation	FY20
Appropriation FY 24 Request	710	Last FY's Cost Estimate	7,500
Cumulative Appropriation	7,500		
Expenditure / Encumbrances	2,614		
Unencumbered Balance	4,886		

PROJECT DESCRIPTION

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

facilities along the corridor. These new facilities will improve pedestrian and bicyclist safety along Veirs Mill Road while also improving access to Flash stations.

LOCATION

Veirs Mill Road between Wheaton and Rockville

ESTIMATED SCHEDULE

Project planning was completed in FY18. Preliminary Engineering began in FY20 and is anticipated to be complete in FY22. Final design will start in FY22 and be completed in FY24. Land acquisition would begin in FY24 and construction is anticipated to start in FY25 and be completed by FY27.

COST CHANGE

Cost increase is due to the addition of permit costs, land, construction, and buses.

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

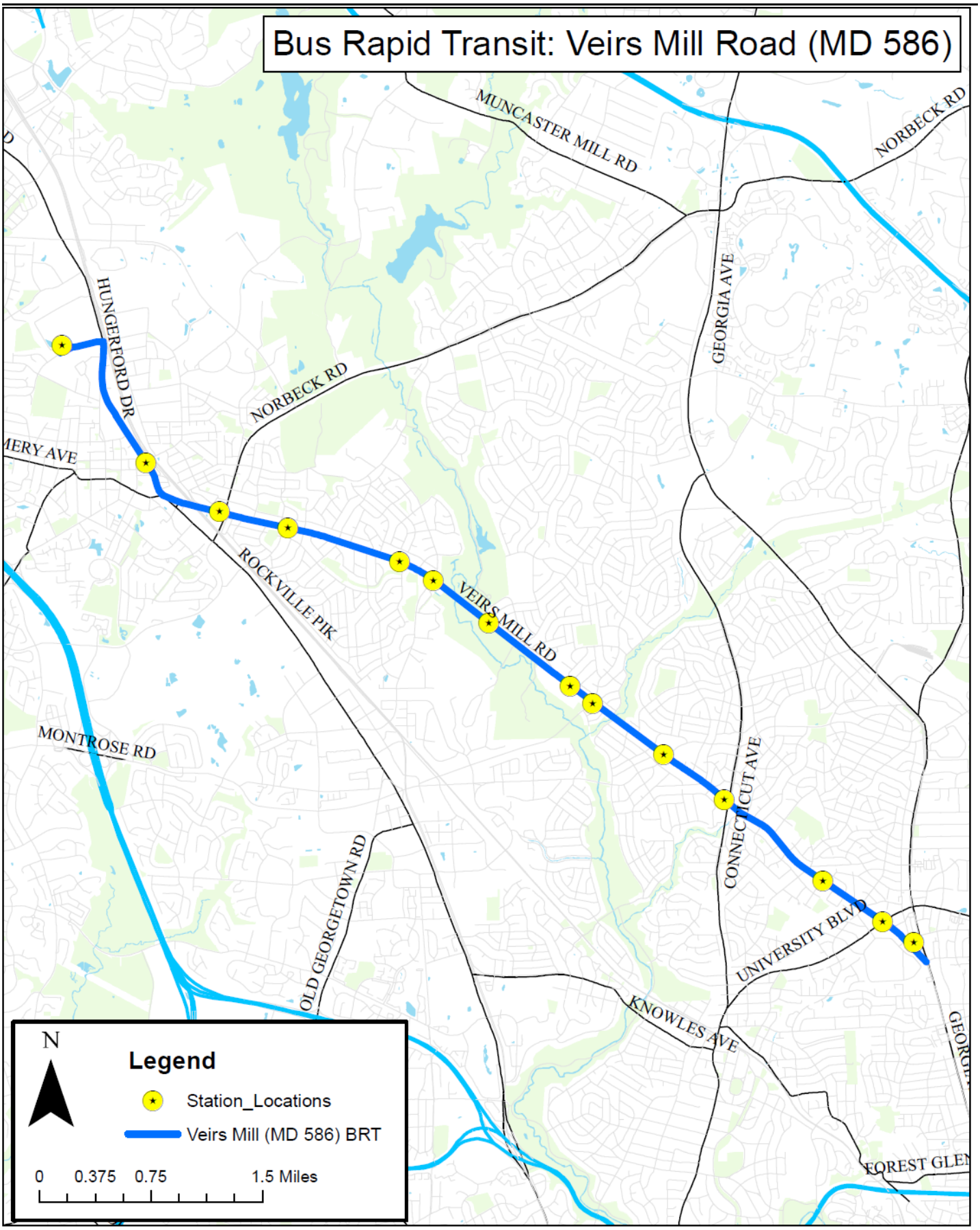
The previous programming of funds for final design improved the project's eligibility for entry into the Federal Transit Administration's Capital Investment Grant (CIG) program. The intent is to seek entry in FY22 and combine Veirs Mill/Randolph Road BiPPA improvements in the grant request. Adding construction funding positions the project to advance through the CIG program in a timely fashion to receive a fully funded grant agreement. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

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, MDOT-SHA, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, and Veirs Mill Road BRT Corridor Advisory Committee, Federal Transit Administration


Bus Rapid Transit: Veirs Mill Road (MD 586)
MUNCASTER MILL RD
NORBECK RD
GEORGIA AVE
HUNGERFORD DR
NORBECK RD
MERY AVE
ROCKVILLE PIK
VEIRS MILL RD
MONTROSE RD
CONNECTICUT AVE
OLD GEORGETOWN RD
UNIVERSITY BLVD
KNOWLES AVE
FOREST GLEN
N
Legend
Station_Locations
Veirs Mill (MD 586) BRT
0
0.375
0.75
1.5 Miles

Bus Rapid Transit: MD 355 Central

(P502005)

Category	Transportation	Date Last Modified	05/03/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	61,370	2,111	9,389	49,870	15,700	13,200	6,130	7,190	5,140	2,510	-
Land	93,528	-	-	93,528	10,728	5,000	17,500	42,800	17,500	-	-
Site Improvements and Utilities	35,572	-	-	35,572	-	8,472	8,100	17,000	2,000	-	-
Construction	147,100	-	-	147,100	-	10,000	18,500	50,100	50,000	18,500	-
Other	21,000	-	-	21,000	-	-	-	-	10,000	11,000	-
TOTAL EXPENDITURES	358,570	2,111	9,389	347,070	26,428	36,672	50,230	117,090	84,640	32,010	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	2,550	-	750	1,800	-	-	-	-	-	1,800	-
Federal Aid	158,863	-	-	158,863	-	-	28,129	65,570	47,398	17,766	-
Impact Tax	3,064	925	2,139	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	159,979	-	-	159,979	-	36,672	22,101	51,520	37,242	12,444	-
Recordation Tax Premium (MCG)	4,186	1,186	3,000	-	-	-	-	-	-	-	-
State Aid	29,928	-	3,500	26,428	26,428	-	-	-	-	-	-
TOTAL FUNDING SOURCES	358,570	2,111	9,389	347,070	26,428	36,672	50,230	117,090	84,640	32,010	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	22,928	Year First Appropriation	FY20
Appropriation FY 24 Request	36,672	Last FY's Cost Estimate	24,000
Cumulative Appropriation	15,000		
Expenditure / Encumbrances	4,667		
Unencumbered Balance	10,333		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on MD 355 between Rockville and Germantown from Montgomery College - Rockville to Montgomery College - Germantown. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. In addition, the project includes the construction of a new transit center near Montgomery College-Rockville, a relocated and expanded Lakeforest Transit Center, and a new operations and maintenance

facility to support the project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017 for BRT along MD 355 from Bethesda to Clarksburg. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing since 2020. Preliminary engineering of the full corridor from Bethesda to Clarksburg is being completed and then final design and construction for the Central segment will occur. Final design and construction of the North and South segments will occur as a separate project.

LOCATION

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

ESTIMATED SCHEDULE

Project planning was completed in FY19. Preliminary engineering began in FY20 and will be completed in FY23. Final design will immediately follow and will be completed in FY25. Construction activities, including right of way acquisition and utility relocations, may begin as early as FY23. Construction will be completed in FY28.

COST CHANGE

Increased funding to complete final design of the Central phase from Rockville to Germantown, acquire right of way, relocate utilities, complete construction, and purchase buses. Additional funding increase for design of a new transit center near Montgomery College-Rockville, a relocated and expanded Lakeforest Transit Center, and a new operations and maintenance facility to support the project.

PROJECT JUSTIFICATION

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

A new transit center near Montgomery College-Rockville will provide increased space to accommodate both the MD 355 BRT and Veirs Mill Road BRT operations as well as improve overall transit access and operations at this location. The Lakeforest Transit Center is currently undersized for existing operations. Relocation of the transit center closer to MD 355 will allow the critical connection between MD 355 BRT and the numerous local bus routes that stop there, while reducing the diversion for MD 355 BRT and saving passengers travel time. Redevelopment of the former Lakeforest Mall creates an opportunity for joint development considerations that should be explored in the near-term. This project will also address operations and maintenance capacity requirements associated with the fleet expansion and new services by funding the construction of a new BRT-focused transit depot.

FISCAL NOTE

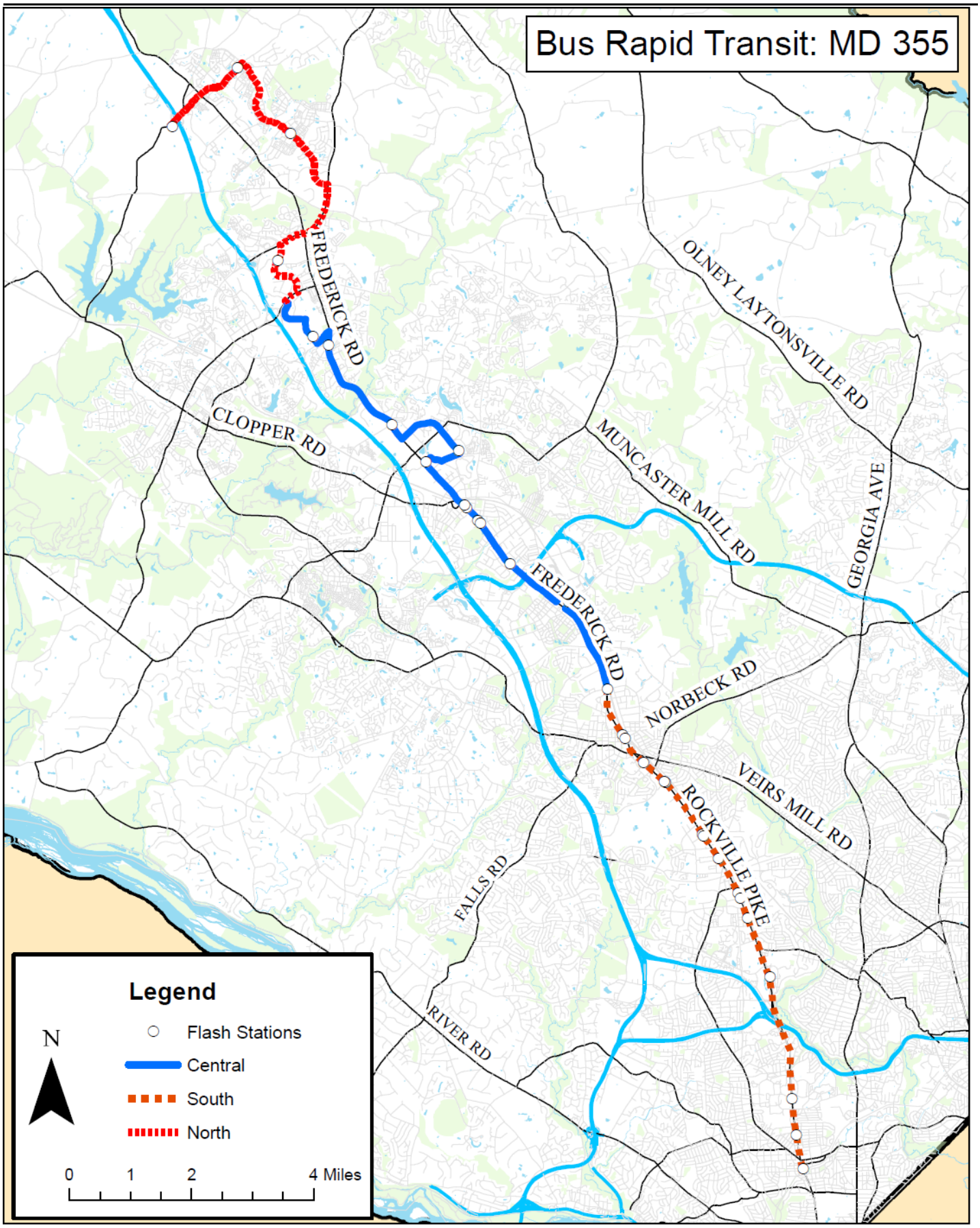
Programming of funds through final design and construction improves the project's eligibility for earlier entry into the Federal Transit Administration's Capital Investment Grant program. This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County. The amended FY21-26 CIP added $6 M in State grants. Additional State aid in FY23 includes State grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

DISCLOSURES

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

COORDINATION

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


Bus Rapid Transit: MD 355
FREDERICK RD
CLOPPER RD
OLNEY LAYTONSVILLE RD
MUNCASTER MILL RD
GEORGIA AVE
FREDERICK RD
NORBECK RD
VEIRS MILL RD
ROCKVILLE PIKE
FALLS RD
RIVER RD
Legend
N
Flash Stations
Central
South
North
0
1
2
4 Miles

Bus Rapid Transit: US 29-Phase 2

(P502201)

Category	Transportation	Date Last Modified	05/03/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	11,250	-	250	11,000	6,000	5,000	-	-	-	-	-
TOTAL EXPENDITURES	11,250	-	250	11,000	6,000	5,000	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Impact Tax	6,250	-	250	6,000	4,500	1,500	-	-	-	-	-
State Aid	5,000	-	-	5,000	1,500	3,500	-	-	-	-	-
TOTAL FUNDING SOURCES	11,250	-	250	11,000	6,000	5,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	6,250
Cumulative Appropriation	250		
Expenditure / Encumbrances	-		
Unencumbered Balance	250		

PROJECT DESCRIPTION

This project will design and implement more dedicated lanes for transit and/or High Occupancy Vehicles (HOV) along the US 29 corridor to improve travel time and reliability. 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

Design will begin in FY23 and will be completed in FY24.

COST CHANGE

Cost increase to address design cost increases anticipated with the additional alternatives being studied. Additional funding will also allow the project to advance further through design and prepare the project for construction.

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.

FISCAL NOTE

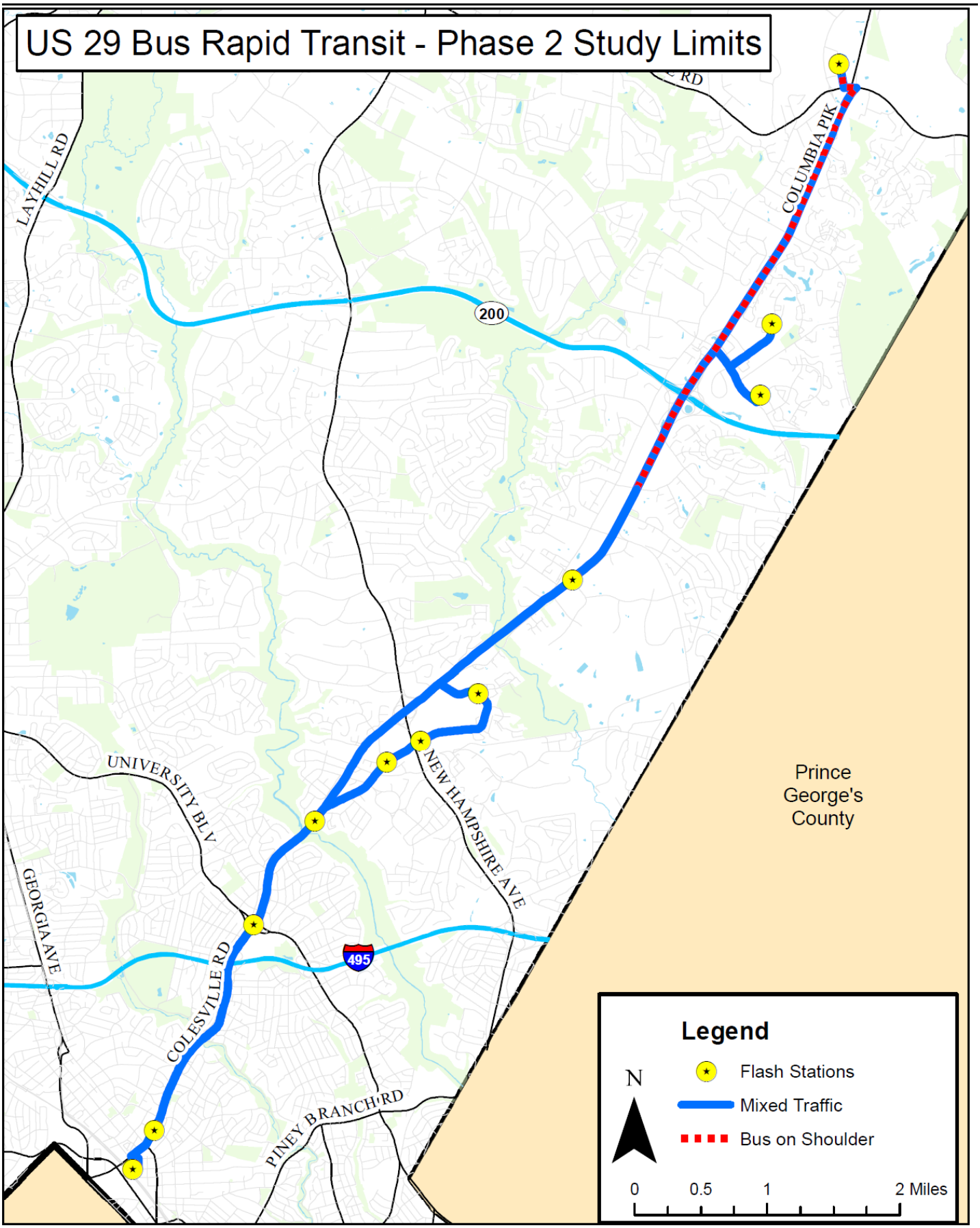
State aid reflects State grants for capital projects in Montgomery County programmed or preauthorized during the 2022 State General Assembly Session.

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


US 29 Bus Rapid Transit - Phase 2 Study Limits
LAYHILL RD
COLUMBIA PIK
200
UNIVERSITY BLV
NEW HAMPSHIRE AVE
GEORGIA AVE
COLESVILLE RD
495
PINEY BRANCH RD
Prince George's County
Legend
Flash Stations
Mixed Traffic
Bus on Shoulder
N
0
0.5
1
2 Miles

Bus Priority Program - Minor Projects
(P502204)

Category	Transportation	Date Last Modified	05/19/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,050	-	300	750	125	125	125	125	125	125	-
Site Improvements and Utilities	140	-	50	90	15	15	15	15	15	15	-
Construction	3,060	-	900	2,160	360	360	360	360	360	360	-
TOTAL EXPENDITURES	4,250	-	1,250	3,000	500	500	500	500	500	500	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	4,250	-	1,250	3,000	500	500	500	500	500	500	-
TOTAL FUNDING SOURCES	4,250	-	1,250	3,000	500	500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	500	Year First Appropriation	FY22
Appropriation FY 24 Request	500	Last FY's Cost Estimate	1,250
Cumulative Appropriation	1,250		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,250		

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, near the Wheaton Metrorail Station; Century Boulevard, Crystal Rock Drive and Aircraft Road near the Germantown Transit Center; and US 29 in Silver Spring. FY23 projects will be coordinated with the Washington Metropolitan Area Transit Authority's Bus Priority Program, which will provide design for bus reliability improvements for up to two corridors in Montgomery County, with the intention that the improvements would be implemented by the County.

COST CHANGE

Addition of $3 million over the six years will fund an ongoing level of effort for transit service improvements.

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 ten 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 South/North
(P502309)

Category	Transportation	Date Last Modified	01/09/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-
TOTAL EXPENDITURES	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Op Lanes Maryland Transit Funding	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-
TOTAL FUNDING SOURCES	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	4,850	Year First Appropriation	FY23
Appropriation FY 24 Request	4,850	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will complete design for the Southern and Northern segments of the MD 355 Bus Rapid Transit (BRT) corridor. The Southern segment is from Montgomery College - Rockville to Bethesda Metro station. The Northern segment is from Montgomery College - Germantown to Clarksburg. This is part of the larger MD 355 BRT corridor that extends from Bethesda to Clarksburg. The Central segment will be designed and constructed as a separate project. 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. MCDOT has been working on preliminary engineering and project phasing since 2020. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. Preliminary engineering of the project is currently being completed.

LOCATION

MD 355 between Rockville and Bethesda in the south and Germantown and Clarksburg in the north. Master plan areas include: Bethesda, North Bethesda, Garrett Park, White Flint, Germantown, and Clarksburg. The project also includes the city of Rockville.

ESTIMATED SCHEDULE

Preliminary engineering will be completed in FY23 (see fiscal note). Final design will begin in FY24 and complete in FY25. The construction schedule is unknown at this time.

PROJECT JUSTIFICATION

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

FISCAL NOTE

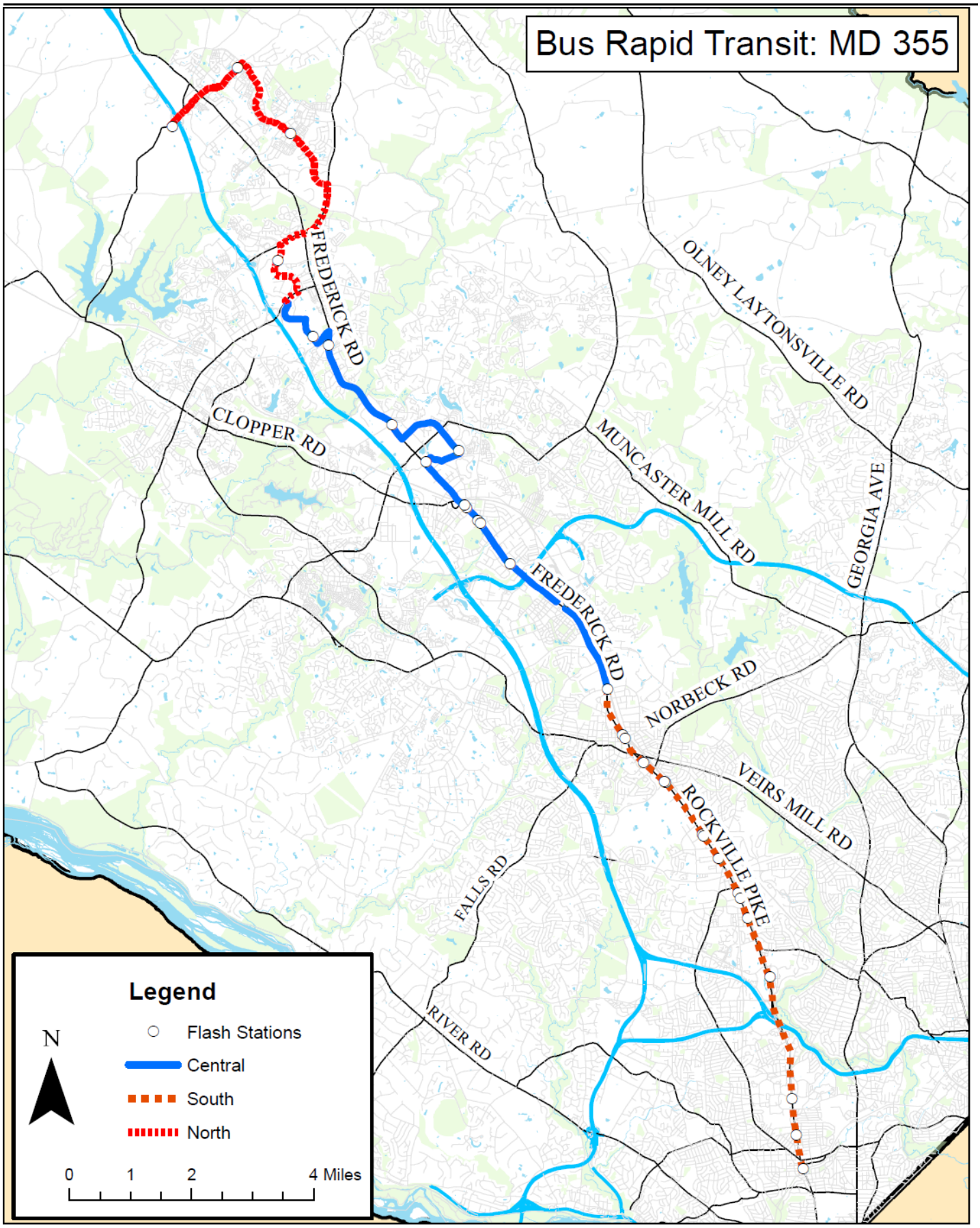
Programming of funds through final design improves the project's eligibility for potential entry into the Federal Transit Administration's Capital Investment Grant program. Preliminary engineering for this phase is funded in the MD 355 Central project (P502005). This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County.

DISCLOSURES

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

COORDINATION

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


Bus Rapid Transit: MD 355
FREDERICK RD
CLOPPER RD
OLNEY LAYTONSVILLE RD
MUNCASTER MILL RD
GEORGIA AVE
FREDERICK RD
NORBECK RD
VEIRS MILL RD
ROCKVILLE PIKE
FALLS RD
RIVER RD
Legend
N
Flash Stations
Central
South
North
0
1
2
4 Miles

Bus Stop Improvements
(P507658)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,262	2,993	309	960	160	160	160	160	160	160	-
Land	737	569	168	-	-	-	-	-	-	-	-
Construction	2,709	425	844	1,440	240	240	240	240	240	240	-
Other	208	208	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	7,916	4,195	1,321	2,400	400	400	400	400	400	400	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	4,718	997	1,321	2,400	400	400	400	400	400	400	-
G.O. Bonds	3,198	3,198	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,916	4,195	1,321	2,400	400	400	400	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	400	Year First Appropriation	FY76
Appropriation FY 24 Request	400	Last FY's Cost Estimate	7,116
Cumulative Appropriation	5,516		
Expenditure / Encumbrances	4,302		
Unencumbered Balance	1,214		

PROJECT DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible and attractive to users, and improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride On and County Metrobus routes. Benches and shelters are now handled under the operating budget. Full-scale construction began in October 2006. Through FY21, approximately 3,618 stops with 1,333 curb ramps; 422 concrete kneewalls for safety and seating; 89,957 linear feet of sidewalk; and 179,531 linear feet of ADA concrete pads have been modified or installed.

COST CHANGE

Cost increase due to addition of FY27-FY28 to this ongoing level of effort project.

PROJECT JUSTIFICATION

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve this goal. The County has approximately 5,400 bus stops. The completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers. In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going.

OTHER

Expenditures will continue indefinitely.

FISCAL NOTE

Funding for this project includes general obligation bonds with debt service financed from the Mass Transit Facilities Fund.

DISCLOSURES

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

COORDINATION

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

Facility Planning: Mass Transit
(P502308)

Category	Transportation	Date Last Modified	05/19/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,065	-	-	2,435	1,020	195	325	190	380	325	630
TOTAL EXPENDITURES	3,065	-	-	2,435	1,020	195	325	190	380	325	630

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	3,065	-	-	2,435	1,020	195	325	190	380	325	630
TOTAL FUNDING SOURCES	3,065	-	-	2,435	1,020	195	325	190	380	325	630

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,020	Year First Appropriation	FY23
Appropriation FY 24 Request	195	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Current planning projects include Clarksburg Transit Center, Hillandale Bus Layover, Metropolitan Grove Park and Ride, and White

Oak Transit Center. FY23 funding includes $700,000 to plan for reorientation of transit services and infrastructure around a zero-emissions fleet.

PROJECT JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master-planned mass transit recommendations. This Facility Planning project provides decision makers with reliable information to determine whether a master-planned mass transit facility recommendation merits inclusion in the CIP as a stand-alone project.

FISCAL NOTE

Beginning in FY23, this project splits out current revenue from the Mass Transit Fund previously included as a funding source in Facility Planning-Transportation (P509337) to fund Mass Transit facility planning studies.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland Department of Transportation, Maryland Department of the Environment, Maryland Department of Natural Resources, Washington Metropolitan Area Transit Authority, Department of Permitting Services, Utilities, Municipalities, affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee.

Great Seneca Science Corridor Transit Improvements

(P502202)

Category	Transportation	Date Last Modified	05/03/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,500	-	1,500	-	-	-	-	-	-	-	-
Construction	10,600	-	1,275	9,325	7,325	2,000	-	-	-	-	-
Other	13,845	-	-	13,845	11,300	2,545	-	-	-	-	-
TOTAL EXPENDITURES	25,945	-	2,775	23,170	18,625	4,545	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	10,600	-	2,275	8,325	6,325	2,000	-	-	-	-	-
Impact Tax	1,500	-	500	1,000	1,000	-	-	-	-	-	-
State Aid	13,845	-	-	13,845	11,300	2,545	-	-	-	-	-
TOTAL FUNDING SOURCES	25,945	-	2,775	23,170	18,625	4,545	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	11,300	Year First Appropriation	FY22
Appropriation FY 24 Request	2,545	Last FY's Cost Estimate	12,100
Cumulative Appropriation	11,100		
Expenditure / Encumbrances	-		
Unencumbered Balance	11,100		

PROJECT DESCRIPTION

This project will advance the planning, design, and implementation of Phase 1A transit improvements to support the Great Seneca Science Corridor and surrounding areas. There are two phases of this overall network; Phase 1 A & B includes four routes and Phase 2 includes 2 additional routes providing new premium transit services. 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. 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, Fallsgrove, Crown Farm, Rio, Kentlands, Adventist Shady Grove Hospital, Universities at Shady Grove, and Rockville

ESTIMATED SCHEDULE

Planning was 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.

COST CHANGE

Added funding to support the acquisition of 13 zero emissions buses needed to operate this service.

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

FY23 Impact Tax funding will be available pending Memorandum of Understanding with the cities of Gaithersburg and Rockville. State Aid in FY23 reflects State grants for capital projects in Montgomery County programmed or preauthorized during the 2022 State General Assembly Session and will support the acquisition of 13 buses needed to operate this service.

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 Gaithersburg, and city of Rockville.

Intelligent Transit System
(P501801)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Site Improvements and Utilities	18,072	4,721	10,351	3,000	500	500	500	500	500	500	-
TOTAL EXPENDITURES	18,072	4,721	10,351	3,000	500	500	500	500	500	500	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	5,500	807	1,693	3,000	500	500	500	500	500	500	-
Short-Term Financing	12,100	3,912	8,188	-	-	-	-	-	-	-	-
State Aid	472	2	470	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	18,072	4,721	10,351	3,000	500	500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	500	Year First Appropriation	FY18
Appropriation FY 24 Request	500	Last FY's Cost Estimate	17,272
Cumulative Appropriation	15,072		
Expenditure / Encumbrances	12,867		
Unencumbered Balance	2,205		

PROJECT DESCRIPTION

The purpose of this project is to replace vital transit technology systems, enhance system accountability, and maintain electronic information signs throughout the county. This is part of the Division of Transit Services IT plan to maintain and expand our intelligent transit systems for compatibility, accountability, and safety.

ESTIMATED SCHEDULE

Replacement of the Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system in FY19-23; maintenance and upgrades of Real Time informational signs and other systems in FY23-28.

COST CHANGE

Cost increase due to addition of FY27-FY28 to this ongoing level of effort project, partially offset by FY25 and FY26 reductions to

maintain annual funding at $500,000.

PROJECT JUSTIFICATION

The CAD/AVL system has reached the end of its useful life, and the system is experiencing critical operational issues such as gaps when no information is available to dispatch and on field operations. The upgrade from radio to cellular technology will eliminate dead zones and allow vehicle locations to be updated every 10 seconds rather than the current three minutes. The CAD/AVL is a crucial driver to continue with the Real Time sign program both in LED Ride On/WMATA stop signs and multimodal signs in buildings around the county.

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 Technology and Enterprise Business Solutions, Washington Metropolitan Area Transit Authority, and regional local transit operators.

North Bethesda Metro Station Northern Entrance

(P501914)

Category	Transportation	Date Last Modified	05/24/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,220	-	-	5,220	-	2,608	2,612	-	-	-	-
Construction	7,395	-	-	7,395	-	-	-	3,219	3,915	261	-
TOTAL EXPENDITURES	12,615	-	-	12,615	-	2,608	2,612	3,219	3,915	261	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	8,115	-	-	8,115	-	608	112	3,219	3,915	261	-
State Aid	4,500	-	-	4,500	-	2,000	2,500	-	-	-	-
TOTAL FUNDING SOURCES	12,615	-	-	12,615	-	2,608	2,612	3,219	3,915	261	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		5	-	-	-	-	-	5
Energy		5	-	-	-	-	-	5
NET IMPACT		10	-	-	-	-	-	10

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	5,220	Last FY's Cost Estimate	8,700
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering of access improvements to the North Bethesda Metro Station (formerly known as 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/North Bethesda Metro Station.

ESTIMATED SCHEDULE

Design to start in FY24 and is fully funded. Construction will begin in FY26. The schedule is adjusted to allow time to explore a partnership with a private partner as part of the redevelopment with WMATA.

COST CHANGE

Cost increase to fully fund project design utilizing anticipated State aid.

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, MDOT, and developer contributions. Local share adjusted due to affordability. State aid in FY24-25 reflects State grants for capital projects in Montgomery County preauthorized during the 2022 State General Assembly Session.

DISCLOSURES

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

COORDINATION

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

North Bethesda Metro Station Access Improvements

(P502106)

Category	Transportation	Date Last Modified	05/24/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,244	300	644	300	300	-	-	-	-	-	-
Land	15	-	15	-	-	-	-	-	-	-	-
Construction	2,311	-	343	1,968	1,968	-	-	-	-	-	-
TOTAL EXPENDITURES	3,570	300	1,002	2,268	2,268	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	3,210	300	1,002	1,908	1,908	-	-	-	-	-	-
State Aid	360	-	-	360	360	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,570	300	1,002	2,268	2,268	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		25	-	5	5	5	5	5
Energy		5	-	1	1	1	1	1
NET IMPACT		30	-	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	670	Year First Appropriation	FY21
Appropriation FY 24 Request	-	Last FY's Cost Estimate	2,900
Cumulative Appropriation	2,900		
Expenditure / Encumbrances	674		
Unencumbered Balance	2,226		

PROJECT DESCRIPTION

This project provides the final design and construction of access improvements to the North Bethesda Metro Station (formerly known as the White Flint Metro Station). Access is currently limited to the southern end of the platform. Planned improvements funded for

design and construction include modification of the intersection of Old Georgetown Road and Rockville Pike and sidewalk and streetscape improvements on the frontage of roads connecting the North Bethesda Metro Station entrance to surrounding areas. Metro has conducted a feasibility study of providing 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.

LOCATION

MD 355 (Rockville Pike) at Old Georgetown Road/North Bethesda Metro Station

ESTIMATED SCHEDULE

Construction of the sidewalk and streetscape improvements along MD 355 (Rockville Pike) will be completed in FY22. The construction of intersection improvements at Old Georgetown Road and MD 355 will be completed in FY23.

COST CHANGE

The cost increase is due to a more detailed design that included extensive coordination with Maryland State Highway Administration and other agencies.

PROJECT JUSTIFICATION

This project is needed to improve the mobility and safety for all facility users within the project area by improving the walking routes 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. Traffic volumes and speeds on MD 355 can be high, and pedestrians must cross over seven lanes of traffic.

FISCAL NOTE

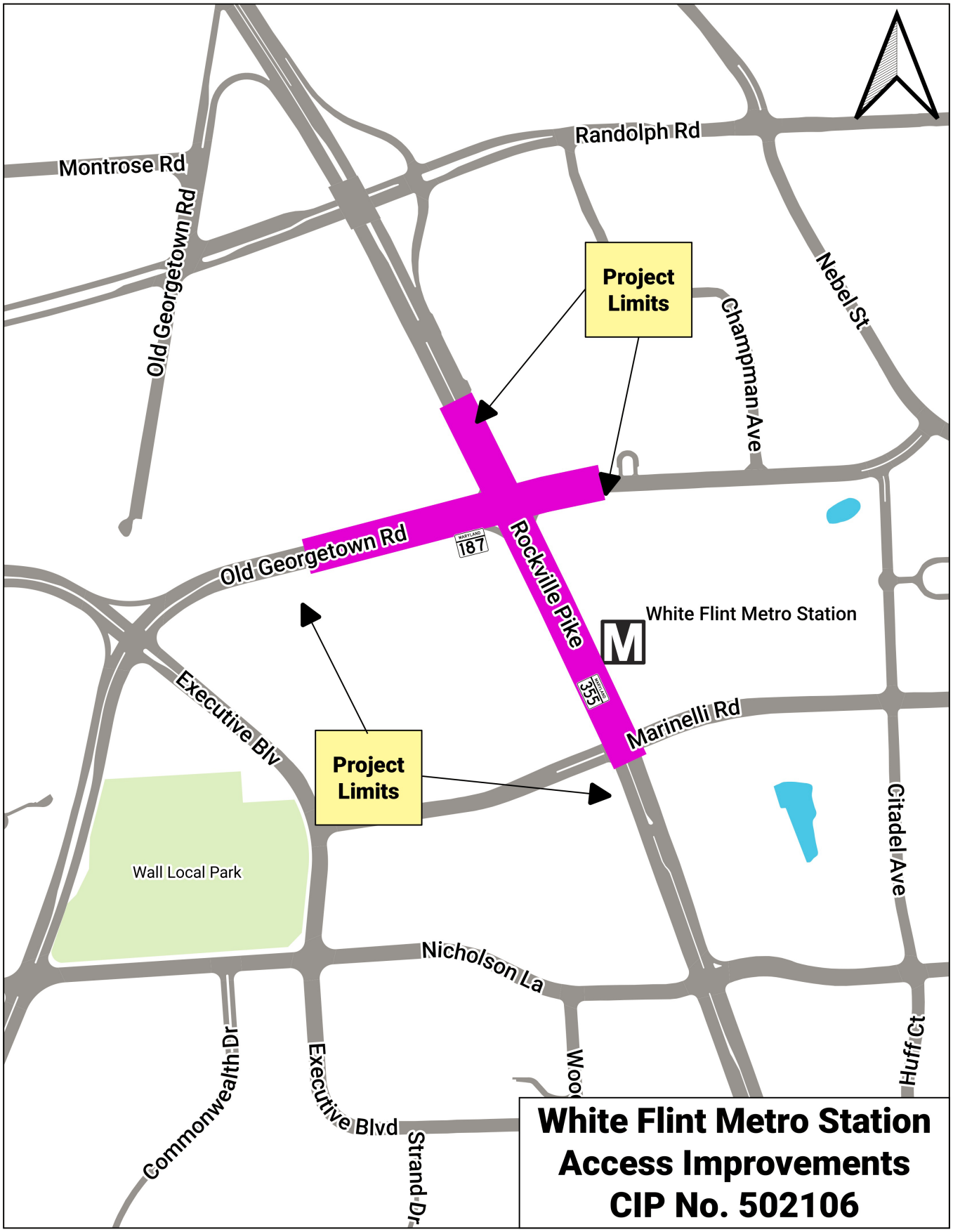
A state grant provided $360,000 in FY23 for pedestrian improvements in the White Flint area.

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


Randolph Rd
Montrose Rd
Old Georgetown Rd
Project Limits
Nebel St
Champman Ave
Old Georgetown Rd
187
Rockville Pike
White Flint Metro Station
M
355
Executive Blv
Marinelli Rd
Project Limits
Citadel Ave
Wall Local Park
Nicholson La
Huff Ct
Commonwealth Dr
Executive Blvd
Strand Dr
White Flint Metro Station
Access Improvements
CIP No. 502106

Purple Line
(P501603)

Category	Transportation	Date Last Modified	01/09/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction
		Relocation Impact	Yes

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,447	1,094	353	-	-	-	-	-	-	-	-
Land	3,898	2,420	1,478	-	-	-	-	-	-	-	-
Construction	267	267	-	-	-	-	-	-	-	-	-
Other	48,000	8,000	25,000	15,000	15,000	-	-	-	-	-	-
TOTAL EXPENDITURES	53,612	11,781	26,831	15,000	15,000	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	43,152	1,321	26,831	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	11,781	26,831	15,000	15,000	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	15,000	Year First Appropriation	FY16
Appropriation FY 24 Request	-	Last FY's Cost Estimate	53,612
Cumulative Appropriation	38,612		
Expenditure / Encumbrances	11,816		
Unencumbered Balance	26,796		

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, signficant 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	05/03/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Other	376,209	181,090	39,734	155,385	17,220	23,015	19,845	21,300	34,610	39,395	-
TOTAL EXPENDITURES	376,209	181,090	39,734	155,385	17,220	23,015	19,845	21,300	34,610	39,395	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	163,312	41,329	26,878	95,105	15,220	15,365	15,715	16,105	16,370	16,330	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	55,080	37,874	7,606	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	127,146	81,261	60	45,825	-	3,195	2,130	3,195	16,240	21,065	-
State Aid	19,995	10,340	4,800	4,855	400	2,855	400	400	400	400	-
TOTAL FUNDING SOURCES	376,209	181,090	39,734	155,385	17,220	23,015	19,845	21,300	34,610	39,395	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	17,220	Year First Appropriation	FY09
Appropriation FY 24 Request	23,015	Last FY's Cost Estimate	289,976
Cumulative Appropriation	220,824		
Expenditure / Encumbrances	190,465		
Unencumbered Balance	30,359		

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

FY23: 13 large zero-emission; FY24: 16 large zero-emission and 7 microtransit; FY25: 18 large zero-emission; FY26: 20 large zero-emission; FY27: 7 large zero-emission and 28 small zero-emission; FY28: 8 large zero-emission, 30 small zero-emission, and 7

microtransit.

COST CHANGE

The cost increase is due to the addition of FY27-FY28 and to the purchase of zero-emission buses. Costs in all years reflect the purchase of zero-emission vehicles with the goal of transitioning to a 100% zero-emission fleet.

PROJECT JUSTIFICATION

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

OTHER

MCDOT will continue to apply for grants to cover the cost of additional zero emission buses and associated infrastructure. By deploying zero emission buses in lieu of clean diesel and CNG buses, Ride On will reduce harmful emissions of greenhouse gases associated with its fleet.
Ride On through its commitment to have all future purchases zero-emission buses, is exceeding standards compared to most other transit agencies. For example, California, considered a leader in zero bus emissions implementation, 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. Planned bus procurements assume that complimentary and required maintenance and charging/fueling infrastructure projects will be in place as needed. Planning for the development and further implementation of these projects will be funded primarily through this CIP. Due to infrastructure constraints, 61 small diesel buses will be refurbished to extend their service lives and delay replacement until zero-emission charging/fueling infrastructure plans are developed for all depots.

FISCAL NOTE

State aid in FY24 includes State grants for capital projects in Montgomery County preauthorized during the 2022 State General Assembly Session.

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

Facility Planning Parking: Wheaton Parking Lot District
(P501312)

Category	Transportation	Date Last Modified	01/05/22
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	705	152	75	478	155	35	20	58	45	165	-
Construction	15	15	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	720	167	75	478	155	35	20	58	45	165	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Parking - Wheaton	720	167	75	478	155	35	20	58	45	165	-
TOTAL FUNDING SOURCES	720	167	75	478	155	35	20	58	45	165	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY13
Appropriation FY 24 Request	27	Last FY's Cost Estimate	630
Cumulative Appropriation	405		
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

The cost increase is due to the addition of FY27 and FY28 to this ongoing project.

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.

Facility Planning Parking: Bethesda Parking Lot District

(P501313)

Category	Transportation	Date Last Modified	01/05/22
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,420	547	243	630	30	190	130	100	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,440	567	243	630	30	190	130	100	90	90	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Parking - Bethesda	1,440	567	243	630	30	190	130	100	90	90	-
TOTAL FUNDING SOURCES	1,440	567	243	630	30	190	130	100	90	90	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY13
Appropriation FY 24 Request	130	Last FY's Cost Estimate	1,260
Cumulative Appropriation	900		
Expenditure / Encumbrances	569		
Unencumbered Balance	331		

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

The cost increase is due to the addition of FY27 and FY28 to this ongoing project.

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	01/06/22
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,420	518	113	789	115	135	204	155	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,440	538	113	789	115	135	204	155	90	90	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Parking - Silver Spring	1,440	538	113	789	115	135	204	155	90	90	-
TOTAL FUNDING SOURCES	1,440	538	113	789	115	135	204	155	90	90	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY13
Appropriation FY 24 Request	91	Last FY's Cost Estimate	1,260
Cumulative Appropriation	810		
Expenditure / Encumbrances	538		
Unencumbered Balance	272		

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.

COST CHANGE

The cost increase is due to the addition of FY27 and FY28 to this ongoing project.

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 and Enterprise Business Solutions.

Parking Silver Spring Facility Renovations
(P508250)

Category	Transportation	Date Last Modified	05/20/22
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,201	4,057	344	1,800	300	300	300	300	300	300	-
Land	33	33	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,148	1,148	-	-	-	-	-	-	-	-	-
Construction	28,003	8,209	1,389	18,405	3,300	4,570	2,500	3,415	2,310	2,310	-
Other	859	859	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	36,244	14,306	1,733	20,205	3,600	4,870	2,800	3,715	2,610	2,610	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Parking - Silver Spring	36,244	14,306	1,733	20,205	3,600	4,870	2,800	3,715	2,610	2,610	-
TOTAL FUNDING SOURCES	36,244	14,306	1,733	20,205	3,600	4,870	2,800	3,715	2,610	2,610	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY83
Appropriation FY 24 Request	3,289	Last FY's Cost Estimate	30,324
Cumulative Appropriation	21,220		
Expenditure / Encumbrances	15,071		
Unencumbered Balance	6,149		

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.

ESTIMATED SCHEDULE

Garage 60 generator replacement is delayed one year with completion in FY25.

COST CHANGE

Added $700K to increase capacity to fund and accelerate elevator modernization and supply chain inflation.

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:

- Address elevator pit flooding and damaged subsurface pipe at Garage 7, Cameron.
- Repair entrance approach slab repair at Garage 2, Georgia Avenue.
- Address water intrusion at Garage 3, Fenton Street.
- Elevator modernization at Garage 5, Garage 9, Garage 55; Ripley Street, 13th Street and Bonifant Street.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Silver Spring PLD Facility Planning.

Parking Bethesda Facility Renovations
(P508255)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,814	3,605	409	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	62	62	-	-	-	-	-	-	-	-	-
Construction	42,038	13,358	4,021	24,659	8,475	5,124	2,765	2,765	2,765	2,765	-
Other	1,135	1,135	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	49,072	18,183	4,430	26,459	8,775	5,424	3,065	3,065	3,065	3,065	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Parking - Bethesda	49,072	18,183	4,430	26,459	8,775	5,424	3,065	3,065	3,065	3,065	-
TOTAL FUNDING SOURCES	49,072	18,183	4,430	26,459	8,775	5,424	3,065	3,065	3,065	3,065	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	5,441	Year First Appropriation	FY83
Appropriation FY 24 Request	5,424	Last FY's Cost Estimate	40,032
Cumulative Appropriation	25,947		
Expenditure / Encumbrances	23,567		
Unencumbered Balance	2,380		

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

Added $2.7M to FY23 and $250K to FY24 to increase capacity to support infrastructure repairs, improvements, and inflation costs.

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:

- Repair the sinkhole and ramp spalling at Garage 35 Woodmont/Rugby.
- Waterproofing, drainage repair, concrete repair, and Paystation improvements at Garage 49 Metropolitan.
- Address flooding, storm and sanitary valve replacement, and concrete facade at Garage 11, Woodmont Corner.
- Address ponding on the G level crawl space at Garage 42, Cheltenham Garage.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Bethesda PLD.

Parking Wheaton Facility Renovations
(P509709)

Category	Transportation	Date Last Modified	05/21/22
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	266	186	8	72	12	12	12	12	12	12	-
Land	5	5	-	-	-	-	-	-	-	-	-
Construction	1,438	251	80	1,107	350	100	100	100	225	232	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,710	443	88	1,179	362	112	112	112	237	244	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Parking - Wheaton	1,710	443	88	1,179	362	112	112	112	237	244	-
TOTAL FUNDING SOURCES	1,710	443	88	1,179	362	112	112	112	237	244	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	238	Year First Appropriation	FY97
Appropriation FY 24 Request	112	Last FY's Cost Estimate	779
Cumulative Appropriation	655		
Expenditure / Encumbrances	497		
Unencumbered Balance	158		

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

The cost increase is due to the addition of funding to support LED light projects, elevators, and control system room repairs as well as the addition of funding for FY27 and FY28.

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.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Wheaton PLD.

ADA Compliance: Transportation
(P509325)

Category	Transportation	Date Last Modified	12/07/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,707	4,389	208	1,110	185	185	185	185	185	185	-
Land	592	592	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	281	88	43	150	25	25	25	25	25	25	-
Construction	8,732	2,726	1,266	4,740	790	790	790	790	790	790	-
TOTAL EXPENDITURES	15,312	7,795	1,517	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Developer Payments	300	-	300	-	-	-	-	-	-	-	-
G.O. Bonds	15,012	7,795	1,217	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-
TOTAL FUNDING SOURCES	15,312	7,795	1,517	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,000	Year First Appropriation	FY93
Appropriation FY 24 Request	1,000	Last FY's Cost Estimate	13,312
Cumulative Appropriation	9,312		
Expenditure / Encumbrances	8,051		
Unencumbered Balance	1,261		

PROJECT DESCRIPTION

This project provides for both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing Countywide infrastructure to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens, for the on-call transit program Accessible Ride On, and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Addition of FY 27 and FY 28 for the level of effort program.

PROJECT JUSTIFICATION

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. This project improves access to public facilities and services throughout the County in compliance with ADA.

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

Additional funds earmarked from developers ($150k per year in FY21-FY22).

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Department of Housing and Community Affairs, Department of Health and Human Services, Commission on People with Disabilities, Pedestrian Safety Advisory Committee, Commission on Aging, Maryland State Highway Administration, MARC Rail, Sidewalk and Infrastructure Revitalization Project, Sidewalk Program - Minor Projects, U.S. Department of Justice, BIPPA

Bethesda Bikeway and Pedestrian Facilities
(P500119)

Category	Transportation	Date Last Modified	04/01/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,657	3,452	376	829	589	195	45	-	-	-	-
Land	189	189	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	7,506	2,727	1,390	3,389	2,069	1,000	320	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,448	6,464	1,766	4,218	2,658	1,195	365	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Developer Payments	372	-	272	100	100	-	-	-	-	-	-
G.O. Bonds	12,076	6,464	1,494	4,118	2,558	1,195	365	-	-	-	-
TOTAL FUNDING SOURCES	12,448	6,464	1,766	4,218	2,658	1,195	365	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		6	-	-	-	2	2	2
Energy		3	-	-	-	1	1	1
NET IMPACT		9	-	-	-	3	3	3

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,658	Year First Appropriation	FY04
Appropriation FY 24 Request	1,195	Last FY's Cost Estimate	8,230
Cumulative Appropriation	8,230		
Expenditure / Encumbrances	7,821		
Unencumbered Balance	409		

PROJECT DESCRIPTION

This project includes construction of separated bike facilities on several roadways in downtown Bethesda as planned in the 2017 Bethesda Downtown Plan and the 2018 Bicycle Master Plan. Included is the Capital Crescent Surface Trail Phase 1; the Woodmont Avenue Cycletrack Phases 1, 2A, 2B, and 2C ; the Montgomery Lane/Montgomery Avenue Cycletrack Phases 1, 2A, 2B, and 2C; and the Norfolk/Cheltenham Bikeway.

LOCATION

Bethesda Central Business District

ESTIMATED SCHEDULE

Construction on the Capital Crescent Surface Trail - Phase 1, the Woodmont Avenue Cycletrack - Phase 1, and the Montgomery Avenue/Lane Cycletrack - Phases 1, 2A, and 2B will be completed in FY22. Design and construction of Phase 2 of the Woodmont Avenue Cycletrack, Phases 2C of the Montgomery Avenue Cycletrack will be completed in FY23. The design of the Norfolk/Cheltenham Bikeway will be completed in FY24 with construction in FY25.

COST CHANGE

Cost increase due to higher than anticipated construction costs for Phase 2 of Woodmont Avenue Cycletrack and Phase 2 of the Montgomery Avenue Cycletrack.

PROJECT JUSTIFICATION

The project implements improvements recommended in the Bethesda Downtown Plan (2017) and Bicycle Master Plan (2018). Additionally, it will help the County achieve its non-auto-driver mode share (NADMS) goals and the goals under the County Executive's Vision Zero initiative to reduce roadway crashes with severe injury and death to zero by 2030. These pedestrian and bike facilities will also help the County address the climate action plan.

OTHER

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs have been further refined.

FISCAL NOTE

Funding switch between GO Bonds (-$100,000) and Developer Payments ($100,000) in FY23.

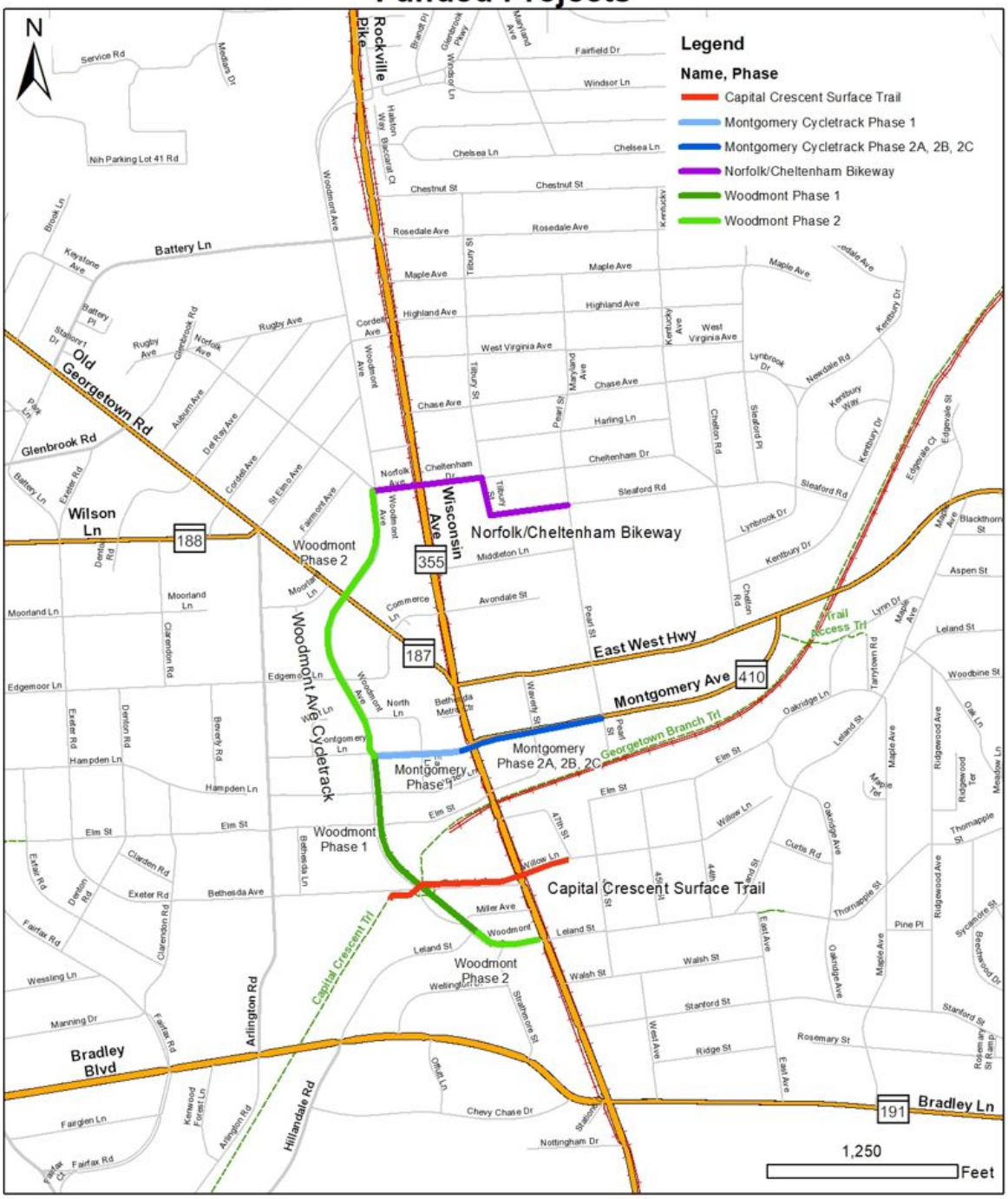
DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Bethesda Chevy Chase Regional Services Center, Bethesda Urban Partnership, Montgomery Bicycle Action Group, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Bethesda CBD Streetscape (CIP #501102), Trails: Hard Surface Design and Construction (CIP #768673), Resurfacing Park Roads - Bridges , Maryland Transit Administration, Washington Metropolitan Area Transit Authority, and Capital Crescent Trail (CIP #501316).

Bethesda Bikeways 500119
Funded Projects



Bicycle-Pedestrian Priority Area Improvements
(P501532)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	7,821	4,231	1,511	2,079	501	313	352	166	202	545	-
Land	12	12	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	11,017	3,724	1,699	5,594	1,733	1,005	678	1,171	546	461	-
TOTAL EXPENDITURES	18,945	8,062	3,210	7,673	2,234	1,318	1,030	1,337	748	1,006	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
G.O. Bonds	18,570	7,753	3,144	7,673	2,234	1,318	1,030	1,337	748	1,006	-
TOTAL FUNDING SOURCES	18,945	8,062	3,210	7,673	2,234	1,318	1,030	1,337	748	1,006	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		15	-	-	-	5	5	5
NET IMPACT		15	-	-	-	5	5	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,234	Year First Appropriation	FY16
Appropriation FY 24 Request	1,318	Last FY's Cost Estimate	16,084
Cumulative Appropriation	11,272		
Expenditure / Encumbrances	9,741		
Unencumbered Balance	1,531		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian and bicyclist capital improvements across the County's Bicycle and Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of

utility poles. This project specifically funds improvements in the following BiPPAs, in addition to general BiPPA spending: Silver Spring CBD, Grosvenor, and Glenmont.

LOCATION

This project will fund improvements in Silver Spring CBD, Grosvenor, and Glenmont in addition to improvements in other designated BiPPA areas.

ESTIMATED SCHEDULE

Design and construction of projects in Silver Spring CBD began in FY16 and will continue into FY26. Design of projects in the Grosvenor BiPPA began in FY17 and will extend into FY24. Design of projects in Glenmont is expected to begin in FY22 and continue after FY28.

COST CHANGE

Cost increase due to the addition of construction of a neighborhood greenway in FY23 and FY24, increased funding in FY26 and the addition of FY27 and FY28 to this level of effort project.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in those areas of the County where walking and biking are most prevalent. These efforts will also help meet master plan non-auto-driver mode share (NADMS) goals. 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 cost of this project is based on concept level estimates. The cost will be updated as design progresses.

DISCLOSURES

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

COORDINATION

Chambers of Commerce, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority

Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD

(P502002)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,680	53	647	1,980	515	551	325	424	113	52	-
Construction	7,315	80	377	6,858	875	2,604	1,846	778	422	333	-
TOTAL EXPENDITURES	9,995	133	1,024	8,838	1,390	3,155	2,171	1,202	535	385	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	9,995	133	1,024	8,838	1,390	3,155	2,171	1,202	535	385	-
TOTAL FUNDING SOURCES	9,995	133	1,024	8,838	1,390	3,155	2,171	1,202	535	385	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		5	-	-	-	-	-	5
Energy		1	-	-	-	-	-	1
NET IMPACT		6	-	-	-	-	-	6

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY20
Appropriation FY 24 Request	5,068	Last FY's Cost Estimate	4,554
Cumulative Appropriation	2,805		
Expenditure / Encumbrances	361		
Unencumbered Balance	2,444		

PROJECT DESCRIPTION

This project funds the design and construction of bicycle and pedestrian capital infrastructure in the Wheaton Central Business District (CBD) Bicycle and Pedestrian Priority Area (BiPPA) and identified in the Wheaton Central Business District (CBD) and Vicinity Sector Plan. Recommended improvements will include new sidewalks, separated bikeways, shared-use paths, streetscape improvements, lighting, signal and accessibility upgrades, intersection safety improvements, bike parking, bicyclist and pedestrian

wayfinding, and other treatments intended to improve safety and mobility for cyclists and pedestrians. Future projects include intersection safety improvements identified as high priority and near-term in the Wheaton BiPPA Study.

LOCATION

Wheaton CBD and Vicinity

ESTIMATED SCHEDULE

Final Design for Amherst Avenue Bikeway, the first Wheaton BiPPA project, a two-way separated bikeway on the west side of Amherst Avenue from Arcola Avenue to Windham Lane, is currently underway and anticipated to be completed in FY24. Construction is anticipated to begin in FY 25. Design of Grandview/Mason Greenway will completed in FY23. Construction is anticipated to be completed in FY24.

COST CHANGE

Cost increase due to the addition of construction of a neighborhood greenway in FY23 and FY24 and refined construction costs as well as the addition of FY27 and FY28 to this level of effort project.

PROJECT JUSTIFICATION

This project will enhance and promote accessibility, safety, mobility and comfort for people walking and biking in the Wheaton CBD. The primary purpose of this project is to build better and safer facilities. In urban areas, walking and bicycling are among the most affordable forms of transportation, providing safe and efficient access to transit. Providing safe, convenient and attractive bicycle and pedestrian access, along with modernizing aging infrastructure is essential to ensure equity for all and provide access to jobs, education, public services and the social network. The Wheaton CBD and Vicinity includes the Wheaton Metro Station and Bus Transfer Center, the Wheaton CBD, town square and adjacent public park and government office building, high-density housing, commercial and retail uses including small businesses and Westfield Wheaton (mall), employment areas, entertainment venues, Wheaton Regional Park, connections to the Sligo Creek Trail, Wheaton Library, Recreation and Community Center, fire and police stations, the Mid-County Regional Services Center, MNCPPC and multiple County agencies, Proyecto Salud Clinic, the Gilchrist Immigration Resource Center, and the Adult Behavioral Health Program. This project supports the ongoing redevelopment of the Wheaton CBD, and will help meet master planned Non-Auto Driver Mode Share (NADMS) goals.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland National Capital Park and Planning Commission (M-NCPPC), Wheaton Urban District Advisory Committee, Maryland DOT State Highway Administration, Washington Metropolitan Area Transit Authority (WMATA), Department of Permitting Services and utilities.

Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph

(P502003)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,301	88	743	3,470	2,670	500	100	100	100	-	-
Land	374	-	-	374	-	374	-	-	-	-	-
Construction	10,292	-	-	10,292	-	-	3,044	3,074	4,174	-	-
TOTAL EXPENDITURES	14,967	88	743	14,136	2,670	874	3,144	3,174	4,274	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	5,296	-	-	5,296	-	-	1,572	1,587	2,137	-	-
G.O. Bonds	9,671	88	743	8,840	2,670	874	1,572	1,587	2,137	-	-
TOTAL FUNDING SOURCES	14,967	88	743	14,136	2,670	874	3,144	3,174	4,274	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,670	Year First Appropriation	FY20
Appropriation FY 24 Request	874	Last FY's Cost Estimate	3,374
Cumulative Appropriation	831		
Expenditure / Encumbrances	493		
Unencumbered Balance	338		

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans.

LOCATION

Randolph/Veirs Mill BiPPA

ESTIMATED SCHEDULE

Preliminary design of projects in the Western Sector started in FY21 and continued in FY22. Preliminary design of projects in the Central and Eastern Sectors will take place start in FY22. Design will be complete in FY24. Land acquisition will take place in FY24. Construction is expected to occur in FY25-FY27.

COST CHANGE

Cost increase due to a scope change to build the entire scope of the Veirs Mill and Randolph BiPPA, refined construction costs and acceleration of design to match the timeframe for the design and construction of the Veirs Mill BRT CIP.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in the Randolph/Veirs Mill BiPPA. These efforts will also help to meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030. This work will be coordinated with the Veirs Mill BRT project to minimize duplicative work and provide enhanced access to the BRT stations.

FISCAL NOTE

The original cost of this project was based on concept level estimates. The cost has been updated as design progressed and schedule accelerated to coincide with the Veirs Mill Road BRT project. This allows for this project to be included in the Capital Investment Grant (CIG) application to the Federal Transit Administration for the Veirs Mill Road BRT project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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

Bicycle-Pedestrian Priority Area Improvements - Purple Line

(P502004)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,166	250	104	2,812	792	660	550	475	200	135	-
Site Improvements and Utilities	338	-	38	300	50	50	50	50	50	50	-
Construction	9,113	-	780	8,333	1,169	2,324	1,795	2,905	140	-	-
TOTAL EXPENDITURES	12,617	250	922	11,445	2,011	3,034	2,395	3,430	390	185	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	12,617	250	922	11,445	2,011	3,034	2,395	3,430	390	185	-
TOTAL FUNDING SOURCES	12,617	250	922	11,445	2,011	3,034	2,395	3,430	390	185	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,011	Year First Appropriation	FY21
Appropriation FY 24 Request	3,034	Last FY's Cost Estimate	8,217
Cumulative Appropriation	1,172		
Expenditure / Encumbrances	250		
Unencumbered Balance	922		

PROJECT DESCRIPTION

This project provides for the design and construction of high priority bicycle and pedestrian capital improvements in areas adjacent to future Purple Line Stations from Bethesda to Takoma Park within 1/2-mile radius of each station. Proposed projects include:

- Area-wide improvements;
- Bicycle lanes, cycle tracks, sidepath, or sharrows as needed and appropriate for each station's 1/2-mile area;
- Signage and wayfinding improvements;
- Sidewalk gap closure near Purple Line Stations
- Improved trail connections;
- Construction of a neighborhood greenway; and
- Additional improvements to enhance purple line accessibility.

LOCATION

Purple Line corridor within 1/2-mile of each station

ESTIMATED SCHEDULE

Throughout the Purple Line BiPPAs, area-wide improvements are scheduled to begin in FY22 and continue on an annual basis for design and construction through FY28.

COST CHANGE

Cost increase due to the addition of construction of a neighborhood greenway in FY25 and FY26 and the addition of FY27 and FY28 to this level of effort project.

PROJECT JUSTIFICATION

This project will enhance efforts to improve pedestrian and bicyclist mobility, safety, and access within 1/2-mile of all Purple Line Stations. Efforts include the design and construction of cycle tracks, bicycle lanes, trail connections, and neighborhood greenways as well as pedestrian improvements including sidewalks and ADA-upgrades. These improvements will help improve connectivity for people walking and biking to important community amenities such as schools, retail, and commercial centers as well as accessibility to each of the Purple Line stations. These efforts will also meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

FISCAL NOTE

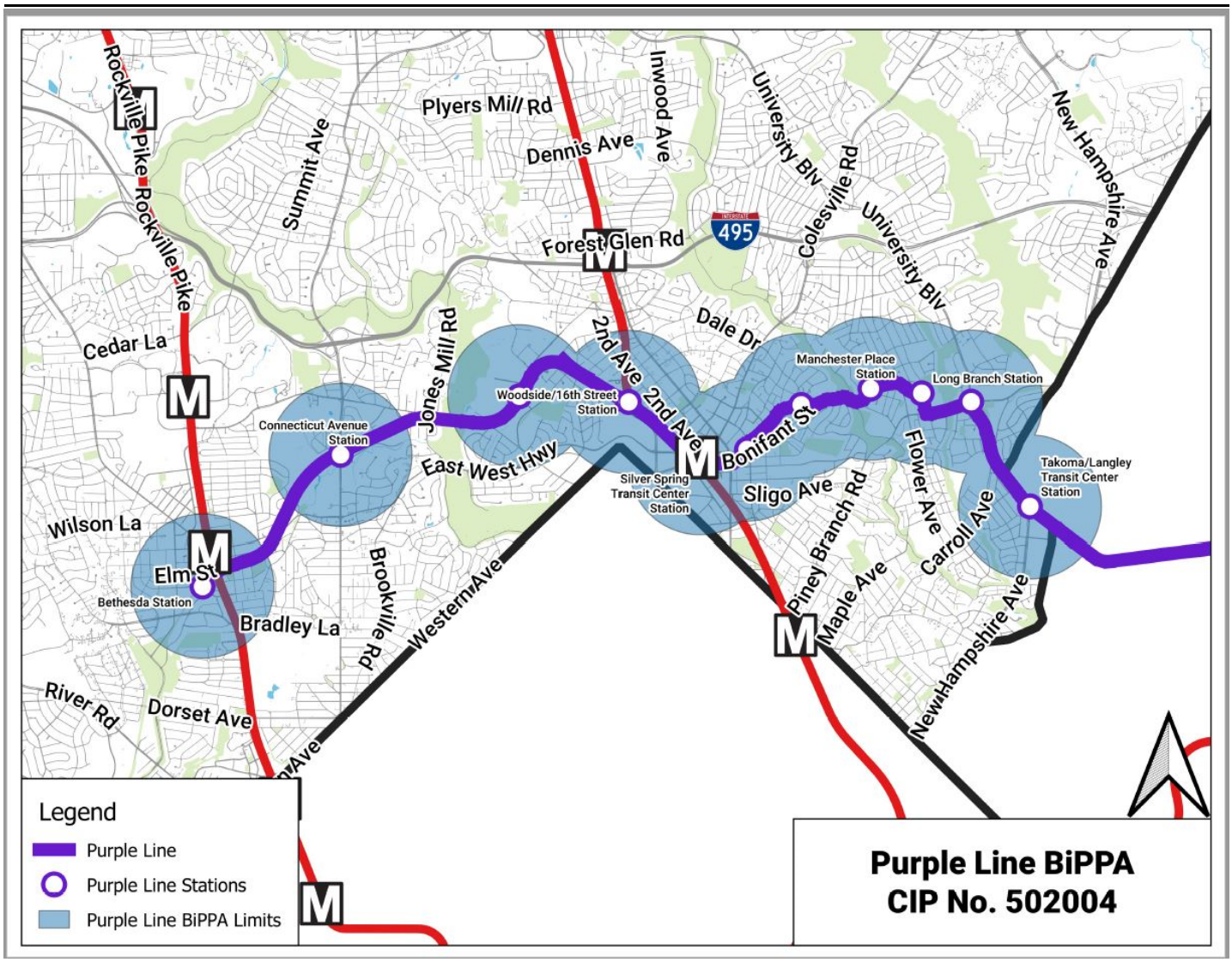
The cost of this project is based on concept level estimates. The cost will be updated as design progresses. The list of projects have not been fully costed.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority


Rockville Pike
Rockville Pike
Summit Ave
Plyers Mill Rd
Dennis Ave
Inwood Ave
University Blv
Colesville Rd
University Blv
New Hampshire Ave
Forest Glen Rd
495
Dale Dr
Cedar La
Jones Mill Rd
2nd Ave
2nd Ave
Manchester Place Station
Long Branch Station
Woodside/16th Street Station
Connecticut Avenue Station
East West Hwy
Bonifant St
Silver Spring Transit Center Station
Sligo Ave
Flower Ave
Takoma/Langley Transit Center Station
Wilson La
Elm St
Bethesda Station
Bradley La
Brookville Rd
Western Ave
Piney Branch Rd
Maple Ave
Carroll Ave
New Hampshire Ave
River Rd
Dorset Ave
Legend
Purple Line
Purple Line Stations
Purple Line BiPPA Limits
Purple Line BiPPA
CIP No. 502004

Bikeway Program Minor Projects
(P507596)

Category	Transportation	Date Last Modified	05/19/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	8,874	3,752	897	4,225	730	560	935	500	700	800	-
Land	923	192	281	450	100	250	-	-	-	100	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	13,349	1,228	3,536	8,585	2,190	2,110	905	1,280	1,000	1,100	-
TOTAL EXPENDITURES	23,241	5,267	4,714	13,260	3,020	2,920	1,840	1,780	1,700	2,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	200	200	-	-	-	-	-	-	-	-	-
G.O. Bonds	18,583	2,609	4,714	11,260	2,570	1,570	1,640	1,780	1,700	2,000	-
Impact Tax	1,680	1,680	-	-	-	-	-	-	-	-	-
State Aid	2,778	778	-	2,000	450	1,350	200	-	-	-	-
TOTAL FUNDING SOURCES	23,241	5,267	4,714	13,260	3,020	2,920	1,840	1,780	1,700	2,000	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		6	1	1	1	1	1	1
Energy		6	1	1	1	1	1	1
NET IMPACT		12	2	2	2	2	2	2

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	3,020	Year First Appropriation	FY75
Appropriation FY 24 Request	2,920	Last FY's Cost Estimate	17,541
Cumulative Appropriation	9,981		
Expenditure / Encumbrances	7,219		
Unencumbered Balance	2,762		

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

Cost increase due to addition of FY27 and FY28 to this level of effort project. Other cost change reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session for shared use path segments along Norwood Road between MD108 and Ashton Forest Way.

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 FY23, FY24, and FY25, $2 million of the State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. The remainder of the State Aid reflects competitive grants from various funding sources.

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 Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates, Washington Area Bicyclist Association, Washington Metropolitan Area Transit Authority, Department of Permitting Services and Utility Companies.

Bowie Mill Road Bikeway
(P502108)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,395	-	-	3,317	-	1,122	1,123	-	-	1,072	1,078
Land	1,091	-	-	1,091	-	-	-	465	466	160	-
Site Improvements and Utilities	3,146	-	-	2,696	-	-	-	200	179	2,317	450
Construction	12,074	-	-	5,801	-	-	-	-	-	5,801	6,273
TOTAL EXPENDITURES	20,706	-	-	12,905	-	1,122	1,123	665	645	9,350	7,801

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	19,206	-	-	11,405	-	-	745	665	645	9,350	7,801
State Aid	1,500	-	-	1,500	-	1,122	378	-	-	-	-
TOTAL FUNDING SOURCES	20,706	-	-	12,905	-	1,122	1,123	665	645	9,350	7,801

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	2,245	Last FY's Cost Estimate	20,706
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight to ten-foot wide sidepath for 3.3 miles along Bowie Mill Road from Olney Laytonsville Road (MD 108) to Muncaster Mill Road (MD 115) and continues along Muncaster Mill Road to Needwood Road. The project also provides a new pedestrian bridge over Rock Creek North Branch for continuation of the sidepath along Bowie Mill Road.

LOCATION

Olney-Derwood

ESTIMATED SCHEDULE

Design to start in FY24 and be completed in FY25. Land acquisition and utility relocation to start in FY26 and be completed in FY28. Construction to start in FY28 and be completed in FY29.

PROJECT JUSTIFICATION

The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a sidepath along Bowie Mill Road. The project is a critical connection in the existing bicycle network between the existing trails and important destinations including Needwood Road Bike Path, North Branch Trail, the Inter-County Connector (ICC) Trail, Shady Grove Metro Station, Sequoyah Elementary School, Colonel Zadok Magruder High School, and Olney Town Center.

OTHER

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

FISCAL NOTE

Substitute $1,500,000 in GO Bonds with State Aid.

DISCLOSURES

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

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Greater Olney Civic Association (GOCA), and utility companies

Bradley Boulevard (MD 191) Improvements
(P501733)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,036	216	528	2,292	583	5	48	698	958	-	-
Land	2,408	1	-	2,407	200	750	1,457	-	-	-	-
Site Improvements and Utilities	2,160	-	-	2,160	-	-	1,940	220	-	-	-
Construction	8,861	1	-	8,860	-	-	-	3,202	5,658	-	-
TOTAL EXPENDITURES	16,465	218	528	15,719	783	755	3,445	4,120	6,616	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	16,465	218	528	15,719	783	755	3,445	4,120	6,616	-	-
TOTAL FUNDING SOURCES	16,465	218	528	15,719	783	755	3,445	4,120	6,616	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	205	Year First Appropriation	FY21
Appropriation FY 24 Request	2,212	Last FY's Cost Estimate	16,465
Cumulative Appropriation	1,324		
Expenditure / Encumbrances	1,250		
Unencumbered Balance	74		

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 4' on-road bike lanes, a 10' 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.

ESTIMATED SCHEDULE

Final design began in FY21 and will finish in FY23. Land acquisition to begin in FY23. Construction is scheduled to start in FY26 and be completed in FY27.

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 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	05/23/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	10,841	2,896	1,005	6,940	40	-	-	1,350	2,700	2,850	-
Land	1,190	1,190	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,308	8	-	2,300	-	-	-	500	1,000	800	-
Construction	98,758	33,720	10,542	54,496	4,813	3,308	-	8,980	17,880	19,515	-
Other	3,000	-	-	3,000	3,000	-	-	-	-	-	-
TOTAL EXPENDITURES	116,097	37,814	11,547	66,736	7,853	3,308	-	10,830	21,580	23,165	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	98,471	27,763	9,688	61,020	2,137	3,308	-	10,830	21,580	23,165	-
Impact Tax	16,452	10,051	1,859	4,542	4,542	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,174	-	-	1,174	1,174	-	-	-	-	-	-
TOTAL FUNDING SOURCES	116,097	37,814	11,547	66,736	7,853	3,308	-	10,830	21,580	23,165	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	323	Year First Appropriation	FY15
Appropriation FY 24 Request	3,308	Last FY's Cost Estimate	116,097
Cumulative Appropriation	56,891		
Expenditure / Encumbrances	39,658		
Unencumbered Balance	17,233		

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, Phase 2 of the Capital Crescent Surface Trail Project along 47th Street which was previously included in CIP No. 500119, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

Construction of the tunnel under Wisconsin Avenue to start in FY26 and will be completed in FY28.

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.

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.

Cherry Hill Road Bike Facility
(P502314)

Category	Transportation	Date Last Modified	04/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	800	-	-	800	400	400	-	-	-	-	-
Construction	3,200	-	-	3,200	-	3,200	-	-	-	-	-
TOTAL EXPENDITURES	4,000	-	-	4,000	400	3,600	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
State Aid	4,000	-	-	4,000	400	3,600	-	-	-	-	-
TOTAL FUNDING SOURCES	4,000	-	-	4,000	400	3,600	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	800	Year First Appropriation	
Appropriation FY 24 Request	3,200	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for State-funded planning, design, and construction of bike facilities along Randolph and Cherry Hill Road from Old Columbia Pike to the Montgomery/Prince George's County line. The project will upgrade existing facilities and complete missing segments in line with the County Bicycle Master Plan. The Master Plan recommends a separated bikeway. Where feasible, drainage, intersection safety, and lighting improvements will be included in the scope of the project.

Since no facility planning has been completed, the Department of Transportation will identify logical segments that can be built within the constraints of available state funding during preliminary design.

PROJECT JUSTIFICATION

This bikeway facility was identified as a Tier 1 recommendation of the Bicycle Master Plan that is located within an Equity Focus Area. Additionally, developments such as Viva White Oak, the new Adventist Healthcare White Oak Medical Center, and expansion of the FDA campus warrant efforts to improve pedestrian and bicyclist facilities to increase transportation options.

FISCAL NOTE

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, Department of Permitting Services, Utilities, affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Prince George's County, Montgomery County Bicycle Action Group.

Dale Drive Shared Use Path and Safety Improvements
(P502109)

Category	Transportation	Date Last Modified	01/13/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,240	264	1,089	887	-	119	435	333	-	-	-
Land	1,221	-	-	1,221	708	513	-	-	-	-	-
Site Improvements and Utilities	612	-	-	612	-	612	-	-	-	-	-
Construction	6,142	-	-	6,142	-	-	2,842	3,300	-	-	-
TOTAL EXPENDITURES	10,215	264	1,089	8,862	708	1,244	3,277	3,633	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	10,215	264	1,089	8,862	708	1,244	3,277	3,633	-	-	-
TOTAL FUNDING SOURCES	10,215	264	1,089	8,862	708	1,244	3,277	3,633	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,221	Year First Appropriation	FY21
Appropriation FY 24 Request	7,641	Last FY's Cost Estimate	8,449
Cumulative Appropriation	1,353		
Expenditure / Encumbrances	1,190		
Unencumbered Balance	163		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide shared use path approximately 1 mile of length along the north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

LOCATION

Silver Spring

ESTIMATED SCHEDULE

Design, land acquisition, and construction will be completed in FY22, FY24, and FY26, respectively. The construction will have a duration of 2 years.

COST CHANGE

Cost increase due to additional pedestrian connection along south side of Dale Drive from Georgia Avenue to Woodland Drive, drainage improvements and traffic calming measures on Dale Drive within the project limits.

PROJECT JUSTIFICATION

There are only short segments of sidewalk scattered within the project limits but no continuous pedestrian facilities on this section of Dale Drive, where several school bus stops are located. This section of Dale Drive is also the last missing link of pedestrian facilities on Dale Drive and a connection to the future Purple Line Station on Dale Drive and Wayne Avenue, as well as the Sligo Creek Trail. The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a shared use path or sidewalk to be added for this section of Dale Drive.

OTHER

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

Facility Planning - Pedestrian Facilities and Bikeways
(P502312)

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

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	13,290	-	-	9,325	1,030	1,350	1,670	1,155	765	3,355	3,965
TOTAL EXPENDITURES	13,290	-	-	9,325	1,030	1,350	1,670	1,155	765	3,355	3,965

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	13,290	-	-	9,325	1,030	1,350	1,670	1,155	765	3,355	3,965
TOTAL FUNDING SOURCES	13,290	-	-	9,325	1,030	1,350	1,670	1,155	765	3,355	3,965

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,030	Year First Appropriation	
Appropriation FY 24 Request	1,350	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion in the CIP as a stand-alone project. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

FISCAL NOTE

Beginning in FY23, this project splits the original Facility Planning - Transportation (P509337) into three separate facility planning projects by mode: Facility Planning - Roads (P509337), Facility Planning - Mass Transit (P502308), and Facility Planning - Pedestrian Facilities and Bikeways (P502312).

DISCLOSURES

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

COORDINATION

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

Falls Road Bikeway and Pedestrian Facility
(P500905)

Category	Transportation	Date Last Modified	05/16/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,426	-	1,640	975	-	-	-	-	-	975	811
Land	2,700	-	-	2,700	-	-	-	-	1,619	1,081	-
Site Improvements and Utilities	3,000	-	-	1,500	-	-	-	-	-	1,500	1,500
Construction	17,985	-	-	5,890	-	-	-	-	-	5,890	12,095
TOTAL EXPENDITURES	27,111	-	1,640	11,065	-	-	-	-	1,619	9,446	14,406

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	1,230	-	1,230	-	-	-	-	-	-	-	-
G.O. Bonds	25,881	-	410	11,065	-	-	-	-	1,619	9,446	14,406
TOTAL FUNDING SOURCES	27,111	-	1,640	11,065	-	-	-	-	1,619	9,446	14,406

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY16
Appropriation FY 24 Request	-	Last FY's Cost Estimate	27,111
Cumulative Appropriation	1,640		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,640		

PROJECT DESCRIPTION

This project provides funds to develop final design plans, acquire right-of-way, and construct approximately 4 miles of an 8-10 foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. Falls Road is classified as a major highway and has a number of side street connections along the project corridor. The path will provide pedestrians and cyclists safe access to communities along this project corridor, and will provide a connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).

LOCATION

Falls Road from River Road to Dunster Road

ESTIMATED SCHEDULE

Final design to occur in FY22. Land acquisition, utilities, and construction costs are phased to occur once final design is completed beginning in FY27.

PROJECT JUSTIFICATION

This path provides access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road. The 2002 Potomac Subregion Master Plan calls for a Class I (off-road) bike path along Falls Road from the Rockville City limit to MacArthur Boulevard. The path is a missing link between existing bicycle facilities within the City of Rockville and existing path along Falls Road south of River Road.

OTHER

Montgomery County Department of Transportation has completed Phase 2 facility planning, preliminary design, with funds from the annual bikeway program. 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 estimate is based on design that was completed in 2009. Final construction cost will be determined after final design is completed. Federal Aid in FY22 includes the Transportation Alternative Program (TAP) grant in the amount of $1.23M.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), State Highway Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Maryland Department of Natural Resources; Special Capital Projects Legislation will be proposed by the County Executive.

Fenton Street Cycletrack
(P502001)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,231	140	1,140	951	249	500	202	-	-	-	-
Land	345	-	-	345	345	-	-	-	-	-	-
Site Improvements and Utilities	200	-	-	200	200	-	-	-	-	-	-
Construction	8,785	-	490	8,295	2,000	4,000	2,295	-	-	-	-
TOTAL EXPENDITURES	11,561	140	1,630	9,791	2,794	4,500	2,497	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	11,561	140	1,630	9,791	2,794	4,500	2,497	-	-	-	-
TOTAL FUNDING SOURCES	11,561	140	1,630	9,791	2,794	4,500	2,497	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		20	-	-	5	5	5	5
NET IMPACT		20	-	-	5	5	5	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	9,387	Year First Appropriation	FY20
Appropriation FY 24 Request	-	Last FY's Cost Estimate	4,860
Cumulative Appropriation	2,174		
Expenditure / Encumbrances	1,309		
Unencumbered Balance	865		

PROJECT DESCRIPTION

This project provides for the design and construction of the Fenton Street Cycletrack in the Silver Spring CBD Bicycle and Pedestrian Priority Area (BiPPA). Recommended improvements include the construction of a separated bikeway between King Street and Planning Place along Fenton Street and will include wayfinding, stormwater management, ADA-improvements, and other treatments intended to improve safety and mobility for people walking and biking.

LOCATION

Silver Spring CBD BiPPA

ESTIMATED SCHEDULE

Design of the Fenton Street Bikeway started in FY21. Construction of the project is expected to take place in several phases. Construction of the Cameron to Planning Place Bikeway (Segment 1) will be completed in FY22. Segment 3 will be Gist Avenue to Bonifant Street and will be constructed in FY23. Segment 2 will be Bonifant Street to Cameron Street and will be constructed in FY25. Segment 4 has been pulled into a separate CIP project and will include the portion of the project from Gist Avenue to King Street. Segment 4 is in design (FY21-FY22) and construction is expected in FY24.

COST CHANGE

Project increase due to scope change based on community feedback and construction cost increases.

PROJECT JUSTIFICATION

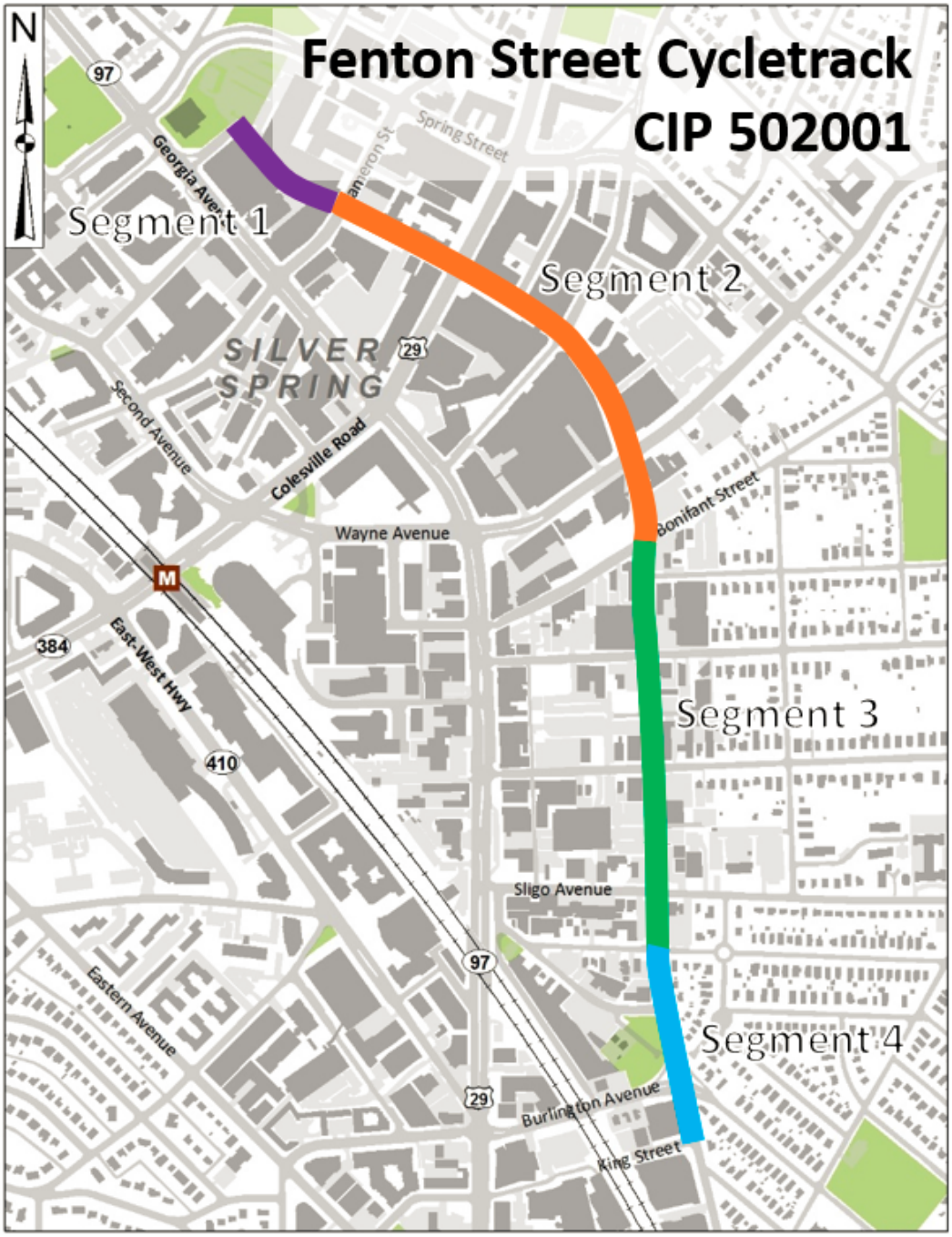
This project will create a low-stress bicycle route along Fenton Street from King Street to Planning Place, connecting the future purple line station with businesses, restaurants, and residential development along Fenton Street. The Bicycle Master Plan calls for separated bike lanes which will provide a high-quality low-stress route which connects to the Green Trail, Wayne Ave / Second Avenue, and Spring Street / Cedar Street separated bikeway. Pedestrian safety treatments are also included in the project. These efforts will also meet master planned non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030. Additional elements have been added to the project to improve accessibility for people with disabilities.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Silver Spring Regional Service Center, Silver Spring Urban District, Utility companies, Washington Metropolitan Area Transit Authority


Fenton Street Cycletrack
CIP 502001
N
Segment 1
Segment 2
Segment 3
Segment 4
Georgia Ave
Cameron St
Spring Street
SILVER SPRING
Second Avenue
Colesville Road
Wayne Avenue
Bonifant Street
East-West Hwy
Sligo Avenue
Eastern Avenue
Burlington Avenue
King Street
97
29
384
410

Forest Glen Passageway
(P501911)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,127	2	1,250	4,875	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	-	-	30,175	-	-	7,675	11,250	11,250	-	-
TOTAL EXPENDITURES	40,552	2	1,250	39,300	1,500	1,000	10,425	14,000	12,375	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	40,552	2	1,250	39,300	1,500	1,000	10,425	14,000	12,375	-	-
TOTAL FUNDING SOURCES	40,552	2	1,250	39,300	1,500	1,000	10,425	14,000	12,375	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY21
Appropriation FY 24 Request	1,000	Last FY's Cost Estimate	40,552
Cumulative Appropriation	2,752		
Expenditure / Encumbrances	72		
Unencumbered Balance	2,680		

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.

LOCATION

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

ESTIMATED SCHEDULE

Design started in FY22, utility relocations and construction will begin in FY25.

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.

OTHER

Site improvements and utilities funding has been adjusted to FY25 on the front end of construction because the utility relocations will need to come early on to allow for excavation.

FISCAL NOTE

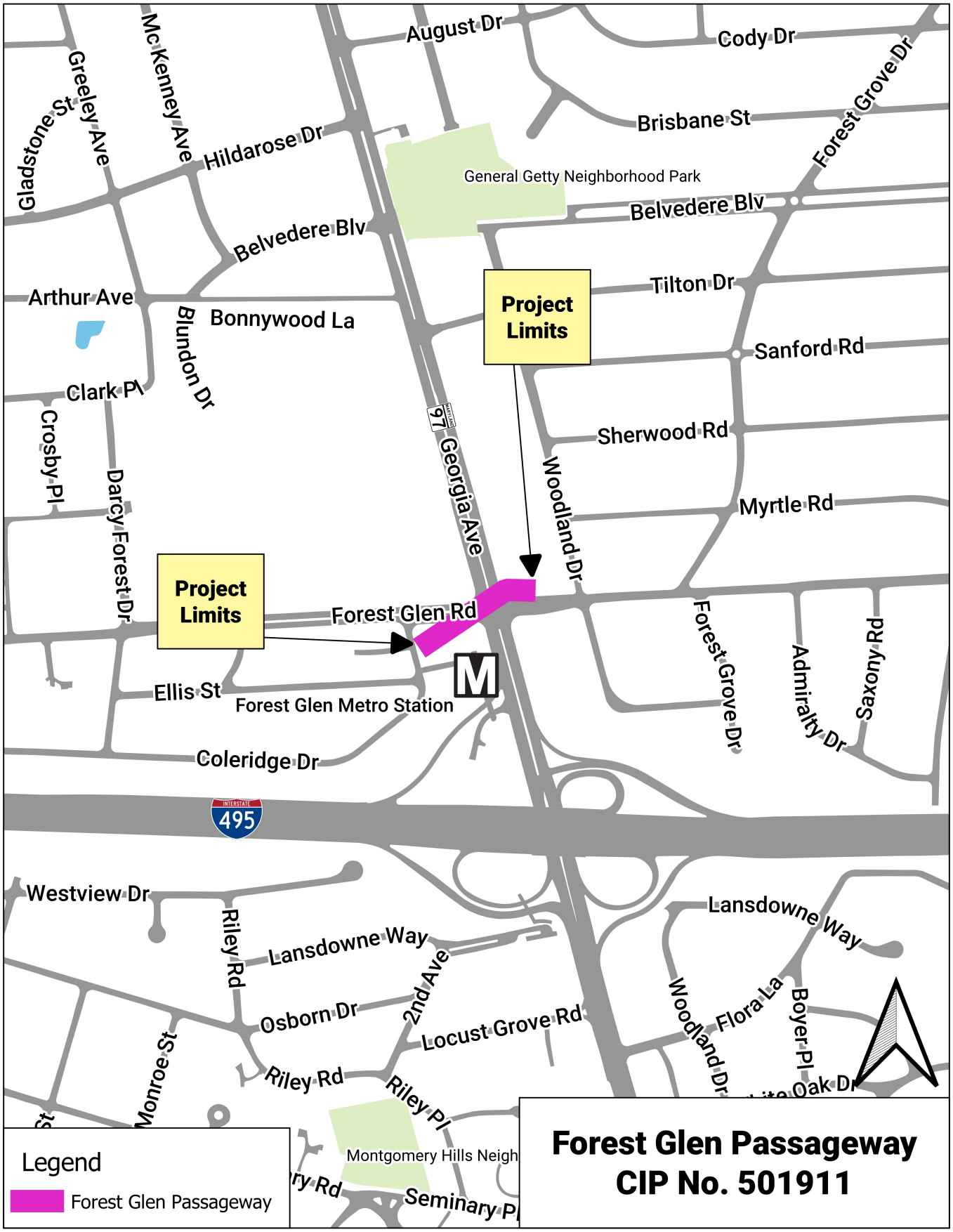
Construction costs are based on conceptual plans and will be updated as design progresses.

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.


Forest Glen Passageway
CIP No. 501911
Legend
Forest Glen Passageway
Project Limits
Project Limits
Forest Glen Rd
Forest Glen Metro Station
Ellis St
Coleridge Dr
Georgia Ave
97
495
Woodland Dr
Forest Grove Dr
Forest Grove Dr
Admiralty Dr
Saxony Rd
Myrtle Rd
Sherwood Rd
Sanford Rd
Tilton Dr
Belvedere Blv
General Getty Neighborhood Park
Brisbane St
Cody Dr
August Dr
Hildarose Dr
Belvedere Blv
Bonnywood La
Blundon Dr
Arthur Ave
Clark Pl
Crosby Pl
Darcy Forest Dr
Gladstone St
Greeley Ave
Mc Kenney Ave
Westview Dr
Riley Rd
Lansdowne Way
Osborn Dr
2nd Ave
Locust Grove Rd
Riley Rd
Riley Pl
Monroe St
Montgomery Hills Neigh
Seminary Pl
Lansdowne Way
Woodland Dr
Flora La
Boyer Pl
Oak Dr

Franklin Avenue Sidewalk
(P501734)

Category	Transportation	Date Last Modified	09/03/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	914	415	286	213	213	-	-	-	-	-	-
Land	865	-	865	-	-	-	-	-	-	-	-
Construction	1,521	-	-	1,521	1,521	-	-	-	-	-	-
TOTAL EXPENDITURES	3,300	415	1,151	1,734	1,734	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	3,300	415	1,151	1,734	1,734	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,300	415	1,151	1,734	1,734	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,734	Year First Appropriation	FY20
Appropriation FY 24 Request	-	Last FY's Cost Estimate	3,300
Cumulative Appropriation	1,566		
Expenditure / Encumbrances	575		
Unencumbered Balance	991		

PROJECT DESCRIPTION

This project provides for a continuous sidewalk along the north side of Franklin Ave from Colesville Rd (US 29) to University Blvd (MD 193). The project includes 4,600 linear feet of sidewalk, new curb and gutter, and storm drains.

LOCATION

Silver Spring

ESTIMATED SCHEDULE

Construction will begin in FY23.

PROJECT JUSTIFICATION

This project is needed to construct a missing segment of sidewalk along the north side of Franklin Ave. Continuous and safe pedestrian access will be provided to existing sidewalks and bikeways, transit stops, churches, schools and public facilities in the Silver Spring area. This project conforms to the 2000 East Silver Spring Master Plan.

OTHER

Preliminary Design was completed in the Facility Planning - Transportation project in FY15. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Silver Spring Chamber of Commerce.

Goldsboro Road Sidewalk and Bikeway
(P501917)

Category	Transportation	Date Last Modified	05/20/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,769	-	-	2,544	-	-	364	930	528	722	1,225
Land	574	-	-	574	-	-	-	-	574	-	-
Site Improvements and Utilities	1,150	-	-	575	-	-	-	-	-	575	575
Construction	15,603	-	-	2,769	-	-	-	-	-	2,769	12,834
TOTAL EXPENDITURES	21,096	-	-	6,462	-	-	364	930	1,102	4,066	14,634

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	21,096	-	-	6,462	-	-	364	930	1,102	4,066	14,634
TOTAL FUNDING SOURCES	21,096	-	-	6,462	-	-	364	930	1,102	4,066	14,634

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	21,096
Cumulative Appropriation	-		
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 FY25. Land acquisition is scheduled in FY27. Construction is scheduled to start in FY28.

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 phase.

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

Good Hope Road Shared Use Path
(P501902)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Cloverly-Norwood	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,903	1,211	115	577	458	119	-	-	-	-	-
Land	889	7	814	68	68	-	-	-	-	-	-
Site Improvements and Utilities	49	-	49	-	-	-	-	-	-	-	-
Construction	2,879	1	-	2,878	2,299	579	-	-	-	-	-
TOTAL EXPENDITURES	5,720	1,219	978	3,523	2,825	698	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	5,720	1,219	978	3,523	2,825	698	-	-	-	-	-
TOTAL FUNDING SOURCES	5,720	1,219	978	3,523	2,825	698	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		20	-	-	5	5	5	5
Energy		4	-	-	1	1	1	1
NET IMPACT		24	-	-	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	990	Year First Appropriation	FY19
Appropriation FY 24 Request	-	Last FY's Cost Estimate	4,730
Cumulative Appropriation	4,730		
Expenditure / Encumbrances	1,400		
Unencumbered Balance	3,330		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide sidepath along the west side of Good Hope Road over 4,500 feet of length from Windmill Lane to Rainbow Drive in Cloverly. The project also provides a pedestrian bridge that is 40-foot long and eight-foot wide at the intersection of Good Hope Road and Hopefield Road. The project site is located within the Upper

Paint Branch Special Protection Area.

LOCATION

Cloverly

ESTIMATED SCHEDULE

Design was completed in FY21. Land acquisition will be completed in FY23. Construction will be completed in FY24. The construction will have a duration of 18 months.

COST CHANGE

Cost increase due to Special Protection Area and Floodplain District Permit requirements.

PROJECT JUSTIFICATION

The project enhances the pedestrian safety along Good Hope Road from Windmill Lane to Rainbow Drive. The pedestrian bridge addresses a section of the road where there is no sidewalk or shoulder for pedestrians. The Cloverly Master Plan, adopted in July 1997, recommends a sidewalk along Good Hope Road. The project was also requested by the Good Hope Estates Civic Association.

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.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Department of the Environment

Life Sciences Center Loop Trail
(P501742)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,329	398	1,031	900	-	-	-	300	600	-	-
Land	1,200	-	-	1,200	-	-	1,200	-	-	-	-
Construction	9,372	1	-	9,371	-	-	-	3,370	6,001	-	-
TOTAL EXPENDITURES	12,901	399	1,031	11,471	-	-	1,200	3,670	6,601	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	11,471	-	-	11,471	-	-	1,200	3,670	6,601	-	-
Current Revenue: General	400	336	64	-	-	-	-	-	-	-	-
G.O. Bonds	1,030	63	967	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,901	399	1,031	11,471	-	-	1,200	3,670	6,601	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		5	-	-	-	-	-	5
Energy		1	-	-	-	-	-	1
NET IMPACT		6	-	-	-	-	-	6

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY17
Appropriation FY 24 Request	-	Last FY's Cost Estimate	12,901
Cumulative Appropriation	1,430		
Expenditure / Encumbrances	710		
Unencumbered Balance	720		

PROJECT DESCRIPTION

The project provides for the planning of the of 3.5 mile Life Sciences Center Loop Trail, a 8 to12-foot wide shared use path that is a central feature of the Life Sciences Center (LSC) area of the Great Seneca Science Corridor Master Plan. The Life Sciences Center Loop

Trail is a critical staging element to increasing the non-auto driver mode share (NADMS) prior to the expansion of stage 2 of the master plan's development. The shared use path will widen existing sidewalks along certain existing or planned streets in the Life Science Center (Omega Drive, Medical Center Drive, Johns Hopkins Drive, Belward Campus Drive, Decoverly Drive) as well as new roadways through the Public Safety Training Academy (PSTA) property and Crown Farm. The planning and design will create a trail design that is able to respond to varying right-of-way widths and other local conditions while providing a trail system that is recognizable and will attract walkers, runners and bicycle riders and will contribute to the LSC's sense of place. The design will enable both private developers and the county to build their respective pieces of the LSC loop in a consistent manner.

ESTIMATED SCHEDULE

Preliminary design began in FY17 and was completed in FY18. Final design started in FY21 and should be completed in FY22. Land acquisition will start in FY25 and construction in FY26-27.

PROJECT JUSTIFICATION

This project will enhance and improve pedestrian and bicycle mobility, help meet master plan non-auto-driver mode share (NADMS) goals and support the critical staging element to advance to stage 2 of the master plan's development.

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

Developer contributions of $11,471,000 are expected to fund land acquisition and construction.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Chambers of Commerce, City of Gaithersburg, City of Rockville, Department of General Services, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland (MDOT) State Highway Administration, MDOT Maryland Transit Administration, Regional Service Centers, Universities at Shady Grove, Urban Districts, Utility Companies, Washington Metropolitan Area Transit Authority

MacArthur Blvd Bikeway Improvements
(P500718)

Category	Transportation	Date Last Modified	12/31/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,418	3,100	1,019	1,299	418	441	440	-	-	-	-
Land	258	181	-	77	-	77	-	-	-	-	-
Site Improvements and Utilities	144	8	-	136	-	132	4	-	-	-	-
Construction	15,385	5,563	-	9,822	-	5,818	4,004	-	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	21,208	8,855	1,019	11,334	418	6,468	4,448	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	21,208	8,855	1,019	11,334	418	6,468	4,448	-	-	-	-
TOTAL FUNDING SOURCES	21,208	8,855	1,019	11,334	418	6,468	4,448	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		66	-	-	-	22	22	22
NET IMPACT		66	-	-	-	22	22	22

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	90	Year First Appropriation	FY07
Appropriation FY 24 Request	10,916	Last FY's Cost Estimate	18,901
Cumulative Appropriation	10,202		
Expenditure / Encumbrances	9,799		
Unencumbered Balance	403		

PROJECT DESCRIPTION

This project provides shared use path improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia. To increase capacity and enhance safety for users, the existing shared-use path along the south side of MacArthur Boulevard will be widened, wherever feasible, to an eight-foot paved width with a five-foot wide grass buffer provided between the path and the

roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuters and experienced bicyclists, the roadway itself will be widened, wherever feasible, to a consistent 26-foot pavement width, essentially adding a three-foot wide shoulder to each side of the existing 20-foot pavement width. The project will also provide safety improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike.

LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

ESTIMATED SCHEDULE

I-495 to Oberlin Avenue: Construction of approximately 2.6 miles of shared use path completed in FY15. Oberlin Avenue to the District line: Design started in FY22. Construction will be completed in FY25.

COST CHANGE

Cost increase due to inflation.

PROJECT JUSTIFICATION

This project improves safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard. The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard Bike Path/Lane Improvements". Project Prospectus in February 2004, is consistent with the October 2004 Potomac Subregion Master Plan and the 2018 Bicycle Master Plan.

OTHER

Preliminary design costs were funded through Facility Planning: Transportation (CIP #509337). The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

U.S. Army Corps of Engineers (Washington Aqueduct Division), National Park Service (NPS), Maryland Department Of Natural Resources (DNR), Maryland-National Capital Park and Planning Commission (M-NCPPC), Town Of Glen Echo, Washington Suburban Sanitary Commission (WSSC), PEPCO, Verizon, Comcast; Special Capital Projects Legislation will be proposed by the County Executive.

MD355-Clarksburg Shared Use Path
(P501744)

Category	Transportation	Date Last Modified	05/19/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,733	1,040	24	669	485	184	-	-	-	-	-
Land	1,165	1	-	1,164	901	263	-	-	-	-	-
Site Improvements and Utilities	292	32	-	260	260	-	-	-	-	-	-
Construction	3,274	-	-	3,274	1,776	1,498	-	-	-	-	-
TOTAL EXPENDITURES	6,464	1,073	24	5,367	3,422	1,945	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	2,005	319	1	1,685	1,024	661	-	-	-	-	-
Impact Tax	-	168	(168)	-	-	-	-	-	-	-	-
Intergovernmental	72	63	-	9	9	-	-	-	-	-	-
Recordation Tax Premium (MCG)	191	-	191	-	-	-	-	-	-	-	-
State Aid	4,196	523	-	3,673	2,389	1,284	-	-	-	-	-
TOTAL FUNDING SOURCES	6,464	1,073	24	5,367	3,422	1,945	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		8	-	-	2	2	2	2
Energy		8	-	-	2	2	2	2
NET IMPACT		16	-	-	4	4	4	4

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	5,187	Year First Appropriation	FY17
Appropriation FY 24 Request	-	Last FY's Cost Estimate	6,398
Cumulative Appropriation	1,277		
Expenditure / Encumbrances	1,129		
Unencumbered Balance	148		

PROJECT DESCRIPTION

This project is to provide design, land acquisition, utility relocations, and construction of a new 8 to 10- foot wide shared use bike path along the eastern side of Frederick Road (MD 355) from Snowden Farm Parkway to 430 feet north of Clarksburg Road (MD 121) and from 670 feet south of the intersection to Stringtown Road. The total length of the project is approximately 2,500 linear feet. The segment of the shared use path between Spire Street and 430 feet north of Clarksburg Road is to be constructed as part of the Clarksburg at MD 355 Intersection Improvement Project. This project also provides construction of approximately 550 feet of retaining walls to reduce impacts to adjacent properties.

LOCATION

Frederick Road from Snowden Farm Parkway to Stringtown Road.

ESTIMATED SCHEDULE

Final design completed in FY22. Land acquisition in FY23 and FY24. Construction is to start in FY23 and complete in FY24.

COST CHANGE

Cost increase due to completion of final design.

PROJECT JUSTIFICATION

This project provides links between the northern limits of the Frederick Road Bike Path, CIP #501118, and the southern limits of the Little Bennett Regional Park Trail Connector. The planned facilities will improve pedestrian and bicyclist safety and access to the Clarksburg Town Center, Clarksburg High School, and Little Bennett Regional Park. The project leverages State Aid.

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

This project was awarded $523,000 in State Aid in FY19 and an additional $127,000 in FY21 to fund design. Funds for this project were originally programmed in Public Facilities Roads CIP # 5071310. It is anticipated that State/Federal grants will be pursued to partially fund construction.

Substitute Impact Taxes (-$191,000) with Recordation Tax Premium ($191,000).

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

Frederick Road Bike C.I.P. Project No. 501118. Little Bennett Regional Park Trail Connector, Clarksburg Road/MD355/MD 121 Intersection Improvement Project C.I.P. No. 508000, Maryland National Park & Planning Commission.

Metropolitan Branch Trail
(P501110)

Category	Transportation	Date Last Modified	01/13/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	7,491	3,843	1,712	1,936	1,136	800	-	-	-	-	-
Land	1,467	670	797	-	-	-	-	-	-	-	-
Site Improvements and Utilities	475	9	466	-	-	-	-	-	-	-	-
Construction	11,229	450	2,495	8,284	5,200	3,084	-	-	-	-	-
TOTAL EXPENDITURES	20,662	4,972	5,470	10,220	6,336	3,884	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	18,615	2,925	5,470	10,220	6,336	3,884	-	-	-	-	-
Impact Tax	2,047	2,047	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,662	4,972	5,470	10,220	6,336	3,884	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		40	-	-	10	10	10	10
Energy		8	-	-	2	2	2	2
NET IMPACT		48	-	-	12	12	12	12

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY11
Appropriation FY 24 Request	-	Last FY's Cost Estimate	20,662
Cumulative Appropriation	20,662		
Expenditure / Encumbrances	5,063		
Unencumbered Balance	15,599		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be

designed to be 8 feet to 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. The design for the second phase will include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, and the construction of retaining walls. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new Progress Place and the redevelopment of the existing Progress Place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street.

ESTIMATED SCHEDULE

Schedule delays due to delayed approval from WMATA, CSX, and MPI. Phase I construction was completed in 2018. Phase II design and property acquisition will be completed in FY22. Utility relocations will start in FY21 and end in FY22. Construction to start in FY22 and be completed in 30 months.

PROJECT JUSTIFICATION

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

OTHER

The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives. This project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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

Norwood Road Shared Use Path
(P502313)

Category	Transportation	Date Last Modified	04/15/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Cloverly-Norwood	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,100	-	-	1,100	800	300	-	-	-	-	-
Land	500	-	-	500	-	500	-	-	-	-	-
Construction	2,400	-	-	2,400	-	2,400	-	-	-	-	-
TOTAL EXPENDITURES	4,000	-	-	4,000	800	3,200	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
State Aid	4,000	-	-	4,000	800	3,200	-	-	-	-	-
TOTAL FUNDING SOURCES	4,000	-	-	4,000	800	3,200	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,100	Year First Appropriation	
Appropriation FY 24 Request	2,900	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the construction of a shared use path along Norwood Rd from New Hampshire Ave (MD 650) to Norbeck Road.

LOCATION

Silver Spring.

PROJECT JUSTIFICATION

This project will provide a separate bicycle and pedestrian facilities, and improve safety and access to schools, places of worship and parks.

FISCAL NOTE

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. No cost estimate has been performed. Once design has advanced and a cost estimate has been prepared a determination will be made if the project can be completed with the available state aid. The scope may be reduced or the cost estimate may be revised at the 35% design stage.

DISCLOSURES

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

COORDINATION

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

Oak Drive/MD 27 Sidewalk
(P501908)

Category	Transportation	Date Last Modified	04/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Damascus and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,240	99	36	3,105	-	1,000	1,459	435	142	69	-
Land	2,616	442	279	1,895	-	-	-	1,000	895	-	-
Site Improvements and Utilities	1,580	-	23	1,557	-	-	-	-	1,470	87	-
Construction	5,075	-	537	4,538	-	-	-	-	2,488	2,050	-
TOTAL EXPENDITURES	12,511	541	875	11,095	-	1,000	1,459	1,435	4,995	2,206	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	11,511	541	875	10,095	-	-	1,459	1,435	4,995	2,206	-
State Aid	1,000	-	-	1,000	-	1,000	-	-	-	-	-
TOTAL FUNDING SOURCES	12,511	541	875	11,095	-	1,000	1,459	1,435	4,995	2,206	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY19
Appropriation FY 24 Request	2,894	Last FY's Cost Estimate	12,511
Cumulative Appropriation	1,416		
Expenditure / Encumbrances	918		
Unencumbered Balance	498		

PROJECT DESCRIPTION

The total project is comprised of 3 phases. Phase I includes a 4,200 foot segment of Oak Drive and a 350 foot segment of Kingstead road. This phase provides a 5' concrete sidewalk with green buffer along the west side of Oak Drive from its southern intersection with MD 27 to the John T. Baker Middle School. A 5' sidewalk is also provided along the south side of Kingstead Road from Oak Drive to the John Haines park. Phase II will include a 2,300 foot segment of MD 27 (Ridge Road) starting at the northern intersection with Oak Drive and ending at the existing sidewalk at Damascus High School. Phase III will include a 2,500 foot segment of MD 27 (Ridge Road) starting at the southern intersection with Oak Drive and ending at the existing sidewalk at Ridge Landing Place.

ESTIMATED SCHEDULE

Phase I started in FY19 and will be complete in FY21. Phases II and III Final Design will start in FY24. The implementation schedule

is based on an estimate of 6 months to complete Phase 2, followed by 12 months to complete Phase 3

PROJECT JUSTIFICATION

The project is needed to address the lack of continuous and safe pedestrian access to existing sidewalks and bikeways, transit stops, commercial areas, and community and public facilities in the Damascus area. The 2006 Damascus master plan and 2018 Countywide Bikeways Master Plan recommends sidewalk in the project area.

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

Construction cost estimates for Phase II and Phase III will be updated during the final design. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

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

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. 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. Department of Permitting Services, Department of Environmental Protection, State Highway Administration, Maryland-National Capital Park and Planning Commission, PEPCO, Washington Gas, Washington Suburban Sanitation Commission, Verizon.

Sandy Spring Bikeway
(P502306)

Category	Transportation	Date Last Modified	01/10/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Patuxent Watershed Conservation Area	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	200	-	-	200	200	-	-	-	-	-	-
TOTAL EXPENDITURES	200	-	-	200	200	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	200	-	-	200	200	-	-	-	-	-	-
TOTAL FUNDING SOURCES	200	-	-	200	200	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	200	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The project provides for a cost share with the Maryland Department of Transportation State Highway Administration (MDOT SHA) for the final design and construction of a ten foot wide shared use path on the north side of MD 108 from Dr. Bird Road to Norwood Road. The project is approximately .86 of a mile and will complete missing segments of existing shared use paths along the MD 108 corridor. Where feasible, drainage improvements are included in the scope of the project.

LOCATION

Sandy Spring - Ashton area

ESTIMATED SCHEDULE

MDOT SHA will start Design in FY 23. Construction, also by MDOT SHA, is anticipated in FY 25 and 26

PROJECT JUSTIFICATION

Constructing these segments will help close a significant gap in Montgomery County's active transportation system. As a critical component of multi-modal infrastructure, these sidewalks and shared use paths will connect residents and visitors to destinations along the corridor such as the: Olney Theatre, Sherwood Elementary School and High School, area restaurants and retail, and transit in Sandy Spring. This project is part of the Heritage Triangle Trail, which will provide for a safe walkable and bikeable shared use path network to the existing cultural resources in the Sandy Spring/Ashton and Olney area. This project will comply with the 2018 Approved and Adopted Montgomery County Bicycle Master Plan, the Sandy Spring and Ashton Master Plans and the Vision Zero 2030 Plan goals.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries within the County's roadways to zero by 2030 and to provide a safe, low stress and connected bicycle network.

FISCAL NOTE

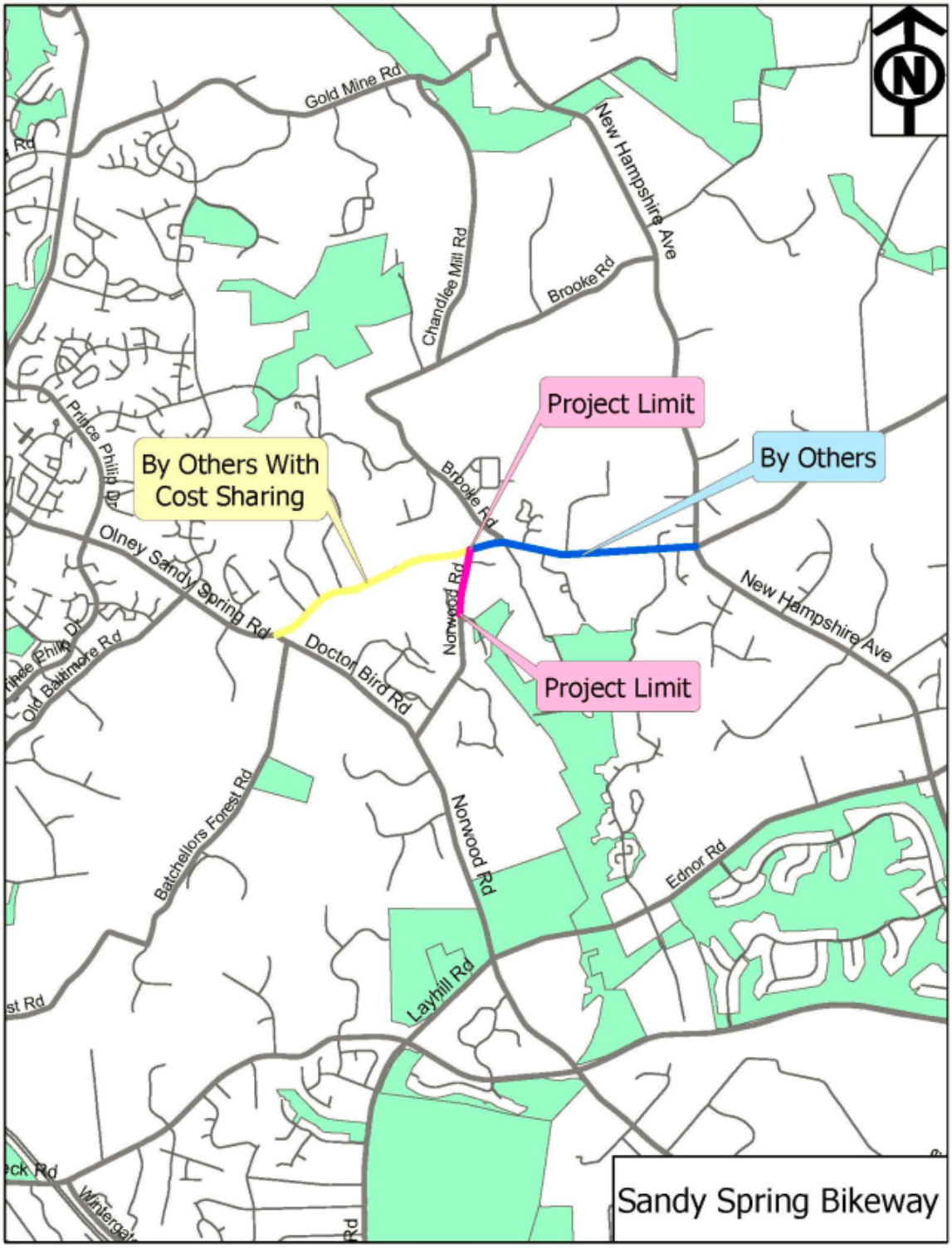
The County is providing $200,000 as part of its contribution to the final design to be completed by the Maryland Department of Transportation State Highway Administration through the Bicycle Retrofit Program. Additional County funding will be needed to provide a 25 percent match of the total construction cost and all of the land acquisition costs. Additional funding amounts will be determined at the conclusion of design.

DISCLOSURES

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

COORDINATION

Maryland DOT State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utility Companies


Gold Mine Rd
New Hampshire Ave
Chandlee Mill Rd
Brooke Rd
Project Limit
By Others
By Others With
Cost Sharing
Prince Philip Dr
Olney Sandy Spring Rd
Norwood Rd
New Hampshire Ave
Doctor Bird Rd
Project Limit
Old Baltimore Rd
Batchellors Forest Rd
Norwood Rd
Ednor Rd
Layhill Rd
Sandy Spring Bikeway

Seven Locks Bikeway and Safety Improvements
(P501303)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,972	-	-	-	-	-	-	-	-	-	3,972
Land	4,766	-	-	-	-	-	-	-	-	-	4,766
Site Improvements and Utilities	378	-	-	-	-	-	-	-	-	-	378
Construction	17,644	-	-	-	-	-	-	-	-	-	17,644
TOTAL EXPENDITURES	26,760	-	-	-	-	-	-	-	-	-	26,760

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	26,760	-	-	-	-	-	-	-	-	-	26,760
TOTAL FUNDING SOURCES	26,760	-	-	-	-	-	-	-	-	-	26,760

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	26,760
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road) and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles) plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. Phase II provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

LOCATION

Potomac-Travilah

ESTIMATED SCHEDULE

$500,000 was provided in Facility Planning: Transportation CIP Project (#509337) in FY21 to refresh conceptual design. Construction is scheduled beyond the six years. The schedule will be reevaluated once facility planning is completed.

PROJECT JUSTIFICATION

This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on-road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational and facilities. Plans and studies include: 2002 Potomac Sub-Region Master Plan; 2018 Countywide Bikeways Master Plan and MCDOT Facility Planning Phase I & II

OTHER

Costs are based on preliminary design. Construction cost will be updated during the design phase. This project currently provides funding for Phase I improvements only. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030. A facility planning refresh occurred in FY22 to determine changes needed to meet current pedestrian and bicycle guidelines.

FISCAL NOTE

The total estimated cost of the project for all three phases is approximately $70 million, including design, land acquisition, site improvements, utility relocation, and construction. The project can be built in phases to better absorb cost and financial constraints.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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

Sidewalk Program Minor Projects
(P506747)

Category	Transportation	Date Last Modified	01/10/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	12,362	6,939	605	4,818	1,017	520	761	840	840	840	-
Land	2,437	2,268	11	158	10	6	25	25	46	46	-
Site Improvements and Utilities	340	240	10	90	20	14	14	14	14	14	-
Construction	28,453	9,041	2,520	16,892	3,297	2,374	2,200	3,621	2,700	2,700	-
TOTAL EXPENDITURES	43,592	18,488	3,146	21,958	4,344	2,914	3,000	4,500	3,600	3,600	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	43,516	18,412	3,146	21,958	4,344	2,914	3,000	4,500	3,600	3,600	-
State Aid	76	76	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	43,592	18,488	3,146	21,958	4,344	2,914	3,000	4,500	3,600	3,600	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	4,344	Year First Appropriation	FY67
Appropriation FY 24 Request	2,914	Last FY's Cost Estimate	36,392
Cumulative Appropriation	21,634		
Expenditure / Encumbrances	18,623		
Unencumbered Balance	3,011		

PROJECT DESCRIPTION

This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on the list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act of 1990 (ADA) compliance.

COST CHANGE

Cost change due to the addition of FY 27 and FY 28 to this ongoing Level of Effort project.

PROJECT JUSTIFICATION

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. This program also complements and augments the bikeways that are included in road projects.

OTHER

Projects originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

In accordance with the FY22-23 Vision Zero Work Plan, DOT is reviewing the program intake process to ensure sidewalk requests are prioritized based on equity, safety, need, and data.

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

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

Silver Spring Green Trail
(P509975)

Category	Transportation	Date Last Modified	10/18/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,354	1,204	150	-	-	-	-	-	-	-	-
Land	7	7	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5	5	-	-	-	-	-	-	-	-	-
Construction	608	357	87	164	112	45	6	1	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,975	1,574	237	164	112	45	6	1	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	265	265	-	-	-	-	-	-	-	-	-
G.O. Bonds	862	461	237	164	112	45	6	1	-	-	-
PAYGO	848	848	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,975	1,574	237	164	112	45	6	1	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	64	Year First Appropriation	FY99
Appropriation FY 24 Request	-	Last FY's Cost Estimate	1,975
Cumulative Appropriation	1,911		
Expenditure / Encumbrances	1,574		
Unencumbered Balance	337		

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

Transportation Improvements For Schools
(P509036)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	810	288	108	414	69	69	69	69	69	69	-
Land	651	651	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	222	24	48	150	25	25	25	25	25	25	-
Construction	1,505	736	79	690	115	115	115	115	115	115	-
TOTAL EXPENDITURES	3,188	1,699	235	1,254	209	209	209	209	209	209	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	3,188	1,699	235	1,254	209	209	209	209	209	209	-
TOTAL FUNDING SOURCES	3,188	1,699	235	1,254	209	209	209	209	209	209	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	209	Year First Appropriation	FY89
Appropriation FY 24 Request	209	Last FY's Cost Estimate	2,770
Cumulative Appropriation	1,934		
Expenditure / Encumbrances	1,711		
Unencumbered Balance	223		

PROJECT DESCRIPTION

This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights, etc., necessary for safe pedestrian and vehicular circulation for schools identified in the Montgomery County Public Schools (MCPS) Capital Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Cost change due to the addition of FY 27 and FY 28 to this ongoing project.

PROJECT JUSTIFICATION

This project is the result of a task force which included representatives from the County Executive, County Council, MCPS, Maryland-National Capital Park and Planning Commission (M-NCPPC), and the Maryland State Highway Administration (MSHA). The construction of schools in the County must be supported by off-site transportation improvements to provide safe access. An individual study has been undertaken to identify requirements related to each new school.

OTHER

Projects included in this program are subject to Council-approved changes in the MCPS program. Safety assessments and studies as part of the Safe Routes to Schools Program are funded in the Department of Transportation's (DOT) operating budget. Recommendations from those studies can result in the need for capital improvements that are beyond the scope of the operating budget. Current/Planned Projects: William B. Gibbs Jr Elementary School, Northwest High School, Jones Lane Elementary School and Bradley Hills Elementary School.

DISCLOSURES

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

COORDINATION

Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland State Highway Administration, Montgomery County Pedestrian Safety Advisory Committee

Tuckerman Lane Sidewalk
(P502302)

Category	Transportation	Date Last Modified	03/30/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,676	-	-	1,926	-	-	-	-	966	960	1,750
Land	2,037	-	-	81	-	-	-	-	81	-	1,956
Site Improvements and Utilities	525	-	-	-	-	-	-	-	-	-	525
Construction	10,397	-	-	417	-	-	-	-	149	268	9,980
TOTAL EXPENDITURES	16,635	-	-	2,424	-	-	-	-	1,196	1,228	14,211

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	16,635	-	-	2,424	-	-	-	-	1,196	1,228	14,211
TOTAL FUNDING SOURCES	16,635	-	-	2,424	-	-	-	-	1,196	1,228	14,211

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian and bicycle safety improvements along the 3.8-mile section of Tuckerman Lane between Falls Road (MD 189) to Old Georgetown Road (MD 187). The corridor improvements have been broken into four buildable segments so that projects can be initiated as funding becomes available. The four segments include: 1) Falls Road to Seven Locks Road, 2) Seven Locks Road to Angus Place, 3) Angus Place to Whisperwood Lane and 4) Whisperwood Lane to Old Georgetown Road. The potential improvements differ for each segment and were developed based on an effort to minimize potential impacts by remaining within the existing right-of-way (ROW), while optimizing pedestrian and on/off-road cyclist safety and connectivity along the corridor.

LOCATION

Potomac-Cabin John Vicinity

ESTIMATED SCHEDULE

The first phase of this project provides for design and construction of a sidewalk along the south side of Tuckerman Lane from Gainsborough Road to the end of the existing sidewalk approximately 380 feet west of Potomac Crest Drive. The first phase of segment one will start construction in FY27 and finish in FY28. The second phase of this project provides for design and construction of a ten-foot wide sidepath on the north side of Tuckerman Lane and a new five-foot wide sidewalk on the south side of Tuckerman Lane for Segment 1. The limits are between Falls Road to Seven Locks Road, approximately 1.7 miles. The project also provides resurfacing and restriping of the existing roadway to maintain 11-foot travel lanes in both directions, an 8-foot parking lane on one side of Tuckerman Lane, a new 6.5-foot and a new 5.5-foot bike lanes in both directions of Tuckerman Lane, as well as minor safety intersection improvements and crosswalks within the project limits.

PROJECT JUSTIFICATION

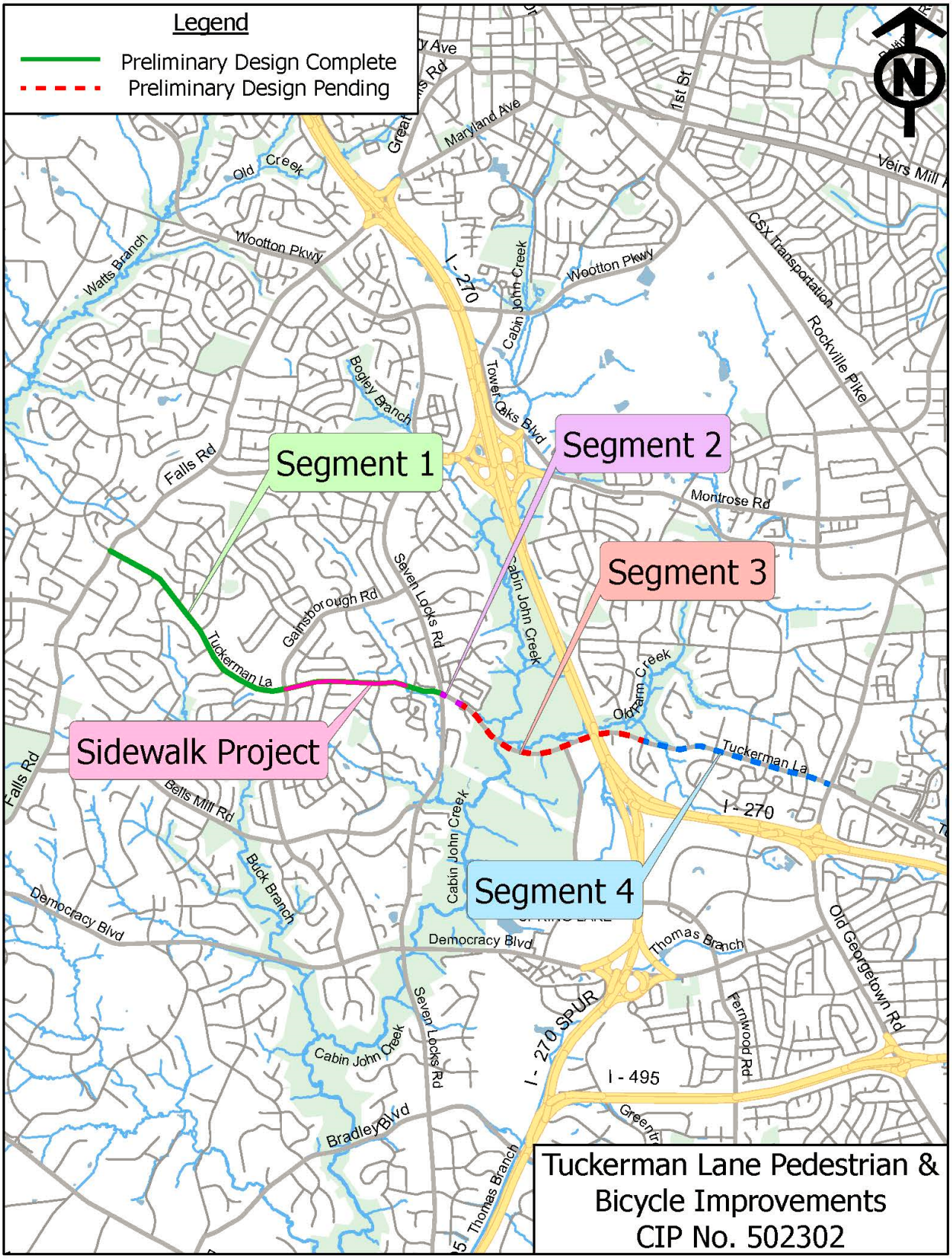
The purpose of the project is to improve pedestrian and bicyclist safety along Tuckerman Lane. There are no pedestrian facilities on the south side of Tuckerman Lane within the project limits. This segment of Tuckerman Lane is mainly residential where several schools are located, including Herbert Hoover Middle School and Winston Churchill High School.

OTHER

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.


Legend
Preliminary Design Complete
Preliminary Design Pending
Segment 1
Segment 2
Segment 3
Segment 4
Sidewalk Project
Tuckerman Lane Pedestrian & Bicycle Improvements CIP No. 502302
Maryland Ave
1st St
Veirs Mill
Old Creek
Wootton Pkwy
Watts Branch
I - 270
Cabin John Creek
CSX Transportation
Rockville Pike
Boglev Branch
Tower Oaks Blvd
Falls Rd
Montrose Rd
Seven Locks Rd
Gainsborough Rd
Tuckerman La
Old Farm Creek
Bells Mill Rd
Buck Branch
Democracy Blvd
Thomas Branch
Old Georgetown Rd
Fernwood Rd
I - 270 SPUR
I - 495
Bradley Blvd

US 29 Pedestrian and Bicycle Improvements
(P502304)

Category	Transportation	Date Last Modified	05/20/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,250	-	-	1,250	500	-	125	125	250	250	-
Construction	4,250	-	-	4,250	500	1,500	375	375	750	750	-
TOTAL EXPENDITURES	5,500	-	-	5,500	1,000	1,500	500	500	1,000	1,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	3,000	-	-	3,000	-	-	500	500	1,000	1,000	-
State Aid	2,500	-	-	2,500	1,000	1,500	-	-	-	-	-
TOTAL FUNDING SOURCES	5,500	-	-	5,500	1,000	1,500	500	500	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,500	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project funds the design and construction of pedestrian and bicycle improvements to Flash stations along the US 29 corridor. First and last mile connections to Flash BRT stations along US 29 were identified as part of the US 29 Mobility and Reliability Study effort. These sub projects would expand and improve the existing pedestrian and bicycle network by filling gaps and upgrading existing facilities. Potential projects could include new and upgraded crosswalks and pedestrian signals, new and upgraded curb ramps, new and upgraded sidewalks, and new and upgraded bicycle facilities. Projects that improve ADA access will be prioritized. Added State Aid will support improvements north of Randolph Road.

LOCATION

Areas around the US 29 Flash stations along US 29 Colesville Road/Columbia Pike, Lockwood Drive, Stewart Lane, Castle Boulevard, Briggs Chaney Park And Ride, and Burtonsville Park and Ride.

ESTIMATED SCHEDULE

Design and construction for projects north of Randolph road would start in FY23 and FY24. Design and construction for projects south of Randolph Road would begin in FY25 and continue into future fiscal years.

PROJECT JUSTIFICATION

These projects will complement the initial investment the county and federal government made in the US 29 Flash service by expanding and improving access for pedestrians and cyclists to the stations. The projects will also improve pedestrian and bicyclist mobility and safety. Projects will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways. Improving access to US 29 Flash supports master plan efforts to increase the number of persons traveling by bike, on foot, and via transit. This is in line with the County's Climate Action Plan goals for reducing greenhouse gas emissions. The project supports the following countywide vision goals: Safe Neighborhoods, Easier Commutes, and a Growing Economy. Approved land use plans in the corridor recommend the implementation of transit lanes and new pedestrian and bicycle infrastructure along with US 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan and County Bicycle Master Plan.

FISCAL NOTE

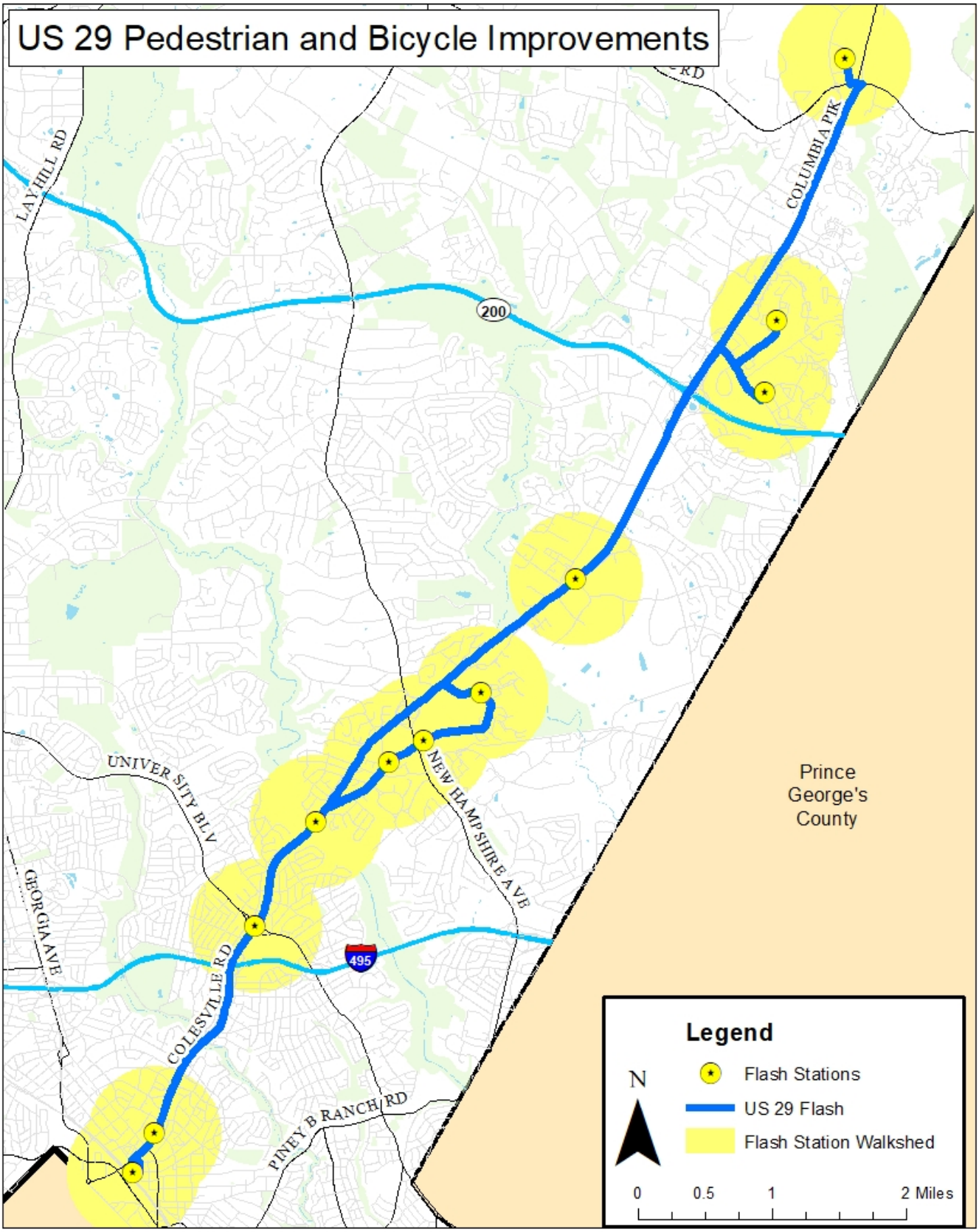
Construction cost estimates are based on facility planning conceptual cost estimates completed in FY21 of $95 million. Construction costs will be updated as design progresses. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. It is intended to address first- and last-mile access for stations north of Randolph Road.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Maryland DOT State Highway Administration & Maryland Transit Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Baltimore Gas & Electric (BG&E), Comcast, Verizon, Maryland Department of Natural Resources, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities, Citizen Advisory Boards, US 29 BRT Corridor Advisory Committee, Neighborhood and Civic Associations, Montgomery County Bicycle Action Group, Washington Area Bicycle Association, and Washington Metropolitan Area Transit Authority (WMATA).


US 29 Pedestrian and Bicycle Improvements
LAYHILL RD
COLUMBIA PIK
200
UNIVERSITY BLV
NEW HAMPSHIRE AVE
GEORGIA AVE
COLESVILLE RD
495
PINEY BRANCH RD
Prince George's County
Legend
Flash Stations
US 29 Flash
Flash Station Walkshed
N
0
0.5
1
2 Miles

Advance Reforestation
(P500112)

Category	Transportation	Date Last Modified	05/24/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	305	302	3	-	-	-	-	-	-	-	-
Site Improvements and Utilities	691	656	35	-	-	-	-	-	-	-	-
Construction	112	112	-	-	-	-	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,109	1,071	38	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	1,109	1,071	38	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,109	1,071	38	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY01
Appropriation FY 24 Request	-	Last FY's Cost Estimate	1,109
Cumulative Appropriation	1,109		
Expenditure / Encumbrances	1,071		
Unencumbered Balance	38		

PROJECT DESCRIPTION

The Advance Reforestation project is to support ongoing and future CIP highway construction projects. Reforestation areas under this project include the Tridelphia Reservoir property owned by the Washington Suburban Sanitary Commission (WSSC) and other potential sites around the County where trees will be planted at the rate of seven to ten acres per year in advance of individual project needs. The project also provides for maintenance of the trees for three years after planting is completed. An agreement between the County, WSSC, and Maryland-National Capital Park and Planning Commission (M-NCPPC) currently provides approximately 47.42 acres for reforestation.

PROJECT JUSTIFICATION

Reforestation is required by Chapter 22A, Montgomery County Code, Forest Conservation - Trees, enacted in 1992. The purpose of this law is to implement the Maryland Forest Conservation Act of 1991. Due to limited right-of-way widths, areas suitable for

reforestation are not usually available within typical roadway project limits. Therefore, it is desirable to plant at suitable off-site areas using appropriate reforestation techniques in advance of individual project needs. Planting plans will be developed for M-NCPPC approval.

FISCAL NOTE

Funds are transferred to this project from other CIP projects with budgeted funds for reforestation.

COORDINATION

Maryland-National Capital Park and Planning Commission, Washington Suburban Sanitary Commission, Montgomery County Conservation Corps, Montrose Parkway West , Citadel Avenue Extended, Fairland Road, Brookville Service Park, Father Hurley Boulevard, Mid-County Community Recreation Center

Burtonsville Access Road
(P500500)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,609	418	705	486	51	51	384	-	-	-	-
Land	3,340	92	-	3,248	1,630	1,618	-	-	-	-	-
Site Improvements and Utilities	12	12	-	-	-	-	-	-	-	-	-
Construction	4,520	-	-	4,520	-	2,000	2,520	-	-	-	-
TOTAL EXPENDITURES	9,481	522	705	8,254	1,681	3,669	2,904	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	9,393	474	705	8,214	1,681	3,669	2,864	-	-	-	-
Intergovernmental	88	48	-	40	-	-	40	-	-	-	-
TOTAL FUNDING SOURCES	9,481	522	705	8,254	1,681	3,669	2,904	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		15	-	-	-	5	5	5
Energy		3	-	-	-	1	1	1
NET IMPACT		18	-	-	-	6	6	6

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	3,350	Year First Appropriation	FY05
Appropriation FY 24 Request	4,904	Last FY's Cost Estimate	9,481
Cumulative Appropriation	1,227		
Expenditure / Encumbrances	522		
Unencumbered Balance	705		

PROJECT DESCRIPTION

This project provides a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12-foot lanes, closed section, for a length of approximately 1,000 linear feet. The project also includes an

eight-foot parking lane, curb and gutter, a sidewalk, a sidepath, landscaping, and street lighting. Approximately 400 linear feet of the road has been built by a developer as access to the Burtonsville Town Square Shopping Center.

CAPACITY

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

ESTIMATED SCHEDULE

Design to start in FY22 and land acquisition in FY23 and FY24. Construction will occur in FY24-25.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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

Dedicated but Unmaintained County Roads
(P501117)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	418	365	23	30	5	5	5	5	5	5	-
Land	14	14	-	-	-	-	-	-	-	-	-
Construction	337	337	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	769	716	23	30	5	5	5	5	5	5	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	30	-	-	30	5	5	5	5	5	5	-
G.O. Bonds	739	716	23	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	769	716	23	30	5	5	5	5	5	5	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	5	Year First Appropriation	FY11
Appropriation FY 24 Request	5	Last FY's Cost Estimate	739
Cumulative Appropriation	739		
Expenditure / Encumbrances	716		
Unencumbered Balance	23		

PROJECT DESCRIPTION

This project provides funds for the study and prioritization of improvements to Dedicated but Unmaintained (DBU) County Roads in order to accept them into the County's road maintenance system. Once the need and priority of the roadway improvements are established, funding will be provided for their design and construction. As stipulated in the DBU County Roads Policy, the County will fund planning, design and supervision costs up to 10 percent of the total cost of each project. The remaining costs for these projects will be recovered from the communities through a special tax assessment. The DBU County Roads Policy was developed by the DBU County Roads Working Group. The policy provides guidance for County officials in responding to requests from residents for improvements to, or maintenance of, DBU County Roads in a consistent manner and establishes criteria for evaluating the need for improvements to the DBU County Roads.

COST CHANGE

Cost increase due to adding FY23-28 level of effort funding for this project.

PROJECT JUSTIFICATION

A total of 59 roads have currently been identified and inventoried as DBU County Roads. In the past, residents have requested that the County assume maintenance of various non-standard roads even though County policy prohibits acceptance of maintenance responsibilities for roadways that do not meet appropriate County standards. The purpose of this project is to respond to these requests in accordance with the recently adopted DBU County Roads Policy. Under the terms of the policy, citizen requests will result in comparative studies of the DBU County Roads being performed to determine the priority and ranking of the requested projects.

OTHER

DOT completed a re-evaluation report in FY22 and recommended maintaining this program.

FISCAL NOTE

Annual level of effort funding is provided to develop initial responses to community requests. Funding to complete studies beyond the current appropriation limit or for design and construction will be added as road improvement projects are identified and recommended through this program.

COORDINATION

Montgomery County Department of Permitting Services, Montgomery County Department of Finance, Montgomery County Civic Federation

Facility Planning-Roads
(P509337)

Category	Transportation	Date Last Modified	05/20/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	65,441	52,466	4,925	5,990	1,265	1,000	1,120	1,240	375	990	2,060
Land	798	798	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	130	130	-	-	-	-	-	-	-	-	-
Construction	57	57	-	-	-	-	-	-	-	-	-
Other	131	130	1	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	66,557	53,581	4,926	5,990	1,265	1,000	1,120	1,240	375	990	2,060

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	4	4	-	-	-	-	-	-	-	-	-
Current Revenue: General	48,281	36,399	3,832	5,990	1,265	1,000	1,120	1,240	375	990	2,060
Current Revenue: Mass Transit	5,633	4,918	715	-	-	-	-	-	-	-	-
Impact Tax	6,070	6,070	-	-	-	-	-	-	-	-	-
Intergovernmental	785	764	21	-	-	-	-	-	-	-	-
Land Sale	2,099	2,099	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,610	3,252	358	-	-	-	-	-	-	-	-
State Aid	75	75	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	66,557	53,581	4,926	5,990	1,265	1,000	1,120	1,240	375	990	2,060

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,265	Year First Appropriation	FY93
Appropriation FY 24 Request	1,000	Last FY's Cost Estimate	74,237
Cumulative Appropriation	58,507		
Expenditure / Encumbrances	54,830		
Unencumbered Balance	3,677		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed highway projects under consideration for inclusion in the Capital Improvements Program (CIP). Prior to the establishment of a stand-alone project in the CIP, the

Department of Transportation will perform Phase I of facility planning, a rigorous planning-level investigation of the following critical project elements: purpose and need; usage forecasts; traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation are considered. At the end of Phase I, the Transportation, Infrastructure, Energy and Environment (T&E) Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning: preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings to determine if the candidate project merits consideration in the CIP as a funded stand-alone project.

COST CHANGE

Add funding in FY27, FY28, and beyond six years to continue project planning for master planned projects. Funding for Bicycle and Pedestrian and Mass Transit facility planning was shifted to two new programs: Facility Planning: Mass Transit and Facility Planning: Pedestrian Facilities and Bikeways.

PROJECT JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion in the CIP as a stand-alone project. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects. Starting in FY23, Mass transit related projects are funded in Facility Planning: Mass Transit (P502308).

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

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

FACILITY PLANNING TRANSPORTATION - No. 509337 **FY23-28 PDF Project List** (* New as of FY23-FY28)	
Studies Underway or to Start in FY23-24:	**Candidate Studies to Start in FY25-28:**

- Crabbs Branch Way Extended to Amity Drive
- Old Columbia Pike/Prosperity Drive Widening (Stewart La - Cherry Hill Rd)
- Norfolk Avenue Shared Street
- High Incident Network Facility Planning
- Bethesda One-way Street Conversion Study
- MD 355 Corridor Study (Milestone to Clarksburg Road)
- Prioritizing MCDOT Capital Projects
- Parklawn Drive/Nicholson Lane Multi-modal Improvements (Randolph Rd - MD 355)
- Long Branch Master Planned Connections
- MD 355 (Clarksburg) Bypass

Goshen Road South
(P501107)

Category	Transportation	Date Last Modified	03/17/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	17,231	7,048	552	-	-	-	-	-	-	-	9,631
Land	10,966	99	-	-	-	-	-	-	-	-	10,867
Site Improvements and Utilities	15,185	380	-	-	-	-	-	-	-	-	14,805
Construction	124,625	-	-	-	-	-	-	-	-	-	124,625
Other	29	29	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	168,036	7,556	552	-	-	-	-	-	-	-	159,928

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	156,094	3,214	552	-	-	-	-	-	-	-	152,328
Impact Tax	4,342	4,342	-	-	-	-	-	-	-	-	-
Intergovernmental	7,600	-	-	-	-	-	-	-	-	-	7,600
TOTAL FUNDING SOURCES	168,036	7,556	552	-	-	-	-	-	-	-	159,928

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY11
Appropriation FY 24 Request	-	Last FY's Cost Estimate	168,036
Cumulative Appropriation	8,108		
Expenditure / Encumbrances	7,936		
Unencumbered Balance	172		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of roadway improvements along Goshen Road from south of Girard Street to 1,000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing two-lane open section to a four-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and five-foot on-road bike lanes. A five-foot concrete sidewalk and an eight-foot bituminous shared use path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6,000 linear feet of retaining wall.

CAPACITY

The Average Daily Traffic (ADT) on Goshen Road for the year 2040 is forecasted to be about 30,350 (Midcounty Highway to Centerway Road).

ESTIMATED SCHEDULE

Final design, land acquisition and construction programmed beyond 6 years.

PROJECT JUSTIFICATION

This project is much needed to address safety issues and reduce existing and future congestion, to provide infrastructure for alternate modes of transportation, and resolve drainage deficiencies. In the existing condition (no-build) many intersections are already at or will reach failure (LOS-F) by year 2040. This project will address geometric deficiencies which contribute to crashes, thereby improving pedestrian and vehicular safety.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Utility Companies, Department of Permitting Services, City of Gaithersburg, Facility Planning: Transportation (CIP #509337); Special Capital Projects Legislation will be proposed by the County Executive.

Highway Noise Abatement
(P500338)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,142	1,094	18	30	5	5	5	5	5	5	-
Land	28	28	-	-	-	-	-	-	-	-	-
Construction	1,736	1,736	-	-	-	-	-	-	-	-	-
Other	9	9	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,915	2,867	18	30	5	5	5	5	5	5	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	30	-	-	30	5	5	5	5	5	5	-
G.O. Bonds	2,885	2,867	18	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,915	2,867	18	30	5	5	5	5	5	5	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	5	Year First Appropriation	FY03
Appropriation FY 24 Request	5	Last FY's Cost Estimate	2,885
Cumulative Appropriation	2,885		
Expenditure / Encumbrances	2,884		
Unencumbered Balance	1		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due to addition of level of effort funding in FY23-28.

PROJECT JUSTIFICATION

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

OTHER

This project was conceived through participation on the Noise Abatement Task Force that developed a policy and criteria for evaluating the need and appropriateness of requests for noise abatement along publicly maintained roads in Montgomery County. The project allows for the implementation of the policy established through this Task Force by providing funds for the study and prioritization of requests and the implementation of noise abatement measures. In FY22, DOT completed a re-evaluation and recommended maintaining the program.

FISCAL NOTE

Annual level of effort funding is provided to develop initial responses to community requests. Funding to complete studies beyond the current appropriation limit or for design and construction will be added as noise abatement projects are identified and recommended through this program. There may be contributions from impacted and benefited property owners in the future as specified in the Policy. In FY12, $21,000 was transferred to Advance Reforestation (CIP #500112).

DISCLOSURES

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

COORDINATION

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

MCG Reconciliation PDF

(P501404)

Category	Transportation	Date Last Modified	05/25/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
TOTAL EXPENDITURES	-	-	-	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	(1,964)	-	(1,964)	-	-	-	-	-	-	-	-
G.O. Bonds	(161,392)	-	(6,466)	(154,926)	(20,923)	(20,122)	(22,894)	(27,466)	(31,745)	(31,776)	-
Impact Tax	55,106	-	6,166	48,940	4,240	7,740	9,240	9,240	9,240	9,240	-
Recordation Tax Premium (MCG)	108,250	-	2,264	105,986	16,683	12,382	13,654	18,226	22,505	22,536	-
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY20
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
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.

North High Street Extended
(P502310)

Category	Transportation	Date Last Modified	04/07/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	551	-	-	551	287	86	178	-	-	-	-
Land	440	-	-	440	440	-	-	-	-	-	-
Site Improvements and Utilities	110	-	-	110	110	-	-	-	-	-	-
Construction	1,068	-	-	1,068	-	326	742	-	-	-	-
TOTAL EXPENDITURES	2,169	-	-	2,169	837	412	920	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	2,169	-	-	2,169	837	412	920	-	-	-	-
TOTAL FUNDING SOURCES	2,169	-	-	2,169	837	412	920	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	837	Year First Appropriation	
Appropriation FY 24 Request	1,332	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of a roadway extension of North High Street to Morningwood Drive in Olney. The project also provides a continuous 6-foot sidewalk on the south side of North High Street and ADA-compliant pedestrian access from Morningwood Drive.

ESTIMATED SCHEDULE

Design, land acquisition, and utility relocation will begin in FY23. The construction will begin in FY24.

PROJECT JUSTIFICATION

The purpose of the project is to improve safety and enhance connectivity within the Olney town center vicinity. This project is

supported by the Greater Olney Civic Association and will provide vehicular, pedestrian, and bicycle access to North High Street from Morningwood Drive instead of Georgia Avenue. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Greater Olney Civic Association (GOCA), Olney Town Center Advisory Committee (OTCAC).

Observation Drive Extended
(P501507)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	10,054	-	522	8,337	1,478	1,500	759	2,000	2,000	600	1,195
Land	26,452	-	-	1,652	-	-	1,652	-	-	-	24,800
Site Improvements and Utilities	2,240	-	-	1,540	-	-	-	1,200	340	-	700
Construction	76,847	-	-	55,000	-	-	-	23,000	23,000	9,000	21,847
TOTAL EXPENDITURES	115,593	-	522	66,529	1,478	1,500	2,411	26,200	25,340	9,600	48,542

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	115,593	-	522	66,529	1,478	1,500	2,411	26,200	25,340	9,600	48,542
TOTAL FUNDING SOURCES	115,593	-	522	66,529	1,478	1,500	2,411	26,200	25,340	9,600	48,542

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY16
Appropriation FY 24 Request	-	Last FY's Cost Estimate	115,593
Cumulative Appropriation	4,894		
Expenditure / Encumbrances	-		
Unencumbered Balance	4,894		

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 a ten-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

Final design began in FY22. Land acquisition for Phase 1 will occur in FY25 and construction will be completed in FY28. Land acquisition and construction for Phase 2 will occur beyond FY28.

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.

Public Facilities Roads
(P507310)

Category	Transportation	Date Last Modified	12/28/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,622	1,025	363	234	39	39	39	39	39	39	-
Land	54	-	18	36	6	6	6	6	6	6	-
Site Improvements and Utilities	189	-	63	126	21	21	21	21	21	21	-
Construction	306	-	102	204	34	34	34	34	34	34	-
TOTAL EXPENDITURES	2,171	1,025	546	600	100	100	100	100	100	100	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	2,171	1,025	546	600	100	100	100	100	100	100	-
TOTAL FUNDING SOURCES	2,171	1,025	546	600	100	100	100	100	100	100	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		6	1	1	1	1	1	1
Energy		30	5	5	5	5	5	5
NET IMPACT		36	6	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	100	Year First Appropriation	FY73
Appropriation FY 24 Request	100	Last FY's Cost Estimate	1,971
Cumulative Appropriation	1,571		
Expenditure / Encumbrances	1,171		
Unencumbered Balance	400		

PROJECT DESCRIPTION

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

improvements.

COST CHANGE

Cost increase due to the addition of FY27-28 to this ongoing level of effort project.

DISCLOSURES

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

COORDINATION

Developers, Intersection Improvement Projects, Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Transportation Improvements for Schools

Subdivision Roads Participation
(P508000)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,825	4,418	1,332	1,075	890	37	37	37	37	37	-
Land	2,319	1,492	449	378	63	63	63	63	63	63	-
Site Improvements and Utilities	535	15	520	-	-	-	-	-	-	-	-
Construction	13,308	2,512	6,554	4,242	4,242	-	-	-	-	-	-
Other	1,373	1,373	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	24,360	9,810	8,855	5,695	5,195	100	100	100	100	100	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	3,931	2,517	1,414	-	-	-	-	-	-	-	-
G.O. Bonds	18,829	5,693	7,441	5,695	5,195	100	100	100	100	100	-
Impact Tax	1,565	1,565	-	-	-	-	-	-	-	-	-
Intergovernmental	35	35	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	24,360	9,810	8,855	5,695	5,195	100	100	100	100	100	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		72	12	12	12	12	12	12
Energy		72	12	12	12	12	12	12
NET IMPACT		144	24	24	24	24	24	24

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY80
Appropriation FY 24 Request	100	Last FY's Cost Estimate	24,159
Cumulative Appropriation	24,159		
Expenditure / Encumbrances	11,038		
Unencumbered Balance	13,121		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase is due to the addition FY27 and FY28 to this level of effort program.

PROJECT JUSTIFICATION

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

OTHER

Clarksburg Road/Snowden Farm Parkway and Clarksburg Road/MD 121 both started construction in FY22 and will complete in FY23.

FISCAL NOTE

Land acquisition completed in FY22 and construction will start in FY22 to be completed in FY23 for the Clarksburg Road/Snowden Farm Parkway intersection improvements. Land acquisition for the MD 355/MD 121/Clarksburg Road intersection improvements was completed in FY22, and construction will start in FY22 and will be completed in FY23.

DISCLOSURES

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

COORDINATION

Developers, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Required Adequate Public Facilities, Travilah Road (CIP #500101), Stringtown Road (CIP #501208)

Summit Avenue Extension
(P502311)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,898	-	-	1,163	-	-	-	-	808	355	735
Land	18,150	-	-	12,100	-	-	-	-	-	12,100	6,050
Construction	7,062	-	-	-	-	-	-	-	-	-	7,062
TOTAL EXPENDITURES	27,110	-	-	13,263	-	-	-	-	808	12,455	13,847

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	27,110	-	-	13,263	-	-	-	-	808	12,455	13,847
TOTAL FUNDING SOURCES	27,110	-	-	13,263	-	-	-	-	808	12,455	13,847

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the extension of Summit Avenue in Kensington from Plyers Mill Road to Farragut Road, improvement of Farragut Road, and reconfiguration of the intersection of Connecticut Ave (MD 185)/University Blvd (MD 193)/Farragut Road.

ESTIMATED SCHEDULE

Final design will begin in FY27. Land acquisition will begin in FY28 and construction will be completed in FY31.

PROJECT JUSTIFICATION

This project will provide an alternate route and improve mobility along Connecticut Ave, University Blvd and Plyers Mill Rd. The new roadway will provide easier access to local businesses, add bicycle and pedestrian facilities, and enhance community character.

DISCLOSURES

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

COORDINATION

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

Transportation Feasibility Studies
(P502303)

Category	Transportation	Date Last Modified	08/10/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,500	-	-	1,500	250	250	250	250	250	250	-
TOTAL EXPENDITURES	1,500	-	-	1,500	250	250	250	250	250	250	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	1,500	-	-	1,500	250	250	250	250	250	250	-
TOTAL FUNDING SOURCES	1,500	-	-	1,500	250	250	250	250	250	250	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	250	Year First Appropriation	FY23
Appropriation FY 24 Request	250	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will quickly identify solutions for advancing transportation capital facilities to design and construction. Projects will include new or reconstructed roadway projects, pedestrian facilities, bike facilities, and mass transit projects. Projects selected for inclusion in this program will not require detailed alternatives analysis. Design solutions will be identified, including estimates for cost and right-of-way.

PROJECT JUSTIFICATION

There are many master plan projects and community requests for transportation improvements that do not warrant a detailed alternatives analysis because there is a limited set of viable solutions. The feasibility study process will seek to streamline project planning and design to develop solutions that can advance through design and construction faster.

DISCLOSURES

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

COORDINATION

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

White Flint District West: Transportation
(P501116)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	15,177	5,416	-	-	-	-	-	-	-	-	9,761
Land	703	495	-	-	-	-	-	-	-	-	208
Construction	55,215	-	-	-	-	-	-	-	-	-	55,215
TOTAL EXPENDITURES	71,095	5,911	-	-	-	-	-	-	-	-	65,184

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
White Flint Special Tax District	71,095	5,911	-	-	-	-	-	-	-	-	65,184
TOTAL FUNDING SOURCES	71,095	5,911	-	-	-	-	-	-	-	-	65,184

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY11
Appropriation FY 24 Request	-	Last FY's Cost Estimate	71,095
Cumulative Appropriation	5,935		
Expenditure / Encumbrances	5,911		
Unencumbered Balance	24		

PROJECT DESCRIPTION

This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects. The following projects are funded through FY18 for final design: 1. Main Street/Market Street (B-10)-Old Georgetown Road (MD 187) to Woodglen Drive: new two-lane 1,200 foot roadway. 2. Main Street/Market Street (LB-1)-Old Georgetown Rd (MD 187) to Woodglen Drive: new 1,200 foot bikeway. 3. Executive Blvd Extended (B-15)-Marinelli Road to Old Georgetown Road (MD 187): 900 feet of relocated four-lane roadway 4. Intersection of Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road. The following project is proposed for both design and construction Beyond 6-Years periods: Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive: 6,300 feet of reconstructed six-to-eight-lane roadway. This project also provides for consulting fees for the analysis and studies necessary to implement the district.

LOCATION

North Bethesda

ESTIMATED SCHEDULE

Design on all projects in the western workaround, with the exception of the Rockville Pike segment, concluded in FY19. Design of the Rockville Pike section will begin Beyond 6 Years in order to coordinate with the implementation of the Bus Rapid Transit System (RTS) (CIP#501318). The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the major developers in a timely manner.

PROJECT JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit-oriented development around the Metro Station. These road improvements, along with other District roads proposed to be constructed by developers, will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

FISCAL NOTE

Funding Sources: The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." With an overall goal of providing infrastructure financing to allow implementation in a timely manner, the County will conduct feasibility studies to determine the affordability of special bond obligation issues prior to the funding of the projects 1, 2, 3, and 4 listed in the Description section above. If White Flint Special Tax District revenues are not sufficient to fund these projects, the County will utilize forward funding, advance funding, and management of debt issuance or repayment in a manner to comply with the goal. The County is working with District stakeholders to finalize a long-term financing plan for the districts costs.

Design and construction cost have been delayed beyond FY28 due to affordability.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers

White Flint District East: Transportation
(P501204)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,894	755	19	-	-	-	-	-	-	-	5,120
Land	2	2	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	6,288	-	-	-	-	-	-	-	-	-	6,288
Construction	17,506	-	-	-	-	-	-	-	-	-	17,506
TOTAL EXPENDITURES	29,690	757	19	-	-	-	-	-	-	-	28,914

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
White Flint Special Tax District	29,690	757	19	-	-	-	-	-	-	-	28,914
TOTAL FUNDING SOURCES	29,690	757	19	-	-	-	-	-	-	-	28,914

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY14
Appropriation FY 24 Request	-	Last FY's Cost Estimate	29,690
Cumulative Appropriation	2,477		
Expenditure / Encumbrances	940		
Unencumbered Balance	1,537		

PROJECT DESCRIPTION

This project provides for design, engineering plans, and construction for three new roads, one new bridge and master planned bikeways in the White Flint District East area as follows: 1. Executive Boulevard Extended East (B-7)-Rockville Pike/MD 355 to a New Private Street - construct 1,100 feet of four-lane roadway. 2. Executive Boulevard Extended East (B-7)-New Private Street to new Nebel Street Extended - construct 600 feet of four-lane roadway. 3. Nebel Street (B-5)-Nicholson Lane South to a Combined Property site - construct 1,200 feet of four-lane roadway. 4. Bridge across Washington Metropolitan Area Transit Authority (WMATA) tracks adjacent to White Flint Metro Station - on future MacGrath Boulevard between MD 355 and future Station Street - construct 80-foot-long three-lane bridge. Bikeway design and construction will be consistent with adopted master plan staging requirements. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines where required, other utility relocations, and streetscaping. These projects will become stand-alone projects once engineering is complete and final construction costs can be accurately determined. This project also assumes the developers will dedicate the land needed for these sub-projects in a timely manner.

LOCATION

North Bethesda

ESTIMATED SCHEDULE

Most design and all construction costs have been delayed beyond FY28 due to affordability and other factors. Design of all road projects began in FY12 and have been delayed due to coordination with stakeholders. Construction of Executive Boulevard Extended East from Rockville Pike/MD 355 to a New Private Street was delayed due to tax district affordability challenges. Design of Executive Boulevard East Extended was delayed due to coordination between the stakeholders over the road alignment. Design for the bridge across the WMATA tracks adjacent to the North Bethesda (White Flint) Metro Station has been delayed due to negotiations between WMATA, State Highway Administration (SHA), the County, and the developers; bridge design will begin after a Memorandum of Understanding among the parties has been finalized.

COST CHANGE

Design and construction costs have been delayed beyond 6 years due to affordability and coordination with stakeholders such as developers, WMATA, SHA, and the County.

PROJECT JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit-oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

FISCAL NOTE

Funding Sources: The ultimate funding source for these projects will be White Flint Development District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Cost Estimation: Construction cost estimates are based on concepts, projected from unit length costs of similar prior projects and are not based on quantity estimates or engineering designs. Final construction costs will be determined after the preliminary engineering (35 percent) phase. Cost for the bridge is still unknown since engineering plans are not developed. The County is working with District stakeholders to finalize a long-term financing plan for the districts costs.

Design and construction cost have been delayed beyond FY28 due to affordability.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, White Flint Sector Plan, Washington Metropolitan Area Transit Administration, Maryland State Highway Administration, Federal Agencies including the Nuclear Regulatory Commission, Developers, Department of Environmental Protection, Department of Permitting Services

White Flint West Workaround
(P501506)

Category	Transportation	Date Last Modified	12/16/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,480	5,643	437	400	400	-	-	-	-	-	-
Land	3,230	1,952	908	370	370	-	-	-	-	-	-
Site Improvements and Utilities	9,143	1,447	3,996	3,700	3,700	-	-	-	-	-	-
Construction	55,260	36,074	15,943	3,243	3,243	-	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	74,114	45,117	21,284	7,713	7,713	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	261	258	-	3	3	-	-	-	-	-	-
G.O. Bond Premium	15,000	9,542	5,458	-	-	-	-	-	-	-	-
Intergovernmental	2,500	2,175	-	325	325	-	-	-	-	-	-
White Flint Special Tax District	56,353	33,142	15,826	7,385	7,385	-	-	-	-	-	-
TOTAL FUNDING SOURCES	74,114	45,117	21,284	7,713	7,713	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		120	20	20	20	20	20	20
Energy		30	5	5	5	5	5	5
NET IMPACT		150	25	25	25	25	25	25

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY15
Appropriation FY 24 Request	-	Last FY's Cost Estimate	74,114
Cumulative Appropriation	74,114		
Expenditure / Encumbrances	65,212		
Unencumbered Balance	8,902		

PROJECT DESCRIPTION

This project provides for land acquisition, site improvements and utility (SI&U) relocations, construction management and construction for one new road, one new bikeway, one relocated road, and an intersection realignment improvement, and the reconstruction of an existing roadway in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. Preliminary and final engineering were funded through FY14 by White Flint District West: Transportation (CIP #501116). The proposed projects for construction are: 1. Main Street/Market Street (B-10) - Old Georgetown Road (MD187) to Woodglen Drive- new two-lane 1,200-foot roadway. 2. Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Woodglen Drive- new 1,200-foot bikeway. 3. Executive Boulevard Extended (B-15) - Marinelli Road to Old Georgetown Road (MD187)- 900 feet of relocated four-lane roadway. 4. Intersection of Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Towne Road from the intersection realignment of Towne Road/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development. 5. Towne Road (M-4A)- Montrose Parkway to the intersection of Old Georgetown Road-1,100 feet of reconstructed 4-lane roadway. Note: The following street names have been changed. Main/Market Street is now Banneker Avenue. Hoya Street is now Towne Road. Executive Boulevard Extended is now Grand Park Avenue.

ESTIMATED SCHEDULE

1. Main Street/Market Street (B-10) - Design in FY14 through FY19, SI&U in FY17 through FY20, and construction in FY17 through FY20. 2. Main Street/Market Street (LB-1) - Design in FY14 through FY19, SI&U in FY17 through FY20, and construction in FY17 through FY20. 3. Executive Boulevard Extended (B-15) - Design in FY14 through FY19, SI&U and construction in FY17 through FY18 (Phase 1) and FY20 through FY21(Phase 2). 4. Intersection of Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY19, land acquisition in FY19 and FY20, SI&U and construction in FY20 through FY23. 5. Towne Road (M-4A) - Design in FY14 through FY19, land acquisition in FY18 through FY20, SI&U and construction in FY19 through FY23. The schedule and cost estimates assume that all land needed for road construction will be dedicated by the major developers in a timely manner and that the construction of the conference center replacement parking will take place prior to the start of the road construction.

PROJECT JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian and bicycle circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

OTHER

The segments of Main Street/Market Street and Executive Boulevard Extended that are adjacent to the Conference Center site will be constructed by the contractor of the Conference Center Parking Garage. Expenditures for these segments occurred in FY17 and FY18 in order to coordinate with the construction of the parking garage and minimize impacts to the surrounding community.

FISCAL NOTE

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed

ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." If White Flint Special Tax District revenues are not sufficient to fund these projects then the County will utilize advance funding and management of debt issuance or repayment in a manner to comply with the goal. As part of an overall financing plan needed to address the issues of County General Fund cash project advances and insufficient tax revenues generated from the district, a funding switch was made in the Biennial FY21-26 CIP to reflect a proposed project funding plan using $15 million of advanced G.O. bond premium. The County is working with District stakeholders to finalize a long-term financing plan for the districts costs.

A FY20 supplemental was approved to increase the project total by $11.425 million due to higher costs associated with storm drain and utility conflicts, land acquisition, utility relocation, and related construction costs, and to fully appropriate the project. The County is expected to receive $261,000 in Contributions for the installation of a new traffic signal at the intersection of Towne Road and Rose Ave, and $2.5 million in Intergovernmental funding for the WSSC Contribution for water main and sanitary sewer construction costs.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers, Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers

Advanced Transportation Management System
(P509399)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	17,436	16,374	-	1,062	177	177	177	177	177	177	-
Land	1	1	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	42,240	32,526	1,728	7,986	1,331	1,331	1,331	1,331	1,331	1,331	-
Construction	258	258	-	-	-	-	-	-	-	-	-
Other	8,296	8,296	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	68,231	57,455	1,728	9,048	1,508	1,508	1,508	1,508	1,508	1,508	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	95	95	-	-	-	-	-	-	-	-	-
Current Revenue: Cable TV	2,241	2,241	-	-	-	-	-	-	-	-	-
Current Revenue: General	26,032	19,392	592	6,048	1,008	1,008	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)	6,800	2,999	801	3,000	500	500	500	500	500	500	-
State Aid	10,873	10,538	335	-	-	-	-	-	-	-	-
Transportation Improvement Credit	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	68,231	57,455	1,728	9,048	1,508	1,508	1,508	1,508	1,508	1,508	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		525	25	50	75	100	125	150
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		1,266	83	113	196	226	309	339
FULL TIME EQUIVALENT (FTE)			1	1	2	2	3	3

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,508	Year First Appropriation	FY93
Appropriation FY 24 Request	1,508	Last FY's Cost Estimate	65,215
Cumulative Appropriation	59,183		
Expenditure / Encumbrances	58,134		
Unencumbered Balance	1,049		

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

Cost increase due to the addition of FY27 and FY28 to this ongoing project.

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.

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 and Enterprise Business Solutions, 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.

Guardrail Projects
(P508113)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	888	84	330	474	79	79	79	79	79	79	-
Site Improvements and Utilities	3,551	2,040	95	1,416	236	236	236	236	236	236	-
Construction	4	4	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,443	2,128	425	1,890	315	315	315	315	315	315	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	4,443	2,128	425	1,890	315	315	315	315	315	315	-
TOTAL FUNDING SOURCES	4,443	2,128	425	1,890	315	315	315	315	315	315	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	315	Year First Appropriation	FY81
Appropriation FY 24 Request	315	Last FY's Cost Estimate	3,813
Cumulative Appropriation	2,553		
Expenditure / Encumbrances	2,236		
Unencumbered Balance	317		

PROJECT DESCRIPTION

This project provides for: 1) installation of guardrail where they are determined to be required; 2) upgrading identified deficient and/or non-compliant end treatments to meet current Maryland State Highway Administration (MSHA) standards; 3) establishment of a 25-year life-cycle replacement program; and 4) replacement of guardrail damaged beyond repair in crashes.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing project.

PROJECT JUSTIFICATION

Guardrails reduce the severity of run-off-the-road accidents, prevent collisions with fixed objects, and protect embankments. Damaged or missing guardrails and deficient end treatments present a hazard to motorists, cyclists, and pedestrians. Guardrails have a finite

service life and must be replaced at the end of this service life or when damaged in order to continue to provide safety benefits for all users. The March 2010, Report of the Infrastructure Maintenance Task Force, confirmed this and identified the need for guardrail life-cycle replacement. The existing tapered and buried guardrail end treatments provide a ramp for errant vehicles and do not meet current MSHA standards. A study was completed to identify these substandard or deficient end treatments and to replace them to meet modern crash attenuation standards.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Federal Highway Administration, Maryland State Highway Administration, and Montgomery County Public Schools.

Intersection and Spot Improvements
(P507017)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	8,969	5,419	-	3,550	630	600	580	580	580	580	-
Land	970	31	219	720	120	120	120	120	120	120	-
Site Improvements and Utilities	6,671	5,261	-	1,410	250	240	230	230	230	230	-
Construction	11,488	213	2,595	8,680	1,544	1,450	1,414	1,424	1,424	1,424	-
Other	1,178	1,178	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	29,276	12,102	2,814	14,360	2,544	2,410	2,344	2,354	2,354	2,354	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	482	482	-	-	-	-	-	-	-	-	-
Current Revenue: General	1,841	1,705	136	-	-	-	-	-	-	-	-
G.O. Bonds	25,470	8,432	2,678	14,360	2,544	2,410	2,344	2,354	2,354	2,354	-
Impact Tax	1,460	1,460	-	-	-	-	-	-	-	-	-
Intergovernmental	23	23	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	29,276	12,102	2,814	14,360	2,544	2,410	2,344	2,354	2,354	2,354	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,544	Year First Appropriation	FY70
Appropriation FY 24 Request	2,410	Last FY's Cost Estimate	27,792
Cumulative Appropriation	14,916		
Expenditure / Encumbrances	12,895		
Unencumbered Balance	2,021		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing project.

PROJECT JUSTIFICATION

Ongoing studies conducted by the Division of Traffic Engineering and Operations indicate that many corridors and intersections need traffic calming modifications as well as capacity and/or vehicular and pedestrian safety improvements.

OTHER

Examples of recently completed and soon to be completed projects: MacArthur Boulevard at Oberlin Avenue, Cheshire Drive at Old Georgetown Road, Grandview Avenue at Reedie Drive, Judson Road at Henderson Avenue, Wildcat Road at Brink Road and Blueridge Avenue at Georgia Avenue. Projects scheduled for completion in FY23 and beyond include Great Seneca Highway at Muddy Branch Road, Randolph Road at Parklawn Drive, Grandview Ave. at University Blvd., Randolph Road at Connecticut Ave., Dennis Ave. at Proctor Street, Bradley Boulevard at Wilson Lane, and several other sites. 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

Expenditures include $500,000 per year for corridor and intersection modifications in support of Strategy No. 4 of the County Executive's Pedestrian Safety Initiative.

DISCLOSURES

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

COORDINATION

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

Neighborhood Traffic Calming
(P509523)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	987	307	236	444	74	74	74	74	74	74	-
Site Improvements and Utilities	2,858	1,281	161	1,416	236	236	236	236	236	236	-
Construction	160	160	-	-	-	-	-	-	-	-	-
Other	486	486	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,491	2,234	397	1,860	310	310	310	310	310	310	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	4,491	2,234	397	1,860	310	310	310	310	310	310	-
TOTAL FUNDING SOURCES	4,491	2,234	397	1,860	310	310	310	310	310	310	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	310	Year First Appropriation	FY95
Appropriation FY 24 Request	310	Last FY's Cost Estimate	3,871
Cumulative Appropriation	2,631		
Expenditure / Encumbrances	2,318		
Unencumbered Balance	313		

PROJECT DESCRIPTION

This project provides for the planning, design, and construction of physical traffic control features in residential neighborhoods. Traffic calming features such as traffic circles and islands, curb extensions, speed humps, physical and painted lane narrowing devices, etc., are used to maintain and improve the safety and livability of residential neighborhoods by addressing issues of aggressive driving and excessive speeds and volumes.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing project.

PROJECT JUSTIFICATION

Montgomery County has developed justification criteria, implementation procedures, and construction standards for administering traffic calming improvements along neighborhood streets that are consistent with those recommended and/or adopted by the Federal Highway Administration, the Institute of Transportation Engineers, and the Maryland Traffic Engineers Council. Neighborhood traffic control has received steadily increasing emphasis, and the speeding and unsafe driving practices by motorists on residential streets in our neighborhoods continue to generate numerous requests for traffic calming measures by residents. The neighborhood traffic calming project enables the Department of Transportation (DOT) to evaluate requests for traffic calming actions, develop and design appropriate traffic calming measures, and fund the implementation of a variety of physical as well as control type traffic calming tools to encourage safer driving behavior in neighborhoods. These measures include the installation of speed humps, traffic circles, etc. Engineering investigations and the analysis of community support are conducted on a per-request basis to determine if the installation of traffic calming features on a street is warranted and appropriate.

OTHER

Projects originate with requests from citizens' associations, other neighborhood organizations, and/or public officials. Projects are constructed primarily by the Traffic Engineering and Operations Division, using contractors and/or in-house crews. Approximately 50 streets or neighborhoods are under study/review for future traffic calming projects each year. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Citizens' Associations, Fire and Rescue Service, Intersection and Spot Improvements Project, Montgomery County Pedestrian Safety Advisory Committee, and Maryland-National Capital Park and Planning Commission.

Pedestrian Safety Program
(P500333)

Category	Transportation	Date Last Modified	05/19/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	13,878	9,453	125	4,300	650	650	550	1,150	650	650	-
Site Improvements and Utilities	10,362	8,762	-	1,600	200	250	200	450	250	250	-
Construction	28,499	2,359	3,820	22,320	3,870	3,700	2,950	5,600	3,100	3,100	-
Other	2,843	2,843	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	55,582	23,417	3,945	28,220	4,720	4,600	3,700	7,200	4,000	4,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	13,166	7,921	145	5,100	850	850	850	850	850	850	-
G.O. Bond Premium	650	-	650	-	-	-	-	-	-	-	-
G.O. Bonds	35,955	10,405	3,150	22,400	3,150	3,750	2,850	6,350	3,150	3,150	-
PAYGO	2,782	2,782	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,209	2,209	-	-	-	-	-	-	-	-	-
State Aid	820	100	-	720	720	-	-	-	-	-	-
TOTAL FUNDING SOURCES	55,582	23,417	3,945	28,220	4,720	4,600	3,700	7,200	4,000	4,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	4,720	Year First Appropriation	FY03
Appropriation FY 24 Request	4,600	Last FY's Cost Estimate	44,162
Cumulative Appropriation	27,362		
Expenditure / Encumbrances	23,664		
Unencumbered Balance	3,698		

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

Cost increase due to the addition of FY27 and FY28 to this ongoing project, as well $500,000 in FY23, $1,000,000 in FY24 and $600,000 FY25-FY28 for the Safe Routes to School program, and $720,000 in FY23 for the addition of a Highway Safety Improvement Program (HSIP) grant to add protected pedestrian crossings using pedestrian hybrid beacons. (The 10 percent grant match requirement will be met with existing funds.)

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.

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.

Streetlight Enhancements-CBD/Town Center
(P500512)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,314	992	22	300	50	50	50	50	50	50	-
Site Improvements and Utilities	4,603	3,018	385	1,200	200	200	200	200	200	200	-
Other	13	13	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	5,930	4,023	407	1,500	250	250	250	250	250	250	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Urban District Bethesda	435	278	157	-	-	-	-	-	-	-	-
G.O. Bonds	5,495	3,745	250	1,500	250	250	250	250	250	250	-
TOTAL FUNDING SOURCES	5,930	4,023	407	1,500	250	250	250	250	250	250	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		90	9	12	15	18	18	18
Energy		46	5	6	8	9	9	9
NET IMPACT		136	14	18	23	27	27	27

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	250	Year First Appropriation	FY05
Appropriation FY 24 Request	250	Last FY's Cost Estimate	5,430
Cumulative Appropriation	4,430		
Expenditure / Encumbrances	4,178		
Unencumbered Balance	252		

PROJECT DESCRIPTION

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

lights.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing project.

PROJECT JUSTIFICATION

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

OTHER

Streetlighting in CBD's and town centers will also support the Montgomery County Planning Board (MCPB) priorities for County-wide pedestrian safety improvements and area specific lighting enhancements. Completed projects include: Long Branch (commercial area) - completed in FY10; Wheaton CBD - completed in FY11; Langley Park - completed in FY12; Odenthal Avenue - completed in FY13; Damascus Town Center - completed in FY14; Glenmont Metro Area - completed in FY15; Olney Town Center - completed in FY17; Bethesda is currently underway; Silver Spring scheduled next. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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

Streetlighting
(P507055)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,362	1,723	539	2,100	350	350	350	350	350	350	-
Land	100	-	100	-	-	-	-	-	-	-	-
Site Improvements and Utilities	28,245	19,880	1,245	7,120	1,020	1,020	1,270	1,270	1,270	1,270	-
Other	65	65	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	32,772	21,668	1,884	9,220	1,370	1,370	1,620	1,620	1,620	1,620	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	19,318	8,337	1,761	9,220	1,370	1,370	1,620	1,620	1,620	1,620	-
Long-Term Financing	8,977	8,977	-	-	-	-	-	-	-	-	-
Utility Incentives	4,477	4,354	123	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	32,772	21,668	1,884	9,220	1,370	1,370	1,620	1,620	1,620	1,620	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		210	21	28	35	42	42	42
Energy		90	9	12	15	18	18	18
NET IMPACT		300	30	40	50	60	60	60

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,370	Year First Appropriation	FY70
Appropriation FY 24 Request	1,370	Last FY's Cost Estimate	29,032
Cumulative Appropriation	23,552		
Expenditure / Encumbrances	22,196		
Unencumbered Balance	1,356		

PROJECT DESCRIPTION

This project provides for the installation, maintenance and upgrading of streetlights countywide with an emphasis on residential fill in

areas, high crime areas, pedestrian generator locations, and high accident locations. This project also provides for the replacement of streetlights that are knocked down, damaged, or have reached the end of service life. The March 2010 Report of the Infrastructure Maintenance Task Force, identified streetlights in need of lifecycle replacement. Streetlights that pose safety concerns and are no longer functioning to the specifications of original installation are also replaced under this project.

COST CHANGE

Cost increase due to a $250,000 increase in FY25 to FY28 and the addition of FY27 and FY28 to this ongoing project.

PROJECT JUSTIFICATION

A County Council resolution dated June 25, 1968, requires Montgomery County to provide for the installation of streetlights in those subdivisions that were platted prior to February 1, 1969, when the installation of streetlights was not a requirement of subdivision development. This project provides funds for these streetlight installations, as well as for lighting of the public right-of-way when the existing lighting is substandard to the extent that public safety is compromised. County residents regularly ask for the addition of streetlights to help improve safety and reduce crime within their communities. New streetlight plans are developed in conformance with established County streetlight standards and are normally implemented under contract with the pertinent local utility company.

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.

DISCLOSURES

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

COORDINATION

Baltimore Gas and Electric Company, Potomac Edison, Verizon, Cable TV Montgomery, Maryland State Highway Administration, PEPCO, Washington Gas and Light, Washington Suburban Sanitary Commission, Pedestrian Safety Advisory Committee, Citizen's Advisory Boards, Maryland-National Capital Park and Planning Commission, and Department of General Services.

Traffic Signal System Modernization
(P500704)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	19,678	18,478	-	1,200	200	200	200	200	200	200	-
Site Improvements and Utilities	28,738	21,393	1,117	6,228	1,038	1,038	1,038	1,038	1,038	1,038	-
Construction	1,272	1,272	-	-	-	-	-	-	-	-	-
Other	1,430	1,430	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	51,118	42,573	1,117	7,428	1,238	1,238	1,238	1,238	1,238	1,238	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	295	295	-	-	-	-	-	-	-	-	-
Current Revenue: General	11,576	4,069	79	7,428	1,238	1,238	1,238	1,238	1,238	1,238	-
G.O. Bond Premium	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	51,118	42,573	1,117	7,428	1,238	1,238	1,238	1,238	1,238	1,238	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		54	3	5	8	10	13	15
Program-Staff		600	50	50	100	100	150	150
Program-Other		36	3	3	6	6	9	9
NET IMPACT		690	56	58	114	116	172	174
FULL TIME EQUIVALENT (FTE)			1	1	2	2	3	3

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,238	Year First Appropriation	FY07
Appropriation FY 24 Request	1,238	Last FY's Cost Estimate	48,642
Cumulative Appropriation	43,690		
Expenditure / Encumbrances	42,796		

APPROPRIATION AND EXPENDITURE DATA ($000s)

Unencumbered Balance	894

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

Cost increase due to the addition of FY27 and FY28 to this ongoing project.

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.

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 and Enterprise Business Solutions, and Maryland State Highway Administration.

Traffic Signals
(P507154)

Category	Transportation	Date Last Modified	05/19/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	19,952	15,002	-	4,950	825	825	825	825	825	825	-
Land	19	19	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	54,473	20,365	6,048	28,060	4,510	4,510	4,760	4,760	4,760	4,760	-
Construction	76	76	-	-	-	-	-	-	-	-	-
Other	1,273	1,273	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	75,793	36,735	6,048	33,010	5,335	5,335	5,585	5,585	5,585	5,585	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	67,507	28,449	6,048	33,010	5,335	5,335	5,585	5,585	5,585	5,585	-
Recordation Tax Premium (MCG)	8,286	8,286	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	75,793	36,735	6,048	33,010	5,335	5,335	5,585	5,585	5,585	5,585	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		252	12	24	36	48	60	72
Energy		504	24	48	72	96	120	144
Program-Staff		450	50	50	50	100	100	100
NET IMPACT		1,206	86	122	158	244	280	316
FULL TIME EQUIVALENT (FTE)			1	1	1	2	2	2

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	5,335	Year First Appropriation	FY71
Appropriation FY 24 Request	5,335	Last FY's Cost Estimate	64,123
Cumulative Appropriation	42,783		
Expenditure / Encumbrances	37,507		
Unencumbered Balance	5,276		

PROJECT DESCRIPTION

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals, reconstruction/replacement of aged and obsolete signals and components, auxiliary signs; Accessible Pedestrian Signals (APS), upgrades of the County's centrally-controlled computerized traffic signal system, and communications and interconnect into the signal system. $150,000 is included each fiscal year for the installation of accessible pedestrian signals at five intersections to improve pedestrian safety for persons with disabilities. This will provide more easily accessible, raised buttons to press when crossing the road. Also, this effort provides audio cues to indicate when it is safe to cross.

COST CHANGE

Cost increase due to a $250,000 increase in FY25 to FY28 and the addition of FY27 and FY28 to this ongoing project.

PROJECT JUSTIFICATION

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. Additionally, population growth results in the need for goods and services, contributing to higher vehicle volumes. The resulting increases raise traffic congestion levels and contribute to the increase in the number of vehicle crashes. Managing traffic growth and operations on the County transportation network requires a continued investment in the traffic signal system to increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, by utilizing modern traffic signal technologies. Studies include the Traffic Signal Inspection and Assessment Program (2016), the Infrastructure Maintenance Task Force (2010), and the Pedestrian Safety Initiative (2007), which all identified traffic signals in need of life-cycle replacement as funding is available.

OTHER

Approximately 40 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features - crosswalks, curb ramps, countdown pedestrian signals, APS, and applicable signing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. Since FY97, the fiber optic interconnection of traffic signals has been funded through the Fibernet project. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

DISCLOSURES

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

COORDINATION

Advanced Transportation Management System, Verizon, FiberNet CIP (No. 509651), Maryland State Highway Administration, Potomac Electric Power Company, Washington Gas and Light, Washington Suburban Sanitary Commission, Montgomery County Pedestrian Safety Advisory Committee, and Citizens Advisory Boards, and Maryland-National Capital Park and Planning Commission.

White Flint Traffic Analysis and Mitigation
(P501202)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,546	923	137	486	81	81	81	81	81	81	-
Site Improvements and Utilities	226	226	-	-	-	-	-	-	-	-	-
Construction	123	123	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,895	1,272	137	486	81	81	81	81	81	81	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	1,210	587	137	486	81	81	81	81	81	81	-
Impact Tax	685	685	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,895	1,272	137	486	81	81	81	81	81	81	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	81	Year First Appropriation	FY12
Appropriation FY 24 Request	81	Last FY's Cost Estimate	1,733
Cumulative Appropriation	1,409		
Expenditure / Encumbrances	1,312		
Unencumbered Balance	97		

PROJECT DESCRIPTION

This project is in direct response to requirements of the approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of and surrounding the White Flint Sector Plan area that will occur as a result of redevelopment densities approved under the new White Flint Sector Plan. These components include: (A) Cut-through traffic monitoring and mitigation; (B) Capacity improvements to address congested intersections; and (C) A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will plan and implement specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure, and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components.

ESTIMATED SCHEDULE

Component A-access restrictions: ongoing bi-annual data collection: site specific studies are conducted when traffic data indicates need. Component B- Intersection Mitigation: site specific preliminary engineering and concept plan development commenced in FY12 based on M-NCPPC Comprehensive Local Area Transportation Review (CLATR) evaluation. Component C- Modal Split Activities: transit, pedestrian, bicycle access, and safety studies in FY 12; data collection and updating Transportation Demand Management (TDM) information in FY12-13.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing project.

PROJECT JUSTIFICATION

Component A: The new White Flint Sector Plan area was approved on March 23, 2010. The plan allows for significantly higher density than the existing development. As a result neighborhoods surrounding the Sector Plan area could be potentially impacted by an increase in cut-through traffic. The approved Sector Plan states: Before any additional development can be approved, the following actions must be taken: Initiate development of plans for through-traffic access restrictions for the residential neighborhoods abutting the Sector Plan area, including traffic from future development in White Flint, and implement these plans if sufficient neighborhood consensus is attained. Component B: The approved plan did not address the possible negative impact on the roads/intersections outside of the Sector Plan boundary but the plan recognized that those impacts could occur. Therefore, major intersections along primary corridors leading into the Sector Plan area need to be evaluated and appropriate safety and capacity improvements identified and implemented to fulfill the vision of the plan. This component is not part of the phasing process but needs to be addressed to mitigate impacts from the Sector Plan. Component C: The plan also recognized that capacity improvements alone would not be sufficient to manage the increased traffic resulting from the higher densities within the Sector Plan area. The Sector Plan states: The following prerequisites must be met during Phase 1 before moving to Phase 2: Achieve thirty-four percent non-auto mode share for the Sector Plan area. Increasing the modal split within the White Flint Sector Plan boundary is an integral component to the overall success of the Plan's vision. Transit, pedestrian, bicycle access, safety improvements, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. A monitoring mechanism for the modal split will also be developed.

FISCAL NOTE

Programmed impact taxes have already been collected from the White Flint Metro Station Policy Area (MSPA).

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, U.S. Army Corps of Engineers, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Montgomery County Pedestrian and Traffic Safety Advisory Committee, Citizen's Advisory Boards, Neighborhood Homeowner's Associations, Utility Companies, Civic Associations, White Flint Transportation Management District (TMD)

White Oak Local Area Transportation Improvement Program
(P501540)

Category	Transportation	Date Last Modified	04/15/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	16,550	201	99	1,250	150	500	600	-	-	-	15,000
Construction	85,000	-	-	-	-	-	-	-	-	-	85,000
TOTAL EXPENDITURES	101,550	201	99	1,250	150	500	600	-	-	-	100,000

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	200	199	1	-	-	-	-	-	-	-	-
Local Area Transportation Impr Program (LATIP)	101,200	2	98	1,100	-	500	600	-	-	-	100,000
Recordation Tax Premium (MCG)	150	-	-	150	150	-	-	-	-	-	-
TOTAL FUNDING SOURCES	101,550	201	99	1,250	150	500	600	-	-	-	100,000

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	150	Year First Appropriation	FY16
Appropriation FY 24 Request	500	Last FY's Cost Estimate	1,356
Cumulative Appropriation	300		
Expenditure / Encumbrances	201		
Unencumbered Balance	99		

PROJECT DESCRIPTION

This project provides for the design and construction of facilities included in the Local Area Transportation Improvement Program (LATIP). The LATIP includes a variety of roadway, bikeway, pedestrian, and transit projects within the White Oak policy area, in addition to recurring cost updates and program reanalysis. The timing of implementation of the different elements will be coordinated in the future with specific proposed subdivision activity and the communities adjacent to and affected by the new development. The LATIP provides a funding source in the form of a per-trip fee levied upon new development within the policy area.

LOCATION

White Oak Planning Area.

ESTIMATED SCHEDULE

The LATIP is anticipated to last through the lifetime of the associated master plan (2040). Schedule is dependent on the rate at which LATIP fees are collected, as well as the rate at which forward funding is provided to advance projects. FY24 design for Lockwood Road bikeway improvements. A traffic analysis update will be completed in FY23.

COST CHANGE

Cost increase due to a traffic analysis update in FY23 and the addition of anticipated developer participation funds in the beyond-six year period.

PROJECT JUSTIFICATION

The 2014 White Oak Science Gateway Master Plan called for the development of one or more options that could fund the full buildout of the Plan's transportation infrastructure within the 24 months following adoption of the Plan. This project will fund the activities necessary to to comply with the Council's Resolution. Additionally, a new proposal for Local Area Transportation Review (LATR) has been introduced at Council; this study will identify the necessary local intersection improvements needed, conceptual solutions, and preliminary cost estimates for those improvements, as well as the cost associated with independent sidewalks, bikeways, and the provision of bus service in the area. These studies provide the basis for future strategies to fund detailed engineering design and construction costs. An update of the 2017 Local Area Transportation Improvement Program (LATIP) traffic analysis will collect new counts and account for changes in development, policies, plans, and other ongoing efforts.

DISCLOSURES

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

COORDINATION

Maryland State Highway Administration (MSHA), Maryland Mass Transit Administration (MTA), and Maryland National-Capital Park and Planning Commission.

Full Upgrade of Existing Recycling Center Complex
(P802201)

Category	Recycling and Resource Management	Date Last Modified	01/05/22
SubCategory	Recycling and Resource Management	Administering Agency	Environmental Protection
Planning Area	Rockville	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	810	-	810	-	-	-	-	-	-	-	-
Construction	19,540	-	11,090	8,450	8,450	-	-	-	-	-	-
TOTAL EXPENDITURES	20,350	-	11,900	8,450	8,450	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Solid Waste Disposal	810	-	810	-	-	-	-	-	-	-	-
Revenue Bonds	19,540	-	11,090	8,450	8,450	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,350	-	11,900	8,450	8,450	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	8,450	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	20,350
Cumulative Appropriation	11,900		
Expenditure / Encumbrances	-		
Unencumbered Balance	11,900		

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 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 Spring 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, and revenue from the Solid Waste Enterprise Fund will be the source of repayment of the Solid Waste Revenue Bonds.

COORDINATION

Maryland Environmental Service, Department of Permitting Services. Special Capital Projects Legislation [Bill No. 23-21E] was adopted by Council June 29, 2021.

Gude Landfill Remediation
(P801801)

Category	Recycling and Resource Management	Date Last Modified	01/04/22
SubCategory	Recycling and Resource Management	Administering Agency	Environmental Protection
Planning Area	Upper Rock Creek Watershed	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,955	2,619	678	3,658	932	905	877	854	90	-	-
Site Improvements and Utilities	192	96	96	-	-	-	-	-	-	-	-
Construction	54,599	72	17,294	37,233	10,561	11,200	9,810	5,004	658	-	-
TOTAL EXPENDITURES	61,746	2,787	18,068	40,891	11,493	12,105	10,687	5,858	748	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Solid Waste Disposal	22,700	2,787	18,068	1,845	1,845	-	-	-	-	-	-
Revenue Bonds	39,046	-	-	39,046	9,648	12,105	10,687	5,858	748	-	-
TOTAL FUNDING SOURCES	61,746	2,787	18,068	40,891	11,493	12,105	10,687	5,858	748	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		1,431	-	-	-	-	711	720
Program-Staff		-	-	-	-	-	-	-
Program-Other		-	-	-	-	-	-	-
NET IMPACT		1,431	-	-	-	-	711	720
FULL TIME EQUIVALENT (FTE)			-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	23,598	Year First Appropriation	FY18
Appropriation FY 24 Request	-	Last FY's Cost Estimate	61,746
Cumulative Appropriation	20,855		
Expenditure / Encumbrances	7,444		
Unencumbered Balance	13,411		

PROJECT DESCRIPTION

This project provides for the remediation of low-level environmental contamination at the Gude Landfill. The Maryland Department of the Environment (MDE) approved an Assessment of Corrective Measures (ACM) report for Gude Landfill in July 2016 which specifically outlines the approved Corrective Measure Alternative (CMA) for this remediation project. The MDE approved CMA will include toupee capping (regrading and capping the top of the landfill and selected slope areas with a synthetic liner and two feet of soil) and increased gas collection through the installation of additional gas extraction wells. These remediation measures will reduce infiltration of rainwater into the landfill resulting in the generation of less leachate, fewer leachate seeps, and better control of landfill gas migration.

LOCATION

600 E. Gude Drive, Rockville, Maryland

ESTIMATED SCHEDULE

The Gude Landfill Remediation project construction will begin in Fall FY23 and is scheduled to be completed in FY27.

PROJECT JUSTIFICATION

The County and MDE entered a consent order in May 2013 which outlined requirements for assessing low-level groundwater contamination, gas migration, and other problems at the Gude Landfill. The Consent Order included provisions requiring a Work Plan and schedule to be established for assessing potential risks to human health and the environment, and development of an ACM report and implementation schedule. After consultation with industry experts, community groups, MDE, and County government leadership, the Department of Environmental Protection's (DEP) initial proposal to MDE in 2014 addressed the low-level groundwater contamination at the site with installation of bioremediation wells on the property. MDE's assessment of this bioremediation corrective measure in April 2015 determined that additional corrective measures would need to be included in the bioremediation approach to address all of MDE's requirements. A revised ACM report was submitted to MDE in April 2016 addressing all MDE's comments and selecting corrective measures consisting of a toupee cap, additional landfill gas collection, and stormwater drainage improvements. The County has been mandated to perform work outlined in the consent order. Moving forward with the remediation of Gude Landfill, as required by MDE, will also address concerns raised by the adjacent community and allow planning for future reuses of the property.

FISCAL NOTE

Solid Waste (Disposal Fund) Revenue Bonds will be issued to support this project. A mid-FY21 amendment reduced Current Revenue: Solid Waste Disposal by $6,000,000 and increased Revenue Bonds by $6,000,000.

COORDINATION

Northeast Maryland Waste Disposal Authority (NMWDA), Maryland Department of the Environment (MDE), Department of Permitting Services, Health and Human Services, the Maryland-National Capital Park and Planning Commission, the U.S. Army Corps of Engineers, the Gude Landfill Concerned Citizens (GLCC), County social service agencies, and adjacent property owners. Special Capital Projects Legislation [Bill No. 16-19E] was adopted by Council on October 20, 2020.

Transfer Station Fire Detection and Suppression System
(P802101)

Category	Recycling and Resource Management	Date Last Modified	01/12/22
SubCategory	Recycling and Resource Management	Administering Agency	Environmental Protection
Planning Area	Gaithersburg and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Construction	6,000	160	5,663	177	177	-	-	-	-	-	-
TOTAL EXPENDITURES	6,000	160	5,663	177	177	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Solid Waste Disposal	6,000	160	5,663	177	177	-	-	-	-	-	-
TOTAL FUNDING SOURCES	6,000	160	5,663	177	177	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	6,000
Cumulative Appropriation	6,000		
Expenditure / Encumbrances	4,700		
Unencumbered Balance	1,300		

PROJECT DESCRIPTION

This project provides for the comprehensive design and installation of a new fire detection and suppression systems at the Shady Grove Processing and Transfer Facility. This project will include the installation of detection and suppression systems to replace the existing detection and suppression systems that are beyond their useful life. The project will also address other fire detection and suppression deficiencies and violations as identified by the County's Fire Department and Department of Permitting Services (DPS). The construction project will span approximately two years.

LOCATION

16101 Frederick Road, Derwood, Maryland

ESTIMATED SCHEDULE

The construction for the new fire detection and suppression systems began FY21 and is scheduled to be completed in FY23.

PROJECT JUSTIFICATION

On February 13, 2020, the Department of Environmental Protection (DEP) received a Notice of Violation (Case No. 418905) from the County's Department of Permitting Services (DPS). This Notice of Violation cited a NFPA1-System Restore Violation for Case No. 418905. The Department is currently working through the Northeast Waste Disposal Authority with contractors to complete a design for the fire detection and suppression systems to address the Notice of Violation and the concerns posed by the County's insurance provider (FM Global). Therefore, this project completion is essential to remain DPS compliant, to mitigate frequent fires, and to eliminate health and safety concerns associated with having a deficient fire detection and suppression systems for solid waste operations.

FISCAL NOTE

Design of this project was funded in the operating budget using $1.0 million in funds appropriated in FY19 and encumbered for this purpose. A FY21 supplemental appropriation added $4.7 million in Current Revenue: Solid Waste Disposal.

COORDINATION

Northeast Maryland Waste Disposal Authority (NMWDA), Maryland Department of the Environment (MDE), Department of Permitting Services, FM Global, Covanta Energy, and County social service agencies, and adjacent property owners.

Affordable Living Quarters
(P602201)

Category	Health and Human Services	Date Last Modified	05/20/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	100	-	100	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	100	-	100	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	100	-	100	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	100	-	100	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	100		
Expenditure / Encumbrances	-		
Unencumbered Balance	100		

PROJECT DESCRIPTION

This project provides for the planning and design of a facility that would provide deeply affordable living quarters .The facility would include individual, furnished units with private bathrooms and limited kitchen facilities. The units would be rented at an extremely affordable rate so that individuals would be able to self-resolve and end their experience with homelessness.

ESTIMATED SCHEDULE

Planning and design to take place Summer of 2022.

PROJECT JUSTIFICATION

A major obstacle to ending homelessness is the lack of affordable housing. Many individuals that are experiencing homelessness have regular income but are unable to find housing that is affordable. This project would acquire an existing building and retrofit the facility to include individual, furnished units with private bathrooms and limited kitchen facilities.

FISCAL NOTE

This project provides initial funding to locate a facility. Additional funds will be requested for acquisition and renovation once a site has been identified. This project will utilize Federal funding to support planning, and pending approval from the Housing and Urban Development (HUD), additional HOME funds will be used to acquire a facility. FY22 supplemental in Federal Aid for the amount of $100,000 for planning.

COORDINATION

Department of Health and Human Services, Department of General Services, and Department of Housing and Community Affairs.

Child Care Renovations
(P601901)

Category	Health and Human Services	Date Last Modified	05/19/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	11,110	905	585	8,450	1,418	1,518	1,440	1,119	1,604	1,351	1,170
Construction	34,742	-	823	28,427	4,695	5,662	4,473	3,353	4,199	6,045	5,492
Other	1,370	-	33	1,154	196	238	180	180	180	180	183
TOTAL EXPENDITURES	47,222	905	1,441	38,031	6,309	7,418	6,093	4,652	5,983	7,576	6,845

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	46,366	49	1,441	38,031	6,309	7,418	6,093	4,652	5,983	7,576	6,845
PAYGO	594	594	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	262	262	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	47,222	905	1,441	38,031	6,309	7,418	6,093	4,652	5,983	7,576	6,845

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	2,185	Year First Appropriation	FY19
Appropriation FY 24 Request	7,418	Last FY's Cost Estimate	27,994
Cumulative Appropriation	6,470		
Expenditure / Encumbrances	1,256		
Unencumbered Balance	5,214		

PROJECT DESCRIPTION

This project provides for renovation or replacement of childcare facilities to ensure compliance with new laws pertaining to the Americans with Disabilities Act (ADA) and safety concerns.
The project addresses three major components:
1. Remedies ADA non-compliant features at childcare centers located in County buildings.
2. Provides for the design and construction of ADA compliant playgrounds at existing child care facilities while also incorporating other playground requirements included in COMAR 13A.16.01, National Association for the Education of Young Children Early Learning Standards and Accreditation Criteria, and the Maryland Program Accreditation Standards for Implementing Quality Childhood Programs.
3. Provides for replacement of modular facilities.

LOCATION

Twenty-two locations throughout the County.

ESTIMATED SCHEDULE

Project planning to take place in FY20-21. Design and construction will take place sequentially from FY21 through FY29.

COST CHANGE

Cost increase due to updated cost estimates based on escalation and inflation increases and the addition of FY27 and FY28 expenditures.

PROJECT JUSTIFICATION

This project is designed to bring childcare facilities and playgrounds into compliance with Federal ADA requirements and child care accreditation standards.

FISCAL NOTE

The Department is required to provide notice and information to Council in writing 60 days before construction funding is obligated or spent. The notice must identify each project programmed for construction with the anticipated scope of work, cost estimates, and an expenditure schedule.

COORDINATION

Health and Human Services, Montgomery County Public Schools, Department of General Services, Office of Management and Budget, Maryland National Capital Park and Planning Commission, and childcare center service providers.

Emergency Homeless Shelter
(P602103)

Category	Health and Human Services	Date Last Modified	01/14/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Rockville	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,365	276	964	125	125	-	-	-	-	-	-
Land	5,503	5,503	-	-	-	-	-	-	-	-	-
Construction	10,184	341	9,843	-	-	-	-	-	-	-	-
Other	50	-	50	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	17,102	6,120	10,857	125	125	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Community Development Block Grant	5,503	5,503	-	-	-	-	-	-	-	-	-
G.O. Bonds	11,599	617	10,857	125	125	-	-	-	-	-	-
TOTAL FUNDING SOURCES	17,102	6,120	10,857	125	125	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		656	41	123	123	123	123	123
Energy		773	48	145	145	145	145	145
Program-Other		22,086	3,681	3,681	3,681	3,681	3,681	3,681
NET IMPACT		23,515	3,770	3,949	3,949	3,949	3,949	3,949

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY21
Appropriation FY 24 Request	-	Last FY's Cost Estimate	14,647
Cumulative Appropriation	17,102		
Expenditure / Encumbrances	6,928		
Unencumbered Balance	10,174		

PROJECT DESCRIPTION

This project includes acquisition and construction of a building to provide congregation, meals, and medical and case management

services.

LOCATION

11600 Nebel Street, Rockville Maryland

ESTIMATED SCHEDULE

The work is planned to be completed by Spring 2022.

COST CHANGE

In FY22, a funding switch from G.O Bonds to CDBG for $6,000 and FY22 G.O Bond Supplemental Appropriation for $2,455,000 occurred.

PROJECT JUSTIFICATION

The County facilities supporting homeless sheltering and associated services are insufficient for the current population and future projection. And due to COVID-19, the maximum occupancy at each County homeless shelter has decreased to allow for social distancing and spacing of beds. This project will acquire an existing building and retrofit the facility to include space for congregation, meal service, medical offices, and case management offices. The current facility that provides these services for men, located at Taft Court in Rockville, will no longer be available starting spring of 2021. Space in recreation centers that has been used to house men and women during the pandemic must be replaced so the recreation centers can re-open once the pandemic eases to the point programs can resume. This facility will ensure that a full complement of homeless services are available to the men and women seeking emergency shelter in Montgomery County.

FISCAL NOTE

FY21 Supplemental Appropriation for $14,647,000 (Community Development Block Grant $5,497,000, G.O Bonds $9,150,000). FY22, G.O. Bond Supplemental Appropriation for $2,455,000. In FY22, a funding switch from G.O Bonds to CDBG for $6,000 occurred.

COORDINATION

Department of Health and Human Services, Department of General Services

Martha B. Gudelsky Child Development Center Sewer Improvements

(P602202)

Category	Health and Human Services	Date Last Modified	03/13/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	82	-	82	-	-	-	-	-	-	-	-
Construction	1,000	-	1,000	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,082	-	1,082	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Recordation Tax Premium (MCG)	1,082	-	1,082	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,082	-	1,082	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	1,082
Cumulative Appropriation	1,082		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,082		

PROJECT DESCRIPTION

WSSC is requiring sewer upgrades to redevelop the County-owned property in the 8900 block of Colesville Road, Silver Spring. The Martha B. Gudelsky Child Development Center Inc. (MBGDC) plans to redevelop the site as a childcare center. The WSSC improvements are required and will benefit the property and ultimately facilitate the development and delivery of a childcare facility that will benefit the community.

LOCATION

8900 block of Colesville Road, Silver Spring, MD

ESTIMATED SCHEDULE

Project planning to take place in FY22.

PROJECT JUSTIFICATION

WSSC issued a Letter of Findings stating that relief or replacement of the existing downstream sewer was necessary to provide sewer service to the property.

FISCAL NOTE

FY22 supplemental in Recordation Tax Premium (MCG) for the amount of $1,082,000.

COORDINATION

Department of General Services

Nebel Street Shelter - Phase 2

(P602302)

Category	Health and Human Services	Date Last Modified	05/20/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Rockville	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	50	-	-	50	50	-	-	-	-	-	-
Construction	450	-	-	450	450	-	-	-	-	-	-
TOTAL EXPENDITURES	500	-	-	500	500	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	500	-	-	500	500	-	-	-	-	-	-
TOTAL FUNDING SOURCES	500	-	-	500	500	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	500	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The Nebel Street Homeless Shelter opened March 2022. This project is Phase 2 and will provide site work improvements including, but not limited to, parking lot, drainage and greenspace improvements. This project will also include an evaluation of the building envelope and preliminary planning for solar facilities.

LOCATION

11600 Nebel Street, Rockville, MD

ESTIMATED SCHEDULE

The work is planned to be completed by the end FY23.

PROJECT JUSTIFICATION

The COVID-19 pandemic made it necessary to quickly reconfigure housing facilities for homeless residents so that social distancing could occur. As a short-term measure, the County repurposed two recreation centers and rented a vacant office building to provide temporary shelter space while the County quickly made plans to purchase and renovate a building for a new shelter. Due to the expiration of the leased space and a desire to return the recreation centers to their intended community use, it was necessary to focus renovation work on only those work items needed to open the facility. Now that the shelter is open, this Phase 2 project will allow the County to go back now that the shelter has opened and provide other improvements.

COORDINATION

Department of General Services, Department of Health and Human Services

Restoration Center
(P602301)

Category	Health and Human Services	Date Last Modified	04/13/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,347	-	-	3,347	788	671	908	717	263	-	-
Site Improvements and Utilities	4,300	-	-	4,300	-	500	2,367	1,433	-	-	-
Construction	10,641	-	-	10,641	-	-	7,094	3,547	-	-	-
Other	400	-	-	400	-	-	267	133	-	-	-
TOTAL EXPENDITURES	18,688	-	-	18,688	788	1,171	10,636	5,830	263	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	1,688	-	-	1,688	-	-	-	1,425	263	-	-
State Aid	17,000	-	-	17,000	788	1,171	10,636	4,405	-	-	-
TOTAL FUNDING SOURCES	18,688	-	-	18,688	788	1,171	10,636	5,830	263	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		132	-	-	-	26	53	53
Energy		120	-	-	-	24	48	48
Program-Staff		218	-	-	-	-	109	109
Program-Other		1,784	-	-	-	-	892	892
NET IMPACT		2,254	-	-	-	50	1,102	1,102

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	788	Year First Appropriation	FY23
Appropriation FY 24 Request	1,171	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for design and construction of the Restoration Center (RC).The site planning will be designed to allow the remainder of the site to house a future Department of Corrections and Rehabilitation Criminal Justice Complex. The master plan and construction of utility work and storm water management for the Restoration Center will include the infrastructure to support the subsequent construction.

This facility will support the implementation of the Crisis Now model in Montgomery County and will provide alternatives to using hospital Emergency Departments or defaulting to criminal justice options for people experiencing a behavioral health crisis. This facility will be operated by the Department of Health and Human Services or a contractor. It will provide a variety of Behavioral Health Services, to include triage, crisis stabilization, and warm hand off referrals to appropriate services for those experiencing mental health, substance use disorder, and/or other types of behavioral health crisis. It will provide an option to Police, Montgomery County Fire and Rescue, and community members and reduce the use of emergency rooms, hospitals, and jail detention. The Restoration Center will be staffed by a multidisciplinary team to include nursing staff, licensed mental health and addiction professionals, peer specialists, and resource navigators. The Center will operate 24/7/365 and will operate under a 100 percent admission ("No Wrong Door") policy.

LOCATION

1541 Seven Locks Road, Rockville

ESTIMATED SCHEDULE

Design work to begin in summer of 2022 and construction to begin in summer of 2024.

PROJECT JUSTIFICATION

The Restoration Center will complement the "Crisis Now" model in Montgomery County by offering services to the population of Montgomery County that are in crisis and need Behavioral Health Services such as mental health, substance use disorder, and/or other types of crisis. The Restoration Center is a less restrictive and a more clinically appropriate community-based setting.

The Restoration Center will help to reduce the use of emergency rooms, hospitalization, and incarceration and therefore will save time spent by the Police and MCFRS bringing people to and from emergency rooms at hospitals.

FISCAL NOTE

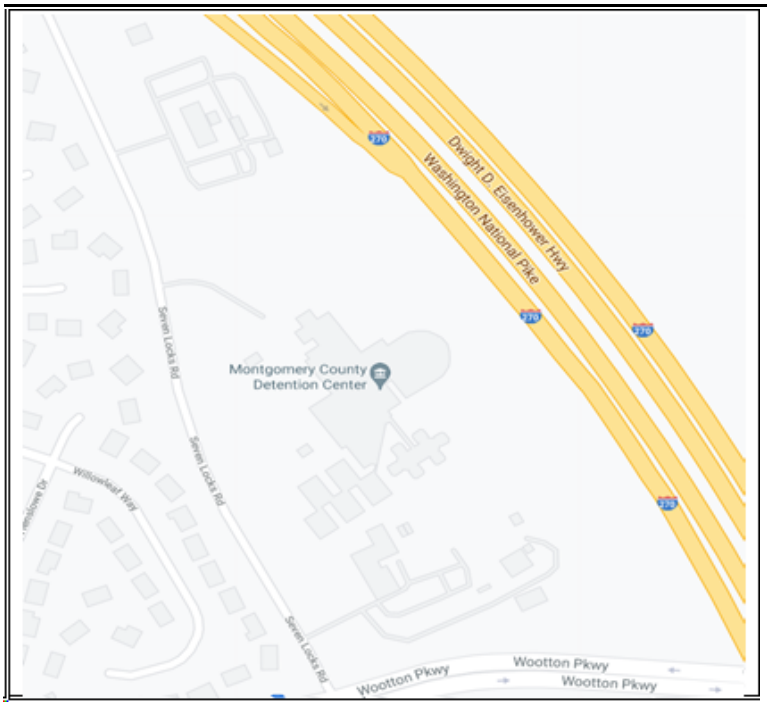
State Aid of $12,000,000 provided for FY23. Pre-authorized State Aid of $5,000,000 provided for FY24.

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

City of Rockville, Department of General Services, Department of Health & Human Services, Department of Corrections and Rehabilitation, Department of Police, Montgomery County Fire & Rescue Service, Maryland Park and Planning, Department of Technology and Enterprise Business Solutions, PEPCO, and Washington Gas.


Dwight D. Eisenhower Hwy
Washington National Pike
Montgomery County
Detention Center
Seven Locks Rd
Seven Locks Rd
Seven Locks Rd
Willowleaf Way
Wootton Pkwy
Wootton Pkwy
Wootton Pkwy

School Based Health & Linkages to Learning Centers

(P640400)

Category	Health and Human Services	Date Last Modified	05/20/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,664	1,372	228	64	-	64	-	-	-	-	-
Construction	12,077	7,451	1,823	2,803	643	1,006	654	500	-	-	-
Other	1,741	1,477	157	107	16	25	41	25	-	-	-
TOTAL EXPENDITURES	15,482	10,300	2,208	2,974	659	1,095	695	525	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	286	140	146	-	-	-	-	-	-	-	-
Federal Aid	494	494	-	-	-	-	-	-	-	-	-
G.O. Bonds	14,637	9,601	2,062	2,974	659	1,095	695	525	-	-	-
Recordation Tax Premium (MCG)	65	65	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	15,482	10,300	2,208	2,974	659	1,095	695	525	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Program-Staff		8,420	656	1,111	1,667	1,662	1,662	1,662
Program-Other		-	-	-	-	-	-	-
NET IMPACT		8,420	656	1,111	1,667	1,662	1,662	1,662
FULL TIME EQUIVALENT (FTE)			1	2.88	4.75	4.75	4.75	4.75

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	659	Year First Appropriation	FY04
Appropriation FY 24 Request	1,095	Last FY's Cost Estimate	14,356
Cumulative Appropriation	12,508		
Expenditure / Encumbrances	10,300		
Unencumbered Balance	2,208		

PROJECT DESCRIPTION

This project provides for the placement of Linkages to Learning (LTL) sites and School Based Health Centers (SBHC) at public schools. LTL sites provide accessible services to at-risk children and their families to improve adjustment to and performance in school, home, and community. Services include mental health, social services, and related community school programming. SBHCs are expanded models of LTL sites that include comprehensive primary health services. 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 was completed in FY21. Construction is scheduled to begin in FY22 for Silver Spring International Middle School LTL facility, with completion in FY25. Construction is scheduled to begin in FY22 for Gaithersburg Elementary School #8 LTL facility, with completion in FY23. Construction is scheduled to begin in FY22 for Neelsville Middle School LTL facility, with completion in FY25. Construction is scheduled to begin in FY22 for an LTL and SBHC at South Lake Elementary School, with completion in FY24. The scope was increased to add funding for planning and construction for an LTL and SBHC at JoAnn Leleck Elementary School, with completion in FY26.

COST CHANGE

Funds have been added in FY24 for construction of a LTL and SBHC at JoAnn Leleck Elementary School. Costs have also increased for the Odessa Shannon Middle School, Silver Spring International Middle School, Gaithersburg Elementary School #8, and Neelsvile Middle School projects.

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

21st Century Library Enhancements Level Of Effort

(P711503)

Category	Culture and Recreation	Date Last Modified	01/09/22
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	222	8	64	150	25	25	25	25	25	25	-
Construction	3,687	634	1,019	2,034	339	339	339	339	339	339	-
Other	8,368	3,688	930	3,750	625	625	625	625	625	625	-
TOTAL EXPENDITURES	12,277	4,330	2,013	5,934	989	989	989	989	989	989	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	12,052	4,105	2,013	5,934	989	989	989	989	989	989	-
G.O. Bonds	225	225	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,277	4,330	2,013	5,934	989	989	989	989	989	989	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	989	Year First Appropriation	FY15
Appropriation FY 24 Request	989	Last FY's Cost Estimate	10,671
Cumulative Appropriation	6,343		
Expenditure / Encumbrances	4,699		
Unencumbered Balance	1,644		

PROJECT DESCRIPTION

This level of effort project is intended to maintain and keep technology current in existing libraries by updating technology and technology support systems. When appropriate, upgrades will be coordinated with Library Refurbishment project work.

ESTIMATED SCHEDULE

Project started in FY15 and work will progress on an as needed basis.

COST CHANGE

Added FY27 and FY28 expenditures. Shifted Current Revenue for FY23 through FY28 to the Library operating budget to recognize ongoing operating budget impacts of this CIP project.

PROJECT JUSTIFICATION

This funding will allow the Department of Public Libraries, Department of General Services, and Department of Technology and Enterprise Business Solutions to respond to customer demands and library trends that require changes in the equipment and related furnishings of library buildings. This includes the provision of new equipment such as loanable laptops, upgraded self-checkout machines, security cameras, badge access doors, and modifying service desks to provide single points of service. It will also provide funding for necessary upgrades of electrical and data connections as improvements are made to the services and programs. This project will improve the level of service to the community by keeping the library system more current and responsive to the needs of the community. Rather than the current 30+ year cycle of renovations, funds will be available to modify technology on a much shorter timeframe.

FISCAL NOTE

Funds have occasionally been moved from this CIP budget to the Library operating budget to accommodate ongoing operating budget impacts from this project. Beginning in FY20, $118,000 was shifted to the Library operating budget. In FY21, another $156,000 was shifted to the Library operating budget. For FY23 through FY28, $93,000 will be shifted to the Library operating budget.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services, Department of Public Libraries, and Department of Technology and Enterprise Business Solutions.

Chevy Chase Library and Redevelopment
(P712301)

Category	Culture and Recreation	Date Last Modified	05/13/22
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,304	-	-	1,304	-	-	160	514	444	186	-
Construction	3,905	-	-	3,905	-	-	-	-	3,905	-	-
Other	620	-	-	620	-	-	-	-	620	-	-
TOTAL EXPENDITURES	5,829	-	-	5,829	-	-	160	514	4,969	186	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	5,829	-	-	5,829	-	-	160	514	4,969	186	-
TOTAL FUNDING SOURCES	5,829	-	-	5,829	-	-	160	514	4,969	186	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The Chevy Chase Library was originally included in the approved Library Refurbishment Level of Effort (LOE) Capital Improvement Project (CIP). This project will provide a new library with a mixed-use development at the site of the existing library.

ESTIMATED SCHEDULE

Design development will begin in FY25 and construction in FY27

FISCAL NOTE

Library Refurbishment Level of Effort (P711502) project costs are reduced in FY25 to FY28 since Chevy Chase Library costs were moved to this standalone project.

COORDINATION

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

Clarksburg Library
(P710500)

Category	Culture and Recreation	Date Last Modified	05/19/22
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,484	-	-	2,484	453	500	200	700	631	-	-
Site Improvements and Utilities	235	-	-	235	-	-	35	200	-	-	-
Construction	11,444	-	-	11,444	-	-	1,786	6,658	3,000	-	-
Other	1,200	-	-	1,200	-	-	200	1,000	-	-	-
TOTAL EXPENDITURES	15,363	-	-	15,363	453	500	2,221	8,558	3,631	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	15,363	-	-	15,363	453	500	2,221	8,558	3,631	-	-
TOTAL FUNDING SOURCES	15,363	-	-	15,363	453	500	2,221	8,558	3,631	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		126	-	-	-	-	42	84
Energy		75	-	-	-	-	25	50
Program-Staff		2,004	-	-	-	-	668	1,336
Program-Other		1,503	-	-	-	-	1,201	302
NET IMPACT		3,708	-	-	-	-	1,936	1,772
FULL TIME EQUIVALENT (FTE)			-	-	-	-	16	16

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	453	Year First Appropriation	FY23
Appropriation FY 24 Request	500	Last FY's Cost Estimate	15,363
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of a library located in Clarksburg, as outlined in the Clarksburg Master Plan, and appropriate to the needs of the community.

LOCATION

Clarksburg, Maryland

ESTIMATED SCHEDULE

Design development will begin in FY23, and construction will start in FY25.

PROJECT JUSTIFICATION

The Department's Strategic Facilities Plan (1998 - 2003) recognized the need for library services in the Clarksburg area, including a needs assessment completed in 2001. The Department confirms that the Clarksburg area continues to meet the criteria for a new facility, as outlined in the Department's Facilities Plan 2013-2016. The Clarksburg population is expected to increase from 13,766 in 2010 to almost 40,000 by 2025. The closest library is the Germantown branch, which opened in 2007. The library will serve as the community connection hub to ideas, learning, and the exchange of information. It will improve the community through facilitating knowledge creation, informing the community, and inspiring lifelong learning and collaboration.

FISCAL NOTE

Dedication of a 1.1 acre site was approved by the Montgomery County Planning Board on July 23, 2015 as part of the developer Third Try LLC's design for the site plan for the unbuilt portions of the Town Center on the east and west sides of the development. Pending evaluation of a Program of Requirements, a more refined cost estimate will be provided. Associated parking will be provided by the developer.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of General Services, Department of Technology and Enterprise Business Solutions, Department of Permitting Services, Washington Suburban Sanitary Commission, Clarksburg Town Center Development District, Department of Public Libraries, Upcounty Regional Service Center.

Library Refurbishment Level of Effort
(P711502)

Category	Culture and Recreation	Date Last Modified	05/20/22
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	9,447	4,109	1,042	4,296	706	886	716	602	555	831	-
Site Improvements and Utilities	67	67	-	-	-	-	-	-	-	-	-
Construction	18,207	6,811	-	11,396	2,112	2,731	2,497	2,782	-	1,274	-
Other	4,900	1,469	1,073	2,358	341	330	642	665	-	380	-
TOTAL EXPENDITURES	32,621	12,456	2,115	18,050	3,159	3,947	3,855	4,049	555	2,485	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	28,699	8,534	2,115	18,050	3,159	3,947	3,855	4,049	555	2,485	-
Recordation Tax Premium (MCG)	1,035	1,035	-	-	-	-	-	-	-	-	-
State Aid	2,887	2,887	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	32,621	12,456	2,115	18,050	3,159	3,947	3,855	4,049	555	2,485	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY15
Appropriation FY 24 Request	2,421	Last FY's Cost Estimate	34,794
Cumulative Appropriation	19,256		
Expenditure / Encumbrances	13,183		
Unencumbered Balance	6,073		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

The Library Refurbishment LOE started in FY15 with two refurbishments. In FY16, FY17, and FY18, a total of six libraries were refurbished. In FY19, FY20, FY21, and FY22, a total of three libraries were refurbished and one is under construction and expected to be completed in FY22. In FY23 and FY24, two libraries will be refurbished along with the facility assessment of a third and the design of a fourth. The schedule of refurbishments per fiscal year will then transition to completing the facility assessment of one library, design of one library, and the construction of one library per fiscal year. This will enable all 21 libraries to be refurbished by FY29 where the cycle would start over again. The Library Department identifies the libraries to be refurbished 18 months in advance before the planning and design begins, so that applications for state grant funding can be submitted. Notice identifying the specific library projects for the given fiscal year must be provided to Council at least 60 days before any funding is obligated or spent. The notice to Council includes the scope of work, cost estimate, and expenditure schedule for planning design and supervision, construction, and other costs by fiscal year.

COST CHANGE

FY27 and FY28 libraries have been added. Chevy Chase Library has been removed from the library refurbishment schedule. A separate Chevy Chase Library project (P712301) has been created that will provide a mixed-use development with an entirely new library and housing that will help mitigate the County's housing shortage.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

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

Noyes Library for Young Children Rehabilitation and Renovation
(P711704)

Category	Culture and Recreation	Date Last Modified	04/14/22
SubCategory	Libraries	Administering Agency	Public Libraries
Planning Area	Kensington-Wheaton	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,003	654	26	323	190	103	30	-	-	-	-
Site Improvements and Utilities	720	-	-	720	480	240	-	-	-	-	-
Construction	2,802	-	-	2,802	1,881	921	-	-	-	-	-
Other	96	-	-	96	64	32	-	-	-	-	-
TOTAL EXPENDITURES	4,621	654	26	3,941	2,615	1,296	30	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	1,475	59	26	1,390	1,300	90	-	-	-	-	-
Current Revenue: General	500	-	-	500	-	500	-	-	-	-	-
G.O. Bonds	2,389	338	-	2,051	1,315	706	30	-	-	-	-
PAYGO	257	257	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,621	654	26	3,941	2,615	1,296	30	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		32	-	4	7	7	7	7
Energy		18	-	2	4	4	4	4
Program-Staff		968	-	108	215	215	215	215
Program-Other		654	-	250	101	101	101	101
NET IMPACT		1,672	-	364	327	327	327	327
FULL TIME EQUIVALENT (FTE)			-	2.75	2.75	2.75	2.75	2.75

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,407	Year First Appropriation	FY17
Appropriation FY 24 Request	84	Last FY's Cost Estimate	4,070
Cumulative Appropriation	3,100		
Expenditure / Encumbrances	654		

APPROPRIATION AND EXPENDITURE DATA ($000s)

Unencumbered Balance	2,446

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

Design is completed. Additional State Aid fundraised by the Noyes Children's Library Foundation for FY23 has resulted in a re-start of the project in FY23, with construction anticipated to begin in late Fall 2022.

COST CHANGE

Cost increase due to delays in fundraising by the Noyes Children's Library Foundation and final design estimates.

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

Originally, the project was to be funded by County General Obligation (GO) Bonds and private funds that would 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 codified the fundraising and project plan. In addition, Current Revenue funding of $300,000 in FY17 and $200,000 in FY18 was moved from Capital Improvement Grants for the Arts and Humanities from Cost Sharing project P720601. The construction phase was not to begin until the Noyes Children's Library Foundation completed its fund raising and provided the construction funding in full to the County. An increased cost share related to the project's cost increase was required to be negotiated per the terms of the Memorandum of Understanding between the County and the Noyes Children's Library Foundation. In FY23, the County agreed to contribute an additional $885,000 for the project. In concert with the Foundation's reported $950,000 in fund raising proceeds and an additional $525,000 in FY23 State Aid, this will fully fund the project.

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	05/25/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,770	3,770	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	33	33	-	-	-	-	-	-	-	-	-
Construction	8,131	8,131	-	-	-	-	-	-	-	-	-
Other	33,141	20,665	3,926	8,550	3,550	1,000	1,000	1,000	1,000	1,000	-
TOTAL EXPENDITURES	45,075	32,599	3,926	8,550	3,550	1,000	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	150	150	-	-	-	-	-	-	-	-	-
Current Revenue: General	30,500	18,274	3,926	8,300	3,300	1,000	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)	1,316	1,066	-	250	250	-	-	-	-	-	-
State Aid	4,200	4,200	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	45,075	32,599	3,926	8,550	3,550	1,000	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	3,550	Year First Appropriation	FY06
Appropriation FY 24 Request	1,000	Last FY's Cost Estimate	40,525
Cumulative Appropriation	36,525		
Expenditure / Encumbrances	34,487		
Unencumbered Balance	2,038		

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 increase due to the addition of FY27 and FY28.
As previously approved by Council, a FY23 CIP Grant for Arts and Humanities Organizations grant totaling $250,000 is included for the following project: The Olney Theatre for the Arts, Inc.: $250,000.
For FY23, County participation is for the following community grant projects totaling $3,300,000: A Wider Circle, Inc: $115,000; Adventist Community Services of Greater Washington, Inc.: $20,500; Adventist Health Care, Inc.: $63,000; Aish Center of Greater Washington: $5,200; American Diversity Group, Inc.: $28,023; Artpreneurs, Inc. dba Arts on the Block: $25,000; Audubon Naturalist Society of the Central Atlantic States, Inc.: $170,000; Bender JCC of Greater Washington, Inc. A/K/A Bender JCC of Greater Washington: $100,000; Boyds Clarksburg Historical Society, Inc.: $5,000; Catholic Charities of the Archdiocese of Washington, Inc.: $87,537; Chinese Culture and Community Service Center, Inc.: $25,000; Docs in Progress, Incorporated: $26,000; Easter Seals Servicing DC/MD/VA, Inc.: $175,000; Friends House Retirement Community, Inc.: $250,000; Gaithersburg HELP, Inc.: $3,375; GapBuster, Inc.: $40,000; Germantown Cultural Arts Center, Inc. t/a Blackrock Center for the Arts: $100,000; Glen Echo Park Partnership for Arts and Culture, Inc.: $67,276; Great and Small, Inc. A/K/A Great and Small: $12,000; Jewish Foundation for Group Homes, Inc.: $75,000; Madison House Autism Foundation, Inc.: $25,000; Metropolitan Ballet Theatre, Inc. t/a Metropolitan Ballet Theatre and Academy.: $6,387; Montgomery County Muslim Foundation, Inc.: $400,000; OASIS, Inc.: $54,537; Peerless Rockville Historic Preservation, Ltd.: $100,000; Red Wiggler Foundation, Inc. t/a Red Wiggler Community Farm: $7,665; Sandy Spring Museum: $250,000; Scotland A.M.E. Zion Church: $300,000; The Charles Koiner Center for Urban Farming, Inc. t/a CKC Farming : $36,000; The Community Clinic, Inc. t/a CCI Health Services : $250,000; The Ivymount School, Inc.: $100,000; The Jubilee Association Of Maryland, Inc.: $25,000; The Menare Foundation, Inc.: $20,000; The Muslim Community Center, Inc.: $125,000; The Writer's Center, Inc.: $95,000; WUMCO Help, Inc.: $12,500; Yad Yehuda of Greater Washington: $100,000.

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 special appropriation, Resolution #19-593, that increased FY21 by $250,000 for a total of $2.330 million, reduced FY22 to $603,000 from $1 million, and reduced FY23 to $250,000 from $1 million. Approved FY18 supplemental appropriation 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 appropriation 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

Private organizations, State of Maryland, Municipalities, Montgomery County Public Schools, Community Use of Public Facilities, Department of General Services, Department of Economic Development, and Arts and Humanities Council of Montgomery County.

COST SHARING GRANTS**Grants:**

As previously approved by Council, a FY23 CIP Grant for Arts and Humanities Organizations grant totaling $250,000 is included for the following project: The Olney Theatre for the Arts, Inc.: $250,000.

For FY23, County participation is for the following community grant projects totaling $3,300,000: A Wider Circle, Inc: $115,000; Adventist Community Services of Greater Washington, Inc.: $20,500; Adventist Health Care, Inc.: $63,000; Aish Center of Greater Washington: $5,200; American Diversity Group, Inc.: $28,023; Artpreneurs, Inc. dba Arts on the Block: $25,000; Audubon Naturalist Society of the Central Atlantic States, Inc.: $170,000; Bender JCC of Greater Washington, Inc. A/K/A Bender JCC of Greater Washington: $100,000; Boyds Clarksburg Historical Society, Inc.: $5,000; Catholic Charities of the Archdiocese of Washington, Inc.: $87,537; Chinese Culture and Community Service Center, Inc.: $25,000; Docs in Progress, Incorporated: $26,000; Easter Seals Servicing DC/MD/VA, Inc.: $175,000; Friends House Retirement Community, Inc.: $250,000; Gaithersburg HELP, Inc.: $3,375; GapBuster, Inc.: $40,000; Germantown Cultural Arts Center, Inc. t/a Blackrock Center for the Arts: $100,000; Glen Echo Park Partnership for Arts and Culture, Inc.: $67,276; Great and Small, Inc. A/K/A Great and Small: $12,000; Jewish Foundation for Group Homes, Inc.: $75,000; Madison House Autism Foundation, Inc.: $25,000; Metropolitan Ballet Theatre, Inc. t/a Metropolitan Ballet Theatre and Academy.: $6,387; Montgomery County Muslim Foundation, Inc.: $400,000; OASIS, Inc.: $54,537; Peerless Rockville Historic Preservation, Ltd.: $100,000; Red Wiggler Foundation, Inc. t/a Red Wiggler Community Farm: $7,665; Sandy Spring Museum: $250,000; Scotland A.M.E. Zion Church: $300,000; The Charles Koiner Center for Urban Farming, Inc. t/a CKC Farming : $36,000; The Community Clinic, Inc. t/a CCI Health Services : $250,000; The Ivymount School, Inc.: $100,000; The Jubilee Association Of Maryland, Inc.: $25,000; The Menare Foundation, Inc.: $20,000; The Muslim Community Center, Inc.: $125,000; The Writer's Center, Inc.: $95,000; WUMCO Help, Inc.: $12,500; Yad Yehuda of Greater Washington: $100,000.

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 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 American: $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 Sholom 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).

Holiday Park Net Zero Initiative
(P722301)

Category	Culture and Recreation	Date Last Modified	01/12/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	319	-	-	319	104	114	101	-	-	-	-
Construction	2,760	-	-	2,760	-	2,307	453	-	-	-	-
TOTAL EXPENDITURES	3,079	-	-	3,079	104	2,421	554	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	3,079	-	-	3,079	104	2,421	554	-	-	-	-
TOTAL FUNDING SOURCES	3,079	-	-	3,079	104	2,421	554	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Energy		(146)	-	-	-	(47)	(49)	(50)
NET IMPACT		(146)	-	-	-	(47)	(49)	(50)

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	104	Year First Appropriation	FY23
Appropriation FY 24 Request	2,975	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

and musical performances.

LOCATION

3950 Ferrara Dr, Silver Spring, MD 20906

ESTIMATED SCHEDULE

Design work begins in Summer of 2023 with construction scheduled from summer of 2024 for a period of 18 months. This project will also coordinate the schedule for Americans with Disabilities Act (ADA) improvements.

PROJECT JUSTIFICATION

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

OTHER

The project total cost is $4.079 million with $1 million funded by the Building Envelope Repair (P361501) project.

COORDINATION

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

Kennedy Shriver Aquatic Center Building Envelope Improvement

(P721503)

Category	Culture and Recreation	Date Last Modified	05/20/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,795	390	810	4,595	1,494	1,141	1,141	819	-	-	-
Site Improvements and Utilities	907	-	-	907	35	419	419	34	-	-	-
Construction	25,666	18	127	25,521	982	15,479	8,079	981	-	-	-
Other	276	-	-	276	11	127	127	11	-	-	-
TOTAL EXPENDITURES	32,644	408	937	31,299	2,522	17,166	9,766	1,845	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	32,644	408	937	31,299	2,522	17,166	9,766	1,845	-	-	-
TOTAL FUNDING SOURCES	32,644	408	937	31,299	2,522	17,166	9,766	1,845	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	3,438	Year First Appropriation	FY18
Appropriation FY 24 Request	830	Last FY's Cost Estimate	28,289
Cumulative Appropriation	27,190		
Expenditure / Encumbrances	1,878		
Unencumbered Balance	25,312		

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. The 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 the Department of General Services 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 and the anticipated opening of the South County Regional Recreation and Aquatic Center (Winter 2022), 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 will be installed and weatherization of the shower rooms improved at the Glenmont Outdoor Pool to allow 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 started in FY22 with some construction investigation continuing in FY23. Construction scheduled to start in FY24.

COST CHANGE

Cost increases reflect additional costs to achieve a Net Zero goal and to extend the usability of the Glenmont Pool to limit the community impact of the KSAC closure during renovation.

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.

OTHER

The refurbishment part of this project will be funded by Recreation Facilities Refurbishment (P722105).

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.

Martin Luther King, Jr. Indoor Swim Center Renovation

(P721902)

Category	Culture and Recreation	Date Last Modified	01/09/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,397	1,461	413	523	261	262	-	-	-	-	-
Site Improvements and Utilities	323	323	-	-	-	-	-	-	-	-	-
Construction	10,155	5,514	1,145	3,496	2,331	1,165	-	-	-	-	-
Other	597	544	53	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	13,472	7,842	1,611	4,019	2,592	1,427	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	13,472	7,842	1,611	4,019	2,592	1,427	-	-	-	-	-
TOTAL FUNDING SOURCES	13,472	7,842	1,611	4,019	2,592	1,427	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY19
Appropriation FY 24 Request	-	Last FY's Cost Estimate	13,472
Cumulative Appropriation	13,472		
Expenditure / Encumbrances	8,297		
Unencumbered Balance	5,175		

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 to, 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

All work associated with the renovation excluding Americans with Disabilities Act (ADA) compliance of the pool deck is completed.

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 and Enterprise Business Solutions, Washington Suburban Sanitary Commission, and PEPCO.

North Bethesda Community Recreation Center
(P720100)

Category	Culture and Recreation	Date Last Modified	01/08/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,536	-	-	-	-	-	-	-	-	-	1,536
TOTAL EXPENDITURES	1,536	-	-	-	-	-	-	-	-	-	1,536

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	1,536	-	-	-	-	-	-	-	-	-	1,536
TOTAL FUNDING SOURCES	1,536	-	-	-	-	-	-	-	-	-	1,536

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY16
Appropriation FY 24 Request	-	Last FY's Cost Estimate	1,536
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will include an approximately 46,200 gross square foot community recreation center. This building will include typical elements, such as, a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, restrooms, and storage space in association with the development of the Kennedy Shriver Aquatic Center and Wall Park.

ESTIMATED SCHEDULE

The project schedule is dependent upon the implementation of the White Flint Sector plan and affordability considerations.

PROJECT JUSTIFICATION

This region, with a population approaching 100,000, is currently served by one community recreation center located in Chevy Chase, which is designed to serve a community of 30,000. Residential development in the northern sector of this region has been significant in recent years, and additional development is in process.

COORDINATION

Bethesda-Chevy Chase Regional Services Center, Department of Permitting Services, Department of General Services, Department of Recreation, Department of Technology and Enterprise Business Solutions, WSSC, and PEPCO.

Public Arts Trust
(P729658)

Category	Culture and Recreation	Date Last Modified	05/20/22
SubCategory	Recreation	Administering Agency	Recreation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	800	-	200	600	100	100	100	100	100	100	-
Other	3,605	1,548	209	1,848	308	308	308	308	308	308	-
TOTAL EXPENDITURES	4,405	1,548	409	2,448	408	408	408	408	408	408	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	4,405	1,548	409	2,448	408	408	408	408	408	408	-
TOTAL FUNDING SOURCES	4,405	1,548	409	2,448	408	408	408	408	408	408	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	408	Year First Appropriation	FY96
Appropriation FY 24 Request	408	Last FY's Cost Estimate	3,480
Cumulative Appropriation	1,957		
Expenditure / Encumbrances	1,548		
Unencumbered Balance	409		

PROJECT DESCRIPTION

Effective April 12, 1995, the County Council enacted legislation providing for the creation of a Public Arts Trust. The purpose of this program is to incorporate art into public facilities and sponsor privately-funded temporary or permanent displays of art on public property. As written, the County Chief Administrative Officer (CAO) administers the trust in consultation with the Arts and Humanities Council of Montgomery County (AHCMC), Montgomery County Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission. The request for County funds for this project will be determined annually. The guidelines state that the annual request for the next fiscal year will be 0.05 percent of the total approved programmed capital expenditures for the current year Capital Improvements Program of the County Government, Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission. Each year, the County Council should consider appropriating this amount but may appropriate any amount.

COST CHANGE

FY27 and FY28 costs added.

PROJECT JUSTIFICATION

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

FISCAL NOTE

FY22 supplemental in Current Revenue: General for the amount of $109,000. FY21 funding updated to reflect Resolution 19-592 that added an additional $218,000 in appropriation to FY21. Due to fiscal constraints, FY21 was reduced by $109,000 which is half of the approved FY21 Council supplemental increase. $50,000 FY18 Special Appropriation approved by Council in July 2017. The Public Arts Trust is implemented through the Department of Recreation via an outside contract with the AHCMC.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Arts and Humanities Council of Montgomery County, Montgomery County Public Schools, Montgomery College, Maryland-National Capital Park and Planning Commission, Department of General Services, County Executive, and Chief Administrative Officer.

Recreation Facility Modernization
(P720917)

Category	Culture and Recreation	Date Last Modified	01/12/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	83	83	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	83	83	-	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	33	33	-	-	-	-	-	-	-	-	-
G.O. Bonds	1	1	-	-	-	-	-	-	-	-	-
PAYGO	49	49	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	83	83	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	(117)	Year First Appropriation	FY09
Appropriation FY 24 Request	-	Last FY's Cost Estimate	350
Cumulative Appropriation	200		
Expenditure / Encumbrances	83		
Unencumbered Balance	117		

PROJECT DESCRIPTION

This project provides for a comprehensive plan and renovation of recreational facilities to protect the County's investment in recreation facilities and to sustain efficient and reliable facility operations. Improvements that may be provided from this project include mechanical/plumbing equipment, code compliance, Americans with Disabilities Act compliance, lighting system replacements, building structural and exterior envelope refurbishment, and reconstruction or reconfiguration of interior building or exterior site amenities. This project also includes developing a plan to address the renovation needs of each facility listed below based on their age and condition. The plan will include a Program of Requirements, scope of work and cost estimates. Funding will be used to support Program of Requirements development for the following facilities: Margaret Schweinhaut Senior Center and Clara Barton Neighborhood Recreation Center.

ESTIMATED SCHEDULE

A condition assessment of pool slides will be conducted during early 2020. Follow-up repair or replacement work will be funded out of

the Swimming Pools Slide Replacement project. Assessment of the Margaret Schweinhaut Senior Center and Clara Barton Neighborhood Recreation Center will occur in FY23 and FY24 respectively.

COST CHANGE

Project funding and unused project balance shifted to Recreation Facilities Refurbishment (P722105).

PROJECT JUSTIFICATION

Renovation requirements will be based on facility assessments of the site and building infrastructure and programmatic requirements. Originally this project was initiated to proceed with master planning of five Neighborhood Recreation Centers, two Community Recreation Centers, and one Senior Center. This project serves as a mechanism to prioritize projects and to begin facility renovations.

FISCAL NOTE

FY23, Current Revenue: General funding of $50K in FY23 and FY25, and unused project balance of $117K shifted to Recreation Facilities Refurbishment (P722105).

COORDINATION

Department of General Services and Department of Recreation.

Recreation Facilities Refurbishment
(P722105)

Category	Culture and Recreation	Date Last Modified	05/20/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	8,267	-	2,000	6,267	167	500	1,400	1,400	1,400	1,400	-
Construction	23,450	-	-	23,450	1,000	2,400	5,050	5,000	5,000	5,000	-
Other	500	-	-	500	-	100	100	100	100	100	-
TOTAL EXPENDITURES	32,217	-	2,000	30,217	1,167	3,000	6,550	6,500	6,500	6,500	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	217	-	-	217	167	-	50	-	-	-	-
G.O. Bonds	32,000	-	2,000	30,000	1,000	3,000	6,500	6,500	6,500	6,500	-
TOTAL FUNDING SOURCES	32,217	-	2,000	30,217	1,167	3,000	6,550	6,500	6,500	6,500	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,167	Year First Appropriation	FY22
Appropriation FY 24 Request	3,000	Last FY's Cost Estimate	19,000
Cumulative Appropriation	2,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,000		

PROJECT DESCRIPTION

This level of effort project is intended to provide a structured process to ensure that all recreation center facilities are refurbished through repair or replacement of facility components. A facility assessment will be conducted to evaluate the level of repair or replacement for each facility and create a program of requirements with an associated construction cost estimate.

ESTIMATED SCHEDULE

The project started in FY22 and continues through FY28 and beyond for refurbishment of all Recreation facilities including pools and centers. The Recreation Department will identify the facilities and scope of the work through a facility assessment prior to the design and construction process. Projects will be prioritized based on facility assessment results and programmatic needs. The tentative refurbishment schedule is: FY22: Coffield Community Recreation Center ADA Work and Painting, FY23: Holiday Park Net Zero Initiative, FY24: Damascus Senior Center, FY25: Eunice Kennedy/Sargent Shriver Aquatic Center, FY26: Bauer Drive Community

Recreation Center, FY27: Margaret Schweinhaut Senior Center, FY28: Upper County Community Recreation Center, FY29: Clara Barton Neighborhood Recreation Center, FY30: Holiday Park Senior Center.

COST CHANGE

Yearly cost increases added in FY27 and FY28.

PROJECT JUSTIFICATION

Many of the Recreation Department's facilities have not been updated for a long time. This project will ensure that: 1) the County's capital investments are protected by maintaining the Recreation Department's building infrastructure, 2) all new and required construction codes are addressed and implemented, 3) critical equipment and building systems are overhauled or replaced prior to failure, and 4) reorganization of internal space is completed to insure that space is fully utilized based on the community's needs for programs and services.

FISCAL NOTE

FY23, Current Revenue: General funding of $50K in FY23 and FY25, and unused project balance of $117K shifted from Recreation Facility Modernization (P720917) to this project.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of Recreation and Department of General Services.

South County Regional Recreation and Aquatic Center
(P721701)

Category	Culture and Recreation	Date Last Modified	01/12/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	10,607	6,464	3,082	1,061	1,061	-	-	-	-	-	-
Land	8	-	8	-	-	-	-	-	-	-	-
Site Improvements and Utilities	100	-	75	25	25	-	-	-	-	-	-
Construction	58,596	22,943	31,645	4,008	4,008	-	-	-	-	-	-
Other	2,761	5	2,077	679	679	-	-	-	-	-	-
TOTAL EXPENDITURES	72,072	29,412	36,887	5,773	5,773	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	54,713	12,053	36,887	5,773	5,773	-	-	-	-	-	-
PAYGO	11,476	11,476	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	5,883	5,883	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	72,072	29,412	36,887	5,773	5,773	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		3,143	328	563	563	563	563	563
Energy		4,729	494	847	847	847	847	847
Program-Staff		9,298	1,123	1,635	1,635	1,635	1,635	1,635
Program-Other		2,192	367	365	365	365	365	365
Offset Revenue		(2,415)	(115)	(460)	(460)	(460)	(460)	(460)
NET IMPACT		16,947	2,197	2,950	2,950	2,950	2,950	2,950
FULL TIME EQUIVALENT (FTE)			28.2	28.2	28.2	28.2	28.2	28.2

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY17
Appropriation FY 24 Request	-	Last FY's Cost Estimate	72,072
Cumulative Appropriation	72,072		

APPROPRIATION AND EXPENDITURE DATA ($000s)	
Expenditure / Encumbrances	67,630
Unencumbered Balance	4,442

PROJECT DESCRIPTION

This project provides for the County's estimated costs for a new regional recreation and aquatic center in the Central Business District of Silver Spring. This project will include approximately 133,183 gross square feet (GSF) of public recreation space within Housing Opportunities Commission's (HOC's) larger housing project. The facility will include typical recreation and leisure activities, such as pools for swimming and low level diving, exercise, aquatic play, high school competitions, training, and teaching. A gymnasium, exercise and weight room spaces, movement and dance studios, multipurpose activity rooms, public use space, and social space with a culinary arts kitchen will also be included. Senior programs will be coordinated with Holy Cross Hospital's "Senior Source."

LOCATION

This amenity will be located on the Elizabeth Square site, bordered by Apple Avenue to the south and Fenwick Lane to the north, with the CSX railroad right-of-way on the west.

ESTIMATED SCHEDULE

Construction began in 2019 with completion expected in mid FY23.

COST CHANGE

Expenditure schedule updated.

PROJECT JUSTIFICATION

This project has been included in long-range planning by the County in its Montgomery County Recreation Facility Development Plan, 2010-2030 as one of four regional recreation facilities to serve the County. This plan is based on the results of the County's Vision 2030 assessment, completed and published in 2011. The Southern Region, around the Greater Silver Spring Area, was found to be significantly under served for recreation and park amenities when compared against total population. Only two smaller community recreation centers, one small indoor pool, and one seasonal outdoor pool serve this area currently and no services are available in downtown Silver Spring. The project achieves a County goal of co-locating affordable housing with other County services. Through co-location, the County will achieve cost savings, program efficiencies, and improved service to residents.

OTHER

The Elizabeth Square Development project is a Public-Private Partnership between Housing Opportunities Commission (HOC) and Lee Development Group. The proposed plan is to redevelop the existing Elizabeth House, a senior Public Housing property, and a substantial renovation of Alexander House Apartments, a mixed-income multifamily property, in downtown Silver Spring. At full completion of the redevelopment, Elizabeth Square Development will provide for a combined 326 moderately-priced dwelling units (MPDU), Work Force Housing Units (WFHU), and other affordable housing units out of a total 906 units, with the inclusion of the new aquatic and recreational facility within the footprint of the larger construction. Housing costs are not a part of this project.

FISCAL NOTE

The County's contribution will pay for the design of the recreation and aquatic center facility, tenant fit out, furniture, fixtures, equipment for the new facility, and staff time during design and construction. FY17 Supplemental appropriation of $3,800,000 in GO Bonds was approved for this project. FY19 Supplemental for $17,016,000 in GO Bonds. In FY19, this project received a transfer of $500,000 in GO Bonds from North Potomac Community Recreation Center, P720102 and a transfer of $170,000 in GO Bonds from Western County Outdoor Pool Renovation and Modernization, P721501.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Housing Opportunity Commission, Silver Spring Regional Services Center, Department of Permitting Services, Department of General Services, Department of Recreation, Department of Technology & Enterprise Business Solutions, M-NCPPC, WSSC, and PEPCO. Special Capital Projects Legislation Bill No. 18-17 was adopted by Council June 29, 2017.

Swimming Pools Slide Replacement
(P722101)

Category	Culture and Recreation	Date Last Modified	04/01/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,968	-	101	2,092	251	358	362	370	373	378	775
Construction	9,827	-	186	6,985	928	1,145	1,178	1,217	1,242	1,275	2,656
TOTAL EXPENDITURES	12,795	-	287	9,077	1,179	1,503	1,540	1,587	1,615	1,653	3,431

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	12,795	-	287	9,077	1,179	1,503	1,540	1,587	1,615	1,653	3,431
TOTAL FUNDING SOURCES	12,795	-	287	9,077	1,179	1,503	1,540	1,587	1,615	1,653	3,431

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,503	Year First Appropriation	FY22
Appropriation FY 24 Request	1,541	Last FY's Cost Estimate	12,795
Cumulative Appropriation	1,002		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,002		

PROJECT DESCRIPTION

This level of effort project is intended to provide a structured process to ensure the safety of pool operations through the repair or replacement of slides. A facilities assessment has been conducted to evaluate the needed level of repair or replacement and to create a priority list.

ESTIMATED SCHEDULE

The project starts in FY23 and continues through FY30 for replacement of eight pool slides. The Recreation Department identified the slides and scope of the work through a slides assessment process in FY20. Slide repairs will be coordinated with the annual closure of indoor and outdoor pools to minimize the impact of construction on pool operations. The tentative replacement schedule is: FY23: Upper County Outdoor Pool, FY24: Sergeant Hector I. Ayala Wheaton/Glenmont Outdoor Pool, FY25: Eunice Kennedy/Sargent Shriver Indoor Pool, FY26: Germantown Outdoor Pool, FY27: Martin Luther King, Jr. Indoor Pool, FY28: Bethesda Outdoor Pool, FY29: Long Branch Outdoor Pool, FY30: Germantown Indoor Pool.

PROJECT JUSTIFICATION

Most slides were constructed many years ago and many have disintegrated slide surfaces or rusted structural elements which could create safety issues if not repaired. This project ensures that slides are repaired in a systematic sequence based on their condition. The exact cost of slide repair or replacement will be determined based on more detailed studies that will be performed during the design and engineering phase of each slide.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of Recreation and Department of General Services.

Wall Park Garage and Park Improvements
(P721801)

Category	Culture and Recreation	Date Last Modified	01/12/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Other	6,612	-	1,106	5,506	-	-	4,400	1,106	-	-	-
TOTAL EXPENDITURES	6,612	-	1,106	5,506	-	-	4,400	1,106	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	6,612	-	1,106	5,506	-	-	4,400	1,106	-	-	-
TOTAL FUNDING SOURCES	6,612	-	1,106	5,506	-	-	4,400	1,106	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY18
Appropriation FY 24 Request	-	Last FY's Cost Estimate	6,612
Cumulative Appropriation	6,612		
Expenditure / Encumbrances	-		
Unencumbered Balance	6,612		

PROJECT DESCRIPTION

This project relocates surface parking from the Wall Park and the Kennedy Shriver Aquatic Center (KSAC) to an adjacent parking garage on private property, as suggested in the White Flint Sector Plan. The adjacent property owner, Gables Development, has an approved site plan and is going forward with a larger residential project. As part of their site plan approval, Gables Development is required to reserve space for up to 400 parking spaces to be built and used by the County to serve both KSAC and a possible future expansion for a Regional Recreation Center. As part of the residential project, the developer is building an 850 space garage, with 250 of those spaces owned by the County through a condominium regime. The parking garage will be linked to KSAC through a public drive and pedestrian paths. Space is being reserved for a possible addition of County spaces to the garage if they are needed in the future for an expanded Recreation Center. This space will be reserved for 10 years from the date of Gables' site plan approval. The garage project will allow for the removal of most of the current surface parking in Wall Park and the creation of an interim park with large green spaces and loop trails, with plans for a future urban park with varied amenities.

LOCATION

The project will be located on the Gables residential site which is immediately adjacent to the Kennedy Shriver Aquatic Center

(KSAC) at 5900 Executive Boulevard, North Bethesda, MD and will be accessed from KSAC's current entrance on Executive Boulevard.

ESTIMATED SCHEDULE

Assumes developer implementation delays until FY25.

PROJECT JUSTIFICATION

The White Flint Sector Plan was approved by Council in 2010. This plan allows for significantly higher density than the existing development. Based upon the market, the majority of development planned for the first phase has been multi-family residential. Along with providing a more walkable area through new programmed capital roads, streetscape, and biking facilities projects, there is a great need for open space that can be easily accessed by both the urban dwellers moving into this dense redevelopment area and by the local community. Wall Park could provide that open space now and will eventually provide an urban park with varied amenities, but only if the surface parking is removed. The roads adjacent to this site are currently being reconfigured and facilitation of this project will allow the County to obtain dedicated right of way needed for use in the ongoing White Flint West Workaround road project. As part of the Gables Residential project, there is an opportunity to have the surface parking replaced by a much larger garage. This will take advantage of the economies of scale by providing the development of parking at a lower cost than if the County had to build its own garage and will result in the County ownership of 30% of the garage spaces under a condominium regime.

FISCAL NOTE

FY18 supplemental for Wall Park Garage and Park Improvements approved $6,582,000 in FY18 appropriation.

COORDINATION

Department of General Services, Department of Transportation, Permitting Services, Department of Recreation and Maryland-National Capital Park and Planning Commission.

Wheaton Arts and Cultural Center
(P722106)

Category	Culture and Recreation	Date Last Modified	03/13/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Kensington-Wheaton	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,150	45	55	2,050	50	-	2,000	-	-	-	-
TOTAL EXPENDITURES	2,150	45	55	2,050	50	-	2,000	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	100	45	55	-	-	-	-	-	-	-	-
G.O. Bonds	2,000	-	-	2,000	-	-	2,000	-	-	-	-
Recordation Tax Premium (MCG)	50	-	-	50	50	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,150	45	55	2,050	50	-	2,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	50	Year First Appropriation	FY21
Appropriation FY 24 Request	-	Last FY's Cost Estimate	100
Cumulative Appropriation	100		
Expenditure / Encumbrances	45		
Unencumbered Balance	55		

PROJECT DESCRIPTION

This project provides for planning, site feasibility, and design activities for a new arts and cultural facility to be located in the Wheaton Arts and Entertainment District. The project's specifications, including the potential for affordable housing, will be evaluated for the selected site.

ESTIMATED SCHEDULE

Funds through FY23 will be used for planning and site feasibility work. Placeholder funding for design is included in FY25.

COST CHANGE

Funds have been added for additional site evaluation and design costs.

PROJECT JUSTIFICATION

A Program of Requirements (POR) funded out of the Facility Planning: MCG project was completed in FY20. The POR specifications provide for requirements for the facility. The ultimate design and configuration of the facility will depend on the characteristics of the selected site.

FISCAL NOTE

Funding for this project was shifted from the Facility Planning: MCG (P508768) project.

DISCLOSURES

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

COORDINATION

Department of Recreation. Department of General Services.

Ag Land Pres Easements
(P788911)

Category	Conservation of Natural Resources	Date Last Modified	05/06/22
SubCategory	Ag Land Preservation	Administering Agency	Agriculture
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,934	1,831	1,205	898	356	102	105	108	112	115	-
Land	16,551	8,695	5,053	2,803	670	427	427	427	426	426	-
Other	37	37	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	20,522	10,563	6,258	3,701	1,026	529	532	535	538	541	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Agricultural Transfer Tax	3,821	1,244	1,377	1,200	200	200	200	200	200	200	-
Contributions	1,499	-	953	546	-	42	332	172	-	-	-
Current Revenue: General	500	-	-	500	500	-	-	-	-	-	-
Developer Payments	6,359	4,982	535	842	-	-	-	163	338	341	-
Federal Aid	545	479	43	23	23	-	-	-	-	-	-
G.O. Bonds	308	308	-	-	-	-	-	-	-	-	-
Investment Income	1,275	392	395	488	201	287	-	-	-	-	-
State Aid	6,215	3,158	2,955	102	102	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,522	10,563	6,258	3,701	1,026	529	532	535	538	541	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,026	Year First Appropriation	FY89
Appropriation FY 24 Request	529	Last FY's Cost Estimate	15,351
Cumulative Appropriation	16,821		
Expenditure / Encumbrances	10,611		
Unencumbered Balance	6,210		

PROJECT DESCRIPTION

This project provides funds for the purchase of agricultural and conservation easements under the County Agricultural Land Preservation legislation, effective November 25, 2008, for local participation in Maryland's Agricultural and Conservation programs and through Executive Regulation 3-09 AM, adopted July 27, 2010. The County Agricultural Easement Program (AEP) enables the County to purchase preservation easements on farmland in the agricultural zones and in other zones approved by the County Council to preserve farmland not entirely protected by Transferable Development Rights (TDR) easements or State agricultural land

preservation easements. The Maryland Agricultural Land Preservation Foundation (MALPF) enables the State to purchase preservation easements on farmland jointly by the County and State. The Rural Legacy Program (RLP) enables the State to purchase conservation easements to preserve large contiguous tracts of agricultural land. The sale of development rights easements are proffered voluntarily by the farmland owner. The project receives funding from the Agricultural Transfer Tax, which is levied when farmland is sold and removed from agricultural status. Montgomery County is a State-Certified County under the provisions of State legislation, which enables the County to retain 75 percent of the taxes for local use. The County uses a portion of its share of the tax to provide matching funds for State easements. In FY10, the Building Lot Termination (BLT) program was initiated. This program represents an enhanced farmland preservation program tool to further protect land where development rights have been retained in the Agricultural Reserve-AR zone. This program utilizes a variety of revenue sources that include: Agricultural Transfer Tax revenues, Contributions, Developer Payments, Investment Income, and State Aid.

COST CHANGE

Costs for FY27 and FY28 have been added to the project, as well as FY22 funds related to a $2,722,761 Rural Legacy Program State grant, and contributions from Maryland National Capital Park and Planning Commission of $953,055, and additional funding for FY23 easement purchases.

PROJECT JUSTIFICATION

Annotated Code of Maryland Agriculture Article 2-501 to 2-515, Maryland Agricultural Land Preservation Foundation; Annotated Code of Maryland Tax-Property Article 13-301 to 13-308, Agricultural Land Transfer Tax; and Montgomery County Code, Chapter 2B, Agricultural Land Preservation; and Executive Regulation 3-09 AM.

OTHER

FY23 estimated Planning, Design and Supervision expenditures are $356,000, with $30,000 of these annual costs funded by Agricultural Transfer Tax revenues as authorized by State law. The amount includes funding for 1.0 FTE Business Development Specialist; 1.0 FTE assigned to the University of Maryland Extension; 0.25 FTE Public Administration Associate; $25,000 for the Deer Donation Program; $15,000 for the Montgomery Weed Control Program; and $75,000 for the Cooperative Extension Partnership. The Council approved eliminating expenditures not related to agricultural easement purchases for FY24-28, which includes 1.0 FTE assigned to the University of Maryland Extension; 0.25 FTE Public Administration Associate; $25,000 for the Deer Donation Program; $15,000 for the Montgomery Weed Control Program; and $75,000 for the Cooperative Extension Partnership. These expenditures will be included in the operating budget beginning in FY24. Appropriations are based upon a projection of Montgomery County's portion of the total amount of Agricultural Transfer Tax which has become available since the last appropriation and State Rural Legacy Program grant funding. Appropriations to this project represent a commitment of Agricultural Transfer Tax funds and State Aid to purchase agricultural easements, contributions from the Crown Farm Annexation Agreement, and partial BLT payments made by developers for additional density in BLT receiving areas. The Agricultural Transfer Taxes are deposited into an investment income fund, the interest from which is used to fund direct administrative expenses, the purchase of easements, and other agricultural initiatives carried out by the Office of Agriculture. The program permits the County to take title to the TDRs. These TDRs are an asset that the County may sell in the future, generating revenues for the Agricultural Land Preservation Fund. The County can use unexpended appropriations for this project to pay its share (40 percent) of the cost of easements purchased by the State. Since FY99, the County has received State RLP grant funds to purchase easements for the State through the County. The State allows County reimbursement of three percent for direct administrative costs such as appraisals, title searches, surveys, and legal fees. Easement acquisition opportunities will be considered on a case-by-case approach while alternative funding sources are identified.

FISCAL NOTE

Land costs are for the purchasing of easements. An FY20 supplemental appropriation was approved to recognize the availability of

additional FY19 Agricultural Transfer Tax revenue ($744,000) and an FY20 Rural Legacy State grant ($2,705,000). The Office of Agriculture was able to settle easements from the Rural Legacy State grant received in FY21, of which, $2,497,047.65 has been spent. An FY22 supplemental was approved to recognize contributions from Maryland National Capital Park and Planning Commission for the acquisition of a farm encumbered by a County Agricultural Preservation easement ($953,055), as well as a Rural Legacy Program grant (State Aide) for the amount of $2,722,761. The Council added $500,000 in general fund current revenue in FY23 to support agricultural easement purchases.

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

Montgomery County Office of Agriculture, State of Maryland Agricultural Land Preservation Foundation, State of Maryland Department of Natural Resources, Maryland-National Capital Park and Planning Commission, and Landowners.

Facility Planning: Storm Drains
(P508180)

Category	Conservation of Natural Resources	Date Last Modified	01/14/22
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	9,767	6,387	500	2,880	480	480	480	480	480	480	-
Land	147	147	-	-	-	-	-	-	-	-	-
Construction	47	47	-	-	-	-	-	-	-	-	-
Other	5	5	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	9,966	6,586	500	2,880	480	480	480	480	480	480	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	4,103	4,103	-	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	5,680	2,382	418	2,880	480	480	480	480	480	480	-
Federal Aid	82	-	82	-	-	-	-	-	-	-	-
G.O. Bonds	101	101	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	9,966	6,586	500	2,880	480	480	480	480	480	480	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	480	Year First Appropriation	FY81
Appropriation FY 24 Request	480	Last FY's Cost Estimate	8,284
Cumulative Appropriation	7,086		
Expenditure / Encumbrances	6,620		
Unencumbered Balance	466		

PROJECT DESCRIPTION

This project provides for the investigation and analysis of various storm drainage assistance requests initiated by private citizens and public agencies. These requests are related to the design, construction, and operation of public drainage facilities where flooding and erosion occur. This project includes expenditures for the preliminary and final design and land acquisition for storm drain projects prior to inclusion in the Storm Drain General project, or as a stand-alone project in the Capital Improvements Program (CIP). Prior to its inclusion in the CIP, the Department of Transportation (DOT) will conduct a feasibility study to determine the general and specific features required for the project. Candidate projects currently are evaluated from the Drainage Assistance Request list. As part of the facility planning process, DOT considers citizen and public agency requests and undertakes a comprehensive analysis of storm

drainage issues and problems being experienced in the County. This analysis is used to select areas where a comprehensive long-term plan for the remediation of a problem may be required. No construction activities are performed in this project. When a design is 35 percent complete, an evaluation is performed to determine if right-of-way is needed. Based on the need for right-of-way, the project may proceed to final design and the preparation of right-of-way plats under this project. The cost of right-of-way acquisition will be charged to the Advanced Land Acquisition Revolving Fund (ALARF). When designs are complete, projects with a construction cost under $500,000 will be constructed in the Storm Drain General project. Projects with a construction cost over $500,000 will be constructed in stand-alone projects.

CAPACITY

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

COST CHANGE

Cost increase by 50 percent per year due to increased scope related to climate action plan initiatives to address extreme precipitation impacts to storm drain and infrastructure. FY27 and FY28 funding has also been added to this level of effort project.

PROJECT JUSTIFICATION

Evaluation, justification, and cost-benefit analysis are completed by DOT as necessary. In the case of participation projects, drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DOT. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

OTHER

Before being added as a sub-project, concept studies are evaluated based on the following factors: public safety; damage to private property; frequency of event; damage to public right-of-way; environmental factors such as erosion, general public benefit, availability of right-of-way; and 5:1 cost benefit damage prevented ratio. In the case of public safety or severe damage to private property, the 5:1 cost benefit damage prevented ratio can be waived. Drainage assistance requests are evaluated on a continuing basis in response to public requests. DOT maintains a database of complaints. Recent construction projects completed include: Menlo Avenue, Windmill Lane, Eastwood Avenue, Tomlinson Avenue, Tranford Road, Thornley Court, McComas Avenue, Roosevelt Avenue, Greenfield Street, Decatur Avenue, Stonington Place, Brookside Drive, Warren Street, Windsor Lane, Charen Lane, Goshen Road, Burdette Avenue, Pearson Street, Pearson Street, Stable Lane, Springridge Road, Wildwood Shopping Center. Candidate Projects for FY22 and FY23: Reading Road, Kenilworth Driveway, Railroad Street, Conway Drive, Easley Street, Saul Road, Lucas Lane, Parkwood Drive, Fairfax Road, Highview Drive, Gardiner Avenue, Macarthur Blvd at Persimmon Tree Road.

FISCAL NOTE

FY21 supplemental for $81,622 in Federal Aid for River Falls drainage study.

DISCLOSURES

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

COORDINATION

Montgomery County Department of Environmental Protection, Maryland-National Capital Park and Planning Commission,

Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services, Utility Companies, and Sidewalk Program - Minor Projects (CIP No. 506747).

Facility Planning: Stormwater Management
(P809319)

Category	Conservation of Natural Resources	Date Last Modified	03/01/22
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	21,895	14,507	981	6,407	1,018	1,037	1,057	1,077	1,098	1,120	-
Other	448	448	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	22,343	14,955	981	6,407	1,018	1,037	1,057	1,077	1,098	1,120	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	5,000	5,000	-	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	14,913	9,018	688	5,207	818	837	857	877	898	920	-
Intergovernmental	68	-	68	-	-	-	-	-	-	-	-
State Aid	140	140	-	-	-	-	-	-	-	-	-
Stormwater Management Waiver Fees	2,222	797	225	1,200	200	200	200	200	200	200	-
TOTAL FUNDING SOURCES	22,343	14,955	981	6,407	1,018	1,037	1,057	1,077	1,098	1,120	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	699	Year First Appropriation	FY93
Appropriation FY 24 Request	1,037	Last FY's Cost Estimate	20,092
Cumulative Appropriation	16,255		
Expenditure / Encumbrances	14,975		
Unencumbered Balance	1,280		

PROJECT DESCRIPTION

This project provides for facility planning, watershed assessments, and Total Maximum Daily Load (TMDL) Implementation Planning to evaluate watershed conditions and to identify restoration projects for stormwater management, stormwater retrofit, Environmental Site Design (ESD)/Low Impact Development (LID), stream restoration projects, tree planting and reforestation, and other alternative best management practices. Watershed assessment plans are developed to comprehensively understand the changes that have taken place in the County's watersheds, to evaluate the current understanding of watershed conditions, and are used to support the planning to identify potential restoration opportunities for in the County's current and future Municipal Separate Storm Sewer System (MS4) Permit. The project also provides for development of the annual Comprehensive TMDL Implementation Plan

required by the MS4 permit. The plan lays out the County's progress toward reducing pollutants through past, current, and future planned restoration projects and is used to support the planning to identify potential pollutant reductions from potential restoration opportunities. Restoration projects are implemented in the Stormwater Management Retrofit Countywide project (No. 808726). Facility planning represents planning and preliminary design and develops a program of requirements in advance of full programming of a project.

COST CHANGE

Costs increase due to enhanced requirements of the MS4 permit, and as FY27 and FY28 enter the six-year period.

PROJECT JUSTIFICATION

The facility planning products support the requirements outlined in the County's MS4 Permit. This project establishes the facilities planning data and alternatives analysis needed to identify and set priorities for individual capital projects. Facility planning costs for projects which are ultimately included in stand-alone Project Description Forms (PDFs) are reflected here and not in the resulting individual project. Future individual CIP projects which result from facility planning will reflect reduced planning and design costs.

FISCAL NOTE

In FY23, $200,000 in Stormwater Management Waiver Fees was transferred to Stormwater Management: Countywide (P808726). FY21 supplemental in Intergovernmental for the amount of $67,509. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment.

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

Maryland-National Capital Park and Planning Commission, U. S. Army Corps of Engineers, Washington Suburban Sanitary Commission, Department of Transportation, Montgomery County Public Schools, Stormwater Management Retrofit Countywide (No. 808726), Misc. Stream Valley Improvements.

Flood Control Study
(P802202)

Category	Conservation of Natural Resources	Date Last Modified	03/14/22
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,300	-	100	1,200	1,200	-	-	-	-	-	-
TOTAL EXPENDITURES	1,300	-	100	1,200	1,200	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	1,300	-	100	1,200	1,200	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,300	-	100	1,200	1,200	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	1,300		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,300		

PROJECT DESCRIPTION

This project concerns the development of a Comprehensive Flood Management Strategy and watershed/sub-watershed specific Flood Management Plans.

The Flood Management Strategy will improve the County's ability to address flooding based on scientific and engineering data and a comprehensive, coordinated approach to identify potentially affected residents and businesses, particularly underserved communities and businesses that are least prepared to respond to and recover from flooding events. To understand the resources required to develop comprehensive solutions, the Strategy will, among other things:

- gather data on historic flooding in the County, including input from affected communities;
- examine the potential impacts of climate change and other significant factors that can cause flooding in the County, including the effect of updated rainfall predictions
- provide recommendations for regulatory, policy, and organizational changes necessary for the County to comprehensively plan for, respond to, and recover from flooding events; and
- identify the process for undertaking detailed hydrologic and hydraulic modeling, vulnerability assessments, and developing

adaptation/mitigation design plans, including identifying needed data and an approach to prioritizing the order in which such studies should be done.

Typical tasks in the development of Flood Management Plans for specific watersheds/sub-watersheds may include evaluations of current risk, future risk due to climate change, and assessment of risk due to aging assets. More specifically, the effort could include identifying areas at risk of flooding, quantifying that risk, developing mitigation alternatives, and conducting cost-benefit analyses, including evaluation of impacts to disadvantaged communities. Additional results may include development of prioritized CIP projects and implementation schedules. The level of detail and budget required to accomplish these tasks will vary by watershed, of which there are eight major watersheds and almost 150 smaller watersheds in the County.

This study will complement the state's efforts under Stormwater Management Law, Environment Article 4-201.1, which requires the Maryland Department of the Environment (MDE) to report on the most recent precipitation data available, investigate flooding events since 2000, and update Maryland's stormwater quantity management standards for flood control.

ESTIMATED SCHEDULE

Phase 1 will identify watersheds that need attention and develop an overall strategy and is expected to be complete by fall 2022. Development of subwatershed plans will begin when the subwatersheds are identified, expected in early 2023.

PROJECT JUSTIFICATION

Flooding incidents in Montgomery County have been increasing in frequency and severity for several years. The built environment also affects flooding. An April 2021 report from the Office of Legislative Oversight (OLO) identified an upward trend of urban flooding in the County, from two to four occurrences a year before 2010 to 11 to 39 occurrences per-year since 2010, and the severity has increased in terms of property damage and loss of life. According to the U.S. Environmental Protection Agency, precipitation in Maryland has increased by about 5 percent in the last century but precipitation from extremely heavy storms has increased in the eastern United States by more than 25 percent since 1958.

To determine the best way to address flooding problems, the County needs a systematic watershed and subwatershed-based analysis of flooding and the impact of increased rainfall in the County dues to climate changes and other significant contributing factors.

FISCAL NOTE

In addition to County support, the Department of Environmental Protection will pursue outside funding to fund these efforts. FY22 supplemental in Current Revenue: General for the amount of $1,300,000.

COORDINATION

Department of Permitting Services, Office of Emergency Management and Homeland Security, Department of Transportation, Montgomery County Fire and Rescue Service, Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment; United States Army Corps of Engineers

Misc Stream Valley Improvements
(P807359)

Category	Conservation of Natural Resources	Date Last Modified	03/11/22
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,002	5,880	122	-	-	-	-	-	-	-	-
Land	2	2	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1	1	-	-	-	-	-	-	-	-	-
Construction	10,677	9,297	1,380	-	-	-	-	-	-	-	-
Other	7,978	7,978	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	24,660	23,158	1,502	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Water Quality Protection	3,917	2,415	1,502	-	-	-	-	-	-	-	-
Long-Term Financing	9,329	9,329	-	-	-	-	-	-	-	-	-
State Aid	4,106	4,106	-	-	-	-	-	-	-	-	-
Stormwater Management Waiver Fees	1,290	1,290	-	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	6,018	6,018	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	24,660	23,158	1,502	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	(851)	Year First Appropriation	FY73
Appropriation FY 24 Request	-	Last FY's Cost Estimate	25,511
Cumulative Appropriation	25,511		
Expenditure / Encumbrances	24,765		
Unencumbered Balance	746		

PROJECT DESCRIPTION

This project provides for design and construction of habitat restoration or stabilization measures for stream reaches having significant channel erosion, sedimentation, and habitat degradation. Developed areas constructed without current stormwater controls contribute uncontrolled runoff which results in eroded streambanks, excessive sediment, tree loss, and degraded habitat for fish and aquatic life. Stormdrain outfalls damaged from severe erosion are identified and, where possible, the outfalls are repaired - funded from the Outfall

Repairs project (No. 509948).

COST CHANGE

Reduction in costs reflects conclusion of project and a $200,000 transfer to Stormwater Retrofit: Countywide.

PROJECT JUSTIFICATION

The project supports the requirements of the County's MS4 permit and addresses the goals of the Chesapeake Bay Watershed Agreement, Anacostia Watershed Restoration Agreement, and the County's adopted water quality goals (Chapter 19, Article IV). The project will stabilize and improve local stream habitat conditions where streams have been damaged by inadequately controlled stormwater runoff.

OTHER

Projects planned for design and construction include Booze Creek Repairs. The Montgomery Parks Department of the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the Montgomery Department of Environmental Protection (DEP) have agreed that M-NCPPC will serve as the lead agency for implementing stream restoration projects including long-term monitoring and maintenance that are located wholly or mostly on parks property in support of the County's MS4 permit. Previously, DEP had begun design work on the following stream restoration projects which meet these criteria: Clearspring Manor, Glenallan, Stoneybrook (Beach Drive to Montrose Avenue), and Grosvenor (Beach Drive to Rockville Pike). DEP has provided all design work for these projects to M-NCPPC for design completion, permitting, and construction under M-MNCPPC's Stream Protection: SVP (P818571) project. M-NCPPC has agreed that all MS4 credits generated from these projects will be credited towards the County's future MS4 permit with delivery of the restored impervious acres no later than Dec. 31, 2023. M-NCPPC will provide appropriate updates at key project milestones to ensure that MS4 credits are achieved in the timeframe required, in addition to providing the long-term monitoring and maintenance required for the County to maintain the impervious acreage credit. These projects are currently estimated to have a combined cost of $2.4M and will provide approximately 44 acres of credit; funding was provided under M-MNCPPC's Stream Protection: SVP (P818571) project. Parks will provide updated schedule and cost information on all projects for construction allocation funding beginning in FY 20, based on MDE's Water Quality Revolving Loan Fund cycle timeframes. M-NCPPC and DEP developed a Memorandum of Understanding that details how projects completed by M-NCPPC, funded with WQPC dollars, with MS4 credits going to DEP, will be handled. M-NCPPC will document all MS4 credits created through these projects in accordance with MDE requirements to obtain State approval for the permit credits. M-NCPPC recognizes that stream restoration projects with relatively small segments located on Parks property may be selected by the County's DBM contractor. If selected by the County's contractor and approved by DEP with concurrence by M-NCPPC, the contractor will need to obtain a Park Permit and comply with all M-NCPPC requirements.

FISCAL NOTE

This CIP Project will be closed after the completion of the Booze Creek Repair project, expected in FY22. Any future stream restoration work will be performed under CIP Project # 808726 - Stormwater Management Retrofit: Countywide.

DISCLOSURES

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

COORDINATION

Department of Transportation, Maryland-National Capital Park and Planning Commission, Washington Suburban Sanitary Commission, Department of Permitting Services, Maryland Department of the Environment, and Maryland Department of Natural Resources.

Outfall Repairs
(P509948)

Category	Conservation of Natural Resources	Date Last Modified	01/14/22
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,620	3,213	163	2,244	374	374	374	374	374	374	-
Land	12	12	-	-	-	-	-	-	-	-	-
Construction	8,890	5,590	-	3,300	550	550	550	550	550	550	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	14,525	8,818	163	5,544	924	924	924	924	924	924	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Water Quality Protection	2,879	1,132	163	1,584	264	264	264	264	264	264	-
G.O. Bonds	5,357	5,357	-	-	-	-	-	-	-	-	-
Long-Term Financing	1,220	1,220	-	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	5,069	1,109	-	3,960	660	660	660	660	660	660	-
TOTAL FUNDING SOURCES	14,525	8,818	163	5,544	924	924	924	924	924	924	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,848	Year First Appropriation	FY99
Appropriation FY 24 Request	-	Last FY's Cost Estimate	10,829
Cumulative Appropriation	8,981		
Expenditure / Encumbrances	8,939		
Unencumbered Balance	42		

PROJECT DESCRIPTION

This project provides for the repair of existing storm drain outfalls into stream valleys. Design of corrective measures is included when in-kind replacement of original outfall structures is not feasible. Candidate outfall repairs are selected from citizen and public agency requests. The Department of Environmental Protection's (DEP) Miscellaneous Stream Valley Improvements project generates and assists in rating the outfalls, which are identified as that project expands into additional watersheds.

COST CHANGE

Cost increase by 100 percent per year due to increased scope related to climate action plan initiatives to address extreme precipitation impacts to storm drain and infrastructure. Funding for FY27 and FY28 has been added to this level of effort project.

PROJECT JUSTIFICATION

Collapsed storm drain pipe sections, undermined endwalls, and eroded outfall channels create hazardous conditions throughout the County. The course of drainage could be altered endangering private property or public roads and speeding the erosion of stream channels. Erosion from damaged outfalls results in heavy sediment load being carried downstream that can severely impact aquatic ecosystems and exacerbate existing downstream channel erosion. As part of its watershed restoration inventories, DEP identifies storm drain outfalls that are in need of repair in County stream valleys and respective watersheds. As this program expands to include additional watersheds, each outfall is categorized and, where damaged, rated. A functional rating and evaluation process is used to prioritize each outfall.

OTHER

The number of outfall locations being repaired per year varies based on the severity of the erosion and damage, the complexity of the design, and the complexity of the needed restorative construction work. Completed outfalls in FY20-21: Bennington Drive, Margate Road, Hatherleigh Drive, Glen Road, Loxford Road, Pebble Beach Lane, Whisperwood Road, Buttonwood Lane, Brandyhall Lane, Hollyoak Court, Lamberton Road. Potential Outfalls projects in FY22-23: Georgian Forest Park, Crosby Road, Vandever Street, Garrett Park Road, Lily Stone Drive, and Littleton Street.

FISCAL NOTE

In FY23-FY28, long-term financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) was replaced with Water Quality Protection Bonds due to limited eligibility of projects within this CIP under the revolving fund.

DISCLOSURES

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

COORDINATION

Montgomery County Department of Environmental Protection, Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services, Utility Companies, and Miscellaneous Stream Valley Improvements (CIP No. 807359).

Storm Drain General
(P500320)

Category	Conservation of Natural Resources	Date Last Modified	05/12/22
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	7,559	2,791	514	4,254	1,274	596	596	596	596	596	-
Land	103	103	-	-	-	-	-	-	-	-	-
Construction	23,127	12,523	583	10,021	3,001	1,404	1,404	1,404	1,404	1,404	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	30,790	15,418	1,097	14,275	4,275	2,000	2,000	2,000	2,000	2,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Water Quality Protection	3,364	2,178	186	1,000	1,000	-	-	-	-	-	-
Federal Aid	2,275	-	-	2,275	2,275	-	-	-	-	-	-
G.O. Bonds	9,169	9,169	-	-	-	-	-	-	-	-	-
Intergovernmental	122	122	-	-	-	-	-	-	-	-	-
Long-Term Financing	2,081	2,012	69	-	-	-	-	-	-	-	-
State Aid	162	162	-	-	-	-	-	-	-	-	-
Stormwater Management Waiver Fees	101	101	-	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	13,516	1,674	842	11,000	1,000	2,000	2,000	2,000	2,000	2,000	-
TOTAL FUNDING SOURCES	30,790	15,418	1,097	14,275	4,275	2,000	2,000	2,000	2,000	2,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	6,275	Year First Appropriation	FY03
Appropriation FY 24 Request	-	Last FY's Cost Estimate	20,515
Cumulative Appropriation	16,515		
Expenditure / Encumbrances	16,037		
Unencumbered Balance	478		

PROJECT DESCRIPTION

This project provides the flexibility to construct various sub-projects that might otherwise be delayed for lack of funds or difficulty in acquiring right-of-way. This project provides for right-of-way acquisition and construction for storm drain projects resulting from the

Drainage Assistance Request Program. Individual projects range from retrofitting existing storm drainage systems to developing new drainage systems required to upgrade the existing systems in older subdivisions. Projects formerly handled through the Neighborhood Storm Drain Improvements Project are usually small, unanticipated projects initiated by requests from citizens whose homes and properties are subject to severe flooding or erosion and where there is a demonstrated need for early relief. Potential new storm drain projects are studied under the Facility Planning: Storm Drain project. Concept studies are evaluated based on the following factors: public safety, damage to private property and frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 cost benefit damage prevented ratio. After the completion of facility planning, projects with construction estimated to cost less than $500,000 are included in this project. Prompt relief is frequently achieved by the use of Department of Transportation (DOT) personnel to construct and provide construction management. The project also facilitates financial participation with developers up to 50 percent share of construction cost for storm drainage projects where such construction would yield a public benefit to properties other than that of homeowner or developers.

CAPACITY

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

COST CHANGE

Cost increase by 100 percent per year due to increased scope related to climate action plan initiatives to address extreme precipitation impacts to storm drain and infrastructure. Funding for FY27 and FY28 has also been added to this level of effort project. FY23 cost increase in Federal Aid due to the addition of the American Rescue Plan Act State and Local Fiscal Recovery funds.

OTHER

On Participation projects, cost sharing between the County and either homeowners or developers varies and is based upon a signed Letter of Understanding. Some funds from this project will go to support the Renew Montgomery program. Completed Projects in FY20 and FY21: Menlo Avenue, Windmill Lane, Eastwood Avenue, Tomlinson Avenue, Tranford Road, Thornley Court, McComas Avenue, Roosevelt Avenue, Greenfield Street, Decatur Avenue, Stonington Place, Brookside Drive, Warren Street, Windsor Lane, Charen Lane, Goshen Road, Burdette Avenue, Pearson Street, Stable Lane, Springridge Road, Wildwood Shopping Center. Candidate Projects for FY22 and FY23: Reading Road, Kenilworth Driveway, Railroad Street, Conway Drive, Easley Street, Saul Road, Lucas Lane, Parkwood Drive, Fairfax Road, Highview Drive, Gardiner Avenue, Macarthur Blvd at Persimmon Tree Road.

FISCAL NOTE

In FY23-FY28, long-term financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) and Current Revenue: Water Quality Protection Charge were replaced with Water Quality Protection Bonds due to limited eligibility of projects within this CIP under the revolving fund. FY23 multi-year appropriation request; consistent with past practice for this project. Funding switch in the upload of actuals between Intergovernmental and Stormwater Management Waiver Fees for $101,000. FY22 amendment to reduce Long-Term Financing and replace it with Water Quality Protection Bonds. FY23 funding switch between WQPC Bonds and Current Revenue from the WQPC fund. FY23 Federal Aid for $2,275,000 includes American Rescue Plan Act State and Local Fiscal Recovery Funds to fund 10 storm drain projects.

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

Montgomery County Department of Environmental Protection, Maryland-National Capital Park & Planning Commission, Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services, Utility Companies, and Sidewalk Program - Minor Projects (CIP No. 506747).

Storm Drain Culvert Replacement

(P501470)

Category	Conservation of Natural Resources	Date Last Modified	03/30/22
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,596	1,303	463	1,830	555	255	255	255	255	255	-
Construction	23,102	10,155	1,277	11,670	4,445	1,445	1,445	1,445	1,445	1,445	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	26,700	11,460	1,740	13,500	5,000	1,700	1,700	1,700	1,700	1,700	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Water Quality Protection	9,000	4,000	-	5,000	5,000	-	-	-	-	-	-
G.O. Bonds	1,500	1,500	-	-	-	-	-	-	-	-	-
Long-Term Financing	3,600	3,560	40	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	12,600	2,400	1,700	8,500	-	1,700	1,700	1,700	1,700	1,700	-
TOTAL FUNDING SOURCES	26,700	11,460	1,740	13,500	5,000	1,700	1,700	1,700	1,700	1,700	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	5,000	Year First Appropriation	FY14
Appropriation FY 24 Request	1,700	Last FY's Cost Estimate	20,000
Cumulative Appropriation	13,200		
Expenditure / Encumbrances	11,476		
Unencumbered Balance	1,724		

PROJECT DESCRIPTION

This program will provide for the replacement of failed storm drain pipes and culverts. The County's storm drain infrastructure is aging and many of the metal pipe culverts installed from 1960 through the 1990's have reached the end of their service life. An asset inventory with condition assessments has been developed to better forecast future replacement needs. Going forward, funding will be programmed for both systematic and emergency replacement of these pipes and culverts. Program scope includes: storm water pipe and culvert replacement of both metal and concrete less than six (6) feet in roadway longitudinal length; headwalls, end sections, replacement, or extension of culverts to assure positive flow of stormwater and channeling of stormwater into existing ditch lines or structures. Repairs also include roadside pipe and culvert end treatment safety improvements to eliminate safety hazards. This project will not make major changes to the location or size of existing storm drainage facilities. Structures greater than six-feet-roadway-

longitudinal length are repaired under the Bridge Renovation Program, (CIP No. 509753).

COST CHANGE

Scope increase in FY23 includes four new subprojects for the following culverts, all of which have recently been discovered to be severely deteriorating: Crabbs Branch storm drain, Wightman Road culvert, Centerway Road culvert, and Tucker Lane culvert. Funding for FY27 and FY28 has also been added to this level of effort project.

PROJECT JUSTIFICATION

This program will address emergency pipe replacements of aging metal and concrete pipes that have reached the end-of-their-service life. The result of these pipe failures has been deep depressions, sinkholes, sediment build-up, open pipe joints, and metal pipe inverts to an unacceptable levels. Existing storm drain conditions are extremely poor. Repairs are needed to improve safety and reduce the potential for hazards and associated public inconvenience. Failure of a storm drain pipe will precipitate emergency repairs at much higher prices. Furthermore, this program provided funding towards developing an asset inventory of the storm drain system including pipe and culvert conditions that helps forecast future funding requirements.

FISCAL NOTE

In FY23-FY28, long-term financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) was replaced with Water Quality Protection Bonds due to limited eligibility of projects within this CIP under the revolving fund. FY22 amendment to reduce Long-Term Financing and replace it with Water Quality Protection Bonds. FY23 funding switch between WQPC Bonds and Current Revenue from the WQPC fund.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Company, Montgomery County Department of Permitting Services, Pepco, Cable TV, Verizon, Montgomery County Public Schools, Regional Service Centers, Community Association's, Commission on People With Disabilities, Maryland Department of Environment, Montgomery County Department of Environmental Protection, and United States Army Corps of Engineers.

Stormwater Management Facility Major Structural Repair

(P800700)

Category	Conservation of Natural Resources	Date Last Modified	03/01/22
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	16,729	6,825	1,597	8,307	1,417	1,250	1,325	1,435	1,445	1,435	-
Construction	35,504	14,097	4,787	16,620	7,160	3,110	1,750	1,700	1,350	1,550	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	52,234	20,923	6,384	24,927	8,577	4,360	3,075	3,135	2,795	2,985	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	600	-	600	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	11,328	10,748	580	-	-	-	-	-	-	-	-
Long-Term Financing	13,156	2,703	5,204	5,249	4,989	260	-	-	-	-	-
State Aid	529	399	-	130	130	-	-	-	-	-	-
Water Quality Protection Bonds	26,621	7,073	-	19,548	3,458	4,100	3,075	3,135	2,795	2,985	-
TOTAL FUNDING SOURCES	52,234	20,923	6,384	24,927	8,577	4,360	3,075	3,135	2,795	2,985	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	7,363	Year First Appropriation	FY07
Appropriation FY 24 Request	-	Last FY's Cost Estimate	43,999
Cumulative Appropriation	32,881		
Expenditure / Encumbrances	24,334		
Unencumbered Balance	8,547		

PROJECT DESCRIPTION

This project provides for the design and construction of major structural repairs to County maintained stormwater management facilities. The County is responsible for structural maintenance of over 6,800 stormwater management facilities. Major structural repairs can include dredging and removing sediment, removal and replacement or relining of failing pipes and principal spillways, replacing failing riser structures, and repairing failing dam embankments. The repair work under this project is more significant than routine maintenance and requires engineering analysis and design and application for Federal, State, and/or local permitting.

COST CHANGE

FY22 increases due to higher than budgeted costs for the Flower Hill I Sediment Removal Project. Costs increase in FY23-28 due to growth in subproject costs and as FY27 and FY28 enters the six-year period.

PROJECT JUSTIFICATION

This project provides for major structural repairs in order to comply with the County's municipal separate storm sever system (MS4) permit. It is limited to funding repairs at facilities that require extensive engineering design and permitting that cannot be accomplished within a single fiscal year due to the time required to obtain State and Federal permits.
Current projects include: Wheaton Branch overtopping protection, Railroad Branch Dam, Lake Hallowell dredging project, Lake Whetstone Toe Drain repair, Clearspring Manor Road, Norbeck Manor Pond, Quail Valley Pond, Rossmoor Leisure World Pond, and Gunners Lake Erosion Repair.

FISCAL NOTE

Funding sources updated in FY23 to include Water Quality Protection Fund bonds in FY23-FY28. The County intends for a portion of Long-Term Financing in FY22 to also be paid for with Water Quality Protection Fund bonds. FY21 supplemental in Contributions for the amount of $600,000. This project assumes the award of Maryland Water Quality Revolving Loan Funds (long-term financing) over the six-year period.

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 Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Homeowners Associations, Montgomery County Public Schools, Department of General Services, Maryland State Highway Administration, Stormwater Management Retrofit: Countywide (No. 808726), and Maryland Department of Natural Resources.

Stormwater Management Retrofit: Countywide
(P808726)

Category	Conservation of Natural Resources	Date Last Modified	03/01/22
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	51,680	24,074	3,294	24,312	3,990	4,536	3,211	4,248	4,158	4,169	-
Land	3	3	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	10	10	-	-	-	-	-	-	-	-	-
Construction	87,916	26,398	3,168	58,350	6,871	5,781	20,684	9,914	8,050	7,050	-
Other	7,522	6,982	124	416	68	168	-	80	-	100	-
TOTAL EXPENDITURES	147,131	57,467	6,586	83,078	10,929	10,485	23,895	14,242	12,208	11,319	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	60	-	60	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	25,292	14,193	1,345	9,754	1,582	1,616	1,476	1,653	1,633	1,794	-
Federal Aid	201	-	201	-	-	-	-	-	-	-	-
Intergovernmental	1,094	1,000	94	-	-	-	-	-	-	-	-
Long-Term Financing	65,670	8,490	4,306	52,874	6,692	5,724	19,594	8,864	6,000	6,000	-
State Aid	15,699	3,699	-	12,000	2,000	2,000	2,000	2,000	2,000	2,000	-
Stormwater Management Waiver Fees	1,740	-	580	1,160	180	180	200	200	200	200	-
Water Quality Protection Bonds	37,375	30,085	-	7,290	475	965	625	1,525	2,375	1,325	-
TOTAL FUNDING SOURCES	147,131	57,467	6,586	83,078	10,929	10,485	23,895	14,242	12,208	11,319	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		540	90	90	90	90	90	90
NET IMPACT		540	90	90	90	90	90	90

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,600	Year First Appropriation	FY87
Appropriation FY 24 Request	1,596	Last FY's Cost Estimate	133,856
Cumulative Appropriation	99,334		

APPROPRIATION AND EXPENDITURE DATA ($000s)

Expenditure / Encumbrances	62,598
Unencumbered Balance	36,736

PROJECT DESCRIPTION

This project provides for the design and construction of new and upgraded stormwater management facilities throughout the County under the County's Municipal Separate Storm Sewer System (MS4) Permit. Facilities include but are not limited to new or upgraded stormwater management ponds, Environmental Site Design (ESD) / Low-Impact Development (LID) facilities, and stream restorations.

COST CHANGE

Costs increase due to enhanced requirements under the new MS4 permit and as FY27 and FY28 enter the six-year period, partially offset by slippage of prior-year appropriations while the County waited for the new permit to be issued.

PROJECT JUSTIFICATION

This project is needed to comply with the County's MS4 permitting requirements and to implement the County's adopted water quality goals (COMCOR Chapter 19, Article IV) and protect habitat conditions in local streams. In addition, the project supports the goals of the Anacostia Watershed Restoration Agreement.

OTHER

This project utilizes Maryland Water Quality Revolving Loan Funds (long-term financing). Expenditures in the out-years include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next permit is subject to negotiation with the Maryland Department of Environment.

FISCAL NOTE

Funding Sources updated in FY23 to include Water Quality Protection Fund bonds in FY23-28. The County intends for a portion of Long Term Financing in FY22 to also be paid for with Water Quality Protection Fund bonds. FY23 also reflects transfer of $200,000 in Stormwater Management Waiver Fees from Misc. Stream Valley Improvements (P809319). FY21 supplemental in Intergovernmental for the amount of $93,773, and FY21 fund switch of $200,748 to remove State Aid and add Federal Aid for the Chesapeake Bay Trust Green Streets, Green Jobs, Green Towns grant program.
This project utilizes Maryland Water Quality Revolving Loan Funds (long-term financing) over the six-year period.
The work Program will be based on permit requirements, an assessment of priority needs and community input including feedback from stormwater partners.

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 Transportation, Maryland National Capital Park and Planning Commission, Department of Permitting Services,

Maryland Department of the Environment, Natural Resources Conservation Service , U.S. Army Corps of Engineers, Facility Planning: Stormwater Management (No. 809319), and Maryland Department of Natural Resources.

Wheaton Regional Dam Flooding Mitigation
(P801710)

Category	Conservation of Natural Resources	Date Last Modified	12/29/21
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Kensington-Wheaton	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,276	628	369	279	159	120	-	-	-	-	-
Construction	3,500	-	-	3,500	1,750	1,750	-	-	-	-	-
TOTAL EXPENDITURES	4,776	628	369	3,779	1,909	1,870	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Water Quality Protection	628	628	-	-	-	-	-	-	-	-	-
Long-Term Financing	369	-	369	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	3,779	-	-	3,779	1,909	1,870	-	-	-	-	-
TOTAL FUNDING SOURCES	4,776	628	369	3,779	1,909	1,870	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	(754)	Year First Appropriation	FY16
Appropriation FY 24 Request	-	Last FY's Cost Estimate	5,530
Cumulative Appropriation	5,530		
Expenditure / Encumbrances	891		
Unencumbered Balance	4,639		

PROJECT DESCRIPTION

This flood mitigation project, located along Glenhaven Drive and Dennis Avenue in Wheaton, will excavate and expand the stream channel upstream of the Wheaton Regional Pond and modify the pond's riser structure. This project will be constructed in parallel with the Department of Transportation's (DOT) Dennis Avenue bridge replacement. The two projects will modify the current 100-year floodplain boundary just upstream of the pond. The post-project 100-year floodplain will not include the residential properties located in the current 100-year floodplain.

ESTIMATED SCHEDULE

The riser modification and channel design began in FY18 with the riser repair construction expected to start in FY23. The excavation of the channel will occur in coordination with DOT's culvert replacement in FY23 and FY24.

COST CHANGE

Project cost adjusted as scope is further refined.

PROJECT JUSTIFICATION

An engineering analysis by the Department of Environmental Protection indicates that the effect of the riser structure associated with the Wheaton Regional Pond, the Dennis Avenue Culvert, and an undersized stream channel along Glenhaven Drive, cumulatively, will cause flooding of roads and private property upstream of the pond during a 100-year storm event. Flooding of adjacent roads and private property has already occurred in 2006 and 2010.

FISCAL NOTE

Funding sources updated in FY23 to include Water Quality Protection Fund bonds in FY23-FY28. The County intends for a portion of Long Term Financing in FY22 to also be paid for with Water Quality Protection Fund bonds. This project will be done in conjunction with the DOT Dennis Avenue bridge replacement project (P501701).

COORDINATION

Department of Transportation, Federal Emergency Management Agency, Maryland Emergency Management Agency, and Dennis Ave Bridge M-0194 Replacement (No. 501701).

Countywide Facade Easement Program
(P762102)

Category	Community Development and Housing	Date Last Modified	12/22/21
SubCategory	Community Development	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,065	92	144	829	132	138	140	139	140	140	-
Construction	2,800	-	300	2,500	250	550	500	400	400	400	-
Other	177	-	-	177	34	31	32	24	28	28	-
TOTAL EXPENDITURES	4,042	92	444	3,506	416	719	672	563	568	568	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	3,742	92	144	3,506	416	719	672	563	568	568	-
Recordation Tax Premium (MCG)	300	-	300	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,042	92	444	3,506	416	719	672	563	568	568	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	416	Year First Appropriation	FY21
Appropriation FY 24 Request	719	Last FY's Cost Estimate	2,906
Cumulative Appropriation	536		
Expenditure / Encumbrances	92		
Unencumbered Balance	444		

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.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 expenditures to this ongoing project.

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	12/22/21
SubCategory	Community Development	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,155	3,242	163	750	125	125	125	125	125	125	-
TOTAL EXPENDITURES	4,155	3,242	163	750	125	125	125	125	125	125	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Community Development Block Grant	337	337	-	-	-	-	-	-	-	-	-
Current Revenue: General	3,518	2,605	163	750	125	125	125	125	125	125	-
Current Revenue: Parking - Montgomery Hill	100	100	-	-	-	-	-	-	-	-	-
Federal Aid	200	200	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,155	3,242	163	750	125	125	125	125	125	125	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	125	Year First Appropriation	FY96
Appropriation FY 24 Request	125	Last FY's Cost Estimate	3,905
Cumulative Appropriation	3,405		
Expenditure / Encumbrances	3,306		
Unencumbered Balance	99		

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 increase due to the addition of FY27 and FY28 expenditures to this ongoing 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 Acquisition and Preservation

(P760100)

Category	Community Development and Housing	Date Last Modified	05/18/22
SubCategory	Housing (MCG)	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Land	441,986	237,109	47,877	157,000	22,000	32,000	32,000	27,000	22,000	22,000	-
TOTAL EXPENDITURES	441,986	237,109	47,877	157,000	22,000	32,000	32,000	27,000	22,000	22,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Montgomery Housing Initiative	4,775	2,500	2,275	-	-	-	-	-	-	-	-
HIF Revolving Program	295,331	165,931	17,603	111,797	14,896	19,414	19,372	19,367	19,367	19,381	-
Loan Repayment Proceeds	112,340	64,138	27,999	20,203	7,104	2,586	2,628	2,633	2,633	2,619	-
Recordation Tax Premium (MCG)	29,540	4,540	-	25,000	-	10,000	10,000	5,000	-	-	-
TOTAL FUNDING SOURCES	441,986	237,109	47,877	157,000	22,000	32,000	32,000	27,000	22,000	22,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	22,000	Year First Appropriation	FY01
Appropriation FY 24 Request	32,000	Last FY's Cost Estimate	358,236
Cumulative Appropriation	284,986		
Expenditure / Encumbrances	246,255		
Unencumbered Balance	38,731		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due to the addition of $25 million in Recordation Tax Premium (CIP) for additional housing acquisition and/or preservation activities in FY24 through FY26, a $14,750,000 FY22 supplemental, as well as the addition of FY27 and FY28 funding.

PROJECT JUSTIFICATION

To implement Section 25B, Housing Policy, and Section 53A, Tenant Displacement (Right of First Refusal), of the Montgomery County Code. Opportunities to purchase property utilizing the County's Right of First Refusal arise without advance notice and cannot be planned in advance. Properties may be acquired by the County, non-profit developers, HOC or other entities that agree to develop or redevelop 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

Debt service will be financed by the Montgomery Housing Initiative (MHI) Fund. In addition to the appropriation shown above, future loan repayments are expected and will be used to finance future housing activities in this project. FY22 supplemental appropriation in Loan Repayment Proceeds for the amount of $14,749,992.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Housing Opportunities Commission, non-profit housing providers, and private sector developers.

Affordable Housing Opportunity Fund
(P762101)

Category	Community Development and Housing	Date Last Modified	05/18/22
SubCategory	Housing (MCG)	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Land	20,000	-	14,000	6,000	6,000	-	-	-	-	-	-
TOTAL EXPENDITURES	20,000	-	14,000	6,000	6,000	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	2,916	-	-	2,916	2,916	-	-	-	-	-	-
Recordation Tax Premium (MCG)	17,084	-	14,000	3,084	3,084	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,000	-	14,000	6,000	6,000	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	6,000	Year First Appropriation	FY21
Appropriation FY 24 Request	-	Last FY's Cost Estimate	14,000
Cumulative Appropriation	14,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	14,000		

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 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.

COST CHANGE

Cost increase of $6,000,000 will support additional property acquisition and preservation of critical at risk currently affordable housing.

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.

Preservation of Naturally Occurring Affordable Housing Fund

(P762201)

Category	Community Development and Housing	Date Last Modified	03/14/22
SubCategory	Housing (MCG)	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Land	40,000	-	5,000	35,000	20,000	15,000	-	-	-	-	-
TOTAL EXPENDITURES	40,000	-	5,000	35,000	20,000	15,000	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	40,000	-	5,000	35,000	20,000	15,000	-	-	-	-	-
TOTAL FUNDING SOURCES	40,000	-	5,000	35,000	20,000	15,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	40,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	40,000		

PROJECT DESCRIPTION

This project provides funding to preserve current naturally occurring affordable housing (NOAH) in areas at risk of rent escalation to higher market rents, including the Purple Line Corridor and other County transit corridors. The Fund will be used to provide capital to support acquisitions and preservation to ensure continued affordability of currently naturally occurring affordable housing. Price pressures in housing, particularly housing near transit corridors, have increased and will likely continue to increase due to housing demand.

The dedication of funding will increase the capacity of the County to assist affordable housing developers in acquisition of naturally occurring affordable housing. By focusing on the NOAH property market, this project will complement the County's existing funds for affordable housing.

PROJECT JUSTIFICATION

The County has over 25,000 unrestricted housing units affordable to households earning under 65% of area median income; however,

the 2000 Planning Department Preservation Study identified the risk of losing between 7,000 to 11,000 affordable housing units due to expected rent increases. As an example, the Purple Line Corridor Coalition analysis identified 6,500 affordable housing units within one mile of a Purple Line station where rents are expected to increase due to transit proximity. The dedication of County resources in the NOAH fund will support a focused effort to preserve these at-risk properties and will provide much needed additional capital to preserve and create affordable housing units.

OTHER

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

FISCAL NOTE

Future loan repayments are expected and will be used to finance future housing activities in this project.
FY22 supplemental in Current Revenue: General for the amount of $40,000,000.

COORDINATION

Housing Opportunities Commission, non-profit housing providers, and private sector developers.

High School Wellness Center and Expanded Wellness Services
(P640902)

Category	Health and Human Services	Date Last Modified	06/13/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	7,141	56	1,085	6,000	3,000	3,000	-	-	-	-	-
Construction	27,369	3,837	3,532	20,000	5,000	15,000	-	-	-	-	-
Other	487	380	107	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	34,997	4,273	4,724	26,000	8,000	18,000	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Current Revenue: General	1,909	-	909	1,000	1,000	-	-	-	-	-	-
G.O. Bonds	33,088	4,273	3,815	25,000	7,000	18,000	-	-	-	-	-
TOTAL FUNDING SOURCES	34,997	4,273	4,724	26,000	8,000	18,000	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Program-Staff	1,020	170	170	170	170	170	170
Program-Other	4,482	747	747	747	747	747	747
NET IMPACT	5,502	917	917	917	917	917	917
FULL TIME EQUIVALENT (FTE)		1.88	1.88	1.88	1.88	1.88	1.88

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	8,000	Year First Appropriation	FY09
Appropriation FY 24 Request	18,000	Last FY's Cost Estimate	8,997
Cumulative Appropriation	8,997		
Expenditure / Encumbrances	5,318		
Unencumbered Balance	3,679		

PROJECT DESCRIPTION

This project provides for the placement of High School Wellness Centers (HSWC) at public schools. HSWCs provide health, mental health, and social services, as well as family support/youth development services which attempt to address the needs of youth and to build their skills and strengths to be more successful in all sectors of their lives. Services are targeted to meet the specific needs of the school. This project is in accordance with the recommendations of the School Based Wellness Center Planning Group (SBWCPG), the Department of Health and Human Services (DHHS) and Montgomery County Public Schools (MCPS). The selection of the host school is based upon criteria recommended by the SBWCPG. MCPS will oversee the construction of the HSWC sites. The County will occupy the space with DHHS personnel and contractors. The HSWC are similar in design to School Based Health Centers with modifications to accommodate the older student population's needs and services. The project also provides for the design and construction of space for mental health and social services prior to or instead of the development of a comprehensive High School Wellness Center.

ESTIMATED SCHEDULE

Wheaton HSWC was completed in FY16. Seneca Valley HSWC was completed in FY21. Kennedy HSWC construction scheduled to be completed in FY22. Design and construction of interim mental health and social support service space at high schools without a wellness center in operation will begin in FY22. FY23 construction will complete the interim phase of school modifications. FY23 funding will also provide for the planning and design for the next four High School Wellness Center sites, as well as feasibility planning to scope and sequence remaining schools. FY24 provides for the construction of the next four High School Wellness Center sites.

COST CHANGE

Increased scope of project provides funds to make school modifications for interim services, perform feasibility planning and design, and construction of the next four High School Wellness Center sites.

PROJECT JUSTIFICATION

This project is recommended by the SBWCPG, DHHS, and MCPS. Each HSWC will provide services to address the physical health, mental health, and social service needs, as well as provide youth development opportunities to the students.

FISCAL NOTE

FY22 Special Appropriation (Resolution 19-1220) added $750,000 in Current Revenue: General and $1,250,000 in G.O. Bonds to modify school spaces to accommodate the delivery of mental health and youth development services for the school year beginning August 2022.

COORDINATION

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

PART III: Capital Improvements Projects To Be Closed Out

The following capital projects are closed out effective 30-Jun-2022, and the appropriation for each project is decreased by the amount of the project's unencumbered balance.

Project Number	Project Name
P150700	Long Branch Town Center Redevelopment
P361703	Marriott International Headquarters and Hotel Project
P362107	Reacquisition of Larchmont Elementary School Property
P450900	Glenmont FS 18 Replacement
P450903	Kensington (Aspen Hill) FS 25 Addition
P361902	Salt Storage Facility
P501304	Needwood Road Bikepath
P720918	Good Hope Neighborhood Recreation Center
P721903	KID Museum

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, 2022

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)	44,400	29,525	14,875
Asbestos Abatement: MCG (P508728) *	1,074	803	271
Building Envelope Repair (P361501)	12,465	7,056	5,409
Elevator Modernization (P509923)	18,554	14,097	4,457
Energy Conservation: MCG (P507834) *	2,981	2,238	743
Energy Systems Modernization (P361302)	112,000	21,346	90,654
Environmental Compliance: MCG (P500918)	20,303	17,082	3,221
Facilities Site Selection: MCG (P500152)	470	406	64
Facility Planning: MCG (P508768)	10,476	9,847	629
HVAC/Elec Replacement: MCG (P508941) *	21,881	13,553	8,328
Life Safety Systems: MCG (P509970)	13,737	11,001	2,736
Planned Lifecycle Asset Replacement: MCG (P509514)*	20,051	12,302	7,749
Resurfacing Parking Lots: MCG (P509914)	12,105	10,098	2,007
Roof Replacement: MCG (P508331) *	25,534	19,760	5,774
ALARF: MCG (P316222)	12,532	-	12,532
FiberNet (P509651)	93,153	71,085	22,068
Apparatus Replacement Program (P451504)	73,211	40,180	33,031
HVAC/Elec Replacement: Fire Stns (P458756)	12,027	8,472	3,555
Resurfacing: Fire Stations (P458429) *	3,029	2,065	964
Roof Replacement: Fire Stations (P458629) *	4,033	2,699	1,334
Bridge Design (P509132)	25,518	19,255	6,263
Bridge Preservation Program (P500313)	11,863	8,684	3,179
Bridge Renovation (P509753) *	52,741	25,910	26,831
Permanent Patching: Residential/Rural Roads (P501106)	46,442	39,885	6,557
Residential and Rural Road Rehabilitation (P500914)	88,197	71,577	16,620
Resurfacing Park Roads and Bridge Improvements (P500720)	9,660	8,460	1,200
Resurfacing: Primary/Arterial (P508527) *	64,240	49,745	14,495
Resurfacing: Residential/Rural Roads (P500511)	182,877	161,173	21,704
Sidewalk and Curb Replacement (P508182) *	55,451	43,724	11,727
Street Tree Preservation (P500700)	40,600	33,657	6,943
Bus Priority Program - Minor Projects (P502204)	1,750	-	1,750

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, 2022

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
Facility Planning: Mass Transit (P502308)	1,020	-	1,020
Intelligent Transit System (P501801)	15,572	4,721	10,851
Ride On Bus Fleet (P500821)	238,044	181,090	56,954
Facility Planning Parking: Bethesda Parking Lot District (P501313)	900	567	333
Facility Planning Parking: Silver Spring Parking Lot District (P501314)	810	538	272
Facility Planning Parking: Wheaton Parking Lot District (P501312)	405	167	238
Parking Bethesda Facility Renovations (P508255) *	31,388	18,183	13,205
Parking Silver Spring Facility Renovations (P508250) *	21,220	14,306	6,914
Parking Wheaton Facility Renovations (P509709) *	893	443	450
ADA Compliance: Transportation (P509325) *	10,312	7,795	2,517
Bicycle-Pedestrian Priority Area Improvements (P501532)	13,506	8,062	5,444
Bikeway Program Minor Projects (P507596) *	13,001	5,267	7,734
Facility Planning - Pedestrian Facilities and Bikeways (P502312)	1,030	-	1,030
Sidewalk Program Minor Projects (P506747) *	25,978	18,488	7,490
Transportation Improvements For Schools (P509036) *	2,143	1,699	444
Facility Planning-Roads (P509337)	59,772	53,581	6,191
Public Facilities Roads (P507310) *	1,671	1,025	646
Subdivision Roads Participation (P508000) *	24,159	9,810	14,349
Transportation Feasibility Studies (P502303)	250	-	250
Advanced Transportation Management System (P509399)	60,691	57,455	3,236
Guardrail Projects (P508113) *	2,868	2,128	740
Intersection and Spot Improvements (P507017) *	17,460	12,102	5,358
Neighborhood Traffic Calming (P509523) *	2,941	2,234	707
Pedestrian Safety Program (P500333)	32,082	23,417	8,665
Streetlight Enhancements-CBD/Town Center (P500512)	4,680	4,023	657
Streetlighting (P507055) *	24,922	21,668	3,254
Traffic Signal System Modernization (P500704)	44,928	42,573	2,355
Traffic Signals (P507154) *	48,118	36,735	11,383

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, 2022

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
21st Century Library Enhancements Level Of Effort (P711503)	7,332	4,330	3,002
Library Refurbishment Level of Effort (P711502)	19,256	12,456	6,800
Cost Sharing: MCG (P720601)	40,075	32,599	7,476
Public Arts Trust (P729658) *	2,365	1,548	817
Recreation Facilities Refurbishment (P722105)	3,167	-	3,167
Swimming Pools Slide Replacement (P722101)	2,505	-	2,505
Ag Land Pres Easements (P788911) *	17,847	10,563	7,284
Facility Planning: Storm Drains (P508180)	7,566	6,586	980
Outfall Repairs (P509948)	10,829	8,818	2,011
Storm Drain Culvert Replacement (P501470)	18,200	11,460	6,740
Storm Drain General (P500320)	22,790	15,418	7,372
Facility Planning: Stormwater Management (P809319)	16,954	14,955	1,999
Stormwater Management Facility Major Structural Repair (P800700)	40,244	20,923	19,321
Stormwater Management Retrofit: Countywide (P808726) *	100,934	57,467	43,467
Facility Planning: HCD (P769375)	3,530	3,242	288
Affordable Housing Acquisition and Preservation (P760100)	306,986	237,109	69,877

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