

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

Resolution No.:	<u>20-175</u>
Introduced:	<u>May 25, 2023</u>
Adopted:	<u>May 25, 2023</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of Amendments to the Approved FY 2023-2028 Capital Improvements Program (CIP), and Approval of and Appropriation for the FY 2024 Capital Budget of the Montgomery County Government

Background

1. Section 302 of the County Charter requires the Executive to send to the County Council by January 15 (or the next business day if it falls on a weekend/holiday) in each even-numbered calendar year a 6-year CIP, which the Executive did on January 18, 2022, for the 6-year period FY 2023-2028. On May 26, 2022, the Council approved the CIP for FY 2023-2028 in Resolution 19-1276. 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 (or the next business day if it falls on a weekend/holiday) in each year a Recommended Capital Budget, which the Executive did on January 17, 2023, for FY 2024. The Executive also sent to the Council his recommendations on amendments to the Approved FY 2023-2028 CIP.
3. On March 15 and April 18, 2023, the Executive sent to the Council additional recommended amendments to the Approved CIP for FY 2023-2028 and associated FY 2024 Capital Budget recommendations for County Government projects.
4. As required by Section 304 of the Charter, the Council held public hearings on the Capital Budget for FY 2024, and on amendments to the Approved FY 2023-2028 CIP, on February 7 and 9, April 11 and 13, and May 9, 2023.

Action

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

1. For FY 2024, 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. The amounts reflected in the column labeled "FY24 Appropriation" represents the

change from FY 2023 in total appropriation for a specific project; the total appropriation as of FY 2024 is reflected in the column labeled “Total Appropriation”. The expenditure of funds for each item in the Capital Budget must comply with all restrictions and requirements under the Approved FY 2023-2028 CIP, as amended by this resolution.

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

P872301 <u>Park Acquisitions</u> – County Current Revenue General	\$250,000
P018710 <u>Legacy Open Space</u> – County Current Revenue General	\$150,000
P018710 <u>Legacy Open Space</u> – 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	\$10,380,000
County Current Revenue General	\$4,629,000

4. The Council approves those projects shown in the attached Part II as amendments to the Approved FY 2023-2028 CIP.
5. The Council approves the close out of the projects in the attached Part III.
6. The Council approves the 10% transferability basis for the level of effort projects in the attached Part IV.
7. For FY 2024, 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 their designee must notify the Council 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 a 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 their designee must send a copy of the grant application or description of the proposed use of a formula-driven award to the Council Executive Director within 3 working days after submitting it to the funding agency.

8. In FY 2024, this resolution appropriates \$32 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 2023 or FY 2024 to this CIP project to be used for affordable housing.
9. The Council appropriates any loan repayments associated with the Preservation of Naturally Occurring Affordable Housing Fund (P762201) project that is received in FY 2023 or FY 2024 to this CIP project to be used for affordable housing, with the exception that the County Council may direct up to \$20,000,000 in loan repayments to a future new nonprofit affordable housing preservation fund project through a CIP amendment and a supplemental appropriation.
10. If a sign recognizing the contribution of any Federal, State, or local government or agency is displayed at any project for which funds are appropriated in this resolution, as a condition of spending those funds each sign must also expressly recognize the contribution of the County and the County's taxpayers.
11. 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
Alternate Emergency Communications Center
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:

Poolesville Community Facility
4th District Police Station (Wheaton-Glenmont)

12. 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
Alternate Emergency Communications Center

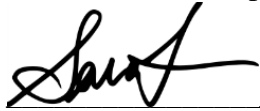
Glen Echo Fire Station #11
Hillandale Volunteer Fire Station #24 Renovation/Replacement (Colesville)

For the following projects the assessment of feasibility of providing affordable housing will be conducted:

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.

A handwritten signature in black ink, appearing to read 'Sara', is written over a horizontal line.

Sara R. Tenenbaum
Clerk of the Council

**PART I: FY24 Capital Budget for
Montgomery County Government**

The appropriations for FY24 in this Part are made to implement the projects in the Capital Improvements Program for FY23 - FY28.

Project Name (Project Number)	FY24 Appropriation	Cumulative Appropriation	Total Appropriation
Americans with Disabilities Act (ADA): Compliance (P361107)	2,900,000	44,400,000	47,300,000
Asbestos Abatement: MCG (P508728)	120,000	1,074,000	1,194,000
Building Envelope Repair (P361501)	1,550,000	12,465,000	14,015,000
Capital Asset Management System (P362307)	1,000,000	0	1,000,000
Elevator Modernization (P509923)	1,000,000	18,554,000	19,554,000
Energy Conservation: MCG (P507834)	50,000	3,956,000	4,006,000
Energy Systems Modernization (P361302)	10,300,000	111,661,000	121,961,000
Environmental Compliance: MCG (P500918)	1,400,000	20,303,000	21,703,000
Facilities Site Selection: MCG (P500152)	25,000	470,000	495,000
Facility Planning: MCG (P508768)	260,000	10,476,000	10,736,000
HVAC/Elec Replacement: MCG (P508941)	2,950,000	31,957,000	34,907,000
Lactation Rooms in County Buildings (P362310)	1,733,000	412,000	2,145,000
Life Safety Systems: MCG (P509970)	625,000	13,737,000	14,362,000
MCPS Bus Depot and Maintenance Relocation (P360903)	(990,000)	3,000,000	2,010,000
Planned Lifecycle Asset Replacement: MCG (P509514)	2,550,000	20,051,000	22,601,000
Public Safety System Modernization (P340901)	(1,732,000)	111,494,000	109,762,000
Resurfacing Parking Lots: MCG (P509914)	650,000	12,230,000	12,880,000
Roof Replacement: MCG (P508331)	2,240,000	25,534,000	27,774,000
Burtonsville Crossing Shopping Center (P362311)	2,000,000	5,000,000	7,000,000
North Bethesda Metro Station Area Redevelopment Infrastructure (P502315)	6,000,000	10,000,000	16,000,000
White Flint Redevelopment Program (P151200)	(434,000)	4,070,000	3,636,000
ABS Retail Store Refresh (P852101)	3,080,000	4,052,000	7,132,000
State Aid for MCPS Playgrounds (P362309)	1,350,000	1,350,000	2,700,000
County Radio Life Cycle Replacement (P342301)	14,165,000	9,830,000	23,995,000
Digital Equity - Montgomery Connects (P341700)	779,000	8,704,000	9,483,000
FiberNet (P509651)	4,794,000	93,153,000	97,947,000
IJIS - Correction and Rehabilitation Information Management System (CRIMS) Upgrade (P342402)	365,000	0	365,000
Criminal Justice Complex (P421100)	4,100,000	2,839,000	6,939,000
Montgomery County Correctional Facility and Community Corrections Wi-Fi project (P422301)	306,000	415,000	721,000
Montgomery County Correctional Facility Refresh (P422302)	1,500,000	400,000	1,900,000
Montgomery County Detention Center Partial Demolition and Renovation (P422102)	(1,000,000)	4,791,000	3,791,000

**PART I: FY24 Capital Budget for
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Project Name (Project Number)	FY24 Appropriation	Cumulative Appropriation	Total Appropriation
Apparatus Replacement Program (P451504)	10,253,000	77,445,000	87,698,000
Clarksburg Fire Station (P450300)	97,000	34,467,000	34,564,000
Female Facility Upgrade (P450305)	299,000	1,930,000	2,229,000
Fire Stations: Life Safety Systems (P450302)	110,000	4,196,000	4,306,000
HVAC/Elec Replacement: Fire Stns (P458756)	1,350,000	12,027,000	13,377,000
Resurfacing: Fire Stations (P458429)	400,000	3,029,000	3,429,000
Roof Replacement: Fire Stations (P458629)	352,000	4,033,000	4,385,000
White Flint Fire Station 23 (P451502)	30,082,000	6,301,000	36,383,000
6th District Police Station (P470301)	868,000	35,531,000	36,399,000
Olney Satellite Police Station and Community Facility (P472401)	100,000	0	100,000
Public Safety Communications Center, Phase II, Electrical Distribution and HVAC Upgrade (P472102)	625,000	20,110,000	20,735,000
Bridge Design (P509132)	2,105,000	25,518,000	27,623,000
Dennis Ave Bridge M-0194 Replacement (P501701)	1,082,000	8,288,000	9,370,000
Garrett Park Road Bridge M-0352 (P502105)	8,406,000	0	8,406,000
Glen Road Bridge (P502102)	1,045,000	3,540,000	4,585,000
Permanent Patching: Residential/Rural Roads (P501106)	3,150,000	46,442,000	49,592,000
Residential and Rural Road Rehabilitation (P500914)	8,100,000	88,197,000	96,297,000
Resurfacing Park Roads and Bridge Improvements (P500720)	600,000	9,660,000	10,260,000
Resurfacing: Primary/Arterial (P508527)	6,750,000	64,240,000	70,990,000
Resurfacing: Residential/Rural Roads (P500511)	11,000,000	182,877,000	193,877,000
Sidewalk and Curb Replacement (P508182)	5,800,000	55,451,000	61,251,000
Street Tree Preservation (P500700)	3,100,000	40,600,000	43,700,000
Bethesda Metro Station South Entrance (P500929)	12,241,000	103,438,000	115,679,000
Burtonsville Park and Ride Improvements (P502203)	5,500,000	500,000	6,000,000
Bus Priority Program - Minor Projects (P502204)	500,000	1,750,000	2,250,000
Bus Rapid Transit: MD 355 Central (P502005)	17,746,000	37,928,000	55,674,000
Bus Rapid Transit: MD 355 South/North (P502309)	5,646,000	4,850,000	10,496,000
Bus Rapid Transit: System Development (P501318)	3,500,000	27,875,000	31,375,000
Bus Rapid Transit: Veirs Mill Road (P501913)	35,691,000	9,000,000	44,691,000
Bus Stop Improvements (P507658)	400,000	5,916,000	6,316,000
Facility Planning: Mass Transit (P502308)	(65,000)	1,020,000	955,000
Great Seneca Science Corridor Transit Improvements (P502202)	2,545,000	22,400,000	24,945,000

**PART I: FY24 Capital Budget for
Montgomery County Government**

The appropriations for FY24 in this Part are made to implement the projects in the Capital Improvements Program for FY23 - FY28.

Project Name (Project Number)	FY24 Appropriation	Cumulative Appropriation	Total Appropriation
Intelligent Transit System (P501801)	500,000	15,572,000	16,072,000
New Transit Maintenance Depot (P502402)	2,000,000	0	2,000,000
Purple Line (P501603)	300,000	53,612,000	53,912,000
Ride On Bus Fleet (P500821)	23,015,000	238,044,000	261,059,000
Ride On Fare Equipment Replacement (P502404)	1,015,000	0	1,015,000
Facility Planning Parking: Bethesda Parking Lot District (P501313)	130,000	900,000	1,030,000
Facility Planning Parking: Silver Spring Parking Lot District (P501314)	91,000	810,000	901,000
Facility Planning Parking: Wheaton Parking Lot District (P501312)	27,000	405,000	432,000
Farm Women's Market Parking Garage (P502316)	298,000	1,468,000	1,766,000
Parking Silver Spring Facility Renovations (P508250)	1,268,000	21,220,000	22,488,000
Parking Wheaton Facility Renovations (P509709)	112,000	893,000	1,005,000
Silver Spring Lot 3 Parking Garage (P501111)	(239,000)	240,000	1,000
ADA Compliance: Transportation (P509325)	1,000,000	10,312,000	11,312,000
Bethesda Bikeway and Pedestrian Facilities (P500119)	1,195,000	10,888,000	12,083,000
Bicycle-Pedestrian Priority Area Improvements (P501532)	1,318,000	13,506,000	14,824,000
Bicycle-Pedestrian Priority Area Improvements - Purple Line (P502004)	3,034,000	3,183,000	6,217,000
Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD (P502002)	5,068,000	2,805,000	7,873,000
Bikeway Program Minor Projects (P507596)	2,920,000	13,001,000	15,921,000
Bradley Boulevard (MD 191) Improvements (P501733)	2,212,000	1,529,000	3,741,000
Capital Crescent Trail (P501316)	4,448,000	57,214,000	61,662,000
Cherry Hill Road Bike Facility (P502314)	3,200,000	800,000	4,000,000
Dale Drive Shared Use Path and Safety Improvements (P502109)	7,641,000	2,574,000	10,215,000
Facility Planning - Pedestrian Facilities and Bikeways (P502312)	1,055,000	1,030,000	2,085,000
MacArthur Blvd Bikeway Improvements (P500718)	10,916,000	10,292,000	21,208,000
MD 198 Sidewalk Improvements (P502406)	1,000,000	0	1,000,000
Norwood Road Shared Use Path (P502313)	2,900,000	1,100,000	4,000,000
Oak Drive/MD 27 Sidewalk (P501908)	2,894,000	1,416,000	4,310,000
Sidewalk Program Minor Projects (P506747)	2,914,000	25,978,000	28,892,000
Transportation Improvements For Schools (P509036)	209,000	2,143,000	2,352,000
Twinbrook Connector Trail (P502405)	200,000	0	200,000

**PART I: FY24 Capital Budget for
Montgomery County Government**

The appropriations for FY24 in this Part are made to implement the projects in the Capital Improvements Program for FY23 - FY28.

Project Name (Project Number)	FY24 Appropriation	Cumulative Appropriation	Total Appropriation
Burtonsville Access Road (P500500)	4,904,000	4,577,000	9,481,000
Dedicated but Unmaintained County Roads (P501117)	5,000	744,000	749,000
Facility Planning-Roads (P509337)	1,000,000	59,772,000	60,772,000
Highway Noise Abatement (P500338)	5,000	2,890,000	2,895,000
North High Street Extended (P502310)	1,332,000	837,000	2,169,000
Public Facilities Roads (P507310)	(292,000)	1,671,000	1,379,000
Subdivision Roads Participation (P508000)	100,000	24,159,000	24,259,000
Transportation Feasibility Studies (P502303)	250,000	250,000	500,000
Advanced Transportation Management System (P509399)	1,508,000	60,691,000	62,199,000
Guardrail Projects (P508113)	315,000	2,868,000	3,183,000
Intersection and Spot Improvements (P507017)	2,410,000	17,460,000	19,870,000
Neighborhood Traffic Calming (P509523)	310,000	2,941,000	3,251,000
Pedestrian Safety Program (P500333)	4,600,000	32,082,000	36,682,000
Streetlight Enhancements-CBD/Town Center (P500512)	250,000	4,680,000	4,930,000
Streetlighting (P507055)	1,370,000	25,172,000	26,542,000
Traffic Signal System Modernization (P500704)	1,238,000	44,928,000	46,166,000
Traffic Signals (P507154)	5,495,000	48,118,000	53,613,000
US 29 Streetlighting (P502407)	2,840,000	0	2,840,000
White Flint Traffic Analysis and Mitigation (P501202)	81,000	1,490,000	1,571,000
White Oak Local Area Transportation Improvement Program (P501540)	500,000	450,000	950,000
Child Care Renovations (P601901)	7,418,000	8,655,000	16,073,000
High School Wellness Center and Expanded Wellness Services (P640902)	22,350,000	16,997,000	39,347,000
Restoration Center (P602301)	1,171,000	788,000	1,959,000
School Based Health and Linkages to Learning Centers (P640400)	529,000	14,017,000	14,546,000
21st Century Library Enhancements Level Of Effort (P711503)	825,000	7,332,000	8,157,000
Library Refurbishment Level of Effort (P711502)	4,427,000	19,256,000	23,683,000
Cost Sharing: MCG (P720601)	2,900,000	45,075,000	47,975,000
Holiday Park Net Zero Initiative (P722301)	2,975,000	104,000	3,079,000
Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)	830,000	30,628,000	31,458,000
Public Arts Trust (P729658)	408,000	2,365,000	2,773,000
Recreation Facilities Refurbishment (P722105)	3,000,000	3,167,000	6,167,000
Swimming Pools Slide Replacement (P722101)	584,000	2,505,000	3,089,000

**PART I: FY24 Capital Budget for
Montgomery County Government**

The appropriations for FY24 in this Part are made to implement the projects in the Capital Improvements Program for FY23 - FY28.

Project Name (Project Number)	FY24 Appropriation	Cumulative Appropriation	Total Appropriation
Wheaton Arts and Cultural Center (P722106)	1,800,000	225,000	2,025,000
Ag Land Pres Easements (P788911)	529,000	20,489,000	21,018,000
Facility Planning: Storm Drains (P508180)	480,000	7,566,000	8,046,000
Storm Drain Culvert Replacement (P501470)	1,700,000	18,200,000	19,900,000
Facility Planning: Stormwater Management (P809319)	1,815,000	16,954,000	18,769,000
Flood Control Study (P802202)	1,900,000	1,300,000	3,200,000
Stormwater Management Facility Major Structural Repair (P800700)	2,800,000	40,244,000	43,044,000
Stormwater Management Retrofit: Countywide (P808726)	1,596,000	100,934,000	102,530,000
Countywide Facade Easement Program (P762102)	1,219,000	952,000	2,171,000
Facility Planning: HCD (P769375)	125,000	3,530,000	3,655,000
Affordable Housing Acquisition and Preservation (P760100)*	32,000,000	306,986,000	338,986,000
Full Upgrade of Existing Recycling Center Complex (P802201)	7,280,000	20,350,000	27,630,000
Transfer Station Fire Detection and Suppression System (P802101)	(177,000)	6,000,000	5,823,000
Total - Montgomery County Government	454,360,000	3,046,271,000	3,500,631,000

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

PART II: Amended Projects

Project Number	Project Name
P361107	Americans with Disabilities Act (ADA): Compliance
P362310	Lactation Rooms in County Buildings
P360903	MCPS Bus Depot and Maintenance Relocation
P340901	Public Safety System Modernization
P362311	Burtonsville Crossing Shopping Center
P361701	White Oak Science Gateway Redevelopment Project
P362309	State Aid for MCPS Playgrounds
P342301	County Radio Life Cycle Replacement
P342102	County Radio Replacement and Related Equipment
P341700	Digital Equity - Montgomery Connects
P509651	FiberNet
P342402	IJIS - Correction and Rehabilitation Information Management System (CRIMS) Upgrade
P422102	Montgomery County Detention Center Partial Demolition and Renovation
P450105	Rockville Fire Station 3 Renovation
P472401	Olney Satellite Police Station and Community Facility
P472101	Outdoor Firearms Training Center
P501701	Dennis Ave Bridge M-0194 Replacement
P508182	Sidewalk and Curb Replacement
P500929	Bethesda Metro Station South Entrance
P502203	Burtonsville Park and Ride Improvements
P502005	Bus Rapid Transit: MD 355 Central
P502309	Bus Rapid Transit: MD 355 South/North
P501913	Bus Rapid Transit: Veirs Mill Road
P502308	Facility Planning: Mass Transit
P502402	New Transit Maintenance Depot
P502106	North Bethesda Metro Station Access Improvements
P501914	North Bethesda Metro Station Northern Entrance
P501603	Purple Line
P502404	Ride On Fare Equipment Replacement
P508255	Parking Bethesda Facility Renovations
P508250	Parking Silver Spring Facility Renovations
P502003	Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph
P502108	Bowie Mill Road Bikeway
P501316	Capital Crescent Trail
P502312	Facility Planning - Pedestrian Facilities and Bikeways
P500905	Falls Road Bikeway and Pedestrian Facility
P501917	Goldsboro Road Sidewalk and Bikeway
P502406	MD 198 Sidewalk Improvements
P501744	MD355-Clarksburg Shared Use Path

PART II: Amended Projects

Project Number	Project Name
P502405	Twinbrook Connector Trail
P509337	Facility Planning-Roads
P501404	MCG Reconciliation PDF
P501507	Observation Drive Extended
P507154	Traffic Signals
P502407	US 29 Streetlighting
P640902	High School Wellness Center and Expanded Wellness Services
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
P722106	Wheaton Arts and Cultural Center
P809319	Facility Planning: Stormwater Management
P802202	Flood Control Study
P800700	Stormwater Management Facility Major Structural Repair
P801710	Wheaton Regional Dam Flooding Mitigation
P762102	Countywide Facade Easement Program
P760100	Affordable Housing Acquisition and Preservation
P802201	Full Upgrade of Existing Recycling Center Complex

Americans with Disabilities Act (ADA): Compliance

(P361107)

Category	General Government	Date Last Modified	03/13/23
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	18,290	14,090	-	4,200	700	700	700	700	700	700	-
Site Improvements and Utilities	18,636	6,273	4,563	7,800	1,300	1,300	1,050	1,550	1,300	1,300	-
Construction	25,747	11,647	-	14,100	2,350	2,350	2,100	2,600	2,350	2,350	-
Other	1,227	845	82	300	50	50	50	50	50	50	-
TOTAL EXPENDITURES	63,900	32,855	4,645	26,400	4,400	4,400	3,900	4,900	4,400	4,400	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	4,235	936	299	3,000	500	500	500	500	500	500	-
G.O. Bonds	44,324	16,578	4,346	23,400	3,900	3,900	3,400	4,400	3,900	3,900	-
PAYGO	11,364	11,364	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,977	3,977	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	63,900	32,855	4,645	26,400	4,400	4,400	3,900	4,900	4,400	4,400	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	2,900	Year First Appropriation	FY11
Cumulative Appropriation	44,400	Last FY's Cost Estimate	66,400
Expenditure / Encumbrances	36,406		
Unencumbered Balance	7,994		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

FY24: Betty Ann Krahne (BAK) Domestic Violence Shelter, Avery Road Treatment Center, Coffield Community Center, and Martin Luther King Jr. (MLK) Outdoor Pool.

COST CHANGE

Cost decrease recognizes prior year project savings.

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.

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.



Lactation Rooms in County Buildings (P362310)

Category	General Government	Date Last Modified	01/09/23
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Planning Stage

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	150	-	-	150	150	-	-	-	-	-	-
Construction	1,995	-	-	1,995	262	1,733	-	-	-	-	-
TOTAL EXPENDITURES	2,145	-	-	2,145	412	1,733	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	150	-	-	150	150	-	-	-	-	-	-
G.O. Bonds	1,995	-	-	1,995	262	1,733	-	-	-	-	-
TOTAL FUNDING SOURCES	2,145	-	-	2,145	412	1,733	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 24 Request		1,733		Year First Appropriation		FY23					
Cumulative Appropriation		412		Last FY's Cost Estimate		-					
Expenditure / Encumbrances		-									
Unencumbered Balance		412									

PROJECT DESCRIPTION

The project provides for the implementation of Bill 11-22, Lactation Rooms in County Buildings. Initial appropriation will provide for surveying and assessing all County-owned and -leased buildings in which County employees work to determine which facilities are impacted by the bill and the scope of modification required to satisfy the bill's requirement. The assessment will determine the plan to retrofit existing space or alternatively, install or create a space for a portable lactation room or station. DGS will report findings, outcomes, and progress of the assessment to the County Council as required under the bill. Subsequent appropriation will fund construction and implementation costs as determined by results of the assessment.

LOCATION

Countywide

ESTIMATED SCHEDULE

Planning will occur in FY23. Final implementation is anticipated by summer 2024.

COST CHANGE

\$1,733,000 in G.O. Bonds will be used for construction with completion anticipated in summer 2024.

PROJECT JUSTIFICATION

Bill 11-22, enacted July 26, 2022, and effective November 7, 2022, requires at least one lactation room for County employees in each existing County building (owned and leased) including a sink with running water and plumbing systems, or with nearby access to running water. If DGS determines that a County building does not have a room that could be repurposed as a lactation room at a reasonable cost, the County must consider alternative accommodations including installing or creating space for a portable lactation room or station.

FISCAL NOTE

FY23 supplemental in Current Revenue: General for the amount of \$150,000, G.O. Bonds for the amount of \$262,000.

COORDINATION

All Montgomery County Departments; Office of Human Resources



MCPS Bus Depot and Maintenance Relocation (P360903)

Category	General Government	Date Last Modified	01/11/23
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Gaithersburg and Vicinity	Status	Planning Stage
		Relocation Impact	Yes

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,265	1,015	-	250	-	250	-	-	-	-	-
Land	4	4	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	150	150	-	-	-	-	-	-	-	-	-
Other	591	582	9	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,010	1,751	9	250	-	250	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	250	-	-	250	-	250	-	-	-	-	-
G.O. Bonds	212	203	9	-	-	-	-	-	-	-	-
PAYGO	1,501	1,501	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	47	47	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,010	1,751	9	250	-	250	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	(990)	Year First Appropriation	FY09
Cumulative Appropriation	3,000	Last FY's Cost Estimate	3,000
Expenditure / Encumbrances	1,756		
Unencumbered Balance	1,244		

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.

COST CHANGE

Funds for constructing this project are not needed at this time, however, planning funds have been added to the project.

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.



Public Safety System Modernization (P340901)

Category	General Government	Date Last Modified	01/11/23
SubCategory	County Offices and Other Improvements	Administering Agency	County Executive
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,960	5,730	-	230	230	-	-	-	-	-	-
Construction	5,589	4,543	1,046	-	-	-	-	-	-	-	-
Other	98,213	91,238	-	6,975	5,385	1,590	-	-	-	-	-
TOTAL EXPENDITURES	109,762	101,511	1,046	7,205	5,615	1,590	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
Contributions	32	32	-	-	-	-	-	-	-	-	-
Current Revenue: General	12,962	9,312	35	3,615	2,861	754	-	-	-	-	-
Federal Aid	2,947	2,768	179	-	-	-	-	-	-	-	-
G.O. Bonds	48,519	46,129	538	1,852	1,016	836	-	-	-	-	-
PAYGO	2,642	2,642	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,093	2,800	293	-	-	-	-	-	-	-	-
Short-Term Financing	39,567	37,828	1	1,738	1,738	-	-	-	-	-	-
TOTAL FUNDING SOURCES	109,762	101,511	1,046	7,205	5,615	1,590	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				1,700	-	100	400	400	400	400	
Program-Staff				960	-	-	240	240	240	240	
Program-Other				-	-	-	-	-	-	-	
NET IMPACT				2,660	-	100	640	640	640	640	

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	(1,732)	Year First Appropriation	FY09
Cumulative Appropriation	111,494	Last FY's Cost Estimate	111,494
Expenditure / Encumbrances	104,195		
Unencumbered Balance	7,299		

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 in FY23 and implemented within 20 months.

COST CHANGE

Project costs were reduced due to budget savings.

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 FY18 supplemental adding \$32,000 in Contributions for additional equipment required for Local Fire Rescue Departments (LFRDs). FY18 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. In FY23, there was a funding switch of \$293K in FY22 Short-term Financing to FY22 Recordation Tax Premium and \$2.366 million in FY23 Short-term Financing switched to FY23 Current revenue since Software as a Service is not financeable.

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)



Burtonsville Crossing Shopping Center (P362311)

Category	General Government	Date Last Modified	04/17/23
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Construction	7,000	-	-	7,000	5,000	2,000	-	-	-	-	-
TOTAL EXPENDITURES	7,000	-	-	7,000	5,000	2,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	7,000	-	-	7,000	5,000	2,000	-	-	-	-	-
TOTAL FUNDING SOURCES	7,000	-	-	7,000	5,000	2,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	2,000	Year First Appropriation	FY23
Cumulative Appropriation	5,000	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	5,000		

PROJECT DESCRIPTION

Maryland Senate Bill 291 approved grants totaling \$5,000,000 by the State of Maryland to support the acquisition, design, planning, engineering, construction, repair, renovation, reconstruction, and site improvement of the property at the Burtonsville Crossing Shopping Center. Burtonsville Crossing is an existing, largely vacant shopping center constructed circa 1988 and consists of approximately 130,000 SF of commercial space on approximately 12 acres. The project aims to revitalize the property through its renovation and re-tenanting.

The overall project scope to be undertaken by the shopping center owners, includes the following: architecturally renovated building facades and breezeways; the interior fitout and exterior facade of a new grocery store anchor; structural repairs and upgrades to the existing buildings; replacement of HVAC equipment; new roof; refurbished parking lot; refreshed and enhanced landscaping and additional trees; improved site and common area lighting and LED retrofit; demolition of approximately 7,000 square feet of the building at the center of the property; construction of a new community space and green with pedestrian connectivity to the park-and-ride and Bus Rapid Transit station at the rear of the property; and sitework to create two pads for future new buildings.

LOCATION

15179 Old Columbia Pike, Burtonsville

ESTIMATED SCHEDULE

Project implementation to begin in FY23.

COST CHANGE

Scope increased to recognize additional state support for project implementation awarded during the 2023 Maryland General Assembly session.

PROJECT JUSTIFICATION

The project leverages significant State aid and supports economic development of the Burtonsville area. The project supports the redevelopment of retail properties to contribute to the tax base and to employment in Montgomery County.

FISCAL NOTE

FY23 supplemental in State Aid for the amount of \$5,000,000.

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



White Oak Science Gateway Redevelopment Project (P361701)

Category	General Government	Date Last Modified	05/22/23
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Colesville-White Oak and Vicinity	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,021	1,216	405	400	200	200	-	-	-	-	-
Site Improvements and Utilities	4,779	4,054	725	-	-	-	-	-	-	-	-
Construction	40,000	-	800	21,550	100	100	1,000	6,500	6,950	6,900	17,650
Other	160	11	149	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	46,960	5,281	2,079	21,950	300	300	1,000	6,500	6,950	6,900	17,650

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	160	50	110	-	-	-	-	-	-	-	-
G.O. Bonds	42,640	1,071	1,969	21,950	300	300	1,000	6,500	6,950	6,900	17,650
PAYGO	4,147	4,147	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	13	13	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	46,960	5,281	2,079	21,950	300	300	1,000	6,500	6,950	6,900	17,650

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	-	Year First Appropriation	FY17
Cumulative Appropriation	46,960	Last FY's Cost Estimate	46,960
Expenditure / Encumbrances	5,324		
Unencumbered Balance	41,636		

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



State Aid for MCPS Playgrounds (P362309)

Category	General Government	Date Last Modified	04/13/23
SubCategory	Other General Government	Administering Agency	General Services
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Construction	2,700	-	-	2,700	1,350	1,350	-	-	-	-	-
TOTAL EXPENDITURES	2,700	-	-	2,700	1,350	1,350	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	2,700	-	-	2,700	1,350	1,350	-	-	-	-	-
TOTAL FUNDING SOURCES	2,700	-	-	2,700	1,350	1,350	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,350	Year First Appropriation	FY23
Cumulative Appropriation	1,350	Last FY's Cost Estimate	1,350
Expenditure / Encumbrances	-		
Unencumbered Balance	1,350		

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.

COST CHANGE

The State legislature provided an additional \$1,350,000 to support this program in FY24. Specific school sites are to be determined.

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	03/15/23
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	48,356	-	-	44,612	9,830	14,165	12,347	2,728	4,830	712	3,744
TOTAL EXPENDITURES	48,356	-	-	44,612	9,830	14,165	12,347	2,728	4,830	712	3,744

FUNDING SCHEDULE (\$000s)

Short-Term Financing	48,356	-	-	44,612	9,830	14,165	12,347	2,728	4,830	712	3,744
TOTAL FUNDING SOURCES	48,356	-	-	44,612	9,830	14,165	12,347	2,728	4,830	712	3,744

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	14,165	Year First Appropriation	FY23
Cumulative Appropriation	9,830	Last FY's Cost Estimate	45,036
Expenditure / Encumbrances	-		
Unencumbered Balance	9,830		

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, were requested for DOCR, FRS, Police, and Sheriff.

FY24 funding covers the replacement of body-worn radios for Police (APX 6000), Sheriff (APX 6000) and Fire & Rescue Services (APX 8000XE) as well as Digital Vehicle Repeater Systems (DVRS) for both Police and Fire & Rescue Services that have reached the end of their ten year service life.

COST CHANGE

Project Scope has been increased to include replacement of Police and Fire & Rescue digital vehicle repeaters systems. Per unit cost increases are also reflected.

COORDINATION

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



County Radio Replacement and Related Equipment (P342102)

Category	General Government	Date Last Modified	01/11/23
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	1,141	1,141	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,141	1,141	-	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Recordation Tax Premium (MCG)	1,141	1,141	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,141	1,141	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY21
Cumulative Appropriation	1,434	Last FY's Cost Estimate	1,434
Expenditure / Encumbrances	1,141		
Unencumbered Balance	293		

PROJECT DESCRIPTION

Through the Public Safety System Modernization Project (PSSM), the County is upgrading the radio system to meet the Federal Communications Commission mandated 800 Mhz frequency to ensure reliable and effective public safety communications for the operations of its first responders and to sustain communications interoperability for seamless mutual aid among its regional partners. The process of moving to the new system will be complete in February 2021. This project will provide for the purchase of P-25 compliant handheld and vehicle-based radios that allow the affected departments to complete immediate re-banding within the 800 MHz frequency.

COST CHANGE

Equipment was purchased through the general fund instead of through the funding appropriated for this project. The remaining \$293,000 is no longer needed and is being shifted to the PSSM project to cover a funding switch there.

PROJECT JUSTIFICATION

Once the County transitions to the Federal Communications Commission mandated 800 MHz frequency, all radios using the older 400 MHz frequency will cease to function.

FISCAL NOTE

FY21 - Department of Transportation (non-Transit) Request - \$1,138,000 - 412 Radios (280 APX 1500 Mobile and 132 APX 1000 Portable); \$250,000 - Installation

FY21 - Department of Corrections and Rehabilitation Request - Radio Requirements \$45,580 - \$31,670 for installation of ten new 800 MHz radios in vehicles and \$13,910 for splitters for the in-building Bi-Directional Amplifiers at the Montgomery County Detention Center to ensure a radio signal is available throughout the facility.

FY21 supplemental in Recordation Tax Premium (MCG) for the amount of \$1,434,000

COORDINATION

Department of Technology and Business Enterprise Solutions, Department of Corrections and Rehabilitation, and Department of Transportation.



Digital Equity - Montgomery Connects (P341700)

Category	General Government	Date Last Modified	01/10/23
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,429	539	-	890	100	250	250	250	20	20	-
Construction	18,656	2,207	-	16,449	1,877	4,430	4,405	4,417	660	660	-
Other	80	80	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	20,165	2,826	-	17,339	1,977	4,680	4,655	4,667	680	680	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Cable TV	8,604	2,826	-	5,778	516	1,080	1,155	1,667	680	680	-
Current Revenue: General	1,600	-	-	1,600	500	600	500	-	-	-	-
State Aid	9,961	-	-	9,961	961	3,000	3,000	3,000	-	-	-
TOTAL FUNDING SOURCES	20,165	2,826	-	17,339	1,977	4,680	4,655	4,667	680	680	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	779	Year First Appropriation	FY16
Cumulative Appropriation	8,704	Last FY's Cost Estimate	19,204
Expenditure / Encumbrances	4,454		
Unencumbered Balance	4,250		

PROJECT DESCRIPTION

The Digital Equity - Montgomery Connects - CIP provides for capital funding to support Montgomery County's digital equity initiatives. Internet service accessibility, affordability, and adoption 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. 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

Project has received an additional \$961,000 in state grants for FY23.

PROJECT JUSTIFICATION

Digital Equity - Montgomery Connects is a 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. Digital Equity - Montgomery Connects also supports the County's racial equity and social justice goals by focusing our digital equity deployment of devices and residential broadband in affordable housing developments and underserved communities. Digital Equity - Montgomery Connects helps ensure that all residents have the broadband service, devices to participate in the digital world; 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 robust public WiFi and public private partnerships to support leasing of County broadband assets. Access to reliable 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. Ensuring that all businesses can access reliable broadband services is essential to ensuring equity.

OTHER

This project was previously named ultraMontgomery until 2023 when it was renamed to Digital Equity - Montgomery Connects. This change was made to better describe the purpose of the project.

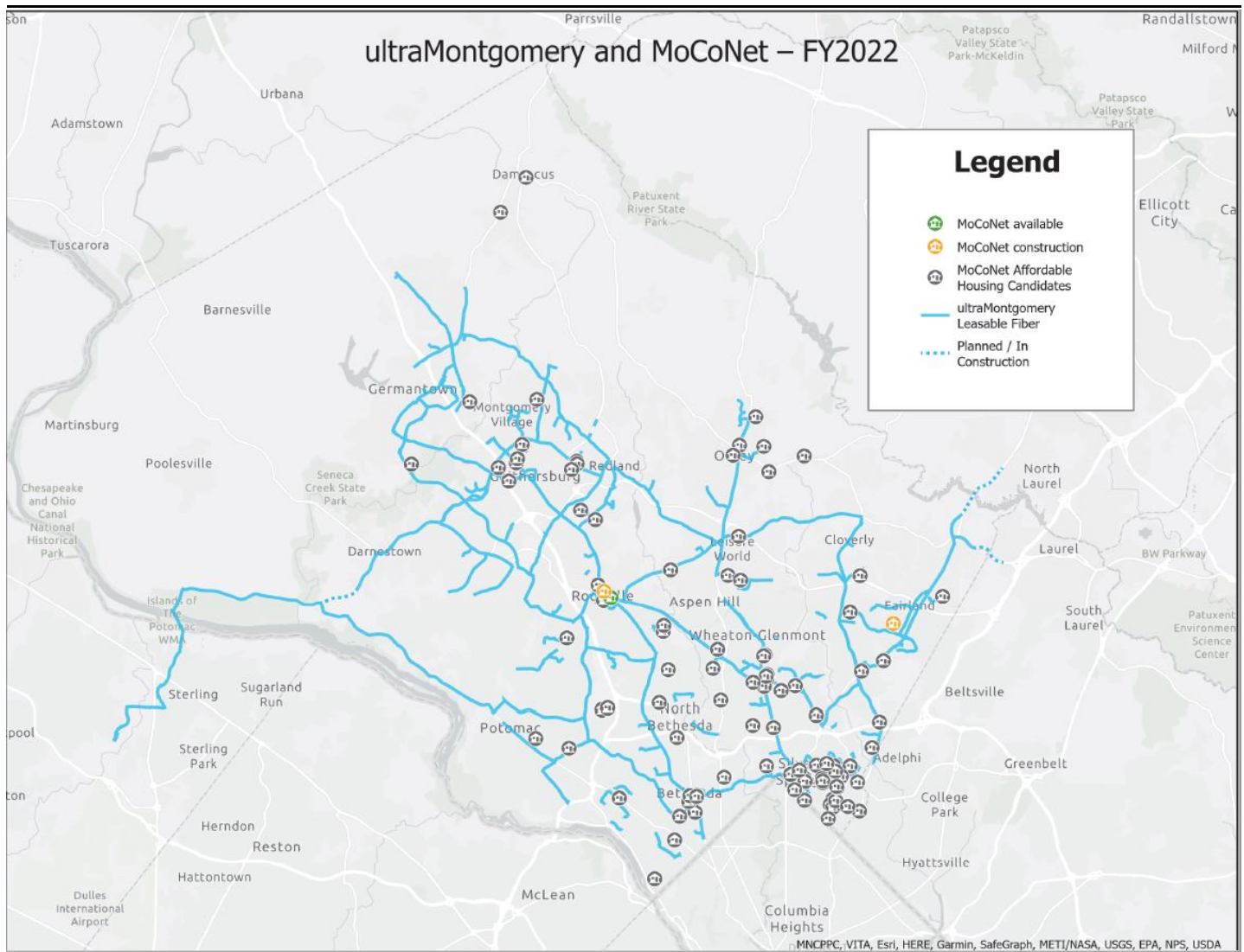
In 2021, the Great Seneca Fiber Hwy was completed to provide shortest distance, low latency connection between Great Seneca and Ashburn, Virginia data centers. Phase 2 of the East County Fiber Highway to provide regional north-south interconnections between White Oak and Howard County and east-west connections between Burtonsville and WSSC in Laurel will be completed in 2023. In response to COVID-19, funding for rural broadband is being provided through state and federal broadband grants and the Digital Equity - Montgomery Connects project pivoted to focus County broadband deployment on providing to service to low-income affordable housing developments where residents do not have access to or have difficulty affording robust broadband service. Engineering, planning, and design work provided by the Digital Equity - Montgomery Connects CIP has been instrumental in preparing state grant applications. Because other resources can support rural broadband deployment, funding from the Digital Equity - Montgomery Connects CIP for low-income affordable housing is being prioritized over 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.



FiberNet (P509651)

Category	General Government	Date Last Modified	05/11/23
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	7,385	6,259	709	417	417	-	-	-	-	-	-
Land	4	4	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	19,017	17,084	1,433	500	130	130	60	60	60	60	-
Construction	29,798	1,919	199	27,680	9,045	4,047	3,647	3,647	3,647	3,647	-
Other	58,371	55,204	-	3,167	750	617	450	450	450	450	-
TOTAL EXPENDITURES	114,575	80,470	2,341	31,764	10,342	4,794	4,157	4,157	4,157	4,157	-

FUNDING SCHEDULE (\$000s)											
Contributions	1,611	1,611	-	-	-	-	-	-	-	-	-
Current Revenue: Cable TV	76,109	62,204	527	13,378	3,718	2,650	2,155	1,867	1,619	1,369	-
Current Revenue: General	25,842	5,642	1,814	18,386	6,624	2,144	2,002	2,290	2,538	2,788	-
G.O. Bonds	8,866	8,866	-	-	-	-	-	-	-	-	-
PAYGO	2,147	2,147	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	114,575	80,470	2,341	31,764	10,342	4,794	4,157	4,157	4,157	4,157	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	4,794	Year First Appropriation	FY96
Cumulative Appropriation	93,153	Last FY's Cost Estimate	114,575
Expenditure / Encumbrances	81,539		
Unencumbered Balance	11,614		

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.

FY23-FY25: Montgomery Municipal Cable (MMC) will give the County \$1M in capital funds towards FiberNet in return for \$500k in operating funds to MMC. Additional funds were added as an Enhancement in FY23, 24, and 25 to fund Construction - Business Continuity - Equipment Modernization.

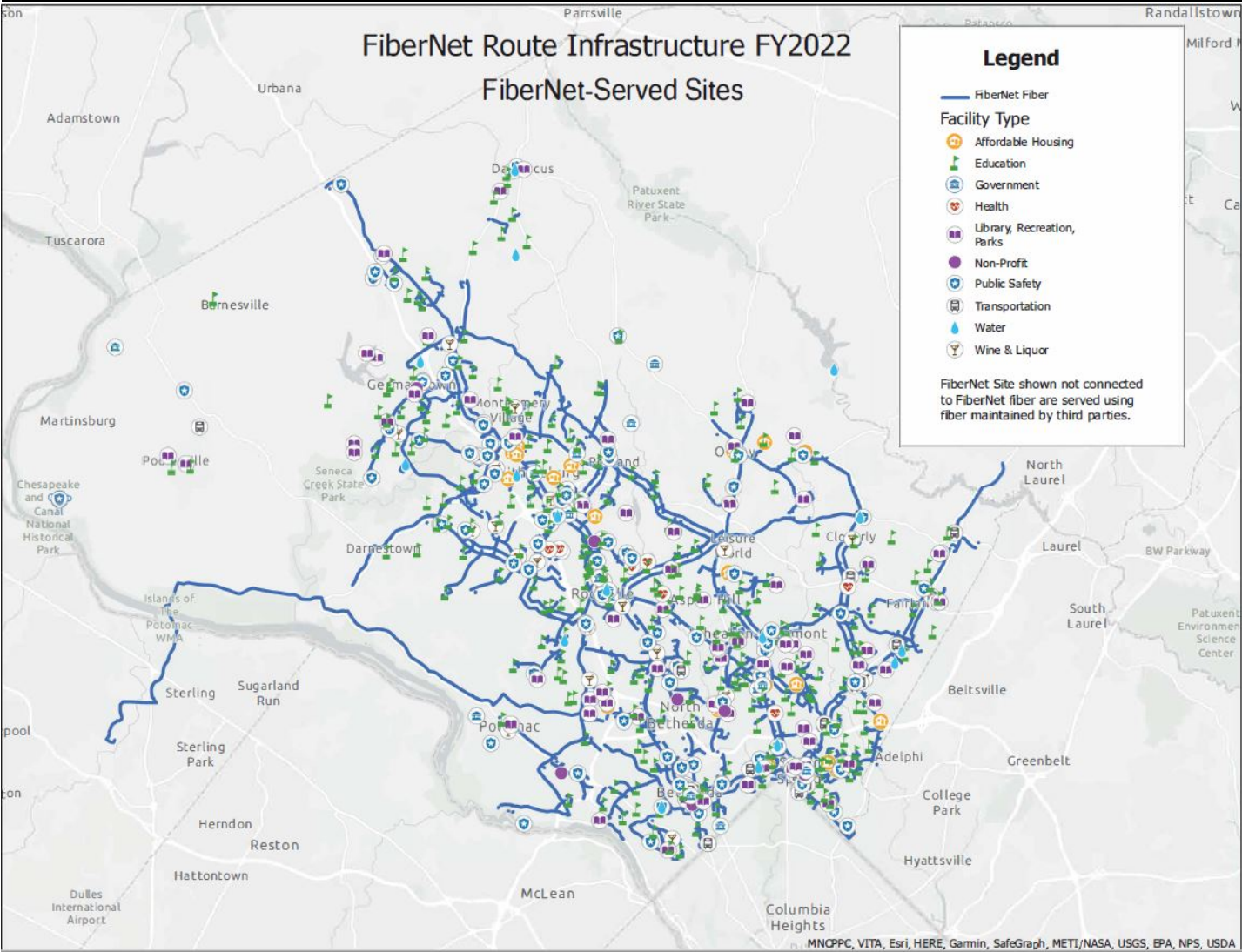
During FY24 to FY28, Current Revenue: Cable TV is being replaced with Current Revenue: General. This change is necessary because Cable Fund revenues are declining as consumers switch from cable to streaming services.

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.





IJIS - Correction and Rehabilitation Information Management System (CRIMS) Upgrade (P342402)

Category	General Government	Date Last Modified	03/14/23
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	365	-	-	365	-	365	-	-	-	-	-
TOTAL EXPENDITURES	365	-	-	365	-	365	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	365	-	-	365	-	365	-	-	-	-	-
TOTAL FUNDING SOURCES	365	-	-	365	-	365	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	365	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The Correction and Rehabilitation Information Management System (CRIMS) was initially designed to be implemented as a third-party Commercial-Off-The-Shelf (COTS) solution. As a result of the vendor's failure to perform, the County acquired the solution to be maintained by the Department of Technology Enterprise and Business Solutions. The existing solution has reached a point where it requires an upgrade to meet County enterprise security standards and remain useful to the 20+ local, state and federal agencies that utilize the application including the Montgomery County Police, Sheriff and Fire departments. CRIMS is a critical 24x7 system that allows all jurisdictions that have arrest power in Montgomery County to process arrests and warrants in a timely fashion within Maryland statutory requirements.

PROJECT JUSTIFICATION

Without CRIMS or an Arrest-Booking System, all jurisdictions would go back to manual processing of arrests and bookings which would create a significant delay in processing arrests, keeping law enforcement officers from their patrols and other duties, directly impacting public safety and the County Executive's Vision of Safe Neighborhoods.

COORDINATION

Department of Technology and Enterprise Business Solutions, Criminal Justice Coordinating Commission and member agencies, Office of Management and Budget, Office of Intergovernmental Relations, State of Maryland, United States Department of Justice, Federal Bureau of Investigation, Public Safety Communications Systems, Montgomery County Police, Sheriffs Department, and Fire & Rescue Services.



Montgomery County Detention Center Partial Demolition and Renovation (P422102)

Category	Public Safety	Date Last Modified	01/01/23
SubCategory	Correction and Rehabilitation	Administering Agency	General Services
Planning Area	Rockville	Status	Under Construction

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	581	228	68	285	285	-	-	-	-	-	-
Site Improvements and Utilities	307	125	121	61	61	-	-	-	-	-	-
Construction	2,302	1,372	382	548	548	-	-	-	-	-	-
Other	601	69	412	120	120	-	-	-	-	-	-
TOTAL EXPENDITURES	3,791	1,794	983	1,014	1,014	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	3,791	1,794	983	1,014	1,014	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,791	1,794	983	1,014	1,014	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Energy			(890)	(125)	(153)	(153)	(153)	(153)	(153)	(153)
NET IMPACT			(890)	(125)	(153)	(153)	(153)	(153)	(153)	(153)

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	(1,000)	Year First Appropriation	FY21
Cumulative Appropriation	4,791	Last FY's Cost Estimate	4,791
Expenditure / Encumbrances	2,380		
Unencumbered Balance	2,411		

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 Crisis Intervention Unit (CIU) pod which is currently used by the Department of Health and Human Services (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 Spring 2023.

COST CHANGE

Cost reduced to reflect project savings.

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



Rockville Fire Station 3 Renovation (P450105)

Category	Public Safety	Date Last Modified	01/09/23
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Site Improvements and Utilities	500	-	-	500	-	-	500	-	-	-	-
TOTAL EXPENDITURES	500	-	-	500	-	-	500	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Fire	500	-	-	500	-	-	500	-	-	-	-
TOTAL FUNDING SOURCES	500	-	-	500	-	-	500	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	500
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 FY25 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.

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.



Olney Satellite Police Station and Community Facility (P472401)

Category	Public Safety	Date Last Modified	04/27/23
SubCategory	Police	Administering Agency	General Services
Planning Area	Olney and Vicinity	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	100	-	-	100	-	100	-	-	-	-	-
TOTAL EXPENDITURES	100	-	-	100	-	100	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	100	-	-	100	-	100	-	-	-	-	-
TOTAL FUNDING SOURCES	100	-	-	100	-	100	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	100	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

For several years, the County has leased a portable trailer from the Olney Chamber of Commerce for the purpose of a substation. While the portable is owned by the Olney Chamber of Commerce, the site is owned by a private shopping center owner. The County recently established a ground lease agreement with the shopping center owner. The Olney Chamber of Commerce has been successful in obtaining \$1,175,000 in FY 2021 and 2022 in State of Maryland Grant Funds to partially fund the design and construction of this Police Facility.

LOCATION

17821 Georgia Avenue, Olney, MD.

ESTIMATED SCHEDULE

The County will begin development of a program of requirements in FY24. Design and construction will be contingent on additional State funding.

FISCAL NOTE

The County anticipates working closely with the State Delegation to pursue State funding opportunities.

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.



Outdoor Firearms Training Center (P472101)

Category	Public Safety	Date Last Modified	05/18/23
SubCategory	Police	Administering Agency	General Services
Planning Area	Poolesville and Vicinity	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,381	-	-	859	-	-	-	282	219	358	522
Land	3,735	-	-	1,179	-	-	-	-	-	1,179	2,556
Site Improvements and Utilities	280	-	-	88	-	-	-	-	-	88	192
Construction	245	-	-	77	-	-	-	-	-	77	168
TOTAL EXPENDITURES	5,641	-	-	2,203	-	-	-	282	219	1,702	3,438

FUNDING SCHEDULE (\$000s)

G.O. Bonds	5,641	-	-	2,203	-	-	-	282	219	1,702	3,438
TOTAL FUNDING SOURCES	5,641	-	-	2,203	-	-	-	282	219	1,702	3,438

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	5,641
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

Project design is delayed two years to provide fiscal capacity. Design is scheduled to begin in FY26 and construction is scheduled for completion in FY30.

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.





Dennis Ave Bridge M-0194 Replacement (P501701)

Category	Transportation	Date Last Modified	01/04/23
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,342	251	-	1,091	214	496	381	-	-	-	-
Land	100	-	-	100	100	-	-	-	-	-	-
Site Improvements and Utilities	1,650	-	-	1,650	-	765	885	-	-	-	-
Construction	6,278	-	-	6,278	-	4,179	2,099	-	-	-	-
TOTAL EXPENDITURES	9,370	251	-	9,119	314	5,440	3,365	-	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	4,858	-	-	4,858	-	2,999	1,859	-	-	-	-
G.O. Bonds	4,184	251	-	3,933	314	2,113	1,506	-	-	-	-
Intergovernmental	328	-	-	328	-	328	-	-	-	-	-
TOTAL FUNDING SOURCES	9,370	251	-	9,119	314	5,440	3,365	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,082	Year First Appropriation	FY22
Cumulative Appropriation	8,288	Last FY's Cost Estimate	7,850
Expenditure / Encumbrances	294		
Unencumbered Balance	7,994		

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 utility relocations and 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 summer of 2023. The land acquisition is projected in FY23. The construction is scheduled to begin in the spring of 2024 and be completed in the fall of 2024. The bridge will be closed to traffic during the school summer break of 2024.

COST CHANGE

Cost increase due to updated construction costs reflecting final design and additional utility relocation costs that were not previously expected.

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.

FISCAL NOTE

In FY23, this project received transfers totaling \$438,000 from P502006 Davis Mill Road Emergency Stabilization (\$7,000), P500717 Montrose Parkway East (\$337,000), and P501200 Platt Ridge Drive Extended (\$94,000).

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).





Sidewalk and Curb Replacement (P508182)

Category	Transportation	Date Last Modified	05/18/23
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,935	4	121	5,810	1,005	1,005	924	917	992	967	-
Site Improvements and Utilities	25	25	-	-	-	-	-	-	-	-	-
Construction	79,936	48,546	-	31,390	5,195	5,195	5,276	5,283	5,208	5,233	-
Other	55	55	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	85,951	48,630	121	37,200	6,200	6,200	6,200	6,200	6,200	6,200	-

FUNDING SCHEDULE (\$000s)											
Contributions	69	5,202	(5,133)	-	-	-	-	-	-	-	-
G.O. Bonds	72,227	40,473	118	31,636	5,919	6,200	917	6,200	6,200	6,200	-
Land Sale	10,700	-	5,136	5,564	281	-	5,283	-	-	-	-
PAYGO	2,955	2,955	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	85,951	48,630	121	37,200	6,200	6,200	6,200	6,200	6,200	6,200	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	5,800	Year First Appropriation	FY81
Cumulative Appropriation	55,451	Last FY's Cost Estimate	88,951
Expenditure / Encumbrances	48,747		
Unencumbered Balance	6,704		

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

Reduction in construction costs reflects anticipated reduction in private residences utilizing apron replacement program.

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 owner's expense when working on a project in their neighborhood. The County will continue to offer apron replacement and has appropriated an additional \$100,000 in FY24. Payments received will be appropriated and reflected on the PDF. Funding switch replacing Contributions and a portion of GO Bonds with Land Sale Proceeds in FY23 and FY25.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Bethesda Metro Station South Entrance (P500929)

Category	Transportation	Date Last Modified	01/12/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,319	1,759	110	450	50	130	130	140	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	5,453	-	-	-	-	-	-	-	-
Construction	98,801	43,323	33,784	21,694	6,930	12,111	2,632	21	-	-	-
Other	12,000	-	6,000	6,000	6,000	-	-	-	-	-	-
TOTAL EXPENDITURES	118,602	45,082	45,376	28,144	12,980	12,241	2,762	161	-	-	-

FUNDING SCHEDULE (\$000s)											
Federal Aid	2,000	-	-	2,000	2,000	-	-	-	-	-	-
G.O. Bonds	103,610	32,090	45,376	26,144	10,980	12,241	2,762	161	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	118,602	45,082	45,376	28,144	12,980	12,241	2,762	161	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	12,241	Year First Appropriation	FY09
Cumulative Appropriation	103,438	Last FY's Cost Estimate	118,202
Expenditure / Encumbrances	53,875		
Unencumbered Balance	49,563		

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. In FY22, the Concessionaire and MTA selected an entity to complete construction. The project is expected to be completed in FY26.

COST CHANGE

Costs increase to fund ongoing project supervision and coordination due to delayed Purple Line construction schedule.

OTHER

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

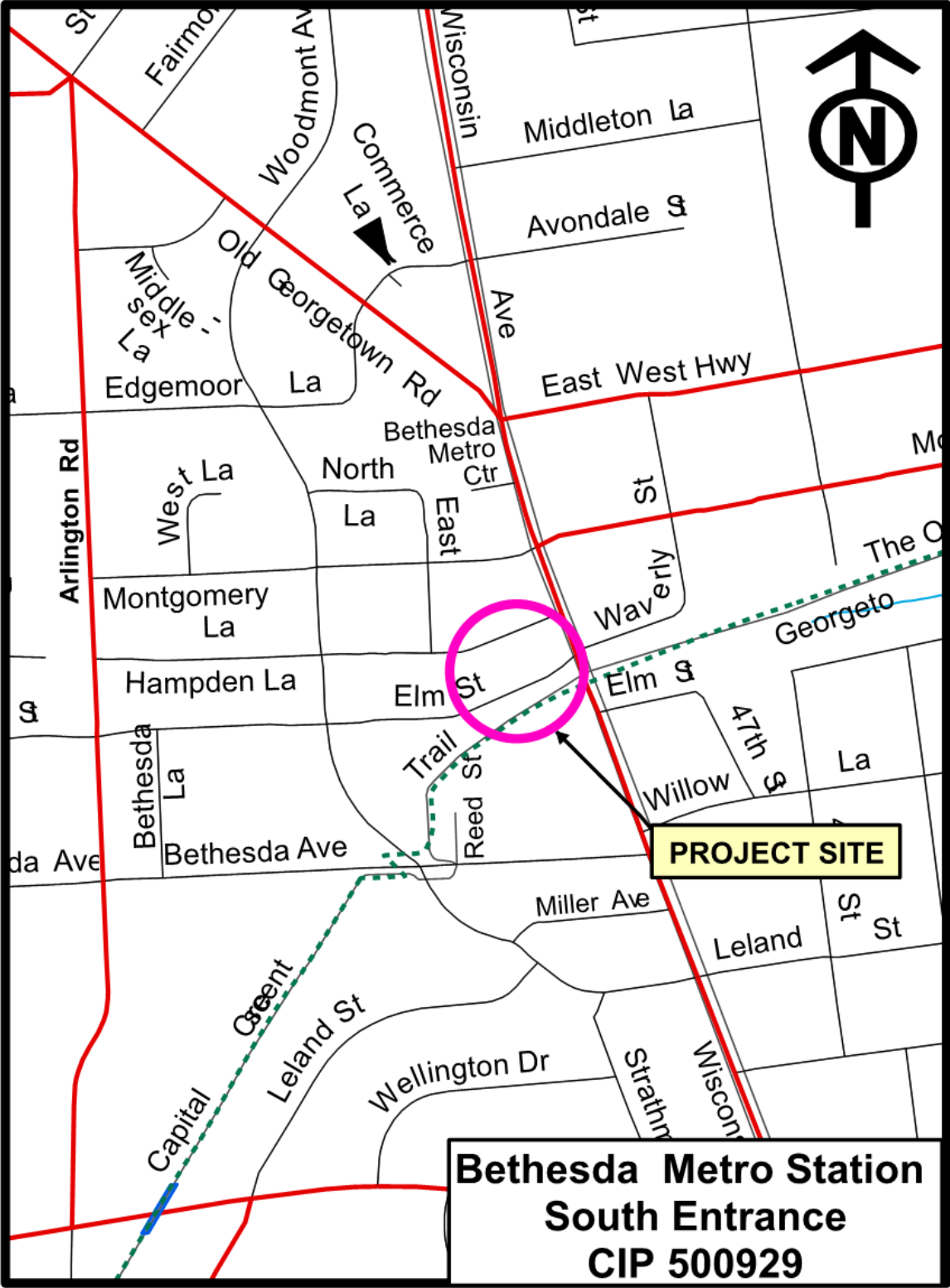
FISCAL NOTE

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 G.O. Bonds appropriation by \$7.992 million. In FY19, a shift in \$3.5 million in G.O. 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 G.O. 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. In FY22 reflects actuals funding correction.

COORDINATION

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





Burtonsville Park and Ride Improvements

(P502203)

Category	Transportation	Date Last Modified	04/13/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,000	-	500	5,500	-	5,500	-	-	-	-	-
TOTAL EXPENDITURES	6,000	-	500	5,500	-	5,500	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	6,000	-	500	5,500	-	5,500	-	-	-	-	-
TOTAL FUNDING SOURCES	6,000	-	500	5,500	-	5,500	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	5,500	Year First Appropriation	FY22
Cumulative Appropriation	500	Last FY's Cost Estimate	500
Expenditure / Encumbrances	-		
Unencumbered Balance	500		

PROJECT DESCRIPTION

This project provides for planning, design, permitting, and construction of a parking garage and 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. The County is partnering with a private developer who will design and construct a shared parking garage which will be partially funded by the County. 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. The redevelopment will reserve space for an additional parking garage to be constructed by the County at a later date.

ESTIMATED SCHEDULE

The Department of General Services issued an RFP for development of the site in FY21 and is in the process of working on a developer agreement. Design and permitting of the garage will start in FY23 and is expected to be completed in early FY24. Construction will start in FY24 and be completed in FY26.

COST CHANGE

Cost increase to reflect additional State Aid funding.

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. Due to 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

State aid reflects State grants for capital projects in Montgomery County programmed or preauthorized during the 2020, 2021, and 2023 State General Assembly Sessions.

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: MD 355 Central (P502005)

Category	Transportation	Date Last Modified	04/17/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Final Design Stage

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	59,135	5,983	5,517	47,635	3,450	10,333	9,585	8,089	8,089	8,089	-
Land	70,003	-	-	70,003	500	6,950	9,457	26,548	19,598	6,950	-
Site Improvements and Utilities	50,871	-	-	50,871	-	4,625	23,123	18,498	4,625	-	-
Construction	191,677	-	-	187,435	-	-	-	74,974	74,974	37,487	4,242
Other	57,894	-	-	57,894	-	-	-	-	28,947	28,947	-
TOTAL EXPENDITURES	429,580	5,983	5,517	413,838	3,950	21,908	42,165	128,109	136,233	81,473	4,242

FUNDING SCHEDULE (\$000s)											
Current Revenue: Mass Transit	2,550	-	750	1,800	-	-	-	-	-	1,800	-
Federal Aid	204,427	-	-	204,427	-	-	-	74,492	68,117	61,818	-
Impact Tax	3,064	1,297	1,767	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	167,679	-	-	163,437	-	-	23,849	53,617	68,116	17,855	4,242
Recordation Tax Premium (MCG)	4,186	1,186	3,000	-	-	-	-	-	-	-	-
State Aid	47,674	3,500	-	44,174	3,950	21,908	18,316	-	-	-	-
TOTAL FUNDING SOURCES	429,580	5,983	5,517	413,838	3,950	21,908	42,165	128,109	136,233	81,473	4,242

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	17,746	Year First Appropriation	FY20
Cumulative Appropriation	37,928	Last FY's Cost Estimate	358,570
Expenditure / Encumbrances	10,910		
Unencumbered Balance	27,018		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on MD 355 between Rockville and 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 planning and design of a new transit center near Montgomery College-Rockville and a relocated and expanded Lakeforest Transit Center 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 of the median busway alternative 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 follow and will be completed in FY26. Construction activities, including right of way acquisition and utility relocations, may begin as early as FY25. Construction of the BRT will be completed in FY28. Transit center construction will extend beyond six years pending available funding.

COST CHANGE

Cost increase is due to updated project cost estimates from the 30% design stage. These costs include updates for unit cost increases to reflect inflation, year of expenditure, increased vehicle costs, and additional coordination with the Federal Transit Administration as part of the Federal Capital Investment Grant program.

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.

FISCAL NOTE

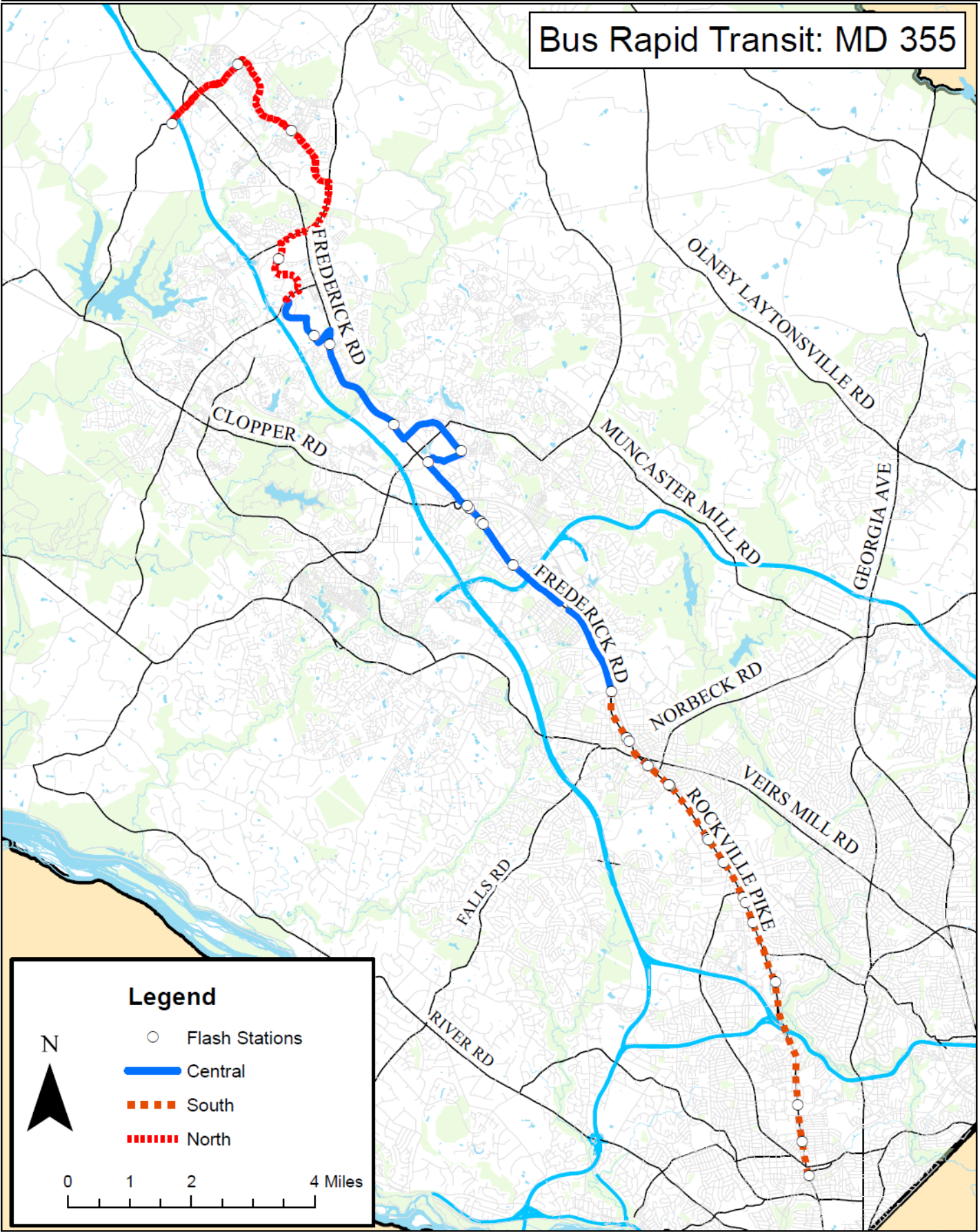
Programming of funds through final design and construction improves the project's eligibility for earlier entry into the Federal Transit Administration's Capital Investment Grant program. This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department 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 FY23-25 includes State grants for capital projects in Montgomery County programmed and/or preauthorized during the 2022 and 2023 State General Assembly sessions, including \$150,000 in the 2023 session specifically identified to support planning and design of a new transit center near Montgomery College in Rockville. Op Lanes Maryland funding was deferred in FY23 to allow the new State administration time to move the project forward.

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 South/North (P502309)

Category	Transportation	Date Last Modified	04/13/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	12,496	-	-	12,496	-	5,117	5,379	1,000	1,000	-	-
TOTAL EXPENDITURES	12,496	-	-	12,496	-	5,117	5,379	1,000	1,000	-	-

FUNDING SCHEDULE (\$000s)

Op Lanes Maryland Transit Funding	2,000	-	-	2,000	-	-	-	1,000	1,000	-	-
State Aid	10,496	-	-	10,496	-	5,117	5,379	-	-	-	-
TOTAL FUNDING SOURCES	12,496	-	-	12,496	-	5,117	5,379	1,000	1,000	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	5,646	Year First Appropriation	FY23
Cumulative Appropriation	4,850	Last FY's Cost Estimate	9,700
Expenditure / Encumbrances	-		
Unencumbered Balance	4,850		

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. In addition, the project will consider the inclusion of a new transit center in the Clarksburg area to facilitate connections between different transit services as demand increases. Preliminary engineering of the BRT 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 2023 (see fiscal note). Final design will begin in FY24 and is anticipated to be completed by FY26. Planning and design for the Clarksburg Transit Center will occur in FY26 and 27. The construction schedule is unknown at this time.

COST CHANGE

Cost increase due to design cost escalation and addition of planning and design for Clarksburg Transit Center.

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

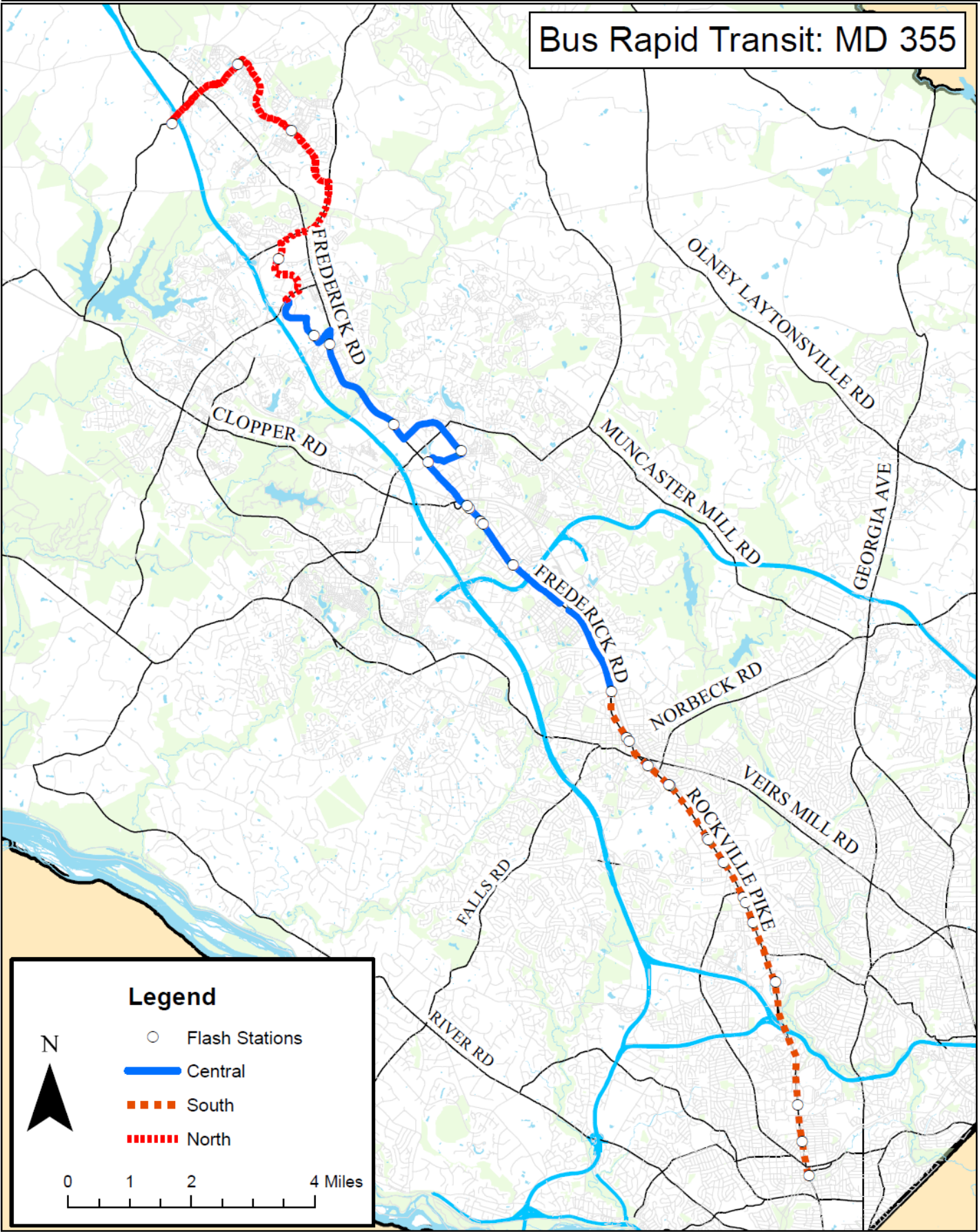
Programming of funds through final design improves the project's eligibility for potential entry into the Federal Transit Administration's Capital Investment Grant program. Preliminary engineering for this phase is funded in the MD 355 Central project (P502005). This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County. State aid in FY24-25 includes State grants for capital projects in Montgomery County programmed during the 2023 State General Assembly session. Op Lanes Maryland funding was deferred in FY23 to allow the new State administration time to move the project forward.

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: Veirs Mill Road (P501913)

Category	Transportation	Date Last Modified	04/13/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Final Design Stage

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	33,349	2,705	2,786	27,858	3,500	3,348	4,240	8,385	8,385	-	-
Land	13,315	9	-	13,306	-	646	7,683	3,944	1,033	-	-
Site Improvements and Utilities	14,138	-	-	14,138	-	-	-	7,069	7,069	-	-
Construction	68,760	-	-	68,760	-	-	252	34,352	34,156	-	-
Other	39,473	-	-	39,473	-	-	-	-	39,473	-	-
TOTAL EXPENDITURES	169,035	2,714	2,786	163,535	3,500	3,994	12,175	53,750	90,116	-	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Mass Transit	9,250	-	2,500	6,750	-	-	-	-	6,750	-	-
Federal Aid	99,447	-	-	99,447	-	-	-	22,316	77,131	-	-
G.O. Bonds	4,670	-	-	4,670	-	674	922	937	2,137	-	-
Impact Tax	3,000	2,714	286	-	-	-	-	-	-	-	-
State Aid	23,880	-	-	23,880	3,500	-	-	20,380	-	-	-
State Bus Rapid Transit Fund	28,788	-	-	28,788	-	3,320	11,253	10,117	4,098	-	-
TOTAL FUNDING SOURCES	169,035	2,714	2,786	163,535	3,500	3,994	12,175	53,750	90,116	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	35,691	Year First Appropriation	FY20
Cumulative Appropriation	9,000	Last FY's Cost Estimate	86,800
Expenditure / Encumbrances	3,275		
Unencumbered Balance	5,725		

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. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations.

LOCATION

Veirs Mill Road and Hungerford Drive between Wheaton and Rockville

ESTIMATED SCHEDULE

Project planning was completed in FY18 and preliminary engineering was completed in FY22. Final design began in FY23 and will be completed by mid-FY25. Property acquisition activities will begin in FY24 and construction is anticipated to start in FY25 and be completed by FY27. Buses will be purchased in FY27.

COST CHANGE

Cost increase is due to the addition of the Veirs Mill Road/Randolph Road BiPPA project and updated project cost estimates from the 30% design stage. These costs include updates for unit cost increases to reflect inflation, year of expenditure, increased vehicle costs, and additional coordination with the Federal Transit Administration as part of the Federal Capital Investment Grant program.

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. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety.

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

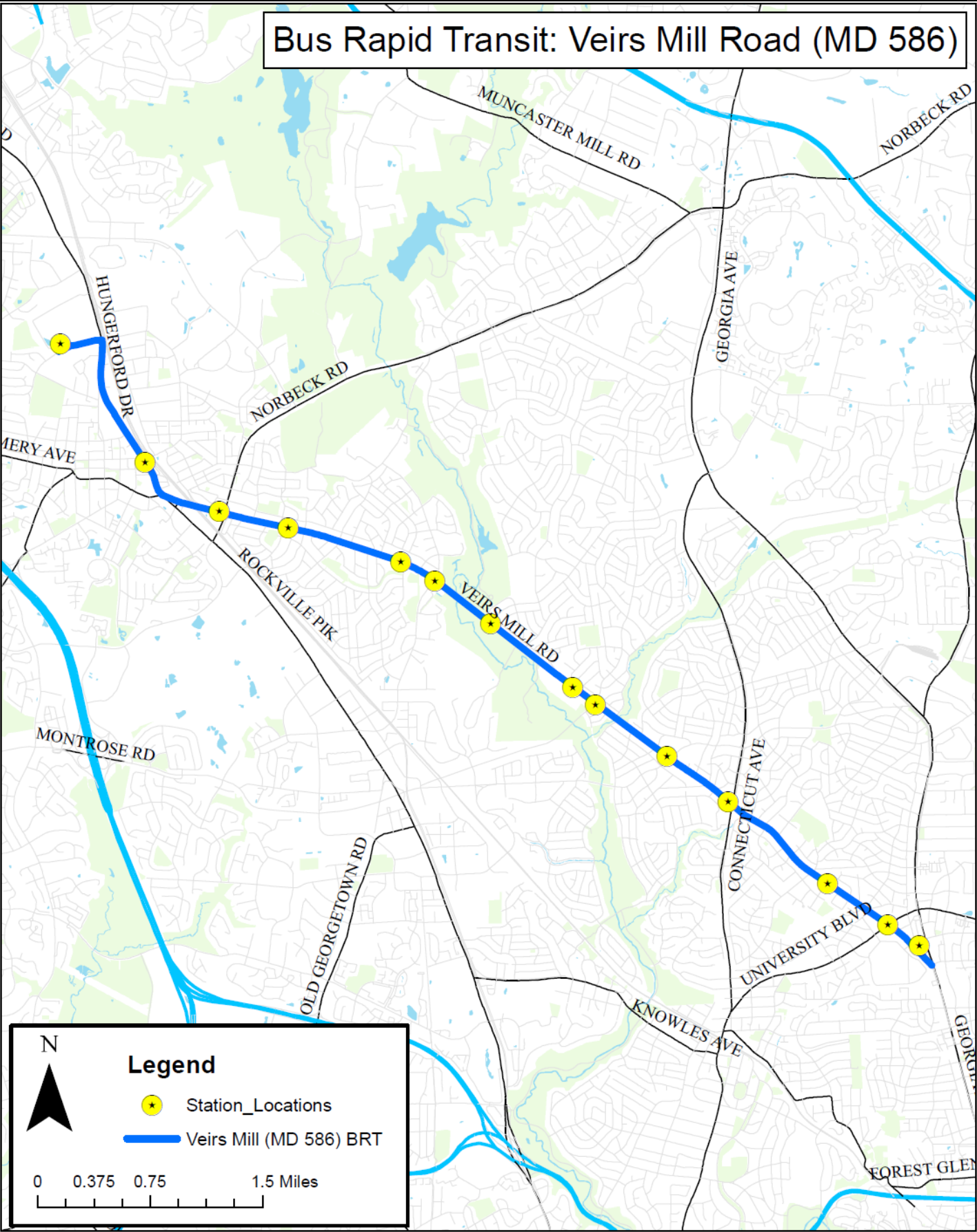
The previous programming of funds for final design facilitated acceptance into the Federal Transit Administration's Capital Investment Grant (CIG) program. This project was combined with the Veirs Mill Road/Randolph Road BiPPA project to leverage additional Federal funds. The project was accepted in July 2022 into CIG Project Development and is now working toward a project rating and ultimately a funding grant agreement. The inclusion of the local portion of construction and bus purchase 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 and/or preauthorized during the 2022 and 2023 State General Assembly Sessions. The State Bus Rapid Transit Fund is a new source of annual funding available to BRT projects in Maryland, and funds shown from this source have been committed by the State to Montgomery County in 2023 and 2024.

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





Facility Planning: Mass Transit

(P502308)

Category	Transportation	Date Last Modified	03/14/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,105	-	-	1,475	890	65	65	65	65	325	630
TOTAL EXPENDITURES	2,105	-	-	1,475	890	65	65	65	65	325	630

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	2,105	-	-	1,475	890	65	65	65	65	325	630
TOTAL FUNDING SOURCES	2,105	-	-	1,475	890	65	65	65	65	325	630

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	(65)	Year First Appropriation	FY23
Cumulative Appropriation	1,020	Last FY's Cost Estimate	3,065
Expenditure / Encumbrances	-		
Unencumbered Balance	1,020		

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 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.

COST CHANGE

Cost decrease due to the removal of the Clarksburg Transit Center and Hillandale Bus Layover projects since they will be addressed, respectively, as part of the MD-355 BRT project and the private developer-funded Hillandale Gateway 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 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.



New Transit Maintenance Depot (P502402)

Category	Transportation	Date Last Modified	01/05/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,000	-	-	2,000	-	2,000	-	-	-	-	-
TOTAL EXPENDITURES	2,000	-	-	2,000	-	2,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	2,000	-	-	2,000	-	2,000	-	-	-	-	-
TOTAL FUNDING SOURCES	2,000	-	-	2,000	-	2,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	2,000	Year First Appropriation	FY24
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will fund land acquisition, planning, design and construction of a new transit bus depot to support growth of the Ride On bus fleet, and to continue the County's transition to a zero emission fleet. The new depot will accommodate up to 150 buses, and include capabilities for bus maintenance and repair, washing, vaulting, charging/fueling, storage and employee parking.

ESTIMATED SCHEDULE

Initial planning, including a Program of Requirements, was completed in FY23 as part of the County's Zero Emissions Bus Transition Plan. Preliminary design will begin in FY24.

PROJECT JUSTIFICATION

Ride On is experiencing significant fleet growth due to the introduction of Flex, Extra and Bus Rapid Transit (Flash) services. The Nicholson Court bus depot is in the last 5-year term of a multiyear lease, which expires in 2027. Extending the lease is not an option as the current site cannot accommodate projected fleet growth, nor can the facility accommodate the maintenance and refueling infrastructure necessary to meet the County's commitment to a zero emission bus fleet.

DISCLOSURES

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

COORDINATION

Department of General Services, Department of Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Department of Finance, Department of Technology and Enterprise Business Services, Office of Management and Budget, WSSC Water, PEPCO, Washington Gas



North Bethesda Metro Station Access Improvements (P502106)

Category	Transportation	Date Last Modified	05/19/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,244	688	256	300	200	100	-	-	-	-	-
Land	15	1	14	-	-	-	-	-	-	-	-
Construction	2,311	132	211	1,968	268	1,700	-	-	-	-	-
TOTAL EXPENDITURES	3,570	821	481	2,268	468	1,800	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	3,210	821	481	1,908	108	1,800	-	-	-	-	-
State Aid	360	-	-	360	360	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,570	821	481	2,268	468	1,800	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

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 24 Request	-	Year First Appropriation	FY21
Cumulative Appropriation	3,570	Last FY's Cost Estimate	3,570
Expenditure / Encumbrances	1,437		
Unencumbered Balance	2,133		

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) was completed in FY22. The construction of intersection improvements at Old Georgetown Road and MD 355 will be completed in FY24.

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

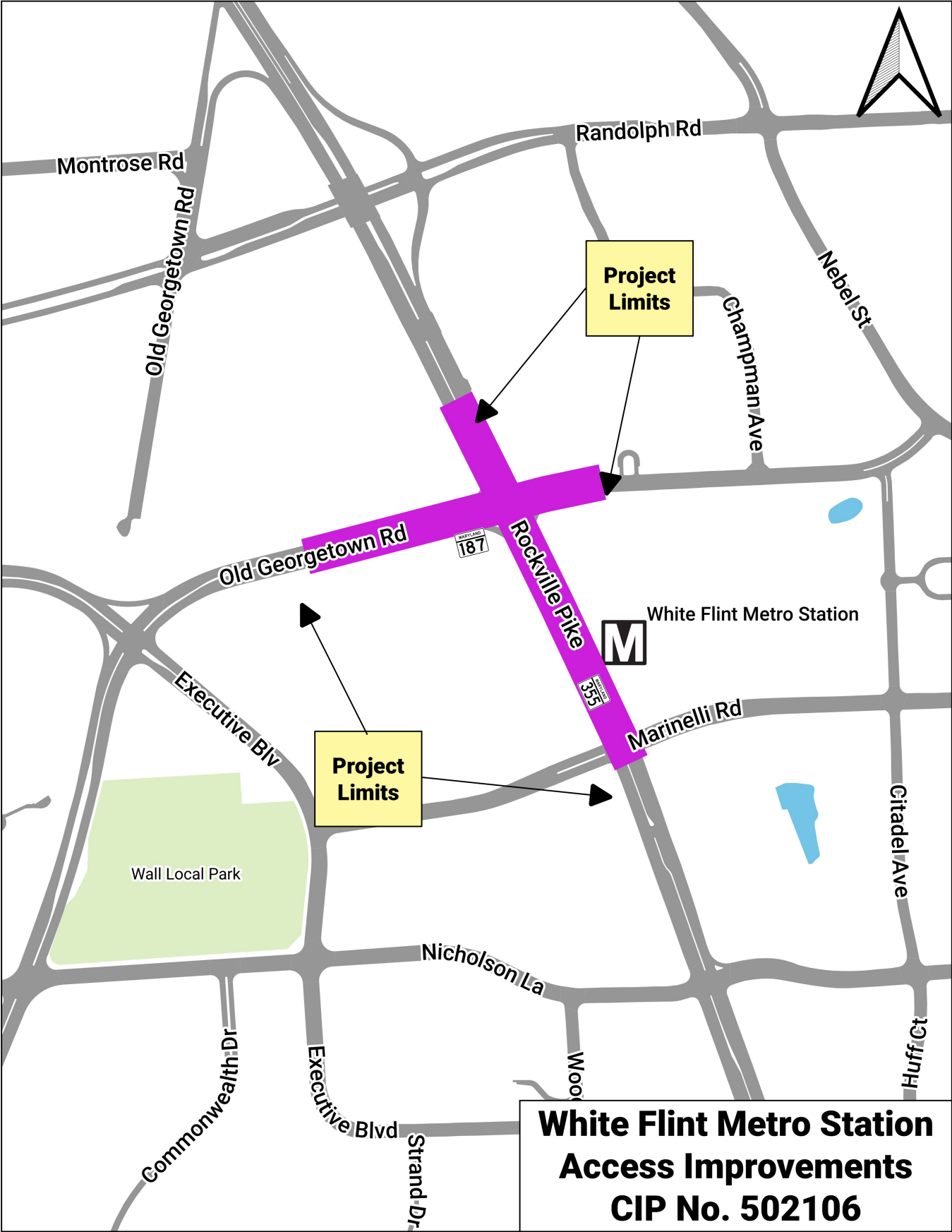
A state grant provided \$360,000 in FY23 for pedestrian improvements in the White Flint area.

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





North Bethesda Metro Station Northern Entrance (P501914)

Category	Transportation	Date Last Modified	05/19/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Construction	8,115	-	-	8,115	-	-	-	2,000	5,854	261	-
TOTAL EXPENDITURES	8,115	-	-	8,115	-	-	-	2,000	5,854	261	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,115	-	-	8,115	-	-	-	2,000	5,854	261	-
TOTAL FUNDING SOURCES	8,115	-	-	8,115	-	-	-	2,000	5,854	261	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				5	-	-	-	-	-	-	5
Energy				5	-	-	-	-	-	-	5
NET IMPACT				10	-	-	-	-	-	-	10

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	12,615
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the County's contribution to the north entrance 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 would reduce conflicts with motor vehicle traffic at the intersection of Old Georgetown Road and MD 355. The scope, schedule, and budget will be revised once WMATA selects a development partner in FY24.

LOCATION

MD355 (Rockville Pike) at Old Georgetown Road/North Bethesda Metro Station.

ESTIMATED SCHEDULE

WMATA is seeking a development partner and will issue a request for proposals in FY24. It is expected that WMATA will select a development partner and initiate design in FY24, and will be ready to commence construction in FY26.

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

The total cost estimated in WMATA's 2019 feasibility study was approximately \$34.8 million, not including the underpass. The County's contribution will be revised once WMATA updates its cost estimate. The remaining funds will be solicited from WMATA, MDOT, and developer contributions. State aid of \$12.6 million dollars was awarded to WMATA during the 2023 State General Assembly session (\$2.6 million in FY24 and \$10 million pre-authorized in FY25). It is assumed that this State funding will be used to advance the project beginning in 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

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



Purple Line (P501603)

Category	Transportation	Date Last Modified	12/23/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction
		Relocation Impact	Yes

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,844	1,414	30	400	-	130	130	140	-	-	-
Land	4,068	2,484	1,414	170	-	170	-	-	-	-	-
Construction	25,270	25,270	-	-	-	-	-	-	-	-	-
Other	23,000	8,000	-	15,000	15,000	-	-	-	-	-	-
TOTAL EXPENDITURES	54,182	37,168	1,444	15,570	15,000	300	130	140	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bond Premium	10,000	-	-	10,000	10,000	-	-	-	-	-	-
G.O. Bonds	33,722	26,708	1,444	5,570	5,000	300	130	140	-	-	-
Impact Tax	2,254	2,254	-	-	-	-	-	-	-	-	-
PAYGO	206	206	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	8,000	8,000	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	54,182	37,168	1,444	15,570	15,000	300	130	140	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 24 Request	300			Year First Appropriation							
Cumulative Appropriation	53,612			FY16							
Expenditure / Encumbrances	37,191			Last FY's Cost Estimate							
Unencumbered Balance	16,421										

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 has selected a new entity to complete the construction. The project is expected to be open for revenue service in Fall 2026.

COST CHANGE

Increased project supervision costs due to delayed Purple Line construction schedule by Maryland Transit Administration. Increased cost for Land to acquire easements for culvert replacements.

PROJECT JUSTIFICATION

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

OTHER

Certain County properties will be impacted by the construction of the MTA. To facilitate the construction and long term maintenance of the system, certain County properties will need to be transferred to MTA, in part or in entirety. Properties include (address and tax account identification number): 8710 Brookville Road (971041), Brookville Road (983094), 8717 Brookville Road (972728), 1160 Bonifant Street (1043367), 1114 Bonifant Street (1045696), 1170 Bonifant Street (1046100), 734 E University Boulevard - for roadway widening and utility relocation (975345), 734 E University Boulevard - for use as parkland mitigation agreement with M-NCPPC (975345), vicinity of 25 East Wayne.

FISCAL NOTE

FY17 supplemental appropriation for \$8,000,000 in Recordation Tax Premium required per a Memorandum of Understanding with Carr properties. This will facilitate development of the Apex Building to provide an improved Bethesda Purple Line Station that includes a more prominent entrance and wider platform, thereby improving ADA accessibility and eliminating the need for patrons to cross the tracks, and an easement and tunnel under the building for the future underground segment of the Capital Crescent Trail enhancing safety and user experience. FY18 funding switch of \$367,000 between GO Bonds and Impact Tax. FY23 funding switch of \$10,000,000 from GO Bonds to GO Bond Premium.

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 Fare Equipment Replacement (P502404)

Category	Transportation	Date Last Modified	03/22/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	1,015	-	-	1,015	-	1,015	-	-	-	-	-
TOTAL EXPENDITURES	1,015	-	-	1,015	-	1,015	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	1,015	-	-	1,015	-	1,015	-	-	-	-	-
TOTAL FUNDING SOURCES	1,015	-	-	1,015	-	1,015	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,015	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the purchase and replacement of fare collection equipment including fare vaults and fareboxes for buses in the Ride On fleet. Farebox replacements under this project are in addition to those acquired and installed through bus fleet replacement and bus fleet expansion and are in accordance with the Federal Transportation Administration's guidelines.

ESTIMATED SCHEDULE

FY24 funding provides for upgraded vaults and farebox service equipment at two bus depots, as well as seven fareboxes.

PROJECT JUSTIFICATION

MCDOT Ride On, Ride On ExtRa, and Ride On Flex buses have fareboxes that are old and need to be replaced due to the Washington Metropolitan Area Transit Authority's regional fare collection requirements. New depot fare collection equipment will also need to be ordered. The new fareboxes will allow customers to pay fares as they do today. Fareboxes need to be replaced in fiscal years 2024 thru 2028 based upon a replacement schedule to be determined.

COORDINATION

Department of General Services, Maryland Transit Administration, Ride On Bus Fleet (P500821), Great Seneca Science Corridor Transit Improvements (P502202)



Parking Bethesda Facility Renovations (P508255)

Category	Transportation	Date Last Modified	05/18/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,814	3,694	320	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	71	71	-	-	-	-	-	-	-	-	-
Construction	43,451	16,861	478	26,112	4,975	1,602	3,503	5,538	5,381	5,113	-
Other	1,166	1,166	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	50,525	21,815	798	27,912	5,275	1,902	3,803	5,838	5,681	5,413	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Parking - Bethesda	50,525	21,815	798	27,912	5,275	1,902	3,803	5,838	5,681	5,413	-
TOTAL FUNDING SOURCES	50,525	21,815	798	27,912	5,275	1,902	3,803	5,838	5,681	5,413	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	-	Year First Appropriation	FY83
Cumulative Appropriation	31,388	Last FY's Cost Estimate	49,072
Expenditure / Encumbrances	24,179		
Unencumbered Balance	7,209		

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

Increased investment income estimates as well as an increase in FY24 use of the PLD fund balance will allow the District to support additional facility renovations.

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:

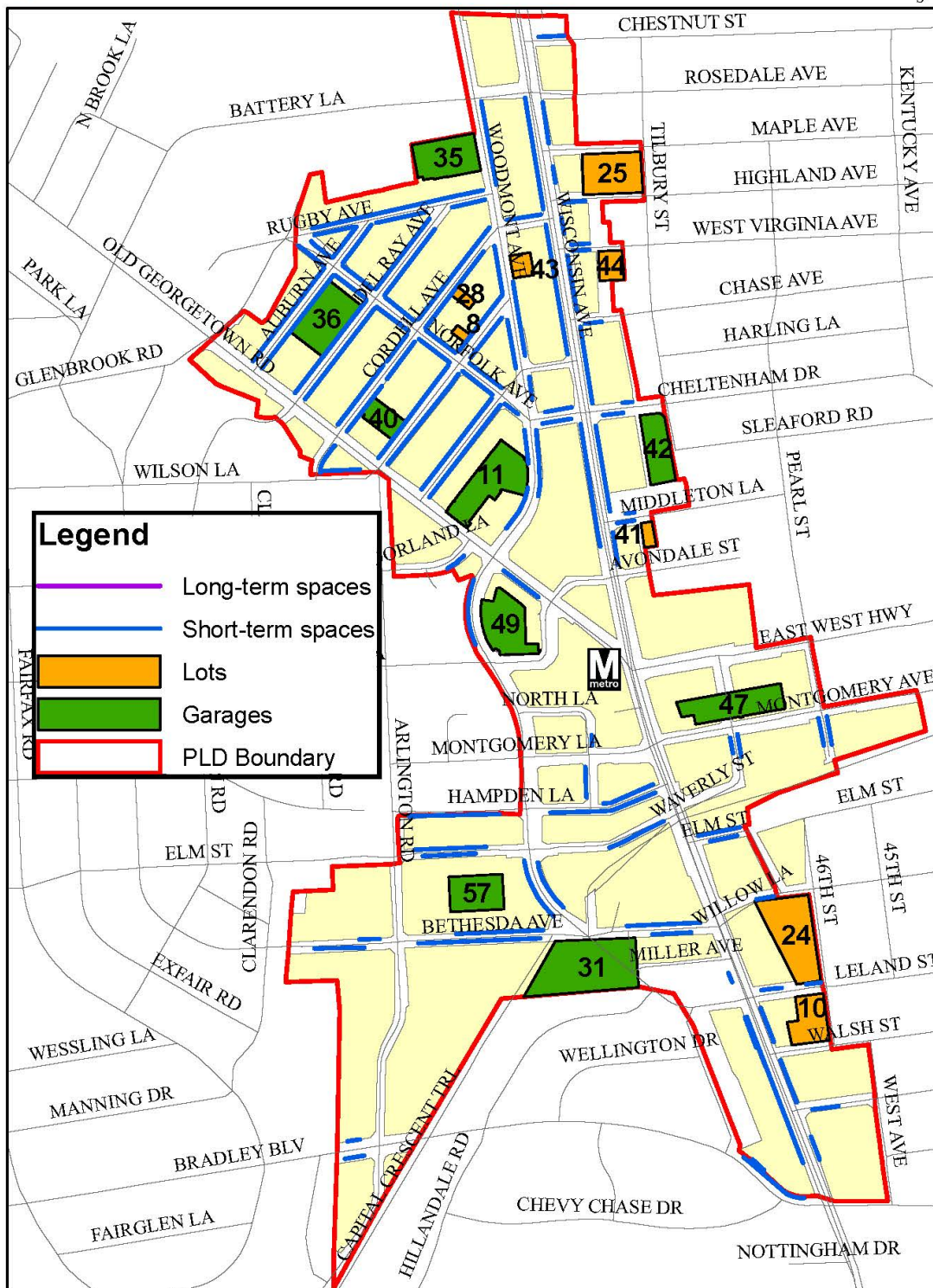
- Repair the sinkhole and ramp spalling at Garage 35 Woodmont/Rugby.
- Waterproofing, drainage repair, concrete repair, and Paystation improvements at Garage 49 Metropolitan.
- Address flooding, storm and sanitary valve replacement, and concrete facade at Garage 11, Woodmont Corner.
- Address ponding on the G level crawl space at Garage 42, Cheltenham Garage.
- Maintenance program for FY24 will include repairs, painting/stripping, and cost-effective strategies to enhance security.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Bethesda PLD.



0 295 590 1,180 Feet

Montgomery County Maryland
Parking Management
Planning & Project Development Section





Parking Silver Spring Facility Renovations (P508250)

Category	Transportation	Date Last Modified	05/18/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,201	4,093	308	1,800	300	300	300	300	300	300	-
Land	33	33	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,148	1,148	-	-	-	-	-	-	-	-	-
Construction	26,359	8,336	1,257	16,766	3,050	2,799	2,806	2,973	2,119	3,019	-
Other	864	864	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	34,605	14,474	1,565	18,566	3,350	3,099	3,106	3,273	2,419	3,319	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Parking - Silver Spring	34,605	14,474	1,565	18,566	3,350	3,099	3,106	3,273	2,419	3,319	-
TOTAL FUNDING SOURCES	34,605	14,474	1,565	18,566	3,350	3,099	3,106	3,273	2,419	3,319	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	1,268	Year First Appropriation	FY83
Cumulative Appropriation	21,220	Last FY's Cost Estimate	36,244
Expenditure / Encumbrances	15,286		
Unencumbered Balance	5,934		

PROJECT DESCRIPTION

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

LOCATION

Silver Spring Parking Lot District.

COST CHANGE

Total costs are reduced due to fiscal constraints with plans to use fund balance in FY24 to support additional facility renovations.

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.
- Maintenance program in FY24 will include repairs, painting/stripping, and cost-effective strategies to enhance security.

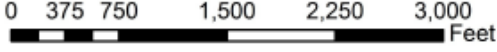
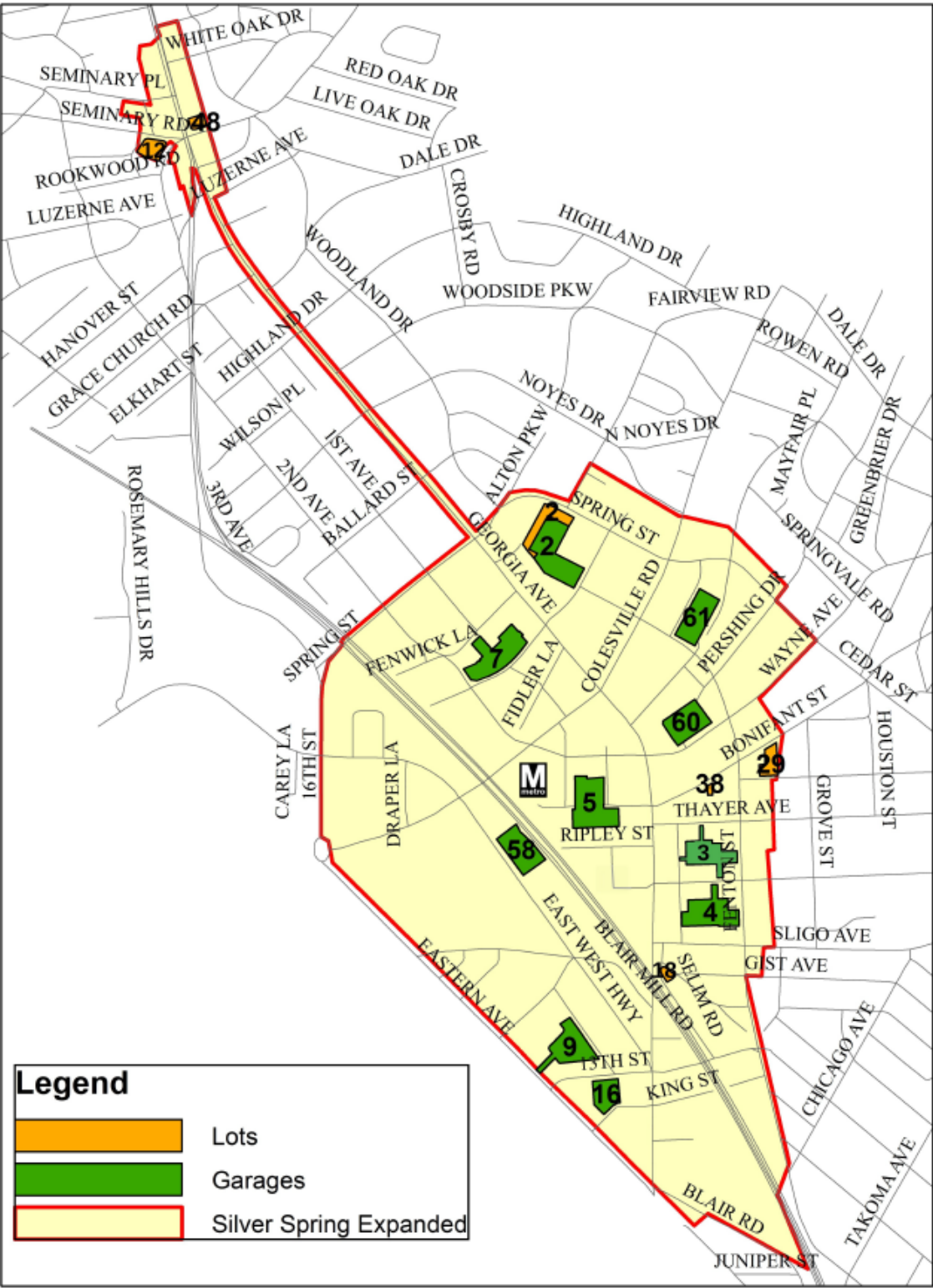
DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Silver Spring PLD Facility Planning.

Silver Spring Parking Lot District





Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)

Category	Transportation	Date Last Modified	04/14/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,501	597	234	2,670	2,670	-	-	-	-	-	-
TOTAL EXPENDITURES	3,501	597	234	2,670	2,670	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	3,501	597	234	2,670	2,670	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,501	597	234	2,670	2,670	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY20
Cumulative Appropriation	3,501	Last FY's Cost Estimate	14,967
Expenditure / Encumbrances	786		
Unencumbered Balance	2,715		

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 with costs beyond FY23 incorporated into the Bus Rapid Transit: Veirs Mill Road (501913) project to maximize federal funding for the project.

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 start in FY22.

COST CHANGE

This project will be combined with and implemented through the Bus Rapid Transit: Veirs Mill Road (501913) project.

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

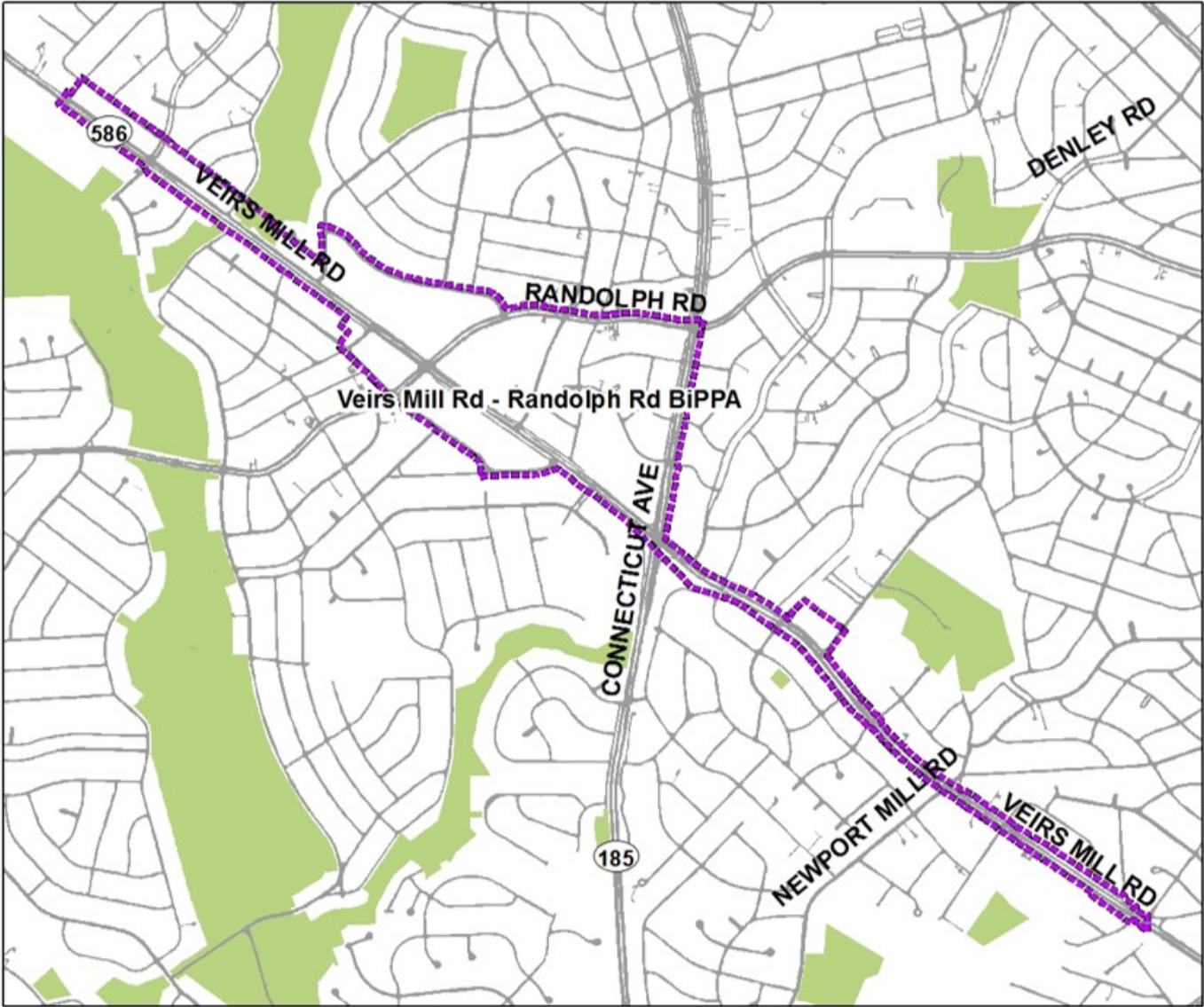
The original cost of this project was based on concept level estimates. The cost has been updated as design progressed and schedule accelerated to coincide with the Veirs Mill Road BRT project. This allows for this project to be included in the Capital Investment Grant (CIG) application to the Federal 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.





Bowie Mill Road Bikeway (P502108)

Category	Transportation	Date Last Modified	04/12/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,395	-	-	3,856	750	1,120	375	-	539	1,072	539
Land	1,091	-	-	1,091	-	-	160	465	466	-	-
Site Improvements and Utilities	3,146	-	-	2,696	-	-	-	200	179	2,317	450
Construction	12,074	-	-	8,937	-	-	-	-	3,136	5,801	3,137
TOTAL EXPENDITURES	20,706	-	-	16,580	750	1,120	535	665	4,320	9,190	4,126

FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,906	-	-	8,780	-	-	-	-	-	8,780	4,126
State Aid	7,800	-	-	7,800	750	1,120	535	665	4,320	410	-
TOTAL FUNDING SOURCES	20,706	-	-	16,580	750	1,120	535	665	4,320	9,190	4,126

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY23
Cumulative Appropriation	2,245	Last FY's Cost Estimate	20,706
Expenditure / Encumbrances	-		
Unencumbered Balance	2,245		

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 and Upper Rock Creek Planning Areas

ESTIMATED SCHEDULE

Design to start in FY23 and be completed in FY25. Land acquisition to start in FY25 and be completed in FY27. Utility relocation and site improvements to start in FY26 and be completed in FY29. Construction to start in mid-FY27 and be completed in mid-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

\$1.5M was approved in the FY22 Maryland General Assembly. An FY23 supplemental appropriation in G.O. Bonds for the amount of \$745,000 and State Aid for the amount of \$1.5M was approved. State Aid of \$6.3M substituted for GO Bonds in FY24-FY28 reflects State grants for capital projects obtained during the 2023 Maryland General Assembly Session, which allowed for acceleration for construction of the project by 6 months (completion in mid-FY29). The \$6.3M includes \$2.1M awarded in FY24, and \$2.1M pre-authorized (\$4.2M total) in FY25 and FY26.

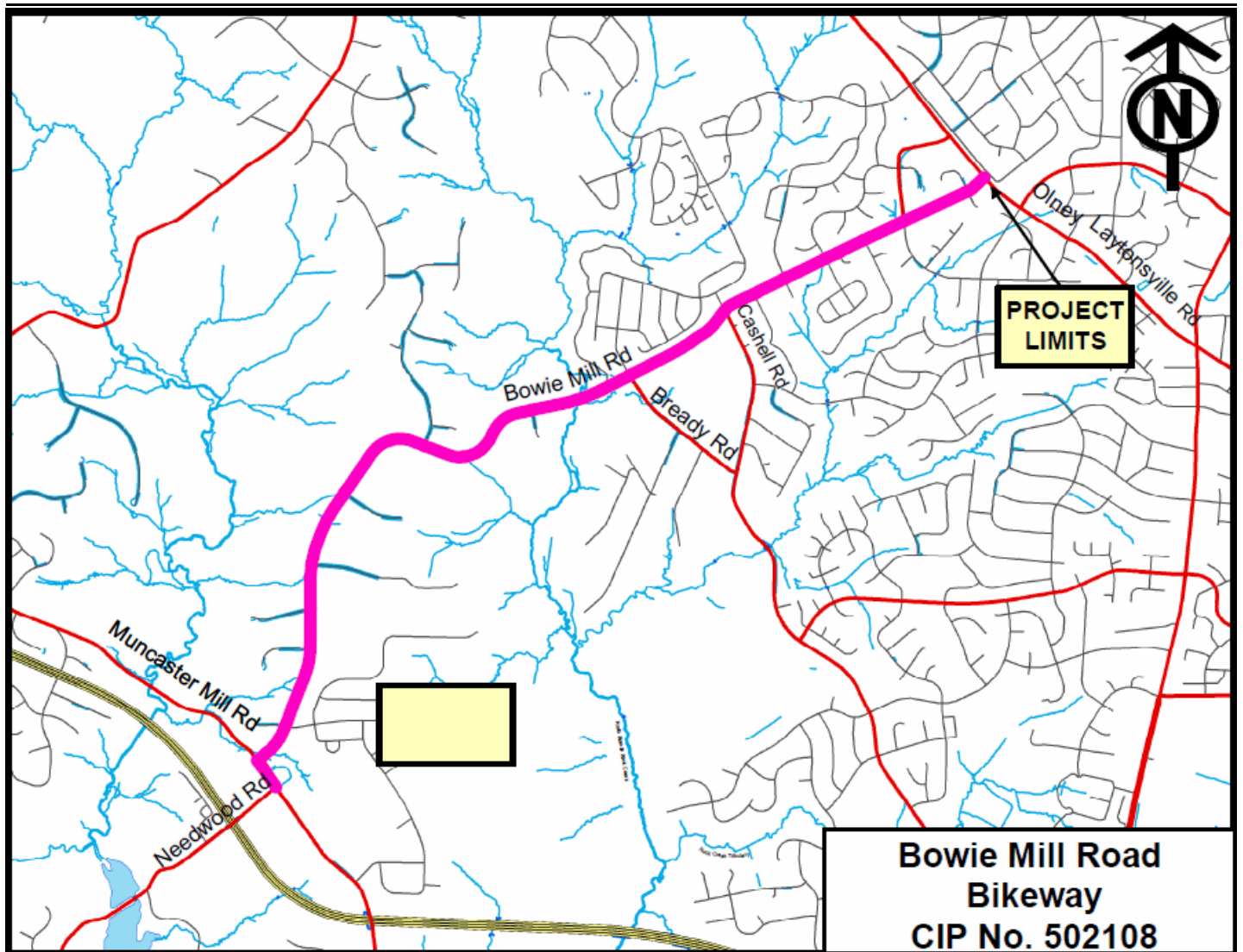
DISCLOSURES

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





Capital Crescent Trail (P501316)

Category	Transportation	Date Last Modified	05/12/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,081	3,148	753	9,180	40	210	1,890	3,520	3,520	-	-
Land	1,190	1,190	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,908	8	-	2,900	-	100	500	1,300	1,000	-	-
Construction	110,483	33,721	10,541	66,221	4,813	4,008	11,400	23,000	23,000	-	-
Other	3,000	-	-	3,000	3,000	-	-	-	-	-	-
TOTAL EXPENDITURES	130,662	38,067	11,294	81,301	7,853	4,318	13,790	27,820	27,520	-	-

FUNDING SCHEDULE (\$000s)											
Federal Aid	45,000	-	-	45,000	-	-	9,029	18,083	17,888	-	-
G.O. Bonds	57,196	16,923	9,688	30,585	2,137	4,318	4,761	9,737	9,632	-	-
Impact Tax	27,292	21,144	1,606	4,542	4,542	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,174	-	-	1,174	1,174	-	-	-	-	-	-
TOTAL FUNDING SOURCES	130,662	38,067	11,294	81,301	7,853	4,318	13,790	27,820	27,520	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	4,448	Year First Appropriation	FY15
Cumulative Appropriation	57,214	Last FY's Cost Estimate	116,097
Expenditure / Encumbrances	39,720		
Unencumbered Balance	17,494		

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 to start FY25 and be completed in FY27.

COST CHANGE

Increased PDS costs due to delayed Purple Line construction schedule by MTA and life/safety design for tunnel. Additionally, increased PDS, SIU and Construction costs due to escalation/inflation of the FY20 cost estimates for the CCT Tunnel.

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.

FISCAL NOTE

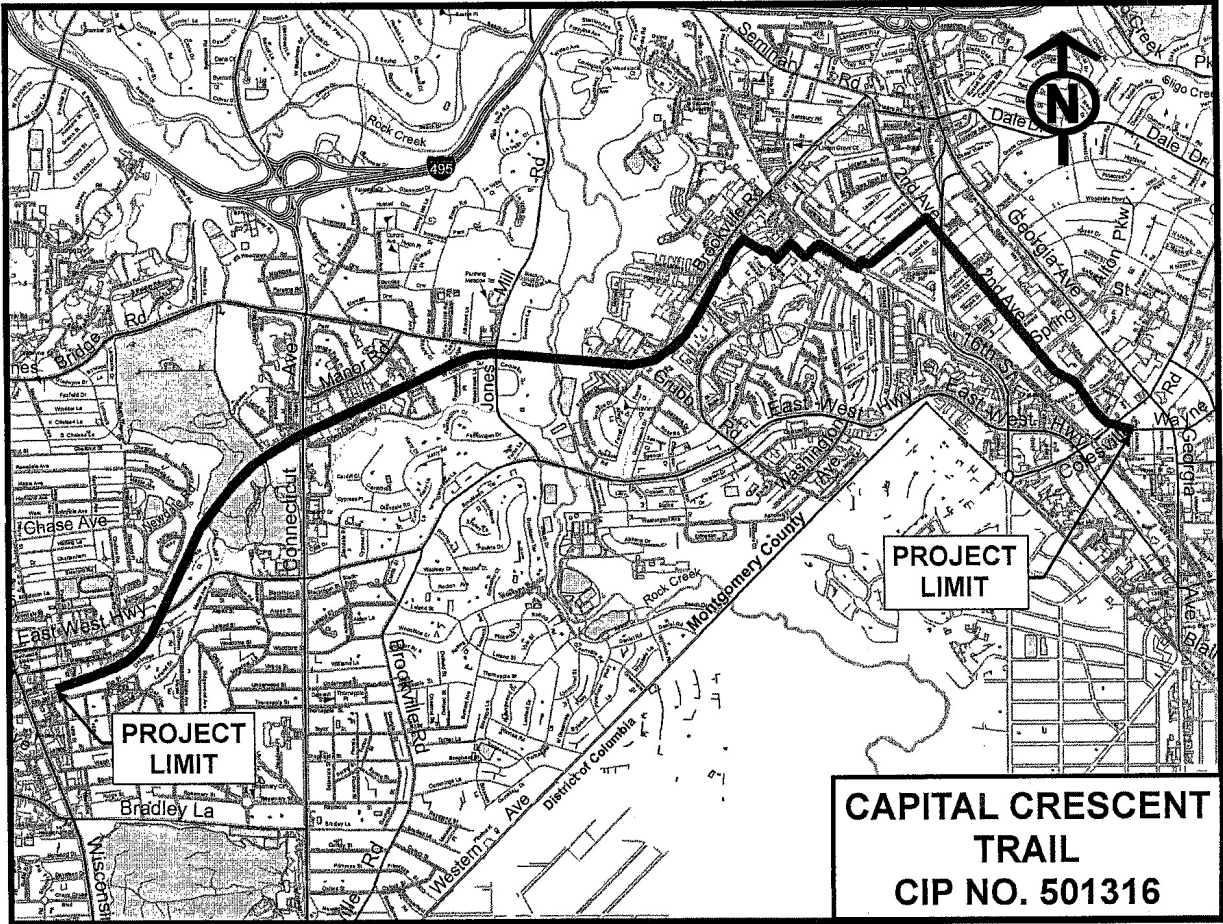
In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY25 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project. Previously, tunnel costs were based on estimates developed in FY20. In FY21 and FY22, construction markets experienced approximately 10% escalation annually. Historically, escalation has been at 3% annually. The County has applied to the federal government for a Rebuilding American Infrastructure for Sustainability and Equity (RAISE) grant of \$45 million, which requires a non-federal match of \$24 million. If this grant is not secured, the schedule for the tunnel will be reevaluated.

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.





Facility Planning - Pedestrian Facilities and Bikeways (P502312)

Category	Transportation	Date Last Modified	03/14/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,280	-	-	5,715	1,030	1,055	1,020	890	565	1,155	1,565
TOTAL EXPENDITURES	7,280	-	-	5,715	1,030	1,055	1,020	890	565	1,155	1,565

FUNDING SCHEDULE (\$000s)

Current Revenue: General	7,280	-	-	5,715	1,030	1,055	1,020	890	565	1,155	1,565
TOTAL FUNDING SOURCES	7,280	-	-	5,715	1,030	1,055	1,020	890	565	1,155	1,565

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,055	Year First Appropriation	FY23
Cumulative Appropriation	1,030	Last FY's Cost Estimate	13,290
Expenditure / Encumbrances	-		
Unencumbered Balance	1,030		

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.

COST CHANGE

Cost change reflects the addition of Streateries in Bethesda, Silver Spring and Wheaton, and cost reductions due to the following: 1) a new streamlined planning and review process (MacArthur Boulevard Bikeway, Middlebrook Road & Wisteria Drive Multi-modal Improvements, and Capital View/Metropolitan Sidewalk); 2) reductions when projects are being addressed by private developers or through other County projects (Capital View/Metropolitan Sidewalk, Great Seneca Shared Use Path and Westlake/Rock Springs Complete Streets); 3) and delays to reflect funding constraints (Grosvenor Lane Sidepath and Goshen Road South Ped/Bike Improvements).

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

FACILITY PLANNING PEDESTRIAN FACILITIES AND BIKEWAYS - No. 502312**FY23-28 PDF Project List** (* New as of FY23-FY28)**Studies Underway or to Start in FY23-24:**

- Middlebrook Road/Wisteria Drive Multi-Modal Improvements (MD118 - Great Seneca Highway) - Phase 1 Planning Only
- Sandy Spring Bikeway (MD108 - MD182 - Norwood Road)
- Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Road - Ferndale Street) - Phase 1 Planning Only
- ADA Design Guidelines
- Shady Grove Road Ped/Bike Improvements
- MacArthur Boulevard Bikeway (Falls/Fawsett Road - Old Anglers Inn)* - Phase 1 Planning Only
- Streateries (Woodmont, Price Ave/Elkins Ave, & Newell Street)*

Candidate Studies to Start in FY25-28:

- Germantown MARC Station Bicycle & Pedestrian Improvements*
- Westlake/Rock Springs Complete Streets - Phase 1 Planning Only
- Facility Planning - Equitable Bikeways*



Falls Road Bikeway and Pedestrian Facility (P500905)

Category	Transportation	Date Last Modified	05/18/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,426	-	-	1,640	240	1,400	-	-	-	-	1,786
Land	2,700	-	-	1,619	-	-	-	-	-	1,619	1,081
Site Improvements and Utilities	3,000	-	-	-	-	-	-	-	-	-	3,000
Construction	17,985	-	-	-	-	-	-	-	-	-	17,985
TOTAL EXPENDITURES	27,111	-	-	3,259	240	1,400	-	-	-	1,619	23,852

FUNDING SCHEDULE (\$000s)

Federal Aid	1,230	-	-	1,230	200	1,030	-	-	-	-	-
G.O. Bonds	25,881	-	-	2,029	40	370	-	-	-	1,619	23,852
TOTAL FUNDING SOURCES	27,111	-	-	3,259	240	1,400	-	-	-	1,619	23,852

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	1,640	Last FY's Cost Estimate	27,111
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 FY23-FY24. Land acquisition is scheduled to start in FY28 and be completed beyond six years. Utilities and construction are scheduled for beyond six years.

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.

FISCAL NOTE

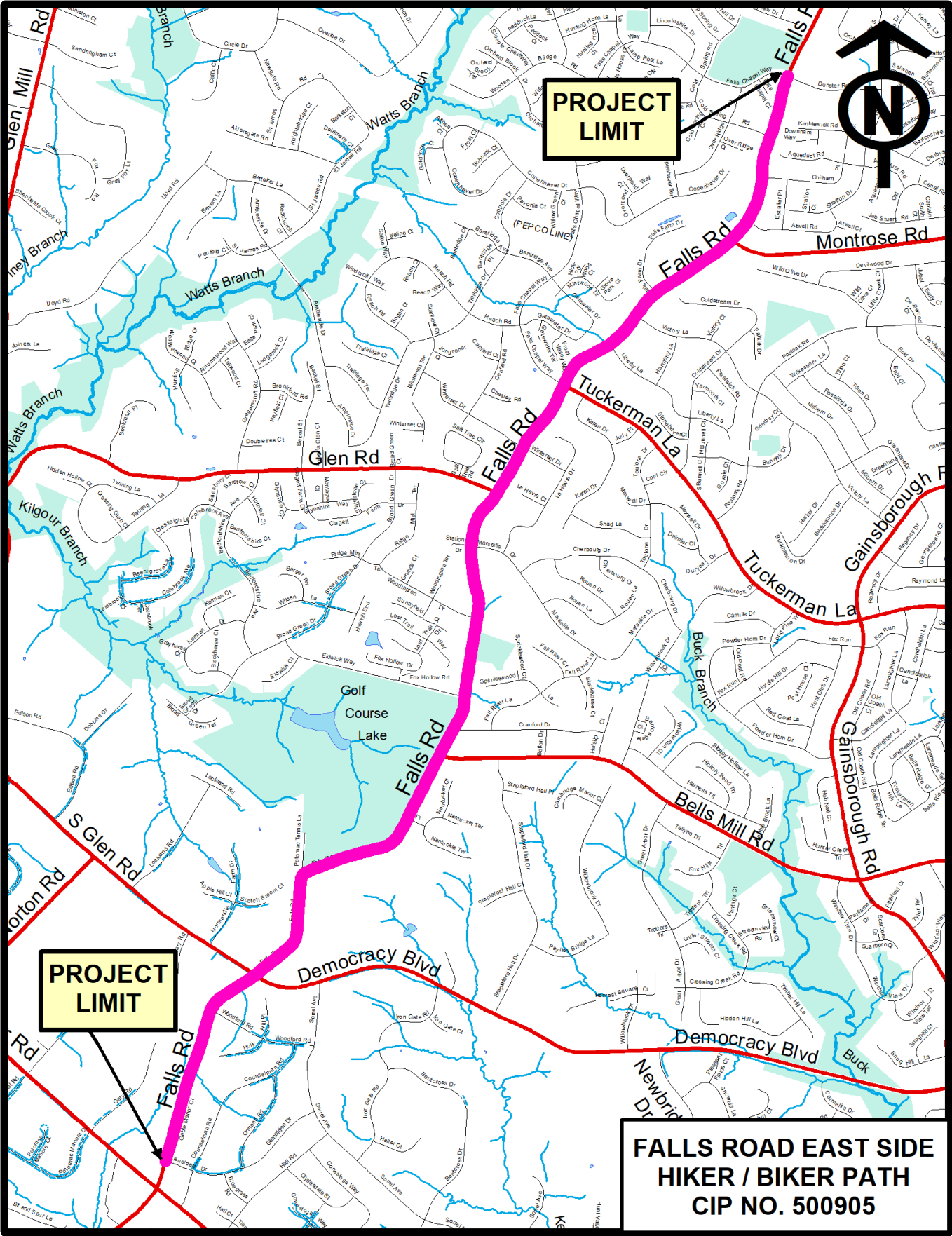
Construction cost estimate is based on design that was completed in 2009. Final construction cost will be determined after final design is completed. Federal Aid in FY23-FY24 includes the Transportation Alternative Program (TAP) grant in the amount of \$1.23M.

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.





Goldsboro Road Sidewalk and Bikeway (P501917)

Category	Transportation	Date Last Modified	05/18/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

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

FUNDING SCHEDULE (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	21,096
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

LOCATION

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

ESTIMATED SCHEDULE

Design will start in FY26. Land acquisition is scheduled in FY28. Construction is scheduled to start beyond six years.

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

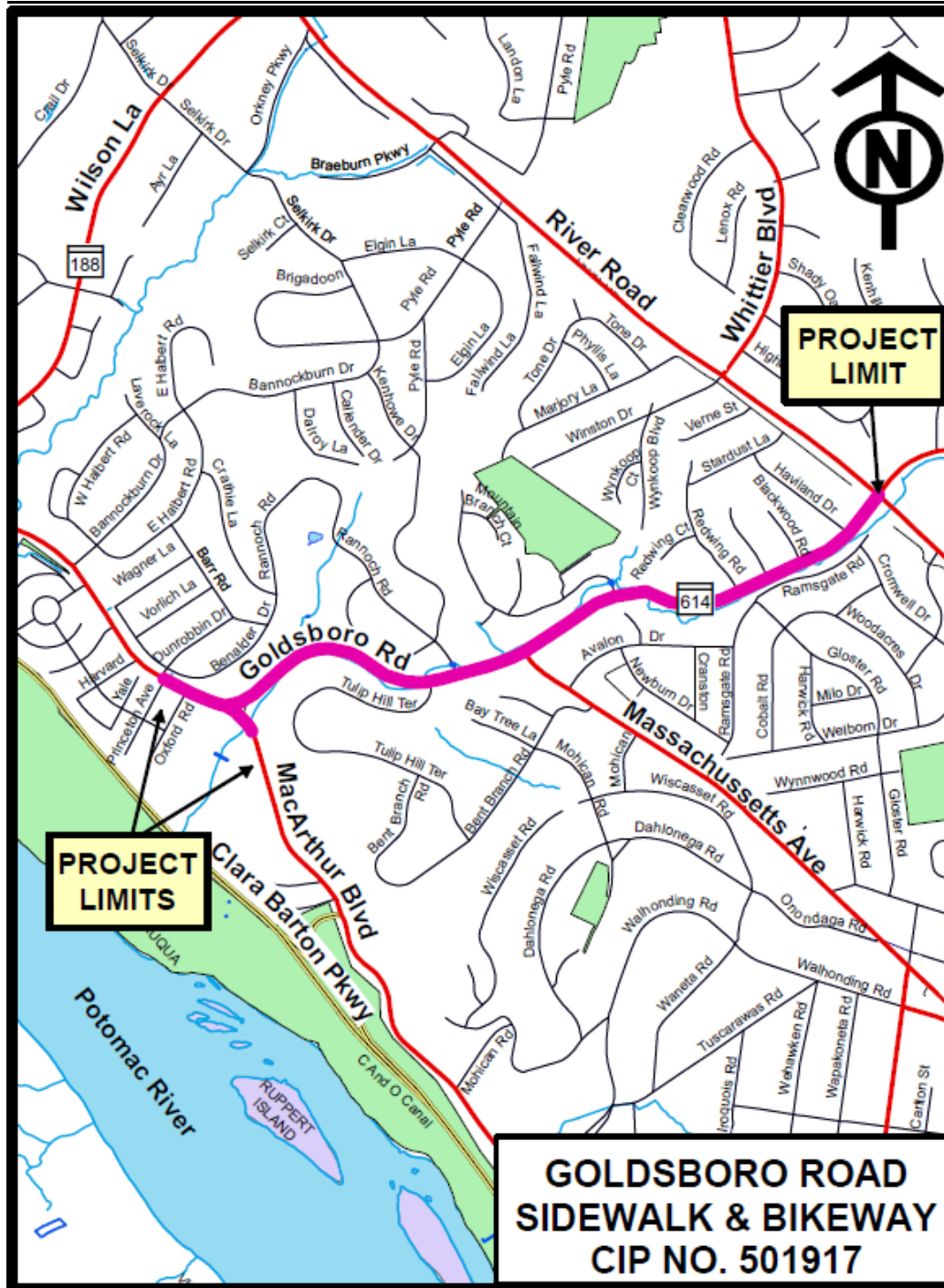
Construction cost estimates will be updated during the final design phase.

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





MD 198 Sidewalk Improvements (P502406)

Category	Transportation	Date Last Modified	04/14/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	175	-	-	175	-	100	75	-	-	-	-
Land	25	-	-	25	-	-	25	-	-	-	-
Site Improvements and Utilities	50	-	-	50	-	-	50	-	-	-	-
Construction	750	-	-	750	-	-	750	-	-	-	-
TOTAL EXPENDITURES	1,000	-	-	1,000	-	100	900	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	1,000	-	-	1,000	-	100	900	-	-	-	-
TOTAL FUNDING SOURCES	1,000	-	-	1,000	-	100	900	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

Sidewalk improvements along Maryland Route 198 (Sandy Spring Road) in Burtonsville from Dino Drive to McKnew Road.

LOCATION

Burtonsville

ESTIMATED SCHEDULE

Design to begin in FY24 and be completed in FY25. Land acquisition, utility relocation and construction are scheduled for FY25.

PROJECT JUSTIFICATION

The project will provide sidewalk connections along MD 198 (Sandy Spring Road) between Dino Drive and McKnew Road to the business district in Burtonsville. The sidewalk provides ADA access to residential neighborhoods, transit, churches, and public facilities.

FISCAL NOTE

State aid in FY24 and FY25 reflects \$1M in State grants for capital projects in Montgomery County obtained during the 2023 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 State Highway Administration, Maryland-National Capital Planning Commission, Department of Permitting Services, and Office of the County Executive.



MD355-Clarksburg Shared Use Path (P501744)

Category	Transportation	Date Last Modified	05/19/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,733	1,122	-	611	485	126	-	-	-	-	-
Land	1,165	10	-	1,155	901	254	-	-	-	-	-
Site Improvements and Utilities	292	32	-	260	260	-	-	-	-	-	-
Construction	3,274	-	-	3,274	1,776	1,498	-	-	-	-	-
TOTAL EXPENDITURES	6,464	1,164	-	5,300	3,422	1,878	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,005	387	-	1,618	1,024	594	-	-	-	-	-
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	1,164	-	5,300	3,422	1,878	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

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 24 Request	-	Year First Appropriation	FY17
Cumulative Appropriation	6,464	Last FY's Cost Estimate	6,464
Expenditure / Encumbrances	1,173		
Unencumbered Balance	5,291		

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 through FY24. Construction is to start in FY23 and complete in FY24.

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.

FY22 reflects actuals funding correction.

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.



Twinbrook Connector Trail (P502405)

Category	Transportation	Date Last Modified	04/13/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Aspen Hill and Vicinity	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	240	-	-	240	-	200	20	20	-	-	-
Construction	1,260	-	-	1,260	-	-	630	630	-	-	-
TOTAL EXPENDITURES	1,500	-	-	1,500	-	200	650	650	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,500	-	-	1,500	-	200	650	650	-	-	-
TOTAL FUNDING SOURCES	1,500	-	-	1,500	-	200	650	650	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	200	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will design and construct the relocation of the existing Parklawn North Connector Trail from the roadway shoulder to facilitate a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between Rock Creek and Aspen Hill Road in Rockville. The long-term BRT alternative for Veirs Mill Road includes curbside dedicated lanes, which will conflict with the existing trail location. The project will be managed by Montgomery Parks with the intention of relocating the trail prior to BRT construction in this vicinity.

ESTIMATED SCHEDULE

Design is scheduled to start in FY24. Construction will start in FY25 and be completed in FY26.

PROJECT JUSTIFICATION

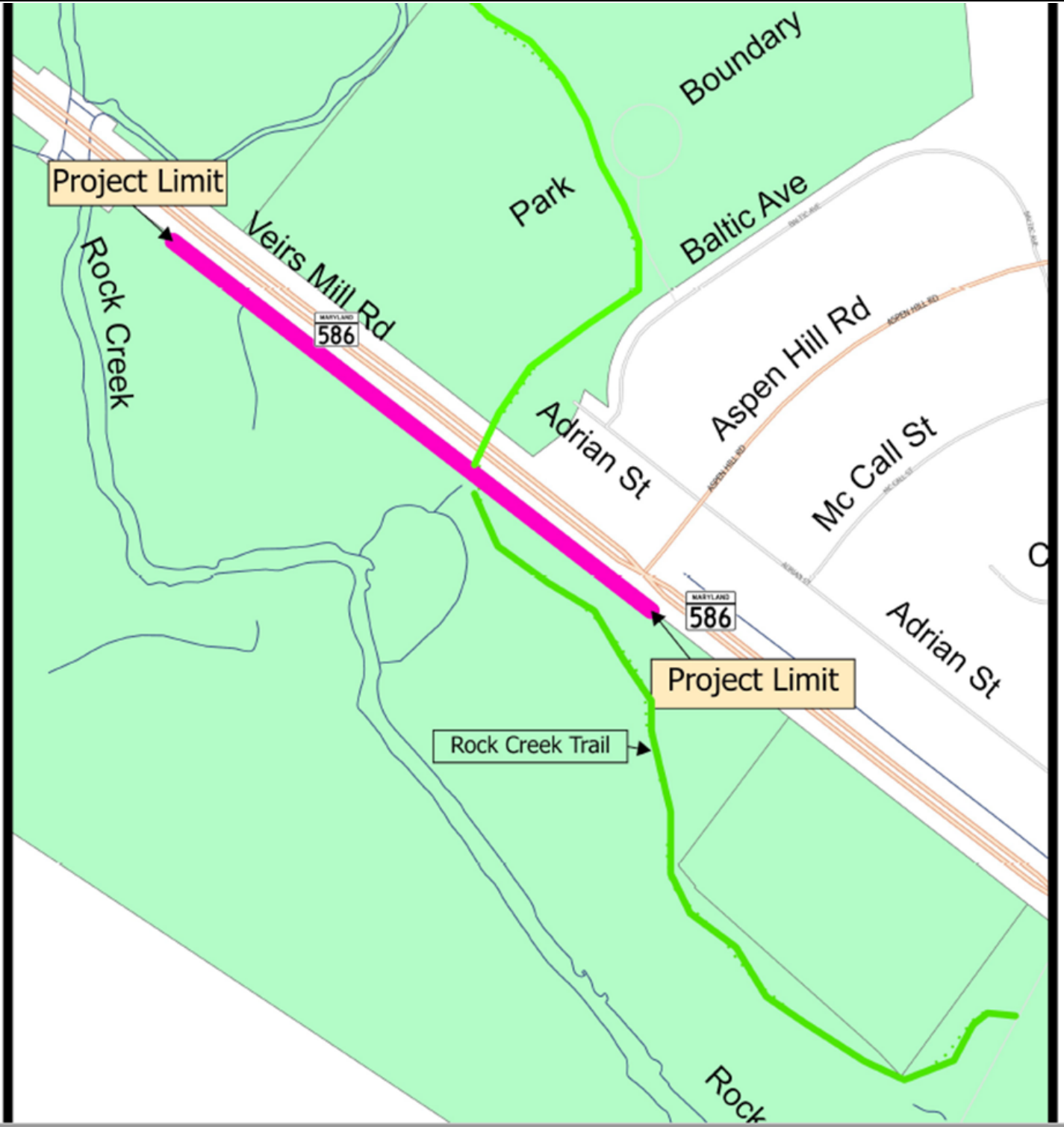
The project will maintain trail connectivity while allowing implementation of a BRT service along Veirs Mill Road. Maintaining this established trail connector will increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting BRT riders to high density housing and employment centers.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission.





Facility Planning-Roads (P509337)

Category	Transportation	Date Last Modified	03/14/23
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	64,476	53,671	3,685	5,060	1,265	1,000	935	915	315	630	2,060
Land	815	815	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	130	130	-	-	-	-	-	-	-	-	-
Construction	75	75	-	-	-	-	-	-	-	-	-
Other	131	130	1	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	65,627	54,821	3,686	5,060	1,265	1,000	935	915	315	630	2,060

FUNDING SCHEDULE (\$000s)

Contributions	4	4	-	-	-	-	-	-	-	-	-
Current Revenue: General	47,351	36,548	3,683	5,060	1,265	1,000	935	915	315	630	2,060
Current Revenue: Mass Transit	5,633	5,630	3	-	-	-	-	-	-	-	-
Impact Tax	6,070	6,070	-	-	-	-	-	-	-	-	-
Intergovernmental	785	785	-	-	-	-	-	-	-	-	-
Land Sale	2,099	2,099	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,610	3,610	-	-	-	-	-	-	-	-	-
State Aid	75	75	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	65,627	54,821	3,686	5,060	1,265	1,000	935	915	315	630	2,060

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,000	Year First Appropriation	FY93
Cumulative Appropriation	59,772	Last FY's Cost Estimate	66,557
Expenditure / Encumbrances	57,207		
Unencumbered Balance	2,565		

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

Cost decrease reflects streamlined planning and review process for Parklawn Drive/Nicholson Lane and removal of the MD-355 Bypass project in anticipation of updates to the Clarksburg Master Plan.

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:

- 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) - Phase 1 planning only

Candidate Studies to Start in FY25-28:

- Long Branch Master Planned Connections



MCG Reconciliation PDF

(P501404)

Category	Transportation	Date Last Modified	05/22/23
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

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

Current Revenue: General	(1,964)	-	(1,964)	-	-	-	-	-	-	-
G.O. Bonds	(194,681)	-	1,237	(195,918)	(17,073)	(28,929)	(38,760)	(32,254)	(38,710)	(40,192)
Impact Tax	72,583	-	-	72,583	5,603	15,549	21,608	9,941	9,941	9,941
Recordation Tax Premium (MCG)	124,062	-	727	123,335	11,470	13,380	17,152	22,313	28,769	30,251
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY20
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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



Observation Drive Extended (P501507)

Category	Transportation	Date Last Modified	05/19/23
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	10,054	1	-	8,266	266	1,500	1,500	1,000	2,000	2,000	1,787
Land	26,452	-	-	1,652	-	-	-	1,652	-	-	24,800
Site Improvements and Utilities	2,240	-	-	1,540	-	-	-	-	1,200	340	700
Construction	76,847	-	-	48,500	-	-	-	-	19,500	29,000	28,347
TOTAL EXPENDITURES	115,593	1	-	59,958	266	1,500	1,500	2,652	22,700	31,340	55,634

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	115,593	1	-	59,958	266	1,500	1,500	2,652	22,700	31,340	55,634
TOTAL FUNDING SOURCES	115,593	1	-	59,958	266	1,500	1,500	2,652	22,700	31,340	55,634

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	4,894	Last FY's Cost Estimate	115,593
Expenditure / Encumbrances	1		
Unencumbered Balance	4,893		

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 conducted in 2 main phases, with Phase 1 occurring in two simultaneous sub-phases (1A & 1B). Phase 1A includes a 4 lane divided roadway (2 lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing to West Old Baltimore Road along with a shared use path on the west side and a bike path on the east side to provide Greenway connectivity. A bridge approximately 550 feet long will be constructed near Waters Discovery Lane ending near West Old Baltimore Road. A traffic signal will be provided at the West Old Baltimore Road intersection. Phase 1B includes 4 lanes of Observation Drive from West Old Baltimore Road to the point where it meets the extension of Little Seneca Parkway, with a shared use path on the west side and bikepath on the east side. Phase 1B also includes the widening of Little Seneca Parkway to four lanes from MD 355 and the extension of Observation Drive north of West Old Baltimore Road. The feasibility of Little Seneca Parkway cross section has not been validated with regulatory agencies and will be refined during preliminary design. In Phase 2, between Little Seneca Parkway and existing Observation Drive near Stringtown Road, the scope includes a two-lane roadway, along with a shared-use path on the west side, with space for the two additional master-planned lanes and a 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 of Phase 1A and preliminary design of Phase 1B began in FY23. Final design for Phase 1A ends in FY26. Final design for Phase 1B ends in FY27. Land acquisition for Phase 1A is in FY26. Construction for Phase 1A starts in FY27 and finishes in FY29. Land acquisition and construction for Phase 1B will occur beyond FY28. All work for Phase 2 will occur beyond FY29.

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

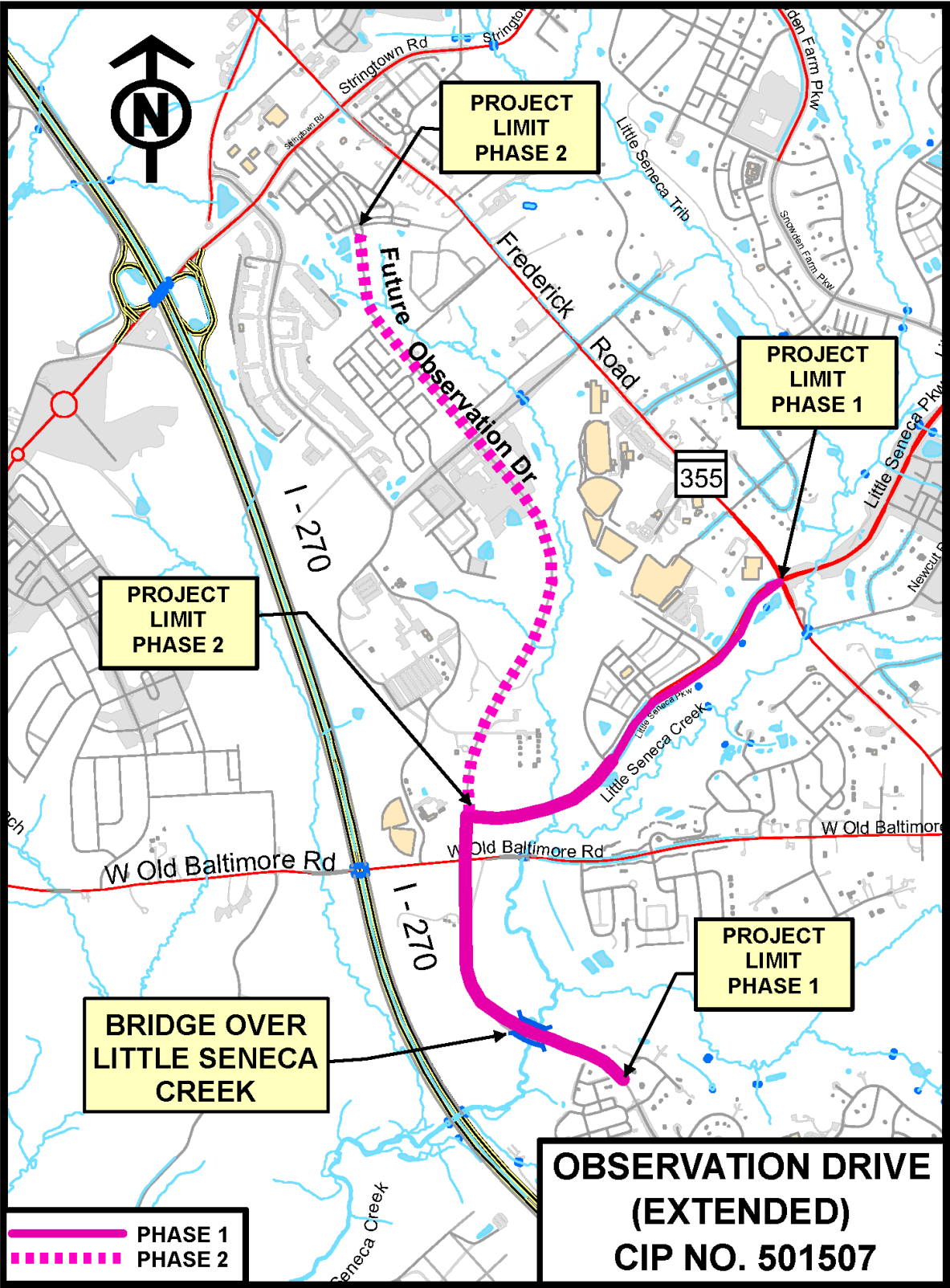
The cost estimate is based on preliminary design only. Costs have not been updated since FY19. A more accurate cost estimate will be prepared during final design and value engineering will be utilized to partially offset anticipated cost increases.

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.





Traffic Signals (P507154)

Category	Transportation	Date Last Modified	04/13/23
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	23,061	18,111	-	4,950	825	825	825	825	825	825	-
Land	19	19	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	50,947	21,906	821	28,220	4,510	4,670	4,760	4,760	4,760	4,760	-
Construction	76	76	-	-	-	-	-	-	-	-	-
Other	1,850	1,850	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	75,953	41,962	821	33,170	5,335	5,495	5,585	5,585	5,585	5,585	-

FUNDING SCHEDULE (\$000s)

G.O. Bond Premium	186	186	-	-	-	-	-	-	-	-	-
G.O. Bonds	67,321	33,490	821	33,010	5,335	5,335	5,585	5,585	5,585	5,585	-
Recordation Tax Premium (MCG)	8,286	8,286	-	-	-	-	-	-	-	-	-
State Aid	160	-	-	160	-	160	-	-	-	-	-
TOTAL FUNDING SOURCES	75,953	41,962	821	33,170	5,335	5,495	5,585	5,585	5,585	5,585	-

OPERATING BUDGET IMPACT (\$000s)

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 24 Request	5,495	Year First Appropriation	FY21
Cumulative Appropriation	48,118	Last FY's Cost Estimate	75,793
Expenditure / Encumbrances	43,015		
Unencumbered Balance	5,103		

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. The planning, design and construction of school beacons will provide a remote connection for the beacons that enhances communication so that equipment monitoring and programming changes for the flashers may be accomplished faster and remotely without having to physically access the devices.

COST CHANGE

Cost increase of \$160,000 in FY24 is for the planning, design and construction of 12 school flashing beacons.

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.

FISCAL NOTE

\$160,000 in state aid reflects State grants for capital projects in Montgomery County awarded during the 2023 Maryland General Assembly session.

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

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.



US 29 Streetlighting (P502407)

Category	Transportation	Date Last Modified	05/18/23
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	160	-	-	160	-	100	30	30	-	-	-
Site Improvements and Utilities	2,680	-	-	2,680	-	-	1,280	1,400	-	-	-
TOTAL EXPENDITURES	2,840	-	-	2,840	-	100	1,310	1,430	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	2,840	-	-	2,840	-	100	1,310	1,430	-	-	-
TOTAL FUNDING SOURCES	2,840	-	-	2,840	-	100	1,310	1,430	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				35	-	-	5	10	10	10
Energy				28	-	-	4	8	8	8
NET IMPACT				63	-	-	9	18	18	18

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	2,840	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides funding for County planning, design, installation, and energization of streetlights along US 29 (Columbia Pike) between I-495 and MD 198 (Sandy Spring Road).

LOCATION

US 29 from I-495 to MD 198

ESTIMATED SCHEDULE

Design is scheduled for FY24. Utility installation is scheduled for FY25 and FY26.

PROJECT JUSTIFICATION

County 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. While a limited number of streetlights have been installed over time at most of the intersections within this stretch of US 29, this project will provide additional lighting, per current County standards, to help enhance traffic safety for the motorists and pedestrians alike.

FISCAL NOTE

\$2.8M in State aid reflects State grants for capital projects in Montgomery County awarded during the 2023 Maryland 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 State Highway Administration (MDOT SHA) and PEPCO.



High School Wellness Center and Expanded Wellness Services (P640902)

Category	Health and Human Services	Date Last Modified	05/17/23
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,466	57	1,084	5,325	-	3,475	1,725	-	-	125	-
Construction	37,394	4,879	2,490	25,094	-	6,168	12,714	1,444	2,062	2,706	4,931
Other	487	421	66	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	44,347	5,357	3,640	30,419	-	9,643	14,439	1,444	2,062	2,831	4,931

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	1,909	-	909	1,000	-	1,000	-	-	-	-	-
G.O. Bonds	41,438	5,357	2,731	28,419	-	7,643	14,439	1,444	2,062	2,831	4,931
State Aid	1,000	-	-	1,000	-	1,000	-	-	-	-	-
TOTAL FUNDING SOURCES	44,347	5,357	3,640	30,419	-	9,643	14,439	1,444	2,062	2,831	4,931

OPERATING BUDGET IMPACT (\$000s)											
Program-Staff				4,429	170	170	714	714	1,077	1,584	
Program-Other				21,615	747	747	3,817	3,817	5,751	6,736	
NET IMPACT				26,044	917	917	4,531	4,531	6,828	8,320	
FULL TIME EQUIVALENT (FTE)					1.88	1.88	5.63	5.63	9.38	14.25	

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	22,350	Year First Appropriation	FY09
Cumulative Appropriation	16,997	Last FY's Cost Estimate	34,997
Expenditure / Encumbrances	5,391		
Unencumbered Balance	11,606		

PROJECT DESCRIPTION

This project provides for the placement of High School Wellness Centers (HSWC) at public schools. HSWCs provide physical health, mental health, and social services, as well as family support/youth development services which attempt to address the needs of youth and 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 HSWCs 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 the development of a comprehensive HSWC.

ESTIMATED SCHEDULE

Design and construction of interim mental health and social support service space at high schools without a wellness center in operation began in FY22. FY23 funding shifted to FY24 to align with anticipated MCPS billing timelines. Full design and construction of up to three centers in the top priority schools is funded to begin in FY24. This project reserves capacity to construct high school wellness centers at four to eight high schools. DHHS must perform a comprehensive analysis of need to determine the priority order for constructing the centers and convene the School Based Wellness Center Planning Group to finalize priority recommendations. The recommendations must be transmitted to the Council before funds can be obligated or spent on any new projects.

COST CHANGE

Costs increase to add up to four additional high schools to the project. Cost change also reflects availability of State Aid.

PROJECT JUSTIFICATION

This project is recommended by the SBWCPG, DHHS, and MCPS. Each HSWC will provide services to address 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 \$1.25 million 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. The Maryland General Assembly awarded

\$1 million during the 2023 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

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	12/20/22
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	172	8	64	100	25	15	15	15	15	15	-
Construction	3,333	634	935	1,764	339	285	285	285	285	285	-
Other	7,952	4,702	-	3,250	625	525	525	525	525	525	-
TOTAL EXPENDITURES	11,457	5,344	999	5,114	989	825	825	825	825	825	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	11,232	5,119	999	5,114	989	825	825	825	825	825	-
G.O. Bonds	225	225	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	11,457	5,344	999	5,114	989	825	825	825	825	825	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	825	Year First Appropriation	FY15
Cumulative Appropriation	7,332	Last FY's Cost Estimate	12,277
Expenditure / Encumbrances	5,598		
Unencumbered Balance	1,734		

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

Shifted Current Revenue for FY24 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. Beginning in FY24, \$164,000 is 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	12/22/22
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,304	-	-	674	-	-	-	-	160	514	630
Construction	3,905	-	-	-	-	-	-	-	-	-	3,905
Other	620	-	-	-	-	-	-	-	-	-	620
TOTAL EXPENDITURES	5,829	-	-	674	-	-	-	-	160	514	5,155

FUNDING SCHEDULE (\$000s)

G.O. Bonds	5,829	-	-	674	-	-	-	-	160	514	5,155
TOTAL FUNDING SOURCES	5,829	-	-	674	-	-	-	-	160	514	5,155

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	5,829
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.

LOCATION

8005 Connecticut Avenue, Chevy Chase, Maryland 20815

ESTIMATED SCHEDULE

Project has been deferred for two years, with design development to begin in FY27 and construction in FY29

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.

DISCLOSURES

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

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	12/22/22
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
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)											
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)											
Maintenance				42	-	-	-	-	-	-	42
Energy				25	-	-	-	-	-	-	25
Program-Staff				668	-	-	-	-	-	-	668
Program-Other				1,201	-	-	-	-	-	-	1,201
NET IMPACT				1,936	-	-	-	-	-	-	1,936
FULL TIME EQUIVALENT (FTE)					-	-	-	-	-	-	16

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	-	Year First Appropriation	FY23
Cumulative Appropriation	453	Last FY's Cost Estimate	15,363
Expenditure / Encumbrances	-		
Unencumbered Balance	453		

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 Square Road and Public House Road, Clarksburg, Maryland, 20871

ESTIMATED SCHEDULE

Design development will begin in FY24, and construction will start in FY26.

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	04/14/23
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,458	4,666	285	4,507	706	1,097	716	602	555	831	-
Site Improvements and Utilities	173	67	-	106	-	106	-	-	-	-	-
Construction	20,692	7,607	-	13,085	2,112	4,420	2,497	2,782	-	1,274	-
Other	4,304	1,580	366	2,358	341	330	642	665	-	380	-
TOTAL EXPENDITURES	34,627	13,920	651	20,056	3,159	5,953	3,855	4,049	555	2,485	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	29,649	9,998	651	19,000	3,159	4,897	3,855	4,049	555	2,485	-
Recordation Tax Premium (MCG)	1,035	1,035	-	-	-	-	-	-	-	-	-
State Aid	3,943	2,887	-	1,056	-	1,056	-	-	-	-	-
TOTAL FUNDING SOURCES	34,627	13,920	651	20,056	3,159	5,953	3,855	4,049	555	2,485	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	4,427	Year First Appropriation	FY15
Cumulative Appropriation	19,256	Last FY's Cost Estimate	32,621
Expenditure / Encumbrances	16,318		
Unencumbered Balance	2,938		

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

An additional \$950,000 is required in FY24 for Damascus Library Refurbishment construction costs. \$500,000 in FY24 State Aid added for Damascus Library and Senior Center which occupy the same facility. \$555,600 in FY24 State Aid added for Long Branch Library Building and Site Improvements. \$500,000 in FY24 GO Bond savings re-purposed to Long Branch Library Building and Site Improvements.

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. In FY23, FY25 to FY28 costs were reduced because the Chevy Chase Library refurbishment costs were reflected instead in the Chevy Chase Library and Redevelopment project. Amended FY24 for State Aid of \$500,000 for Damascus Library and Senior Center and \$555,600 for Long Branch Library Building and Site Improvements.

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

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	03/13/23
SubCategory	Libraries	Administering Agency	Public Libraries
Planning Area	Kensington-Wheaton	Status	Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,012	654	26	332	95	151	56	30	-	-	-
Site Improvements and Utilities	722	-	-	722	238	353	131	-	-	-	-
Construction	2,791	-	-	2,791	935	1,354	502	-	-	-	-
Other	96	-	-	96	32	47	17	-	-	-	-
TOTAL EXPENDITURES	4,621	654	26	3,941	1,300	1,905	706	30	-	-	-

FUNDING SCHEDULE (\$000s)

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	1,300	1,905	706	30	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			21	-	-	-	7	7	7
Energy			12	-	-	-	4	4	4
Program-Staff			645	-	-	-	215	215	215
Program-Other			453	-	-	-	251	101	101
NET IMPACT			1,131	-	-	-	477	327	327
FULL TIME EQUIVALENT (FTE)				-	-	-	2.75	2.75	2.75

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY17
Cumulative Appropriation	4,507	Last FY's Cost Estimate	4,621
Expenditure / Encumbrances	654		
Unencumbered Balance	3,853		

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. Project is deferred for one year due to the need to rebid the project.

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	05/05/23
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,770	3,770	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	33	33	-	-	-	-	-	-	-	-	-
Construction	12,981	8,131	-	4,850	4,850	-	-	-	-	-	-
Other	35,191	22,135	2,356	10,700	3,700	3,000	1,000	1,000	1,000	1,000	-
TOTAL EXPENDITURES	51,975	34,069	2,356	15,550	8,550	3,000	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE (\$000s)											
Contributions	150	150	-	-	-	-	-	-	-	-	-
Current Revenue: General	37,500	19,844	2,356	15,300	8,300	3,000	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	4,100	4,100	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	51,975	34,069	2,356	15,550	8,550	3,000	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	2,900	Year First Appropriation	FY06
Cumulative Appropriation	45,075	Last FY's Cost Estimate	45,075
Expenditure / Encumbrances	35,493		
Unencumbered Balance	9,582		

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

FY23 supplemental in Current Revenue: General for \$5 million for CASA De Maryland for the Workforce Development Training Center. FY23 technical correction to eliminate duplicate State Aid (\$100,000). Cost change due to the addition of \$2,000,000 in Current Revenue: General funds for FY24 Capital Grants. These grants will maximize leverage of State matches for County non-Arts related capital projects and support other major priority community capital projects and non-Arts related capital projects in underserved communities.

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.

FY23 supplemental in Current Revenue: General for the amount of \$5,000,000 for CASA De Maryland for the Workforce Development Training Center. FY23 Technical correction to eliminate duplicate State Aid cost of \$100,000.

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:

In FY24 Cost Sharing Grants will be awarded through a formal grants review and approval process overseen by the Office of Grants Management.

Supplemental Appropriation #23-13 for \$5,000,000 for the renovation of 14645 Rothgeb Drive, Rockville, MD for use as a workforce development and training center, thru a non-competitive contract with CASA, Inc.

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 America: \$12,500; Islamic Supreme Council of America (dba Institute for Spiritual & Cultural Advancement): \$8,476; Islamic Center of Maryland, Inc.: \$19,620; Islamic Community Center of Potomac, Inc.: \$15,000; Islamic Education Center, Inc.: \$15,000; Islamic Society of Germantown, Inc.: \$15,000; Islamic Society of the Washington Area: \$15,000; Redeemer Lutheran Church: \$2,500; Melvin J. Berman Hebrew Academy: \$7,500; Muslim Community Center, Inc.: \$14,836; Ohev Shalom Talmud Torah Congregation of Olney, Maryland: \$1,800; Rockville United Church: \$7,500; Seneca Community Church: \$8,249; Shaare Tefila Congregation: \$2,914; Soorp Khatch Armenian Apostolic Church: \$2,325; Temple Beth Ami: \$8,353; Tikvat Israel Congregation: \$15,000; Torah School of Greater Washington: \$10,000; Yeshiva of Greater Washington, Inc.: \$10,000; Young Israel Shomrai Emunah of Greater Washington: \$12,000; Zoroastrian Association of Metropolitan Washington, Inc.: \$7,500.

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

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

For FY15, County participation was for the following projects: Easter Seals Greater Washington-Baltimore Region, Inc.: \$100,000; Graceful Growing Together, Inc.: \$125,000; Jewish Community Center of Greater Washington: \$150,000; Muslim Community Center, Inc.: \$250,000; Potomac Community Resources, Inc.: \$150,000; The Arc of Montgomery County, Inc.: \$17,973; Catholic Charities of the Archdiocese of Washington, Inc.: \$11,395; Melvin J. Berman Hebrew Academy: \$33,000; Jewish Social Service Agency: \$75,000; Warrior Canine Connection, Inc.: \$75,000; Jewish Council for the Aging of Greater Washington, Inc.: \$125,000; The Jewish Federation of Greater Washington, Inc.: \$100,000; Family Services, Inc.: \$75,000. For FY15, CIP Grants for Arts and Humanities

Organizations totaling \$849,080 are approved for the following projects: Germantown Cultural Arts Center, Inc.: \$75,000; Jewish Community Center of Greater Washington, Inc.: \$134,000; Montgomery Community Television, Inc.: \$50,080; The Olney Theatre Center for the Arts, Inc.: \$150,000; Sandy Spring Museum, Inc.: \$90,000; and The Writer's Center, Inc.: \$250,000. \$100,000 of these funds will also be used to provide a State bond bill match for Silver Spring Black Box Theater. For FY15, emergency CIP Grants for Arts and Humanities Organizations totaling \$143,116 are approved for the following projects: Montgomery Community Television, Inc.: \$127,179; and Sandy Spring Museum, Inc.: \$15,937.

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

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

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

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

For FY10, County participation was for the following project: Aunt Hattie's Place, Inc.: \$100,000. Disbursement of FY09 and FY10 County funds is conditioned on the owner of the property giving the County an appropriate covenant restricting the use of the leased property to a foster home for boys for a period of ten years from the time the facility commences to operate as a foster home. Boys and Girls Club of Greater Washington: \$38,000; CASA de Maryland, Inc.: \$100,000; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; and Warren Historic Site Committee, Inc.: \$150,000.

For FY09, County participation was for the following projects: Aunt Hattie's Place, Inc.: \$250,000; Boys and Girls Club of Greater Washington: \$250,000; CASA de Maryland, Inc.: \$150,000; CHI Centers: \$50,000; and Institute for Family Development Inc., doing business as Centro Familia: \$75,000 (The organization had to demonstrate to the County's satisfaction that it had commitments for the entire funding needed to construct the project before the \$75,000 in County funds could be spent.); Jewish Council for the Aging of Greater Washington, Inc.: \$250,000; Montgomery General Hospital: \$500,000; Nonprofit Village, Inc.: \$200,000; and YMCA of Metropolitan Washington and Youth and Family Services Branch: \$200,000.

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

HISTORICAL FISCAL NOTE:

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

Old Blair Auditorium Project, Inc., in FY06-07 the County provided \$190,000 as a partial match for the State funds with \$50,000 in current revenue for DPWT to develop a program of requirements and cost estimate for the project, and bond funded expenditure of \$140,000 to pay for part of the construction. These funds were budgeted in the MCG: Cost Sharing project (No. 720601). In FY11, the funds were transferred to a new CIP Old Blair Auditorium Reuse project (No. 361113).



Holiday Park Net Zero Initiative (P722301)

Category	Culture and Recreation	Date Last Modified	05/16/23
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	319	-	-	319	104	114	101	-	-	-	-
Construction	2,760	-	-	2,760	-	-	2,307	453	-	-	-
TOTAL EXPENDITURES	3,079	-	-	3,079	104	114	2,408	453	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	3,079	-	-	3,079	104	114	2,408	453	-	-	-
TOTAL FUNDING SOURCES	3,079	-	-	3,079	104	114	2,408	453	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Energy	(146)	-	-	-	(47)	(49)	(50)
NET IMPACT	(146)	-	-	-	(47)	(49)	(50)

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	2,975	Year First Appropriation	FY23
Cumulative Appropriation	104	Last FY's Cost Estimate	3,079
Expenditure / Encumbrances	-		
Unencumbered Balance	104		

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.

Deferred construction costs for FY24 to FY25 to reflect project phasing.

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	05/18/23
SubCategory	Recreation	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage
Required Adequate Public Facility	Yes		

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,795	723	477	4,595	1,494	1,141	1,141	819	-	-	-
Site Improvements and Utilities	907	-	-	907	35	-	419	419	34	-	-
Construction	25,666	65	80	25,521	982	-	15,479	8,079	981	-	-
Other	276	-	-	276	11	-	127	127	11	-	-
TOTAL EXPENDITURES	32,644	788	557	31,299	2,522	1,141	17,166	9,444	1,026	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	32,644	788	557	31,299	2,522	1,141	17,166	9,444	1,026	-	-
TOTAL FUNDING SOURCES	32,644	788	557	31,299	2,522	1,141	17,166	9,444	1,026	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	830	Year First Appropriation	FY18
Cumulative Appropriation	30,628	Last FY's Cost Estimate	32,644
Expenditure / Encumbrances	2,274		
Unencumbered Balance	28,354		

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 is scheduled to start in FY25 to ensure that the South County Recreation and Aquatic Center is fully operational before closing the Kennedy Shriver Aquatic Center.

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. Special Capital Projects Legislation [Bill No. 15-22] was adopted by Council July 25, 2022.





Wheaton Arts and Cultural Center (P722106)

Category	Culture and Recreation	Date Last Modified	04/14/23
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Kensington-Wheaton	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,075	48	52	4,325	125	1,800	600	500	650	650	650
Construction	35,250	-	-	21,250	-	-	-	-	10,500	10,750	14,000
TOTAL EXPENDITURES	40,325	48	52	25,575	125	1,800	600	500	11,150	11,400	14,650

FUNDING SCHEDULE (\$000s)

Current Revenue: General	175	48	52	75	75	-	-	-	-	-	-
G.O. Bonds	39,100	-	-	24,450	-	800	600	500	11,150	11,400	14,650
Recordation Tax Premium (MCG)	50	-	-	50	50	-	-	-	-	-	-
State Aid	1,000	-	-	1,000	-	1,000	-	-	-	-	-
TOTAL FUNDING SOURCES	40,325	48	52	25,575	125	1,800	600	500	11,150	11,400	14,650

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,800	Year First Appropriation	FY21
Cumulative Appropriation	225	Last FY's Cost Estimate	2,150
Expenditure / Encumbrances	48		
Unencumbered Balance	177		

PROJECT DESCRIPTION

This project provides for planning, site feasibility, design and construction for a new arts and cultural facility to be located in the Wheaton Arts and Entertainment District. The project is proposed to be co-located with an affordable housing project.

ESTIMATED SCHEDULE

Funds through FY23 will be used for planning, site feasibility work and initial design work. Additional funding is for design, construction and interior building fit out. State Aid will allow some interior build out to begin in FY28.

COST CHANGE

Funds have been added for design and construction 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.

FY23 supplemental in Current Revenue: General for the amount of \$75,000. FY24 updated to include \$1,000,000 in State Aid awarded during the 2023 Maryland 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

Department of Recreation. Department of General Services.



Facility Planning: Stormwater Management (P809319)

Category	Conservation of Natural Resources	Date Last Modified	03/14/23
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	25,765	15,064	404	10,297	1,018	1,815	1,835	1,855	1,876	1,898	-
Construction	20	20	-	-	-	-	-	-	-	-	-
Other	448	448	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	26,233	15,532	404	10,297	1,018	1,815	1,835	1,855	1,876	1,898	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	5,000	5,000	-	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	18,803	9,395	311	9,097	818	1,615	1,635	1,655	1,676	1,698	-
Intergovernmental	68	-	68	-	-	-	-	-	-	-	-
State Aid	140	140	-	-	-	-	-	-	-	-	-
Stormwater Management Waiver Fees	2,222	997	25	1,200	200	200	200	200	200	200	-
TOTAL FUNDING SOURCES	26,233	15,532	404	10,297	1,018	1,815	1,835	1,855	1,876	1,898	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	1,815	Year First Appropriation	FY93
Cumulative Appropriation	16,954	Last FY's Cost Estimate	22,343
Expenditure / Encumbrances	15,868		
Unencumbered Balance	1,086		

PROJECT DESCRIPTION

This project provides for facility planning, Municipal Separate Storm Sewer System (MS4) Permit program implementation and water quality monitoring, watershed assessments, and Total Maximum Daily Load (TMDL) Implementation Planning to evaluate watershed conditions, stream health, water quality, and pollution sources to assist with the planning and programming of 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. This project supports the regulatory requirements in the MS4 permit for water quality improvements through management programs, stormwater restoration, TMDL implementation planning, and assessment of controls. 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 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, monitoring, and programming to support concept and project opportunities in advance of full programming of a restoration project for stormwater management, stormwater retrofit, ESD/LID, stream restoration projects.

COST CHANGE

In FY24, there was a shift of \$778,000 from the operating budget to Current Revenue: WQP in this PDF to consolidate stream monitoring and gauge costs in the capital budget while also relieving debt service coverage ratio pressure in the operating budget.

PROJECT JUSTIFICATION

The facility planning products support the requirements outlined in the County's MS4 Permit. This project establishes the facilities planning data and opportunities 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 current MS4 permit, effective November 5, 2021 to November 4, 2026.

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).



Flood Control Study (P802202)

Category	Conservation of Natural Resources	Date Last Modified	02/23/23
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,100	-	100	4,000	1,200	1,900	900	-	-	-	-
TOTAL EXPENDITURES	4,100	-	100	4,000	1,200	1,900	900	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,300	-	100	1,200	1,200	-	-	-	-	-	-
Current Revenue: Water Quality Protection	2,500	-	-	2,500	-	1,700	800	-	-	-	-
Intergovernmental	300	-	-	300	-	200	100	-	-	-	-
TOTAL FUNDING SOURCES	4,100	-	100	4,000	1,200	1,900	900	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,900	Year First Appropriation	FY22
Cumulative Appropriation	1,300	Last FY's Cost Estimate	1,300
Expenditure / Encumbrances	-		
Unencumbered Balance	1,300		

PROJECT DESCRIPTION

This project concerns the development of a Comprehensive Flood Management Plan (CFMP) for Montgomery County.

The CFPM 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. The CFPM 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
- include detailed hydrologic and hydraulic modeling, vulnerability assessments, and the development of adaptation/mitigation design plans.

Typical tasks in the development of specific watershed/sub-watershed assessments may include evaluations of current risk, future risk due to climate change, and assessment of risk due to aging assets. More specifically, the effort will 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. There are 8 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 should be prioritized for initial assessments and provide recommendations related to County programs, policies, budgets, and other components of the County's flood management programs is expected to be completed in early 2023. Modeling of specific watersheds, which is the key component of Phase 2 of the CFMP, will begin in early 2023.

COST CHANGE

Increase to reflect costs for Phase 2 work.

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 due 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



Stormwater Management Facility Major Structural Repair (P800700)

Category	Conservation of Natural Resources	Date Last Modified	11/08/22
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	16,729	7,736	686	8,307	1,417	1,250	1,325	1,435	1,445	1,435	-
Construction	38,049	15,280	3,349	19,420	7,160	5,910	1,750	1,700	1,350	1,550	-
Other	256	256	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	55,034	23,272	4,035	27,727	8,577	7,160	3,075	3,135	2,795	2,985	-

FUNDING SCHEDULE (\$000s)											
Contributions	600	148	452	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	13,028	11,328	-	1,700	-	1,700	-	-	-	-	-
Long-Term Financing	14,256	4,324	3,583	6,349	4,989	1,360	-	-	-	-	-
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	55,034	23,272	4,035	27,727	8,577	7,160	3,075	3,135	2,795	2,985	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 24 Request	2,800	Year First Appropriation	FY07
Cumulative Appropriation	40,244	Last FY's Cost Estimate	52,234
Expenditure / Encumbrances	25,604		
Unencumbered Balance	14,640		

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

Current Revenue: WQP added to cover total contract costs in the Lake Hallowell Dredging project (\$1.7 million), and Long Term Financing added for emergency work on the Railroad Branch Dam project (\$1.1 million).

PROJECT JUSTIFICATION

This project provides for major structural repairs in order to comply with the County's municipal separate storm sewer 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.



Wheaton Regional Dam Flooding Mitigation (P801710)

Category	Conservation of Natural Resources	Date Last Modified	05/18/23
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Kensington-Wheaton	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,276	741	256	279	69	90	120	-	-	-	-
Construction	3,500	-	-	3,500	-	1,750	1,750	-	-	-	-
TOTAL EXPENDITURES	4,776	741	256	3,779	69	1,840	1,870	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Water Quality Protection	628	628	-	-	-	-	-	-	-	-	-
Long-Term Financing	-	113	(113)	-	-	-	-	-	-	-	-
State Aid	96	-	-	96	-	-	96	-	-	-	-
Water Quality Protection Bonds	4,052	-	369	3,683	69	1,840	1,774	-	-	-	-
TOTAL FUNDING SOURCES	4,776	741	256	3,779	69	1,840	1,870	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	4,776	Last FY's Cost Estimate	4,776
Expenditure / Encumbrances	912		
Unencumbered Balance	3,864		

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 FY24 and conclude in FY25. The excavation of the channel will occur in coordination with DOT's culvert replacement in FY23 and FY24.

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

In FY24, State Aid increased \$96,000 to reflect a State grant for tree planting, with an offsetting reduction in Water Quality Protection bonds. 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).

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, 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	05/18/23
SubCategory	Community Development	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,065	92	144	829	132	138	140	139	140	140	-
Construction	3,300	-	300	3,000	250	1,050	500	400	400	400	-
Other	177	-	-	177	34	31	32	24	28	28	-
TOTAL EXPENDITURES	4,542	92	444	4,006	416	1,219	672	563	568	568	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	3,742	92	144	3,506	416	719	672	563	568	568	-
Recordation Tax Premium (MCG)	300	-	300	-	-	-	-	-	-	-	-
State Aid	500	-	-	500	-	500	-	-	-	-	-
TOTAL FUNDING SOURCES	4,542	92	444	4,006	416	1,219	672	563	568	568	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,219	Year First Appropriation	FY21
Cumulative Appropriation	952	Last FY's Cost Estimate	4,042
Expenditure / Encumbrances	92		
Unencumbered Balance	860		

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. White Oak neighborhood facade improvements will begin in FY24.

COST CHANGE

Cost increase due to the addition of State Aid for White Oak neighborhood revitalization and facade improvements.

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.

\$500,000 in State Aid reflects State grants for capital projects awarded during the 2024 Maryland 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

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.



Affordable Housing Acquisition and Preservation (P760100)

Category	Community Development and Housing	Date Last Modified	01/06/23
SubCategory	Housing (MCG)	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Land	441,986	255,162	29,824	157,000	22,000	32,000	32,000	27,000	22,000	22,000	-
TOTAL EXPENDITURES	441,986	255,162	29,824	157,000	22,000	32,000	32,000	27,000	22,000	22,000	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Montgomery Housing Initiative	4,775	4,775	-	-	-	-	-	-	-	-	-
HIF Revolving Program	294,643	174,682	8,852	111,109	14,896	19,277	19,234	19,229	19,229	19,244	-
Loan Repayment Proceeds	113,028	71,165	20,972	20,891	7,104	2,723	2,766	2,771	2,771	2,756	-
Recordation Tax Premium (MCG)	29,540	4,540	-	25,000	-	10,000	10,000	5,000	-	-	-
TOTAL FUNDING SOURCES	441,986	255,162	29,824	157,000	22,000	32,000	32,000	27,000	22,000	22,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	32,000	Year First Appropriation	FY01
Cumulative Appropriation	306,986	Last FY's Cost Estimate	441,986
Expenditure / Encumbrances	258,280		
Unencumbered Balance	48,706		

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.

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.



Full Upgrade of Existing Recycling Center Complex (P802201)

Category	Recycling and Resource Management	Date Last Modified	01/11/23
SubCategory	Recycling and Resource Management	Administering Agency	Environmental Protection
Planning Area	Rockville	Status	Under Construction

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	810	7	803	-	-	-	-	-	-	-
Construction	26,820	-	11,090	15,730	8,450	7,280	-	-	-	-
TOTAL EXPENDITURES	27,630	7	11,893	15,730	8,450	7,280	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Solid Waste Disposal	810	7	803	-	-	-	-	-	-	-
Revenue Bonds	26,820	-	11,090	15,730	8,450	7,280	-	-	-	-
TOTAL FUNDING SOURCES	27,630	7	11,893	15,730	8,450	7,280	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	7,280	Year First Appropriation	FY22
Cumulative Appropriation	20,350	Last FY's Cost Estimate	20,350
Expenditure / Encumbrances	528		
Unencumbered Balance	19,822		

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 FY25.

COST CHANGE

Increase reflects machinery and other equipment cost increases.

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.

PART III: Capital Improvements Projects To Be Closed Out

The following capital projects are closed out effective 30-Jun-2023, and the appropriation for each project is decreased by the amount of the project's unencumbered balance.

Project Number	Project Name
P011601	Council Office Building Garage Renovation
P361702	Rockville Core
P342102	County Radio Replacement and Related Equipment
P342001	Master Lease: Digital Evidence Data Storage
P471200	2nd District Police Station
P479909	PSTA Academic Building Complex
P501420	Elmhirst Parkway Bridge (Bridge No. M-0353)
P500933	Equipment Maintenance and Operations Center (EMOC)
P361109	MCPS & M-NCPPC Maintenance Facilities Relocation
P502107	Ride On Bus Route Restructuring Study
P502006	Davis Mill Road Emergency Stabilization
P500717	Montrose Parkway East
P501200	Platt Ridge Drive Extended
P602202	Martha B. Gudelsky Child Development Center Sewer Improvements
P720917	Recreation Facility Modernization
P807359	Misc Stream Valley Improvements
P760900	Burtonsville Community Revitalization
P761501	Colesville/New Hampshire Avenue Community Revitalization

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, 2023

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)	47,300	32,855	14,445
Asbestos Abatement: MCG (P508728) *	1,194	892	302
Building Envelope Repair (P361501)	14,015	8,276	5,739
Elevator Modernization (P509923)	19,554	15,473	4,081
Energy Conservation: MCG (P507834) *	4,006	2,561	1,445
Energy Systems Modernization (P361302)	121,961	21,404	100,557
Environmental Compliance: MCG (P500918)	21,703	18,553	3,150
Facilities Site Selection: MCG (P500152)	495	430	65
Facility Planning: MCG (P508768)	10,736	9,960	776
HVAC/Elec Replacement: MCG (P508941) *	34,907	17,457	17,450
Life Safety Systems: MCG (P509970)	14,362	11,795	2,567
Planned Lifecycle Asset Replacement: MCG (P509514)*	22,601	13,870	8,731
Resurfacing Parking Lots: MCG (P509914)	12,880	11,182	1,698
Roof Replacement: MCG (P508331) *	27,774	21,461	6,313
ALARF: MCG (P316222)	12,532	-	12,532
FiberNet (P509651)	97,947	80,470	17,477
Apparatus Replacement Program (P451504)	87,698	51,517	36,181
HVAC/Elec Replacement: Fire Stns (P458756)	13,377	8,618	4,759
Resurfacing: Fire Stations (P458429) *	3,429	2,173	1,256
Roof Replacement: Fire Stations (P458629) *	4,385	3,077	1,308
Bridge Design (P509132)	27,623	20,871	6,752
Bridge Preservation Program (P500313)	11,863	9,665	2,198
Bridge Renovation (P509753) *	52,741	29,567	23,174
Permanent Patching: Residential/Rural Roads (P501106)	49,592	41,900	7,692
Residential and Rural Road Rehabilitation (P500914)	96,297	79,636	16,661
Resurfacing Park Roads and Bridge Improvements (P500720)	10,260	8,636	1,624
Resurfacing: Primary/Arterial (P508527) *	70,990	57,126	13,864
Resurfacing: Residential/Rural Roads (P500511)	193,877	170,149	23,728
Sidewalk and Curb Replacement (P508182) *	61,251	48,630	12,621
Street Tree Preservation (P500700)	43,700	36,731	6,969
Bus Priority Program - Minor Projects (P502204)	2,250	448	1,802

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, 2023

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)	955	-	955
Intelligent Transit System (P501801)	16,072	7,454	8,618
Ride On Bus Fleet (P500821)	261,059	181,198	79,861
Facility Planning Parking: Bethesda Parking Lot District (P501313)	1,030	639	391
Facility Planning Parking: Silver Spring Parking Lot District (P501314)	901	607	294
Facility Planning Parking: Wheaton Parking Lot District (P501312)	432	167	265
Parking Bethesda Facility Renovations (P508255) *	31,388	21,815	9,573
Parking Silver Spring Facility Renovations (P508250) *	22,488	14,474	8,014
Parking Wheaton Facility Renovations (P509709) *	1,005	450	555
ADA Compliance: Transportation (P509325) *	11,312	8,637	2,675
Bicycle-Pedestrian Priority Area Improvements (P501532)	14,824	8,776	6,048
Bikeway Program Minor Projects (P507596) *	15,921	6,350	9,571
Facility Planning - Pedestrian Facilities and Bikeways (P502312)	2,085	-	2,085
Sidewalk Program Minor Projects (P506747) *	28,892	21,253	7,639
Transportation Improvements For Schools (P509036) *	2,352	1,815	537
Facility Planning-Roads (P509337)	60,772	54,821	5,951
Public Facilities Roads (P507310) *	1,379	1,112	267
Subdivision Roads Participation (P508000) *	24,259	10,870	13,389
Transportation Feasibility Studies (P502303)	500	-	500
Advanced Transportation Management System (P509399)	62,199	58,908	3,291
Guardrail Projects (P508113) *	3,183	2,546	637
Intersection and Spot Improvements (P507017) *	19,870	13,831	6,039
Neighborhood Traffic Calming (P509523) *	3,251	2,608	643
Pedestrian Safety Program (P500333)	36,682	26,020	10,662
Streetlight Enhancements-CBD/Town Center (P500512)	4,930	4,277	653
Streetlighting (P507055) *	26,542	23,235	3,307
Traffic Signal System Modernization (P500704)	46,166	43,504	2,662
Traffic Signals (P507154) *	53,613	41,962	11,651

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, 2023

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)	8,157	5,344	2,813
Library Refurbishment Level of Effort (P711502)	23,683	13,920	9,763
Cost Sharing: MCG (P720601)	47,975	34,069	13,906
Public Arts Trust (P729658) *	2,773	1,956	817
Recreation Facilities Refurbishment (P722105)	6,167	39	6,128
Swimming Pools Slide Replacement (P722101)	3,089	101	2,988
Ag Land Pres Easements (P788911) *	21,018	11,158	9,860
Facility Planning: Storm Drains (P508180)	8,046	7,002	1,044
Outfall Repairs (P509948)	10,829	8,901	1,928
Storm Drain Culvert Replacement (P501470)	19,900	13,069	6,831
Storm Drain General (P500320)	22,790	16,178	6,612
Facility Planning: Stormwater Management (P809319)	18,769	15,532	3,237
Stormwater Management Facility Major Structural Repair (P800700)	43,044	23,272	19,772
Stormwater Management Retrofit: Countywide (P808726) *	102,530	61,069	41,461
Countywide Facade Easement Program (P762102)	2,171	92	2,079
Facility Planning: HCD (P769375)	3,655	3,322	333
Affordable Housing Acquisition and Preservation (P760100)	338,986	255,162	83,824

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