

Resolution No:	<u>19-463</u>
Introduced:	<u>May 21, 2020</u>
Adopted:	<u>May 21, 2020</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of the FY 2021-2026 Capital Improvements Program, and Approval of and Appropriation for the FY 2021 Capital Budget of the Montgomery County Government

Background

1. Section 302 of the County Charter requires the County Executive to send to the County Council by January 15 in each even-numbered calendar year a 6-year Capital Improvements Program (CIP), which the Executive did on January 15, 2020 for the 6-year period FY 2021-2026. Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.
2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a recommended Capital Budget, which the Executive did on January 15, 2020 for FY 2021.
3. As required by Section 304 of the Charter, the Council held public hearings on the Capital Budget for FY 2021 and on the Recommended CIP for FY 2021-2026 on February 5 and 6, 2020.

Action

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

1. For FY 2021, the Council approves the Capital Budget for the Montgomery County Government and appropriates the amounts by project, which are shown in part I.
2. The Council reappropriates the appropriations made in prior years for all capital projects:
 - a) except as specifically reflected elsewhere in this resolution;
 - b) in the amounts and for the purposes specified in the Approved CIP for FY 2021-2026; and
 - c) to the extent that those appropriations are not expended or encumbered.
3. The County appropriation for Acquisition: Non-Local Parks and Legacy Open Space includes:

P998798	Acquisition Non-Local Parks-County Current Revenue-General	\$200,000
P018710	Legacy Open Space-County Current Revenue-General	\$200,000
P018710	Legacy Open Space-County G.O. Bonds	\$436,000
(\$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	\$6,330,000
County Current Revenue-General	\$3,513,000

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

Upon request, the Chief Administrative Officer or his designee must send a copy of the grant application or description of the proposed use of a formula-driven award to the Executive Director of the Office of the County Council within 3 working days after submitting it to the funding agency.
8. In FY 2021 this resolution appropriates \$22 million to the Affordable Housing Acquisition and Preservation project (P760100). In addition, the Council appropriates any loan repayments associated with the Affordable Housing Acquisition and Preservation project that are received in FY 2019 to this CIP project to be used for affordable housing. The Council also approves amending the FY 2020 expenditure and funding schedule to reflect additional loan repayments.

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

Facility Planning Parking: Bethesda
Facility Planning Parking: Silver Spring
Facility Planning Parking: Wheaton
County Facility Refresh Project (Non-library)
Damascus Depot Improvements
North County Transit Depot
Alternate Emergency Communications Center
Bushey Drive Redevelopment
Hillandale Volunteer Fire Station #24 Renovation/Replacement (Colesville)
Montgomery Village Fire Station #39

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

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

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

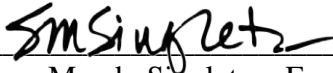
Facility Planning Parking: Bethesda
Facility Planning Parking: Silver Spring
Facility Planning Parking: Wheaton
County Facility Refresh Project (Non-library)
Damascus Depot Improvements
North County Transit Depot
Alternate Emergency Communications Center
Bushey Drive Redevelopment
Hillandale Volunteer Fire Station #24 Renovation/Replacement (Colesville)

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

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

The Bushey Drive Redevelopment will have a requirement for a significant amount of affordable housing to be provided by a private developer.

This is a correct copy of Council action.

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

Selena Mendy Singleton, Esq.
Clerk of the Council

**PART I: FY21 Capital Budget for
Montgomery County Government**

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

Project Name (Project Number)	FY21 Appropriation	Cumulative Appropriation	Total Appropriation
AltaGas-WGL Merger Fund (P362106)	4,530,000	0	4,530,000
Americans with Disabilities Act (ADA): Compliance (P361107)	3,500,000	32,000,000	35,500,000
Asbestos Abatement: MCG (P508728)	120,000	714,000	834,000
Building Envelope Repair (P361501)	1,550,000	7,815,000	9,365,000
Elevator Modernization (P509923)	1,000,000	15,554,000	16,554,000
Energy Conservation: MCG (P507834)	150,000	2,531,000	2,681,000
Energy Systems Modernization (P361302)	10,039,000	81,361,000	91,400,000
Environmental Compliance: MCG (P500918)	1,400,000	16,103,000	17,503,000
Exelon-Pepco Merger Fund (P362105)	1,971,000	0	1,971,000
Facilities Site Selection: MCG (P500152)	25,000	395,000	420,000
Facility Planning: MCG (P508768)	160,000	9,796,000	9,956,000
HVAC/Elec Replacement: MCG (P508941)	2,950,000	13,031,000	15,981,000
Life Safety Systems: MCG (P509970)	625,000	11,862,000	12,487,000
Planned Lifecycle Asset Replacement: MCG (P509514)	1,750,000	13,201,000	14,951,000
Public Safety System Modernization (P340901)	2,274,000	110,752,000	113,026,000
Resurfacing Parking Lots: MCG (P509914)	650,000	10,155,000	10,805,000
Roof Replacement: MCG (P508331)	1,740,000	19,314,000	21,054,000
Life Sciences and Technology Centers (P789057)	600,000	2,270,000	2,870,000
Marriott International Headquarters and Hotel Project (P361703)	5,500,000	11,000,000	16,500,000
White Flint Redevelopment Program (P151200)	(474,000)	4,315,000	3,841,000
White Oak Science Gateway Redevelopment Project (P361701)	(600,000)	48,560,000	47,960,000
ABS Retail Store Refresh (P852101)	1,785,000	0	1,785,000
FiberNet (P509651)	3,081,000	68,938,000	72,019,000
Master Lease: Digital Evidence Data Storage (P342001)	487,000	750,000	1,237,000
ultraMontgomery (P341700)	680,000	3,164,000	3,844,000
Criminal Justice Complex (P421100)	(1,368,000)	4,207,000	2,839,000
Montgomery County Detention Center Partial Demolition and Renovation (P422102)	4,559,000	0	4,559,000
Apparatus Replacement Program (P451504)	6,872,000	50,280,000	57,152,000
Clarksburg Fire Station (P450300)	3,905,000	29,546,000	33,451,000
Fire Stations: Life Safety Systems (P450302)	(141,000)	4,331,000	4,190,000
HVAC/Elec Replacement: Fire Stns (P458756)	650,000	8,877,000	9,527,000
Resurfacing: Fire Stations (P458429)	300,000	2,029,000	2,329,000

**PART I: FY21 Capital Budget for
Montgomery County Government**

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

Project Name (Project Number)	FY21 Appropriation	Cumulative Appropriation	Total Appropriation
Roof Replacement: Fire Stations (P458629)	288,000	2,977,000	3,265,000
White Flint Fire Station 23 (P451502)	(2,544,000)	8,845,000	6,301,000
6th District Police Station (P470301)	954,000	2,109,000	3,063,000
Police Body Armor (P472104)	1,050,000	0	1,050,000
Bridge Design (P509132)	2,168,000	19,461,000	21,629,000
Bridge Preservation Program (P500313)	1,028,000	9,807,000	10,835,000
Bridge Renovation (P509753)	7,176,000	25,085,000	32,261,000
Dennis Ave Bridge M-0194 Replacement (P501701)	255,000	200,000	455,000
Dorsey Mill Road Bridge (P501906)	35,000	0	35,000
Glen Road Bridge (P502102)	10,000	0	10,000
Permanent Patching: Residential/Rural Roads (P501106)	3,150,000	36,992,000	40,142,000
Residential and Rural Road Rehabilitation (P500914)	5,700,000	66,297,000	71,997,000
Resurfacing Park Roads and Bridge Improvements (P500720)	300,000	8,160,000	8,460,000
Resurfacing: Primary/Arterial (P508527)	5,750,000	43,990,000	49,740,000
Resurfacing: Residential/Rural Roads (P500511)	9,000,000	152,877,000	161,877,000
Sidewalk and Curb Replacement (P508182)	3,500,000	40,251,000	43,751,000
Street Tree Preservation (P500700)	2,900,000	31,000,000	33,900,000
Bethesda Metro Station South Entrance (P500929)	7,391,000	94,713,000	102,104,000
Boys Transit Center (P501915)	700,000	620,000	1,320,000
Bus Rapid Transit: MD 355 (P502005)	2,000,000	3,000,000	5,000,000
Bus Rapid Transit: System Development (P501318)	500,000	18,375,000	18,875,000
Bus Rapid Transit: US 29 (P501912)	550,000	31,000,000	31,550,000
Bus Stop Improvements (P507658)	800,000	4,316,000	5,116,000
Intelligent Transit System (P501801)	700,000	13,400,000	14,100,000
Master Leases: Transit Radio System Replacement (P502110)	1,750,000	0	1,750,000
Purple Line (P501603)	20,050,000	13,562,000	33,612,000
Ride On Bus Fleet (P500821)	16,791,000	190,729,000	207,520,000
White Flint Metro Station Access Improvements (P502106)	2,900,000	0	2,900,000
Facility Planning Parking: Bethesda Parking Lot District (P501313)	90,000	720,000	810,000
Facility Planning Parking: Silver Spring Parking Lot District (P501314)	90,000	720,000	810,000
Facility Planning Parking: Wheaton Parking Lot District (P501312)	45,000	360,000	405,000
Parking Bethesda Facility Renovations (P508255)	3,050,000	22,897,000	25,947,000

**PART I: FY21 Capital Budget for
Montgomery County Government**

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

Project Name (Project Number)	FY21 Appropriation	Cumulative Appropriation	Total Appropriation
Parking Silver Spring Facility Renovations (P508250)	427,000	20,793,000	21,220,000
Parking Wheaton Facility Renovations (P509709)	92,000	563,000	655,000
ADA Compliance: Transportation (P509325)	500,000	7,512,000	8,012,000
Bethesda Bikeway and Pedestrian Facilities (P500119)	165,000	8,065,000	8,230,000
Bicycle-Pedestrian Priority Area Improvements (P501532)	11,000	9,895,000	9,906,000
Bicycle-Pedestrian Priority Area Improvements - Purple Line (P502004)	250,000	0	250,000
Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)	334,000	161,000	495,000
Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD (P502002)	902,000	1,519,000	2,421,000
Bikeway Program Minor Projects (P507596)	1,230,000	6,781,000	8,011,000
Bradley Boulevard (MD 191) Improvements (P501733)	1,324,000	0	1,324,000
Capital Crescent Trail (P501316)	4,238,000	52,653,000	56,891,000
Dale Drive Shared Use Path and Safety Improvements (P502109)	1,353,000	0	1,353,000
Falls Road Bikeway and Pedestrian Facility (P500905)	1,640,000	0	1,640,000
Fenton Street Cycletrack (P502001)	1,104,000	715,000	1,819,000
Forest Glen Passageway (P501911)	2,752,000	0	2,752,000
Franklin Avenue Sidewalk (P501734)	1,220,000	346,000	1,566,000
Good Hope Road Shared Use Path (P501902)	1,068,000	779,000	1,847,000
Life Sciences Center Loop Trail (P501742)	375,000	400,000	775,000
MacArthur Blvd Bikeway Improvements (P500718)	742,000	9,102,000	9,844,000
Sidewalk Program Minor Projects (P506747)	2,014,000	16,706,000	18,720,000
Silver Spring Green Trail (P509975)	127,000	1,784,000	1,911,000
Transportation Improvements For Schools (P509036)	209,000	1,516,000	1,725,000
County Service Park Infrastructure Improvements (P501317)	25,000	1,439,000	1,464,000
East Gude Drive Roadway Improvements (P501309)	4,668,000	1,359,000	6,027,000
Facility Planning-Transportation (P509337)	1,405,000	53,937,000	55,342,000
Public Facilities Roads (P507310)	100,000	1,371,000	1,471,000
Subdivision Roads Participation (P508000)	10,582,000	13,577,000	24,159,000
Advanced Transportation Management System (P509399)	1,442,000	56,533,000	57,975,000
Guardrail Projects (P508113)	315,000	1,923,000	2,238,000
Intersection and Spot Improvements (P507017)	2,000,000	10,916,000	12,916,000
Neighborhood Traffic Calming (P509523)	310,000	2,011,000	2,321,000
Pedestrian Safety Program (P500333)	2,750,000	20,912,000	23,662,000

**PART I: FY21 Capital Budget for
Montgomery County Government**

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

Project Name (Project Number)	FY21 Appropriation	Cumulative Appropriation	Total Appropriation
Streetlight Enhancements-CBD/Town Center (P500512)	250,000	3,930,000	4,180,000
Streetlighting (P507055)	1,370,000	20,812,000	22,182,000
Traffic Signal System Modernization (P500704)	1,238,000	41,514,000	42,752,000
Traffic Signals (P507154)	5,335,000	32,113,000	37,448,000
White Flint Traffic Analysis and Mitigation (P501202)	41,000	1,287,000	1,328,000
White Oak Local Area Transportation Improvement Program (P501540)	100,000	200,000	300,000
Child Care Renovations (P601901)	1,927,000	1,750,000	3,677,000
High School Wellness Center (P640902)	1,200,000	5,797,000	6,997,000
Progress Place (P602102)	1,000,000	0	1,000,000
School Based Health & Linkages to Learning Centers (P640400)	629,000	11,370,000	11,999,000
21st Century Library Enhancements Level Of Effort (P711503)	726,000	4,535,000	5,261,000
Library Refurbishment Level of Effort (P711502)	2,322,000	13,630,000	15,952,000
Wheaton Library and Community Recreation Center (P361202)	(1,000,000)	70,859,000	69,859,000
Cost Sharing: MCG (P720601)	2,080,000	33,092,000	35,172,000
Public Arts Trust (P729658)	190,000	1,141,000	1,331,000
Recreation Facility Modernization (P720917)	50,000	150,000	200,000
Wheaton Arts and Cultural Center (P722106)	100,000	0	100,000
Ag Land Pres Easements (P788911)	542,000	12,058,000	12,600,000
Facility Planning: Storm Drains (P508180)	320,000	6,364,000	6,684,000
Outfall Repairs (P509948)	924,000	8,057,000	8,981,000
Storm Drain Culvert Replacement (P501470)	1,200,000	10,300,000	11,500,000
Storm Drain General (P500320)	1,940,000	14,575,000	16,515,000
Facility Planning: Stormwater Management (P809319)	560,000	14,687,000	15,247,000
Stormwater Management Facility Major Structural Repair (P800700)	6,530,000	22,931,000	29,461,000
Stormwater Management Retrofit - Roads (P801300)	(148,000)	15,906,000	15,758,000
Stormwater Management Retrofit - Schools (P801301)	(301,000)	5,382,000	5,081,000
Stormwater Management Retrofit: Countywide (P808726)	27,640,000	68,900,000	96,540,000
Burtonsville Community Revitalization (P760900)	(300,000)	3,040,000	2,740,000
Colesville/New Hampshire Avenue Community Revitalization (P761501)	(1,350,000)	2,070,000	720,000
Countywide Facade Easement Program (P762102)	114,000	0	114,000
Facility Planning: HCD (P769375)	125,000	3,945,000	4,070,000

**PART I: FY21 Capital Budget for
Montgomery County Government**

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

Project Name (Project Number)	FY21 Appropriation	Cumulative Appropriation	Total Appropriation
Affordable Housing Acquisition and Preservation (P760100)*	22,000,000	226,236,000	248,236,000
Total - Montgomery County Government	281,425,000	2,385,213,000	2,666,638,000

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

PART II: Revised Projects

The approved projects described in this section were revised from, or were not included among, the projects as recommended by the County Executive in the County Executive's Recommended FY21 Capital Budget and Capital Improvements Program FY21 - FY26 as of 15-Jan-2020. These projects are approved.

Project Number	Project Name
P362106	AltaGas-WGL Merger Fund
P361107	Americans with Disabilities Act (ADA): Compliance
P507834	Energy Conservation: MCG
P361103	EOB HVAC Renovation
P362105	Exelon-Pepco Merger Fund
P508768	Facility Planning: MCG
P509514	Planned Lifecycle Asset Replacement: MCG
P500727	Red Brick Courthouse Structural Repairs
P361702	Rockville Core
P508331	Roof Replacement: MCG
P789057	Life Sciences and Technology Centers
P361703	Marriott International Headquarters and Hotel Project
P150401	Wheaton Redevelopment Program
P361701	White Oak Science Gateway Redevelopment Project
P852101	ABS Retail Store Refresh
P361113	Old Blair Auditorium Reuse
P509651	FiberNet
P421100	Criminal Justice Complex
P422102	Montgomery County Detention Center Partial Demolition and Renovation
P451504	Apparatus Replacement Program
P450300	Clarksburg Fire Station
P458756	HVAC/Elec Replacement: Fire Stns
P450105	Rockville Fire Station 3 Renovation
P451502	White Flint Fire Station 23
P470301	6th District Police Station
P472104	Police Body Armor
P472102	Public Safety Communications Center, Phase II, Electrical Distribution and HVAC Upgrade
P501903	Beach Drive Bridge
P509753	Bridge Renovation
P500914	Residential and Rural Road Rehabilitation
P500720	Resurfacing Park Roads and Bridge Improvements
P508527	Resurfacing: Primary/Arterial
P500511	Resurfacing: Residential/Rural Roads
P508182	Sidewalk and Curb Replacement

PART II: Revised Projects

The approved projects described in this section were revised from, or were not included among, the projects as recommended by the County Executive in the County Executive's Recommended FY21 Capital Budget and Capital Improvements Program FY21 - FY26 as of 15-Jan-2020. These projects are approved.

Project Number	Project Name
P500700	Street Tree Preservation
P501915	Boyd's Transit Center
P502005	Bus Rapid Transit: MD 355
P501318	Bus Rapid Transit: System Development
P501801	Intelligent Transit System
P502110	Master Leases: Transit Radio System Replacement
P500821	Ride On Bus Fleet
P502107	Ride On Bus Route Restructuring Study
P501914	White Flint Metro Station Northern Entrance
P508255	Parking Bethesda Facility Renovations
P508250	Parking Silver Spring Facility Renovations
P509325	ADA Compliance: Transportation
P500119	Bethesda Bikeway and Pedestrian Facilities
P502108	Bowie Mill Road Bikeway
P501733	Bradley Boulevard (MD 191) Improvements
P501316	Capital Crescent Trail
P502109	Dale Drive Shared Use Path and Safety Improvements
P500905	Falls Road Bikeway and Pedestrian Facility
P501917	Goldsboro Road Sidewalk and Bikeway
P501902	Good Hope Road Shared Use Path
P501742	Life Sciences Center Loop Trail
P500718	MacArthur Blvd Bikeway Improvements
P501110	Metropolitan Branch Trail
P501303	Seven Locks Bikeway and Safety Improvements
P506747	Sidewalk Program Minor Projects
P500102	Bethesda CBD Streetscape
P501117	Dedicated but Unmaintained County Roads
P501309	East Gude Drive Roadway Improvements
P509337	Facility Planning-Transportation
P500338	Highway Noise Abatement
P501404	MCG Reconciliation PDF
P501507	Observation Drive Extended
P501506	White Flint West Workaround
P509399	Advanced Transportation Management System

PART II: Revised Projects

The approved projects described in this section were revised from, or were not included among, the projects as recommended by the County Executive in the County Executive's Recommended FY21 Capital Budget and Capital Improvements Program FY21 - FY26 as of 15-Jan-2020. These projects are approved.

Project Number	Project Name
P507017	Intersection and Spot Improvements
P501202	White Flint Traffic Analysis and Mitigation
P601502	Avery Road Treatment Center
P601901	Child Care Renovations
P640902	High School Wellness Center
P602001	Men's Emergency Homeless Shelter Addition
P640400	School Based Health & Linkages to Learning Centers
P711503	21st Century Library Enhancements Level Of Effort
P710500	Clarksburg Library
P711502	Library Refurbishment Level of Effort
P720601	Cost Sharing: MCG
P721503	Kennedy Shriver Aquatic Center Building Envelope Improvement
P721902	Martin Luther King, Jr. Indoor Swim Center Renovation
P729658	Public Arts Trust
P722105	Recreation Facilities Refurbishment
P721701	South County Regional Recreation and Aquatic Center
P722101	Swimming Pools Slide Replacement
P722106	Wheaton Arts and Cultural Center
P508180	Facility Planning: Storm Drains
P501470	Storm Drain Culvert Replacement
P500320	Storm Drain General
P760900	Burtonsville Community Revitalization
P761501	Colesville/New Hampshire Avenue Community Revitalization
P762102	Countywide Facade Easement Program
P762101	Affordable Housing Opportunity Fund



AltaGas-WGL Merger Fund (P362106)

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

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	205	-	-	205	150	55	-	-	-	-	-
Construction	6,795	-	-	6,795	4,380	1,121	1,294	-	-	-	-
TOTAL EXPENDITURES	7,000	-	-	7,000	4,530	1,176	1,294	-	-	-	-

FUNDING SCHEDULE (\$000s)

Utility Merger Funds	7,000	-	-	7,000	4,530	1,176	1,294	-	-	-	-
TOTAL FUNDING SOURCES	7,000	-	-	7,000	4,530	1,176	1,294	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	4,530	Year First Appropriation	
Appropriation FY 22 Request	1,176	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

FY21: Animal Shelter; Olney Swim Center; Germantown Indoor Swim Center; Damascus Community Recreation Center

FY22: Rothgeb Worker Center; Kennedy Shriver Aquatic Center (KSAC); Potomac Community Recreation Center

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

A total of \$7.0 million was originally appropriated in the Restricted Donation Fund in FY19 for funding energy efficiency improvements in public buildings. The full amount of this funding will be shifted into this CIP project in FY21 for improved expenditure tracking and scheduling.

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

COORDINATION

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



Americans with Disabilities Act (ADA): Compliance

(P361107)

Category	General Government	Date Last Modified	04/30/20
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	14,923	9,961	762	4,200	700	700	700	700	700	700	-
Site Improvements and Utilities	22,788	5,861	5,527	11,400	1,900	1,900	1,900	1,900	1,900	1,900	-
Construction	19,162	2,858	5,204	11,100	1,850	1,850	1,850	1,850	1,850	1,850	-
Other	1,127	690	137	300	50	50	50	50	50	50	-
TOTAL EXPENDITURES	58,000	19,370	11,630	27,000	4,500	4,500	4,500	4,500	4,500	4,500	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	3,235	-	235	3,000	500	500	500	500	500	500	-
G.O. Bonds	43,401	8,006	11,395	24,000	4,000	4,000	4,000	4,000	4,000	4,000	-
PAYGO	11,364	11,364	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	58,000	19,370	11,630	27,000	4,500	4,500	4,500	4,500	4,500	4,500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	3,500	Year First Appropriation	FY11
Appropriation FY 22 Request	4,500	Last FY's Cost Estimate	50,000
Cumulative Appropriation	32,000		
Expenditure / Encumbrances	24,342		
Unencumbered Balance	7,658		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

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

COST CHANGE

Addition of FY25 and FY26 to this level-of-effort project. FY20 expenditures was reduced based on the implementation schedule.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Energy Conservation: MCG (P507834)

Category	General Government	Date Last Modified	05/13/20
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	421	124	99	198	33	33	33	33	33	33	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	235	-	235	-	-	-	-	-	-	-	-
Construction	2,742	1,058	982	702	117	117	117	117	117	117	-
Other	10	4	6	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	3,431	1,209	1,322	900	150	150	150	150	150	150	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	4	-	4	-	-	-	-	-	-	-	-
G.O. Bonds	2,159	433	826	900	150	150	150	150	150	150	-
State Aid	449	-	449	-	-	-	-	-	-	-	-
Utility Incentives	819	776	43	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,431	1,209	1,322	900	150	150	150	150	150	150	-

OPERATING BUDGET IMPACT (\$000s)											
Energy				(240)	(40)	(40)	(40)	(40)	(40)	(40)	
NET IMPACT				(240)	(40)	(40)	(40)	(40)	(40)	(40)	

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 21 Request		150	Year First Appropriation								FY78
Appropriation FY 22 Request		150	Last FY's Cost Estimate								3,131
Cumulative Appropriation		2,531									
Expenditure / Encumbrances		1,483									
Unencumbered Balance		1,048									

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

Cost increase due to the addition of FY25 and FY26 to this level-of-effort-project

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

Department of General Services, - Advanced Energy Initiative, and Energy Modernization Program.



EOB HVAC Renovation (P361103)

Category	General Government	Date Last Modified	05/15/20
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	800	-	-	800	-	-	-	-	800	-	-
Construction	6,800	-	-	6,800	-	-	-	-	6,800	-	-
Other	400	-	400	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	8,000	-	400	7,600	-	-	-	-	7,600	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,000	-	400	7,600	-	-	-	-	7,600	-	-
TOTAL FUNDING SOURCES	8,000	-	400	7,600	-	-	-	-	7,600	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY20
Appropriation FY 22 Request	-	Last FY's Cost Estimate	8,000
Cumulative Appropriation	2,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,000		

PROJECT DESCRIPTION

This project provides for the procurement and partial compensation of an Energy Service Company (ESCO) to replace the outdated and energy-inefficient HVAC systems in the Executive Office Building (EOB) located at 101 Monroe Street, Rockville, Maryland. The ESCO analyzes, designs, and constructs the energy-efficient Heating Ventilation, and Air Conditioning (HVAC) replacement systems. In return, the ESCO receives a portion of the saved energy costs in addition to direct compensation.

LOCATION

101 Monroe St. Rockville, Maryland.

ESTIMATED SCHEDULE

A comprehensive study to explore options for ESCO and renovation work at the EOB is scheduled to occur in FY20. The results of this study, expected in FY21, will determine the project's final scope, schedule, and cost.

PROJECT JUSTIFICATION

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

COORDINATION

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

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Exelon-Pepco Merger Fund (P362105)

Category	General Government	Date Last Modified	05/15/20
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	56	-	-	56	56	-	-	-	-	-
Construction	6,144	-	-	6,144	1,915	1,942	2,287	-	-	-
TOTAL EXPENDITURES	6,200	-	-	6,200	1,971	1,942	2,287	-	-	-

FUNDING SCHEDULE (\$000s)

Utility Merger Funds	6,200	-	-	6,200	1,971	1,942	2,287	-	-	-
TOTAL FUNDING SOURCES	6,200	-	-	6,200	1,971	1,942	2,287	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,971	Year First Appropriation	
Appropriation FY 22 Request	1,942	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

FY21: Upper County Community Recreation Center and Pool; Margaret Schweinhaut Senior Center, Scotland Neighborhood Recreation Center; Holiday Park Senior Center; Gwendolyn Coffield Community Recreation Center, David F. Bone Equipment Maintenance and Transit Operations Center (EMTOC); Potomac Community Recreation Center; and Fire Station #10 (Cabin John Volunteer Fire Station)

FY22: Jane Lawton Community Recreation Center; Public Safety Headquarters (PSHQ); Veteran's Plaza Civic Center; Gaithersburg Highway Maintenance Facility; Fire and Rescue Maintenance Depot (Southlawn); and Alternate Emergency Communications Center

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

A total of \$6.7 million was originally appropriated in the Restricted Donation Fund in FY19. Approximately \$500,000 is expected to be spent in FY20 from the Restricted Donation Fund to fund the initial round of projects, including: Potomac Library, Upper County Community Recreation Center and Pool, Bethesda-Chevy Chase Regional Services Center, and Margaret Schweinhaut Senior Center. The remaining funds of \$6.2 million will be shifted to this new CIP in FY21.

Projects are also expected to be eligible for utility incentives during and after implementation; utility incentives will offset the use of the merger funds. Merger funds

cannot be used to supplant existing County funding for projects, including staff charges.

COORDINATION

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



Facility Planning: MCG (P508768)

Category	General Government	Date Last Modified	05/15/20
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	10,528	8,729	239	1,560	260	260	260	260	260	260	-
Land	87	87	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	7	7	-	-	-	-	-	-	-	-	-
Construction	412	412	-	-	-	-	-	-	-	-	-
Other	222	222	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	11,256	9,457	239	1,560	260	260	260	260	260	260	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	10,611	8,812	239	1,560	260	260	260	260	260	260	-
Current Revenue: Solid Waste Disposal	20	20	-	-	-	-	-	-	-	-	-
G.O. Bonds	625	625	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	11,256	9,457	239	1,560	260	260	260	260	260	260	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	160	Year First Appropriation	FY87
Appropriation FY 22 Request	260	Last FY's Cost Estimate	10,836
Cumulative Appropriation	9,796		
Expenditure / Encumbrances	9,474		
Unencumbered Balance	322		

PROJECT DESCRIPTION

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

COST CHANGE

Addition of FY25 and FY26 to this level-of-effort project. \$100,000 of funding is shifted to the new Wheaton Arts and Cultural Center CIP (P722106) to continue planning for that project in FY21.

PROJECT JUSTIFICATION

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

OTHER

The study proposals under this program are developed in conjunction with program departments, the Department of General Services, the Office of Management and Budget (OMB), and consultants to ensure accurate program requirements. Planning studies are underway or to be completed in FY20 or FY21 are listed on the next page. This list includes projects that will potentially be considered for inclusion as stand-alone projects in the future years. Other projects not listed may be planned under urgent situations. Planning for future fire stations will be considered if response time or population data warrant such a need.

FISCAL NOTE

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

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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

CANDIDATE PROJECTS

- **4TH DISTRICT POLICE STATION (WHEATON-GLENMONT)**
- **ALTERNATE EMERGENCY COMMUNICATIONS CENTER**
- **CLARKSBURG LIBRARY**
- **COUNTY FACILITY REFRESH (NON-LIBRARY)**
- **DAMASCUS DEPOT**
- **MONTGOMERY VILLAGE FIRE STATION #39**
- **NORTH COUNTY TRANSIT DEPOT**

STUDIES UNDERWAY OR PLANNED FOR FY21

- **BETHESDA REGIONAL COMMUNITY RECREATION CENTER**
- **BUSHEY DRIVE REDEVELOPMENT**
- **CHEVY CHASE LIBRARY REDEVELOPMENT**
- **HILLANDALE FIRE STATION #24 RENOVATION/REPLACEMENT (COLESVILLE)**
- **POOLESVILLE DEPOT**
- **POOLESVILLE SERVICES CO-LOCATION STUDY**
- **WHEATON ARTS AND HUMANITIES CENTER (SEE NOTE #2 BELOW)**
- **WHEATON PARKING LOT #13 REDEVELOPMENT**

NOTE #1: AS OPPORTUNITIES OCCUR, COUNTY FACILITIES IN NEED OF REHABILITATION AND/OR EXPANSION MAY BE CONSIDERED FOR FACILITY PLANNING TO LEVERAGE NON-COUNTY FUNDING. EXAMPLES OF SUCH OPPORTUNITIES WOULD BE WHEN REDEVELOPMENT OCCURS OR WHEN LOCAL VOLUNTEER FIRE/RESCUE DEPARTMENTS RENOVATE, ADD TO, OR REPLACE VOLUNTEER-OWNED FIRE STATIONS. EXAMPLES OF PROJECTS WHERE REDEVELOPMENT COULD OCCUR INCLUDE THE 4TH AND 5TH DISTRICT POLICE STATIONS.

NOTE #2: PLANNING FOR THIS PROJECT HAS BEEN MOVED TO A NEW STAND-ALONE PROJECT FOR FY21, WHEATON ARTS AND CULTURAL CENTER (P722106).



Planned Lifecycle Asset Replacement: MCG (P509514)

Category	General Government	Date Last Modified	05/19/20
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,120	2,109	111	2,900	350	510	510	510	510	510	-
Land	15	15	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	481	481	-	-	-	-	-	-	-	-	-
Construction	22,027	6,043	4,384	11,600	1,400	2,040	2,040	2,040	2,040	2,040	-
Other	58	58	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	27,701	8,706	4,495	14,500	1,750	2,550	2,550	2,550	2,550	2,550	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	220	-	220	-	-	-	-	-	-	-	-
G.O. Bonds	21,317	2,542	4,275	14,500	1,750	2,550	2,550	2,550	2,550	2,550	-
PAYGO	6,164	6,164	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	27,701	8,706	4,495	14,500	1,750	2,550	2,550	2,550	2,550	2,550	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	1,750	Year First Appropriation	FY95
Appropriation FY 22 Request	2,550	Last FY's Cost Estimate	22,201
Cumulative Appropriation	13,201		
Expenditure / Encumbrances	10,407		
Unencumbered Balance	2,794		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

FY21: Colesville Health Center, 401 Hungerford Drive.

FY22: Equipment and component replacements at various County facilities to be determined.

COST CHANGE

Addition of FY25 and FY26 to this level-of-effort-project. FY21 funding decreased by \$500,000 due to fiscal constraints; annual funding level between FY22 and FY26 increased by \$300,000.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services.



Red Brick Courthouse Structural Repairs (P500727)

Category	General Government	Date Last Modified	03/25/20
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Rockville	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,629	291	-	2,338	-	-	-	1,062	604	672	-
Site Improvements and Utilities	428	-	-	428	-	-	-	-	214	214	-
Construction	7,556	295	-	7,261	-	-	-	-	2,214	5,047	-
TOTAL EXPENDITURES	10,613	586	-	10,027	-	-	-	1,062	3,032	5,933	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	10,613	586	-	10,027	-	-	-	1,062	3,032	5,933	-
TOTAL FUNDING SOURCES	10,613	586	-	10,027	-	-	-	1,062	3,032	5,933	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY07
Appropriation FY 22 Request	-	Last FY's Cost Estimate	19,464
Cumulative Appropriation	2,351		
Expenditure / Encumbrances	588		
Unencumbered Balance	1,763		

PROJECT DESCRIPTION

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

LOCATION

29 Courthouse Square Rockville, Maryland 20850.

ESTIMATED SCHEDULE

Project schedule is updated to reflect a revised scope.

COST CHANGE

Updated costs to reflect a reduced project scope for structural stabilization only.

PROJECT JUSTIFICATION

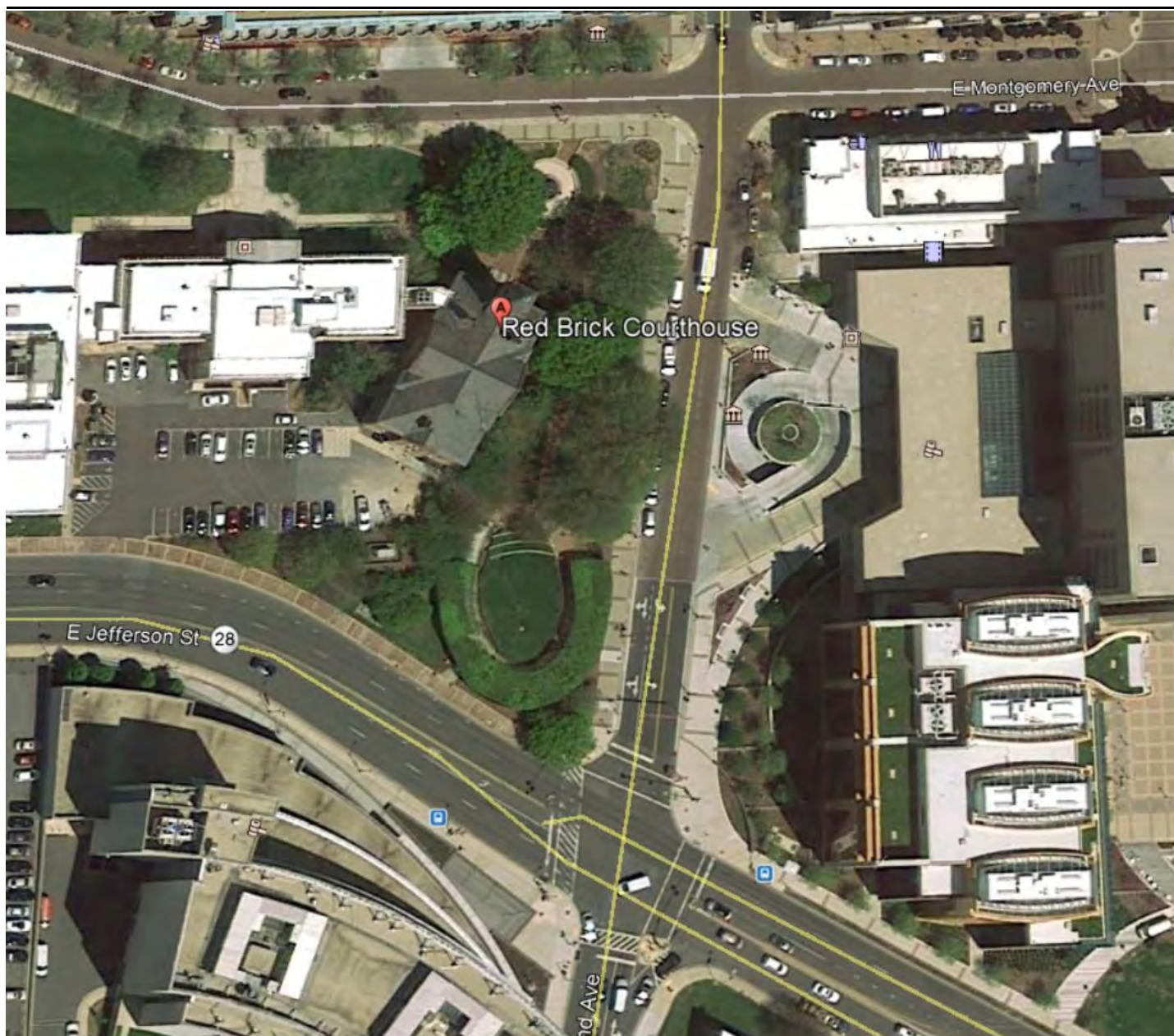
For Phase I, a structural engineer determined that some areas of the terra cotta arch and beam flooring system have been compromised by modifications that have been made for various electrical, mechanical, and plumbing systems. Access to certain areas on the first and second floors will be restricted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

OTHER

This facility has been designated as a historic structure.

COORDINATION

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





Rockville Core (P361702)

Category	General Government	Date Last Modified	05/18/20
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Rockville	Status	Under Construction

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,012	1,035	989	988	988	-	-	-	-	-	-
Site Improvements and Utilities	100	-	52	48	48	-	-	-	-	-	-
Construction	21,235	624	13,927	6,684	6,684	-	-	-	-	-	-
Other	1,172	7	605	560	560	-	-	-	-	-	-
TOTAL EXPENDITURES	25,519	1,666	15,573	8,280	8,280	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
Long-Term Financing	25,519	1,666	15,573	8,280	8,280	-	-	-	-	-	-
TOTAL FUNDING SOURCES	25,519	1,666	15,573	8,280	8,280	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)									
Maintenance			2,334	389	389	389	389	389	389
Energy			-	-	-	-	-	-	-
Program-Other			-	-	-	-	-	-	-
Cost Savings			(18,834)	(1,495)	(3,138)	(3,295)	(3,459)	(3,633)	(3,814)
NET IMPACT			(16,500)	(1,106)	(2,749)	(2,906)	(3,070)	(3,244)	(3,425)

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	-	Year First Appropriation	FY16
Appropriation FY 22 Request	-	Last FY's Cost Estimate	25,519
Cumulative Appropriation	25,519		
Expenditure / Encumbrances	1,976		
Unencumbered Balance	23,543		

PROJECT DESCRIPTION

This project provides for the planning, design, and renovation of the Grey Courthouse. The Grey Courthouse work includes renovation of approximately 91,000 GSF (56,000 net square feet) of office space for occupancy by various County departments currently in leased space.

LOCATION

27 Courthouse Square, Rockville, Maryland 20850.

ESTIMATED SCHEDULE

Design began in Summer 2017. Construction will be completed in Fall 2020.

PROJECT JUSTIFICATION

Montgomery County Strategic Space Planning Study for the Grey Courthouse was completed in November 2012. The study confirmed that various departments could be relocated from leased space into the facility. The Government Core Facilities Optimization Master Plan Study (funded under Project:500721) analyzed short and long-term growth needs, speed and ease of implementation, cost effectiveness, creation of a suitable government complex, as well as improvement of government services and accessibility. The Government Core Facilities Optimization Master Plan Study noted that additional parking would need to be provided upon occupancy of the Grey Courthouse. This project came about as a part of a comprehensive analysis of maximizing the use of County versus leased space.

FISCAL NOTE

This project will be financed with appropriation-backed debt funded through lease savings. Two supplemental appropriations were approved by the Council; in FY19 for \$20,990,000 and in FY20 for \$2,253,000, using long-term financing.

DISCLOSURES

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

COORDINATION

PEPCO, Department of Transportation, Maryland Department of Transportation, and the City of Rockville. Departments which may be moving into the renovated

Grey Courthouse include the Department of Technology Services (ERP offices), Department of Health and Human Services, Office of Procurement, CountyStat, Office of Human Resources (Training), Office of Medical Services, Department of Finance, and Community Use of Public Facilities. Special Projects Legislation (Expedited Bill No. 21-18) was adopted by Council June 19, 2018.



Roof Replacement: MCG (P508331)

Category	General Government	Date Last Modified	05/19/20
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	8,333	5,009	774	2,550	350	440	440	440	440	440	-
Site Improvements and Utilities	16	-	16	-	-	-	-	-	-	-	-
Construction	22,545	8,552	3,603	10,390	1,390	1,800	1,800	1,800	1,800	1,800	-
Other	1,360	1,360	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	32,254	14,921	4,393	12,940	1,740	2,240	2,240	2,240	2,240	2,240	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	32,254	14,921	4,393	12,940	1,740	2,240	2,240	2,240	2,240	2,240	-
TOTAL FUNDING SOURCES	32,254	14,921	4,393	12,940	1,740	2,240	2,240	2,240	2,240	2,240	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)				
Appropriation FY 21 Request	1,740	Year First Appropriation	FY96	
Appropriation FY 22 Request	2,240		Last FY's Cost Estimate	28,274
Cumulative Appropriation	19,314			
Expenditure / Encumbrances	15,488			
Unencumbered Balance	3,826			

PROJECT DESCRIPTION

This project provides for major roof replacement of County buildings.

ESTIMATED SCHEDULE

FY21: Bethesda Pool, Wheaton-Glenmont Pool, Upper County Pool, Western County Pool, Seven Locks Maintenance Building.

FY22: Will evaluate and replace five (5) roofs in the lowest-ranked condition.

COST CHANGE

Project cost change due to the addition of FY25 and FY26 to this level-of-effort project. FY21 funding level decreased by \$500,000 due to fiscal constraints.

PROJECT JUSTIFICATION

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

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services



Life Sciences and Technology Centers (P789057)

Category	General Government	Date Last Modified	04/14/20
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,821	1,721	-	100	100	-	-	-	-	-	-
Land	39	39	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	73	73	-	-	-	-	-	-	-	-	-
Construction	909	175	234	500	500	-	-	-	-	-	-
Other	28	12	16	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,870	2,020	250	600	600	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	1,600	1,556	44	-	-	-	-	-	-	-	-
G.O. Bonds	616	410	206	-	-	-	-	-	-	-	-
PAYGO	54	54	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	600	-	-	600	600	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,870	2,020	250	600	600	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	600	Year First Appropriation	FY90
Appropriation FY 22 Request	-	Last FY's Cost Estimate	2,270
Cumulative Appropriation	2,270		
Expenditure / Encumbrances	2,270		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project has supported a myriad of enhancements related to the County's life sciences and entrepreneurial climate. This project originally provided funds to design and construct the public amenities at the Shady Grove Life Sciences Center. The project has supported the development and land use plans for the Germantown Life Sciences Park (GLSP) and the Site II development. Additionally, the project has supported the development of the Germantown and Rockville business incubators and upgrades to the Silver Spring incubator. Specific tasks included feasibility studies, due diligence, refining Programs of Requirements (PORs), design and construction. Additions to the original project scope included: revised development and subdivision plans to increase site density (FY00); sub-division plans for prospective Life Sciences and Technology Centers (FY03); planning for the Rockville incubator (FY07); and the pursuit of all needed steps for Site II to be accepted into the Maryland Voluntary Clean-Up Program (FY11). This project may also be used for incubator renovations, the preliminary development of other incubators, tech parks, or other economic development capital projects should future new opportunities become available. In FY21, this project will provide funds for the conversion of excess office space into wet labs in the lab corridor of the Germantown Innovation Center.

ESTIMATED SCHEDULE

The project will be completed by June 30, 2021, including formal cost estimates, design, construction and all tasks necessary to renovate the Germantown Innovation Center through the creation of additional wet lab space.

COST CHANGE

The project costs are adjusted to fund additional wet lab space in the Germantown Innovation Center.

PROJECT JUSTIFICATION

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

OTHER

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

COORDINATION

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



Marriott International Headquarters and Hotel Project

(P361703)

Category	General Government	Date Last Modified	01/07/20
SubCategory	Economic Development	Administering Agency	County Executive
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	22,000	5,500	5,500	11,000	5,500	5,500	-	-	-	-	-
TOTAL EXPENDITURES	22,000	5,500	5,500	11,000	5,500	5,500	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Economic Development Fund	11,000	-	-	11,000	5,500	5,500	-	-	-	-	-
Recordation Tax Premium (MCG)	11,000	5,500	5,500	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	22,000	5,500	5,500	11,000	5,500	5,500	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	5,500	Year First Appropriation	
Appropriation FY 22 Request	5,500	Last FY's Cost Estimate	22,000
Cumulative Appropriation	11,000		
Expenditure / Encumbrances	5,500		
Unencumbered Balance	5,500		

PROJECT DESCRIPTION

This grant provides for the retention of Marriott International, Inc.'s new \$500 million headquarters facility in Montgomery County. The facility will be approximately 700,000 square feet in size and include an adjacent Marriott brand hotel. The headquarters building will house upwards of 3,250 permanent full-time employees and equivalent contract workers, as well as 250 part-time workers and equivalent contract workers.

LOCATION

7730 Wisconsin Avenue, Bethesda, Maryland

ESTIMATED SCHEDULE

Facility to be delivered in late 2022.

PROJECT JUSTIFICATION

The County and the State have a unique economic development opportunity to retain the global headquarters of Marriott International, Inc. (currently ranked 221 on the Fortune 500 Company list) and its 3,500 employees in the County, and to also induce approximately \$500 million in capital investment from the project to construct a new 700,000 square feet Class A office building and a new hotel in the downtown Bethesda area. The grant made to Marriott International, Inc., will be recouped directly from the incremental real and personal property tax generated from the project in less than seven years, above and beyond the \$1.2 billion in direct and indirect economic impacts that Marriott International, Inc. creates in the State of Maryland.

FISCAL NOTE

The State of Maryland will contribute \$22 million towards this project. The State's contribution will be made directly to Marriott International, Inc. The terms of the Marriott agreement required appropriation of \$11 million in FY17. Annual payments began in FY19. Currently, the funding sources are assumed to be Recordation Tax Premium and the Economic Development Fund. The source of funds may be revised in the future.

COORDINATION

Department of Transportation, Department of Permitting Services, Department of Finance, Maryland Department of Commerce, and Maryland State Highway Administration



Wheaton Redevelopment Program (P150401)

Category	General Government	Date Last Modified	05/05/20
SubCategory	Economic Development	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Under Construction

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	33,665	21,819	8,759	3,087	3,087	-	-	-	-	-	-
Land	1,011	1,011	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,477	1,477	-	-	-	-	-	-	-	-	-
Construction	134,888	74,278	57,610	3,000	3,000	-	-	-	-	-	-
Other	8,287	519	7,768	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	179,328	99,104	74,137	6,087	6,087	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	862	-	862	-	-	-	-	-	-	-	-
Current Revenue: General	1,212	750	462	-	-	-	-	-	-	-	-
Current Revenue: Permitting Services	20,991	20,991	-	-	-	-	-	-	-	-	-
Current Revenue: Solid Waste Disposal	8,876	8,287	589	-	-	-	-	-	-	-	-
Federal Aid	418	417	1	-	-	-	-	-	-	-	-
G.O. Bonds	78,663	52,821	23,245	2,597	2,597	-	-	-	-	-	-
Land Sale	12,650	-	12,650	-	-	-	-	-	-	-	-
Long-Term Financing	39,818	-	36,328	3,490	3,490	-	-	-	-	-	-
PAYGO	15,088	15,088	-	-	-	-	-	-	-	-	-
State Aid	750	750	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	179,328	99,104	74,137	6,087	6,087	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY04
Appropriation FY 22 Request	-	Last FY's Cost Estimate	179,328
Cumulative Appropriation	179,328		
Expenditure / Encumbrances	170,186		
Unencumbered Balance	9,142		

PROJECT DESCRIPTION

This project provides for the planning, studies, design, and construction of an office building, public parking garage, and a town square on the site of Parking Lot 13 and the Mid-County Regional Services Center (RSC) in Wheaton. The project components include 1) an approximately 308,100 square feet (s.f.) office building to be owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC); 2) an approximately 400 space underground public parking garage to be delivered to the Wheaton Parking Lot District (PLD); and 3) a town square located on Lot 13 and the current RSC site. The new headquarters for M-NCPPC will occupy approximately 132,000 s.f. of the building, including space for a child care facility. The remainder of the building space will be used by the County for office and retail under a long-term lease agreement. The County intends to use its space for nearly 12,000 s.f. of street front retail space and move offices of the RSC, Wheaton Urban District, Department of Environmental Protection (DEP), Department of Permitting Services (DPS), Department of Recreation, the Community Use of Public Facilities (CUPF), and Environmental Health Regulatory Services in the Department of Health and Human Services (DHHS) to this building. The building will have a geothermal heating and cooling system which is likely to result in LEED Platinum certification for the office building. After the building is delivered to M-NCPPC, the Commission will transfer the ownership of the parcels at 8787 Georgia Avenue in Silver Spring and 11200 Amherst Avenue in Wheaton to the County. The County will then transfer 8787 Georgia Avenue to the developer who will develop a privately financed mixed-use project on the site. The delivery will include air rights above the land over the parking garage for the space comprising the office building and over that portion of the land located between the building and Reddie Drive. The Town Square will be maintained and programmed by the RSC for community benefit. Publicly available WiFi will be among those community benefits. The obligations and relationship between County Government and M-NCPPC for the project are reflected in a Memorandum of Understanding dated May 31, 2013 and will be explicitly set forth in the Binding Agreements between the parties. This PDF also includes \$650,000 for consulting services to provide 1) a comprehensive parking study to identify potential redevelopment disruptions to the public parking supply and any related impacts of existing businesses and to identify potential mitigation options; 2) planning studies to review potential models and approaches to creating local jobs and job training opportunities prior to and during redevelopment, including relevant case examples in Montgomery County as well as innovative models from other local and national jurisdictions; and 3) a business assessment study to determine the number of businesses and the magnitude of the impact. The business assessment study is needed to support Council Bill 6-12 for the establishment of service provision and technical assistance to those small businesses adversely impacted by a County redevelopment project.

LOCATION

Montgomery County Public Parking Lot 13, between Grandview Avenue and Triangle Lane; the RSC site on Reddie Drive, Wheaton; 8787 Georgia Avenue,

ESTIMATED SCHEDULE

The project design started in July 2014 and construction began in June 2017. Demolition of the RSC site began in February 2018. The Town Square and the substantial completion of the office building are scheduled to be completed by late Spring 2020. Close-out activities are expected to be implemented in the beginning of FY21.

PROJECT JUSTIFICATION

The Wheaton Redevelopment Program was established in 2000 with the goal of encouraging private reinvestment through targeted, complementary public investment. The complementary public investment that Wheaton most needs is investment in creating a centrally located public space and a daytime population that together will contribute to an 18-hour economy in downtown Wheaton. It is expected that this public investment will leverage private investment, some of which is already occurring in Wheaton. Plans & Studies: Wheaton CBD and Vicinity Sector Plan (2011), State of Maryland designation as a Smart Growth and TOD site (2010), Urban Land Institute Technical Assistance Panel (2009), the International Downtown Association Advisory report (2008), Wheaton's Public Safety Audit (2004), the Wheaton Redevelopment Advisory Committee visioning process for the Wheaton core; National Mainstreet Center Planning Study (2000), and WRAC activities since established in 2000.

FISCAL NOTE

Minor project funding includes: 1) \$418,000 FY09 Federal grant, funded through the SAFETEA-LU transportation act; 2) A developer contribution of \$861,940 from M-NCPPC Public Use Space and Amenity Fund (November 5, 2010 Planning Board Resolution, 10-149, Site Plan 820110010); and 3) \$350,000 FY14 and FY15 State aid to support facade improvements and a pilot solar-powered trash compactor program. State aid reflects actual spending and reimbursements. Non-tax supported long-term financing and PAYGO will be used to finance the costs for DEP, DPS and CUPF facility space. Per County Code §11B-45(f), \$4.25 million, or 25 percent, of the land sale proceeds from the sale of the M-NCPPC Headquarters property in Silver Spring must be transferred to the Housing Initiative Fund. The remaining proceeds after taxes are used to finance the project costs. Total project costs include \$8,930,000 for streetscape and facade work funded through FY12. The residential development on Lot 13 will not be funded in this PDF. Expenditure and funding schedules are adjusted to align with construction of the office building and to reflect updated space allocations. The original terms of the development agreement with the private development partner assumed the private developer would build a residential development in Lot 13. The developer subsequently notified the County that they do not intend to move forward with the Lot 13 project.

DISCLOSURES

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



White Oak Science Gateway Redevelopment Project

(P361701)

Category	General Government	Date Last Modified	03/06/20
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Colesville-White Oak and Vicinity	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,921	921	200	800	200	200	200	200	-	-	-
Site Improvements and Utilities	5,779	3,089	2,690	-	-	-	-	-	-	-	-
Construction	40,000	-	-	40,000	800	2,500	8,000	10,000	6,200	12,500	-
Other	260	12	248	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	47,960	4,022	3,138	40,800	1,000	2,700	8,200	10,200	6,200	12,500	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	160	-	160	-	-	-	-	-	-	-	-
G.O. Bonds	44,610	832	2,978	40,800	1,000	2,700	8,200	10,200	6,200	12,500	-
PAYGO	3,190	3,190	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	47,960	4,022	3,138	40,800	1,000	2,700	8,200	10,200	6,200	12,500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	(600)	Year First Appropriation	FY17
Appropriation FY 22 Request	-	Last FY's Cost Estimate	48,960
Cumulative Appropriation	48,560		
Expenditure / Encumbrances	5,429		
Unencumbered Balance	43,131		

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.

COST CHANGE

Cost decrease due the transfer of County staff costs for coordination activities to the operating budget and demolition cost savings.

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



ABS Retail Store Refresh (P852101)

Category	General Government	Date Last Modified	05/12/20
SubCategory	Other General Government	Administering Agency	Liquor Control
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Construction	8,324	-	-	6,832	1,785	1,267	781	957	1,435	607	1,492
TOTAL EXPENDITURES	8,324	-	-	6,832	1,785	1,267	781	957	1,435	607	1,492

FUNDING SCHEDULE (\$000s)

Current Revenue: Liquor	8,324	-	-	6,832	1,785	1,267	781	957	1,435	607	1,492
TOTAL FUNDING SOURCES	8,324	-	-	6,832	1,785	1,267	781	957	1,435	607	1,492

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,785	Year First Appropriation	
Appropriation FY 22 Request	1,267	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

ABS started remodeling stores in FY20 within their operating budget, with four refurbishment projects at the Darnestown, Cabin John, Montrose and Wheaton retail store locations. Beginning in FY21, and within this CIP project, the remodel schedule would align with the schedule of lease expirations with stores being remodeled in the year in which their lease is negotiated for renewal with the understanding that all 25 stores would be evaluated and refurbished prior to the end of the CIP project. Then the CIP cycle for refresh work would start over again. ABS identifies the stores to be refreshed approximately 18 months before planning and design work begins on them.

PROJECT JUSTIFICATION

This project is a vital piece of ABS's 5 Year Financial Plan to increase its transfer to the County. Further, this project will give ABS the ability to be able to leverage external funding that will eliminate the need to use debt financing or tax dollars. Many of the retail stores have not been updated for 20 years. Ensuring that ABS is able to execute its multi-year plan to renovate/upgrade its 25 outdated retail stores is key to two out of three of its Turn the Curve Performance Goals. This project will also allow ABS to leverage contributions from landlords who will match, and in some cases exceed, the investment ABS will be able to make in each store remodel - an investment the landlords are not able to commit to without the County appropriation.



Old Blair Auditorium Reuse (P361113)

Category	General Government	Date Last Modified	05/19/20
SubCategory	Other General Government	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	412	412	-	-	-	-	-	-	-	-
Construction	179	179	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	591	591	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	298	298	-	-	-	-	-	-	-	-
PAYGO	293	293	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	591	591	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY14
Appropriation FY 22 Request	-	Last FY's Cost Estimate	12,984
Cumulative Appropriation	1,200		
Expenditure / Encumbrances	591		
Unencumbered Balance	609		

PROJECT DESCRIPTION

This project originally provided for the renovation of the Elizabeth Stickley Auditorium in the former Old Blair High School located at 313 Wayne Avenue, at the corner of Wayne Avenue and Dale Drive in Silver Spring, Maryland. This facility currently houses the Silver Spring International Middle School and the Sligo Creek Elementary School. However, Montgomery County Public Schools (MCPS) intends to provide an addition to Silver Spring International MS and will replace the auditorium with classroom/program spaces. More information on the Silver Spring International MS project and the use of the auditorium was presented at MCPS Community Information Meeting on June 12, 2019.

COST CHANGE

The project is reduced by \$12,393,000 to reflect MCPS' updated plans for the Silver Spring International MS project.

OTHER

More information on the scope and status of the Silver Spring International MS Addition project (P651912) can be found here:
<https://www.montgomeryschoolsmd.org/departments/facilities/construction/project/ssims.aspx>.

FISCAL NOTE

The Old Blair Auditorium Project, Inc. (a private, non-profit organization) received State bond bill funding of \$600,000 for the renovation of the Old Blair High School auditorium. In FY06-07 the County provided \$190,000 as a partial match for the State funds with \$50,000 in current revenue for the Department of General Services (DGS) to develop a program of requirements and cost estimate for the project, and bond funded expenditure of \$140,000 to pay for part of the construction. These funds were budgeted in the MCG: Cost Sharing project (No. 720601). In FY09, the Council approved \$25,000 in the MCPS: Facility Planning project for MCPS to conduct a feasibility study for the auditorium renovation. MCPS worked with community stakeholders to develop a new program of requirements for the auditorium that reflected multi-purpose school and community use. The County G.O. Bonds in FY 14 consisted of \$140,000 of previously programmed G.O. Bonds in the Cost Sharing Project #720601 and \$460,000 of G.O. Bonds previously approved in this project. These funds totaling \$600,000 constituted the County's match of the State bond bill funding to the Old Blair Auditorium Project, Inc. The source of contributions is from Old Blair Auditorium Project, Inc.'s bond bill receipt. In FY21, the remaining \$609,000 of appropriations was reduced from this project; the planned six-year funding of \$11,764,000 of G.O Bonds was also removed from this project due to the change in scope.

COORDINATION

Montgomery County Public Schools (MCPS), Department of General Services (DGS), Community Use of Public Facilities (CUPF), State of Maryland, and Old Blair Auditorium Project, Inc.



FiberNet (P509651)

Category	General Government	Date Last Modified	01/08/20
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	12,450	2,159	1,291	9,000	2,500	2,500	1,000	1,000	1,000	1,000	-
Land	1,961	4	353	1,604	302	302	250	250	250	250	-
Site Improvements and Utilities	17,535	16,650	85	800	500	100	50	50	50	50	-
Construction	15,719	1,503	2,320	11,896	2,350	2,370	2,088	1,696	1,696	1,696	-
Other	42,322	39,077	245	3,000	500	500	500	500	500	500	-
TOTAL EXPENDITURES	89,987	59,393	4,294	26,300	6,152	5,772	3,888	3,496	3,496	3,496	-

FUNDING SCHEDULE (\$000s)											
Contributions	1,611	1,611	-	-	-	-	-	-	-	-	-
Current Revenue: Cable TV	77,107	46,769	4,038	26,300	6,152	5,772	3,888	3,496	3,496	3,496	-
Current Revenue: General	256	-	256	-	-	-	-	-	-	-	-
G.O. Bonds	8,866	8,866	-	-	-	-	-	-	-	-	-
PAYGO	2,147	2,147	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	89,987	59,393	4,294	26,300	6,152	5,772	3,888	3,496	3,496	3,496	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	3,081	Year First Appropriation	FY96
Appropriation FY 22 Request	3,496	Last FY's Cost Estimate	82,995
Cumulative Appropriation	68,938		
Expenditure / Encumbrances	61,406		
Unencumbered Balance	7,532		

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. Video transmission will include distribution of public, education, government access channel and selected cable programming. 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 future technology implementations (including 800 MHz IP public safety radio). FiberNet's outside physical plant has a practically unlimited useful life. Upgrades and replacements to electronic components in the core and at user sites will be required periodically throughout the service life. Each generation of FiberNet electronic components have an estimated useful life of at least 10 years. FiberNet I is a legacy network still used to support specific public safety and traffic communications, with a plan to phase out at or prior to completion of the Public Safety System Modernization. FiberNet II is being used to support all County communications services including 311, e-mail, Internet and local cable channel video. FiberNet III is in the pilot and planning phase. When implemented, FiberNet III equipment will allow faster, higher capacity, more reliable means of optical networking. Using optical technology, all three generations of FiberNet can be run on the same outside physical plant.

ESTIMATED SCHEDULE

At the end of FY19, FiberNet reached 476 locations. Based on the current funding schedule, FiberNet is scheduled to reach 526 locations by the end of FY20. The Traffic Management network reaches over 220 traffic cameras and 880 traffic signals, and backup power to keep traffic signals operations during large scale power outages have been added at 428 traffic signals. By the end of FY22 - and including sites connected by private carriers and institutional partners - FiberNet is expected to have a total of more than 1,845 sites on the network serving a tremendous variety of facilities from pedestrian beacons to public schools to fire stations to wine and liquor stores, to major campus networks and large multi-story office buildings. The primary focus of the FY21-22 CIP will be to upgrade edge and core equipment to exponentially expand capacity within FiberNet and to edge locations, upgrade hub-site HVAC and back-up power supplies, and to leverage inter-jurisdictional connections and Ashburn data center connections, to enable cost-effective future technology public-private partnerships with major research and educational institutions, regional broadband service providers, and large employers.

COST CHANGE

Cost increase due to the addition of FY25 and FY26 to this ongoing level-of-effort project.

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. The FiberNet CIP also supports and expands the ATMS system and networks that monitor, control and collect information along the transportation system, which includes traffic signals, traffic surveillance cameras, lane control systems, traffic adaptive system, back-up power monitoring, and Bus Transit Signal Priority. By leveraging FiberNet, the ATMS has diverse network paths to eliminate single points of failure.

FISCAL NOTE

The FiberNet CIP originally was funded by the General Fund. As restricted-use Cable Fund PEG/I NET capital grant funding grew, the Cable Fund became the primary funding source for FiberNet. Cable revenues are declining as cord cutting increases, and may be negatively impacted by federal government efforts to restrict the authority of local governments to collect revenue for use of public assets by communications providers. Funding for future FiberNet CIPs may need to be supplemented by the General Fund. FiberNet operations and maintenance (O&M) activities are a critical component of FiberNet's utility but are not funded by the FiberNet CIP. Federal regulatory actions, or the outcome of renegotiations when the Comcast and Verizon franchises expire in 2021, may negatively impact the Cable Fund. In FY16 funds were also used to support government and educational ultraMontgomery broadband initiatives.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

DTS, 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.



Criminal Justice Complex (P421100)

Category	Public Safety	Date Last Modified	05/16/20
SubCategory	Correction and Rehabilitation	Administering Agency	General Services
Planning Area	Rockville	Status	Preliminary Design Stage
		Relocation Impact	Yes

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,834	1,408	742	684	684	-	-	-	-	-	-
Other	5	5	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,839	1,413	742	684	684	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,831	1,405	742	684	684	-	-	-	-	-	-
PAYGO	8	8	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,839	1,413	742	684	684	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	(1,368)	Year First Appropriation	FY11
Appropriation FY 22 Request	-	Last FY's Cost Estimate	4,207
Cumulative Appropriation	4,207		
Expenditure / Encumbrances	1,420		
Unencumbered Balance	2,787		

PROJECT DESCRIPTION

This project provides funding for a new concept and plan for the Criminal Justice Complex (CJC) on the site of the former District One Police Station located at the north end of Seven Locks Road that will reflect updated circumstances, allow for better construction phasing, and will seek to enlist other partner agencies. For example, factors that will be reflected in the updated concept plan include the Mental Health Court, the Justice Reinvestment Act, and House Bill 116 which requires the Montgomery County Department of Correction and Rehabilitation to establish an opioid treatment program to include Medication Assisted Treatment. The new concept will include a Central Processing/Detention component to support processing new arrestees and detaining remanded individuals for up to 72 hours. Other uses include: District Court Commissioners; Department of Health and Human Services Mental Health Assessment and Placement Unit; Pre-Trial Services Assessment Unit; Public Defenders Unit; and the Police Warrants and Fugitive Unit. The project incorporates technical requirements from the Detention Center Reuse project in addition to updated space requirements developed by an interagency working group.

LOCATION

1451 Seven Locks Road, Rockville, Maryland

ESTIMATED SCHEDULE

The schedule supports planning in FY20 and FY21 while the feasibility of assembling sufficient outside support is determined.

COST CHANGE

State Aid has been removed from the project as alternative approaches are considered.

PROJECT JUSTIFICATION

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

OTHER

The new approach is necessary in light of changing circumstances in the judicial and corrections systems and the relatively high cost of the initial project concept and lack of third party commitments. As a result, the County is taking an opportunity to rethink the approach to rectifying aging systems in the existing Detention Center. Short-term stabilization actions to support the existing space include consolidating operations, demolishing unused space, and stabilizing the remaining space.

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

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

DISCLOSURES

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

COORDINATION

County Council, Department of Correction and Rehabilitation, Department of General Services, Department of Technology Services, Office of Management and Budget, Department of Police, Sheriff's Office, District Court of Maryland, Montgomery County Fire and Rescue Service, Department of Health and Human Services, Office of Racial Equity and Social Justice, Washington Gas, PEPCO, City of Rockville, State of Maryland, and Community Representatives,



Montgomery County Detention Center Partial Demolition and Renovation (P422102)

Category	Public Safety	Date Last Modified	05/15/20
SubCategory	Correction and Rehabilitation	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	981	-	-	981	749	232	-	-	-	-	-
Site Improvements and Utilities	307	-	-	307	307	-	-	-	-	-	-
Construction	2,902	-	-	2,902	724	2,178	-	-	-	-	-
Other	601	-	-	601	500	101	-	-	-	-	-
TOTAL EXPENDITURES	4,791	-	-	4,791	2,280	2,511	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	4,791	-	-	4,791	2,280	2,511	-	-	-	-	-
TOTAL FUNDING SOURCES	4,791	-	-	4,791	2,280	2,511	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Energy			(612)	-	-	(153)	(153)	(153)	(153)
NET IMPACT			(612)	-	-	(153)	(153)	(153)	(153)

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	4,559	Year First Appropriation	FY21
Appropriation FY 22 Request	232	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the planning, design, and renovation/modification of the Montgomery County Detention Center (MCDC) for use primarily as a short-term holding and central processing facility. The original building was built in 1961 with the High Rise/Tower and other modular units constructed thereafter. The project provides for demolition of dilapidated out of operation structures including demolition of the High Rise/Tower, five vacant modular units and the CIU pod which is currently used by HHS. Prior to demolition, the existing utilities will be rerouted, and a new utility structure will be built. HHS will be relocated from the CIU pod to a temporary location in the occupied building while renovation of their final location is completed. Renovation of other select areas of the building is included. The work will be done in phases due to the complexity of the project and the need to keep the main building operational throughout the project.

LOCATION

1307 Seven Locks Road, Rockville, Maryland 20854.

ESTIMATED SCHEDULE

Construction is expected to begin in early 2021.

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.

DISCLOSURES

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

COORDINATION

Department of Correction and Rehabilitation, Department of General Services, Department of Health and Human Services, Department of Technology Services, 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



Apparatus Replacement Program (P451504)

Category	Public Safety	Date Last Modified	05/12/20
SubCategory	Fire/Rescue Service	Administering Agency	Fire/Rescue Service
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8	8	-	-	-	-	-	-	-	-
Other	101,852	14,391	35,281	52,180	7,472	9,802	7,401	9,752	9,260	8,493
TOTAL EXPENDITURES	101,860	14,399	35,281	52,180	7,472	9,802	7,401	9,752	9,260	8,493

FUNDING SCHEDULE (\$000s)

Current Revenue: Fire	44,404	8,664	4,638	31,102	4,233	6,185	4,480	5,327	5,634	5,243
Short-Term Financing	57,456	5,735	30,643	21,078	3,239	3,617	2,921	4,425	3,626	3,250
TOTAL FUNDING SOURCES	101,860	14,399	35,281	52,180	7,472	9,802	7,401	9,752	9,260	8,493

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	6,872	Year First Appropriation	FY15
Appropriation FY 22 Request	9,802	Last FY's Cost Estimate	84,055
Cumulative Appropriation	50,280		
Expenditure / Encumbrances	29,845		
Unencumbered Balance	20,435		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

Cost increase due to the addition of FY25 and FY26 to the project scope and cost adjustments based on recent cost experience. Adjusted expenditures in all years to reflect prioritized replacement of aerial ladder trucks.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Local Volunteer Fire and Rescue Departments.



Clarksburg Fire Station (P450300)

Category	Public Safety	Date Last Modified	05/15/20
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Clarksburg and Vicinity	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,032	2,599	2,296	2,137	907	1,133	97	-	-	-	-
Land	2,073	2,038	35	-	-	-	-	-	-	-	-
Site Improvements and Utilities	11,122	2	3,191	7,929	3,524	4,405	-	-	-	-	-
Construction	11,761	971	1,505	9,285	4,126	5,159	-	-	-	-	-
Other	2,576	10	532	2,034	904	1,130	-	-	-	-	-
TOTAL EXPENDITURES	34,564	5,620	7,559	21,385	9,461	11,827	97	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	32,031	3,087	7,559	21,385	9,461	11,827	97	-	-	-	-
Intergovernmental	2,533	2,533	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	34,564	5,620	7,559	21,385	9,461	11,827	97	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			356	-	-	89	89	89	89
Energy			420	-	-	105	105	105	105
NET IMPACT			776	-	-	194	194	194	194

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	3,905	Year First Appropriation	FY03
Appropriation FY 22 Request	1,016	Last FY's Cost Estimate	30,633
Cumulative Appropriation	29,546		
Expenditure / Encumbrances	8,735		
Unencumbered Balance	20,811		

PROJECT DESCRIPTION

This project provides for a new Fire and Rescue Station in the Clarksburg area and the purchase of a tanker truck. The new station will be constructed in accordance with square footage specifications of the prototype Program of Requirements (POR) for a Class I Fire Station. A Class I Fire Station is approximately 22,600 gross square feet and includes apparatus bays, personal protective equipment storage, dormitory and support space, living and dining areas, administrative offices, and a meeting/training room. This station is two stories and in addition includes offices for a Battalion Chief, a Police satellite facility, additional space for the Upcounty Regional Services Center and has a total of 24,400 gross square feet. On-site parking will be provided.

LOCATION

23420 Frederick Road, Clarksburg, Maryland.

ESTIMATED SCHEDULE

The fire station planning and design is complete through the design development stage. Construction will begin in Fall 2020.

COST CHANGE

Cost increase reflects additional funding required to support Phase II of the Historic Clarksburg Sewer project.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

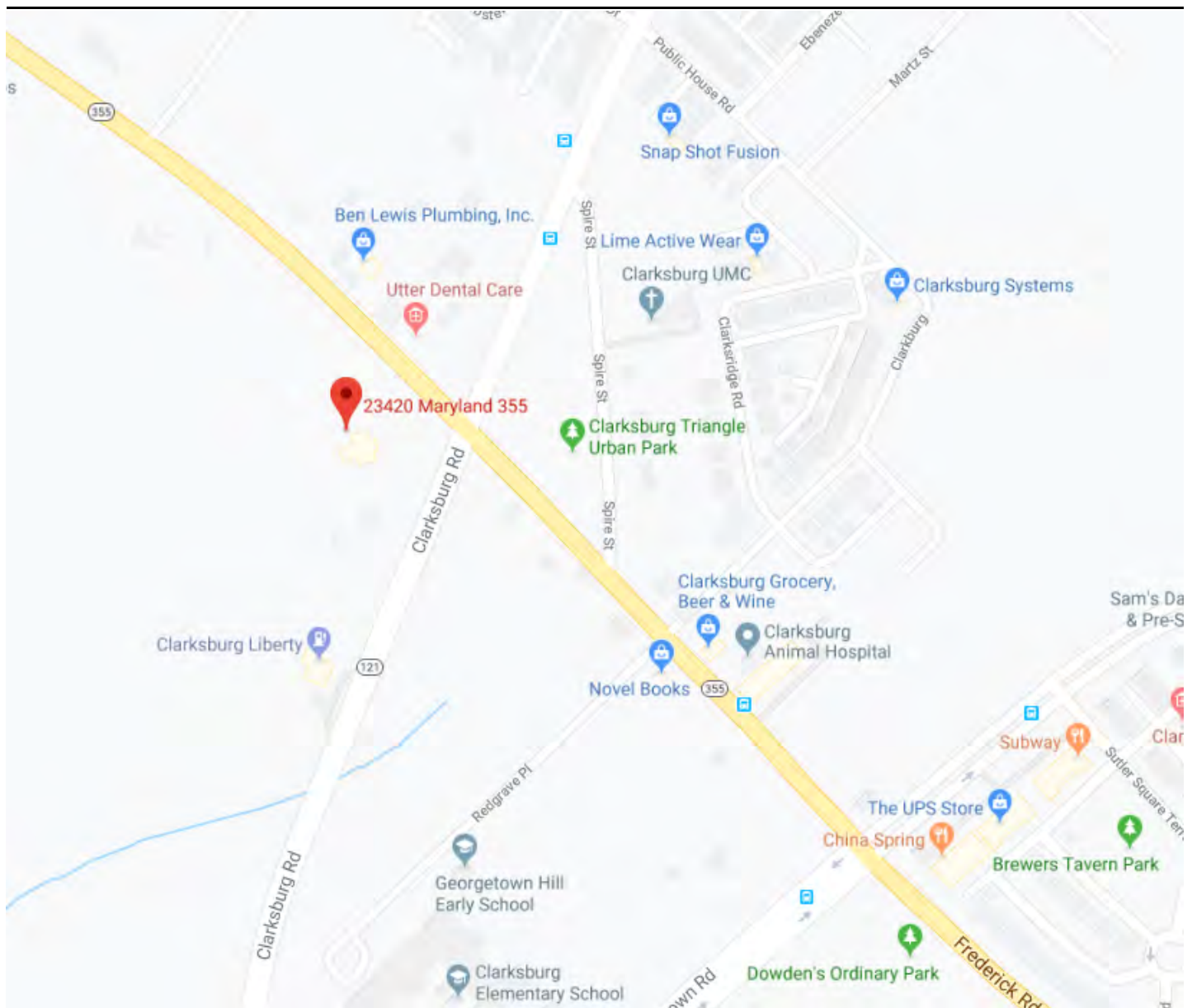
Intergovernmental funds totaling \$2,533,000 in FY18 and FY19 reflect Washington Suburban Sanitary Commission contributions towards the cost of the Phase I and Phase II of the Historic Clarksburg Sewer project. Debt service for this project will be financed with Consolidated Fire Tax District Funds.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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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





HVAC/Elec Replacement: Fire Stns (P458756)

Category	Public Safety	Date Last Modified	05/19/20
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,582	1,896	1,786	900	150	150	150	150	150	150	-
Construction	10,683	3,146	1,950	5,587	587	1,000	1,000	1,000	1,000	1,000	-
Other	12	12	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	15,277	5,054	3,736	6,487	737	1,150	1,150	1,150	1,150	1,150	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	15,277	5,054	3,736	6,487	737	1,150	1,150	1,150	1,150	1,150	-
TOTAL FUNDING SOURCES	15,277	5,054	3,736	6,487	737	1,150	1,150	1,150	1,150	1,150	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	650	Year First Appropriation	FY87
Appropriation FY 22 Request	1,150	Last FY's Cost Estimate	13,477
Cumulative Appropriation	8,877		
Expenditure / Encumbrances	5,446		
Unencumbered Balance	3,431		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

One fire station project is planned per year from FY21 through FY26.

COST CHANGE

Costs increase due to the addition of funding in FY25 and FY26, offset in part by an FY21 reduction for affordability.

PROJECT JUSTIFICATION

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

FISCAL NOTE

Related expenditures of \$760,000 for Kensington FS #25 (P450903) are supported by this project. Debt service for this project will be financed with Consolidated Fire Tax District Funds. Project costs are not escalated and represent present value costs for future year projects.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Rockville Fire Station 3 Renovation (P450105)

Category	Public Safety	Date Last Modified	03/02/20
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

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

PROJECT DESCRIPTION

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

LOCATION

380 Hungerford Drive, Rockville, Maryland.

COST CHANGE

Defer funding and expenditures to FY22 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 Cooling and electrical systems, personnel living quarters, and work space. The consulting structural engineer recommended that a complete renovation to the existing facility would be more cost effective in the long-run than multi-year partial repairs. Architectural plans have been submitted and approved by the Rockville Volunteer Fire Department (RVFD) Board of Directors.

OTHER

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.



White Flint Fire Station 23 (P451502)

Category	Public Safety	Date Last Modified	03/10/20
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,099	608	901	4,590	800	720	993	1,087	990	-	-
Land	2,693	2,593	100	-	-	-	-	-	-	-	-
Site Improvements and Utilities	6,258	-	-	6,258	-	-	1,707	3,413	1,138	-	-
Construction	13,800	95	-	13,705	-	-	4,738	7,475	1,492	-	-
Other	1,595	4	-	1,591	-	-	434	868	289	-	-
TOTAL EXPENDITURES	30,445	3,300	1,001	26,144	800	720	7,872	12,843	3,909	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	30,445	3,300	1,001	26,144	800	720	7,872	12,843	3,909	-	-
TOTAL FUNDING SOURCES	30,445	3,300	1,001	26,144	800	720	7,872	12,843	3,909	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance		255	-	-	-	-	75	180
Energy		166	-	-	-	-	49	117
NET IMPACT		421	-	-	-	-	124	297

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	(2,544)	Year First Appropriation	FY15
Appropriation FY 22 Request	-	Last FY's Cost Estimate	30,445
Cumulative Appropriation	8,845		
Expenditure / Encumbrances	4,457		
Unencumbered Balance	4,388		

PROJECT DESCRIPTION

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

LOCATION

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

ESTIMATED SCHEDULE

Planning began in Winter 2017. Construction is expected to begin in mid to late 2022.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

Montgomery County Fire and Rescue Service, Department of General Services, Montgomery County Police Department, Regional Service Centers and Department of Housing and Community Affairs.



6th District Police Station (P470301)

Category	Public Safety	Date Last Modified	05/16/20
SubCategory	Police	Administering Agency	General Services
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,828	1,566	50	2,212	166	564	764	545	173	-	-
Land	20	20	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	3,368	419	-	2,949	-	-	1,802	1,147	-	-	-
Construction	18,553	1	-	18,552	-	-	4,771	9,573	4,208	-	-
Other	1,265	5	-	1,260	-	-	-	770	490	-	-
TOTAL EXPENDITURES	27,034	2,011	50	24,973	166	564	7,337	12,035	4,871	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	27,034	2,011	50	24,973	166	564	7,337	12,035	4,871	-	-
TOTAL FUNDING SOURCES	27,034	2,011	50	24,973	166	564	7,337	12,035	4,871	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			556	-	-	-	-	185	371
Energy			264	-	-	-	-	88	176
NET IMPACT			820	-	-	-	-	273	547

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	954	Year First Appropriation	FY06
Appropriation FY 22 Request	-	Last FY's Cost Estimate	27,432
Cumulative Appropriation	2,109		
Expenditure / Encumbrances	2,038		
Unencumbered Balance	71		

PROJECT DESCRIPTION

This project provides for planning, design and construction of a new 28,294 gross square feet 6th District Police Station and a new parking garage of 59,526 gross square feet in two levels to serve Gaithersburg/Montgomery Village and vicinity. The Station will be in a new development located on extended Watkins Mill Road between I-270 and MD-355. The district station is a facility consisting of two floors and parking for the public and staff. The first floor houses the public access area, operations, patrol and support functions, and includes a small prisoner holding area. The second floor houses investigative units, staff support, and administration. Besides a surface parking lot that will provide 37 parking spaces in the non-secured area, a parking garage to accommodate 160 cars will be constructed inside the secured area. This parking garage will house a large evidence room, a vehicle service bay, and bicycle and motorcycle storage. The district station is a 24-hour per day, seven-day per week operation and provides support for beat teams. It is the command center for any satellite facilities within the police district. The district station will accommodate up to 161 department staff and volunteers. It has been sized to meet the needs projected in the Police Chief's Staffing Plan. A public meeting room will be available to facilitate outreach with the community.

LOCATION

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

ESTIMATED SCHEDULE

A code compliance review and update will be done in FY21. This project is then scheduled to start construction in FY23 and finish in FY25.

COST CHANGE

Costs reflected estimated savings.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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



Police Body Armor (P472104)

Category	Public Safety	Date Last Modified	05/12/20
SubCategory	Police	Administering Agency	Police
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	1,050	-	-	1,050	1,050	-	-	-	-	-	-
TOTAL EXPENDITURES	1,050	-	-	1,050	1,050	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Short-Term Lease Financing	1,050	-	-	1,050	1,050	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,050	-	-	1,050	1,050	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,050	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the purchase of 817 sets of duty ballistic body armor for the Police Department. Body armor has a five year warranty and needs to be replaced after the warranty expires.

ESTIMATED SCHEDULE

Equipment will be purchased in FY21.

PROJECT JUSTIFICATION

Body armor that have expired warranties and are past their useful life need to be replaced.

FISCAL NOTE

The project provides appropriation authority for a purchase funded through the Master Lease program. Master Lease payments were approved in the FY21 budget.

COORDINATION

Montgomery County Police Department, Department of Finance



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

Category	Public Safety	Date Last Modified	05/15/20
SubCategory	Police	Administering Agency	General Services
Planning Area	Gaithersburg and Vicinity	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,696	-	-	2,696	-	830	858	657	351	-	-
Construction	12,235	-	-	12,235	-	-	6,797	5,438	-	-	-
TOTAL EXPENDITURES	14,931	-	-	14,931	-	830	7,655	6,095	351	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,038	-	-	12,038	-	830	6,208	4,649	351	-	-
State Aid	2,893	-	-	2,893	-	-	1,447	1,446	-	-	-
TOTAL FUNDING SOURCES	14,931	-	-	14,931	-	830	7,655	6,095	351	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY21
Appropriation FY 22 Request	1,622	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Design will occur in FY22 followed by two years of construction starting in Fall of 2022.

PROJECT JUSTIFICATION

The PSCC is a two story office building built in 1981. The building had major renovations in 2003 and further renovations in 2013 and 2016. The mission critical HVAC systems were replaced in 2019. The remaining building HVAC systems are either original or 16 years old. A MEP system assessment report was conducted in 2018 which prioritized the building system replacement.

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

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



Beach Drive Bridge (P501903)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	315	-	-	315	215	100	-	-	-	-	-
Land	5	-	-	5	5	-	-	-	-	-	-
Construction	3,882	-	-	3,882	2,882	1,000	-	-	-	-	-
TOTAL EXPENDITURES	4,202	-	-	4,202	3,102	1,100	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	2,790	-	-	2,790	2,060	730	-	-	-	-	-
G.O. Bonds	1,412	-	-	1,412	1,042	370	-	-	-	-	-
TOTAL FUNDING SOURCES	4,202	-	-	4,202	3,102	1,100	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY20
Appropriation FY 22 Request	-	Last FY's Cost Estimate	4,202
Cumulative Appropriation	4,202		
Expenditure / Encumbrances	-		
Unencumbered Balance	4,202		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Beach Drive Bridge over Silver Creek. The existing bridge, built in 1964, consists of three steel plate arches. The bridge provides a 24'-0" wide clear roadway with a 7'-0" Rock Creek Trail on the north side and has two 1'-9" parapets. The proposed replacement bridge includes a single span prestressed concrete slab beam structure carrying a 22'-0" roadway and a 5'-4" shoulder on each side. This width will allow for the implementation of safe on-road bicycling in accordance with the Master Plan. The Rock Creek Trail will be relocated to cross Silver Creek approximately 90 feet north of the proposed Beach Drive Bridge. This will improve safety by separating the pedestrian and light-use bicycle traffic from the vehicular traffic. The project includes approach roadway work at each end of the bridge as necessary to tie in to the existing roadway. The bridge and road will be closed to traffic during construction. In order to maintain pedestrian traffic on Rock Creek Trail during construction, the pedestrian bridge, and its approaches will be constructed prior to the removal of the existing Beach Drive Bridge. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project site is located approximately 100 feet east of the intersection of Beach Drive and Kensington Parkway within Rock Creek Park in Kensington, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 5,500 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the spring of 2020. Construction is scheduled to start in the fall of 2020 and be completed in summer of 2021. The bridge will be closed to traffic from November 2020 to April 2021.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2015 bridge inspection revealed that the steel arches are in poor condition. There is laminar corrosion on the arches above and below the waterline up to 3'-0" high above the footing. Arch 1 and Arch 3 have holes in the steel along the west side. Arch 2 has heavy corrosion with moderate to severe section loss at the waterline and at isolated locations on the arch walls. The holes in the arches can be probed up to 6" deep. The south parapet has been removed above Arches 2 and 3, as well as along the Southeast Wingwall. Temporary concrete traffic barrier sections have been placed along the south side of the bridge. The north spandrel wall has isolated areas of minor deterioration of the mortar joints. There is moderate efflorescence and corrosion staining between the north spandrel wall and the arches. The south spandrel wall is separated up to 3 inches from the edge of Arch 1. There is a concrete fascia repair from Arch 2 to the east side of Arch 3. Implementation of this project would allow the bridge to be restored to full capacity. The 1989 Kensington-Wheaton Master Plan designates Beach Drive as Park Road. Rock Creek Trail is classified as Stream Valley Park Trail in the 2018 approved Bicycle Master Plan.

OTHER

Project design costs are covered in the "Bridge Design" project (No. 509132).

FISCAL NOTE

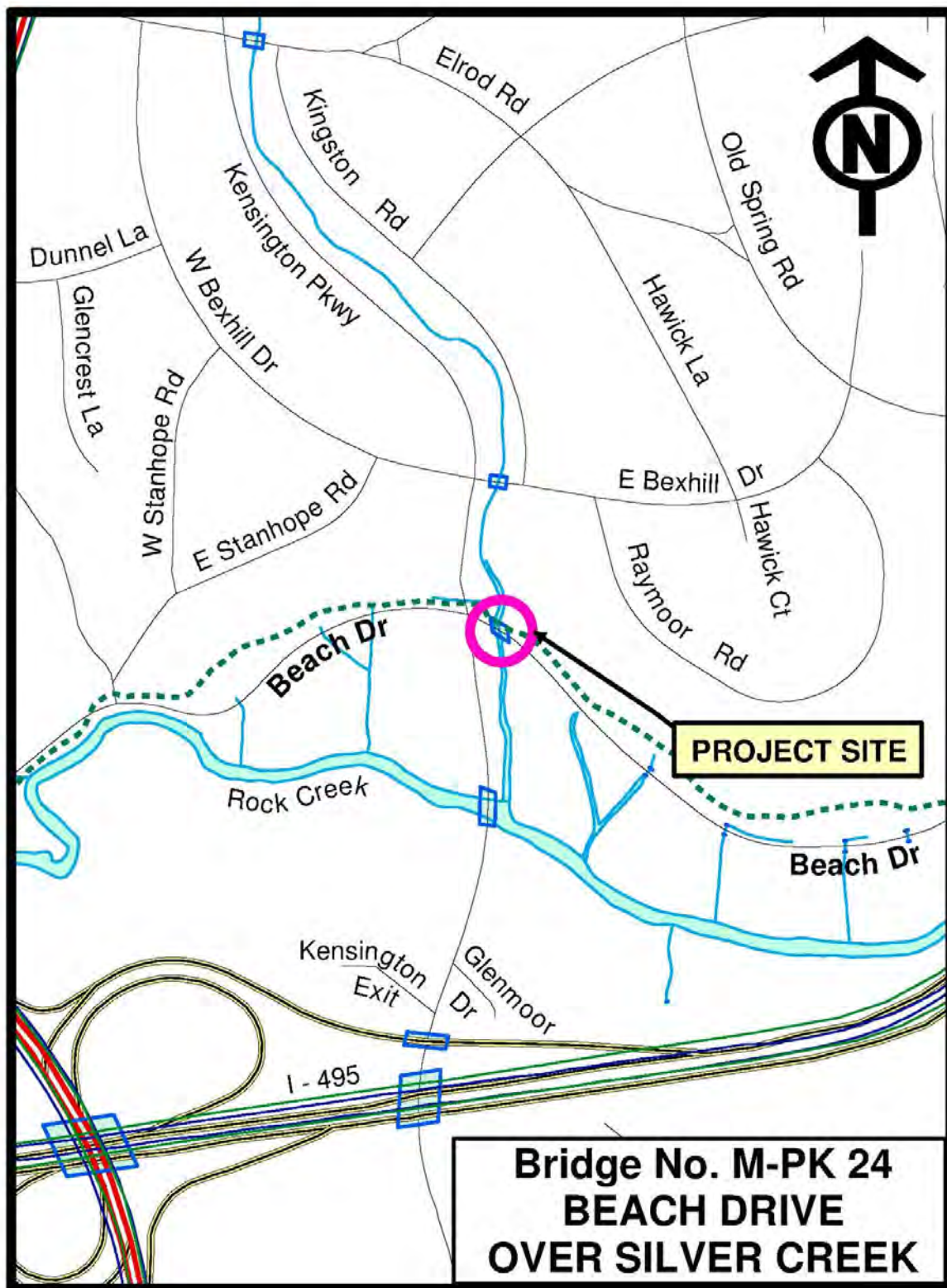
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, and Bridge Design Project CIP (No. 509132).





Bridge Renovation (P509753)

Category	Transportation	Date Last Modified	05/16/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	17,373	9,706	2,337	5,330	700	1,000	880	1,000	1,500	250	-
Land	66	66	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	21	21	-	-	-	-	-	-	-	-	-
Construction	34,298	7,175	5,693	21,430	2,800	2,680	4,700	4,300	3,400	3,550	-
Other	83	83	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	51,841	17,051	8,030	26,760	3,500	3,680	5,580	5,300	4,900	3,800	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	48,635	15,484	7,753	25,398	3,273	3,453	5,353	5,073	4,673	3,573	-
State Aid	3,206	1,567	277	1,362	227	227	227	227	227	227	-
TOTAL FUNDING SOURCES	51,841	17,051	8,030	26,760	3,500	3,680	5,580	5,300	4,900	3,800	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	7,176	Year First Appropriation	FY97
Appropriation FY 22 Request	-	Last FY's Cost Estimate	26,981
Cumulative Appropriation	25,085		
Expenditure / Encumbrances	18,949		
Unencumbered Balance	6,136		

PROJECT DESCRIPTION

This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning. Renovation work involves planning, preliminary engineering, project management, inspection, and construction. Construction is performed on various components of the bridge structures. Superstructure repair or replacement items include decking, support beams, bearing assemblies, and expansion joints. Substructure repair or replacement items include concrete abutments, backwalls, and wingwalls. Culvert repairs include concrete headwalls, structural steel plate pipe arch replacements, installation of concrete inverts, and placement of stream scour protection. Other renovation work includes paving of bridge deck surfaces, bolted connection replacements, stone slope protection, reconstruction of approach roadways, concrete crack injection, deck joint material replacement, scour protection, and installation of traffic safety barriers. The community outreach program informs the public when road closures or major lane shifts are necessary. Projects are reviewed and scheduled to reduce community impacts as much as possible, especially to school bus routes.

COST CHANGE

Cost change due to the addition of three emergency projects (Alderton Road Steel Culvert failure, Turkey Branch Parkway Steel Culvert failure, and Clarksburg Road Steel Culvert failure), the addition of construction funds for emergency and critical deteriorating steel culverts to prevent imminent failure, the addition of FY25 and FY26 to this ongoing level-of-effort project, and for an FY20 supplemental for emergency culvert repairs.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

An FY20 supplemental was approved for \$2,100,000 for emergency culvert repairs.

DISCLOSURES

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

COORDINATION

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



Residential and Rural Road Rehabilitation (P500914)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	9,148	11	2,207	6,930	855	1,215	1,215	1,215	1,215	1,215	-
Construction	103,326	59,014	5,042	39,270	4,845	6,885	6,885	6,885	6,885	6,885	-
Other	23	23	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	112,497	59,048	7,249	46,200	5,700	8,100	8,100	8,100	8,100	8,100	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	98,417	46,334	5,883	46,200	5,700	8,100	8,100	8,100	8,100	8,100	-
Recordation Tax Premium (MCG)	14,080	12,714	1,366	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	112,497	59,048	7,249	46,200	5,700	8,100	8,100	8,100	8,100	8,100	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	5,700	Year First Appropriation	FY09
Appropriation FY 22 Request	8,100	Last FY's Cost Estimate	98,697
Cumulative Appropriation	66,297		
Expenditure / Encumbrances	59,596		
Unencumbered Balance	6,701		

PROJECT DESCRIPTION

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

COST CHANGE

Reduction of \$2.4 million in FY21 and addition of FY25-26 to this ongoing level of effort project.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

\$57 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 on residential and rural roads. \$60 million is the annual requirement to reach the goal of 70 Countywide Pavement Condition Index for residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential and Rural Road Rehabilitation (No. 500914).

DISCLOSURES

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

COORDINATION

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



Resurfacing Park Roads and Bridge Improvements (P500720)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	714	332	382	-	-	-	-	-	-	-	-
Site Improvements and Utilities	4,115	-	815	3,300	300	600	600	600	600	600	-
Construction	6,629	6,629	-	-	-	-	-	-	-	-	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	11,460	6,963	1,197	3,300	300	600	600	600	600	600	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	11,460	6,963	1,197	3,300	300	600	600	600	600	600	-
TOTAL FUNDING SOURCES	11,460	6,963	1,197	3,300	300	600	600	600	600	600	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	300	Year First Appropriation	FY07
Appropriation FY 22 Request	600	Last FY's Cost Estimate	10,560
Cumulative Appropriation	8,160		
Expenditure / Encumbrances	7,448		
Unencumbered Balance	712		

PROJECT DESCRIPTION

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

COST CHANGE

Reduction of \$300K in FY21 and addition of FY25-26 to this ongoing level of effort project.

PROJECT JUSTIFICATION

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

OTHER

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

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Resurfacing: Primary/Arterial (P508527)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	8,055	-	2,133	5,922	862	1,012	1,012	1,012	1,012	1,012	-
Construction	75,399	36,228	5,593	33,578	4,888	5,738	5,738	5,738	5,738	5,738	-
Other	36	36	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	83,490	36,264	7,726	39,500	5,750	6,750	6,750	6,750	6,750	6,750	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	79,684	32,458	7,726	39,500	5,750	6,750	6,750	6,750	6,750	6,750	-
Recordation Tax Premium (MCG)	3,806	3,806	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	83,490	36,264	7,726	39,500	5,750	6,750	6,750	6,750	6,750	6,750	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	5,750	Year First Appropriation	FY85
Appropriation FY 22 Request	6,750	Last FY's Cost Estimate	70,990
Cumulative Appropriation	43,990		
Expenditure / Encumbrances	36,490		
Unencumbered Balance	7,500		

PROJECT DESCRIPTION

The County maintains approximately 991 lane-miles of primary and arterial roadways. This project provides for the systematic milling, pavement repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration; this inventory is updated annually.

COST CHANGE

Reduction of \$1 million in FY21 and addition of FY25-26 to this ongoing level of effort project.

PROJECT JUSTIFICATION

Primary and arterial roadways provide transport support for tens of thousands of trips each day. Primary and arterial roads connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of travel along all primary and arterial roads for drivers, pedestrians, and bicyclists. Well maintained road surfaces increase safety and assist in the relief of traffic congestion. In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys and subsequent ratings of all primary/arterial pavements as well as calculating the rating health of the primary roadway network as a whole. Physical condition inspections of the pavements will occur on a two-to-three year cycle. The physical condition surveys note the type, level, and extent of primary/arterial pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire primary/arterial network. The system also provides for budget optimization and recommends annual budgets for a systematic approach to maintaining a healthy primary/arterial pavement inventory.

OTHER

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

FISCAL NOTE

\$11.7 million is the annual requirement to maintain Countywide Pavement Condition Index of 69 for Primary/Arterial roads. \$14.6 million is the annual requirement to reach the goal of 80 Countywide Pavement Condition Index for Primary/Arterial roads.

DISCLOSURES

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

COORDINATION

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



Resurfacing: Residential/Rural Roads (P500511)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	14,422	22	5,663	8,737	1,248	1,387	1,387	1,387	1,664	1,664	-
Site Improvements and Utilities	10	10	-	-	-	-	-	-	-	-	-
Construction	201,220	130,414	16,543	54,263	7,752	8,613	8,613	8,613	10,336	10,336	-
Other	225	225	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	215,877	130,671	22,206	63,000	9,000	10,000	10,000	10,000	12,000	12,000	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,865	1,865	-	-	-	-	-	-	-	-	-
G.O. Bonds	210,173	125,378	21,795	63,000	9,000	10,000	10,000	10,000	12,000	12,000	-
PAYGO	1,617	1,617	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,222	1,811	411	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	215,877	130,671	22,206	63,000	9,000	10,000	10,000	10,000	12,000	12,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	9,000	Year First Appropriation	FY05
Appropriation FY 22 Request	10,000	Last FY's Cost Estimate	178,766
Cumulative Appropriation	152,877		
Expenditure / Encumbrances	141,679		
Unencumbered Balance	11,198		

PROJECT DESCRIPTION

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,324 lane-miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the County in-house paving crew.

COST CHANGE

Increase to \$9 million per year in FY21 and to \$10 million in FY22. Added FY25-26 to this ongoing level of effort project at \$12 million per year.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

\$57 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 on residential and rural roads. \$60 million is the annual requirement to reach the goal of 70 Countywide Pavement Condition Index for residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential and Rural Road Rehabilitation (No. 500914).

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Sidewalk and Curb Replacement (P508182)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,687	3	3,314	5,370	525	675	1,005	1,005	1,005	1,155	-
Site Improvements and Utilities	25	25	-	-	-	-	-	-	-	-	-
Construction	67,335	33,298	3,607	30,430	2,975	3,825	5,695	5,695	5,695	6,545	-
Other	4	4	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	76,051	33,330	6,921	35,800	3,500	4,500	6,700	6,700	6,700	7,700	-

FUNDING SCHEDULE (\$000s)

Contributions	7,205	250	3,955	3,000	500	500	500	500	500	500	-
G.O. Bonds	65,891	30,125	2,966	32,800	3,000	4,000	6,200	6,200	6,200	7,200	-
PAYGO	2,955	2,955	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	76,051	33,330	6,921	35,800	3,500	4,500	6,700	6,700	6,700	7,700	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	3,500	Year First Appropriation	FY81
Appropriation FY 22 Request	4,500	Last FY's Cost Estimate	62,651
Cumulative Appropriation	40,251		
Expenditure / Encumbrances	33,413		
Unencumbered Balance	6,838		

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 of \$1 million in FY21 and addition of FY25-26 to this ongoing level of effort project.

PROJECT JUSTIFICATION

Curbs, gutters, and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 111 miles of curbs and gutters and 56 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes. A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2016 Report of the Infrastructure Maintenance Task Force identified an annual replacement program level of effort based on a 30-year life for curbs and gutters.

OTHER

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

FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to a total of \$500,000 annually. Payments for this work are displayed as Contributions in the funding schedule.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Street Tree Preservation (P500700)

Category	Transportation	Date Last Modified	03/12/20
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,698	59	879	2,760	450	450	465	465	465	465	-
Construction	45,673	28,108	1,925	15,640	2,450	2,650	2,635	2,635	2,635	2,635	-
Other	29	29	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	49,400	28,196	2,804	18,400	2,900	3,100	3,100	3,100	3,100	3,100	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	39,632	19,784	1,448	18,400	2,900	3,100	3,100	3,100	3,100	3,100	-
Land Sale	458	458	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	9,310	7,954	1,356	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	49,400	28,196	2,804	18,400	2,900	3,100	3,100	3,100	3,100	3,100	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	2,900	Year First Appropriation	FY07
Appropriation FY 22 Request	3,100	Last FY's Cost Estimate	43,400
Cumulative Appropriation	31,000		
Expenditure / Encumbrances	28,216		
Unencumbered Balance	2,784		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due to the addition of FY25-26 to this ongoing level of effort project. Reduce scope by \$200,000 in FY21.

PROJECT JUSTIFICATION

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

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Boyds Transit Center (P501915)

Category	Transportation	Date Last Modified	05/13/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,766	-	-	1,766	180	579	290	717	-	-	-
Land	637	617	3	17	-	-	17	-	-	-	-
Construction	3,247	-	-	3,247	420	-	-	2,827	-	-	-
TOTAL EXPENDITURES	5,650	617	3	5,030	600	579	307	3,544	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	100	-	-	100	-	-	100	-	-	-	-
G.O. Bonds	5,550	617	3	4,930	600	579	207	3,544	-	-	-
TOTAL FUNDING SOURCES	5,650	617	3	5,030	600	579	307	3,544	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				10	-	-	-	-	-	5	5
Energy				2	-	-	-	-	-	1	1
NET IMPACT				12	-	-	-	-	-	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	700	Year First Appropriation	FY19
Appropriation FY 22 Request	886	Last FY's Cost Estimate	620
Cumulative Appropriation	620		
Expenditure / Encumbrances	617		
Unencumbered Balance	3		

PROJECT DESCRIPTION

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

LOCATION

15100 Barnesville Road, Boyds

ESTIMATED SCHEDULE

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

COST CHANGE

The increase of \$5M is due to increased costs for site remediation and the addition of design and construction for the bus loop and parking lot.

PROJECT JUSTIFICATION

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

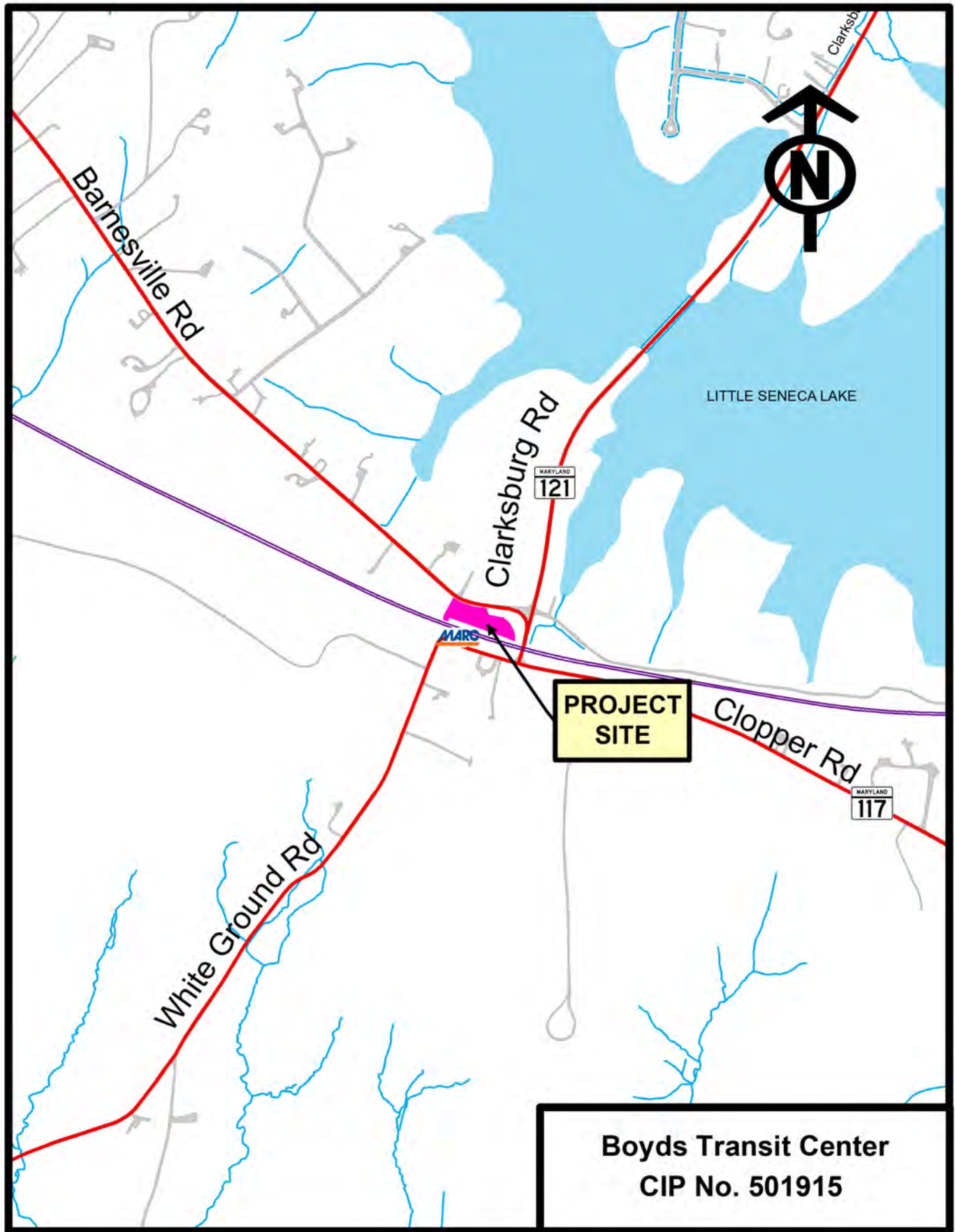
FISCAL NOTE

The escrow account for the site remediation expires in January 2023.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION





Bus Rapid Transit: MD 355 (P502005)

Category	Transportation	Date Last Modified	05/07/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	18,000	-	3,000	15,000	2,000	5,000	5,000	3,000	-	-	-
TOTAL EXPENDITURES	18,000	-	3,000	15,000	2,000	5,000	5,000	3,000	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	750	-	-	750	750	-	-	-	-	-	-
Impact Tax	3,000	-	3,000	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	14,250	-	-	14,250	1,250	5,000	5,000	3,000	-	-	-
TOTAL FUNDING SOURCES	18,000	-	3,000	15,000	2,000	5,000	5,000	3,000	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	2,000	Year First Appropriation	FY20
Appropriation FY 22 Request	5,000	Last FY's Cost Estimate	3,000
Cumulative Appropriation	3,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	3,000		

PROJECT DESCRIPTION

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

LOCATION

MD 355 between Clarksburg and Bethesda

ESTIMATED SCHEDULE

Project planning was completed in FY19. Preliminary engineering began in FY20 and will be completed in FY24.

COST CHANGE

Funds are added in FY21-24 to complete preliminary engineering.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

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



Bus Rapid Transit: System Development (P501318)

Category	Transportation	Date Last Modified	05/07/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	32,201	14,879	3,322	14,000	500	2,500	2,500	5,500	2,500	500	-
Land	48	48	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	122	122	-	-	-	-	-	-	-	-	-
Construction	4	4	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	32,375	15,053	3,322	14,000	500	2,500	2,500	5,500	2,500	500	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Mass Transit	19,125	3,474	2,401	13,250	500	2,500	1,750	5,500	2,500	500	-
Federal Aid	500	500	-	-	-	-	-	-	-	-	-
G.O. Bonds	6,321	5,400	921	-	-	-	-	-	-	-	-
Impact Tax	2,750	2,000	-	750	-	-	750	-	-	-	-
Revenue Bonds: Liquor Fund	3,179	3,179	-	-	-	-	-	-	-	-	-
State Aid	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	32,375	15,053	3,322	14,000	500	2,500	2,500	5,500	2,500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)				
Appropriation FY 21 Request	500	Year First Appropriation	FY13	
Appropriation FY 22 Request	2,500		Last FY's Cost Estimate	29,375
Cumulative Appropriation	18,375			
Expenditure / Encumbrances	16,703			
Unencumbered Balance	1,672			

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Planning for the MD 355 corridor occurred in FY15 through FY19. Preliminary Engineering will commence in FY20 in Project #502005. Planning and design for US 29 was completed in FY18, and construction commenced in FY19 in Project #501912. Planning for the New Hampshire Avenue BRT corridor will begin in FY22 and will be complete in FY24. Planning for the North Bethesda Transitway will begin in FY24 and be complete in FY25.

COST CHANGE

\$500,000 per year has been added to support programmatic Bus Rapid Transit system efforts.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

Base programmatic expenditures will continue indefinitely.

DISCLOSURES

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

COORDINATION

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



Intelligent Transit System (P501801)

Category	Transportation	Date Last Modified	03/10/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Site Improvements and Utilities	16,800	1,179	2,654	12,967	6,851	3,916	500	500	600	600	-
TOTAL EXPENDITURES	16,800	1,179	2,654	12,967	6,851	3,916	500	500	600	600	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	4,700	154	1,146	3,400	700	500	500	500	600	600	-
Short-Term Financing	12,100	1,025	1,508	9,567	6,151	3,416	-	-	-	-	-
TOTAL FUNDING SOURCES	16,800	1,179	2,654	12,967	6,851	3,916	500	500	600	600	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	700	Year First Appropriation	FY18
Appropriation FY 22 Request	500	Last FY's Cost Estimate	15,600
Cumulative Appropriation	13,400		
Expenditure / Encumbrances	11,146		
Unencumbered Balance	2,254		

PROJECT DESCRIPTION

The purpose of this project is to replace vital transit technology systems, enhance system accountability, and maintain electronic information signs throughout the county. This is part of the Division of Transit Services IT plan to maintain and expand our intelligent transit systems for compatibility, accountability, and safety.

ESTIMATED SCHEDULE

Replacement of the Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system in FY19-22; maintenance of Real Time informational signs in FY21-26.

COST CHANGE

Cost increase due to addition of FY25-FY26 to this ongoing level of effort project.

PROJECT JUSTIFICATION

The CAD/AVL system has reached the end of its useful life, and the system is experiencing critical operational issues such as gaps when no information is available to dispatch and on field operations. The upgrade from radio to cellular technology will eliminate dead zones and allow vehicle locations to be updated every 10 seconds rather than the current three minutes. The CAD/AVL is a crucial driver to continue with the Real Time sign program both in LED Ride On/WMATA stop signs and multimodal signs in buildings around the county.

OTHER

Expenditures will continue indefinitely.

COORDINATION

Department of Technology Services, Washington Metropolitan Area Transit Authority, and regional local transit operators.



Master Leases: Transit Radio System Replacement (P502110)

Category	Transportation	Date Last Modified	03/12/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	1,750	-	-	1,750	1,750	-	-	-	-	-	-
TOTAL EXPENDITURES	1,750	-	-	1,750	1,750	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Short-Term Lease Financing	1,750	-	-	1,750	1,750	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,750	-	-	1,750	1,750	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,750	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will replace the current stand-alone Transit Radio System with radios, consoles, and networking necessary to incorporate Transit Services radio operations into the new state-of-the-art public safety radio system. This will ensure that the federally required emergency communications systems for transit operations are continued between bus operators and central communications in a reliable and consistent manner. In addition, it will maintain and integrate Transit Services into regional operability and provide enhanced features pursuant to national standards for radio devices.

PROJECT JUSTIFICATION

The current 450 MHz Transit Radio system can no longer be supported by the manufacturer as equipment production ceased over a decade ago. Rather than replace the Transit Radio system entirely, the Intelligent Transportation System (ITS) Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) currently in implementation using cellular data capability provides an opportunity to move Transit voice radio communications to the public safety system. Moving Transit voice radio operations to the Public Safety network will cost significantly less than replacing the entire system. In addition, the new Public Safety radio system will provide much higher reliability and much lower maintenance costs than support for the existing older outdated technology 450 MHz system. By moving Transit voice radio to the public safety system concurrent with the implementation of the new CAD/AVL system, additional cost savings for the radio integration portion of the CAD/AVL system will occur in the long term. By upgrading the voice radio used in the new CAD/AVL system, development of a unique and obsolete radio interface is no longer required.

FISCAL NOTE

The total cost for this project is estimated to be \$3.5 million, so an additional \$1.75 million will be needed in FY22. A decision will be made at that time whether to continue with a Master Lease or to fund the costs in the operating budget.

COORDINATION

Department of Technology Services



Ride On Bus Fleet (P500821)

Category	Transportation	Date Last Modified	05/13/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	279,354	152,415	38,314	88,625	16,791	9,432	24,083	21,552	6,300	10,467	-
TOTAL EXPENDITURES	279,354	152,415	38,314	88,625	16,791	9,432	24,083	21,552	6,300	10,467	-

FUNDING SCHEDULE (\$000s)

Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	118,737	24,938	17,174	76,625	14,791	7,432	22,083	19,552	4,300	8,467	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	51,880	32,966	9,314	9,600	1,600	1,600	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	81,321	74,685	6,636	-	-	-	-	-	-	-	-
State Aid	16,740	9,540	4,800	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	279,354	152,415	38,314	88,625	16,791	9,432	24,083	21,552	6,300	10,467	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	16,791	Year First Appropriation	FY09
Appropriation FY 22 Request	9,432	Last FY's Cost Estimate	263,088
Cumulative Appropriation	190,729		
Expenditure / Encumbrances	168,609		
Unencumbered Balance	22,120		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

FY21: 10 electric and 15 small diesel; FY22: 13 full-size hybrid; FY23: 12 full-size hybrid, 28 small diesel, and 7 microtransit; FY24: 8 full-size hybrid and 32 small diesel; FY25: 12 large diesel; FY26: 18 CNG and 1 small diesel

COST CHANGE

Cost decrease is due to the type and number of buses due for replacement.

PROJECT JUSTIFICATION

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

OTHER

MCDOT has applied for grants to cover the incremental cost of additional electric buses. If successful, it is expected that the number of small diesels in FY21 would be reduced in favor of electric buses. Electric buses comprise 40 percent of new bus purchases in FY21 and could increase further if the Department of Transportation is successful on two (Federal and State) bus grant applications. This exceeds standards compared to most other transit agencies. For example, California, considered a leader in zero bus emissions implementation, recently enacted a regulation that will require all large transit agencies to include at least 25 percent zero emission buses in their new bus purchases beginning in 2023.

DISCLOSURES

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

COORDINATION

Department of General Services, Maryland Transit Administration



Ride On Bus Route Restructuring Study (P502107)

Category	Transportation	Date Last Modified	05/13/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,500	-	-	1,500	-	750	750	-	-	-	-
TOTAL EXPENDITURES	1,500	-	-	1,500	-	750	750	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	1,500	-	-	1,500	-	750	750	-	-	-	-
TOTAL FUNDING SOURCES	1,500	-	-	1,500	-	750	750	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	750	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

COORDINATION

Washington Metropolitan Area Transit Authority, Maryland Transit Administration



White Flint Metro Station Northern Entrance (P501914)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,740	-	-	1,740	-	870	870	-	-	-	-
Construction	9,860	-	-	9,860	-	-	-	4,292	5,220	348	-
TOTAL EXPENDITURES	11,600	-	-	11,600	-	870	870	4,292	5,220	348	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	11,600	-	-	11,600	-	870	870	4,292	5,220	348	-
TOTAL FUNDING SOURCES	11,600	-	-	11,600	-	870	870	4,292	5,220	348	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	870	Last FY's Cost Estimate	2,900
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

LOCATION

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

ESTIMATED SCHEDULE

Design to start in FY22 and construction to start in FY24.

COST CHANGE

Increase due to addition of construction.

PROJECT JUSTIFICATION

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

FISCAL NOTE

Total cost is expected to be approximately \$34.8 million. The remaining funds will be solicited from WMATA.

DISCLOSURES

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

COORDINATION

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



Parking Bethesda Facility Renovations (P508255)

Category	Transportation	Date Last Modified	05/14/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,630	2,599	231	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	18	18	-	-	-	-	-	-	-	-	-
Construction	34,325	7,289	5,675	21,361	4,793	4,708	3,565	2,765	2,765	2,765	-
Other	936	936	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	39,932	10,865	5,906	23,161	5,093	5,008	3,865	3,065	3,065	3,065	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Bethesda	39,932	10,865	5,906	23,161	5,093	5,008	3,865	3,065	3,065	3,065	-
TOTAL FUNDING SOURCES	39,932	10,865	5,906	23,161	5,093	5,008	3,865	3,065	3,065	3,065	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	3,050	Year First Appropriation	FY83
Appropriation FY 22 Request	3,600	Last FY's Cost Estimate	26,296
Cumulative Appropriation	22,897		
Expenditure / Encumbrances	14,275		
Unencumbered Balance	8,622		

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

Expenditures in FY21 through FY23 have been updated to reflect anticipated costs for repairs.

PROJECT JUSTIFICATION

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

OTHER

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

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

DISCLOSURES

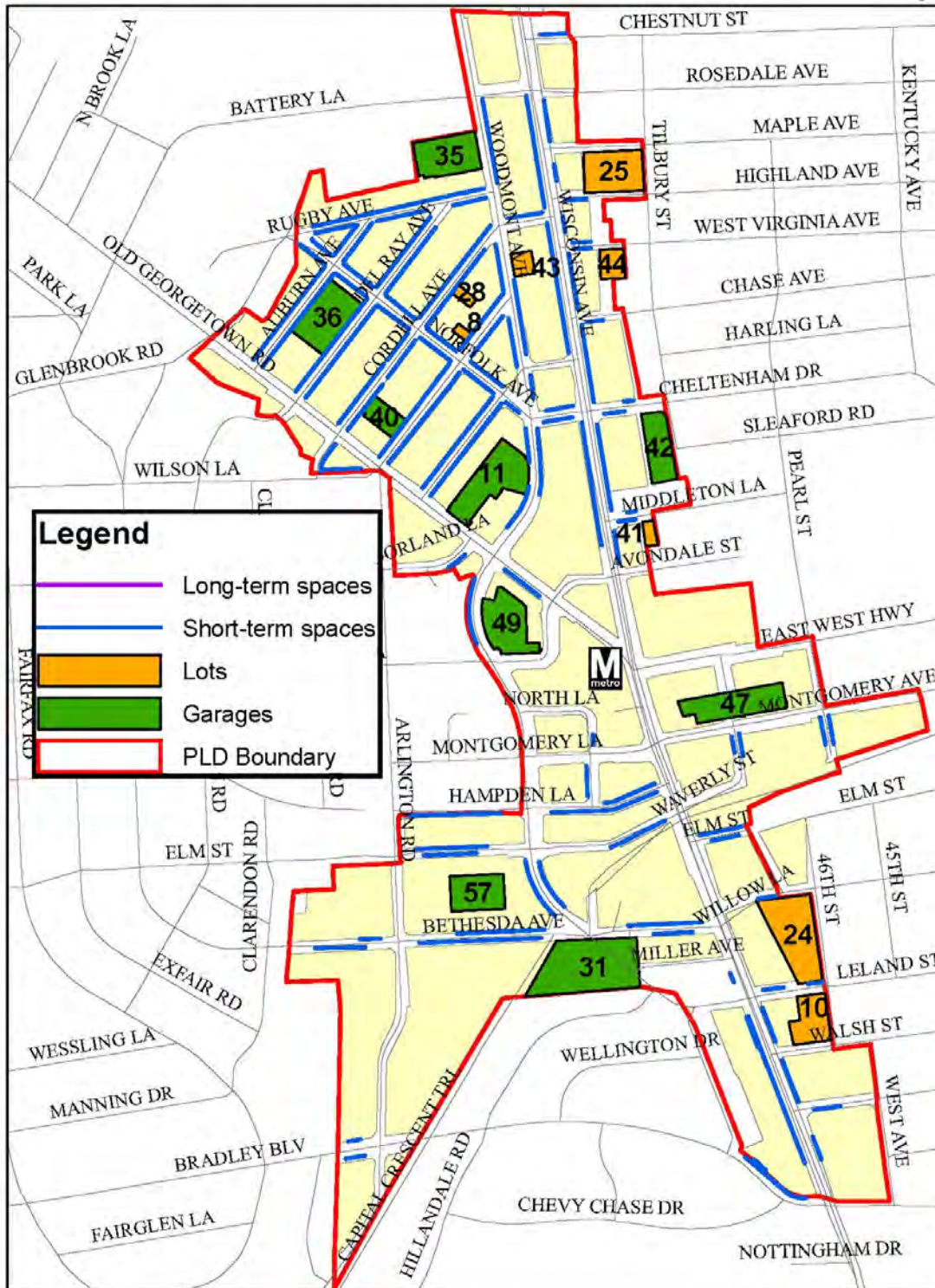
Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Bethesda PLD.



Bethesda Parking Lot District



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	05/14/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,371	3,334	237	1,800	300	300	300	300	300	300	-
Land	33	33	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,148	1,148	-	-	-	-	-	-	-	-	-
Construction	28,260	6,657	2,156	19,447	4,432	3,930	3,895	2,570	2,310	2,310	-
Other	312	312	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	35,124	11,484	2,393	21,247	4,732	4,230	4,195	2,870	2,610	2,610	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Parking - Silver Spring	35,124	11,484	2,393	21,247	4,732	4,230	4,195	2,870	2,610	2,610	-
TOTAL FUNDING SOURCES	35,124	11,484	2,393	21,247	4,732	4,230	4,195	2,870	2,610	2,610	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	427	Year First Appropriation	FY83
Appropriation FY 22 Request	1,620	Last FY's Cost Estimate	24,317
Cumulative Appropriation	20,793		
Expenditure / Encumbrances	12,897		
Unencumbered Balance	7,896		

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

Expenditures in FY21 through FY24 have been updated to reflect anticipated repair costs.

PROJECT JUSTIFICATION

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

OTHER

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

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

DISCLOSURES

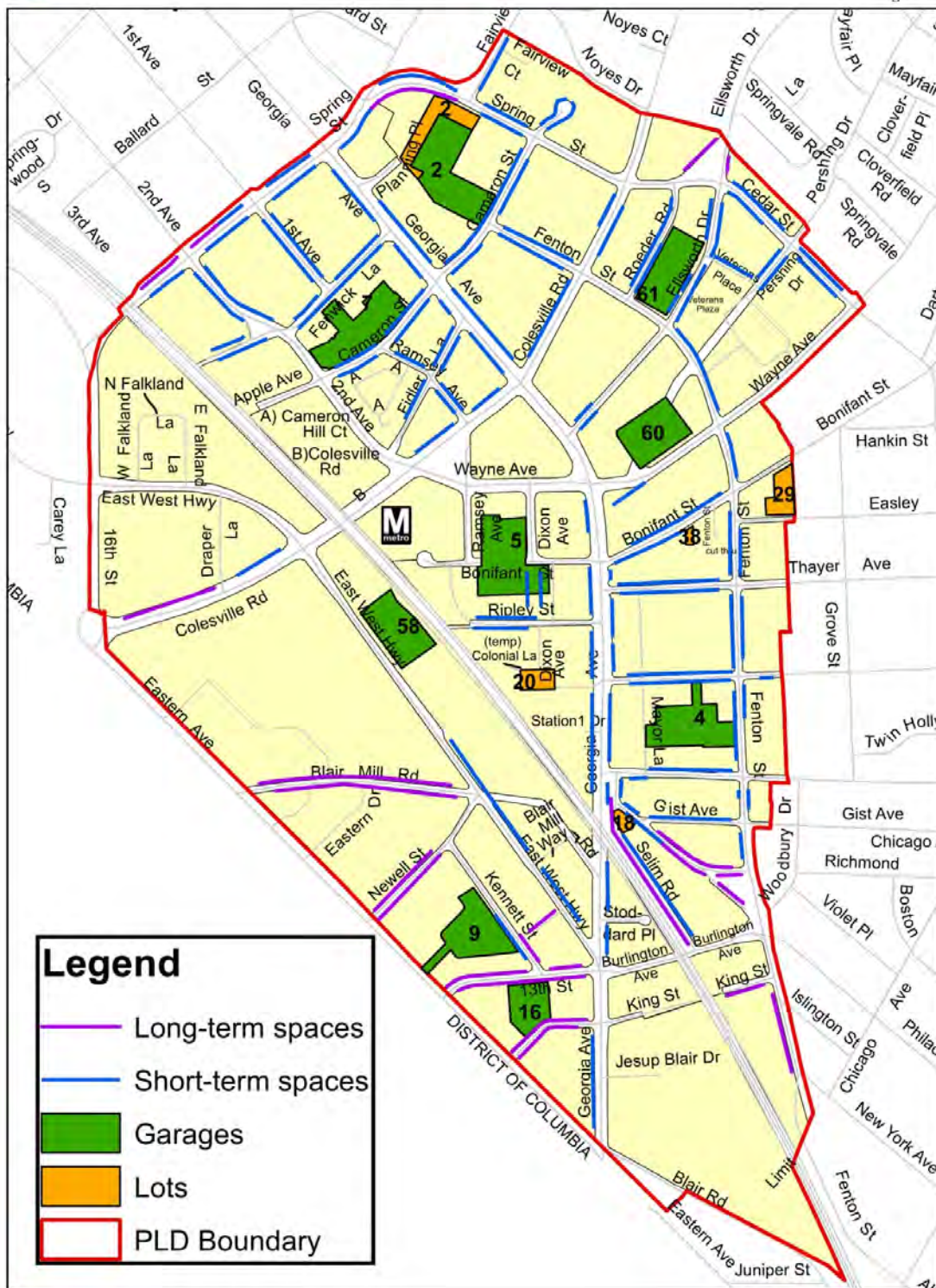
Expenditures will continue indefinitely.

COORDINATION

Silver Spring PLD Facility Planning.

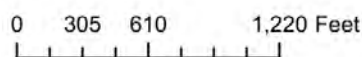


Silver Spring Parking Lot District



Legend

- Long-term spaces
- Short-term spaces
- Garages
- Lots
- PLD Boundary



Montgomery County, Maryland
Parking Management





ADA Compliance: Transportation

(P509325)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,430	3,346	974	1,110	185	185	185	185	185	185	-
Land	583	583	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	175	-	25	150	25	25	25	25	25	25	-
Construction	7,124	1,439	645	5,040	790	1,090	790	790	790	790	-
TOTAL EXPENDITURES	13,312	5,368	1,644	6,300	1,000	1,300	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE (\$000s)

Developer Payments	300	-	-	300	150	150	-	-	-	-	-
G.O. Bonds	13,012	5,368	1,644	6,000	850	1,150	1,000	1,000	1,000	1,000	-
TOTAL FUNDING SOURCES	13,312	5,368	1,644	6,300	1,000	1,300	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	500	Year First Appropriation	FY93
Appropriation FY 22 Request	1,300	Last FY's Cost Estimate	11,512
Cumulative Appropriation	7,512		
Expenditure / Encumbrances	5,584		
Unencumbered Balance	1,928		

PROJECT DESCRIPTION

This project provides for both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing Countywide infrastructure to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens, for the on-call transit program Accessible Ride On, and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Addition of FY25 and FY26 to level of effort partially offset by \$200K reduction in FY21.

PROJECT JUSTIFICATION

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. This project improves access to public facilities and services throughout the County in compliance with ADA.

OTHER

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

FISCAL NOTE

Additional funds earmarked from developers (\$150k per year in FY21-FY22).

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Department of Housing and Community Affairs, Department of Health and Human Services, Commission on People with Disabilities, Pedestrian Safety Advisory Committee, Commission on Aging, Maryland State Highway Administration, MARC Rail, Sidewalk and Infrastructure Revitalization Project, Sidewalk Program - Minor Projects, U.S. Department of Justice, BIPPA



Bethesda Bikeway and Pedestrian Facilities (P500119)

Category	Transportation	Date Last Modified	05/14/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing
Required Adequate Public Facility	Yes		

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,884	2,289	307	288	233	55	-	-	-	-	-
Land	360	2	358	-	-	-	-	-	-	-	-
Site Improvements and Utilities	305	80	85	140	140	-	-	-	-	-	-
Construction	4,680	1,267	250	3,163	2,705	458	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	8,230	3,639	1,000	3,591	3,078	513	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Developer Payments	272	-	-	272	272	-	-	-	-	-	-
G.O. Bonds	7,958	3,639	1,000	3,319	2,806	513	-	-	-	-	-
TOTAL FUNDING SOURCES	8,230	3,639	1,000	3,591	3,078	513	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			10	-	2	2	2	2	2	2
Energy			5	-	1	1	1	1	1	1
NET IMPACT			15	-	3	3	3	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	165	Year First Appropriation	FY04
Appropriation FY 22 Request	-	Last FY's Cost Estimate	8,230
Cumulative Appropriation	8,065		
Expenditure / Encumbrances	4,120		
Unencumbered Balance	3,945		

PROJECT DESCRIPTION

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the 2017 Bethesda Downtown Plan.

LOCATION

Bethesda Central Business District

ESTIMATED SCHEDULE

Design for the Capital Crescent Surface trail will be completed in FY 20 and design on the Woodmont Avenue Cycletrack and Montgomery Lane/Avenue Cycletrack will be completed in FY 20. All three projects will be constructed in FY 20 - FY 22.

PROJECT JUSTIFICATION

The project implements improvements recommended in the Bethesda Downtown Plan (2017). Additionally, it will help the County achieve its non-auto-driver mode share (NADMS) goals and the goals under Vision Zero to reduce roadway crashes with severe injury and death to zero by 2030.

OTHER

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

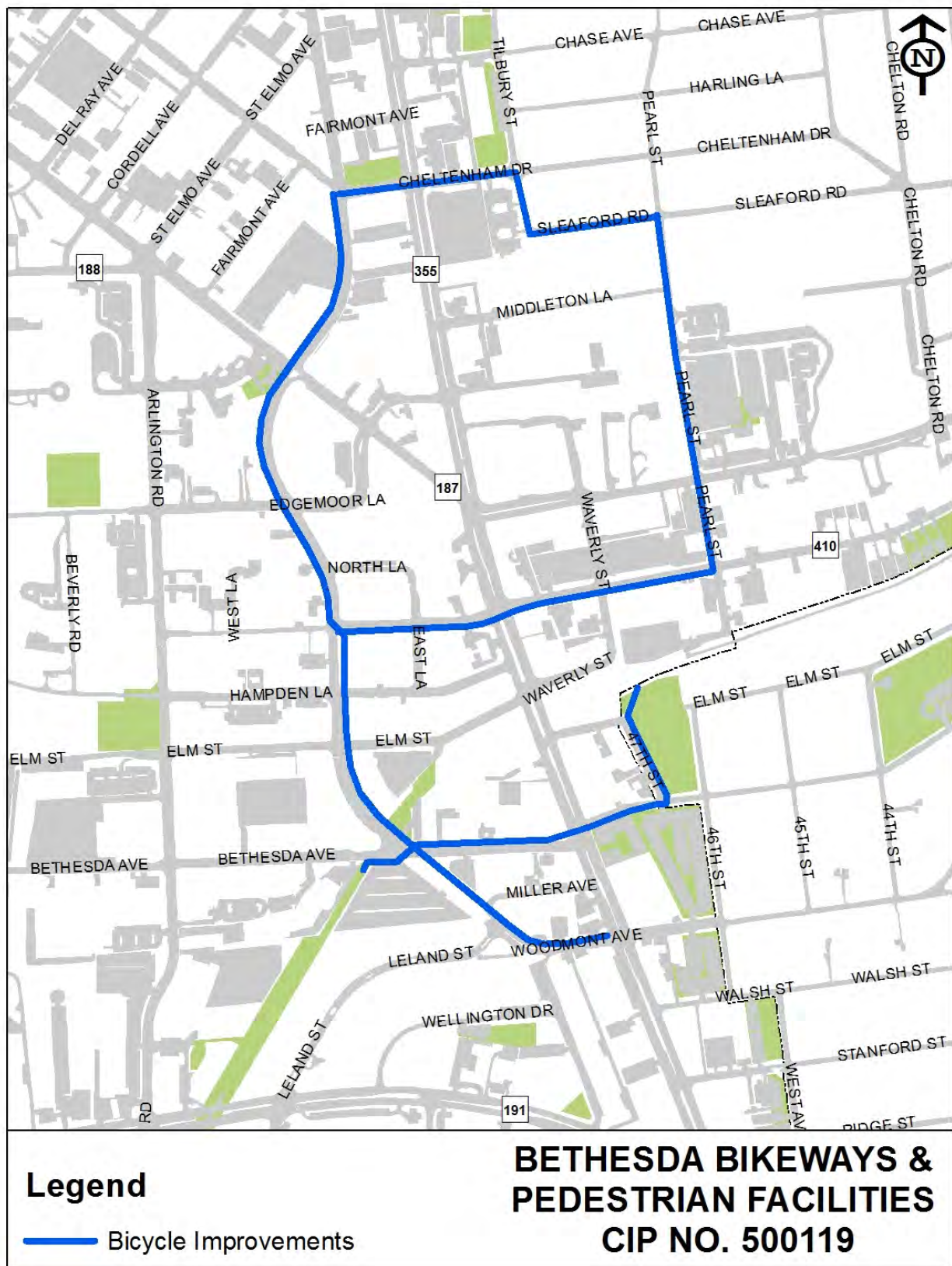
Funding is included for high priority projects only.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Bethesda Chevy Chase Regional Services Center, Bethesda Urban Partnership, Montgomery Bicycle Action Group, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Bethesda CBD Streetscape (CIP #501102), Trails: Hard Surface Design and Construction (CIP #768673), Resurfacing Park Roads - Bridges , Maryland Transit Administration, Washington Metropolitan Area Transit Authority, and Capital Crescent Trail (CIP #501316).





Bowie Mill Road Bikeway (P502108)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,395	-	-	2,245	-	-	-	1,122	1,123	-	2,150
Land	1,091	-	-	465	-	-	-	-	-	465	626
Site Improvements and Utilities	3,146	-	-	200	-	-	-	-	-	200	2,946
Construction	12,074	-	-	-	-	-	-	-	-	-	12,074
TOTAL EXPENDITURES	20,706	-	-	2,910	-	-	-	1,122	1,123	665	17,796

FUNDING SCHEDULE (\$000s)

G.O. Bonds	20,706	-	-	2,910	-	-	-	1,122	1,123	665	17,796
TOTAL FUNDING SOURCES	20,706	-	-	2,910	-	-	-	1,122	1,123	665	17,796

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight to ten feet wide sidepath for 3.3 miles along Bowie Mill Road from Olney Laytonsville Road (MD 108) to Muncaster Mill Road (MD 115) and continues along Muncaster Mill Road to Needwood Road. The project also provides a new pedestrian bridge over Rock Creek North Branch for continuation of the sidepath along Bowie Mill Road.

LOCATION

Olney-Derwood

ESTIMATED SCHEDULE

Design to start in FY24 and be completed in FY25. Land acquisition to start in FY26 and be completed in FY27. Construction to start in FY28 and be completed in FY29.

PROJECT JUSTIFICATION

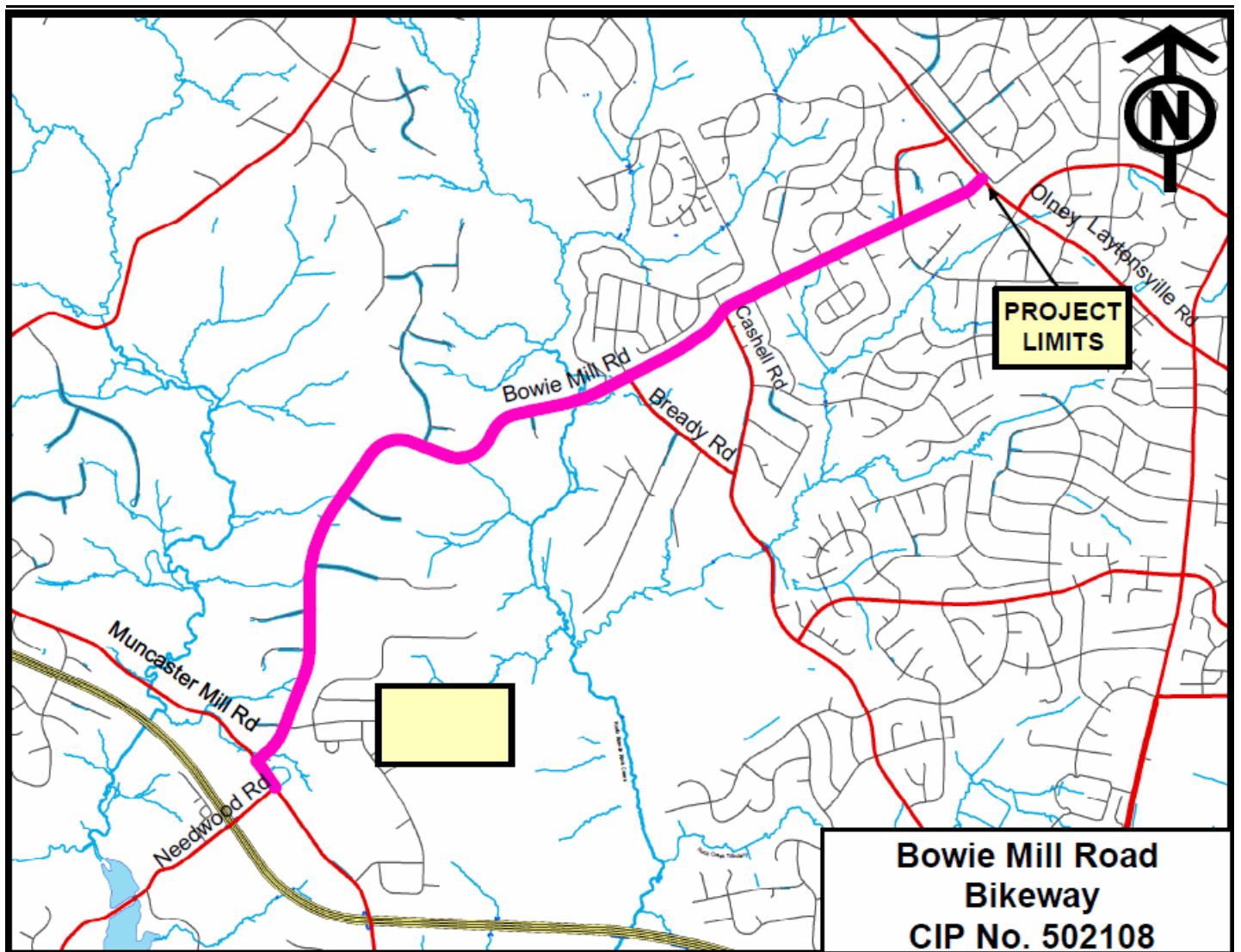
The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a sidepath along Bowie Mill Road. The project is a critical connection in the existing bicycle network between the existing trails and important destinations including Needwood Road Bike Path, North Branch Trail, the Inter-County Connector (ICC) Trail, Shady Grove Metro Station, Sequoyah Elementary School, Colonel Zadok Magruder High School, and Olney Town Center.

OTHER

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Bradley Boulevard (MD 191) Improvements (P501733)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,038	-	-	2,080	633	691	5	5	48	698	958
Land	2,407	-	-	2,407	-	-	1,339	857	211	-	-
Site Improvements and Utilities	2,160	-	-	2,160	-	-	-	-	1,940	220	-
Construction	8,860	-	-	3,202	-	-	-	-	-	3,202	5,658
TOTAL EXPENDITURES	16,465	-	-	9,849	633	691	1,344	862	2,199	4,120	6,616

FUNDING SCHEDULE (\$000s)

G.O. Bonds	16,465	-	-	9,849	633	691	1,344	862	2,199	4,120	6,616
TOTAL FUNDING SOURCES	16,465	-	-	9,849	633	691	1,344	862	2,199	4,120	6,616

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,324	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	16,516
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

Cost reduction due to the expedited planned completion of Bradley Boulevard intersection at Wilson Lane improvements in the Intersection and Spot Improvements project (#507017). Construction cost for Phase II added in beyond six years.

PROJECT JUSTIFICATION

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

OTHER

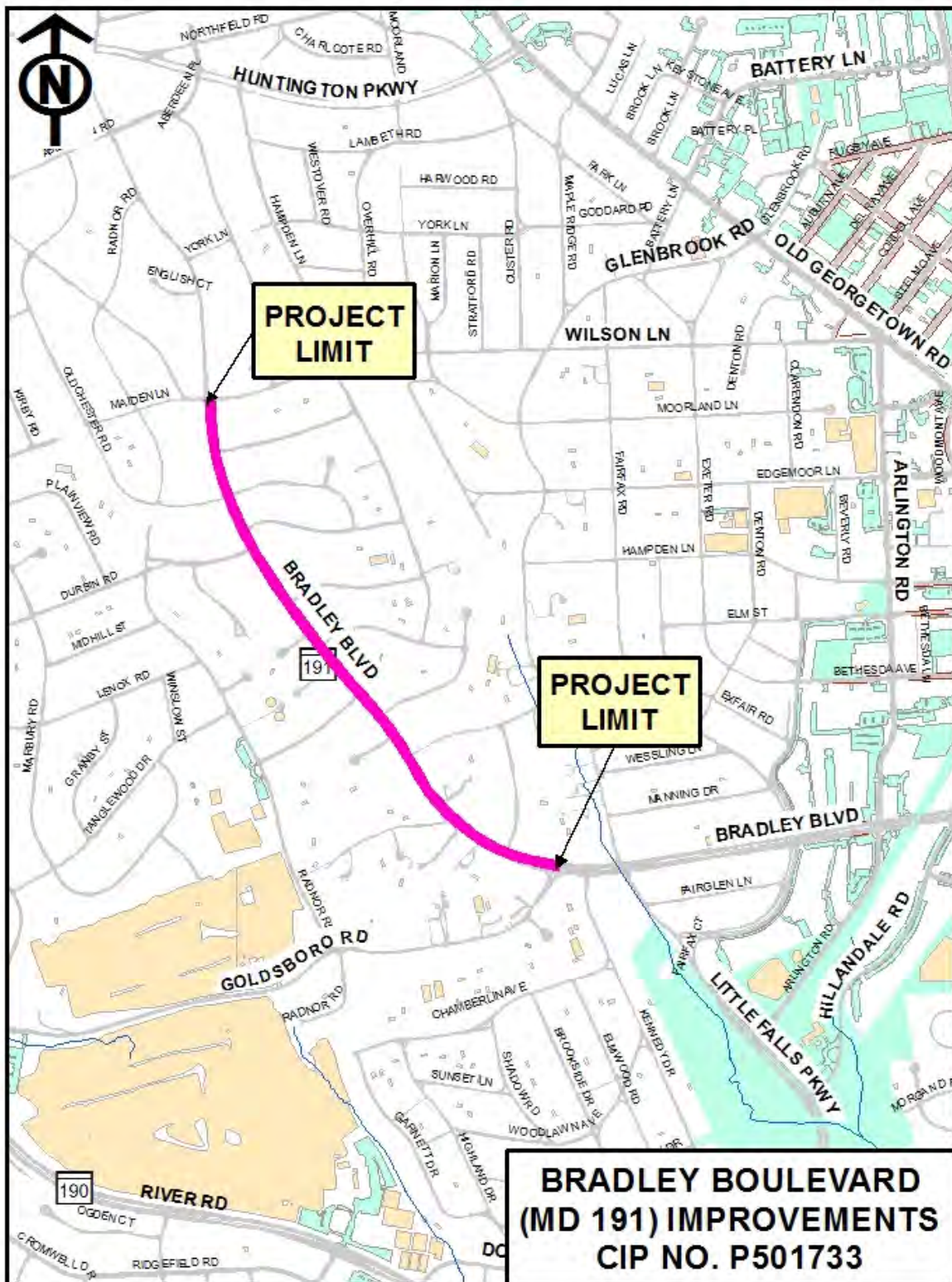
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Capital Crescent Trail (P501316)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	10,841	1,090	2,731	5,520	40	40	40	-	2,700	2,700	1,500
Land	873	415	458	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,308	8	-	2,000	-	-	-	-	1,000	1,000	300
Construction	97,725	33,576	14,375	39,174	2,848	1,167	59	-	17,300	17,800	10,600
Other	4,350	-	-	4,350	1,350	3,000	-	-	-	-	-
TOTAL EXPENDITURES	116,097	35,089	17,564	51,044	4,238	4,207	99	-	21,000	21,500	12,400

FUNDING SCHEDULE (\$000s)

G.O. Bonds	104,999	27,470	14,085	51,044	4,238	4,207	99	-	21,000	21,500	12,400
Impact Tax	11,098	7,619	3,479	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	116,097	35,089	17,564	51,044	4,238	4,207	99	-	21,000	21,500	12,400

OPERATING BUDGET IMPACT (\$000s)

Maintenance			35	-	-	5	10	10	10
Energy			35	-	-	5	10	10	10
NET IMPACT			70	-	-	10	20	20	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	4,238	Year First Appropriation	FY15
Appropriation FY 22 Request	4,207	Last FY's Cost Estimate	61,197
Cumulative Appropriation	52,653		
Expenditure / Encumbrances	44,926		
Unencumbered Balance	7,727		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

The surface trail is scheduled for construction in FY21. Construction of the tunnel under Wisconsin Avenue to start in summer of 2024 with completion in late fall/early winter of 2026.

COST CHANGE

Funds added for design and construction of tunnel under Wisconsin Avenue.

PROJECT JUSTIFICATION

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

FISCAL NOTE

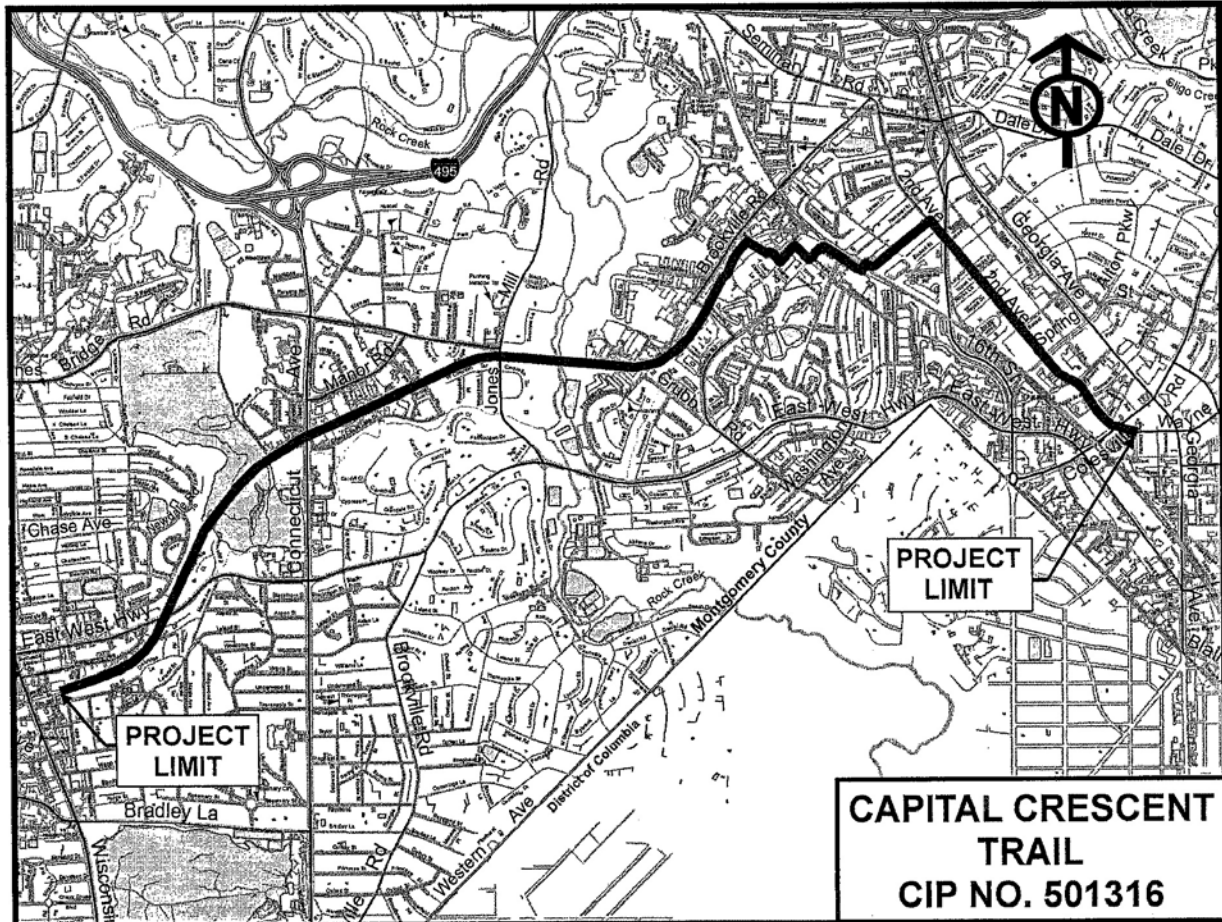
The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed public-private partnership for the Purple Line and reflects the actual bid by the Concessionaire.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

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.





Dale Drive Shared Use Path and Safety Improvements (P502109)

Category	Transportation	Date Last Modified	05/14/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,156	-	-	2,156	644	709	-	-	526	277	-
Land	2,312	-	-	2,312	-	-	708	1,244	360	-	-
Site Improvements and Utilities	482	-	-	482	-	-	-	-	482	-	-
Construction	3,499	-	-	3,499	-	-	-	-	1,909	1,590	-
TOTAL EXPENDITURES	8,449	-	-	8,449	644	709	708	1,244	3,277	1,867	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,449	-	-	8,449	644	709	708	1,244	3,277	1,867	-
TOTAL FUNDING SOURCES	8,449	-	-	8,449	644	709	708	1,244	3,277	1,867	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,353	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide shared use path approximately 1 mile of length along the north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

LOCATION

Silver Spring

ESTIMATED SCHEDULE

Design, land acquisition, and construction will be completed in FY22, FY24, and FY26 respectively. The construction will have a duration of 2 years.

PROJECT JUSTIFICATION

There are only short segments of sidewalk scattered within the project limits but no continuous pedestrian facilities on this section of Dale Drive, where several school bus stops are located. This section of Dale Drive is also the last missing link of pedestrian facilities on Dale Drive and a connection to the future Purple Line Station on Dale Drive and Wayne Avenue, as well as the Sligo Creek Trail.

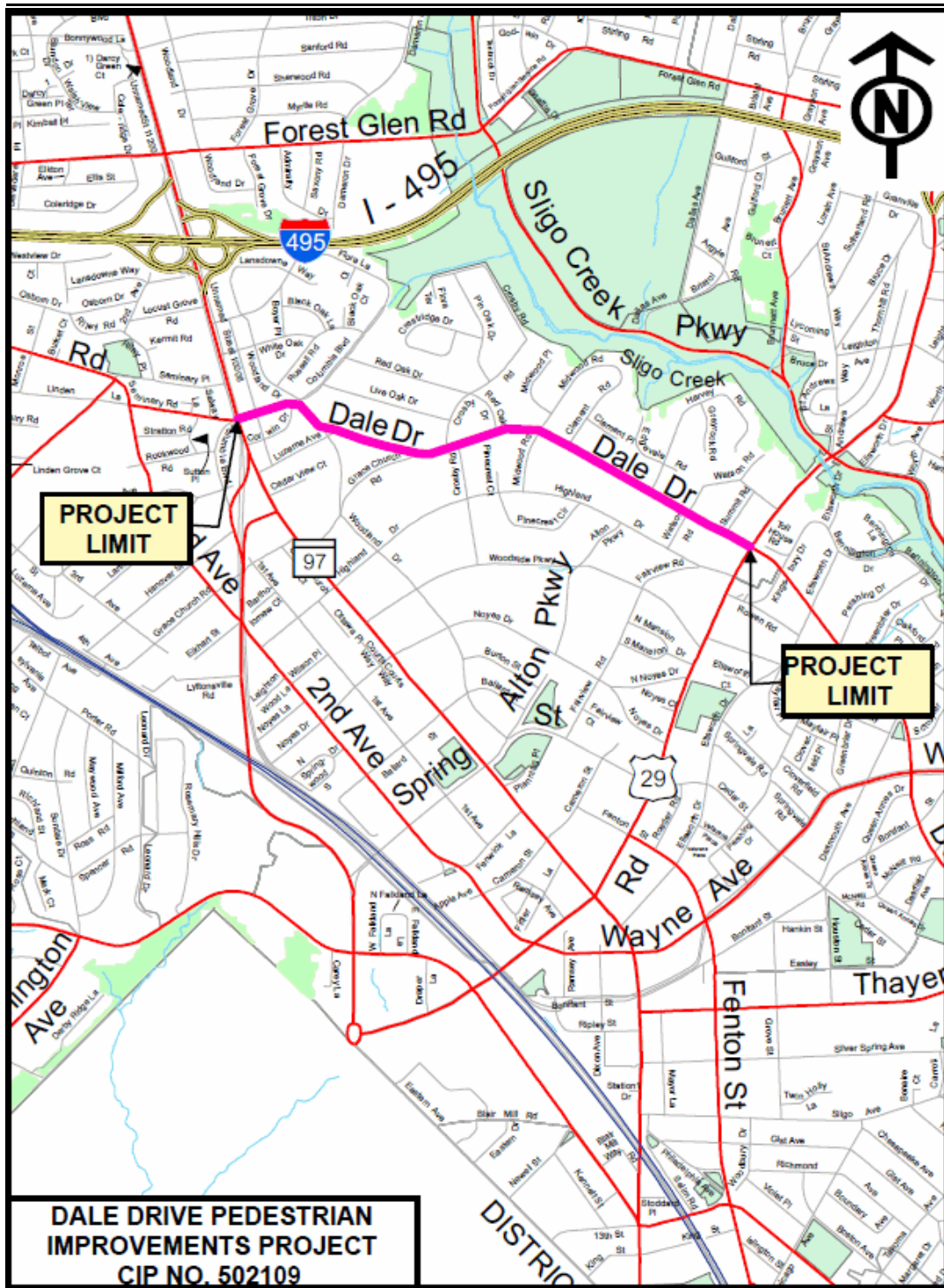
The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a shared use path or sidewalk to be added for this section of Dale Drive.

OTHER

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Falls Road Bikeway and Pedestrian Facility (P500905)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,426	-	-	1,640	820	820	-	-	-	-	1,786
Land	2,700	-	-	-	-	-	-	-	-	-	2,700
Site Improvements and Utilities	3,000	-	-	-	-	-	-	-	-	-	3,000
Construction	17,985	-	-	-	-	-	-	-	-	-	17,985
TOTAL EXPENDITURES	27,111	-	-	1,640	820	820	-	-	-	-	25,471

FUNDING SCHEDULE (\$000s)

Federal Aid	1,230	-	-	1,230	820	410	-	-	-	-	-
G.O. Bonds	25,881	-	-	410	-	410	-	-	-	-	25,471
TOTAL FUNDING SOURCES	27,111	-	-	1,640	820	820	-	-	-	-	25,471

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,640	Year First Appropriation	FY16
Appropriation FY 22 Request	-	Last FY's Cost Estimate	24,830
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides funds to develop final design plans, acquire right-of-way, and construct approximately 4 miles of an 8-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 FY21-22. Land acquisition, utilities, and construction costs are programmed beyond the six years; the schedule will be reevaluated once the new design is completed.

COST CHANGE

Cost increase necessary to update design.

PROJECT JUSTIFICATION

This path provides access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road. The 2002 Potomac Subregion Master Plan calls for a Class I (off-road) bike path along Falls Road from the Rockville City limit to MacArthur Boulevard. The path is a missing link between existing bicycle facilities within the City of Rockville and existing path along Falls Road south of River Road.

OTHER

Montgomery County Department of Transportation has completed Phase 2 facility planning, preliminary design, with funds from the annual bikeway program. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

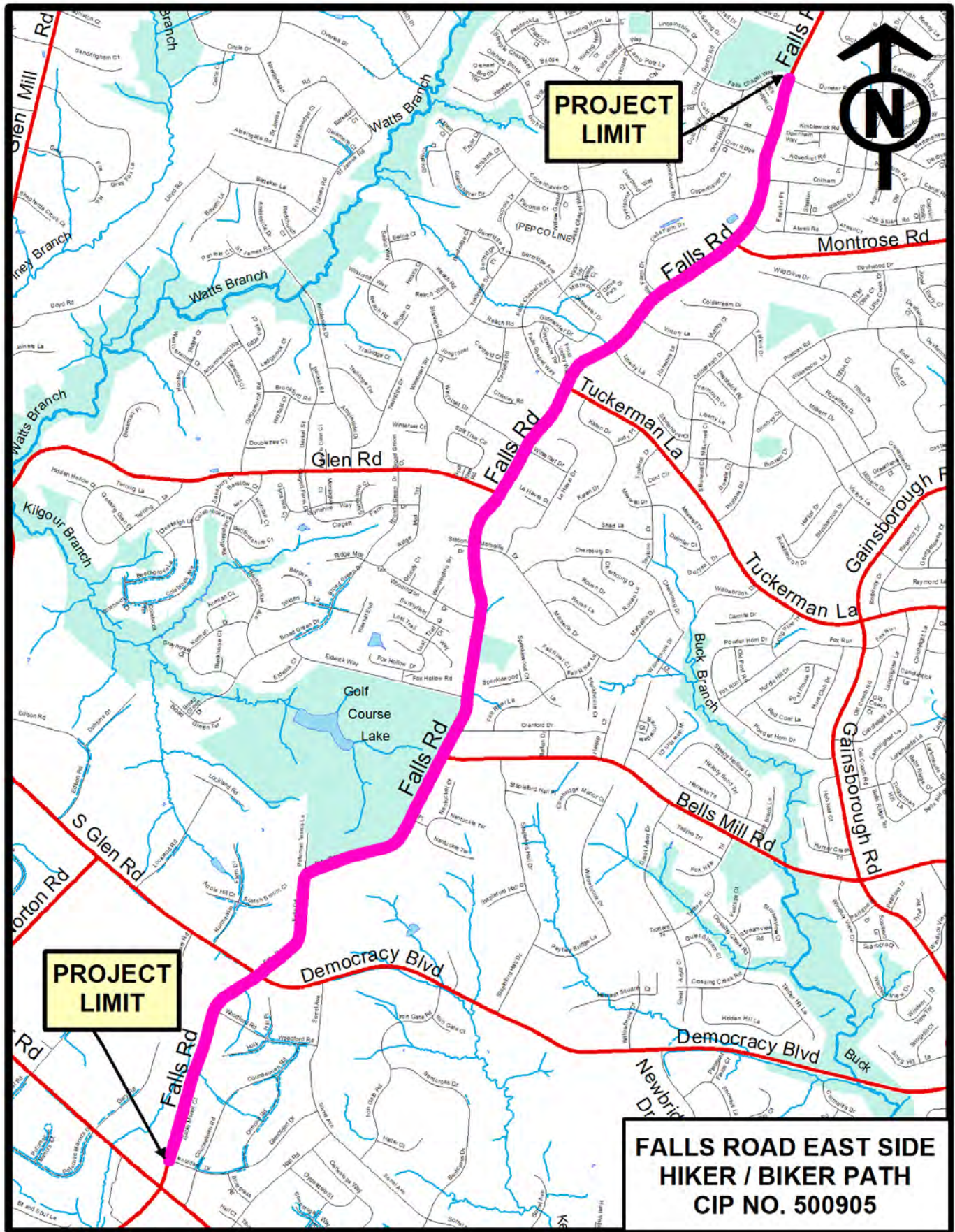
Construction cost estimate is based on design that was completed in 2009. Final construction cost will be determined after final design is completed. Federal Aid in FY21-22 includes the Transportation Alternative Program (TAP) grant in the amount of \$1.23M.

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	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,769	-	-	2,471	-	-	364	930	528	649	1,298
Land	574	-	-	574	-	-	-	-	574	-	-
Site Improvements and Utilities	1,150	-	-	575	-	-	-	-	-	575	575
Construction	15,603	-	-	5,201	-	-	-	-	-	5,201	10,402
TOTAL EXPENDITURES	21,096	-	-	8,821	-	-	364	930	1,102	6,425	12,275

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	21,096	-	-	8,821	-	-	364	930	1,102	6,425	12,275
TOTAL FUNDING SOURCES	21,096	-	-	8,821	-	-	364	930	1,102	6,425	12,275

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 21 Request	-	Year First Appropriation									
Appropriation FY 22 Request	-	Last FY's Cost Estimate									
Cumulative Appropriation	-										
Expenditure / Encumbrances	-										
Unencumbered Balance	-										

PROJECT DESCRIPTION

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

LOCATION

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

ESTIMATED SCHEDULE

Design will start in FY23. Land acquisition is scheduled in FY25. Construction is scheduled to start in FY26 and be completed in FY28.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

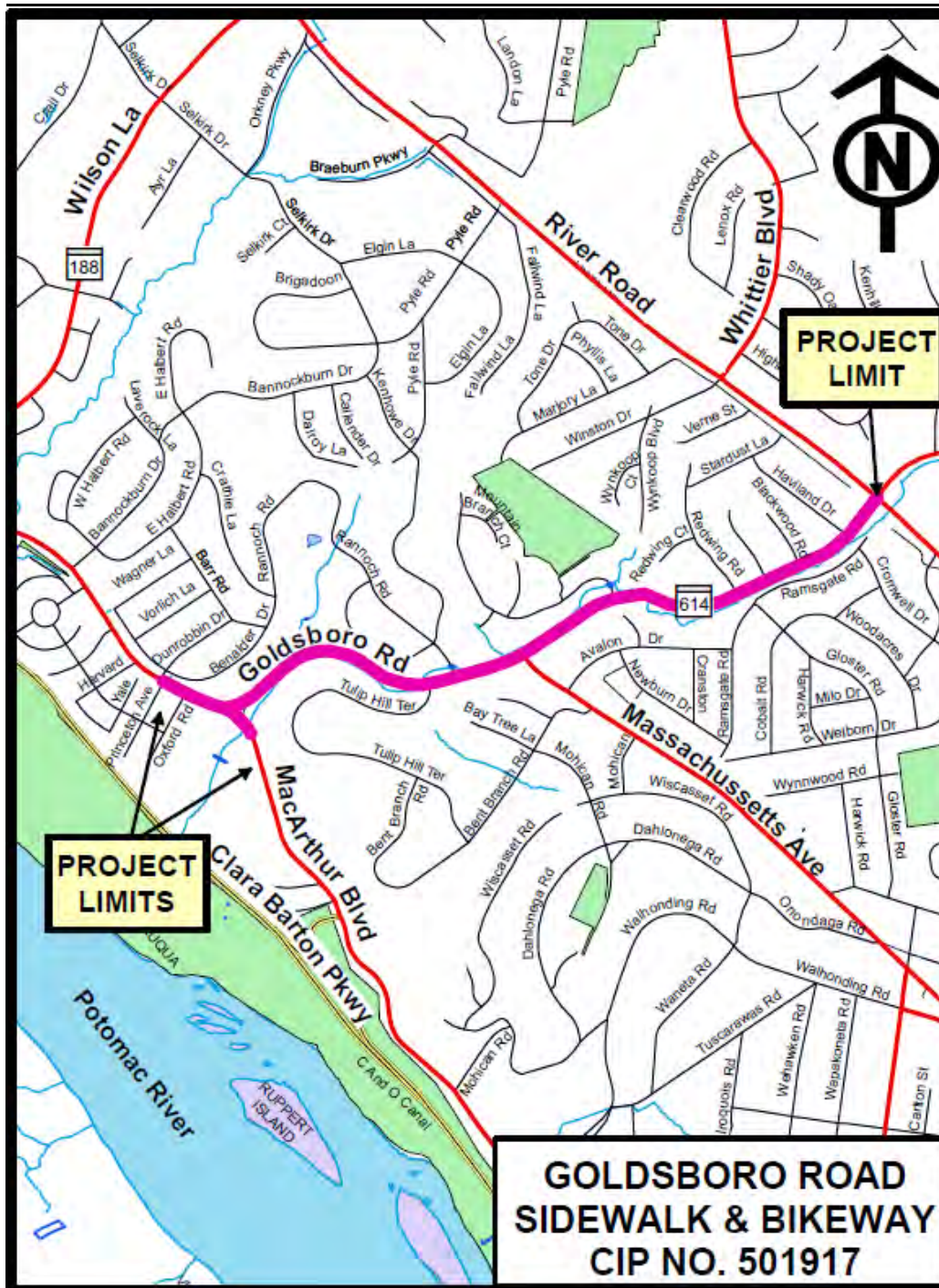
Construction cost estimates will be updated during the final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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





Good Hope Road Shared Use Path (P501902)

Category	Transportation	Date Last Modified	05/14/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Cloverly-Norwood	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,839	299	480	1,060	459	53	548	-	-	-	-
Land	559	-	-	559	355	204	-	-	-	-	-
Site Improvements and Utilities	50	-	-	50	50	-	-	-	-	-	-
Construction	2,282	-	-	2,282	-	360	1,922	-	-	-	-
TOTAL EXPENDITURES	4,730	299	480	3,951	864	617	2,470	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	4,730	299	480	3,951	864	617	2,470	-	-	-	-
TOTAL FUNDING SOURCES	4,730	299	480	3,951	864	617	2,470	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			15	-	-	-	-	5	5	5
Energy			3	-	-	-	-	1	1	1
NET IMPACT			18	-	-	-	-	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,068	Year First Appropriation	FY19
Appropriation FY 22 Request	2,883	Last FY's Cost Estimate	4,065
Cumulative Appropriation	779		
Expenditure / Encumbrances	750		
Unencumbered Balance	29		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide sidepath along the west side of Good Hope Road over 4,500 feet of length from Windmill Lane to Rainbow Drive in Cloverly. The project also provides a pedestrian bridge that is 40-foot long and eight-foot wide at the intersection of Good Hope Road and Hopefield Road. The project site is located within the Upper Paint Branch Special Protection Area.

LOCATION

Cloverly

ESTIMATED SCHEDULE

Design, land acquisition, and construction will be completed in FY21, FY22, and FY23 respectively. The construction will have a duration of 18 months.

COST CHANGE

The cost increase is due to the change from a five foot wide sidewalk to an eight foot wide sidepath.

PROJECT JUSTIFICATION

The project enhances the pedestrian safety along Good Hope Road from Windmill Lane to Rainbow Drive. The pedestrian bridge addresses a section of the road where there is no sidewalk or shoulder for pedestrians. The Cloverly Master Plan, adopted in July 1997, recommends a sidewalk along Good Hope Road. The project was also requested by the Good Hope Estates Civic Association.

OTHER

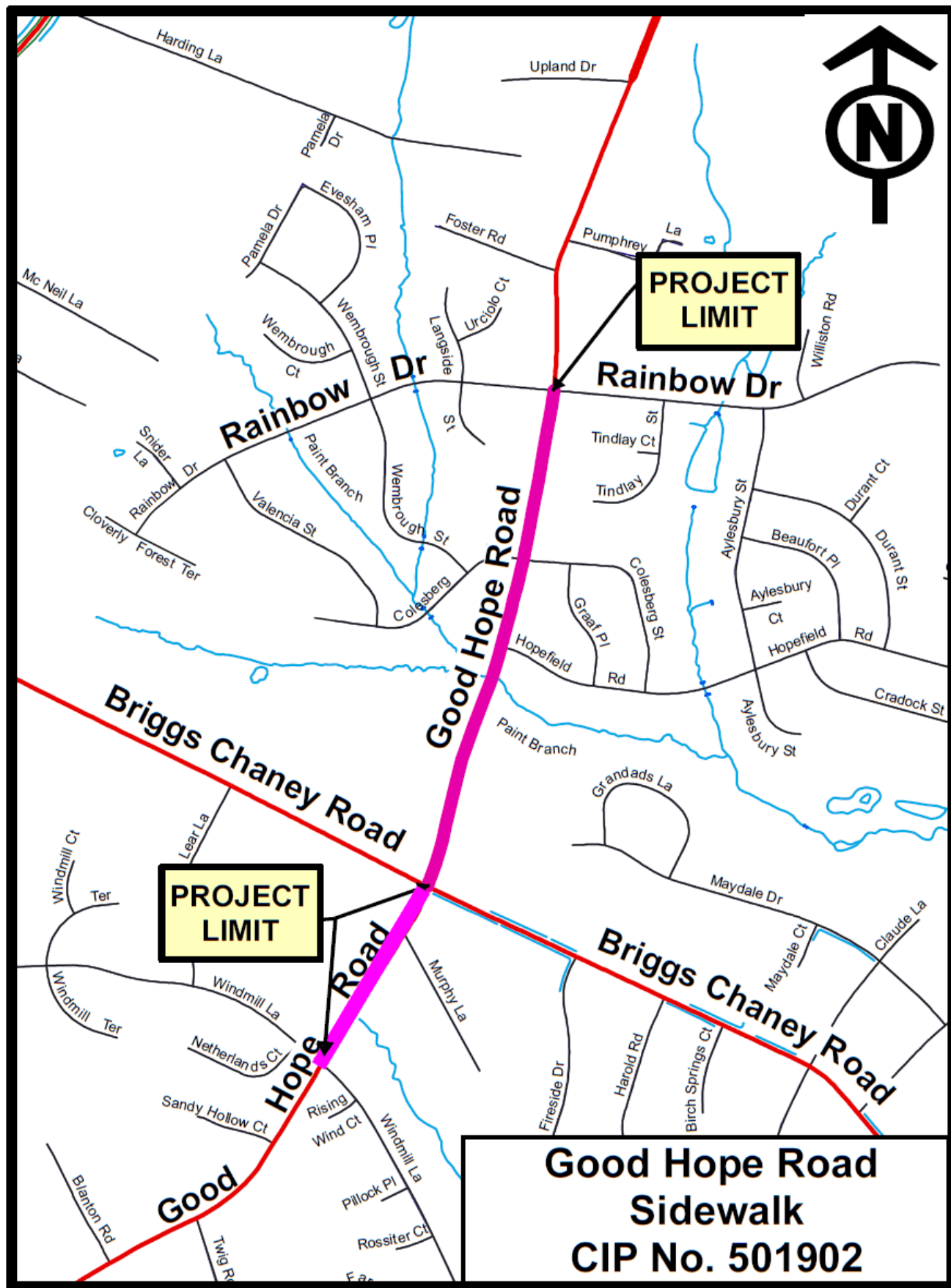
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services





Life Sciences Center Loop Trail

(P501742)

Category	Transportation	Date Last Modified	05/13/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,329	335	64	1,930	375	655	-	300	600	-	-
Land	1,200	-	-	1,200	-	-	1,200	-	-	-	-
Construction	9,372	1	-	9,371	-	-	-	3,370	6,001	-	-
TOTAL EXPENDITURES	12,901	336	64	12,501	375	655	1,200	3,670	6,601	-	-

FUNDING SCHEDULE (\$000s)

Contributions	11,471	-	-	11,471	-	-	1,200	3,670	6,601	-	-
Current Revenue: General	400	336	64	-	-	-	-	-	-	-	-
G.O. Bonds	1,030	-	-	1,030	375	655	-	-	-	-	-
TOTAL FUNDING SOURCES	12,901	336	64	12,501	375	655	1,200	3,670	6,601	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	375	Year First Appropriation	FY17
Appropriation FY 22 Request	655	Last FY's Cost Estimate	12,900
Cumulative Appropriation	400		
Expenditure / Encumbrances	400		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The project provides for the planning of the of 3.5 mile Life Sciences Center Loop Trail, a 8 to 12-foot wide shared use path that is a central feature of the Life Sciences Center (LSC) area of the Great Seneca Science Corridor Master Plan. The Life Sciences Center Loop Trail is a critical staging element to increasing the non-auto driver mode share (NADMS) prior to the expansion of stage 2 of the master plan's development. The shared use path will widen existing sidewalks along certain existing or planned streets in the Life Science Center (Omega Drive, Medical Center Drive, Johns Hopkins Drive, Belward Campus Drive, Decoverly Drive) as well as new roadways through the Public Safety Training Academy (PSTA) property and Crown Farm. The planning and design will create a trail design that is able to respond to varying right-of-way widths and other local conditions while providing a trail system that is recognizable and will attract walkers, runners and bicycle riders and will contribute to the LSC's sense of place. The design will enable both private developers and the county to build their respective pieces of the LSC loop in a consistent manner.

ESTIMATED SCHEDULE

Preliminary design began in FY17 and was completed in FY18. Final design will occur in FY21-22. Land acquisition in FY23 and construction in FY24-25.

PROJECT JUSTIFICATION

This project will enhance and improve pedestrian and bicycle mobility, help meet master plan non-auto-driver mode share (NADMS) goals and support the critical staging element to advance to stage 2 of the master plan's development.

OTHER

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

FISCAL NOTE

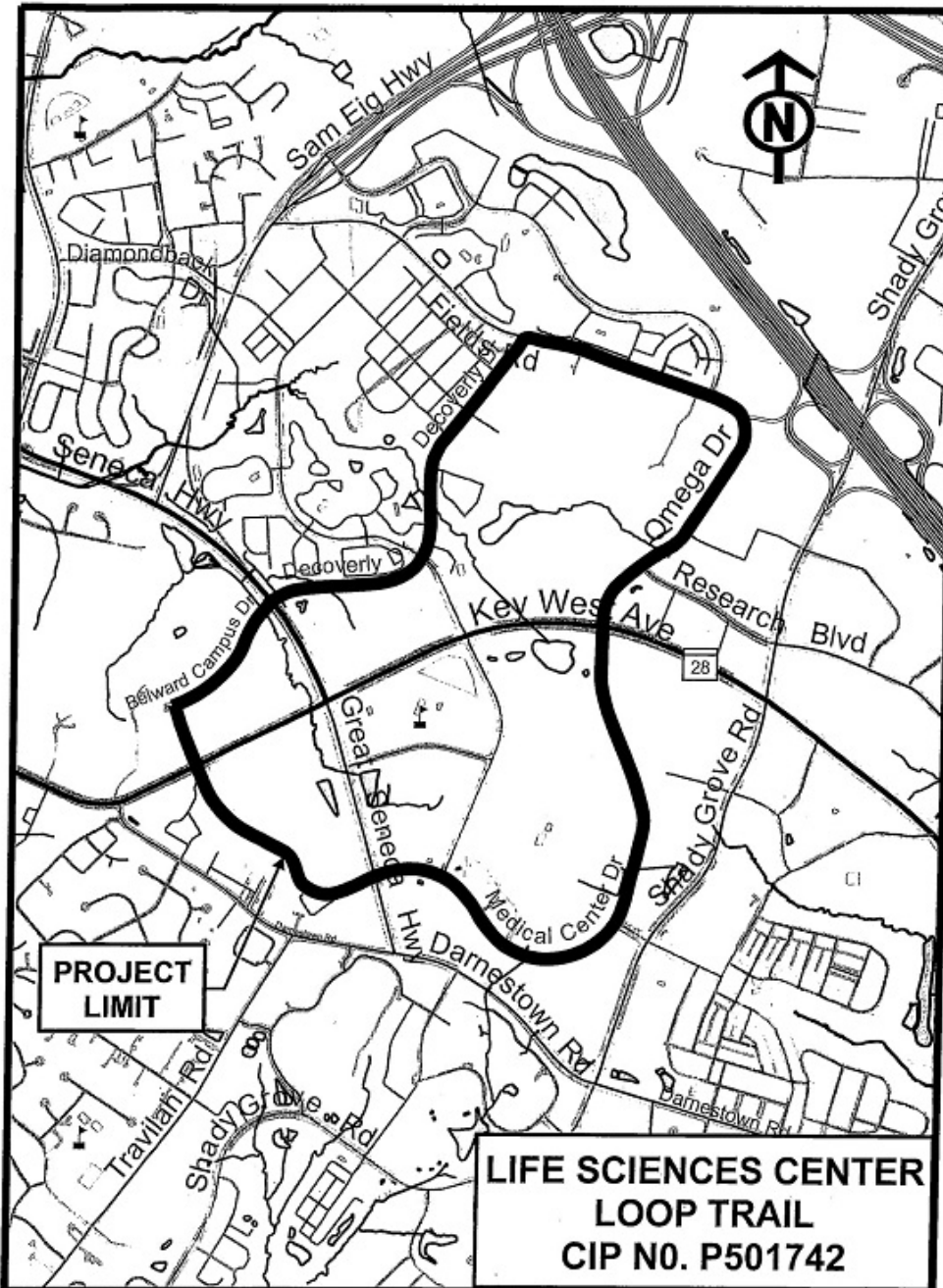
Developer contributions of \$11,471,000 expected to complete land acquisition and construction.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Chambers of Commerce, City of Gaithersburg, City of Rockville, Department of General Services, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland (MDOT) State Highway Administration, MDOT Maryland Transit Administration, Regional Service Centers, Universities at Shady Grove, Urban Districts, Utility Companies, Washington Metropolitan Area Transit Authority





MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	05/13/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,492	2,993	353	2,146	694	357	493	602	-	-	-
Land	257	180	-	77	46	31	-	-	-	-	-
Site Improvements and Utilities	204	8	2	194	2	132	20	40	-	-	-
Construction	12,945	5,563	-	7,382	-	2,534	2,500	2,348	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	18,901	8,747	355	9,799	742	3,054	3,013	2,990	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	18,901	8,747	355	9,799	742	3,054	3,013	2,990	-	-	-
TOTAL FUNDING SOURCES	18,901	8,747	355	9,799	742	3,054	3,013	2,990	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				44	-	-	-	-	22	22
NET IMPACT				44	-	-	-	-	22	22

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	742	Year First Appropriation	FY07
Appropriation FY 22 Request	9,057	Last FY's Cost Estimate	17,654
Cumulative Appropriation	9,102		
Expenditure / Encumbrances	8,788		
Unencumbered Balance	314		

PROJECT DESCRIPTION

This project provides shared use path improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia. To increase capacity and enhance safety for users, the existing shared-use path along the south side of MacArthur Boulevard will be widened, wherever feasible, to an eight-foot paved width with a five-foot wide grass buffer provided between the path and the roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuters and experienced bicyclists, the roadway itself will be widened, wherever feasible, to a consistent 26-foot pavement width, essentially adding a three-foot wide shoulder to each side of the existing 20-foot pavement width. The project will also provide safety improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike.

LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

ESTIMATED SCHEDULE

I-495 to Oberlin Avenue: Construction of approximately 2.6 miles of shared use path completed in FY15. Oberlin Avenue to the District line: Design started in FY20. Construction to start in FY22 and be completed in FY24.

COST CHANGE

Increased cost due to design, construction, land, and utilities relocation.

PROJECT JUSTIFICATION

This project improves safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard. The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard Bike Path/Lane Improvements". Project Prospectus in February 2004, is consistent with the October 2004 Potomac Subregion Master Plan and the 2018 Bicycle Master Plan.

OTHER

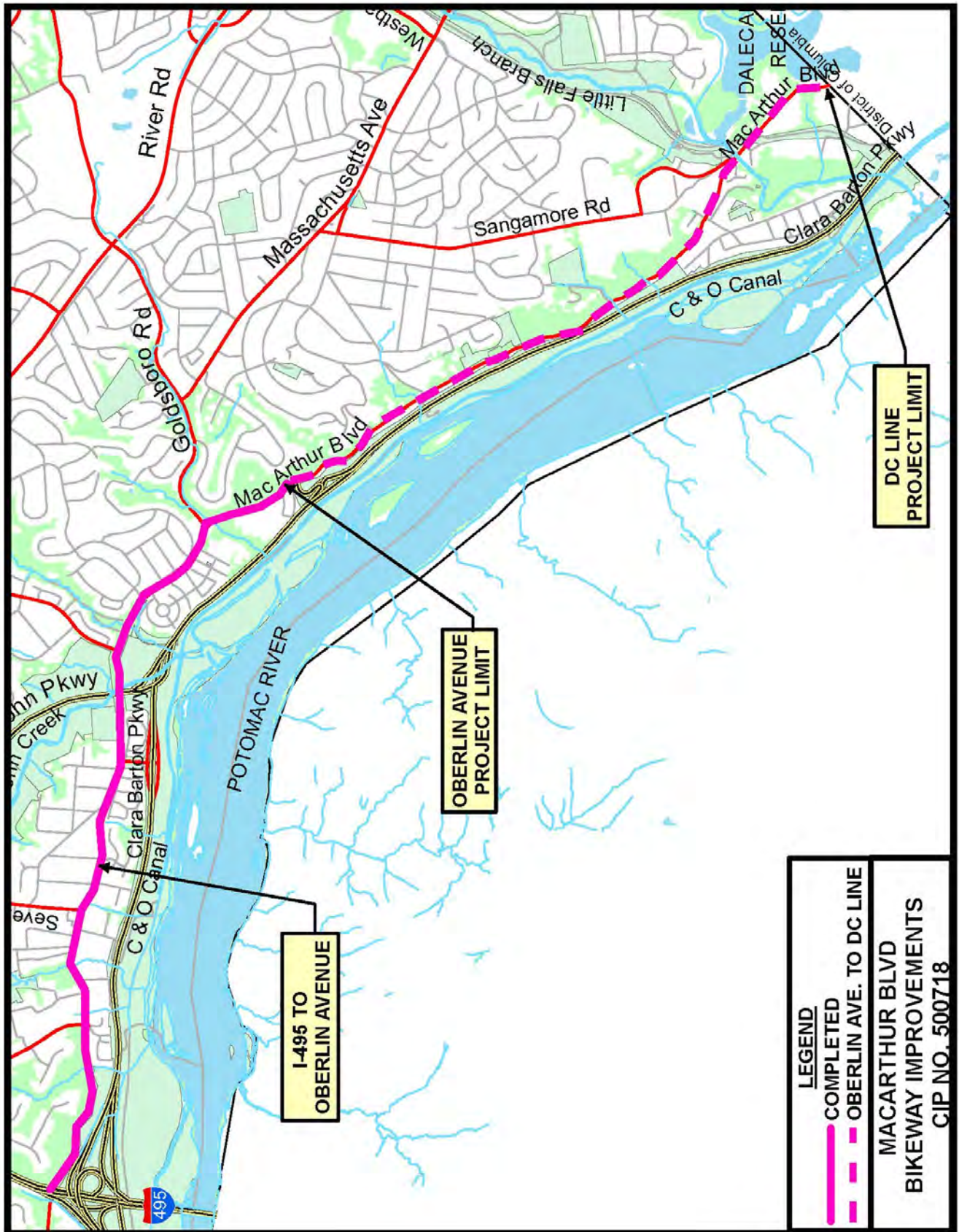
Preliminary design costs were funded through Facility Planning: Transportation (CIP #509337). The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

U.S. Army Corps of Engineers (Washington Aqueduct Division), National Park Service (NPS), Maryland Department Of Natural Resources (DNR), Maryland-National Capital Park and Planning Commission (M-NCPPC), Town Of Glen Echo, Washington Suburban Sanitary Commission (WSSC), PEPCO, Verizon, Comcast; Special Capital Projects Legislation will be proposed by the County Executive.





Metropolitan Branch Trail (P501110)

Category	Transportation	Date Last Modified	05/16/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,491	3,398	657	3,436	1,312	1,396	728	-	-	-	-
Land	1,475	30	1,445	-	-	-	-	-	-	-	-
Site Improvements and Utilities	475	9	-	466	466	-	-	-	-	-	-
Construction	11,221	437	-	10,784	3,625	5,344	1,815	-	-	-	-
TOTAL EXPENDITURES	20,662	3,874	2,102	14,686	5,403	6,740	2,543	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	19,509	2,722	2,101	14,686	5,403	6,740	2,543	-	-	-	-
Impact Tax	1,153	1,152	1	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,662	3,874	2,102	14,686	5,403	6,740	2,543	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY11
Appropriation FY 22 Request	-	Last FY's Cost Estimate	20,662
Cumulative Appropriation	20,662		
Expenditure / Encumbrances	4,008		
Unencumbered Balance	16,654		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. The design for the second phase will include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, and the construction of retaining walls. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new Progress Place and the redevelopment of the existing Progress Place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street.

ESTIMATED SCHEDULE

Schedule delays due to delayed approval from WMATA, CSX, and MPI. Phase I construction was completed in 2018. Phase II design and property acquisition will be completed in FY20. Utility relocations will start and end in FY21. Construction to start in FY21 and be completed in 36 months.

PROJECT JUSTIFICATION

The Metropolitan Branch Trail is to be part of a larger system of trails to enable non-motorized travel around the Washington region. The overall goal for these trails is to create a bicycle beltway that links Union Station and the Mall in Washington, D.C. to Takoma Park, Silver Spring, and Bethesda in Maryland. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be Americans with Disabilities Act of 1990 (ADA) accessible. Plans & Studies: 2000 Silver Spring Central Business District Sector Plan. Disabilities Act of 1990 (ADA) accessible.

OTHER

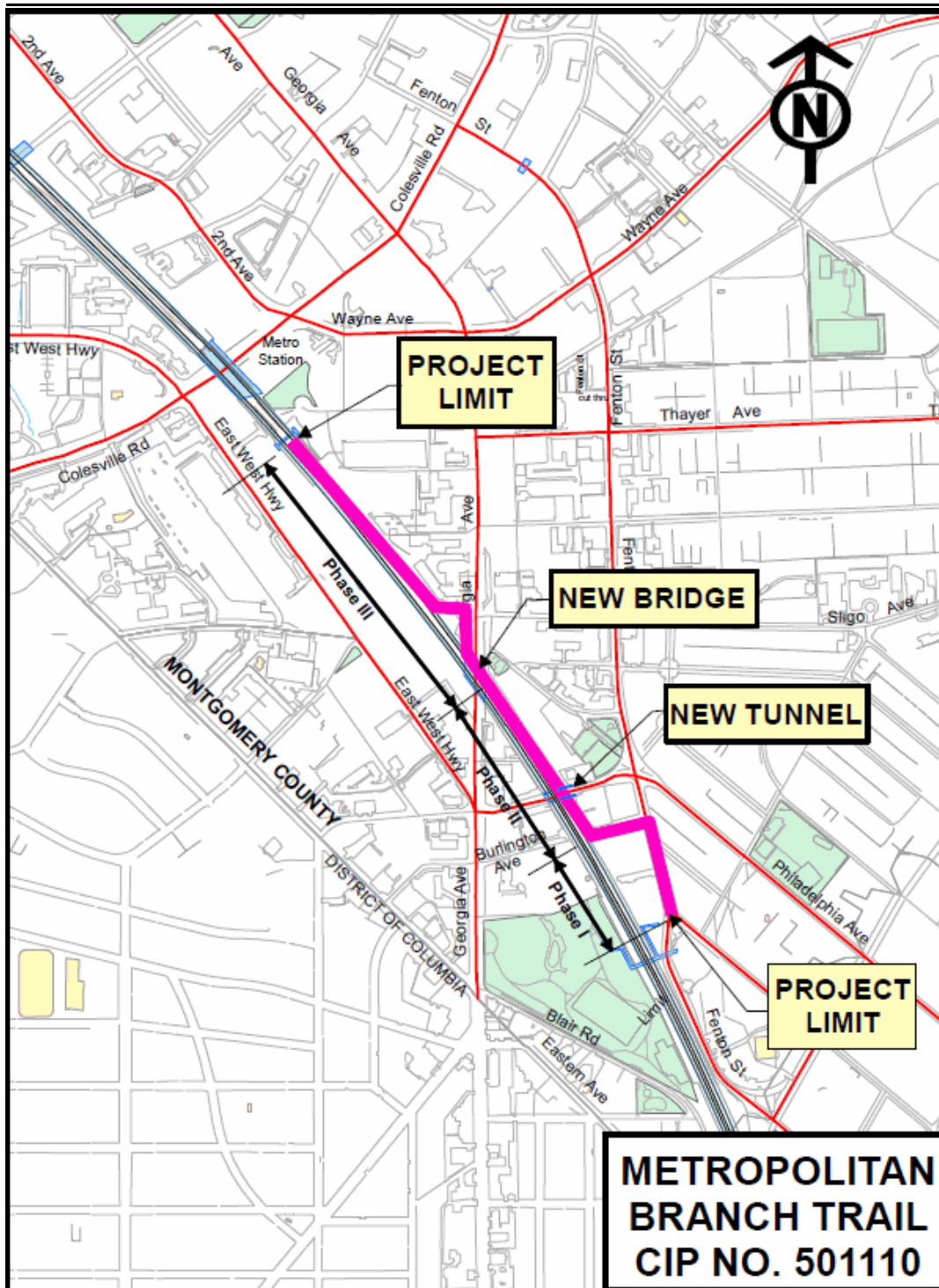
The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives. This project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland DOT State Highway Administration, Montgomery College, Maryland Historical Trust, Purple Line Project, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Health and Human





Seven Locks Bikeway and Safety Improvements (P501303)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,972	-	-	-	-	-	-	-	-	-	3,972
Land	4,766	-	-	-	-	-	-	-	-	-	4,766
Site Improvements and Utilities	378	-	-	-	-	-	-	-	-	-	378
Construction	17,644	-	-	-	-	-	-	-	-	-	17,644
TOTAL EXPENDITURES	26,760	-	-	-	-	-	-	-	-	-	26,760

FUNDING SCHEDULE (\$000s)

G.O. Bonds	26,760	-	-	-	-	-	-	-	-	-	26,760
TOTAL FUNDING SOURCES	26,760	-	-	-	-	-	-	-	-	-	26,760

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	24,855
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road) and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles) plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. Phase II provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

LOCATION

Potomac-Travilah

ESTIMATED SCHEDULE

\$500,000 is included in Facility Planning: Transportation CIP Project (#509337) in FY21 to refresh conceptual design. Construction is scheduled beyond the six years. The schedule will be reevaluated once facility planning is completed.

COST CHANGE

The project cost has increased due to the addition of lighting and construction cost escalation.

PROJECT JUSTIFICATION

This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on-road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational and facilities. Plans and studies include: 2002 Potomac Sub-Region Master Plan; 2018 Countywide Bikeways Master Plan and MCDOT Facility Planning Phase I & II

OTHER

Costs are based on preliminary design. This project currently provides funding for Phase I improvements only. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

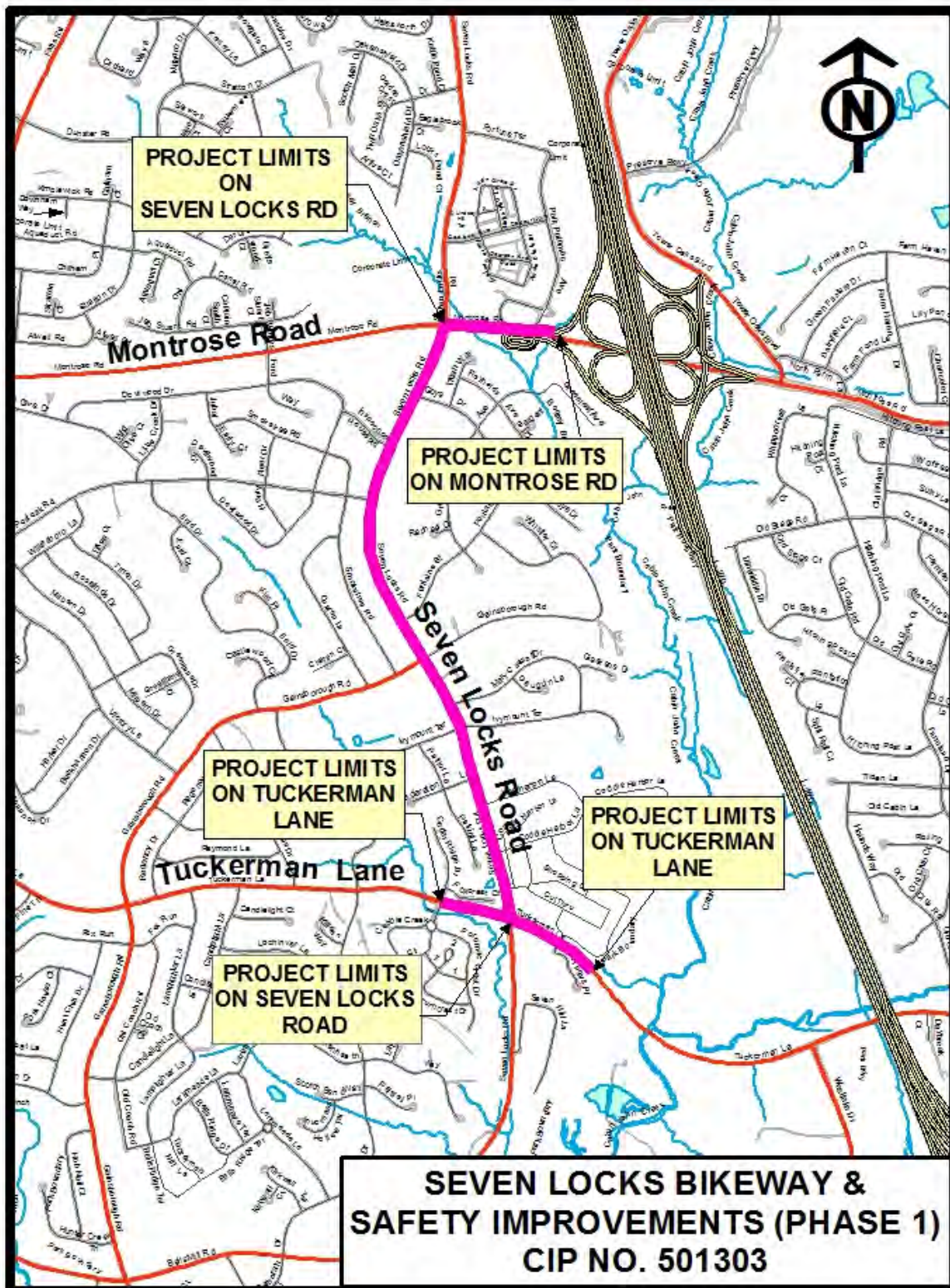
The total estimated cost of the project for all three phases is approximately \$70 million, including design, land acquisition, site improvements, utility relocation, and construction. The project can be built in phases to better absorb cost and financial constraints.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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





Sidewalk Program Minor Projects (P506747)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	10,663	5,478	878	4,307	434	735	1,017	520	761	840	-
Land	2,283	2,198	6	79	5	8	10	6	25	25	-
Site Improvements and Utilities	171	66	14	91	12	17	20	14	14	14	-
Construction	23,275	5,727	2,339	15,209	1,563	2,154	3,297	1,874	2,700	3,621	-
TOTAL EXPENDITURES	36,392	13,469	3,237	19,686	2,014	2,914	4,344	2,414	3,500	4,500	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	36,316	13,469	3,161	19,686	2,014	2,914	4,344	2,414	3,500	4,500	-
State Aid	76	-	76	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	36,392	13,469	3,237	19,686	2,014	2,914	4,344	2,414	3,500	4,500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	2,014	Year First Appropriation	FY67
Appropriation FY 22 Request	2,914	Last FY's Cost Estimate	27,792
Cumulative Appropriation	16,706		
Expenditure / Encumbrances	13,954		
Unencumbered Balance	2,752		

PROJECT DESCRIPTION

This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on the list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act of 1990 (ADA) compliance.

COST CHANGE

Reduction of \$400,000 in FY21. Increase in scope of \$500,000 in FY23 and \$500,000 in FY24. Also, added funding in FY25 and FY26 for this level of effort project.

PROJECT JUSTIFICATION

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. This program also complements and augments the bikeways that are included in road projects.

OTHER

Projects originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

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

COORDINATION

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



Bethesda CBD Streetscape

(P500102)

Category	Transportation	Date Last Modified	05/16/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage
Required Adequate Public Facility	Yes		

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	416	416	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	416	416	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	416	416	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	416	416	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY01
Appropriation FY 22 Request	-	Last FY's Cost Estimate	5,721
Cumulative Appropriation	1,502		
Expenditure / Encumbrances	434		
Unencumbered Balance	1,068		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 2,670 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 475 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 1,825 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD; and 370 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening (where possible) of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, and roadway signs. This project addresses streetscape improvements only and does not assume the undergrounding of utilities.

LOCATION

Bethesda CBD

COST CHANGE

Reduction due to project being closed out. Developers have been covering these activities and are expected to going forward.

PROJECT JUSTIFICATION

Bethesda Downtown Sector Plan, approved and adopted May 2017; and Bethesda Streetscape Plan Standards, updated April 1992.

OTHER

Since the current scope was approved in FY13, developers have been required to construct portions of the work along East-West Highway, Woodmont Avenue and Wisconsin Avenue. This project will study potential replacement segments that can be completed with the savings derived from the developer-built segments. Potential candidate segments on Norfolk Avenue, Woodmont Avenue, and Cordell Avenue will be considered. Coordination with Pepco revealed that the installation of aesthetic coverings on existing utility poles is not technically feasible.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Montgomery County Public Schools, Department of Permitting Services, Maryland State Highway Administration, Utility Companies, Bethesda-Chevy Chase Regional Services Center





Dedicated but Unmaintained County Roads (P501117)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	388	350	38	-	-	-	-	-	-	-
Land	14	14	-	-	-	-	-	-	-	-
Construction	337	337	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	739	701	38	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	739	701	38	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	739	701	38	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY11
Appropriation FY 22 Request	-	Last FY's Cost Estimate	739
Cumulative Appropriation	739		
Expenditure / Encumbrances	701		
Unencumbered Balance	38		

PROJECT DESCRIPTION

This project provides funds for the study and prioritization of improvements to Dedicated but Unmaintained (DBU) County Roads in order to accept them into the County's road maintenance system. Once the need and priority of the roadway improvements are established, funding will be provided for their design and construction. As stipulated in the DBU County Roads Policy, the County will fund planning, design and supervision costs up to 10 percent of the total cost of each project. The remaining costs for these projects will be recovered from the communities through a special tax assessment. The DBU County Roads Policy was developed by the DBU County Roads Working Group. The policy provides guidance for County officials in responding to requests from residents for improvements to, or maintenance of, DBU County Roads in a consistent manner and establishes criteria for evaluating the need for improvements to the DBU County Roads.

PROJECT JUSTIFICATION

A total of 59 roads have currently been identified and inventoried as DBU County Roads. In the past, residents have requested that the County assume maintenance of various non-standard roads even though County policy prohibits acceptance of maintenance responsibilities for roadways that do not meet appropriate County standards. The purpose of this project is to respond to these requests in accordance with the recently adopted DBU County Roads Policy. Under the terms of the policy, citizen requests will result in comparative studies of the DBU County Roads being performed to determine the priority and ranking of the requested projects.

OTHER

During FYs21-22, DOT will reevaluate how the criteria for this program should be revised, or whether to eliminate the program.

COORDINATION

Montgomery County Department of Permitting Services, Montgomery County Department of Finance, Montgomery County Civic Federation



East Gude Drive Roadway Improvements (P501309)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Rockville	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,406	734	477	195	30	165	-	-	-	-	-
Land	1,055	13	135	907	907	-	-	-	-	-	-
Site Improvements and Utilities	415	-	-	415	-	415	-	-	-	-	-
Construction	3,151	-	-	3,151	600	2,551	-	-	-	-	-
TOTAL EXPENDITURES	6,027	747	612	4,668	1,537	3,131	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	6,027	747	612	4,668	1,537	3,131	-	-	-	-	-
TOTAL FUNDING SOURCES	6,027	747	612	4,668	1,537	3,131	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Energy			5	-	1	1	1	1	1	1
NET IMPACT			5	-	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	4,668	Year First Appropriation	FY16
Appropriation FY 22 Request	-	Last FY's Cost Estimate	6,027
Cumulative Appropriation	1,359		
Expenditure / Encumbrances	941		
Unencumbered Balance	418		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, and construction of roadway improvements along East Gude Drive from Crabbs Branch Way to Southlawn Lane to increase mobility and improve vehicular and pedestrian safety. The improvements will: (1) add a westbound lane (800 linear feet) from Calhoun Drive to Crabbs Branch Way; (2) extend the length of the eastbound taper east of Calhoun Drive (500 linear feet) to west of Incinerator Lane; (3) provide an east-to-northbound left turn lane (300 linear feet) at Dover Road; (4) construct the missing section of sidewalk on the north side of East Gude Drive from west of Incinerator Lane to east of Calhoun Drive (550 linear feet) and (5) install six-foot wide sidewalk connectors from each bus stop on the north side of East Gude Drive to the nearest intersection.

CAPACITY

The Average Daily Traffic (ADT) on East Gude Drive for the year 2025 is forecasted to be about 60,000.

ESTIMATED SCHEDULE

Final design was completed in FY20. Land Acquisition started in FY20 and be completed in FY21. Utility relocations will occur in FY22. Construction will start in FY21 and be completed in FY22.

PROJECT JUSTIFICATION

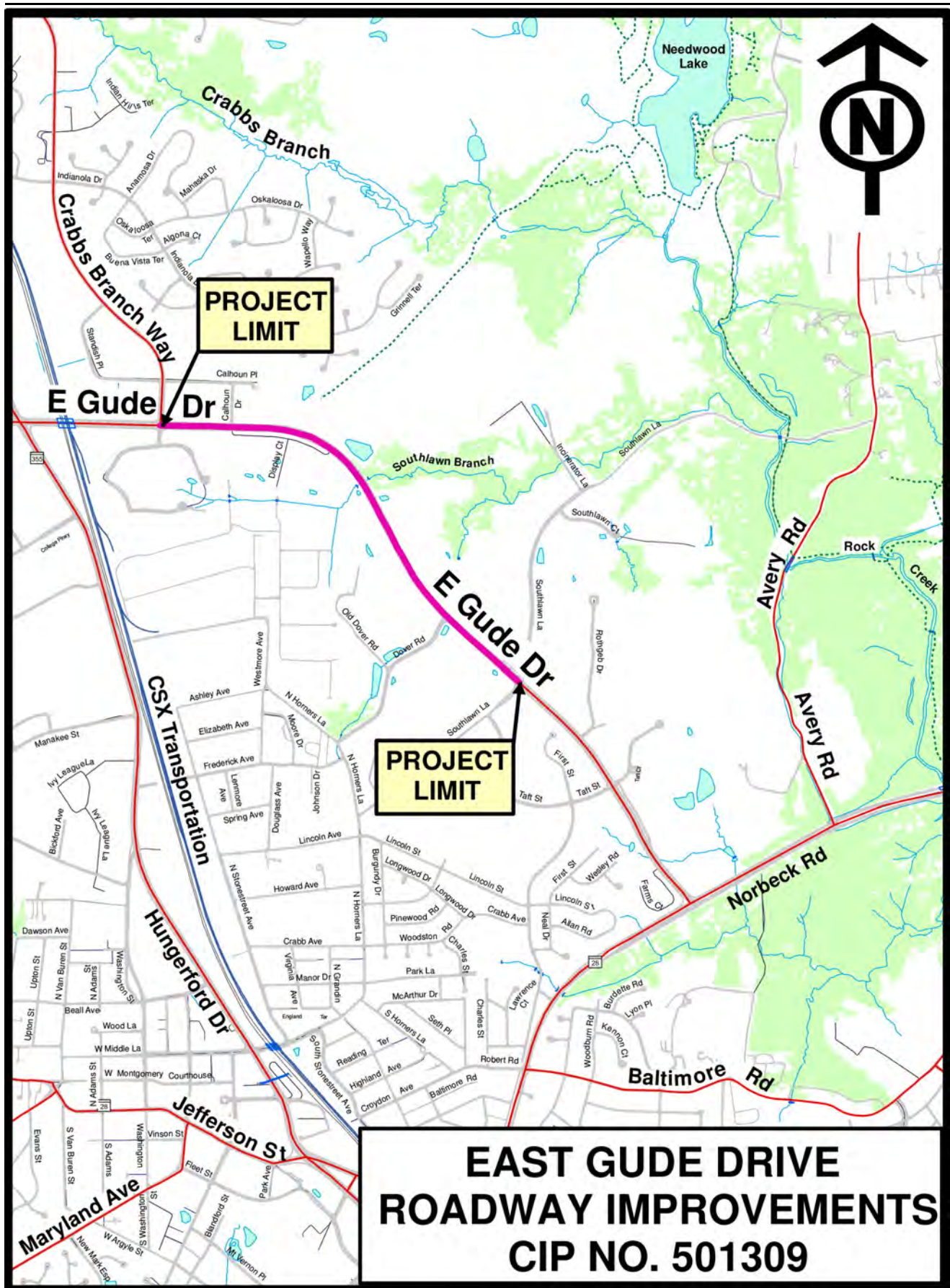
The project is needed to improve roadway mobility and safety, provide for alternate modes of transportation and improve pedestrian connectivity and safety by constructing missing sidewalk sections on the north side.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Utility Companies, Department of Permitting Services, City of Rockville





Facility Planning-Transportation (P509337)

Category	Transportation	Date Last Modified	05/18/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	73,173	50,020	2,853	15,300	1,405	3,165	2,615	2,545	2,740	2,830	5,000
Land	749	749	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	128	128	-	-	-	-	-	-	-	-	-
Construction	56	56	-	-	-	-	-	-	-	-	-
Other	131	130	1	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	74,237	51,083	2,854	15,300	1,405	3,165	2,615	2,545	2,740	2,830	5,000

FUNDING SCHEDULE (\$000s)											
Contributions	4	4	-	-	-	-	-	-	-	-	-
Current Revenue: General	52,756	35,949	427	13,135	945	2,910	2,420	2,220	2,415	2,225	3,245
Current Revenue: Mass Transit	8,838	4,463	455	2,165	460	255	195	325	325	605	1,755
Impact Tax	6,070	6,070	-	-	-	-	-	-	-	-	-
Intergovernmental	785	764	21	-	-	-	-	-	-	-	-
Land Sale	2,099	2,099	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,610	1,659	1,951	-	-	-	-	-	-	-	-
State Aid	75	75	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	74,237	51,083	2,854	15,300	1,405	3,165	2,615	2,545	2,740	2,830	5,000

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	1,405	Year First Appropriation	FY93
Appropriation FY 22 Request	3,165	Last FY's Cost Estimate	66,667
Cumulative Appropriation	53,937		
Expenditure / Encumbrances	52,628		
Unencumbered Balance	1,309		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities, and mass transit projects under consideration for inclusion in the 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

The project includes the addition of \$2.7 million in FY25 and \$2.8 million in FY26 to continue project planning for master planned projects. An additional \$2.1 million was added in beyond six years to continue planning.

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

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 FY21-26 PDF Project List (* New as of FY21-FY26)	
<u>Studies Underway or to Start in FY21-22:</u> Road Projects <ul style="list-style-type: none">• Crabbs Branch Way Extended to Amity Drive• Old Columbia Pike/Prosperity Drive Widening (Stewart La - Cherry Hill Rd)• Summit Avenue Extended (Plyers Mill Rd - University Blvd)• Bethesda One-way Street Conversion Study• MD 355 Corridor Study (Milestone to Clarksburg Road)*• Prioritizing MCDOT Capital Projects* Sidewalk/Bikeway/Complete Streets Projects <ul style="list-style-type: none">• Middlebrook Road / Wisteria Drive Multi-modal Improvements (MD 118 - Great Seneca Highway)• Sandy Spring Bikeway (MD108 - MD182 - Norwood Rd)• Norfolk Avenue Shared Street (Woodmont Avenue to Rugby Avenue)• Tuckerman Lane Sidewalk (Falls Rd - Old Georgetown Road - Priorities Falls to Seven Locks and Ferndale to Old Georgetown Rd)• Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Rd - Ferndale St)• ADA Design Guidelines*• Falls Road Bikeway and Pedestrian Facility Mass Transit Projects <ul style="list-style-type: none">• Clarksburg Transit Center• White Oak Transit Center*	<u>Candidate Studies to Start in FY23-26:</u> Road Projects <ul style="list-style-type: none">• Great Seneca Highway at Sam Eig Highway and Muddy Branch Road Intersections• Parklawn Drive / Nicholson Lane Multi-modal Improvements (Randolph Rd - MD 355)• MD 355 at Gude Drive Intersection• MD 355 (Clarksburg) Bypass• Long Branch Master Planned Connections*• High Incident Network Facility Planning* Sidewalk/Bikeway/Complete Streets Projects <ul style="list-style-type: none">• Lyttonsville Bicycle and Pedestrian Priority Area• MacArthur Blvd Bikeway (Falls Road - Stable Lane)• Westlake / Rock Springs Complete Streets*• Pepco Pathway* Mass Transit Projects <ul style="list-style-type: none">• Hillandale Bus Layover*• Metropolitan Grove Park and Ride



Highway Noise Abatement (P500338)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,163	1,089	74	-	-	-	-	-	-	-
Land	28	28	-	-	-	-	-	-	-	-
Construction	1,736	1,736	-	-	-	-	-	-	-	-
Other	9	9	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,936	2,862	74	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,936	2,862	74	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,936	2,862	74	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY03
Appropriation FY 22 Request	-	Last FY's Cost Estimate	2,936
Cumulative Appropriation	2,936		
Expenditure / Encumbrances	2,879		
Unencumbered Balance	57		

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

Residents regularly request noise abatement measures along County and State roads. The purpose of this project is to respond to these requests in accordance with the Transportation Noise Abatement Policy. Requests would result in noise studies that would determine the need, whether the requested location meets the noise criteria for abatement measures, determination of its priority, and future design and construction. The Highway Noise Abatement Policy was developed by the Noise Abatement Task Force in 2001. The Policy establishes criteria for evaluating the need for noise abatement along publicly maintained roads.

OTHER

This project was conceived through participation on the Noise Abatement Task Force that developed a policy and criteria for evaluating the need and appropriateness of requests for noise abatement along publicly maintained roads in Montgomery County. The project allows for the implementation of the policy established through this Task Force by providing funds for the study and prioritization of requests and the implementation of noise abatement measures.

During FYs21-22, DOT will reevaluate how the criteria for this program should be revised, or whether to eliminate the program.

FISCAL NOTE

There may be contributions from impacted and benefited property owners in the future as specified in the Policy. In FY12, \$21,000 was transferred to Advance Reforestation (CIP #500112). Expenditures will continue indefinitely.

DISCLOSURES

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

COORDINATION

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



MCG Reconciliation PDF

(P501404)

Category	Transportation	Date Last Modified	05/18/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

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

Current Revenue: General	339	-	(764)	1,103	1,173	(609)	725	820	(458)	(548)	-
G.O. Bonds	(154,625)	-	(15,610)	(139,015)	(10,720)	(15,774)	(23,416)	(27,342)	(30,262)	(31,501)	-
Impact Tax	59,669	-	3,907	55,762	7,752	9,752	9,002	9,752	9,752	9,752	-
Recordation Tax Premium (MCG)	94,617	-	12,467	82,150	1,795	6,631	13,689	16,770	20,968	22,297	-
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY20
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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



Observation Drive Extended (P501507)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	10,054	-	-	5,096	-	1,158	931	-	800	2,207	4,958
Land	26,452	-	-	1,648	-	-	-	1,648	-	-	24,804
Site Improvements and Utilities	2,240	-	-	340	-	-	-	-	-	340	1,900
Construction	76,847	-	-	32,000	-	-	-	-	9,000	23,000	44,847
TOTAL EXPENDITURES	115,593	-	-	39,084	-	1,158	931	1,648	9,800	25,547	76,509

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	115,593	-	-	39,084	-	1,158	931	1,648	9,800	25,547	76,509
TOTAL FUNDING SOURCES	115,593	-	-	39,084	-	1,158	931	1,648	9,800	25,547	76,509

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				1	-	-	-	-	-	-	1
NET IMPACT				1	-	-	-	-	-	-	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	-	Year First Appropriation	FY16
Appropriation FY 22 Request	1,544	Last FY's Cost Estimate	115,593
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

LOCATION

Clarksburg and Germantown

ESTIMATED SCHEDULE

The project final design will begin in FY22, land acquisition will begin in FY24, Phase 1 construction will start in FY25 and be complete in FY27.

PROJECT JUSTIFICATION

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

OTHER

Land costs are based on preliminary design.

FISCAL NOTE

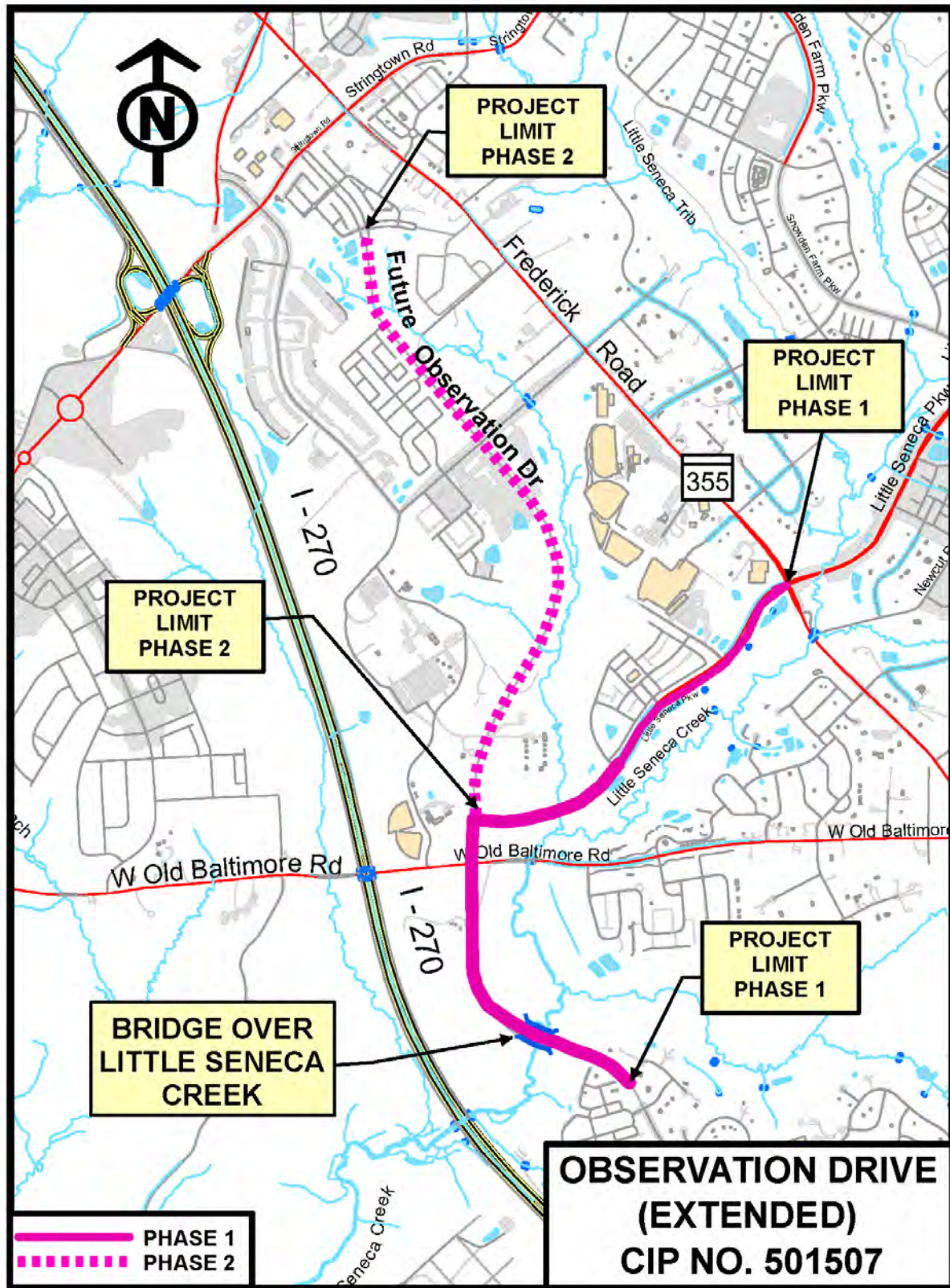
The cost estimate is based on preliminary design only. A more accurate cost estimate will be prepared upon the completion of final design.

DISCLOSURES

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

COORDINATION

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





White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	05/15/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,615	3,778	1,100	3,737	1,500	1,400	837	-	-	-	-
Land	931	378	431	122	60	62	-	-	-	-	-
Site Improvements and Utilities	10,224	698	380	9,146	4,000	4,000	1,146	-	-	-	-
Construction	54,344	11,482	3,000	39,862	18,500	14,000	7,362	-	-	-	-
TOTAL EXPENDITURES	74,114	16,336	4,911	52,867	24,060	19,462	9,345	-	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	261	-	-	261	-	-	261	-	-	-	-
Intergovernmental	2,500	-	-	2,500	-	-	2,500	-	-	-	-
White Flint Special Tax District	71,353	16,336	4,911	50,106	24,060	19,462	6,584	-	-	-	-
TOTAL FUNDING SOURCES	74,114	16,336	4,911	52,867	24,060	19,462	9,345	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				28	-	-	7	7	7	7
Energy				4	-	-	1	1	1	1
NET IMPACT				32	-	-	8	8	8	8

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY15
Appropriation FY 22 Request	-	Last FY's Cost Estimate	62,689
Cumulative Appropriation	74,114		
Expenditure / Encumbrances	21,397		
Unencumbered Balance	52,717		

PROJECT DESCRIPTION

This project provides for land acquisition, site improvements and utility (SI&U) relocations, construction management and construction for one new road, one new bikeway, one relocated road, and an intersection realignment improvement, and the reconstruction of an existing roadway in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. Preliminary and final engineering were funded through FY14 by White Flint District West: Transportation (CIP #501116). The proposed projects for construction are: 1. Main Street/Market Street (B-10) - Old Georgetown Road (MD187) to Woodglen Drive- new two-lane 1,200-foot roadway. 2. Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Woodglen Drive- new 1,200-foot bikeway. 3. Executive Boulevard Extended (B-15) - Marinelli Road to Old Georgetown Road (MD187)- 900 feet of relocated four-lane roadway. 4. Intersection of Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Towne Road from the intersection realignment of Towne Road/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development. 5. Towne Road (M-4A)- Montrose Parkway to the intersection of Old Georgetown Road-1,100 feet of reconstructed 4-lane roadway. Note: The following street names have been changed. Main/Market Street is now Banneker Avenue. Hoya Street is now Towne Road. Executive Boulevard Extended is now Grand Park Avenue.

ESTIMATED SCHEDULE

1. Main Street/Market Street (B-10) - Design in FY14 through FY19, SI&U in FY17 through FY20, and construction in FY17 through FY20. 2. Main Street/Market Street (LB-1) - Design in FY14 through FY19, SI&U in FY17 through FY20, and construction in FY17 through FY20. 3. Executive Boulevard Extended (B-15) - Design in FY14 through FY19, SI&U and construction in FY17 through FY18 (Phase 1) and FY20 through FY21(Phase 2). 4. Intersection of Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY19, land acquisition in FY19 and FY20, SI&U and construction in FY20 through FY23. 5. Towne Road (M-4A) - Design in FY14 through FY19, land acquisition in FY18 through FY20, SI&U and construction in FY19 through FY23. The schedule and cost estimates assume that all land needed for road construction will be dedicated by the major developers in a timely manner and that the construction of the conference center replacement parking will take place prior to the start of the road construction.

PROJECT JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian and bicycle circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300

adopted March 23, 2010.

OTHER

The segments of Main Street/Market Street and Executive Boulevard Extended that are adjacent to the Conference Center site will be constructed by the contractor of the Conference Center Parking Garage. Expenditures for these segments are in FY17 and FY18 in order to coordinate with the construction of the parking garage and minimize impacts to the surrounding community.

FISCAL NOTE

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." If White Flint Special Tax District revenues are not sufficient to fund these projects then the County will utilize advance funding and management of debt issuance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project. An FY20 supplemental was approved to increase the project total by \$11.425 million due to higher costs associated with storm drain and utility conflicts, land acquisition, utility relocation, and related construction costs, and to fully appropriate the project. The County is expected to receive \$261,000 in Contributions for the installation of a new traffic signal at the intersection of Towne Road and Rose Ave, and \$2.5 million in Intergovernmental funding for the WSSC Contribution for water main and sanitary sewer construction costs.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers, Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers



Advanced Transportation Management System (P509399)

Category	Transportation	Date Last Modified	05/16/20
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	16,260	15,172	26	1,062	177	177	177	177	177	177	-
Land	1	1	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	41,505	31,989	1,530	7,986	1,331	1,331	1,331	1,331	1,331	1,331	-
Construction	194	194	-	-	-	-	-	-	-	-	-
Other	7,555	7,063	492	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	65,515	54,419	2,048	9,048	1,508	1,508	1,508	1,508	1,508	1,508	-

FUNDING SCHEDULE (\$000s)											
Contributions	95	95	-	-	-	-	-	-	-	-	-
Current Revenue: Cable TV	2,241	2,241	-	-	-	-	-	-	-	-	-
Current Revenue: General	24,316	17,696	572	6,048	1,008	1,008	1,008	1,008	1,008	1,008	-
Current Revenue: Mass Transit	8,564	8,564	-	-	-	-	-	-	-	-	-
Federal Aid	2,504	2,504	-	-	-	-	-	-	-	-	-
G.O. Bonds	8,396	8,396	-	-	-	-	-	-	-	-	-
PAYGO	2,226	2,226	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	5,800	1,324	1,476	3,000	500	500	500	500	500	500	-
State Aid	10,873	10,873	-	-	-	-	-	-	-	-	-
Transportation Improvement Credit	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	65,515	54,419	2,048	9,048	1,508	1,508	1,508	1,508	1,508	1,508	-

OPERATING BUDGET IMPACT (\$000s)									
Maintenance			549	25	50	81	106	131	156
Energy			105	5	10	15	20	25	30
Program-Staff			600	50	50	100	100	150	150
Program-Other			36	3	3	6	6	9	9
NET IMPACT			1,290	83	113	202	232	315	345
FULL TIME EQUIVALENT (FTE)				1	1	2	2	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	1,442	Year First Appropriation	FY93
Appropriation FY 22 Request	1,508	Last FY's Cost Estimate	62,565
Cumulative Appropriation	56,533		
Expenditure / Encumbrances	54,959		
Unencumbered Balance	1,574		

PROJECT DESCRIPTION

This project provides for the Advanced Transportation Management System (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan dated February 2001, revised July 2011. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring Americans with Disabilities Act (ADA) compliance.

COST CHANGE

Cost increase due to the addition of FY25 and FY26 to this ongoing level-of-effort project partially offset by FY20 affordability adjustments.

PROJECT JUSTIFICATION

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system. This project was initiated in response to a growing demand to enhance options and amenities within the County's transportation network.

OTHER

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

FISCAL NOTE

Funding switch in FY21 between Current Revenue: General and Recordation Tax Premium for \$500,000,

DISCLOSURES

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

COORDINATION

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



Intersection and Spot Improvements (P507017)

Category	Transportation	Date Last Modified	05/15/20
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	7,598	3,468	-	3,390	500	500	630	600	580	580	740
Land	870	23	27	680	100	100	120	120	120	120	140
Site Improvements and Utilities	4,894	3,088	36	1,350	200	200	250	240	230	230	420
Construction	13,434	120	3,158	8,232	1,200	1,200	1,544	1,450	1,414	1,424	1,924
Other	996	996	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	27,792	7,695	3,221	13,652	2,000	2,000	2,544	2,410	2,344	2,354	3,224

FUNDING SCHEDULE (\$000s)											
Contributions	482	482	-	-	-	-	-	-	-	-	-
Current Revenue: General	1,841	1,701	140	-	-	-	-	-	-	-	-
G.O. Bonds	25,446	5,512	3,058	13,652	2,000	2,000	2,544	2,410	2,344	2,354	3,224
Intergovernmental	23	-	23	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	27,792	7,695	3,221	13,652	2,000	2,000	2,544	2,410	2,344	2,354	3,224

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	2,000	Year First Appropriation	FY70
Appropriation FY 22 Request	2,000	Last FY's Cost Estimate	19,604
Cumulative Appropriation	10,916		
Expenditure / Encumbrances	8,972		
Unencumbered Balance	1,944		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due the the addition of FY25 and FY26 to this ongoing level-of-effort project and increases in FY23 and beyond to support Vision Zero initiatives.

PROJECT JUSTIFICATION

Ongoing studies conducted by the Division of Traffic Engineering and Operations indicate that many corridors and intersections need traffic calming modifications as well as capacity and/or vehicular and pedestrian safety improvements.

OTHER

Examples of recently completed and soon to be completed projects: Riffle Ford Road at Darnestown Road, Seven Locks Road at Tuckerman Lane, Clarendon Road at Fairfax Road, Bradmoor Drive at Roosevelt Street, and MacArthur Boulevard at Oberlin Avenue. Projects scheduled for completion in FY19 and beyond include Democracy Boulevard at Westlake Drive, Cheshire Drive at Old Georgetown Road, Great Seneca Highway at Muddy Branch Road, Judson Road at Henderson Avenue, Randolph Road at Parklawn Drive, Brink Road at Wildcat Road, Montgomery Village Avenue at Lake Shore Drive, Bradley Boulevard at Wilson Lane, and several other sites. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

Expenditures include \$500,000 per year for corridor and intersection modifications in support of Strategy No. 4 of the County Executive's Pedestrian Safety Initiative. Acceleration of \$1,213,000 in GO Bonds from FY19 into FY18 and an offsetting funding schedule switch with Current Revenue General. Funding switch in FY19 of \$1,713,000 between Current Revenue: General and GO Bonds (Bond Premium).

DISCLOSURES

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

COORDINATION

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



White Flint Traffic Analysis and Mitigation (P501202)

Category	Transportation	Date Last Modified	05/13/20
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,537	651	400	486	81	81	81	81	81	81	-
Site Improvements and Utilities	196	196	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,733	847	400	486	81	81	81	81	81	81	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,048	162	400	486	81	81	81	81	81	81	-
Impact Tax	685	685	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,733	847	400	486	81	81	81	81	81	81	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	41	Year First Appropriation	FY12
Appropriation FY 22 Request	81	Last FY's Cost Estimate	1,949
Cumulative Appropriation	1,287		
Expenditure / Encumbrances	1,090		
Unencumbered Balance	197		

PROJECT DESCRIPTION

This project is in direct response to requirements of the approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of and surrounding the White Flint Sector Plan area that will occur as a result of redevelopment densities approved under the new White Flint Sector Plan. These components include: (A) Cut-through traffic monitoring and mitigation; (B) Capacity improvements to address congested intersections; and (C) A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will plan and implement specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure, and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components.

ESTIMATED SCHEDULE

Component A-access restrictions: ongoing bi-annual data collection: site specific studies are conducted when traffic data indicates need. Component B- Intersection Mitigation: site specific preliminary engineering and concept plan development commenced in FY12 based on M-NCPPC Comprehensive Local Area Transportation Review (CLATR) evaluation. Component C- Modal Split Activities: transit, pedestrian, bicycle access, and safety studies in FY 12; data collection and updating Transportation Demand Management (TDM) information in FY12-13.

COST CHANGE

Cost decrease reflects traffic count and analysis schedule adjustments. Funding reduced in FY20 for fiscal capacity.

PROJECT JUSTIFICATION

Component A: The new White Flint Sector Plan area was approved on March 23, 2010. The plan allows for significantly higher density than the existing development. As a result neighborhoods surrounding the Sector Plan area could be potentially impacted by an increase in cut-through traffic. The approved Sector Plan states: Before any additional development can be approved, the following actions must be taken: Initiate development of plans for through-traffic access restrictions for the residential neighborhoods abutting the Sector Plan area, including traffic from future development in White Flint, and implement these plans if sufficient neighborhood consensus is attained. Component B: The approved plan did not address the possible negative impact on the roads/intersections outside of the Sector Plan boundary but the plan recognized that those impacts could occur. Therefore, major intersections along primary corridors leading into the Sector Plan area need to be evaluated and appropriate safety and capacity improvements identified and implemented to fulfill the vision of the plan. This component is not part of the phasing process but needs to be addressed to mitigate impacts from the Sector Plan. Component C: The plan also recognized that capacity improvements alone would not be sufficient to manage the increased traffic resulting from the higher densities within the Sector Plan area. The Sector Plan states: The following prerequisites must be met during Phase 1 before moving to Phase 2: Achieve thirty-four percent non-auto mode share for the Sector Plan area. Increasing the modal split within the White Flint Sector Plan boundary is an integral component to the overall success of the Plan's vision. Transit, pedestrian, bicycle access, safety improvements, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. A monitoring mechanism for the modal split will also be developed.

FISCAL NOTE

Programmed impact taxes have already been collected from the White Flint Metro Station Policy Area (MSPA).

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, U.S. Army Corps of Engineers, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Montgomery County Pedestrian and Traffic Safety Advisory Committee, Citizen's Advisory Boards, Neighborhood Homeowner's Associations, Utility Companies, Civic Associations, White Flint Transportation Management District (TMD)



Avery Road Treatment Center (P601502)

Category	Health and Human Services	Date Last Modified	04/15/20
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Rockville	Status	Under Construction

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	945	528	217	200	200	-	-	-	-	-	-
Site Improvements and Utilities	1,987	-	1,987	-	-	-	-	-	-	-	-
Construction	7,076	570	5,506	1,000	1,000	-	-	-	-	-	-
Other	8	8	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	10,016	1,106	7,710	1,200	1,200	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	5,208	-	5,208	-	-	-	-	-	-	-	-
PAYGO	669	669	-	-	-	-	-	-	-	-	-
State Aid	4,139	437	2,502	1,200	1,200	-	-	-	-	-	-
TOTAL FUNDING SOURCES	10,016	1,106	7,710	1,200	1,200	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	-	Year First Appropriation	FY15
Appropriation FY 22 Request	-	Last FY's Cost Estimate	10,016
Cumulative Appropriation	10,016		
Expenditure / Encumbrances	8,555		
Unencumbered Balance	1,461		

PROJECT DESCRIPTION

This project provides for the planning, design, and construction of a replacement facility for the existing Avery Road Treatment Center (ARTC). The existing facility provides residential substance abuse treatment for low-income County residents through 24 medical detox and 40 Intermediate Care Facility beds. In conjunction with a public-private partnership and with assistance from the State, a private partner will construct and operate a new ARTC facility over a 30-year term through a long-term land lease and program operation service delivery agreements.

LOCATION

14703 Avery Road, Rockville, Maryland

CAPACITY

The new ARTC will be a 64 bed, 36,500 gross square foot residential treatment facility providing medical detox and Intermediate Care Facility levels of care. The facility will also house an outpatient mental health and substance abuse treatment program supported by Medicaid reimbursements. The site will be master planned for future potential development of a 16-bed step-down program for transitional age youth.

ESTIMATED SCHEDULE

Design was completed in FY18. Construction began in FY19 with completion in FY21.

COST CHANGE

Expenditure and funding schedule reflect the revised construction schedule.

PROJECT JUSTIFICATION

The existing ARTC facility was constructed of pre-fabricated modular units in 1991 and needs to be replaced.

FISCAL NOTE

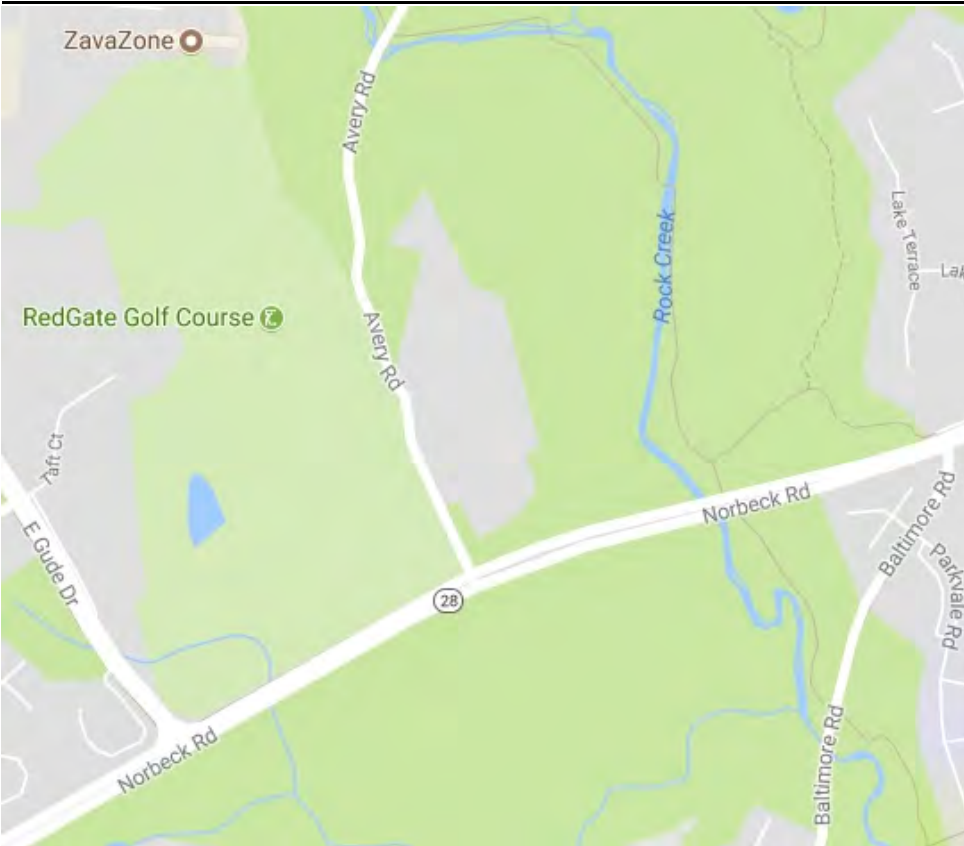
This project reflects updated County and State contributions to the facility. The State legislature approved funding of \$310,000 in FY15, \$104,000 in FY16, \$1,026,604 in FY17, and \$1,000,000 in FY18 in grants to the County to support the project. The County anticipates State funding approval of approximately \$1.3 million to design in FY19. State Aid is expected to total \$3.945 million. Not included in this project description form is a \$5 million contribution from the non-profit partner. FY19 GO Bond transfer of \$1,500,000 from Dennis Avenue Health Center. In FY20 the State approved \$525,000 to cover construction cost increases.

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

Department of Health and Human Services, Department of General Services, County Attorney, Office of Procurement, Maryland Department of Health and Mental Hygiene, Private and/or non-profit substance abuse treatment providers Private developers





Child Care Renovations (P601901)

Category	Health and Human Services	Date Last Modified	05/19/20
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,753	48	1,702	6,003	744	672	1,063	1,240	818	1,466	-
Construction	19,943	-	-	19,943	1,149	2,084	4,111	4,864	3,551	4,184	-
Other	298	-	-	298	34	37	29	68	42	88	-
TOTAL EXPENDITURES	27,994	48	1,702	26,244	1,927	2,793	5,203	6,172	4,411	5,738	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	27,994	48	1,702	26,244	1,927	2,793	5,203	6,172	4,411	5,738	-
TOTAL FUNDING SOURCES	27,994	48	1,702	26,244	1,927	2,793	5,203	6,172	4,411	5,738	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,927	Year First Appropriation	FY19
Appropriation FY 22 Request	2,793	Last FY's Cost Estimate	11,750
Cumulative Appropriation	1,750		
Expenditure / Encumbrances	48		
Unencumbered Balance	1,702		

PROJECT DESCRIPTION

This project provides for renovation or replacement of childcare facilities to ensure compliance with new laws pertaining to the Americans with Disabilities Act (ADA) and safety concerns.

The project addresses three major components:

1. Remedies ADA non-compliant features at childcare centers located in County buildings.
2. Provides for the design and construction of ADA compliant playgrounds at existing child care facilities while also incorporating other playground requirements included in COMAR 13A.16.01, National Association for the Education of Young Children Early Learning Standards and Accreditation Criteria, and the Maryland Program Accreditation Standards for Implementing Quality Childhood Programs.
3. Provides for replacement of modular facilities.

LOCATION

Twenty-two locations throughout the County.

ESTIMATED SCHEDULE

Project planning to take place in FY20-21. Design and construction will take place sequentially from FY21 through FY26.

COST CHANGE

Cost increase due to a preliminary planning analysis of facility needs.

PROJECT JUSTIFICATION

This project is designed to bring childcare facilities and playgrounds into compliance with Federal ADA requirements.

FISCAL NOTE

All costs are preliminary. Actual costs will be determined after the planning phase is completed. The Department is required to provide notice and information to Council in writing 60 days before construction funding is obligated or spent. The notice must identify each project programmed for construction with the anticipated scope of work, cost estimates, and an expenditure schedule.

COORDINATION

Health and Human Services, Montgomery County Public Schools, Department of General Services, Office of Management and Budget, Maryland National Capital Park and Planning Commission, and childcare center service providers



High School Wellness Center (P640902)

Category	Health and Human Services	Date Last Modified	03/02/20
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	391	56	335	-	-	-	-	-	-	-
Construction	6,119	3,838	981	1,300	900	400	-	-	-	-
Other	487	345	142	-	-	-	-	-	-	-
TOTAL EXPENDITURES	6,997	4,239	1,458	1,300	900	400	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	159	-	159	-	-	-	-	-	-	-
G.O. Bonds	6,838	4,239	1,299	1,300	900	400	-	-	-	-
TOTAL FUNDING SOURCES	6,997	4,239	1,458	1,300	900	400	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Program-Staff		1,921	-	385	384	384	384	384
Program-Other		3,890	-	778	778	778	778	778
NET IMPACT		5,811	-	1,163	1,162	1,162	1,162	1,162
FULL TIME EQUIVALENT (FTE)			-	4.88	4.88	4.88	4.88	4.88

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,200	Year First Appropriation	FY09
Appropriation FY 22 Request	-	Last FY's Cost Estimate	5,797
Cumulative Appropriation	5,797		
Expenditure / Encumbrances	5,284		
Unencumbered Balance	513		

PROJECT DESCRIPTION

This project provides for the placement of High School Wellness Centers (HSWC) at public schools. HSWCs provide health, mental health, and social services, as well as family support/youth development services which attempt to address the needs of youth and to build their skills and strengths to be more successful in all sectors of their lives. Services are targeted to meet the specific needs of the school. This project is in accordance with the recommendations of the School Based Wellness Center Planning Group (SBWCPG), the Department of Health and Human Services (DHHS) and Montgomery County Public Schools (MCPS). The selection of the host school is based upon criteria recommended by the SBWCPG. MCPS will oversee the construction of the HSWC sites. The County will occupy the space with DHHS personnel and contractors. The HSWC are similar in design to School Based Health Centers with modifications to accommodate the older student population's needs and services.

ESTIMATED SCHEDULE

Wheaton HSWC was completed in FY16. Seneca Valley HSWC construction scheduled to be completed in FY21. Kennedy HSWC construction scheduled to be completed in FY22.

COST CHANGE

Add funding for construction for a HSWC at John F. Kennedy High School in FY21.

PROJECT JUSTIFICATION

This project is recommended by the SBWCPG, DHHS, and MCPS. Each HSWC will provide services to address the physical health, mental health, and social service needs, as well as provide youth development opportunities to the students.

COORDINATION

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



Men's Emergency Homeless Shelter Addition (P602001)

Category	Health and Human Services	Date Last Modified	04/27/20
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Rockville	Status	

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Construction	1,140	-	1,140	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,140	-	1,140	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,140	-	1,140	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,140	-	1,140	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY20
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	1,140		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,140		

PROJECT DESCRIPTION

This project will construct a 4,500 square foot addition to the the existing County's hypothermia overflow shelter at Crabbs Branch Way to provide year round congregation, meals, and medical and case management services. The existing building is a single-story and is setback 130 feet from Crabbs Branch Way with parking in front.

LOCATION

16911 Crabbs Branch Way, Derwood, MD 20855

CAPACITY

With the addition, the shelter will serve approximately 100 men.

ESTIMATED SCHEDULE

The work is scheduled to be completed by the end of FY20.

PROJECT JUSTIFICATION

The County owned facility on Crabbs Branch Way serves as part of the County's hypothermia season overflow shelter system. As part of that system, it was designed to provide just the basics of sleeping and restroom areas during winter months, with no available space for services. This project will modify the facility to include space for congregation, meal service, medical offices, and case management offices - none of which are currently available at the site. The current facility that provides year-round services, located at Taft Court in Rockville, will no longer be available starting spring of 2020. This expanded facility will ensure that a full complement of wrap-around services are available year-round to the men seeking emergency shelter in Montgomery County.

FISCAL NOTE

FY20 supplemental in G.O. Bonds for the amount of \$1,140,000.

COORDINATION

Department of Health and Human Services, Department of General Services

The work is scheduled to be completed by the end of FY20.



School Based Health & Linkages to Learning Centers (P640400)

Category	Health and Human Services	Date Last Modified	05/17/20
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,520	1,372	122	26	26	-	-	-	-	-
Construction	9,374	7,451	465	1,458	629	729	100	-	-	-
Other	1,634	1,464	170	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,528	10,287	757	1,484	655	729	100	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	286	140	120	26	26	-	-	-	-	-
Federal Aid	494	494	-	-	-	-	-	-	-	-
G.O. Bonds	11,683	9,588	637	1,458	629	729	100	-	-	-
Recordation Tax Premium (MCG)	65	65	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,528	10,287	757	1,484	655	729	100	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Program-Staff		2,787	-	-	612	725	725	725
Program-Other		-	-	-	-	-	-	-
NET IMPACT		2,787	-	-	612	725	725	725
FULL TIME EQUIVALENT (FTE)			-	-	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	629	Year First Appropriation	FY04
Appropriation FY 22 Request	529	Last FY's Cost Estimate	11,370
Cumulative Appropriation	11,370		
Expenditure / Encumbrances	10,286		
Unencumbered Balance	1,084		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

FY20 costs included construction costs for Lee MS LTL facility within existing resources and is scheduled to be completed in FY23. Scope increased to add planning for a LTL at Cresthaven/ Roscoe Nix ES within existing resources. Maryvale LTL is expected to be completed in FY22 . Construction is scheduled to begin in FY22 for Silver Spring International Middle School, with completion in FY24. Construction is scheduled to begin in FY22 for Gaithersburg Elementary School #8, with completion in FY23.

COST CHANGE

Funds have been added in FY21 for construction of a LTL site at Gaithersburg Elementary School #8, and in FY22 for construction of a LTL site at Silver Spring international Middle School.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

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

COORDINATION

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



21st Century Library Enhancements Level Of Effort (P711503)

Category	Culture and Recreation	Date Last Modified	05/01/20
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	410	8	210	192	32	32	32	32	32	32	-
Construction	3,348	364	890	2,094	219	375	375	375	375	375	-
Other	6,913	2,923	140	3,850	475	675	675	675	675	675	-
TOTAL EXPENDITURES	10,671	3,295	1,240	6,136	726	1,082	1,082	1,082	1,082	1,082	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	10,446	3,070	1,240	6,136	726	1,082	1,082	1,082	1,082	1,082	-
G.O. Bonds	225	225	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	10,671	3,295	1,240	6,136	726	1,082	1,082	1,082	1,082	1,082	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	726	Year First Appropriation	FY15
Appropriation FY 22 Request	1,082	Last FY's Cost Estimate	10,063
Cumulative Appropriation	4,535		
Expenditure / Encumbrances	3,615		
Unencumbered Balance	920		

PROJECT DESCRIPTION

This level of effort project is intended to maintain and keep technology current in existing libraries by updating technology and technology support systems. When appropriate, upgrades will be coordinated with Library Refurbishment project work.

ESTIMATED SCHEDULE

Project started in FY15 and work will progress on an as needed basis.

COST CHANGE

Added FY25 and FY26 expenditures. Shifted Current Revenue for FY21 through FY26 to the Library operating budget to recognize ongoing operating budget impacts of this CIP project. Due to fiscal constraints, the FY21 Current Revenue funding was reduced to the level of \$1,000,000, the amount that was previously approved for FY19 and FY20, with \$726,000 continuing in the CIP and \$274,000 in the operating budget.

PROJECT JUSTIFICATION

This funding will allow the Department of Public Libraries, Department of General Services, and Department of Technology Services 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. By FY21 and FY22, another \$156,000 and \$300,000 respectively will be shifted to the Library operating budget.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services, Department of Public Libraries, and Department of Technology Services.



Clarksburg Library (P710500)

Category	Culture and Recreation	Date Last Modified	03/12/20
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,484	-	-	1,853	-	-	453	500	200	700	631
Site Improvements and Utilities	235	-	-	235	-	-	-	-	35	200	-
Construction	11,444	-	-	11,444	-	-	-	-	1,786	9,658	-
Other	1,200	-	-	1,200	-	-	-	-	200	1,000	-
TOTAL EXPENDITURES	15,363	-	-	14,732	-	-	453	500	2,221	11,558	631

FUNDING SCHEDULE (\$000s)

G.O. Bonds	15,363	-	-	14,732	-	-	453	500	2,221	11,558	631
TOTAL FUNDING SOURCES	15,363	-	-	14,732	-	-	453	500	2,221	11,558	631

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	2,134
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of a library located in Clarksburg, as outlined in the Clarksburg Master Plan, and appropriate to the needs of the community.

LOCATION

Clarksburg, Maryland

ESTIMATED SCHEDULE

Design development will begin in FY23, and construction will start in FY25.

COST CHANGE

Placeholder construction costs have been added to the project.

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 Services, Department of Permitting Services, Washington Suburban Sanitary Commission, Clarksburg Town Center Development District, Department of Public Libraries, Upcounty Regional Service Center.



Library Refurbishment Level of Effort (P711502)

Category	Culture and Recreation	Date Last Modified	05/19/20
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	8,564	2,850	258	5,456	732	812	850	969	1,134	959	-
Construction	21,357	5,740	1,324	13,933	1,496	2,377	2,434	2,649	2,267	2,710	360
Other	4,873	850	362	3,021	227	423	330	642	664	735	640
TOTAL EXPENDITURES	34,794	9,440	1,944	22,410	2,455	3,612	3,614	4,260	4,065	4,404	1,000

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	31,907	6,553	1,944	22,410	2,455	3,612	3,614	4,260	4,065	4,404	1,000
State Aid	2,887	2,887	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	34,794	9,440	1,944	22,410	2,455	3,612	3,614	4,260	4,065	4,404	1,000

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	2,322	Year First Appropriation	FY15
Appropriation FY 22 Request	3,304	Last FY's Cost Estimate	23,082
Cumulative Appropriation	13,630		
Expenditure / Encumbrances	10,417		
Unencumbered Balance	3,213		

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 which reflect the latest in 21st century library trends at much less costs than renovations. The improvements include renovated restrooms, creating group collaborations rooms, providing new sit / stand ergonomic service desks, prekindergarten early literacy display elements, new water fountains with bottle filling features, and a general refurbishment of new paint, carpet, and other flooring. 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 / HVAC, 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 and FY20, 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 FY27 where the cycle would start over again. The Library Department identifies the libraries to be refurbished 18 month 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

The scope of the project was increased to include work previously charged to Department of General Services' Level of Effort projects for building systems, roof, and Americans with Disabilities Act (ADA) improvements. This change provides a clearer understanding of the true costs to refurbish the County's libraries. The County will also be pursuing a Public Private Partnership to redevelop the Chevy Chase Library. This strategy is likely to yield a better, more cost effective library facility given the location of the library. General Obligation Bond funding reduced by \$1,000,000 in FY21 and increased by \$1,000,000 in Beyond Six Years.

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 of time with less money than under the old approach of renovating only 1 or 2 libraries.

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 Bethesda (\$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.

DISCLOSURES

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

COORDINATION

Department of General Services, Department of Public Libraries, Maryland State Department of Education, and Department of Technology Services.



Cost Sharing: MCG (P720601)

Category	Culture and Recreation	Date Last Modified	05/17/20
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,760	3,760	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	33	33	-	-	-	-	-	-	-	-	-
Construction	8,058	8,058	-	-	-	-	-	-	-	-	-
Other	28,321	15,996	5,245	7,080	2,080	1,000	1,000	1,000	1,000	1,000	-
TOTAL EXPENDITURES	40,172	27,847	5,245	7,080	2,080	1,000	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE (\$000s)											
Contributions	150	150	-	-	-	-	-	-	-	-	-
Current Revenue: General	25,847	13,522	5,245	7,080	2,080	1,000	1,000	1,000	1,000	1,000	-
G.O. Bonds	2,398	2,398	-	-	-	-	-	-	-	-	-
Land Sale	2,661	2,661	-	-	-	-	-	-	-	-	-
Long-Term Financing	3,850	3,850	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,066	1,066	-	-	-	-	-	-	-	-	-
State Aid	4,200	4,200	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	40,172	27,847	5,245	7,080	2,080	1,000	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	2,080	Year First Appropriation	FY06
Appropriation FY 22 Request	1,000	Last FY's Cost Estimate	37,092
Cumulative Appropriation	33,092		
Expenditure / Encumbrances	30,826		
Unencumbered Balance	2,266		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due to the addition of funding in FY25 and FY26 and the addition of FY21 Community Grants and Grants for Arts and Humanities Organizations.

For FY21, 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, \$496,638 has been set aside to fund CIP Grants for Arts and Humanities Organizations with grantees determined at a later date.

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

Approved FY18 Supplemental 15-S18-CMCG-13 added \$100,000 in State Aid to recognize FY15 State Bond Bill. Amended project approved in FY18 designated a total of \$300,365 of the \$400,000 project balance to 32 individual faith-based organizations, leaving a remaining unallocated balance of \$99,635 in the project for emergency capital grants. Approved FY19 Supplemental 3-S19-CMCG-3 added \$400,000 in Current Revenue for Manna Food Center, Inc. and

\$300,000 in Current Revenue for Sunflower Bakery, Inc. See Cost Sharing Grants attachment for Historical Fiscal Note regarding the Fillmore venue in Silver Spring and Old Blair Auditorium Project, Inc.

DISCLOSURES

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

COORDINATION

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:

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, \$496,638 has been set aside to fund CIP Grants for Arts and Humanities Organizations with grantees determined at a later date.

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

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

For FY18, County participation is for the following community grant projects totaling \$1,236,900: A Wider Circle, Inc.: \$50,000; Cornerstone Montgomery, Inc.: \$350,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Identity, Inc.: \$61,900; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; Jewish Foundation for Group Homes: \$100,000; Jewish Social Service Agency: \$250,000; Potomac Community Resources, Inc.: \$50,000; Warrior Canine Connection, Inc.: \$50,000; YMCA of Metropolitan Washington, Inc.: \$125,000. For FY18, CIP Grants for Arts and Humanities Organizations totaling \$192,283 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$98,161; and Montgomery Community Television, Inc.: \$94,122. In addition, a non-competitive contract award of \$48,000 is approved in FY17 for Imagination Stage, Inc. Costs have been reduced since the remaining unspent balance on a FY14 Imagination Stage, Inc. grant (\$96,656) and a FY15 Family Services, Inc. grant (\$75,000) are no longer needed. For FY18, County participation is for the following Faith-based Facilities Security Improvement Grant projects totaling \$300,365: Alef Bet Montessori School, Inc.: \$12,000; Cambodian Buddhist Society: \$4,492; Cedar Lane Unitarian Universalist Church: \$10,600; Chabad Lubavitch of Upper Montgomery County, Inc.: \$8,000; Chabad - Lubavitch of BCC, Inc.: \$10,000; Chinmaya Mission (Washington Regional Center): \$11,500; Christ Congregational Church (United Church of Christ): \$7,000; Colesville Presbyterian Church: \$1,200; Colesville United Methodist Church: \$4,500; Congregation B'nai Tzedek: \$10,000; Guru Gobind Singh Foundation Trust: \$10,000; Guru Nanak Foundation of American: \$12,500; Islamic Supreme Council of America (dba Institute for Spiritual & Cultural Advancement): \$8,476; Islamic Center of Maryland, Inc.: \$19,620; Islamic Community Center of Potomac, Inc.: \$15,000; Islamic Education Center, Inc.: \$15,000; Islamic Society of Germantown, Inc.: \$15,000; Islamic Society of the Washington Area: \$15,000; Redeemer Lutheran Church: \$2,500; Melvin J. Berman

Hebrew Academy: \$7,500; Muslim Community Center, Inc.: \$14,836; Ohev 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 Emenah of Greater Washington: \$12,000; Zoroastrian Association of Metropolitan Washington, Inc.: \$7,500.

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

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

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

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

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

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

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

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

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

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

HISTORICAL FISCAL NOTE:

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

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



Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)

Category	Culture and Recreation	Date Last Modified	05/19/20
SubCategory	Recreation	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage
Required Adequate Public Facility	Yes		

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	9,927	319	63	9,545	700	254	309	2,203	5,894	185	-
Site Improvements and Utilities	405	-	-	405	-	13	108	284	-	-	-
Construction	17,202	17	-	17,185	-	427	3,324	13,434	-	-	-
Other	202	-	-	202	-	6	54	142	-	-	-
TOTAL EXPENDITURES	27,736	336	63	27,337	700	700	3,795	16,063	5,894	185	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	27,736	336	63	27,337	700	700	3,795	16,063	5,894	185	-
TOTAL FUNDING SOURCES	27,736	336	63	27,337	700	700	3,795	16,063	5,894	185	-

OPERATING BUDGET IMPACT (\$000s)

Cost Savings			223	-	-	-	-	32	191
Offset Revenue			-	-	-	-	-	-	-
NET IMPACT			223	-	-	-	-	32	191
FULL TIME EQUIVALENT (FTE)				-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY18
Appropriation FY 22 Request	18,954	Last FY's Cost Estimate	8,436
Cumulative Appropriation	8,236		
Expenditure / Encumbrances	964		
Unencumbered Balance	7,272		

PROJECT DESCRIPTION

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

LOCATION

5900 Executive Boulevard, North Bethesda, Maryland.

ESTIMATED SCHEDULE

Design work to begin in early 2021 with construction scheduled for spring 2022 through fall 2024.

COST CHANGE

Renovation costs are deferred by one fiscal year, with completion scheduled for FY25.

PROJECT JUSTIFICATION

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

COORDINATION

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





Martin Luther King, Jr. Indoor Swim Center Renovation

(P721902)

Category	Culture and Recreation	Date Last Modified	05/17/20
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,849	644	53	1,152	218	577	253	104	-	-	-
Construction	11,333	927	1,487	8,919	-	3,716	5,203	-	-	-	-
Other	290	-	41	249	-	104	145	-	-	-	-
TOTAL EXPENDITURES	13,472	1,571	1,581	10,320	218	4,397	5,601	104	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	13,472	1,571	1,581	10,320	218	4,397	5,601	104	-	-	-
TOTAL FUNDING SOURCES	13,472	1,571	1,581	10,320	218	4,397	5,601	104	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY19
Appropriation FY 22 Request	1,419	Last FY's Cost Estimate	12,153
Cumulative Appropriation	12,053		
Expenditure / Encumbrances	2,540		
Unencumbered Balance	9,513		

PROJECT DESCRIPTION

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

LOCATION

1201 Jackson Road, Silver Spring, Maryland.

ESTIMATED SCHEDULE

Design work begins in Summer of 2020 with construction scheduled from winter of 2021 for a period of one year. This project will also coordinate the schedule for roof replacement and Americans with Disabilities Act (ADA) project work.

COST CHANGE

Cost increase is due to project phasing.

PROJECT JUSTIFICATION

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

COORDINATION

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



Public Arts Trust

(P729658)

Category	Culture and Recreation	Date Last Modified	05/17/20
SubCategory	Recreation	Administering Agency	Recreation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	791	-	191	600	100	100	100	100	100	100	-
Other	2,580	950	-	1,630	90	308	308	308	308	308	-
TOTAL EXPENDITURES	3,371	950	191	2,230	190	408	408	408	408	408	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	3,371	950	191	2,230	190	408	408	408	408	408	-
TOTAL FUNDING SOURCES	3,371	950	191	2,230	190	408	408	408	408	408	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	190	Year First Appropriation	FY96
Appropriation FY 22 Request	408	Last FY's Cost Estimate	1,901
Cumulative Appropriation	1,141		
Expenditure / Encumbrances	950		
Unencumbered Balance	191		

PROJECT DESCRIPTION

Effective April 12, 1995, the County Council enacted legislation providing for the creation of a Public Arts Trust. The purpose of this program is to incorporate art into public facilities and sponsor privately-funded temporary or permanent displays of art on public property. As written, the County Chief Administrative Officer (CAO) administers the trust in consultation with the Arts and Humanities Council of Montgomery County (AHC MC), Montgomery County Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission. The request for County funds for this project will be determined annually. The guidelines state that the annual request for the next fiscal year will be 0.05 percent of the total approved programmed capital expenditures for the current year Capital Improvements Program of the County Government, Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission. Each year, the County Council should consider appropriating this amount but may appropriate any amount.

COST CHANGE

Additional funding in FYs 22-26 to align to legislated budget guidelines and due to the addition of funding for FY25 and FY26.

PROJECT JUSTIFICATION

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

FISCAL NOTE

\$50,000 FY18 Special Appropriation approved by Council in July 2017. The Public Arts Trust is implemented through the Department of Recreation via an outside contract with the AHC MC.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Arts and Humanities Council of Montgomery County, Montgomery County Public Schools, Montgomery College, Maryland-National Capital Park and Planning Commission, Department of General Services, County Executive, and Chief Administrative Officer.



Recreation Facilities Refurbishment (P722105)

Category	Culture and Recreation	Date Last Modified	05/17/20
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	19,000	-	-	19,000	-	2,000	1,000	3,000	6,500	6,500	-
TOTAL EXPENDITURES	19,000	-	-	19,000	-	2,000	1,000	3,000	6,500	6,500	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	19,000	-	-	19,000	-	2,000	1,000	3,000	6,500	6,500	-
TOTAL FUNDING SOURCES	19,000	-	-	19,000	-	2,000	1,000	3,000	6,500	6,500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	2,000	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This level of effort project is intended to provide a structured process to ensure that all recreation center facilities are refurbished through repair or replacement of facility components. A facility assessment will be conducted to evaluate the level of repair or replacement for each facility and create a program of requirements with an associated construction cost estimate.

ESTIMATED SCHEDULE

The project starts in FY22 and continues through FY26 and beyond for refurbishment of all Recreation facilities including pools and centers. The Recreation Department will identify the facilities and scope of the work through a facility assessment prior to design and construction process. Projects will be prioritized based on facility assessment results and programmatic needs. Coffield Community Recreation Center will be one of the first to be addressed.

PROJECT JUSTIFICATION

Many of the Recreation Department's facilities have not been updated for a long time. This project will ensure that: 1) the County's capital investments are protected by maintaining the Recreation Department's building infrastructure, 2) all new and required construction codes are addressed and implemented, 3) critical equipment and building systems are overhauled or replaced prior to failure, and 4) reorganization of internal space is completed to insure that space is fully utilized based on the community's needs for programs and services.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of Recreation and Department of General Services.



South County Regional Recreation and Aquatic Center (P721701)

Category	Culture and Recreation	Date Last Modified	05/17/20
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Under Construction

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	9,563	4,524	-	5,039	1,989	1,989	1,061	-	-	-	-
Land	8	-	8	-	-	-	-	-	-	-	-
Site Improvements and Utilities	100	-	-	100	43	43	14	-	-	-	-
Construction	59,640	35	7,519	52,086	24,039	24,039	4,008	-	-	-	-
Other	2,761	4	98	2,659	932	1,727	-	-	-	-	-
TOTAL EXPENDITURES	72,072	4,563	7,625	59,884	27,003	27,798	5,083	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	67,509	-	7,625	59,884	27,003	27,798	5,083	-	-	-	-
PAYGO	4,563	4,563	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	72,072	4,563	7,625	59,884	27,003	27,798	5,083	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			1,830	-	-	141	563	563	563
Energy			2,941	-	-	226	905	905	905
Program-Staff			5,138	-	-	599	1,513	1,513	1,513
Program-Other			1,462	-	-	367	365	365	365
Offset Revenue			(1,495)	-	-	(115)	(460)	(460)	(460)
NET IMPACT			9,876	-	-	1,218	2,886	2,886	2,886
FULL TIME EQUIVALENT (FTE)				-	-	28.2	28.2	28.2	28.2

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY17
Appropriation FY 22 Request	1,015	Last FY's Cost Estimate	72,072
Cumulative Appropriation	71,057		
Expenditure / Encumbrances	5,910		
Unencumbered Balance	65,147		

PROJECT DESCRIPTION

This project provides for the County's estimated costs for a new regional recreation and aquatic center in the Central Business District of Silver Spring. This project will include approximately 120,000 gross square feet (GSF) of public recreation space within Housing Opportunities Commission's (HOC's) larger housing project. The facility will include typical recreation and leisure activities, such as pools for swimming and low level diving, exercise, aquatic play, high school competitions, training, and teaching. A gymnasium, exercise and weight room spaces, movement and dance studios, multipurpose activity rooms, public use space, and social space with a culinary arts kitchen will also be included. Senior programs will be coordinated with Holy Cross Hospital's "Senior Source."

LOCATION

This amenity will be located on the Elizabeth Square site, bordered by Apple Avenue to the south and Fenwick Lane to the north, with the CSX railroad right-of-way on the west.

ESTIMATED SCHEDULE

Construction began in 2019 with completion expected in early FY23.

PROJECT JUSTIFICATION

This project has been included in long-range planning by the County in its Montgomery County Recreation Facility Development Plan, 2010-2030 as one of four regional recreation facilities to serve the County. This plan is based on the results of the County's Vision 2030 assessment, completed and published in 2011. The Southern Region, around the Greater Silver Spring Area, was found to be significantly under served for recreation and park amenities when compared against total population. Only two smaller community recreation centers, one small indoor pool, and one seasonal outdoor pool serve this area currently and no services are available in downtown Silver Spring. The project achieves a County goal of co-locating affordable housing with other County services. Through co-location, the County will achieve cost savings, program efficiencies, and improved service to residents.

OTHER

The Elizabeth Square Development project is a Public-Private Partnership between Housing Opportunities Commission (HOC) and Lee Development Group. The proposed plan is to redevelop the existing Elizabeth House, a senior Public Housing property, and a substantial renovation of Alexander House Apartments, a mixed-income multifamily property, in downtown Silver Spring. At full completion of the redevelopment, Elizabeth Square Development will provide for a combined 326 moderately-priced dwelling units (MPDU), Work Force Housing Units (WFHU), and other affordable housing units out of a total 906 units, with the inclusion of the new aquatic and recreational facility within the footprint of the larger construction. Housing costs are not a part of this project.

FISCAL NOTE

The County's contribution will pay for the design of the recreation and aquatic center facility, tenant fit out, furniture, fixtures, equipment for the new facility, and staff time during design and construction. FY17 Supplemental appropriation of \$3,800,000 in GO Bonds was approved for this project. FY19 Supplemental for \$17,016,000 in GO Bonds. In FY19, this project received a transfer of \$500,000 in GO Bonds from North Potomac Community Recreation Center, P720102 and a transfer of \$170,000 in GO Bonds from Western County Outdoor Pool Renovation and Modernization, P721501.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Housing Opportunity Commission, Silver Spring Regional Services Center, Department of Permitting Services, Department of General Services, Department of Recreation, Department of Technology Services, M-NCPPC, WSSC, and PEPCO. Special Capital Projects Legislation Bill No. 18-17 was adopted by Council June 29, 2017.



Swimming Pools Slide Replacement (P722101)

Category	Culture and Recreation	Date Last Modified	05/19/20
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,582	-	-	1,311	-	202	212	222	333	342	1,271
Construction	10,213	-	-	5,185	-	800	838	877	1,315	1,355	5,028
TOTAL EXPENDITURES	12,795	-	-	6,496	-	1,002	1,050	1,099	1,648	1,697	6,299

FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,795	-	-	6,496	-	1,002	1,050	1,099	1,648	1,697	6,299
TOTAL FUNDING SOURCES	12,795	-	-	6,496	-	1,002	1,050	1,099	1,648	1,697	6,299

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	1,002	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This level of effort project is intended to provide a structured process to ensure safety of pool operations through the repair or replacement of slides. A facilities assessment will be conducted to evaluate the needed level of repair or replacement and to create a priority list.

ESTIMATED SCHEDULE

The project starts in FY22 and continues through FY28 for replacement of eight pool slides. The Recreation Department will identify the slides and scope of the work through a slides assessment process in FY20. Slide repairs will be coordinated with annual closure of indoor and outdoor pools to minimize the impact of construction on pool operations.

PROJECT JUSTIFICATION

Most slides were constructed many years ago and many have disintegrated slide surfaces or rusted structural elements which could create safety issues if not repaired. This project ensures that slides are repaired in a systematic sequence based on their condition. The exact cost of slide repair or replacement will be determined based on the facility assessment performed in FY21.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of Recreation and Department of General Services.



Wheaton Arts and Cultural Center (P722106)

Category	Culture and Recreation	Date Last Modified	05/19/20
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Kensington-Wheaton	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

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

FUNDING SCHEDULE (\$000s)

Current Revenue: General	100	-	-	100	100	-	-	-	-	-	-
TOTAL FUNDING SOURCES	100	-	-	100	100	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	100	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for planning and site feasibility activities for a new arts and cultural facility to be located in the Wheaton Arts and Entertainment District. Potential sites include a County-owned parking lot site in the downtown Wheaton area. The project's specifications, including the potential for affordable housing, will be evaluated for the selected site.

ESTIMATED SCHEDULE

Project activities will continue in FY21.

PROJECT JUSTIFICATION

A Program of Requirements funded out of the Facility Planning: MCG project was completed in FY20. The POR specifications provide for requirements for the facility. The ultimate design and configuration of the facility will depend on the characteristics of the selected site.

FISCAL NOTE

Funding for this project was shifted from the Facility Planning: MCG (P508768) project.

DISCLOSURES

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

COORDINATION

Department of Recreation. Department of General Services.



Facility Planning: Storm Drains (P508180)

Category	Conservation of Natural Resources	Date Last Modified	03/25/20
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,097	5,788	389	1,920	320	320	320	320	320	320	-
Land	142	142	-	-	-	-	-	-	-	-	-
Construction	40	40	-	-	-	-	-	-	-	-	-
Other	5	5	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	8,284	5,975	389	1,920	320	320	320	320	320	320	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	4,103	4,103	-	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	4,080	1,771	389	1,920	320	320	320	320	320	320	-
G.O. Bonds	101	101	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	8,284	5,975	389	1,920	320	320	320	320	320	320	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	320	Year First Appropriation	FY81
Appropriation FY 22 Request	320	Last FY's Cost Estimate	7,524
Cumulative Appropriation	6,364		
Expenditure / Encumbrances	6,035		
Unencumbered Balance	329		

PROJECT DESCRIPTION

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

CAPACITY

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

COST CHANGE

Increase due to the addition of FY25 & FY26 to this on-going level of effort project. Increase of \$30,000 annually to expedite the readiness of projects into construction.

PROJECT JUSTIFICATION

Evaluation, justification, and cost-benefit analysis are completed by DOT as necessary. In the case of participation projects, drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DOT. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

OTHER

Before being added as a sub-project, concept studies are evaluated based on the following factors: public safety; damage to private property; frequency of event; damage to public right-of-way; environmental factors such as erosion, general public benefit, availability of right-of-way; and 5:1 cost benefit damage prevented ratio. In the case of public safety or severe damage to private property, the 5:1 cost benefit damage prevented ratio can be waived. Drainage assistance requests are evaluated on a continuing basis in response to public requests. DOT maintains a database of complaints. Recent construction projects completed include: Crown Street, Grafton Street, Lanier Drive, Ogden Court, Ashburton Lane, Mintwood Street, Woodland Drive, Stable Lane and Charred Oak Drive. Candidate Projects for FY21 and FY22: Tranford Road, Windmill Lane, and Conway Drive.

DISCLOSURES

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

COORDINATION

Montgomery County Department of Environmental Protection, Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services, Utility Companies, and Sidewalk Program - Minor Projects (CIP No. 506747).



Storm Drain Culvert Replacement (P501470)

Category	Conservation of Natural Resources	Date Last Modified	05/17/20
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,000	1,200	345	1,455	180	255	255	255	255	255	-
Construction	16,998	7,822	931	8,245	1,020	1,445	1,445	1,445	1,445	1,445	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	20,000	9,024	1,276	9,700	1,200	1,700	1,700	1,700	1,700	1,700	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Water Quality Protection	4,000	4,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	1,500	1,500	-	-	-	-	-	-	-	-	-
Long-Term Financing	12,100	1,124	1,276	9,700	1,200	1,700	1,700	1,700	1,700	1,700	-
Water Quality Protection Bonds	2,400	2,400	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,000	9,024	1,276	9,700	1,200	1,700	1,700	1,700	1,700	1,700	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,200	Year First Appropriation	FY14
Appropriation FY 22 Request	1,700	Last FY's Cost Estimate	15,100
Cumulative Appropriation	10,300		
Expenditure / Encumbrances	9,038		
Unencumbered Balance	1,262		

PROJECT DESCRIPTION

This program will provide for the replacement of failed storm drain pipes and culverts. The County's storm drain infrastructure is aging and many of the metal pipe culverts installed from 1960 through the 1990's have reached the end of their service life. An asset inventory with condition assessments has been developed to better forecast future replacement needs. Going forward, funding will be programmed for both systematic and emergency replacement of these pipes and culverts. Program scope includes: storm water pipe and culvert replacement of both metal and concrete less than six (6) feet in roadway longitudinal length; headwalls, end sections, replacement, or extension of culverts to assure positive flow of stormwater and channeling of stormwater into existing ditch lines or structures. Repairs also include roadside pipe and culvert end treatment safety improvements to eliminate safety hazards. This project will not make major changes to the location or size of existing storm drainage facilities. Structures greater than six-feet-roadway-longitudinal length are repaired under the Bridge Renovation Program, (CIP No. 509753).

COST CHANGE

Cost increase due to the addition of FY25-26 to this ongoing level of effort project. FY22-26 increase of \$500,000 per year to increase the level of effort and to provide flexibility to deal with emergencies.

PROJECT JUSTIFICATION

This program will address emergency pipe replacements of aging metal and concrete pipes that have reached the end-of-their-service life. The result of these pipe failures has been deep depressions, sinkholes, sediment build-up, open pipe joints, and metal pipe inverts to an unacceptable levels. Existing storm drain conditions are extremely poor. Repairs are needed to improve safety and reduce the potential for hazards and associated public inconvenience. Failure of a storm drain pipe will precipitate emergency repairs at much higher prices. Furthermore, this program provided funding towards developing an asset inventory of the storm drain system including pipe and culvert conditions that helps forecast future funding requirements.

FISCAL NOTE

In FY19, Water Quality Protection Bonds were replaced with long-term financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) to finance water quality improvement projects with low-interest loans which are less costly than bond sales.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Company, Montgomery County Department of Permitting Services, Pepco, Cable TV, Verizon, Montgomery County Public Schools, Regional Service Centers, Community Association's, Commission on People With Disabilities, Maryland Department of Environment, Montgomery County Department of Environmental Protection, and United States Army Corps of Engineers.



Storm Drain General (P500320)

Category	Conservation of Natural Resources	Date Last Modified	05/17/20
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,671	2,070	823	1,778	288	298	298	298	298	298	-
Land	103	103	-	-	-	-	-	-	-	-	-
Construction	15,740	10,965	613	4,162	652	702	702	702	702	702	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	20,515	13,139	1,436	5,940	940	1,000	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Water Quality Protection	2,996	1,600	448	948	158	158	158	158	158	158	-
G.O. Bonds	9,169	9,169	-	-	-	-	-	-	-	-	-
Intergovernmental	223	223	-	-	-	-	-	-	-	-	-
Long-Term Financing	6,291	311	988	4,992	782	842	842	842	842	842	-
State Aid	162	162	-	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	1,674	1,674	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,515	13,139	1,436	5,940	940	1,000	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 21 Request	1,940	Year First Appropriation	FY03
Appropriation FY 22 Request	-	Last FY's Cost Estimate	17,991
Cumulative Appropriation	14,575		
Expenditure / Encumbrances	13,496		
Unencumbered Balance	1,079		

PROJECT DESCRIPTION

This project provides the flexibility to construct various sub-projects that might otherwise be delayed for lack of funds or difficulty in acquiring right-of-way. This project provides for right-of-way acquisition and construction for storm drain projects resulting from the Drainage Assistance Request Program. Individual projects range from retrofitting existing storm drainage systems to developing new drainage systems required to upgrade the existing systems in older subdivisions. Projects formerly handled through the Neighborhood Storm Drain Improvements Project are usually small, unanticipated projects initiated by requests from citizens whose homes and properties are subject to severe flooding or erosion and where there is a demonstrated need for early relief. Potential new storm drain projects are studied under the Facility Planning: Storm Drain project. Concept studies are evaluated based on the following factors: public safety, damage to private property and frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 cost benefit damage prevented ratio. After the completion of facility planning, projects with construction estimated to cost less than \$500,000 are included in this project. Prompt relief is frequently achieved by the use of Department of Transportation (DOT) personnel to construct and provide construction management. The project also facilitates financial participation with developers up to 50 percent share of construction cost for storm drainage projects where such construction would yield a public benefit to properties other than that of homeowner or developers. Right-of-way is acquired under the Advanced Land Acquisition Revolving Fund (ALARF).

CAPACITY

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

COST CHANGE

Increase due to the addition of FY25 & FY26 to this on-going level of effort project. Cost increase in FY21 for \$86,000 and \$146,000 in each year from FY22 through FY26 to address more projects.

OTHER

On Participation projects, cost sharing between the County and either homeowners or developers varies and is based upon a signed Letter of Understanding. Some funds from this project will go to support the Renew Montgomery program. Completed Projects in FY18 and FY19: Crown Street, Grafton Street, Lanier Drive, Ogden Court, Ashburton Lane, Mintwood Street, Woodland Drive, Charred Oak Drive, and Stable Lane. Potential Future projects: Tranford Road, Windmill Lane and Conway Road.

FISCAL NOTE

In FY19, Water Quality Protection Bonds were replaced with long-term financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) to finance water quality improvement projects with low-interest loans which are less costly than bond sales. Funding schedule reflects MDE's cost eligibility rules.

The FY21 appropriation has been programmed to cover both FY21 and FY22 project expenditures; consistent with past practice for this project.

DISCLOSURES

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

COORDINATION

Montgomery County Department of Environmental Protection, Maryland-National Capital Park & Planning Commission, Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services, Utility Companies, and Sidewalk Program - Minor Projects (CIP No. 506747).



Burtonsville Community Revitalization

(P760900)

Category	Community Development and Housing	Date Last Modified	03/10/20
SubCategory	Community Development	Administering Agency	Housing & Community Affairs
Planning Area	Fairland-Beltsville and Vicinity	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,366	1,347	19	-	-	-	-	-	-	-
Site Improvements and Utilities	358	347	11	-	-	-	-	-	-	-
Construction	955	761	194	-	-	-	-	-	-	-
Other	61	3	58	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,740	2,458	282	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	460	460	-	-	-	-	-	-	-	-
G.O. Bonds	263	(19)	282	-	-	-	-	-	-	-
PAYGO	2,017	2,017	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,740	2,458	282	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	(300)	Year First Appropriation	FY09
Appropriation FY 22 Request	-	Last FY's Cost Estimate	3,040
Cumulative Appropriation	3,040		
Expenditure / Encumbrances	2,458		
Unencumbered Balance	582		

PROJECT DESCRIPTION

This project provides for community revitalization in the Burtonsville area with primary focus on the commercial core. Project elements will mitigate the impact of transportation improvement projects to businesses in the Burtonsville commercial area. The objectives are to support the existing small businesses, create new opportunities for private investment, and create a "village center" by improving the visual appearance of the area. Project elements include gateway signage, pedestrian lighting, streetscape elements, and acquisition of long-term facade and commercial center signage easements.

LOCATION

The project area is located near the intersection of MD Route 198 and the US Route 29 in eastern Montgomery County. Generally, the area is comprised of the commercial areas in each of the four quadrants near the intersection of Route 198 and Old Columbia Pike, and the additional four quadrants located at the intersection of Route 198 and the realignment of US Route 29. Specifically, the areas are identified as the combined Commercial Core Study Area and the Community Legacy Plan Study area contained in the 2008 Burtonsville Community Legacy Plan.

COST CHANGE

The project cost is adjusted to reflect actual commitments for facade and signage improvements in the area.

PROJECT JUSTIFICATION

This project is initiated in response to proposals contained in the Burtonsville Community Legacy Plan. Burtonsville is a gateway into the County from the east and US Interstate 95. The Burtonsville Commercial Core is comprised of many older, local neighborhood retail centers with some office space. Many of the small strip shopping centers along Route 198 are in visibly poor condition. Some of the larger, older commercial and office space is vacant and underutilized. The project is intended to respond to both the visual condition of the commercial core, and to address possible business disruption that may result from a proposed realignment of Route 198 by the State. This area has also been designated as the location of a stop on the County's planned Bus Rapid Transit (BRT) system.

OTHER

Burtonsville Crossroads Neighborhood Plan, Maryland-National Capital Park and Planning Commission, 2012; Burtonsville Community Legacy Plan, Department of Housing and Community Affairs, 2008; Burtonsville Market Study and Consumer Shopping Survey, Department of Housing and Community Affairs, 2007.

FISCAL NOTE

Expenditure and funding schedules are adjusted to reflect updated conditions on committed private investment for facade and signage improvements in the Burtonsville commercial area.

DISCLOSURES

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

COORDINATION

Department of Transportation, Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment, and Department of Permitting Services.



Colesville/New Hampshire Avenue Community Revitalization (P761501)

Category	Community Development and Housing	Date Last Modified	04/25/20
SubCategory	Community Development	Administering Agency	Housing & Community Affairs
Planning Area	Colesville-White Oak and Vicinity	Status	Ongoing

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	275	154	121	-	-	-	-	-	-	-
Construction	445	150	295	-	-	-	-	-	-	-
TOTAL EXPENDITURES	720	304	416	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	720	304	416	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	720	304	416	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	(1,350)	Year First Appropriation	FY15
Appropriation FY 22 Request	-	Last FY's Cost Estimate	2,070
Cumulative Appropriation	2,070		
Expenditure / Encumbrances	304		
Unencumbered Balance	1,766		

PROJECT DESCRIPTION

This project provides for commercial revitalization in the Colesville community focused on the four commercial intersections along New Hampshire Avenue (MD Route 650). The objectives are to support the existing small businesses, create new opportunities for private investment, and improve the visual appearance of the area. Project elements include gateway signage, pedestrian lighting, connectivity, streetscape elements, landscaping/screening, acquisition of long-term facade and commercial center signage easements, and other amenities.

LOCATION

The focus areas are: the four quadrants at the intersection of New Hampshire Avenue and Randolph Road; the commercial area at New Hampshire Avenue and Vital Way; the commercial area between Thomas Drive and Eldrid Drive on the west side of New Hampshire Avenue; and the commercial node east of New Hampshire Avenue at Hollywood Avenue.

ESTIMATED SCHEDULE

Completed one facade project in 2017 for the shopping center located between E. Randolph Road and New Hampshire Avenue. Expenditure schedule has been adjusted to reflect actual implementation.

COST CHANGE

The project scope reflects limited property owner and business participation.

PROJECT JUSTIFICATION

The Colesville commercial area is primarily older local, neighborhood retail centers with some office space. The White Oak Master Plan (1997) recommended providing a more unified "Main Street" form of development, integrating the commercial development with neighboring residential communities while providing buffers between the adjacent residential neighborhoods. The Colesville community is interested in enhancing the viability of commercial centers along New Hampshire Avenue.

OTHER

Plans and Studies: Maryland-National Capital Park and Planning Commission's White Oak Master Plan (1997), Colesville Commercial Area and Design Study (2013).

FISCAL NOTE

This area is not eligible for CDBG funding.

DISCLOSURES

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

COORDINATION

Department of Transportation, Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment, and Department of Permitting Services.



Countywide Facade Easement Program (P762102)

Category	Community Development and Housing	Date Last Modified	05/15/20
SubCategory	Community Development	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	785	-	-	785	114	122	132	138	140	139	-
Construction	2,000	-	-	2,000	-	200	450	550	500	300	-
Other	121	-	-	121	-	20	24	26	27	24	-
TOTAL EXPENDITURES	2,906	-	-	2,906	114	342	606	714	667	463	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	2,906	-	-	2,906	114	342	606	714	667	463	-
TOTAL FUNDING SOURCES	2,906	-	-	2,906	114	342	606	714	667	463	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	114	Year First Appropriation	
Appropriation FY 22 Request	342	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

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.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

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

COORDINATION

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



Affordable Housing Opportunity Fund (P762101)

Category	Community Development and Housing	Date Last Modified	05/18/20
SubCategory	Housing (MCG)	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

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

FUNDING SCHEDULE (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	6,000	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides funding to address the urgent challenge of preservation and development of affordable housing in areas at risk of rent escalation to higher market rents, including the Purple Line Corridor and other County transit corridors. The funds will be used to provide seed money to establish a public-private preservation fund to proactively attract investors and leverage additional public and private capital to preserve targeted affordable rental housing when opportunities arise. Project funds would be expected to support financing activity within six months of allocation, based on time needed to identify partners, develop investment guidelines, and document responsibilities. The funds will be used to secure rental properties offered to the County under the Right of First Refusal Law or otherwise available for purchase by non-profit and for-profit developers. A portion of the units in these properties must serve households with incomes that are at or below incomes eligible for the Moderately Priced Dwelling Unit (MPDU) program. Loan terms will primarily be short-term (up to 36 months) in duration, but funds may support companion intermediate-term agreements (up to 15-year duration). Funds are expected to revolve based on refinancing or redevelopment financing.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

The FY21 appropriation is deferred until the Council has further discussion of permanent financing housing activities in the future. Future loan repayments are expected and will be used to finance future housing activities in this project.

COORDINATION

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

PART III: Capital Improvements Projects To Be Closed Out

The following capital projects are closed out effective 30-Jun-2020, and the appropriation for each project is decreased by the amount of the project's unencumbered balance.

Project Number	Project Name
P361111	MCPS Food Distribution Facility Relocation
P781401	Conference Center Garage
P361113	Old Blair Auditorium Reuse
P340200	Integrated Justice Information System
P421701	Master Lease: Correctional Security Equipment
P311701	Master Lease: Self-Contained Breathing Apparatus
P500714	Montgomery Mall Transit Center
P501000	BRAC Bicycle and Pedestrian Facilities
P501430	Rockville Sidewalk Extensions
P500102	Bethesda CBD Streetscape
P500403	Stringtown Road Extended
P501101	Wapakoneta Road Improvements
P801901	Stormwater Management Design/Build/Maintain Contract
P809342	Watershed Restoration - Interagency

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, 2020

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)	35,500	19,370	16,130
Asbestos Abatement: MCG (P508728) *	834	577	257
Building Envelope Repair (P361501)	9,365	5,285	4,080
Elevator Modernization (P509923)	16,554	11,410	5,144
Energy Conservation: MCG (P507834) *	2,681	1,209	1,472
Energy Systems Modernization (P361302)	91,400	13,613	77,787
Environmental Compliance: MCG (P500918)	17,503	13,733	3,770
Facilities Site Selection: MCG (P500152)	420	342	78
Facility Planning: MCG (P508768)	9,956	9,457	499
HVAC/Elec Replacement: MCG (P508941) *	15,981	8,936	7,045
Life Safety Systems: MCG (P509970)	12,487	7,877	4,610
Planned Lifecycle Asset Replacement: MCG (P509514)*	14,951	8,706	6,245
Resurfacing Parking Lots: MCG (P509914)	10,805	9,252	1,553
Roof Replacement: MCG (P508331) *	21,054	14,921	6,133
ALARF: MCG (P316222)	12,532	-	12,532
FiberNet (P509651)	72,019	59,393	12,626
Apparatus Replacement Program (P451504)	57,152	14,399	42,753
HVAC/Elec Replacement: Fire Stns (P458756)	9,527	5,054	4,473
Resurfacing: Fire Stations (P458429) *	2,329	1,413	916
Roof Replacement: Fire Stations (P458629) *	3,265	2,227	1,038
Bridge Design (P509132)	21,629	17,098	4,531
Bridge Preservation Program (P500313)	10,835	8,402	2,433
Bridge Renovation (P509753) *	32,261	17,051	15,210
Permanent Patching: Residential/Rural Roads (P501106)	40,142	34,027	6,115
Residential and Rural Road Rehabilitation (P500914)	71,997	59,048	12,949
Resurfacing Park Roads and Bridge Improvements (P500720)	8,460	6,963	1,497
Resurfacing: Primary/Arterial (P508527) *	49,740	36,264	13,476
Resurfacing: Residential/Rural Roads (P500511)	161,877	130,671	31,206
Sidewalk and Curb Replacement (P508182) *	43,751	33,330	10,421
Street Tree Preservation (P500700)	33,900	28,196	5,704
Ride On Bus Fleet (P500821)	207,520	152,415	55,105

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, 2020

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
Facility Planning Parking: Bethesda Parking Lot District (P501313)	810	518	292
Facility Planning Parking: Silver Spring Parking Lot District (P501314)	810	495	315
Facility Planning Parking: Wheaton Parking Lot District (P501312)	405	143	262
Parking Bethesda Facility Renovations (P508255) *	25,947	10,865	15,082
Parking Silver Spring Facility Renovations (P508250) *	21,220	11,484	9,736
Parking Wheaton Facility Renovations (P509709) *	655	404	251
ADA Compliance: Transportation (P509325) *	8,012	5,368	2,644
Bicycle-Pedestrian Priority Area Improvements (P501532)	9,906	4,629	5,277
Bikeway Program Minor Projects (P507596) *	8,011	3,179	4,832
Sidewalk Program Minor Projects (P506747) *	18,720	13,469	5,251
Transportation Improvements For Schools (P509036) *	1,725	1,019	706
Facility Planning-Transportation (P509337)	55,342	51,083	4,259
Public Facilities Roads (P507310) *	1,471	872	599
Subdivision Roads Participation (P508000) *	24,159	7,489	16,670
Advanced Transportation Management System (P509399)	57,975	54,419	3,556
Guardrail Projects (P508113) *	2,238	1,557	681
Intersection and Spot Improvements (P507017) *	12,916	7,695	5,221
Neighborhood Traffic Calming (P509523) *	2,321	1,339	982
Pedestrian Safety Program (P500333)	23,662	17,547	6,115
Streetlight Enhancements-CBD/Town Center (P500512)	4,180	3,089	1,091
Streetlighting (P507055) *	22,182	11,341	10,841
Traffic Signal System Modernization (P500704)	42,752	39,336	3,416
Traffic Signals (P507154) *	37,448	24,156	13,292
21st Century Library Enhancements Level Of Effort (P711503)	5,261	3,295	1,966
Library Refurbishment Level of Effort (P711502)	15,952	9,440	6,512
Cost Sharing: MCG (P720601)	35,172	27,847	7,325
Public Arts Trust (P729658) *	1,331	950	381
Recreation Facilities Refurbishment (P722105)	-	-	-
Swimming Pools Slide Replacement (P722101)	-	-	-

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, 2020

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
Ag Land Pres Easements (P788911) *	12,600	7,217	5,383
Facility Planning: Storm Drains (P508180)	6,684	5,975	709
Outfall Repairs (P509948)	8,981	7,293	1,688
Storm Drain Culvert Replacement (P501470)	11,500	9,024	2,476
Storm Drain General (P500320)	16,515	13,139	3,376
Facility Planning: Stormwater Management (P809319)	15,247	13,554	1,693
Stormwater Management Facility Major Structural Repair (P800700)	29,461	17,269	12,192
Stormwater Management Retrofit: Countywide (P808726) *	96,540	50,012	46,528
Facility Planning: HCD (P769375)	4,070	3,007	1,063
Affordable Housing Acquisition and Preservation (P760100)	248,236	176,048	72,188

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