



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

April 28, 2014

TO: Craig L. Rice, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Recommended Adjustments to the FY15 Operating and Capital Budgets

Attached for your consideration and review are a number of recommended adjustments to both the FY15 Recommended Operating Budget and the FY15 Recommended Capital Budget and FY15-20 Capital Improvements Program. These adjustments recognize recent developments such as State legislative actions and more current information. Because I anticipated that there could be potential expenditure needs, I maintained an adequate set aside in my March 17 recommended budget to fund these contingencies. I am continuing to retain a set aside for two potential purposes:

First is spring cleanup. Typically the Department of Transportation spends close to \$3 million for this type of work. I believe it is prudent to hold funds aside for this purpose.

Second is the fiscal fallout from the *DeWolfe v. Richmond* decision that is likely to require expenditures that could be several million for our public safety departments. We are working on final details and its related costs that will be presented to you once finalized. I will then follow up with a supplemental appropriation request or an additional FY 2015 budget amendment.

FY15 Operating Budget

I am including in these adjustments funds for the creation of eight additional School Resource Officer positions. In my prior statements, I indicated that we would fund additional officers in order to effectively promote safety and positive relations in our community and schools. Most recently, Council President Rice and the community have made a compelling case for the importance of these additional officers now, and I am pleased to have found the additional resources for this purpose. Additionally, I am including an adjustment of \$100,000 to allow the Police Department to purchase additional AED's.

I have included budget adjustments for four additional community grants that will support senior transportation, behavioral health outreach and education, youth leadership programs, and workplace excellence.

I have already transmitted a revised resolution on transportation fares, which would maintain consistency with WMATA's adopted transit fares. This amendment recognizes the estimated reduction in revenues resulting from the reduction in Ride On fares compared to my original recommendation in March. In addition, an expenditure adjustment is needed for Mass Transit. In the interests of safety, the County has imposed a weight restriction on the Lyttonsville Bridge near the Silver

reduction in revenues resulting from the reduction in Ride On fares compared to my original recommendation in March. In addition, an expenditure adjustment is needed for Mass Transit. In the interests of safety, the County has imposed a weight restriction on the Lyttonsville Bridge near the Silver Spring Ride On depot, which has forced an increase in the mileage of certain routes that must detour to avoid the bridge. This increased mileage results in additional operational costs.

I am recommending an adjustment to the Department of Environmental Protection's Water Quality Fund to pay for enhancements for the Soil Conservation District, which will support the County's water quality improvement efforts. Promoting environmentally sound agricultural practices is a priority. I am pleased that the ongoing discussions between DEP and the Conservation District have resulted in a concrete proposal to fund technical assistance activities that will enhance Conservation District resources and help farmers improve the water quality in our streams and ultimately the Chesapeake Bay.

I have included in this memorandum revised fiscal plans for the Group Insurance Fund, Liquor Control, and the Silver Spring Parking District. One of my CIP amendments described below requires an increase in Current Revenue, which reflects reimbursements from the Group Insurance Fund and Liquor Control for applications implemented through the County's Technology Modernization project. The adjustment to Current Revenue will be paid for by increased transfers to the General Fund from these non-tax supported funds. The revised fiscal plan for the Silver Spring Parking District reflects the planned sale of Garage 21 in FY16. The proceeds from this sale will allow us to accelerate the repayment of the MEDCO bonds (refunded as General Obligation bonds in 2012) that were used to finance this garage.

The State's failure to adequately deal with the DeWolfe case in this legislative session will likely result in significant additional local costs. The public safety agencies are working together to come up with an operational solution to this problem, but since the costs are not known, I have not included a budget amendment at this time. However, in making overall decisions on the FY15 operating budget, please consider the reality that we are likely to incur costs that could be several million dollars related to the State's inaction in this area.

FY15 Capital Budget and FY15-20 Capital Improvements Program

Montgomery County Public Schools

One positive outcome of our efforts in Annapolis will be the Governor's issuance of an executive order requiring a study to explore alternative funding options to address public school construction funding needs. Historically, major initiatives to establish new funding mechanisms have required a multi-year effort. Just as we prevailed in establishing increased transportation funding, I am optimistic that our coordinated advocacy and partnership with Baltimore and Prince George's counties and with the Board of Education and Parent-Teacher Associations -- not to mention pledges of support from all the Democratic gubernatorial candidates -- will ultimately result in a new revenue stream for school construction here in Montgomery County over and above our normal allocation.

Last year our traditional State Aid for School construction totaled \$34.4 million. Final decisions on this year's total school aid will not be made by the State until early May. Though the final amount could be more, right now, I am estimating that we will receive \$35.6 million in traditional State aid. I am recommending using increased school facility payments and school impact taxes received in

FY14 as well as some bond funding to address our previous budget estimates if that becomes necessary.

In addition, I am recommending an additional \$41.306 million in GO bond funding to provide construction funding equal to the Superintendent's FY15-20 CIP request, as well as the additional security and facility planning funding included in the Board of Education's request.

With my recommended modifications, my total recommended funding for Montgomery County Public Schools will be \$1.528 billion – an all-time high, and an 11.9 percent increase over last year's funding. While this demonstrates our shared commitment to preserving the school system that attracts businesses and residents to our county, we simply cannot go it alone. We must continue to pressure the State to adequately invest in our schools so that we are able to build and renovate our schools in a timely way.

Transportation

Over the past eight years, I have made catching up on needed road maintenance and resurfacing a priority. For the eight years before I took office, the County spent only \$37 million on our primary and arterial roads. My budgets have included \$67 million for those – an increase of 80 percent. The eight years prior to my taking office saw only \$18 million spent on our residential and rural roads. My eight years have totaled \$138 million – a 676 percent increase.

I am allocating almost all of our remaining FY14 GO bond set-aside (\$8.334 million) and an additional \$992,000 in State aid to make additional repairs and improvements to our primary/arterial and residential and rural roads. This funding will signal our ongoing commitment to providing our residents with improvements to one of our most basic County services – neighborhood road maintenance.

I am also recommending funding to replace the concrete deck of the Lyttonsville Place Bridge. This bridge has deteriorated to the point where the routine volume of buses cannot travel safely over the bridge, and it is affecting Transit operations. As noted above, there will be operating budget impacts until we can make the bridge safe enough to sustain normal levels of traffic.

Updated costs for Purple Line related projects (Bethesda Station South, Capital Crescent Trail, and the Silver Spring Green Trail) have been received from the Maryland Transit Administration and the relevant project description forms have been updated to reflect these new costs. On net, costs have increased by \$18.5 million. The Department of Transportation will continue to negotiate with the MTA and to pursue outside funding options to reduce the costs to the County. However, in order to ensure these projects stay on schedule, I believe it is prudent to assume MTA's figures in our capital budget. Similarly, the Rapid Transit System project description form has been updated to reflect the County's agreement with the State regarding the allocation of work that will be done by the State and the County.

Health and Human Services

Progress is being made in upgrading facilities at the Avery Road Treatment Center. An REOI has been issued to solicit private partners to help redevelop and operate the facility, and the State has awarded \$310,000 in State aid rather than the \$100,000 previously anticipated. At this time, I am adding a placeholder amount for County funding to reflect the County's commitment to working with the State and private providers to provide a quality substance abuse service facility.

The Children's Resource Center (CRC) project description form has been updated to reflect the decision to house the CRC services at the Broome School. Cost savings of \$4.117 million will result. The project will be developed in coordination with MCPS to ensure that work will be conducted in a manner consistent with Montgomery County Public Schools' current plans for the school as a future holding school.

Preservation of Agricultural Land

An additional \$400,000 in State Rural Legacy Program funding will enable the Department of Economic Development to protect 70 to 90 acres of land in the County, adding to the 4,875 acres of agricultural land protected through the program.

Core Facility Maintenance

A number of critical facility needs have arisen that will require increased FY15 funding for the County's Roof Replacement, Planned Lifecycle Asset Replacement, HVAC/Electrical Replacement, and Building Envelope Repair projects. Through this funding, repairs will be made at the Strathmore Hall mansion, Montgomery County Detention Center, Pre-Release and Reentry Services Center, Montgomery County Correctional Facility, and other facilities associated with the Energy Systems Modernization project. These investments are needed to prevent further facility damage, to ensure ongoing functionality, and improve safety.

Other Capital Budget Adjustments

Also included are adjustments related to:

- Technology Modernization: MCG – This project has been updated to reflect continuation of core ERP staffing and consultants in the capital budget; updated costs, funding, and schedule for the HHS technology modernization project based on vendor cost estimates; and the addition of Activenet software to replace the CLASS software used by the Department of Recreation, Community Use of Public Facilities, and Maryland National Capital Park and Planning Commission for class and facility registration.
- Cost Sharing – This project has been updated to add a \$100,000 State bond bill for the Black Box Theater in Silver Spring. Matching funds are also set aside in the Cost Sharing PDF accordingly. The remainder of the Capital Improvements Grants for the Arts and Humanities will be allocated after input from the Arts and Humanities Council's grants review process.
- Funding switches related to updated revenue estimates or guidance from Finance.

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Attachments: Recommended Budget Adjustments
Fiscal Plans for the Employee Health Benefits Fund, Department of Liquor Control, and Silver Spring Parking District
General Obligation Bond Adjustment Chart

c: Timothy L. Firestine, Chief Administrative Officer
Philip Kaufman, President, Board of Education

Craig L. Rice, President, County Council
April 28, 2014
Page 5

Dr. Joshua Starr, Superintendent, Montgomery County Public Schools
Dr. DeRionne Pollard, President, Montgomery College
Francoise Carrier, Chair, Montgomery County Planning Board
Stephen B. Farber, Council Administrator
Bonnie Kirkland, Assistant Chief Administrative Officer
Department and Office Directors

DETAIL ON RECOMMENDED FY15 CE AMENDMENTS

Tax Supported

RESOURCE AMENDMENTS

DOT-Transit Services

RIDE ON FARE REVENUE -544,508

The County Executive's Recommended Operating Budget assumed a Ride On fare increase and other fares consistent with WMATA's proposed fares. Subsequent to the release of the County Executive's budget, WMATA approved fares that were lower than initially proposed. This adjustment reflects changes to Ride On fares that are consistent with WMATA's adopted fares.

MCG

INTERGOVERNMENTAL REVENUE 394,321

This adjustment is the net increase in General Fund revenue to reflect updated State Aid estimates for Police Aid (\$220,430), Library Aid (-\$262,385), and Core Health Services Funding (\$436,276).

Total Tax Supported Resources -150,187

EXPENDITURE AMENDMENTS

DOT-Transit Services

INCREASE COST: ADD FUNDING FOR ROUTE DETOURS ASSOCIATED WITH THE LYTTONSVILLE BRIDGE REPAIR 390,000

The County has imposed a weight restriction on the Lyttonsville Bridge near the Department of Transportation's Silver Spring Ride On Depot. As a result, Ride On buses leaving and returning to the garage must detour using other routes, which are longer. This change results in additional time added to many Ride On runs, and additional operating costs for fuel and maintenance.

Economic Development

INCREASE COST: BETHESDA BLUES AND JAZZ SUPPER CLUB AUDIO-VISUAL EQUIPMENT 100,000

NDA - Community Grants: County Executive

ADD: COMMUNITY GRANT: ALLIANCE FOR WORKPLACE EXCELLENCE (OPERATING SUPPORT) 25,000

Provides for operating support.

ADD: COMMUNITY GRANT: MONTGOMERY COUNTY MUSLIM FOUNDATION (SENIOR TRANSPORTATION PROGRAM) 55,000

Provides support for the Senior Transportation Program

ADD: COMMUNITY GRANT: WASHINGTON YOUTH FOUNDATION, INC. (BEHAVIORAL HEALTH OUTREACH AND EDUCATION PROGRAM) 50,000

Provides for the Behavioral Health Outreach and Education program

ADD: COMMUNITY GRANT: RABA LEADERSHIP INITIATIVE, INC. (OPERATING SUPPORT FOR A YOUTH LEADERSHIP PROGRAM) 30,000

Provides for operating support for a youth leadership program

Police

ENHANCE: EIGHT SCHOOL RESOURCE OFFICERS 373,216

Detail on Recommended Budget Adjustments

Tax Supported

As well as increasing safety in the schools, the School Resource Officers use their community policing skills in interacting with the students to provide crime prevention and safety education. With these additional positions there will be a School Resource Officer for each MCPS High School.

ENHANCE: FIFTY ADDITIONAL AUTOMATIC EXTERNAL DEFIBRILLATORS 100,000
Purchase and deploy at least fifty additional Automatic External Defibrillators (AEDs).

Total Tax Supported Expenditures 1,123,216

Non-Tax Supported

EXPENDITURE AMENDMENTS

Environmental Protection

ADD: STORMWATER MANAGEMENT SUPPORT FOR THE SOIL CONSERVATION DISTRICT **320,000**

The Department of Economic Development will charge back costs for two staff positions and operating expenses to support activities of the Soil Conservation District to the Water Quality Protection Fund. The budget adjustment will fund technical assistance activities that will enhance the Soil Conservation District program and help farmers improve the water quality in County streams and ultimately the Chesapeake Bay.

Total Non-Tax Supported Expenditures **320,000**

EMPLOYEE HEALTH BENEFITS SELF INSURANCE FUND

FY15-20 FISCAL PROJECTION							
	Estimate - FY14	Projected - FY15	Projected - FY16	Projected - FY17	Projected - FY18	Projected - FY19	Projected - FY20
BEGINNING BALANCE	28,462,072	20,224,977	9,691,911	11,123,222	12,115,201	13,185,591	14,381,771
REVENUES							
Premium Contributions	154,710,222	161,807,453	181,094,532	196,594,402	213,891,222	233,253,181	254,534,516
Premium Contributions: Retiree Insurance NDA	32,462,450	32,462,450	42,801,226	46,489,577	50,594,319	55,182,921	60,204,438
Investment Income	-	-	-	212,016	296,676	395,499	510,143
TOTAL REVENUES	187,172,672	194,269,903	223,895,758	243,295,995	264,782,217	288,831,601	315,249,097
FUND TRANSFER TO THE GENERAL FUND	(8,682,636)	(550,000)	-	-	-	-	-
TOTAL FUNDS AVAILABLE	206,952,108	213,944,880	233,587,669	254,419,217	276,897,418	302,017,192	329,630,868
EXPENDITURES							
Claims, Premiums, & Carrier Administration	183,761,848	201,375,407	219,443,007	239,131,504	260,380,689	284,137,726	310,261,581
Actives	121,651,152	133,775,160	145,690,735	158,677,338	172,647,520	188,393,653	205,721,651
Retirees	62,110,697	67,600,246	73,752,272	80,454,166	87,733,168	95,744,074	104,539,930
In-house expenses	2,965,282	2,877,562	3,021,440	3,172,512	3,331,138	3,497,695	3,672,579
TOTAL EXPENDITURES	186,727,130	204,252,969	222,464,447	242,304,016	263,711,826	287,635,421	313,934,160
ENDING BALANCE	20,224,977	9,691,911	11,123,222	12,115,201	13,185,591	14,381,771	15,696,708
TARGET FUND BALANCE (5% OF EXPENDITURES)	9,336,360	10,212,650	11,123,220	12,115,200	13,185,590	14,381,770	15,696,710
ENDING BALANCE AS % OF EXPENDITURES	10.8%	4.7%	5.0%	5.0%	5.0%	5.0%	5.0%

FY15-20 PUBLIC SERVICES PROGRAM: FISCAL PLAN

Liquor Control

FISCAL PROJECTIONS	FY14 ESTIMATE	FY15 REC	FY16 PROJECTION	FY17 PROJECTION	FY18 PROJECTION	FY19 PROJECTION	FY20 PROJECTION
ASSUMPTIONS							
Indirect Cost Rate	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
CPI (Fiscal Year)	1.6%	2.0%	2.2%	2.5%	2.6%	2.4%	2.3%
Investment Income Yield	0.19%	0.35%	0.95%	1.55%	2.15%	2.85%	3.45%
BEGINNING FUND BALANCE	5,133,136	7,498,834	2,429,025	4,150,660	4,239,890	4,335,398	4,428,832
REVENUES							
Licenses & Permits	1,726,197	1,726,197	1,764,519	1,808,984	1,856,561	1,901,675	1,945,033
Charges For Services	8,740	8,740	8,934	9,159	9,400	9,628	9,848
Fines & Forfeitures	220,560	220,560	225,456	231,138	237,217	242,981	248,521
Miscellaneous	75,155,151	77,034,351	78,961,453	80,936,831	82,961,708	85,037,559	87,165,198
Subtotal Revenues	77,110,648	78,989,848	80,960,362	82,986,112	85,064,886	87,191,844	89,368,601
INTERFUND TRANSFERS (Net Non-CIP)	(20,891,294)	(27,790,916)	(21,575,276)	(23,341,620)	(23,212,424)	(23,498,791)	(23,707,043)
Transfers To The General Fund	(20,891,294)	(27,790,916)	(21,575,276)	(23,341,620)	(23,212,424)	(23,498,791)	(23,707,043)
Indirect Costs	(2,529,450)	(2,809,120)	(2,840,640)	(2,840,640)	(2,840,640)	(2,840,640)	(2,840,640)
Technology Modernization	(275,964)	(960,383)	0	0	0	0	0
Earnings Transfer	(18,085,880)	(24,021,413)	(18,734,636)	(20,500,980)	(20,371,784)	(20,658,151)	(20,866,403)
TOTAL RESOURCES	61,352,490	58,697,766	61,814,111	63,795,152	66,092,352	68,028,451	70,090,389
PSP OPER. BUDGET APPROP/ EXPS.							
Operating Budget	(44,162,156)	(46,145,741)	(47,729,661)	(49,515,311)	(51,426,791)	(53,314,231)	(55,196,091)
Debt Service: Other (Non-Tax Funds only)	(9,691,500)	(10,123,000)	(10,128,900)	(10,128,400)	(10,128,400)	(10,131,300)	(10,096,200)
Labor Agreement	n/a	0	(315,242)	(315,242)	(315,242)	(315,242)	(315,242)
FFI Retiree Health Insurance Pre-Funding	n/a	n/a	60,360	146,690	216,520	305,890	392,150
FFI ERP Warehouse	n/a	n/a	180,000	180,000	180,000	180,000	180,000
FFI POS	n/a	n/a	457,892	457,892	296,043	457,892	457,892
FFI Retail Store Leases	n/a	n/a	(187,900)	(380,891)	(579,084)	(782,628)	(991,668)
Subtotal PSP Oper Budget Approp / Exp's	(53,853,656)	(56,268,741)	(57,663,451)	(59,555,262)	(61,756,954)	(63,599,619)	(65,569,159)
TOTAL USE OF RESOURCES	(53,853,656)	(56,268,741)	(57,663,451)	(59,555,262)	(61,756,954)	(63,599,619)	(65,569,159)
YEAR END FUND BALANCE	7,498,834	2,429,025	4,150,660	4,239,890	4,335,398	4,428,832	4,521,230
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	12.2%	4.1%	6.7%	6.6%	6.6%	6.5%	6.5%

Assumptions:

1. These projections are based on the Executive's Recommended budget and include the revenue and resource assumptions of that budget. The projected future expenditures, revenues, and fund balances may vary based on changes not assumed here to fee or tax rates, usage, inflation, future labor agreements, and other factors.
2. Fund Balance Policy equals one month's operating expenses, one payroll, and \$1,500,000 for inventory in cash balance.
3. Operating budget expenditures grow with CPI.
4. Net profit growth is estimated at 2.5% per year.

FY15-20 Public Services Program: Fiscal Plan							
Silver Spring Parking Lot District							
	Estimated	Recommended	Projected	Projected	Projected	Projected	Projected
	2014	2015	2016	2017	2018	2019	2020
Assumptions							
Property Tax Rate Real/Improved	0.317	0.317	0.317	0.317	0.317	0.317	0.317
Assessable Base Real/Improved (000)	1,955,500	2,025,300	2,099,300	2,205,300	2,334,500	2,468,600	2,613,100
Property Tax Collection Factor Real Property	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%
Property Tax Rate Personal/Improved	0.7925	0.7925	0.7925	0.7925	0.7925	0.7925	0.7925
Assessable Base Personal/Improved (000)	120,000	117,700	113,700	110,600	107,700	105,000	102,200
Property Tax Collection Factor Personal Property	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%
Indirect Cost Rate	15.69%	15.87%	15.87%	15.87%	15.87%	15.87%	15.87%
CPI (Fiscal Year)	2.25	2.32	2.40	2.73	3.15	3.45	3.73
Investment Income Yield	0.16%	0.19%	0.36%	0.75%	1.35%	1.80%	2.15%
Beginning Fund Balance	\$ 13,935,972	\$ 14,769,051	\$ 11,759,685	\$ 17,497,638	\$ 14,144,431	\$ 12,568,603	\$ 10,760,512
Revenues							
Taxes	\$ 7,589,621	\$ 7,808,396	\$ 8,028,085	\$ 8,363,485	\$ 8,779,215	\$ 9,213,184	\$ 9,681,734
Charges for Services	\$ 10,550,000	\$ 10,550,000	\$ 10,550,000	\$ 10,550,000	\$ 10,550,000	\$ 10,550,000	\$ 10,550,000
Fines & Forfeits	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250
Miscellaneous	\$ 6,980	\$ 13,540	\$ 6,863,710	\$ 66,530	\$ 97,210	\$ 135,740	\$ 173,090
Subtotal Revenues	\$ 20,402,851	\$ 20,628,186	\$ 27,698,045	\$ 21,236,265	\$ 21,682,675	\$ 22,155,174	\$ 22,661,074
Transfers							
Transfers to General Fund	\$ (5,753,287)	\$ (8,451,773)	\$ (6,933,276)	\$ (8,552,996)	\$ (8,677,917)	\$ (8,802,569)	\$ (8,924,189)
Indirect Costs	\$ (348,236)	\$ (1,478,797)	\$ (2,581,184)	\$ (2,581,184)	\$ (2,581,184)	\$ (2,581,184)	\$ (2,581,184)
Technology Modernization CIP Project	\$ (327,600)	\$ (346,163)	\$ (363,884)	\$ (363,884)	\$ (363,884)	\$ (363,884)	\$ (363,884)
Other Transfers to General Fund	\$ (20,636)	\$ (23,984)	\$ -	\$ -	\$ -	\$ -	\$ -
Other Transfers to General Fund	\$ -	\$ (1,108,650)	\$ (2,217,300)	\$ (2,217,300)	\$ (2,217,300)	\$ (2,217,300)	\$ (2,217,300)
Transfers to Special Funds : Tax Supported							
Transportation Management District	\$ (5,437,430)	\$ (6,972,976)	\$ (4,352,092)	\$ (5,971,812)	\$ (6,096,733)	\$ (6,221,385)	\$ (6,343,005)
Silver Spring Urban District	\$ (776,180)	\$ (776,180)	\$ (776,180)	\$ (802,301)	\$ (831,784)	\$ (864,044)	\$ (896,304)
Mass Transit (Fine Revenue)	\$ (2,405,000)	\$ (2,440,546)	\$ (2,819,662)	\$ (2,913,261)	\$ (3,008,699)	\$ (3,101,091)	\$ (3,190,451)
Other Transfers to Special Funds	\$ (2,256,250)	\$ (2,256,250)	\$ (2,256,250)	\$ (2,256,250)	\$ (2,256,250)	\$ (2,256,250)	\$ (2,256,250)
Other Transfers to Special Funds	\$ -	\$ (1,500,000)	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
Transfers From General Fund							
Shady Grove Meters	\$ 32,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shady Grove Meters	\$ 32,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Resources	\$ 28,585,536	\$ 26,945,464	\$ 32,524,454	\$ 30,180,907	\$ 27,149,189	\$ 25,921,208	\$ 24,497,397
CIP Current Revenue Appropriation Expenditure	\$ (2,770,000)	\$ (3,225,000)	\$ (4,054,000)	\$ (4,556,000)	\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000)
Appropriations/Expenditures							
Operating Budget	\$ (9,946,486)	\$ (10,860,779)	\$ (11,201,159)	\$ (11,601,069)	\$ (12,062,779)	\$ (12,591,329)	\$ (13,039,049)
Annualize and One-Time Annualization	\$ -	\$ -	\$ 1,294,060	\$ 1,294,060	\$ 1,294,060	\$ 1,294,060	\$ 1,294,060
Operating Leases	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)
Retiree Health Insurance Pre-Funding	\$ -	\$ -	\$ 3,810	\$ 9,260	\$ 13,660	\$ 19,300	\$ 24,740
Battery Backup	\$ -	\$ -	\$ 57,200	\$ -	\$ 57,200	\$ -	\$ 57,200
Labor Agreement	\$ -	\$ -	\$ (20,727)	\$ (20,727)	\$ (20,727)	\$ (20,727)	\$ (20,727)
Lot 3 Parking Garage	\$ -	\$ -	\$ (6,000)	\$ (62,000)	\$ (62,000)	\$ (62,000)	\$ (62,000)
Subtotal PSP Operating Budget Appropriation	\$ (11,046,485)	\$ (11,960,779)	\$ (10,972,816)	\$ (11,480,476)	\$ (11,880,586)	\$ (12,460,696)	\$ (12,845,776)
Total Use of Resources	\$ (13,816,485)	\$ (15,185,779)	\$ (15,026,816)	\$ (16,036,476)	\$ (14,580,586)	\$ (15,160,696)	\$ (15,545,776)
Year End Available Fund Balance	\$ 14,769,051	\$ 11,759,685	\$ 17,497,638	\$ 14,144,431	\$ 12,568,603	\$ 10,760,512	\$ 8,951,621
End-of-Year Available Fund Balance As A Percent of Resources	51.67%	43.64%	53.80%	46.87%	46.29%	41.51%	36.54%

Assumptions:

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- Large assessable base increases are due to economic growth and new projects coming online.
- These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY16-20 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The project expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

**FY15-20 RECOMMENDED CIP
APRIL BUDGET AMENDMENTS SUMMARY (\$000S)
April 28, 2014**

Circle #	PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY15-20 CHANGE	FUNDING SOURCES
*FY14 SUPPLEMENTAL/AMENDMENT (changes also reflected in adjustments to FY15-20 CIP)					
1	P501421	Lyttonsville Bridge	New project. Project being developed to address safety concern and to minimize transit operational impacts.	1,950	Recordation Tax Premium
2	P501106	Permanent Patching: Residential/Rural Roads	Allocate \$2 million of remaining FY14 GO bond set-aside and \$992,000 in State Aid to address significant road damage from FY14 weather	-	GO Bonds, State Aid
3	P508527	Resurfacing: Primary/Arterial	Allocate \$4.369 million of remaining FY14 GO bond set-aside to address significant road damage from FY14 weather	-	GO Bonds
4	P500511	Resurfacing: Residential/Rural Roads	Allocate \$1.965 million of remaining FY14 GO bond set-aside to address significant road damage from FY14 weather	-	GO Bonds
EXISTING PROJECTS - FY15-20 AMENDMENTS					
5	P896536	State Aid Reconciliation	Allocated additional funds to make up for an anticipated \$4.4M shortfall in state aid based on past funding patterns. Also adjusted PDF to reflect state legislative action on Bill SB927.	-	GO Bonds, School Facilities Payments, School Impact Taxes, State Aid
6	P056516	MCPS Affordability Reconciliation	Allocated an additional \$41.306M to provide MCPS construction funding at the superintendent's requested level (including security and facility planning components noted in BOE submission). Also adjusted PDF to reflect state legislative action on Bill SB927.	(189,394)	GO Bonds
7	P500929	Bethesda Metro Station South	Project costs updated to reflect latest MTA cost estimates	(22,890)	GO Bonds
8	P501316	Capital Crescent Trail	Project costs updated to reflect latest MTA cost estimates. Cost increases of \$18.5M are included in beyond 6 years and includes \$600K for lighting upgrades along trail	27,856	GO Bonds
9	P509975	Silver Spring Green Trail	Project costs updated to reflect latest MTA Cost Estimates	(4,966)	GO Bonds
10	P501318	Rapid Transit System	Reflects current agreement with state regarding relative share of work to be completed by County vs. State	(9,000)	State Aid
11	P641300	Children's Resource Center	Cost estimates are updated to reflect CRC relocation to Broome School building.	(3,396)	GO Bonds
12	P601502	Avery Road Treatment Center	Reflects corrected State Aid amount (\$310,000) and placeholder County funding to reflect potential funding needed to match state aid and/or work with private partner	4,700	GO Bonds, State Aid
13	P508331	Roof Replacement: MCG	Adds funding for roof replacement for the Strathmore mansion and Montgomery County Detention Center	1,008	GO Bonds

**FY15-20 RECOMMENDED CIP
APRIL BUDGET AMENDMENTS SUMMARY (\$000S)
April 28, 2014**

Circle #	PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY15-20 CHANGE	FUNDING SOURCES
14	P509514	Planned Lifecycle Asset Replacement: MCG	Includes funding for repairs at the Pre-Release and Reentry Services Center, Strathmore mansion, and other facilities associated with the Energy Systems Modernization project.	1,553	GO Bonds
15	P361501	Building Envelope Repair	Includes funding for repairs to the Strathmore mansion.	165	GO Bonds
16	P508941	HVAC/Elec Replacement: MCG	Includes funding for critical repairs at the Montgomery County Detention Center and the Montgomery County Correctional Facility.	125	GO Bonds
17	P150701	Technology Modernization: MCG	Reflects continuation of ERP staffing and operating costs in the capital budget; HHS Technology Modernization costs based on vendor estimates, federal funding and schedule adjustments; and the addition of Activenet software to replace the CLASS scheduling system used by the Recreation Department, CUPF, and M-NCPPC	21,338	Current Revenue: General; Contributions; Federal Funding; Short-term Financing; Recreation Fund
18	P720601	Cost Sharing: MCG	Reflects addition of \$100,000 in State Aid and allocation of \$100,000 to match new state bond bill for black box theater upgrades	100	State Aid
19	P788911	Ag Land Preservation Easements	Added state aid to increase land purchases	400	State Aid
EXISTING PROJECTS - FY15-20 - FUNDING SWITCHES, REALLOCATIONS, OTHER CHANGES					
20	P507514	Traffic Signals	Funding switch to free up recordation tax premium funds for Lyttonsville Bridge project. Assumes use of \$50k of FY14 GO Bond set-aside.	-	Recordation Tax Premium, GO Bonds
21	P500717	Montrose Parkway East	Replace GO bonds with impact taxes	-	GO Bonds, Impact Taxes
22	P500717	Chapman Avenue Extended	Replace GO bonds with impact taxes	-	GO Bonds, Impact Taxes
23	P781401	Conference Center Garage	Corrects funding source to State Aid	-	State Aid
FY13-18 ADJUSTMENTS - FOR INFORMATION PURPOSES ONLY					
24	P507514	Traffic Signals	Replace Recordation Tax Premium with GO bonds	-	Recordation Tax, GO Bonds

*Note: The FY15-20 versions of these PDFs have been revised to reflect the FY14 supplementals. (Circle 25-29)

Lyttonsville Bridge(P501421)

Category Transportation
 Sub Category Bridges
 Administering Agency Transportation (AAGE30)
 Planning Area Silver Spring

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	990	0	0	990	0	50	250	250	440	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	100	0	0	100	0	0	0	0	100	0	0
Construction	1,410	0	0	1,410	0	0	0	0	1,410	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,500	0	0	2,500	0	50	250	250	1,950	0	0

FUNDING SCHEDULE (\$000s)											
Recordation Tax Premium	2,500	0	0	2,500	0	50	250	250	1,950	0	0
Total	2,500	0	0	2,500	0	50	250	250	1,950	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 13	0
Appropriation Request Est.	FY 14	0
Supplemental Appropriation Request		500
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		+ 500

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	2,500
Last FY's Cost Estimate	0

Description

This project provides for the concrete deck replacement of the existing Lyttonsville Place Bridge over Georgetown Branch Hiker/Biker Trail. The existing bridge, built in 1966, is a single span steel beam structure with a concrete deck carrying a 48'-0" roadway and two 5-foot sidewalks. The proposed concrete deck replacement will include the 48'-0" roadway, the two 5-foot sidewalks, and the two safety parapets. The existing steel beams and bridge abutments will be reused with minor modifications to support the new concrete deck structure. Repairs to the steel beams will be made as necessary to renew the integrity of the concrete surface. The bridge and road will be closed to vehicular and pedestrian traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

Location

Lyttonsville Place between Industrial Brookville Road and Michigan Avenue.

Capacity

The roadway Average Daily Traffic (ADT) is 10,000.

Estimated Schedule

The design of the project is expected to finish in the winter of 2015. Construction will be completed in fall of 2016.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public and preserve easy access to the Ride On Operations Center for County buses. The existing concrete deck is the original deck constructed in 1966 and is in poor condition. The 48 year old deck has shown severe deterioration since 1996 and has been on an annual repair schedule for the last 18 years. The existing concrete deck has reached and exceeded the expected Service Life. The bridge is currently posted for a 10,000 lb. limit. Implementation of this project would allow the bridge to be restored to full capacity.

Fiscal Note

Construction will not proceed without consulting the Purple Line project schedule to ensure that the projected financial and operational benefits of the bridge still warrant the construction expense.

Disclosures

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

Coordination

Maryland Department of the Environment
 Maryland-National Capital Park and Planning Commission
 Montgomery County Department of Permitting Services
 Utilities
 Maryland Transit Administration

Permanent Patching: Residential/Rural Roads (P501106)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Ongoing

Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
Planning, Design and Supervision	3,746	0	297	3,449	975	749	450	525	225	525	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	25,246	5,703	0	19,543	5,525	4,243	2,550	2,975	1,275	2,975	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	28,992	5,703	297	22,992	6,500	4,992	3,000	3,500	1,500	3,500	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
G.O. Bonds	28,000	5,703	297	22,000	6,500	4,000	3,000	3,500	1,500	3,500	0
State Aid	992	0	0	992	0	992	0	0	0	0	0
Total	28,992	5,703	297	22,992	6,500	4,992	3,000	3,500	1,500	3,500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 13	0
Appropriation Request Est.	FY 14	2,000
Supplemental Appropriation Request		2,992
Transfer		0
Cumulative Appropriation		12,500
Expenditure / Encumbrances		5,703
Unencumbered Balance		9,789

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 14	28,992
Last FY's Cost Estimate		26,000
Partial Closeout Thru	FY 13	0
New Partial Closeout	FY 14	0
Total Partial Closeout		0

Description

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

Cost Change

Increase cost in FY14 due to a \$2.992 million supplemental.

Justification

In FY09, the Department of Transportation instituted a pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The updated 2011 pavement condition survey indicated that 1,006 lane miles (24 percent) of residential pavement have fallen into the lowest possible category and are in need of structural patching. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Fiscal Note

\$500,000 accelerated from FY17 to FY14, \$500,000 accelerated from FY17 to FY16, and \$500,000 deferred from FY17 to FY18 due to fiscal capacity.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

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

Resurfacing: Primary/Arterial (P508527)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,129	1	1,023	7,105	1,500	1,780	900	1,050	750	1,125	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	47,650	7,386	0	40,264	8,500	10,089	5,100	5,950	4,250	6,375	0
Other	26	0	26	0	0	0	0	0	0	0	0
Total	55,805	7,387	1,049	47,369	10,000	11,869	6,000	7,000	5,000	7,500	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	40,437	7,387	1,049	32,001	10,000	11,869	6,000	1,379	203	2,550	0
Recordation Tax Premium	15,368	0	0	15,368	0	0	0	5,621	4,797	4,950	0
Total	55,805	7,387	1,049	47,369	10,000	11,869	6,000	7,000	5,000	7,500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 13	0
Appropriation Request Est.	FY 14	7,500
Supplemental Appropriation Request		4,369
Transfer		0
Cumulative Appropriation		18,436
Expenditure / Encumbrances		7,631
Unencumbered Balance		15,174

Date First Appropriation	FY 85	
First Cost Estimate		
Current Scope	FY 14	55,805
Last FY's Cost Estimate		58,220
Partial Closeout Thru	FY 13	72,692
New Partial Closedout	FY 14	7,387
Total Partial Closeout		80,079

Description

The County maintains approximately 966 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project includes the Main Street Montgomery Program and provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration. This inventory is updated annually.

Cost Change

Increase due to \$4.369 million FY14 supplemental.

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 which includes 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 2-3 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 environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. Several existing CIP and operating funding sources will be focused in support of the Main Street Montgomery campaign. The design and planning stages, as well as final completion of the project will comply 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

\$1.5 million accelerated from FY17 to FY14 and \$500,000 shifted from FY17 to FY18 due to fiscal capacity.

Disclosures

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

Coordination

3

Resurfacing: Residential/Rural Roads (P500511)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Ongoing

Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,630	58	899	5,673	2,042	575	706	1,275	225	850	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	70,156	38,995	0	31,161	11,572	2,978	3,294	7,225	1,275	4,817	0
Other	45	45	0	0	0	0	0	0	0	0	0
Total	76,831	39,098	899	36,834	13,614	3,553	4,000	8,500	1,500	5,667	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	74,905	37,172	899	36,834	13,614	3,553	4,000	8,500	1,500	5,667	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	76,831	39,098	899	36,834	13,614	3,553	4,000	8,500	1,500	5,667	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 13	0
Appropriation Request Est.	FY 14	1,588
Supplemental Appropriation Request		1,965
Transfer		0
Cumulative Appropriation		53,611
Expenditure / Encumbrances		39,100
Unencumbered Balance		18,476

Date First Appropriation	FY 05	
First Cost Estimate		
Current Scope	FY 14	76,831
Last FY's Cost Estimate		72,185
Partial Closeout Thru	FY 13	0
New Partial Closeout	FY 14	0
Total Partial Closeout		0

Description

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,143 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 cost in FY14 due to a \$1.965 million supplemental.

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 a systematic approach to maintaining a healthy residential pavement inventory. The latest 2011 survey indicated that 2,480 lane miles (60 percent) require significant levels of rehabilitation. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Other

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State 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.

Disclosures

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Post Office

④

State Aid Reconciliation (P896536)

Category
Sub Category
Administering Agency
Planning Area

Montgomery County Public Schools
Miscellaneous Projects
Public Schools (AAGE18)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Ongoing

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	0									

FUNDING SCHEDULE (\$000s)

G.O. Bonds	-292,862	-52,912	0	-239,950	-39,950	-40,000	-40,000	-40,000	-40,000	-40,000	0
School Facilities Payment	2,008	0	0	2,008	2,008	0	0	0	0	0	0
Schools Impact Tax	2,342	0	0	2,342	2,342	0	0	0	0	0	0
State Aid	288,512	52,912	0	235,600	35,600	40,000	40,000	40,000	40,000	40,000	0
Total	0										

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 96
Last FY's Cost Estimate	0

Description

This project shows assumed traditional State Aid for FY2015 and beyond. When actual State Aid is known for specific projects, the amount of such aid is shown in those projects and then this PDF is zeroed out for the budget year.

The budget assumes \$235.6 million in traditional State Aid for school construction. An anticipated FY15 State Aid shortfall from the previously budgeted \$40 million will be covered by excess FY14 receipts for School Facilities Payment and School Impact Taxes and \$50,000 in GO Bonds.

Justification

From 2009-2014, MCPS grew by 13,526 students, more than the growth of Anne Arundel, Howard, Frederick, and Baltimore Counties combined over the same period. Due to this high increases in enrollment, half of MCPS schools are projected to have seat deficits by the 2018-2019 school year even with the approved FY13-18 CIP assumed.

Public Schools (A18) asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MCPS Affordability Reconciliation (P056516)

Category
Sub Category
Administering Agency
Planning Area

Montgomery County Public Schools
Miscellaneous Projects
Public Schools (AAGE18)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Ongoing

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	-213,666	0	0	-213,666	-2,020	-67,420	-151,639	-12,979	8,212	12,180
Total	-213,666	0	0	-213,666	-2,020	-67,420	-151,639	-12,979	8,212	12,180

FUNDING SCHEDULE (\$000s)

Current Revenue: General	-24,272	0	0	-24,272	-4,047	-3,820	-2,639	-3,279	-4,620	-5,867
G.O. Bonds	-189,394	0	0	-189,394	2,027	-63,600	-149,000	-9,700	12,832	18,047
Total	-213,666	0	0	-213,666	-2,020	-67,420	-151,639	-12,979	8,212	12,180

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-4,047
Appropriation Request Est.	FY 16	-3,820
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY01
Last FY's Cost Estimate	0

Description

This project reconciles the Superintendent's request with the County Executive's recommendation. Fiscal constraints lead the Executive to adjust the annual amounts to be affordable within the CIP. The Executive's recommended budget will fund \$1,528,306 - an amount equal to the Superintendent's request, with additional funds included for the security and facility planning enhancements added by the Board of Education. The Executive recommends maintaining the FY13-18 approved funding level of \$130.2 million for the Technology Modernization Project for FY15-18.

6

Bethesda Metro Station South Entrance (P500929)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	8,296	1,245	7,051	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	48,910	0	0	48,910	1,362	6,063	12,624	12,262	10,162	6,437	0
Other	404	0	404	0	0	0	0	0	0	0	0
Total	57,610	1,245	7,455	48,910	1,362	6,063	12,624	12,262	10,162	6,437	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	51,815	301	2,604	48,910	1,362	6,063	12,624	12,262	10,162	6,437	0
PAYGO	795	795	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	149	4,851	0	0	0	0	0	0	0	0
Total	57,610	1,245	7,455	48,910	1,362	6,063	12,624	12,262	10,162	6,437	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	25
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,100
Expenditure / Encumbrances		1,245
Unencumbered Balance		14,855

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 15	57,610
Last FY's Cost Estimate		80,500

Description

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

Estimated Schedule

Design: Fall FY10 through FY15. Construction: To take 30 months but must be coordinated and implemented as part of the State Purple Line project that is dependent upon State and Federal funding. Project schedule is consistent with current State schedule for the Purple Line.

Cost Change

Expenditures updated to reflect March 2014 Maryland Transit Administration construction cost estimates.

Other

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

Fiscal Note

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. The construction date for the project remains uncertain and is directly linked to the Purple Line construction at the Bethesda Station. Project schedule and cost may change as a result of MTA pursuit of public private partnership for the Purple Line.

Coordination

Maryland Transit Administration, WMATA, M-NCPCC, Bethesda Lot 31 Parking Garage project, Department of Transportation, Department of General Services, Special Capital Projects Legislation [Bill No. 19-08] was adopted by Council June 10, 2008.

Capital Crescent Trail (P501316)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Preliminary Design Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	6,000	0	0	6,000	3,000	0	0	3,000	0	0	0
Land	1,400	0	0	1,400	0	0	0	0	700	700	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	88,456	0	0	69,956	1,668	6,772	12,795	15,111	16,805	16,805	18,500
Other	0	0	0	0	0	0	0	0	0	0	0
Total	95,856	0	0	77,356	4,668	6,772	12,795	18,111	17,505	17,505	18,500

FUNDING SCHEDULE (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
G.O. Bonds	95,856	0	0	77,356	4,668	6,772	12,795	18,111	17,505	17,505	18,500
Total	95,856	0	0	77,356	4,668	6,772	12,795	18,111	17,505	17,505	18,500

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	4,668
Appropriation Request Est.	FY 16	6,772
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15 95,856
Last FY's Cost Estimate	49,500

Description

This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park 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, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

Estimated Schedule

The interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsville will be upgraded to a permanent trail between FY16 and FY18, concurrent with the Purple Line construction schedule in that segment. The new extension of the trail on the northeast side of the Metropolitan Branch Trail between Lyttonsville and the Silver Spring Transit Center will be built in FY19 and FY20. The Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2020. This schedule assumes the current Purple Line implementation schedule provided by the Maryland Transit Administration (MTA).

Cost Change

Expenditures updated to reflect March 2014 Maryland Transit Administration construction cost estimates and the addition of \$600,000 in the Beyond 6 Years for lighting upgrades along the trail.

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.

Other

The County will continue to coordinate with the Maryland Transit Administration (MTA) to identify options to build a sidewalk or path alongside the Purple Line beneath Wisconsin Avenue and the Air Rights and Apex buildings in Bethesda. If the County and the MTA identify feasible options, the County will consider adding them to the scope of this project in the future.

Fiscal Note

The project schedule and cost estimates may change as a result of the MTA's proposed public-private partnership for the Purple Line.

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

Silver Spring Green Trail (P509975)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 Administering Agency Transportation (AAGE30)
 Planning Area Silver Spring

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,174	1,174	0	0	0	0	0	0	0	0
Land	179	7	172	0	0	0	0	0	0	0
Site Improvements and Utilities	5	5	0	0	0	0	0	0	0	0
Construction	2,920	0	0	2,920	95	345	1,221	1,259	0	0
Other	1	1	0	0	0	0	0	0	0	0
Total	4,279	1,187	172	2,920	95	345	1,221	1,259	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	265	265	0	0	0	0	0	0	0	0
Enhancement	484	0	0	484	0	0	484	0	0	0
G.O. Bonds	2,682	74	172	2,436	95	345	737	1,259	0	0
PAYGO	848	848	0	0	0	0	0	0	0	0
Total	4,279	1,187	172	2,920	95	345	1,221	1,259	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	95
Appropriation Request Est.	FY 16	345
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,359
Expenditure / Encumbrances		1,187
Unencumbered Balance		172

Date First Appropriation	FY 99	
First Cost Estimate		
Current Scope	FY 15	4,279
Last FY's Cost Estimate		6,618

Description

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

Estimated Schedule

This schedule assumes the current Purple Line implementation schedule provided by the Maryland Transit Administration (MTA).

Cost Change

Expenditures updated to reflect March 2014 Maryland Transit Administration construction cost estimates.

Justification

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

Fiscal Note

Project implementation is contingent upon receipt of Transportation Enhancement Funds from the Maryland State Highway Administration (SHA). The application was submitted to SHA in FY04 for \$2.627 million and funding was not approved. In FY05, the application for Enhancement Funds was for \$484,133. The Enhancement funds are on hold until the impacts of the Purple Line alignment on the trail are determined. An application is expected to be submitted in FY15 or FY16.

Disclosures

A pedestrian impact analysis has been completed for this project.

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

Coordination

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

9

Rapid Transit System (P501318)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,625	145	480	1,000	500	500	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	1,625	145	480	1,000	500	500	0	0	0	0

FUNDING SCHEDULE (\$000s)

Mass Transit Fund	625	145	480	0	0	0	0	0	0	0
State Aid	1,000	0	0	1,000	500	500	0	0	0	0
Total	1,625	145	480	1,000	500	500	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	500
Appropriation Request Est.	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		625
Expenditure / Encumbrances		377
Unencumbered Balance		248

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 15 1,625
Last FY's Cost Estimate	625

Description

This project provides for the initial steps and detailed studies related to a bus rapid transit 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

Facility planning for the MD 355 and US 29 corridors will begin in FY15

Cost Change

The Maryland Department of Transportation draft Consolidated Transportation Program for 2014-2019 provides \$10M for County Rapid Transit System planning; \$4.2M in FY15 and \$5.8M in FY16. The Department intends to use these funds to begin facility planning for the MD 355 and US 29 corridors in FY15. It is expected that facility planning for Randolph Road will be recommended for facility planning in FY17.

Justification

The proposed RTS will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The RTS 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).

Other

The County has programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for master-planned RTS lines on Veirs Mill Road between the Rockville and Wheaton Metro Stations (\$6 million) and for Georgia Avenue between Montgomery General Hospital and the Wheaton Metrorail Station (\$5 million). These two studies are funded in the State Transportation Participation project, PDF #500722 and are underway. The FY13 and FY14 appropriation provided funds for staffing and for studies of service planning and integration and of transit signal priority for the Purple Line, CCT, and the following RTS lines: MD 355 between Redgrave Place and the Bethesda Metro Station; US 29 between Burtonsville and Silver Spring Metro Station; Randolph Road between Rockville Pike and FDA Boulevard.

Fiscal Note

MDOT will manage facility planning for the MD 355 and US 29 corridors and has agreed to provide \$500,000 per year in FY15 and FY16 for County oversight. The County and MDOT are currently working on a Memorandum of Understanding to formalize this arrangement. The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, M-NCPPC, City of Rockville, City of Gaithersburg, Montgomery County Rapid Transit Steering Committee, State Transportation Participation project (#500722)

10

Children's Resource Center (P641300)

Category Health and Human Services
 Sub Category Health and Human Services
 Administering Agency General Services (AAGE29)
 Planning Area Rockville

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,183	52	900	1,231	956	275	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	358	0	0	358	358	0	0	0	0	0	0
Construction	7,586	0	0	7,586	7,227	359	0	0	0	0	0
Other	906	0	0	906	0	906	0	0	0	0	0
Total	11,033	52	900	10,081	8,541	1,540	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	11,033	52	900	10,081	8,541	1,540	0	0	0	0	0
Total	11,033	52	900	10,081	8,541	1,540	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				-67	0	-7	-15	-15	-15	-15	-15
Net Impact				-67	0	-7	-15	-15	-15	-15	-15

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	9,297
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,736
Expenditure / Encumbrances		1,111
Unencumbered Balance		625

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15 11,033
Last FY's Cost Estimate	14,869

Description

The project provides for the renovation of 42,000 gross square feet (GSF) of the existing Broome School facility to replace the Health and Human Services (HHS) Children's Resource Center (CRC) located at 332 West Edmonston Drive. In the meantime, the County will continue to explore other options for a permanent CRC location. MCPS has indicated that they will not reclaim the site for at least six years. Renovations to the existing school site will be consistent with MCPS's current plan for the facility's future use.

Location

MCPS Broome Middle School site, 751 Twinbrook Parkway, Rockville, Maryland.

Capacity

The Center will house Early Childhood Services, the Infants and Toddlers Program and Parent Resources Center. The project does not include space for child care services that are currently provided at 332 West Edmonston Drive.

Estimated Schedule

The design phase for this project began in the summer of 2012 and construction is estimated to be completed by the end of 2015. The project must be complete before MCPS starts construction of the planned elementary school on the existing CRC site in early 2016.

Cost Change

Savings reflect a change in project approach to temporarily utilize the existing Broome School facility in lieu of building a new facility on site.

Justification

The CRC must be relocated because MCPS plans to build a new elementary school on the current site, a former elementary school site.

Fiscal Note

A substantial portion of the renovation related to mechanical and electrical systems, as well as ADA compliance can be reused by MCPS. Cost analysis demonstrates that the cost of locating the programs in leased space exceeds renovation of the existing facility.

Disclosures

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

Coordination

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

11

Avery Road Treatment Center (P601502)

Category
Sub Category
Administering Agency
Planning Area

Health and Human Services
Health and Human Services
General Services (AAGE29)
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Planning Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
and	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	4,800	0	0	4,800	550	250	1,600	2,050	350	0
Total	4,800	0	0	4,800	550	250	1,600	2,050	350	0

FUNDING SCHEDULE (\$000s)

Gen. O. Bonds	4,490	0	0	4,490	240	250	1,600	2,050	350	0
State Aid	310	0	0	310	310	0	0	0	0	0
Total	4,800	0	0	4,800	550	250	1,600	2,050	350	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	550
Appropriation Request Est.	FY 16	250
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 15 4,800
Last FY's Cost Estimate	0

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. The County is pursuing a public-private partnership with assistance from the State to complete the project; therefore, only a portion of the likely total project costs are reflected here.

Location

14703 Avery Road, Rockville, Maryland

Capacity

The existing facility provides 20 medical detox and 40 Intermediate Care Facility beds. Capacity provided by the replacement facility may shift depending on the agreement developed under the public-private partnership.

Justification

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

Fiscal Note

The County is pursuing additional State and private support for the design and construction of this project. Project funding and expenditures shown here serve as a placeholder, intended to capture the amount of funding required to meet State match requirements. The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

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

12

Roof Replacement: MCG (P508331)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services (AAGE29)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Ongoing

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,697	49	1,008	2,640	440	440	440	440	440	440	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	16,987	0	5,179	11,808	2,808	1,800	1,800	1,800	2,300	1,300	0
Other	7	1	6	0	0	0	0	0	0	0	0
Total	20,691	50	6,193	14,448	3,248	2,240	2,240	2,240	2,740	1,740	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	20,691	50	6,193	14,448	3,248	2,240	2,240	2,240	2,740	1,740	0
Total	20,691	50	6,193	14,448	3,248	2,240	2,240	2,240	2,740	1,740	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	3,248
Appropriation Request Est.	FY 16	2,240
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,243
Expenditure / Encumbrances		433
Unencumbered Balance		5,810

Date First Appropriation	FY 96
First Cost Estimate	
Current Scope	FY 15 20,691
Last FY's Cost Estimate	17,439
Partial Closeout Thru	22,626
New Partial Closeout	50
Total Partial Closeout	22,676

Description

This project provides for major roof replacement of County buildings.

Cost Change

Increase due the addition of FY19 and FY20 to this ongoing project and is partially offset by capitalization of prior expenditures. FY15 costs have increased due to the addition of work at the Strathmore Mansion and the Montgomery County Detention Center.

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 a consultant's survey completed in FY05 and 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.

Other

Roof Replacement may be accelerated or delayed based on changing priorities and need.

Roofs scheduled for replacement:

FY15: Montgomery County Detention Center, Strathmore Mansion, Grey Brick Courthouse, Davis Library, Seneca Creek Pool, Council Office Building, Fire Station #31

FY16: Executive Office Building, Upper County Daycare, Clara Barton Community Center, 1301 Piccard Drive, McDonald Knolls, Little Falls Library

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of General Services, Departments affected by roof replacement projects

Planned Lifecycle Asset Replacement: MCG (P509514)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services (AAGE29)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Ongoing

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	498	94	44	360	60	60	60	60	60	60	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	126	126	0	0	0	0	0	0	0	0	0
Construction	8,167	39	2,435	5,693	2,243	690	690	690	690	690	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,791	259	2,479	6,053	2,303	750	750	750	750	750	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,791	259	2,479	6,053	2,303	750	750	750	750	750	0
Total	8,791	259	2,479	6,053	2,303	750	750	750	750	750	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,303
Appropriation Request Est.	FY 16	750
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,738
Expenditure / Encumbrances		923
Unencumbered Balance		1,815

Date First Appropriation	FY 95
First Cost Estimate	
Current Scope	FY 15 8,791
Last FY's Cost Estimate	5,921
Partial Closeout Thru	9,094
New Partial Closeout	259
Total Partial Closeout	9,353

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.

Cost Change

Increase is due to the addition of FY19 and FY20 to this ongoing project and is partially offset by the capitalization of prior expenditures. Increase is also related to additional FY15 work planned for Strathmore Mansion and work related to supporting improvements at the eight facilities participating in the Energy Systems Modernization project in FY14 and FY15.

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.

Other

Scheduled replacements:

FY15: Strathmore Mansion, Pre-Release Center, Brook Grove Daycare, One Lawrence Court, Riley Group Home, Avery Road Back House, 1301 Piccard Dr.

FY16: Layhill Group Home, Judith Resnick Daycare Center, Waring Station Daycare, Damascus Library

Disclosures

Expenditures will continue indefinitely.

Coordination

Departments affected by PLAR projects, Department of General Services

14

Building Envelope Repair (P361501)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services (AAGE29)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Ongoing

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	6,165	0	0	6,165	1,165	1,000	1,000	1,000	1,000	1,000
Other	0	0	0	0	0	0	0	0	0	0
Total	6,165	0	0	6,165	1,165	1,000	1,000	1,000	1,000	1,000

FUNDING SCHEDULE (\$000s)

G.O. Bonds	6,165	0	0	6,165	1,165	1,000	1,000	1,000	1,000	1,000
Total	6,165	0	0	6,165	1,165	1,000	1,000	1,000	1,000	1,000

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,165
Appropriation Request Est.	FY 16	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	0
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This level of effort project is needed to maintain the County's building infrastructure. This project funds the wholesale replacement of aged and outdated building envelope systems including the replacement of windows, exterior doors, siding, exterior walls, and weatherproofing. While the Planned Lifecycle Asset Replacement (PLAR) CIP project provides for incidental building envelope replacements, this project provides for a systematic wholesale replacement to maintain the building envelope, protect the building integrity, and allow for continued full and efficient use of County buildings.

Estimated Schedule

FY15: Strathmore Mansion, UpCounty Regional Center windows, UpCounty Recreation Center windows

FY16: Holiday Park Senior Center windows, Waring Station Daycare windows, Tess Community Center storefront doors, Colesville HHS facility

Cost Change

Increase cost in FY15 due to the addition of work at the Strathmore Mansion.

Justification

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

Other

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

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of General Services, Departments affected by building envelope repair projects

HVAC/Elec Replacement: MCG (P508941)

Category	General Government	Date Last Modified	4/21/14
Sub Category	County Offices and Other Improvements	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,307	192	765	1,350	225	225	225	225	225	225	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	340	340	0	0	0	0	0	0	0	0	0
Construction	7,942	276	1,991	5,675	1,050	925	925	925	925	925	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,589	808	2,756	7,025	1,275	1,150	1,150	1,150	1,150	1,150	0

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	10,589	808	2,756	7,025	1,275	1,150	1,150	1,150	1,150	1,150	0
Total	10,589	808	2,756	7,025	1,275	1,150	1,150	1,150	1,150	1,150	0

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				-357	-17	-34	-51	-68	-85	-102	
Net Impact				-357	-17	-34	-51	-68	-85	-102	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,275
Appropriation Request Est.	FY 16	1,150
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,564
Expenditure / Encumbrances		2,052
Unencumbered Balance		1,512

Date First Appropriation	FY 96
First Cost Estimate	
Current Scope	FY 15 10,589
Last FY's Cost Estimate	8,426
Partial Closeout Thru	19,152
New Partial Closeout	808
Total Partial Closeout	19,960

Description

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

Cost Change

Increase due to the addition of FY19 and FY20 to this ongoing project and the addition of work at two correctional facilities in FY15.

Justification

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

Other

Scheduled HVAC/Electrical Replacements:

FY15: Montgomery County Detention Center, Montgomery County Correctional Facility, Longwood Recreation Center, Wheaton Police Station; Germantown Police Station; Grey Brick Courthouse; Kensington Library.

FY16: Council Office Building; Little Falls Library; Lone Oak Daycare Center; Leland Community Center; Upper County Community Recreation Center.

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of General Services, Departments affected by HVAC projects

16

Technology Modernization – MCG (P150701)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
County Executive (AAGE03)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	134,903	87,585	16,863	30,455	19,733	5,586	5,136	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	56	0	56	0	0	0	0	0	0	0	0
Total	134,959	87,585	16,919	30,455	19,733	5,586	5,136	0	0	0	0

	Total	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)										
Contributions	1,340	0	0	1,340	1,340	0	0	0	0	0
Current Revenue: General	67,912	49,462	6,420	12,030	11,030	500	500	0	0	0
Federal Aid	741	0	741	0	0	0	0	0	0	0
Land Sale	2,634	2,634	0	0	0	0	0	0	0	0
Recreation Fund	695	0	0	695	695	0	0	0	0	0
Recordation Tax Premium	2,623	0	2,623	0	0	0	0	0	0	0
Short-Term Financing	59,014	35,489	7,135	16,390	6,668	5,086	4,636	0	0	0
Total	134,959	87,585	16,919	30,455	19,733	5,586	5,136	0	0	0

	FY15	FY16	FY17	FY18	FY19	FY20	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)							
Maintenance			3,041	486	511	511	511
Productivity Improvements			-24,466	-939	-939	-1,489	-7,033
Program-Staff			32,449	0	6,509	6,485	6,485
Program-Other			33,050	0	5,676	6,236	7,046
Net Impact			44,074	-453	11,757	11,743	7,009

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	19,733
Appropriation Request Est.	FY 16	5,586
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		104,504
Expenditure / Encumbrances		87,585
Unencumbered Balance		16,919

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 15 134,959
Last FY's Cost Estimate	113,621

Description

This project provides for the replacement, upgrade, and implementation of IT initiatives that will ensure ongoing viability of key processes, replace outdated and vulnerable systems; and produce a high return in terms of customer service and accountability to our residents. Major new IT systems that have been completed through this project include the Enterprise Resource Planning (ERP) Financial and Human Resources modules, foundation phase of the 311/Constituent Relationship Management (CRM), Electronic Time reporting (MCTime), and related Business Process Review (BPR). Planning activities for the Department of Health and Human Services (HHS) technology modernization of key systems and processes are underway. The Budgeting module of the ERP system (Hyperion) and additional self-service functionality is currently underway and the workforce component of the Hyperion System has been completed. The ERP project was implemented to modernize Core Business Systems to improve the efficiency, effectiveness, and responsiveness of the County Government. In addition, modernization of the County's Tax Assessment Billing System is underway. This system is used to annually calculate and bill County residents for County and municipal property taxes, solid waste fees, water quality fees, WSSC fees, and other fees, taxes, and related credits. The HHS program provides for the development and implementation of an Enterprise Integrated Case Management (EICM) system as part of a larger Process and Technology Modernization (PTM) program that will move the department from a traditional agency-centric model of practice to a more effective client-centered model of practice. As part of this initiative, the EICM project will upgrade obsolete IT systems and information processes to avoid duplication of data entry, reduce ineffective coordination of services, and minimize inefficiencies resulting from legacy systems. The Active Network (ActiveNet) upgrade for the Department of Recreation, Community Use of Public Facilities (CUPF), and the Maryland-National Capital Park and Planning (M-NCPPC) involves the replacement of the existing CLASS registration and payment system. The Gilchrist Center is also in need of a platform to register its clients for programs and activities. Implementation involves analysis and realignment of business practices and procedures, system configuration, web-site designs; redesign/testing of ERP interfaces; and new Accounts Receivable functions. An Interagency Governance Committee comprised of managers from each participating department/agency will make decisions balancing the needs of each department.

Cost Change

17

Technology Modernization – MCG (P150701)

ERP cost changes reflect the continuation of ERP operations in the capital budget based on updated estimates. The cost increase of \$5.235M in FY15 is due to continued assignment of County staff to the project and contractor resources for ongoing configuration and implementation work through FY15. HHS cost changes of \$15.408M in FY15 through FY17 reflect an updated schedule and vendor cost estimates after completing requirements studies and preliminary design. \$695,000 is added in FY15 for the replacement of the CLASS system used by the Recreation Department, M-NCPPC, and CUPF.

Justification

According to a 2004 ranking of major existing technology systems based on their current health and relative need for upgrade or replacement, the County's then current core business systems (ADPICS, FAMIS, BPREP, and HRMS) were ranked as Priority #1, which means obsolete or vulnerable critical system in immediate risk of failure. These at-risk systems were replaced with a state of the art ERP system which provides a common database supporting financials, procurement, budget, and HR/payroll, and includes system-wide features for security, workflow, and reporting, and up-to-date technology architecture. Tax Assessment Billing System: The current system is over 30 years old, is only internally supported, and is used for the collection of over \$2 billion in revenues annually.

Health and Human Services EICM: This technology modernization effort will ensure ongoing viability of key processes, replace outdated and vulnerable systems, create staff operating efficiencies, and produce a high return in terms of customer service and accountability to our residents. Related plans and studies include the Information Technology Interagency Funding and Budgeting Committee's report of September 30, 2003, the Montgomery County Government FY06 IT Budget Overview prepared by Department of Technology Services, and the FY14 Process and Technology Modernization Readiness Assessment conducted by the Gartner consulting group.

Recreation, CUPF, and M-NCPPC: The Active Network announced that they will release one more version upgrade of CLASS, scheduled for first quarter of 2014. After this release, there will be no further development of the CLASS software and maintenance/support will be phased out of the CLASS software (ending by December, 2017). A feasibility study determined that the Active Network's browser based application, ActiveNet, is the only software with sufficient functionality and processing capability to meet the needs of a joint registration and facility management system in a single database for Recreation, CUPF, MNCPPC, and the Gilchrist Center. The system will also improve customer service by providing a one-stop access point.

Other

The Technology Modernization - MCG project is intended to serve as an ongoing resource for future IT modernization and related process engineering to the County Government's business systems beyond the currently defined project scope. Future projects may include the following: CRM - Citizen Relationship Management Phase II: This initiative will extend the service to municipalities in the County and other County agencies (e.g. Board of Education, M-NCPPC, Montgomery College). This initiative will proceed based upon interest from these organizations and agreement on funding. Objectives include creation of a Citizen Relationship Management (CRM) program to develop or convert automated capabilities for all appropriate County services including: Case Management Events, Management Field Services, Grants Management, Help Desk Solutions, Point of Sales, Resident Issue Tracking System, Work Order Processing System, ERP - Enterprise Resource Planning, Business Intelligence/Data Warehouse Development, Loan Management, Property Tax Billing and Collection, Public Access to Contractor Payments, Upgrade to Oracle E-Business/Kronos/Siebel, and Enhancements to comply with evolving Payment Card Industry (PCI) mandates.

Fiscal Note

Project funding includes short-term financing for integrator services and software costs. The Operating Budget Impact (OBI) estimates included the costs associated with supporting the Technology Modernization project after implementation, including staff returning to their home departments from the project office to provide on-going support, knowledge transfer, and to serve as "super users", as well as staff and contractors necessary to support the system, operating and maintenance (O&M) agreements with software vendors, and estimated costs associated with the Sustaining Organization through FY16-20. The establishment of a sustaining organization is needed post-implementation to resolve problems, facilitate communication across business processes because of the system integration, produce reports, and re-engineer business processes. ERP: In FY15, \$1.340M will be transferred to the CIP by the Board of Investment Trustees (BIT) and is reflected as Contributions; another \$1.175M will be transferred from the Department of Liquor Control (\$625,000) and the Group Insurance Fund (\$550,000) to the General Fund and is reflected as Current Revenue: General. HHS: Due to delays in the State's process for seeking federal reimbursement for capital IT upgrades, Federal Aid is no longer assumed in FY15-17. HHS will continue to seek federal reimbursement as the State updates its process. ActiveNet: \$695,000 will be appropriated from the Current Revenue: Recreation Fund in FY15 for the ActiveNet upgrade; Recreation will charge CUPF and M-NCPPC for their share of the project's expenditures based on a proportionate share of each party's use of ActiveNet.

Coordination

MCG efforts are coordinated with applicable agencies during the project planning, requirements gathering, and requests for proposal (RFP) phases: Offices of the County Executive, Office of the County Council, Department of Finance, Department of Technology Services, Office of Procurement, Office of Human Resources, Office of Management and Budget, Department of Health and Human Services, Department of Recreation, Community Use of Public Facilities, and the Maryland-National Capital Park and Planning Commission, Gilchrist Center or CEC, all MCG Departments and Offices, Maryland Department of Human Resources, Maryland Department of Health and Mental Hygiene.

Cost Sharing: MCG (P720601)

Category Culture and Recreation
 Sub Category Recreation
 Administering Agency General Services (AAGE29)
 Planning Area Countywide

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,634	3,634	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	9	9	0	0	0	0	0	0	0	0	0
Construction	7,430	7,430	0	0	0	0	0	0	0	0	0
Other	13,914	4,457	2,168	7,289	2,289	1,000	1,000	1,000	1,000	1,000	0
Total	24,987	15,530	2,168	7,289	2,289	1,000	1,000	1,000	1,000	1,000	0

FUNDING SCHEDULE (\$000s)

Contributions	150	0	150	0	0	0	0	0	0	0	0
Current Revenue: General	14,226	5,583	1,454	7,189	2,189	1,000	1,000	1,000	1,000	1,000	0
Land Sale	2,661	2,661	0	0	0	0	0	0	0	0	0
Long-Term Financing	3,850	3,850	0	0	0	0	0	0	0	0	0
State Aid	4,100	3,436	564	100	100	0	0	0	0	0	0
Total	24,987	15,530	2,168	7,289	2,289	1,000	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,289
Appropriation Request Est.	FY 16	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,698
Expenditure / Encumbrances		16,042
Unencumbered Balance		1,656

Date First Appropriation	FY 06	
First Cost Estimate		
Current Scope	FY 15	24,987
Last FY's Cost Estimate		21,809

Description

This project provides funds for the development of non-government projects in conjunction with public agencies or the private sector. County participation leverages private and other public funds for these facilities. Prior to disbursing funds, the relevant County department or agency and the private organization will develop a Memorandum of Understanding, which specifies the requirements and responsibilities of each.

Cost Change

Addition of \$2 million (\$1 million per year for FYs 19-20) from the previously approved FY14 supplemental appropriation and CIP Amendment to leverage private funding for Capital Improvement Grants for Arts and Humanities. Addition of \$1,077,368 in FY15 for the County's participation in the FY15 grants listed below. Addition of \$100,000 in FY15 for a State bond bill for the Silver Spring Black Box Theater.

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

Based on the Arts and Humanities Council's grants review schedule, recommendations will be forthcoming in the summer for \$1.111 million anticipated for FY15 CIP Grants for Arts and Humanities Organizations. \$100,000 of the \$1.111 million will be used to provide a State bond bill match for Silver Spring Black Box Theater equipment.

For FY15, County participation is anticipated 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.: \$125,000
- 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.: \$40,000
- Jewish Council for the Aging of Greater Washington, Inc.: \$100,000
- The Jewish Federation of Greater Washington, Inc.: \$75,000
- Family Services, Inc.: \$75,000

Cost Sharing: MCG (P720601)

Fiscal Note

The State approved \$4,000,000 in State Aid for the Fillmore venue in Silver Spring. The County's required match was \$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).

Disclosures

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

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

Coordination

Private organizations, State of Maryland, Municipalities, Montgomery County Public Schools, Community Use of Public Facilities, Department of General Services, Department of Economic Development

PRIOR YEAR COST SHARING GRANTS

Grants:

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: \$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.

Ag Land Pres Easements (P788911)

Category
 Sub Category
 Administering Agency
 Planning Area

Conservation of Natural Resources
 Ag Land Preservation
 Economic Development (AAGE06)
 Countywide

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

4/21/14
 No
 None
 Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	5,068	509	629	3,930	630	640	650	660	670	680	0
Land	8,461	1,796	4,586	2,079	641	253	266	284	304	331	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	30	30	0	0	0	0	0	0	0	0	0
Total	13,559	2,335	5,215	6,009	1,271	893	916	944	974	1,011	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Agricultural Transfer Tax	4,008	628	1,701	1,679	241	253	266	284	304	331	0
Contributions	1,706	51	51	1,604	30	30	30	464	520	530	0
Federal Aid	522	522	0	0	0	0	0	0	0	0	0
G.O. Bonds	2,000	1,118	882	0	0	0	0	0	0	0	0
Investment Income	815	16	0	799	0	283	470	46	0	0	0
M-NCPPC Contributions	3,050	0	2,150	900	150	150	150	150	150	150	0
State Aid	1,458	0	431	1,027	850	177	0	0	0	0	0
Total	13,559	2,335	5,215	6,009	1,271	893	916	944	974	1,011	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-3,499
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,058
Expenditure / Encumbrances		3,698
Unencumbered Balance		13,360

Date First Appropriation	FY 89	
First Cost Estimate		
Current Scope	FY 15	13,159
Last FY's Cost Estimate		21,961

Description

This project provides funds for the purchase of agricultural and conservation easements under the County Agricultural Land Preservation legislation, effective November 25, 2008, for local participation in Maryland's agricultural and conservation programs and through Executive Regulation 3-09 AM, adopted July 27, 2010. The County Agricultural Easement Program (AEP) enables the County to purchase preservation easements on farmland in the agricultural zones and in other zones approved by the County Council to preserve farmland not entirely protected by Transferable Development Rights (TDR) easements or State agricultural land preservation easements. The Maryland Agricultural Land Preservation Foundation (MALPF) enables the State to purchase preservation easements on farmland jointly by the County and State. The Rural Legacy Program (RLP) enables the State to purchase conservation easements to preserve large contiguous tracts of agricultural land. The sale of development rights easements are proffered voluntarily by the farmland owner. The project receives funding from the Agricultural Land Transfer Tax, which is levied when farmland is sold and removed from agricultural status. Montgomery County is a State-certified county under the provisions of State legislation, which enables the County to retain 75 percent of the taxes for local use. The County uses a portion of its share of the tax to provide matching funds for State easements. In FY10, the Building Lot Termination (BLT) program was initiated. This program represents an enhanced farmland preservation program tool to further protect land where development rights have been retained in the Rural Density Transfer Zone (RDT). This program utilizes a variety of revenue sources that include: Agricultural Transfer Tax revenues, MNCPPC Contributions, Developer Contributions, and G.O. Bonds to purchase the development rights and the corresponding TDRs retained on these properties. The Department of Economic Development is developing a strategic plan for Phase II of the preservation program and preservation opportunities will be considered as they become available.

Cost Change

Programming of \$150,000 of MNCPPC/Developer Contributions for BLT Program Administration (FY14-20) to offset BLT administrative charges to investment income. Programming of Private Contributions for FY18-FY20 to replace depleted Investment Income for Planning, Design and Supervision project expenses and the addition of FY19 and FY20 project costs. The budget also reflects revised estimates for Agricultural Transfer Tax revenue and reflects a new State Rural Legacy Program grant for land acquisition.

Justification

Annotated Code of Maryland 2-501 to 2-515, Maryland Agricultural Land Preservation Foundation; Annotated Code of Maryland 13-301 to 13-308, Agricultural Land Transfer Tax; and Montgomery County Code, Chapter 2B, Agricultural Land Preservation, and Executive Regulation 3-09 AM.

Other

Ag Land Pres Easements (P788911)

FY15 estimated Planning, Design and Supervision expenditures are \$630,000: 1.0 FTE Sr. Business Development Specialist, 1.0 FTE Business Development Specialist I, 1.0 FTE MLS Manager II, 1.5 FTE Principal Administrative Aides, 0.10 FTE Resource Conservationist; 0.10 FTE Sr. Business Development Specialist; \$20,000 - Deer Donation Program; \$10,000 - Montgomery Weed Control Program; and \$50,000 for the Cooperative Extension Partnership. Appropriations are based upon a projection of Montgomery County's portion of the total amount of Agricultural Transfer Tax which has become available since the last appropriation and State Rural Legacy Program grant funding. Appropriations to this project represent a commitment of Agricultural Land Transfer Tax funds and State Aid to purchase agricultural easements. The Agricultural Transfer Taxes are deposited into an investment income fund, the interest from which is used to fund direct administrative expenses, the purchase of easements, and other agricultural initiatives carried out by the Agricultural Services Division. The program permits the County to take title to the TDRs. These TDRs are an asset that the County may sell in the future, generating revenues for the Agricultural Land Preservation Fund. The County can use unexpended appropriations for this project to pay its share (40 percent) of the cost of easements purchased by the State. Since FY99, the County has received State RLP grant funds to purchase easements for the State through the County. The State allows County reimbursement of three percent for direct administrative costs such as appraisals, title searches, surveys, and legal fees. Given changes to the Federal Program, new Federal Aid funds are no longer programmed in this project.

Fiscal Note

Expenditures do not reflect additional authorized payments made from the Agricultural Land Preservation Fund balance to increase financial incentives for landowners. Terms and conditions regarding contributions from the Montgomery Soil Conservation District (MSCD) will be specified within the Memorandum of Understanding (MOU) between the County and MSCD.

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

Coordination

State of Maryland Agricultural Land Preservation Foundation, State of Maryland Department of Natural Resources, Maryland-National Capital Park and Planning Commission, Landowners

19a

Traffic Signals (P507154)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,262	2,395	1,778	4,109	784	709	446	858	656	656	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30,495	3,102	4,109	23,284	4,441	4,016	2,529	4,860	3,719	3,719	0
Construction	27	27	0	0	0	0	0	0	0	0	0
Other	78	13	65	0	0	0	0	0	0	0	0
Total	38,882	5,537	5,952	27,393	5,225	4,725	2,975	5,718	4,375	4,375	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	19,768	5,537	3,375	10,856	2,054	1,567	2,108	3,219	954	954	0
Recordation Tax Premium	19,114	0	2,577	16,537	3,171	3,158	867	2,499	3,421	3,421	0
Total	38,882	5,537	5,952	27,393	5,225	4,725	2,975	5,718	4,375	4,375	0

OPERATING BUDGET IMPACT (\$000s)

Energy				504	24	48	72	96	120	144
Maintenance				252	12	24	36	48	60	72
Program-Staff				450	50	50	50	100	100	100
Net Impact				1,206	86	122	158	244	280	316
Full Time Equivalent (FTE)					1.0	1.0	1.0	2.0	2.0	2.0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	5,225
Appropriation Request Est.	FY 16	4,725
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,557
Expenditure / Encumbrances		5,730
Unencumbered Balance		5,827

Date First Appropriation	FY 71
First Cost Estimate	
Current Scope	FY 15 43,856
Last FY's Cost Estimate	35,106
Partial Closeout Thru	84,224
New Partial Closeout	5,537
Total Partial Closeout	89,761

Description

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction/replacement of aged and obsolete signals and components; auxiliary signs; Accessible Pedestrian Signals (APS); upgrades of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system. \$150,000 is included each fiscal year for the installation of accessible pedestrian signals at 5 intersections to improve pedestrian safety for persons with disabilities. This will provide more easily accessible, raised buttons to press when crossing the road. Also, this effort provides audio cues to indicate when it is safe to cross.

Cost Change

Increase due to the addition of FY19 and FY20 to this ongoing level of effort project and partially offset by the capitalization of prior year expenditures.

Justification

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. As a result, congestion levels and the number of accidents increase. This requires a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies. Studies include: The December 2007 Pedestrian Safety Initiative and the March 2010 Report of the Infrastructure Maintenance Task Force which identified traffic signals in need of lifecycle replacement.

Other

Approximately 40 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features - crosswalks, curb ramps, countdown pedestrian signals, APS, and applicable signing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. The fiber optic interconnection of traffic signals is done through the Fibernet project.

Fiscal Note

20

Traffic Signals (P507154)

As of FY97, \$700,000 per year is redirected to the Fibernet project and is to continue through the implementation of Fibernet. Funding schedule reflects increases in Recordation Tax Premium with offsetting decreases in GO Bonds as follows: FY14 (\$50,000), FY15 (\$250,000), FY16 (\$250,000), and FY17 (\$1,950,000).

Disclosures

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

Expenditures will continue indefinitely.

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

Coordination

Advanced Transportation Management System, Verizon, Fibernet CIP (No. 509651), Maryland State Highway Administration, Potomac Electric Power Company, Washington Gas and Light, Washington Suburban Sanitary Commission, Montgomery County Pedestrian Safety Advisory Committee, Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission

20a

Montrose Parkway East (P500717)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Roads
Transportation (AAGE30)
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Final Design Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	16,290	2,864	261	6,595	96	63	0	0	2,436	4,000	6,570
Land	18,139	2,544	6,796	8,799	6,154	1,631	880	134	0	0	0
Site Improvements and Utilities	8,370	0	0	7,440	400	0	0	866	6,174	0	930
Construction	77,091	10	0	27,951	0	0	0	0	15,695	12,256	49,130
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,890	5,418	7,057	50,785	6,650	1,694	880	1,000	24,305	16,256	56,630

FUNDING SCHEDULE (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	91,650	4,163	4,945	37,990	0	1,694	81	1,000	21,321	13,894	44,552
Impact Tax	21,089	751	1,198	12,795	6,650	0	799	0	2,984	2,362	6,345
Intergovernmental	83	0	0	0	0	0	0	0	0	0	83
Recordation Tax Premium	6,564	0	914	0	0	0	0	0	0	0	5,650
Total	119,890	5,418	7,057	50,785	6,650	1,694	880	1,000	24,305	16,256	56,630

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,157
Appropriation Request Est.	FY 16	1,643
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,019
Expenditure / Encumbrances		5,667
Unencumbered Balance		11,352

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 13 119,890
Last FY's Cost Estimate	119,890

Description

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway will have a curb and gutter section with 11-foot wide lanes, a ten-foot wide bikepath on the north side, and a five-foot wide sidewalk on the south side. The limits of the 1.6 mile project are between the recently constructed MD 355/Montrose interchange on the west and the existing Veirs Mill Road/Parkland Drive/Gaynor Road intersection on the east. The Maryland State Highway Administration (SHA) is preparing the construction plans for the western portion of the project, which meets the County-prepared plans at a point 800 feet east of Parklawn Drive. The project includes a 230-foot bridge spanning both the CSX rail tracks and Nebel Street, a single-point urban interchange (SPUI) with a 198-foot bridge over Parklawn Drive, a 107-foot pedestrian bridge to carry Rock Creek Trail over the Parkway, a 350-foot roadway bridge over Rock Creek, and an at-grade tie-in to Veirs Mill Road. Appropriate stormwater management facilities and landscaping will be included.

Capacity

Average daily traffic is projected to be 42,000 vehicles per day by 2020.

Estimated Schedule

The design and land acquisition phase is expected to be complete in mid-FY16. Construction is expected to start in FY19 and will be completed in approximately 3.5 years.

Justification

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as providing a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as Arterial A-270. The Phase I Facility Planning process was completed in June 2004 with a final project prospectus recommending implementation.

Other

Design of this project will take into consideration the master-planned Veirs Mill Road Bus Rapid Transit (BRT) service. Consistent with the County's master plan, trucks with more than four wheels are prohibited from Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the Parkway's maintenance and in emergency situations.

Fiscal Note

Expenditure schedule reflects fiscal capacity. In the FY15-20 period, a total of \$9.033 million in GO bonds was switched for impact taxes. \$9 million for the design of the SHA segment between the MD 355/Montrose Parkway interchange and Parklawn Drive is funded through State Transportation Participation (CIP #500722). The County will coordinate with the State for reimbursement of construction expenditures for the SHA portion of the road between the MD 355/Montrose Parkway interchange and Parklawn Drive. Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs. Funding schedule reflects a \$3,762,000 increase in Impact Taxes and an offsetting decrease in GO bonds in FY15.

21

Montrose Parkway East (P500717)

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

Chapman Avenue Extended (P500719)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	1,516	620	85	811	593	218	0	0	0	0	0
Land	14,400	11,479	1,676	1,245	1,000	245	0	0	0	0	0
Site Improvements and Utilities	2,005	19	1,132	854	754	100	0	0	0	0	0
Construction	3,442	59	0	3,383	3,160	223	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	21,363	12,177	2,893	6,293	5,507	786	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
G.O. Bonds	14,478	8,926	1,470	4,082	3,296	786	0	0	0	0	0
Impact Tax	6,841	3,251	1,423	2,167	2,167	0	0	0	0	0	0
Intergovernmental	44	0	0	44	44	0	0	0	0	0	0
Total	21,363	12,177	2,893	6,293	5,507	786	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Energy				12	0	0	3	3	3	3	3
Maintenance				12	0	0	3	3	3	3	3
Net Impact				24	0	0	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	4,711
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,652
Expenditure / Encumbrances		12,232
Unencumbered Balance		4,420

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	21,363

Description

This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. Within the proposed 70-foot closed section right-of-way will be: five-foot sidewalks on both sides, landscaping panels of varying widths up to eight feet on each side of the road, streetlights, storm drainage, and stormwater management. Existing utilities will be moved underground.

Location

North Bethesda-Garrett Park

Estimated Schedule

Final design completed in Spring 2010, right-of-way acquisition completed in Winter 2013, utility relocations to be completed by Summer 2014, and construction will start in Summer 2014 and will end in Summer 2015.

Justification

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint area. Extensive office, retail, and residential development are planned for this area. This project supports the Master Plan, which recommends new local roadway links to relieve congestion on Rockville Pike. Traffic congestion is expected to increase with newly proposed development. This segment of roadway will provide for continuity, connectivity, and access for pedestrians and vehicles by linking retail centers with employment and residential development in the vicinity. This project will complete the last link in the Chapman Avenue/Citadel Avenue roadway corridor. The Department of Transportation (DOT) completed Facility Planning Phase I in FY05 and Facility Planning Phase II in FY07. The Project is consistent with the approved 1992 North Bethesda-Garrett Park Master Plan.

Fiscal Note

Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984. Funding schedule reflects a \$1,169,000 increase in Impact Taxes and an offsetting decrease in GO bonds in FY15.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, PEPCO, Verizon, Washington Gas, Washington Suburban Sanitary Commission, Special Capital Projects Legislation [Bill No. 14-11] adopted by Council June 14, 2011.

22

Conference Center Garage (P781401)

Category
Sub Category
Administering Agency
Planning Area

General Government
Economic Development
Economic Development (AAGE06)
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Planning Stage

Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,500	0	0	1,500	0	200	1,300	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	0	0	1,500	0	200	1,300	0	0	0	0

FUNDING SCHEDULE (\$000s)

State Aid	1,500	0	0	1,500	0	200	1,300	0	0	0	0
Total	1,500	0	0	1,500	0	200	1,300	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 13	0
Appropriation Request Est.	FY 14	0
Supplemental Appropriation Request		1,500
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		1,500

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	1,500
Last FY's Cost Estimate	0

Description

This project provides for the design of a structured parking garage to accommodate the current and future parking needs of the North Bethesda Conference Center, which is jointly owned by Montgomery County and the State of Maryland. The garage is needed in order to replace the parking spaces that are being lost due to the construction and realignment of roads in the White Flint area (see CIP #501506). The garage will be operated by the management company of the Conference Center, Marriott International, in accordance with the County's existing agreement with Marriott.

Location

Bethesda North Marriott Hotel & Conference Center at 5701 Marinelli Rd, Bethesda, MD 20852

Estimated Schedule

Design will begin in FY14 and is expected to be completed in FY15. Construction is expected to begin in FY15 and will be completed by FY16.

Justification

Significant changes and development activity will occur around the Conference Center property in accordance with the 2010 White Flint Sector Plan (WFSP), which will require the conversion of the conference center's parking from a surface lot to a structured garage. Per the Sector Plan, Executive Boulevard will be realigned to allow for a standard four-way intersection. The addition of several smaller streets will break up block sizes into more pedestrian scale blocks, creating a more pedestrian friendly environment. These roadway modifications will significantly impact the size of the Conference Center property. The realignment of Executive Boulevard will cut across the northwest corner of the site, while the addition of the new Market Street will eliminate a 70-foot strip along the northern edge of the property. In addition, the new Woodglen Drive to the east will bisect the site into east and west parcels. These changes will significantly reduce the current number of available surface parking space. Therefore, a parking garage must be constructed to accommodate the parking needs of the conference center. The operating profits from the garage will accrue to the County's General Fund through its management agreement with Marriott and will be accounted for in the Conference Center NDA.

Other

The project is currently funded through design only. Construction funds will be sought through a future CIP Supplemental Appropriation and Amendment request after preliminary design produces a more accurate estimate of construction costs.

Fiscal Note

As a result of a joint agreement between Montgomery County, the Maryland Department of Transportation, and Federal Realty Investment Trust (FRIT), the County received \$21 million in proceeds from a transaction involving State Highway Administration surplus land in White Flint. As part of the agreement with the State, these land sale proceeds are designated to fund the design and construction of a multi-level parking garage at the site of the County/State owned Bethesda North Conference Center. The source of funds is classified as State Aid as the funds are being held in an escrow account that is jointly controlled by the County and the State.

Disclosures

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

Coordination

23

Conference Center Garage (P781401)

Department of Economic Development, Department of Transportation, Office of the County Executive, Department of Finance, Office of the County Attorney, Maryland Stadium Authority, Maryland Department of Transportation, Maryland State Highway Administration

23A

Traffic Signals (P507154)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
Planning, Design and Supervision	7,117	2,563	0	4,554	780	830	780	860	446	858	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	27,904	2,404	661	24,839	4,445	4,695	3,445	4,865	2,529	4,860	0
Construction	7	7	0	0	0	0	0	0	0	0	0
Other	78	0	78	0	0	0	0	0	0	0	0
Total	35,106	4,974	739	29,393	5,225	5,525	4,225	5,725	2,975	5,718	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	18,007	4,974	739	12,294	2,730	3,066	804	2,317	158	3,219	0
Recordation Tax Premium	17,099	0	0	17,099	2,495	2,459	3,421	3,408	2,817	2,499	0
Total	35,106	4,974	739	29,393	5,225	5,525	4,225	5,725	2,975	5,718	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 13	0
Appropriation Request Est.	FY 14	5,525
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,006
Expenditure / Encumbrances		5,345
Unencumbered Balance		5,661

Date First Appropriation		FY 71
First Cost Estimate		
Current Scope	FY 14	35,106
Last FY's Cost Estimate		
Partial Closeout Thru	FY 13	74,276
New Partial Closeout	FY 14	4,974
Total Partial Closeout		
		79,250

Description

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction/replacement of aged and obsolete signals and components; auxiliary signs; Accessible Pedestrian Signals (APS); upgrades of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system

Cost Change

\$300,000 added in FY14 for the installation of Accessible Pedestrian Signals at 10 additional intersections to improve pedestrian safety for persons with disabilities. This will provide more easily accessible, raised buttons to press when crossing the road. Also, this effort provides audio cues to indicate when it is safe to cross.

Justification

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. As a result, congestion levels and the number of accidents increase. This requires a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies. Studies include: The December 2007 Pedestrian Safety Initiative and the March 2010 Report of the Infrastructure Maintenance Task Force which identified traffic signals in need of lifecycle replacement.

Other

Approximately 40 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features - crosswalks, curb ramps, countdown pedestrian signals, APS, and applicable signing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. The fiber optic interconnection of traffic signals is done through the Fibernet project.

Fiscal Note

As of FY97, \$700,000 per year is redirected to the Fibernet project and is to continue through the implementation of Fibernet. Reflects funding switch in FY13-18 from GO Bonds to Recordation Tax Premium.

Disclosures

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

Expenditures will continue indefinitely.

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

Coordination

24

Traffic Signals (P507154)

Advanced Transportation Management System, Verizon, Fibernet CIP (No. 509651), Maryland State Highway Administration, Potomac Electric Power Company, Washington Gas and Light, Washington Suburban Sanitary Commission, Montgomery County Pedestrian Safety Advisory Committee, Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission

24a

Lyttonsville Bridge(P501421)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Bridges
Transportation (AAGE30)
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	990	0	50	940	250	250	440	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	100	0	0	100	0	0	100	0	0	0	0
Construction	1,410	0	0	1,410	0	0	1,410	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,500	0	50	2,450	250	250	1,950	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Recordation Tax Premium	2,500	0	50	2,450	250	250	1,950	0	0	0	0
Total	2,500	0	50	2,450	250	250	1,950	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	50
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		500
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 14 2,500
Last FY's Cost Estimate	0

Description

This project provides for the concrete deck replacement of the existing Lyttonsville Place Bridge over Georgetown Branch Hiker/Biker Trail. The existing bridge, built in 1966, is a single span steel beam structure with a concrete deck carrying a 48'-0" roadway and two 5-foot sidewalks. The proposed concrete deck replacement will include the 48'-0" roadway, the two 5-foot sidewalks, and the two safety parapets. The existing steel beams and bridge abutments will be reused with minor modifications to support the new concrete deck structure. Repairs to the steel beams will be made as necessary to renew the integrity of the concrete surface. The bridge and road will be closed to vehicular and pedestrian traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

Location

Lyttonsville Place between Industrial Brookville Road and Michigan Avenue.

Capacity

The roadway Average Daily Traffic (ADT) is 10,000.

Estimated Schedule

The design of the project is expected to finish in the winter of 2015. construction will be completed in fall of 2016.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public and preserve easy access to the Ride On Operations Center for County buses. The existing concrete deck is the original deck constructed in 1966, and is in poor condition. The 48 year old deck has shown severe deterioration since 1996 and has been on an annual repair schedule for the last 18 years. The existing concrete deck has reached and exceeded the expected Service Life. The bridge is currently posted for a 10,000 lb. limit. Implementation of this project would allow the bridge to be restored to full capacity.

Fiscal Note

Construction will not proceed without consulting the Purple Line project schedule to ensure that the projected financial and operational benefits of the bridge still warrant the construction expense.

Disclosures

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

Coordination

Maryland Department of the Environment
Maryland-National Capital Park and Planning Commission
Montgomery County Department of Permitting Services
Utilities
Maryland Transit Administration

25

Permanent Patching: Residential/Rural Roads (P501106)

Category Transportation
Sub Category Highway Maintenance
Administering Agency Transportation (AAGE30)
Planning Area Countywide

Date Last Modified 4/21/14
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,616	0	2,021	2,595	450	525	225	450	510	435	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	30,176	11,766	3,705	14,705	2,550	2,975	1,275	2,550	2,890	2,465	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	34,792	11,766	5,726	17,300	3,000	3,500	1,500	3,000	3,400	2,900	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	33,800	11,766	4,734	17,300	3,000	3,500	1,500	3,000	3,400	2,900	0
State Aid	992	0	992	0	0	0	0	0	0	0	0
Total	34,792	11,766	5,726	17,300	3,000	3,500	1,500	3,000	3,400	2,900	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	3,000
Appropriation Request Est.	FY 16	3,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,492
Expenditure / Encumbrances		11,766
Unencumbered Balance		2,734

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	34,792
Partial Closeout Thru	26,000
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

Increase due to addition of a \$2.992 million FY14 supplemental and FY19-20 to this ongoing level of effort project.

Justification

In FY09, the Department of Transportation instituted a pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The updated 2013 pavement condition survey indicated that 180 lane miles (4 percent) of residential pavement have fallen into the lowest possible category and are in need of structural patching. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Fiscal Note

\$36 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 68 for residential and rural roads. Related CIP projects include Residential and Rural Road Rehabilitation (#500914) and Resurfacing: Residential/Rural Roads (#500511).

Disclosures

Expenditures will continue indefinitely.

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

Coordination

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

26

Resurfacing: Primary/Arterial (P508527)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,808	1	4,302	5,505	900	1,050	750	1,125	840	840	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	49,784	9,044	9,545	31,195	5,100	5,950	4,250	6,375	4,760	4,760	0
Other	26	4	22	0	0	0	0	0	0	0	0
Total	59,618	9,049	13,869	36,700	6,000	7,000	5,000	7,500	5,600	5,600	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	34,266	9,049	13,869	11,348	5,970	1,239	203	3,072	864	0	0
Recordation Tax Premium	25,352	0	0	25,352	30	5,761	4,797	4,428	4,736	5,600	0
Total	59,618	9,049	13,869	36,700	6,000	7,000	5,000	7,500	5,600	5,600	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	6,000
Appropriation Request Est.	FY 16	7,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation	22,918	18,549
Expenditure / Encumbrances		9,374
Unencumbered Balance		9,175

Date First Appropriation	FY 85
First Cost Estimate	
Current Scope	FY 15 59,618
Last FY's Cost Estimate	51,436
Partial Closeout Thru	87,466
New Partial Closeout	9,049
Total Partial Closeout	96,515

Description

The County maintains approximately 966 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project includes the Main Street Montgomery Program and provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration. This inventory is updated annually.

Cost Change

Increase due to the addition of a \$4.369 million FY14 supplemental and FY19-20 to this ongoing level of effort project partially offset by capitalization of prior year expenditures.

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 which includes 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 2-3 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 environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. Several existing CIP and operating funding sources will be focused in support of the Main Street Montgomery campaign. The design and planning stages, as well as final completion of the project will comply 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

\$8 million is the annual requirement to maintain Countywide Pavement Condition Index of 71 for Primary/Arterial roads.

Disclosures

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

Resurfacing: Primary/Arterial (P508527)

Coordination

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

Resurfacing: Residential/Rural Roads (P500511)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	10,011	58	1,423	8,530	2,850	2,025	975	850	915	915	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	105,975	49,574	8,064	48,337	16,150	11,475	5,525	4,817	5,185	5,185	0
Other	45	45	0	0	0	0	0	0	0	0	0
Total	116,031	49,677	9,487	56,867	19,000	13,500	6,500	5,667	6,100	6,100	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	114,105	47,751	9,487	56,867	19,000	13,500	6,500	5,667	6,100	6,100	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	116,031	49,677	9,487	56,867	19,000	13,500	6,500	5,667	6,100	6,100	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	19,000
Appropriation Request Est.	FY 16	13,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation	59,164	57,199
Expenditure / Encumbrances		49,835
Unencumbered Balance		7,364

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 15 116,031
Last FY's Cost Estimate	74,866
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,210 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

\$25 million added to the approved funding in FY15-17 to maintain core transportation infrastructure and to help avoid the need to fund significantly more costly rehabilitation work on 102 lane miles of County roads. \$12.2 million added in FY19 and FY20 to this ongoing level of effort project. The additional funds will prevent the need for more costly road rehabilitation work which is about five times more expensive and will address the significant deterioration in the condition of many residential or rural roads. Increase cost also due to a \$1.965 million FY14 supplemental.

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 a systematic approach to maintaining a healthy residential pavement inventory. The latest 2013 survey indicated that the current cost of the countywide backlog on road repairs is \$211.1 million. This represents 58 percent of total residential infrastructure pavement repair needs. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Other

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State 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

\$36 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 68 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (#501106) and Residential and Rural Road Rehabilitation (#500914).

Disclosures

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Post Office

28

Conference Center Garage (P781401)

Category General Government
 Sub Category Economic Development
 Administering Agency Economic Development (AAGE06)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,500	0	200	1,300	1,300	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	1,500	0	200	1,300	1,300	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

State Aid	1,500	0	200	1,300	1,300	0	0	0	0	0
Total	1,500	0	200	1,300	1,300	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,500
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 14 1,500
Last FY's Cost Estimate	0

Description

This project provides for the design of a structured parking garage to accommodate the current and future parking needs of the North Bethesda Conference Center, which is jointly owned by Montgomery County and the State of Maryland. The garage is needed in order to replace the parking spaces that are being lost due to the construction and realignment of roads in the White Flint area (see CIP #501506). The garage will be operated by the management company of the Conference Center, Marriott International, in accordance with the County's existing agreement with Marriott.

Location

Bethesda North Marriott Hotel & Conference Center at 5701 Marinelli Rd, Bethesda, MD 20852.

Estimated Schedule

Design will begin in FY14 and is expected to be completed in FY15. Construction is expected to begin in FY15 and will be completed by FY16.

Justification

Significant changes and development activity will occur around the Conference Center property in accordance with the 2010 White Flint Sector Plan (WFSP), which will require the conversion of the conference center's parking from a surface lot to a structured garage. Per the Sector Plan, Executive Boulevard will be realigned to allow for a standard four-way intersection. The addition of several smaller streets will break up block sizes into more pedestrian scale blocks, creating a more pedestrian friendly environment. These roadway modifications will significantly impact the size of the Conference Center property. The realignment of Executive Boulevard will cut across the northwest corner of the site, while the addition of the new Market Street will eliminate a 70-foot strip along the northern edge of the property. In addition, the new Woodglenn Drive to the east will bisect the site into east and west parcels. These changes will significantly reduce the current number of available surface parking spaces. Therefore, a parking garage must be constructed to accommodate the parking needs of the conference center. The operating profits from the garage will accrue to the County's General Fund through its management agreement with Marriott and will be accounted for in the Conference Center NDA.

Other

The project is currently funded through design only. Construction funds will be sought through a future CIP Supplemental Appropriation and Amendment request after preliminary design produces a more accurate estimate of construction costs.

Fiscal Note

As a result of a joint agreement between Montgomery County, the Maryland Department of Transportation, and Federal Realty Investment Trust (FRIT), the County received \$21 million in proceeds from a transaction involving State Highway Administration surplus land in White Flint. As part of the agreement with the State, these land sale proceeds are designated to fund the design and construction of a multi-level parking garage at the site of the County/State owned Bethesda North Conference Center. The source of funds is classified as State Aid as the funds are being held in an escrow account that is jointly controlled by the County and the State.

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

Coordination

Department of Economic Development, Department of Transportation, Office of the County Executive, Department of Finance, Office of the County Attorney, Maryland Stadium Authority, Maryland Department of Transportation, Maryland State Highway Administration

GENERAL OBLIGATION BOND ADJUSTMENT CHART

FY15-20 Capital Improvements Program

COUNTY EXECUTIVE RECOMMENDED

APRIL 28, 2014

(\$ millions)	6 YEARS	FY15	FY16	FY17	FY18	FY19	FY20
BONDS PLANNED FOR ISSUE	1,947.000	324.500	324.500	324.500	324.500	324.500	324.500
Plus PAYGO Funded	194.700	32.450	32.450	32.450	32.450	32.450	32.450
Adjust for Implementation **	291.543	50.818	50.818	49.444	48.047	46.786	45.630
Adjust for Future Inflation **	(85.343)	-	-	(8.774)	(17.696)	(25.745)	(33.128)
SUBTOTAL FUNDS AVAILABLE FOR DEBT ELIGIBLE PROJECTS (after adjustments)	2,347.900	407.768	407.768	397.620	387.300	377.992	369.452
Less Set Aside: Future Projects	189.373 8.07%	10.790	16.952	22.747	28.876	50.008	60.000
TOTAL FUNDS AVAILABLE FOR PROGRAMMING	2,158.527	396.978	390.816	374.873	358.424	327.984	309.452
MCPS	(823.287)	(145.343)	(161.136)	(124.887)	(146.607)	(124.405)	(120.909)
MONTGOMERY COLLEGE	(156.969)	(37.535)	(35.385)	(34.840)	(10.056)	(13.917)	(25.236)
M-NCPPC PARKS	(67.106)	(9.107)	(11.103)	(13.135)	(11.977)	(10.472)	(11.312)
TRANSPORTATION	(540.414)	(87.036)	(72.340)	(72.273)	(79.803)	(118.471)	(110.491)
MCG - OTHER	(634.534)	(163.357)	(121.855)	(134.667)	(112.298)	(60.853)	(41.504)
Programming Adjustment - Unspent Prior Years*	63.783	45.400	11.003	4.929	2.317	0.134	-
SUBTOTAL PROGRAMMED EXPENDITURES	(2,158.527)	(396.978)	(390.816)	(374.873)	(358.424)	(327.984)	(309.452)
AVAILABLE OR (GAP)	-	-	-	-	-	-	-
NOTES:							
* See additional information on the GO Bond Programming Adjustment for Unspent Prior Year Detail Chart							
** Adjustments Include:							
Inflation =		2.03%	2.22%	2.52%	2.63%	2.43%	2.28%
Implementation Rate =		86.46%	86.46%	86.46%	86.46%	86.46%	86.46%

GENERAL OBLIGATION BONDS - PROGRAMMING ADJUSTMENT FOR UNSPENT PRIOR YEARS

FY15-20 CAPITAL IMPROVEMENTS PROGRAM

COUNTY EXECUTIVE RECOMMENDED

April 28, 2014

PDF Name and No.	Total	FY15	FY16	FY17	FY18	FY19	FY20
Montgomery College							
Macklin Tower Alterations (P036603)	2.016	2.016	-	-	-	-	-
Computer Science Alterations (P046602)	(0.034)	(0.034)	-	-	-	-	-
Elevator Modernization: College (P056608)	1.200	0.400	0.400	0.400	-	-	-
Science East Building Renovation (P076623)	1.000	1.000	-	-	-	-	-
Health Sciences Expansion (P096603)	0.040	0.040	-	-	-	-	-
Sub-Total	4.222	3.422	0.400	0.400	-	-	-
M-NCPPC Parks							
Brookside Gardens Master Plan Implementation (P078702)	(0.698)	(0.698)	-	-	-	-	-
Legacy Open Space (P018710)	(0.158)	(0.158)	-	-	-	-	-
Sub-Total	(0.856)	(0.856)	-	-	-	-	-
Transportation							
Montrose Parkway East (P500717)	4.544	4.544	-	-	-	-	-
Chapman Avenue Extended (P500719)	0.716	0.716	-	-	-	-	-
Goshen Road South (P501107)	2.801	1.087	0.752	0.962	-	-	-
Snuffer School Road (P501109)	0.295	0.295	-	-	-	-	-
Dedicated but Unmaintained County Roads (P501117)	0.037	0.037	-	-	-	-	-
Subdivision Roads Participation (P508000)	4.513	0.276	1.025	2.917	0.295	-	-
Whites Ferry Road Bridges No.M-0187B and M-0189B (P501107)	1.227	1.227	-	-	-	-	-
Gold Mine Road Bridge M-0096 (P501302)	1.551	0.925	0.626	-	-	-	-
Bridge Design (P509132)	0.541	0.541	-	-	-	-	-
Bethesda Bikeway and Pedestrian Facilities (P500119)	0.180	0.031	0.149	-	-	-	-
MD 355 Sidewalk (Hyattstown) (P501104)	0.714	0.714	-	-	-	-	-
Metropolitan Branch Trail (P501110)	1.086	1.086	-	-	-	-	-
Needwood Road Bikepath (P501304)	(0.197)	(0.197)	-	-	-	-	-
ADA Compliance: Transportation (P509325)	0.419	0.419	-	-	-	-	-
Transportation Improvements For Schools (P509036)	0.344	0.344	-	-	-	-	-
Redland Rd from Crabbs Branch Way - Baederwood La (P501107)	0.318	0.318	-	-	-	-	-
Bus Stop Improvements (P507658)	2.699	2.699	-	-	-	-	-
Sub-Total	21.788	15.062	2.552	3.879	0.295	-	-
MCG - Other							
Energy Conservation: MCG (P507834)	0.300	0.150	0.150	-	-	-	-
Clarksburg Fire Station (P450300)	2.046	-	-	-	1.962	0.084	-
FS Emergency Power System Upgrade (P450700)	1.860	0.600	0.600	0.600	0.060	-	-
Glenmont FS 18 Replacement (P450900)	11.639	6.806	4.833	-	-	-	-
Kensington (Aspen Hill) FS 25 Addition (P450903)	0.419	-	0.419	-	-	-	-
HVAC/Elec Replacement: Fire Stns (P458756)	1.039	1.039	-	-	-	-	-
Ross Boddy Neighborhood Recreation Center (P720919)	4.805	4.805	-	-	-	-	-
North Potomac Community Recreation Center (P720102)	11.996	11.996	-	-	-	-	-
Recreation Facility Modernization (P720917)	0.142	0.042	-	0.050	-	0.050	-
Wheaton Library and Community Recreation Center (P3612)	1.327	1.327	-	-	-	-	-
School Based Health & Linkages to Learning Centers (P641300)	0.248	-	0.248	-	-	-	-
Children's Resource Center (P641300)	0.507	0.507	-	-	-	-	-
Burtonsville Community Revitalization (P760900)	2.301	0.500	1.801	-	-	-	-
Sub-Total	38.629	27.772	8.051	0.650	2.022	0.134	-
Total Programming Adjustment							
	63.783	45.400	11.003	4.929	2.317	0.134	-

21

TAX SUPPORTED CURRENT REVENUES ADJUSTMENT CHART

FY15-20 Capital Improvements Program

COUNTY EXECUTIVE RECOMMENDED

April 28, 2014

(\$ MILLIONS)	6 YEARS	FY15 APPROP (1)	FY16 EXP	FY17 EXP	FY18 EXP	FY19 EXP	FY20 EXP
TAX SUPPORTED CURRENT REVENUES AVAILABLE	416.656	43.661	73.679	68.847	72.851	78.797	78.821
Adjust for Future Inflation *	(18.302)	-	-	(1.692)	(3.612)	(5.683)	(7.315)
SUBTOTAL CURRENT REVENUE FUNDS AVAILABLE FOR ELIGIBLE PROJECTS (after adjustments)	398.354	43.661	73.679	67.155	69.239	73.114	71.506
Less Set Aside: Future Projects	-	-	-	-	-	-	-
TOTAL FUNDS AVAILABLE FOR PROGRAMMING	398.354	43.661	73.679	67.155	69.239	73.114	71.506
GENERAL FUND							
MCPS	(113.888)	(1.467)	(26.091)	(25.498)	(21.038)	(19.979)	(19.815)
MONTGOMERY COLLEGE	(74.902)	(11.435)	(10.905)	(13.127)	(13.145)	(13.145)	(13.145)
M-NCPPC	(16.488)	(2.748)	(2.748)	(2.748)	(2.748)	(2.748)	(2.748)
HOC	(7.500)	(1.250)	(1.250)	(1.250)	(1.250)	(1.250)	(1.250)
TRANSPORTATION	(46.898)	(5.911)	(7.389)	(8.017)	(7.732)	(8.892)	(8.957)
MC GOVERNMENT	(36.807)	(14.907)	(5.350)	(4.400)	(3.650)	(4.200)	(4.300)
SUBTOTAL - GENERAL FUND	(296.483)	(37.718)	(53.733)	(55.040)	(49.563)	(50.214)	(50.215)
MASS TRANSIT FUND	(74.551)	0.491	(14.718)	(8.044)	(16.299)	(20.156)	(15.825)
FIRE CONSOLIDATED	(24.525)	(5.389)	(4.878)	(3.721)	(3.027)	(2.394)	(5.116)
RECREATION FUND	(0.695)	(0.695)	-	-	-	-	-
PARK FUND	(2.100)	(0.350)	(0.350)	(0.350)	(0.350)	(0.350)	(0.350)
SUBTOTAL - OTHER TAX SUPPORTED	(101.871)	(5.943)	(19.946)	(12.115)	(19.676)	(22.900)	(21.291)
TOTAL PROGRAMMED EXPENDITURES	(398.354)	(43.661)	(73.679)	(67.155)	(69.239)	(73.114)	(71.506)
AVAILABLE OR (GAP) TO BE SOLVED	-	-	-	-	-	-	-
* Inflation:		2.03%	2.22%	2.52%	2.63%	2.43%	2.28%
Note: (1) FY15 APPROP equals new appropriation authority approved at this time. Additional current revenue funded appropriations will require drawing on operating budget fund balances.							

32