




OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Marc Elrich  
*County Executive*

MEMORANDUM

March 15, 2021

TO: Tom Hucker, President, County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Amendments to the Recommended FY22 Capital Budget and FY21-26 Capital Improvements Program (CIP)

In January 2021, I submitted my recommended Amended FY21-26 Capital Improvements Program (CIP). Since that time, I have had an opportunity to consider additional community needs in light of updated capital and operating budget revenues. The most important factor impacting my recommended March amendments is the further reduction of recordation tax revenues (-\$31.7 million) compared to my January recommended CIP.

Today, I am recommending the attached CIP amendments.

**New Projects**

I am recommending two new projects to improve the County's ability to meet public safety needs and to process recycled materials. These projects are:

- **Heart Monitor/Defibrillator Replacement.** Using short-term financing, Montgomery County Fire and Rescue Services will purchase 27 Stryker LifePak15 heart monitor/defibrillators for advanced life support (ALS) transport units, paramedic chase cars, and engines. These monitor/defibrillators have a useful life of five to eight years and must be replaced to ensure the operability of critical life-saving equipment. Debt service costs will be funded in the operating budget.
- **Full Upgrade of Existing Recycling Center Complex.** The current Recycling Center is significantly undersized, and equipment is well beyond its useful life. As a result, the Center currently has unacceptable downtime and must export 40 – 45 percent of the co-mingled recycled material at an annual cost of approximately \$1.2 million. The planned upgrade will provide enough capacity to process 200 – 240 tons of material a day, to eliminate exporting recycled material, and to produce a higher quality product that can receive a higher price on the market. The new improvements will provide game changing capabilities at the Center – vastly improving efficiency, environmental, and cost outcomes.

### **Scope Changes**

- **ultraMontgomery.** The ultraMontgomery project has been updated to increase support for projects that address the two primary digital equity issues – accessibility in the Agricultural Reserve and reliable, affordable service to low income residents in our urban and suburban areas. For example, the Department of Technology Services will be expanding use of County broadband infrastructure to close the digital equity gap through the provision of free or low cost, reliable and robust residential Internet services and devices at affordable housing and rural properties throughout the County through its MoCoNet Digital Equity in Affordable Housing project. DTS will also expand rural broadband grant opportunities and explore a pilot project with Starlink SpaceX satellite internet solutions to make robust broadband available (100 Mbps + download speeds) to unserved properties in the Agricultural Reserve who are interested in participating. The project also has a continued emphasis on providing Public WiFi and Advanced Wireless Broadband Conduit Networks in commercial and community gathering areas of Montgomery County. These ultraMontgomery projects can be used to leverage the department’s broader Internet access activities – including work to establish a Digital Equity Fund to seek contributions from businesses, individuals, and nonprofit philanthropic organizations as investments in our digital equity efforts.
- **Ride On Bus Fleet.** As part of an ongoing commitment to take steps to address climate change, this project will support the purchase of 30 additional electric buses from FY22 to FY24 as part of the County’s climate change efforts to electrify its fleet. These electric buses will be charged using a solar microgrid at the Brookville Depot developed as part of a Public-Private Partnership (P3).
- **Emergency Homeless Shelter.** The closure of the Gude Men’s Shelter and the social distancing requirements needed to address COVID health concerns require the County to find a new shelter facility. The Department of General Services has found an appropriate facility and the attached supplemental will provide the funding needed to acquire and purchase the facility so that it can be ready for residents by the end of calendar year 2021. The selected facility and program of requirements specifications were developed with service provider input. Prompt approval of this supplemental will facilitate the acquisition and needed work under an aggressive schedule. This project also assumes that Community Development Block Grant funds will be used to acquire the facility. This will require a reallocation from prior planned COVID-related rental assistance uses since other rental assistance resources appear sufficient.
- **KID Museum.** Efforts to date to acquire a suitable site for the KID Museum have not been successful, so the Museum has opted to rent an expanded facility on an interim basis. This will allow KID to immediately expand its partnership programs with Montgomery County Public Schools to address COVID-related learning losses, serve at risk children, and provide hands on learning programs for more children and their families. As a result, the County’s support for KID Museum will shift to the operating budget, and this CIP project will be phased out. Recordation tax premium funds have been left in the project to facilitate FY23 operating budget funding.
- **MCPS Affordability Reconciliation.** The March amendments have made it possible to eliminate the \$1,260,000 FY21 General Obligation bond reduction that was originally assumed in the January CIP amendments due to revenue reductions.

### **Parking Lot Districts**

The Parking Lot Districts have experienced extreme fiscal distress due to COVID-related reduced revenues. As a result, the Facilities Renovations projects for Bethesda, Silver Spring and Wheaton have all assumed deferrals and/or reductions in CIP activity based on affordability. The Facility Planning Parking: Silver Spring Parking Lot project includes a \$110,000 increase for the bi-annual planning study in FY22. The attached CIP amendments are intended to replace those sent to Council previously as PLD revenues have been further impacted due to evolving COVID restrictions related to the winter surge in cases.

### **Schedule Adjustments/Cost Savings**

As you know, the Purple Line project is experiencing significant delays while the State is identifying a new contractor for the project. As a result, my amendments assume an additional year's delay for the Bethesda Metro Station South, Capital Crescent Trail, and Silver Spring Green Trail projects. My March CIP amendments show additional adjustments to the Purple Line project which includes the budget for the County's \$40 million contribution to the project. These adjustments have been made based on preliminary conversations with staff at the Maryland Department of Transportation.

The schedule adjustments for the metro station and trail projects would move more than \$37 million out of FY21 into later years in the CIP. In order to be more accurate in reporting our likely spending schedule and to avoid causing undue fiscal problems in later years in the CIP, I am recommending that we shift \$15 million of Spending Affordability Guideline General Obligation Bond capacity out of FY21 into FY23 – a year that is heavily impacted by these cost delays. I am also assuming an additional \$1.5 million in PAYGO for FY23.

Based on available funding in FY22 and reduced funding in FY23 and FY24, the following projects were able to accelerate some funding into FY22: Bikeway Program: Minor Projects; Resurfacing: Primary/Arterial; Resurfacing: Residential/Rural Roads; Sidewalk and Curb Replacement. The Countywide Façade Easement Program was accelerated back into FY22 to accommodate a project that is ready to move forward. The Americans with Disabilities Act (ADA): Compliance project deferred some expenditures from FY23 and FY24 into FY25 and FY26. Six-year funding for all of these projects has remained the same.

The following projects have been delayed because of funding pressures in FY23 and FY24: Bowie Mill Road Bikeway (one-year delay); Goldsboro Road Sidewalk and Bikeway (two-year delay); and MacArthur Blvd Bikeway Improvements (two-and-a-half-year delay). None of these projects are located in the Council of Government's Equity Emphasis areas.

Cost savings have also been realized in the Shared Agency Booking System Replacement project. These savings will help mitigate the financial pressures that the Community Use of Public Facilities fund has experienced due to COVID-related revenue reductions.

The recommended amendments also include updated project description forms based on supplementals or amendments previously submitted or technical adjustments like funding switches.

Department staff will be happy to answer any of your questions as you consider these amendments.

Attachments:   • FY21-FY26 Amended Biennial CIP: March Budget Amendments Summary  
                     • Amended Project Description Forms  
                     • General Obligation Bond Adjustment Chart and Slippage Chart  
                     • Current Revenue Adjustment Chart

c: Brenda Wolff, President, Montgomery County Board of Education  
Dr. Jack R. Smith, Superintendent, Montgomery County Public Schools  
DeRionne P. Pollard, PhD., President, Montgomery College  
Casey Anderson, Chair, Montgomery County Planning Board  
Marlene Michaelson, Executive Director, County Council  
Craig Howard, Deputy Director, County Council  
Montgomery County Executive Branch Department Heads and Office Directors  
Office of Management and Budget Staff



FY 21-26 Biennial Recommended CIP  
March Budget Amendments Summary (\$000s)

Project #	Project Name	Explanation of Adjustment	FY21-26 Change (\$000s)	Funding Sources
New Projects				
P452201	Heart Monitor/Defibrillator Replacement	Funds replacement of 27 heart monitor/defibrillators assigned to Montgomery County Fire and Rescue advanced life support (ALS) transport units, paramedic chase cars, and engines.	710	Short-Term Financing
P802201	Full Upgrade of Existing Recycling Center Complex	This project will update the existing Material Recycling Center (MRF) with state of the art equipment to increase commingled processing capacity or recycled materials to 200 - 240 tons per day.	20,350	Current Revenue: Solid Waste Disposal, Revenue Bonds
FY21 Supplementals				
P501801	Intelligent Transit System	Reflects prior FY21 supplemental request with additional state aid.	472	State Aid
P502110	Master Leases: Transit Radio System Replacement	Reflects prior FY21 supplemental request to expedite appropriation and secure cost savings.	(733)	Short-Term Lease Financing
P602103	Emergency Homeless Shelter	Reflects updated cost estimates and inclusion of CDBG COVID related funding.	13,647	Community Development Block Grant, G.O. Bonds
P846540	Relocatable Classrooms	FY21 supplemental for \$5.0 million in Current Revenue: General already transmitted to Council will accelerate FY22 appropriation to ensure relocatable classrooms will be in place by the start of the 2021-2022 school year.	0	
Scope Change				
P341700	ultraMontgomery	Project scope reflects expanded efforts to achieve digital equity.	2,599	Current Revenue: Cable TV
P500821	Ride On Bus Fleet	Phase out purchase of hybrids and include 10 electric buses per year in FY22-24 to facilitate electrification of the fleet.	(571)	Current Revenue: Mass Transit
P721903	KID Museum	Capital funding for this project is being replaced with operating budget support for a new, leased facility. Recordation tax premium funds have been left in the project to facilitate FY23 operating budget funding.	0	G.O. Bonds, Intergovernmental, Recordation Tax Premium (MCG)
P056516	MCPS Affordability Reconciliation	Eliminated FY21 GO Bond affordability reduction reflected in January CIP recommendations.	1,260	G.O. Bonds
Cost Change				
P722001	Shared Agency Booking System Replacement	Costs have been reduced based on updated contractual costs.	285	Current Revenue: CUPF, Intergovernmental
Schedule Adjustments				
P361107	Americans with Disabilities Act (ADA): Compliance	Funding shift for fiscal capacity.	0	G.O. Bonds
P508527	Resurfacing: Primary/Arterial	Schedule acceleration to FY22 from FY24 due to affordability.	0	G.O. Bonds
P500511	Resurfacing: Residential/Rural Roads	Schedule acceleration to FY22 from FY24 due to affordability.	0	G.O. Bonds
P508182	Sidewalk and Curb Replacement	Acceleration of \$500K from FY23 to FY22.	0	G.O. Bonds

FY 21-26 Biennial Recommended CIP  
March Budget Amendments Summary (\$000s)

Project #	Project Name	Explanation of Adjustment	FY21-26 Change (\$000s)	Funding Sources
P500929	Bethesda Metro Station South Entrance	One year schedule delay to reflect Purple Line delay	0	G.O. Bonds
P501603	Purple Line	Schedule adjustment to reflect Purple Line schedule and in process conversations with the State.	0	G.O. Bonds
P507596	Bikeway Program Minor Projects	Schedule acceleration to FY22 from FY23 due to affordability.	0	G.O. Bonds
P502108	Bowie Mill Road Bikeway	One year delay due to fiscal constraints.	(665)	G.O. Bonds
P501316	Capital Crescent Trail	One year schedule delay to reflect Purple Line delay	0	G.O. Bonds
P501917	Goldsboro Road Sidewalk and Bikeway	Two year delay due to fiscal constraints	(7,527)	G.O. Bonds
P500718	MacArthur Blvd Bikeway Improvements	Two and a half year delay due to fiscal constraints	0	G.O. Bonds
P509975	Silver Spring Green Trail	One year schedule delay to reflect Purple Line delay	0	G.O. Bonds
P762102	Countywide Facade Easement Program	Schedule change to fund an accelerated facade easement project in FY22. Funding switch between Recordation Tax Premium and Current Revenue.	0	Current Revenue: General, Recordation Tax Premium (MCG)

Parking Lot Districts

P501314	Facility Planning Parking: Silver Spring Parking Lot District	Funding added for bi-annual Planning Study in FY22.	110	Current Revenue: Parking - Silver Spring
P508255	Parking Bethesda Facility Renovations	Schedule adjusted for affordability.	2,000	Current Revenue: Parking - Bethesda
P508250	Parking Silver Spring Facility Renovations	Schedule adjusted for affordability.	(4,576)	Current Revenue: Parking - Silver Spring
P509709	Parking Wheaton Facility Renovations	Schedule adjusted for affordability.	(612)	Current Revenue: Parking - Wheaton

Technical Adjustments

P151200	White Flint Redevelopment Program	Fiscal note language includes details regarding repayment plans for General Fund advances as already transmitted to the County Council.	0	
P501404	MCG Reconciliation PDF	Reflects adjustments based on updated recordation tax premium estimates and other capital budget adjustments.	0	Current Revenue: General, G.O. Bonds, Recordation Tax Premium (MCG)
P501204	White Flint District East: Transportation	Fiscal note language includes details regarding repayment plans for advances as already transmitted to the County Council.	0	
P501116	White Flint District West: Transportation	Fiscal note language includes details regarding repayment plans for advances as already transmitted to the County Council.	0	
P501506	White Flint West Workaround	Funding switch from the White Flint Special Tax District to GO Bond Premium of \$15 million in FY21 and the White Flint Long-term Financing of \$18.9 million in FY22. Fiscal note language includes details regarding repayment plans for advances as already transmitted to the County Council.	0	G.O. Bond Premium, Long-Term Financing - White Flint, White Flint Special Tax District

FY 21-26 Biennial Recommended CIP  
March Budget Amendments Summary (\$000s)

Project #	Project Name	Explanation of Adjustment	FY21-26 Change (\$000s)	Funding Sources
P076510	MCPs Funding Reconciliation	Updated to reflect latest Recordation Tax estimates.	0	G.O. Bonds, Recordation Tax

---

## **New Projects**



# Heart Monitor/Defibrillator Replacement (P452201)

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

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

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

## FUNDING SCHEDULE (\$000s)

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

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

Equipment will be purchased in FY22.

## PROJECT JUSTIFICATION

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

## FISCAL NOTE

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

## COORDINATION

Montgomery County Fire and Rescue Service, Department of Finance



# Full Upgrade of Existing Recycling Center Complex (P802201)

Category	Recycling and Resource Management	Date Last Modified	03/11/21
SubCategory	Recycling and Resource Management	Administering Agency	Environmental Protection
Planning Area	Rockville	Status	Final Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

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

## FUNDING SCHEDULE (\$000s)

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

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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

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

## LOCATION

16103 Frederick Road, Derwood, MD

## ESTIMATED SCHEDULE

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

## PROJECT JUSTIFICATION

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

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

## FISCAL NOTE

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

---

## COORDINATION

---

Maryland Environmental Service, Department of Permitting Services.

---

## **Supplementals**





# Intelligent Transit System (P501801)

Category	Transportation	Date Last Modified	02/28/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Site Improvements and Utilities	17,744	2,418	1,415	13,911	7,795	3,916	500	500	600	600	-
TOTAL EXPENDITURES	17,744	2,418	1,415	13,911	7,795	3,916	500	500	600	600	-

## FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	4,700	404	896	3,400	700	500	500	500	600	600	-
Short-Term Financing	12,100	2,014	519	9,567	6,151	3,416	-	-	-	-	-
State Aid	472	-	-	472	472	-	-	-	-	-	-
TOTAL FUNDING SOURCES	17,272	2,418	1,415	13,439	7,323	3,916	500	500	600	600	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	500	Year First Appropriation	FY18
Cumulative Appropriation	14,572	Last FY's Cost Estimate	16,800
Expenditure / Encumbrances	11,584		
Unencumbered Balance	2,988		

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

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

## COST CHANGE

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

## PROJECT JUSTIFICATION

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

## OTHER

Expenditures will continue indefinitely.

## FISCAL NOTE

FY21 supplemental in State Aid for the amount of \$472,000.

## DISCLOSURES

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

## COORDINATION

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



# Master Leases: Transit Radio System Replacement (P502110)

Category	Transportation	Date Last Modified	03/09/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Other	2,767	-	-	2,767	2,123	644	-	-	-	-	-
TOTAL EXPENDITURES	2,767	-	-	2,767	2,123	644	-	-	-	-	-

## FUNDING SCHEDULE (\$000s)

Short-Term Lease Financing	2,767	-	-	2,767	2,123	644	-	-	-	-	-
TOTAL FUNDING SOURCES	2,767	-	-	2,767	2,123	644	-	-	-	-	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY21
Cumulative Appropriation	2,767	Last FY's Cost Estimate	1,750
Expenditure / Encumbrances	-		
Unencumbered Balance	2,767		

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

In FY21, testing of the equipment and an initial role out of equipment will be done with approximately 1/3 of the fleet receiving radios and an introduction on console equipment to Central Communications in support of the new radios. In FY22, the balance of the equipment will be installed and the system should be fully functional.

## COST CHANGE

Cost increase due to addition of funds necessary to complete the project.

## PROJECT JUSTIFICATION

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

## FISCAL NOTE

FY21 supplemental in Short-Term Lease Financing for the amount of \$1,017,000.

## COORDINATION

Department of Technology Services



# Emergency Homeless Shelter

(P602103)

Category	Health and Human Services	Date Last Modified	03/12/21
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,371	-	-	1,371	90	1,156	125	-	-	-
Land	5,775	-	-	5,775	5,775	-	-	-	-	-
Construction	7,451	-	-	7,451	-	7,451	-	-	-	-
Other	50	-	-	50	-	50	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>14,647</b>	<b>-</b>	<b>-</b>	<b>14,647</b>	<b>5,865</b>	<b>8,657</b>	<b>125</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Community Development Block Grant	5,775	-	-	5,775	5,775	-	-	-	-	-
G.O. Bonds	8,872	-	-	8,872	90	8,657	125	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>14,647</b>	<b>-</b>	<b>-</b>	<b>14,647</b>	<b>5,865</b>	<b>8,657</b>	<b>125</b>	<b>-</b>	<b>-</b>	<b>-</b>

## OPERATING BUDGET IMPACT (\$000s)

Maintenance	410	-	-	41	123	123	123
Energy	483	-	-	48	145	145	145
Program-Other	13,865	-	1,541	3,081	3,081	3,081	3,081
<b>NET IMPACT</b>	<b>14,758</b>	<b>-</b>	<b>1,541</b>	<b>3,170</b>	<b>3,349</b>	<b>3,349</b>	<b>3,349</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY21
Cumulative Appropriation	14,647	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	14,647		

## PROJECT DESCRIPTION

This project includes acquisition and construction of a building to provide congregation, meals, and medical and case management services.

## ESTIMATED SCHEDULE

The work is planned to be completed by the end of calendar year 2021.

## PROJECT JUSTIFICATION

The County facilities supporting homeless sheltering and associated services are insufficient for the current population and future projection. And due to COVID-19, the maximum occupancy at each County homeless shelter has decreased to allow for social distancing and spacing of beds. This project will acquire an existing building and retrofit the facility to include space for congregation, meal service, medical offices, and case management offices. The current facility that provides these services for men, located at Taft Court in Rockville, will no longer be available starting January 2022. Space in recreation centers that has been used to house men and women during the pandemic must be replaced so the recreation centers can re-open once the pandemic eases to the point programs can resume. This facility will ensure that a full complement of homeless services are available to the men and women seeking emergency shelter in Montgomery County.

## FISCAL NOTE

Cost estimates are placeholders and will be updated once a particular facility, or facilities, have been identified.

FY21 supplemental in G.O. Bonds for the amount of \$1,000,000. FY21 supplemental in Community Development Block Grant (CDBG) for the amount of \$5,775,000 and G.O. Bonds for the amount of \$7,872,000.

## COORDINATION

Department of Health and Human Services, Department of General Services



# Relocatable Classrooms

(P846540)

Category	Montgomery County Public Schools	Date Last Modified	03/07/21
SubCategory	Countywide	Administering Agency	Public Schools
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	6,475	4,928	(203)	1,750	750	500	500	-	-	-	-
Construction	67,586	53,520	(184)	14,250	5,250	4,500	4,500	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>74,061</b>	<b>58,448</b>	<b>(387)</b>	<b>16,000</b>	<b>6,000</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: General	67,906	51,879	27	16,000	6,000	5,000	5,000	-	-	-	-
Recordation Tax	6,155	6,569	(414)	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>74,061</b>	<b>58,448</b>	<b>(387)</b>	<b>16,000</b>	<b>6,000</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>APPROPRIATION AND EXPENDITURE DATA (\$000s)</b>											
Appropriation FY 22 Request	-			Year First Appropriation							FY84
Cumulative Appropriation	69,061			Last FY's Cost Estimate							74,061
Expenditure / Encumbrances	-										
Unencumbered Balance	69,061										

## PROJECT DESCRIPTION

For the 2019-2020 school year, MCPS has a total of 553 relocatable classrooms. Of the 553 relocatables, 434 are used to address over utilization at various schools throughout the system. The balance, 119 relocatables, are used to provide daycare at schools, are used at schools undergoing construction projects on-site, or at holding schools, or for other uses countywide. Units around 15-20 years old require general renovation if they are to continue in use as educational spaces. An FY 2017 supplemental appropriation was approved for \$5.0 million to accelerate the FY 2018 request to enter into contracts to allow for the placement of relocatable classrooms by the start of the 2017-2018 school year. An FY 2018 supplemental appropriation was approved for \$5 million to accelerate the FY 2019 appropriation request to address enrollment growth and overutilization at schools throughout the system with the placement of relocatable classrooms. An FY 2019 supplemental appropriation was approved for \$5 million to accelerate the FY 2020 appropriation request for the placement of relocatable classrooms for the 2019-2020 school year to address enrollment growth and overutilization at schools throughout the county. An FY 2020 supplemental appropriation was approved for \$6 million to accelerate the FY 2021 appropriation request to ensure placement of relocatable classrooms for the 2020-2021 school year. An FY 2022 appropriation is requested to address enrollment growth and overutilization at schools throughout the system, with the placement of relocatable classrooms.

## FISCAL NOTE

FY18 supplemental appropriation was approved for \$5.0M in Current Revenue: General to accelerate the FY2019 request to enter into contracts to allow for the placement of relocatable classrooms by the start of the 2018-2019 school year. Funding switch in FY19 and in FY20 to reduce Current Revenue: General and increase Recordation Tax. FY20 supplemental appropriation for \$6.0 million in Current Revenue: General to accelerate the FY21 appropriation request in FY20 to enter into contracts to allow for the placement of relocatable classrooms by the start of the 2020-2021 school year. FY21 supplemental in Current Revenue: General for the amount of \$5,000,000 to accelerate FY22 appropriation request in FY21.

## DISCLOSURES

Expenditures will continue indefinitely.

## COORDINATION

CIP Master Plan for School Facilities

---

## **Scope Change**



# ultraMontgomery (P341700)

Category	General Government	Date Last Modified	03/11/21
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

## EXPENDITURE SCHEDULE (\$000s)

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

## FUNDING SCHEDULE (\$000s)

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

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

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

## PROJECT JUSTIFICATION

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

---

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

## COORDINATION

---

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



# Ride On Bus Fleet (P500821)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Other	278,783	171,060	19,669	88,054	12,021	8,900	28,872	21,494	6,300	10,467	-
<b>TOTAL EXPENDITURES</b>	<b>278,783</b>	<b>171,060</b>	<b>19,669</b>	<b>88,054</b>	<b>12,021</b>	<b>8,900</b>	<b>28,872</b>	<b>21,494</b>	<b>6,300</b>	<b>10,467</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	118,166	33,396	8,716	76,054	10,021	6,900	26,872	19,494	4,300	8,467	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	51,880	36,177	6,103	9,600	1,600	1,600	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	81,321	81,261	60	-	-	-	-	-	-	-	-
State Aid	16,740	9,940	4,400	2,400	400	400	400	400	400	400	-
<b>TOTAL FUNDING SOURCES</b>	<b>278,783</b>	<b>171,060</b>	<b>19,669</b>	<b>88,054</b>	<b>12,021</b>	<b>8,900</b>	<b>28,872</b>	<b>21,494</b>	<b>6,300</b>	<b>10,467</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	4,130	Year First Appropriation	FY09
Cumulative Appropriation	207,520	Last FY's Cost Estimate	279,354
Expenditure / Encumbrances	181,327		
Unencumbered Balance	26,193		

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

FY21: 10 electric and 5 small diesel; FY22: 10 electric; FY23: 10 electric, 36 small diesel, 3 large diesel, and 7 microtransit; FY24: 10 electric and 22 small diesel, and 4 large diesel; FY25: 12 large diesel; FY26: 18 CNG and 1 small diesel.

## COST CHANGE

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

## PROJECT JUSTIFICATION

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

## OTHER

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

## DISCLOSURES

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

## COORDINATION

Department of General Services, Maryland Transit Administration





# KID Museum (P721903)

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

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

## EXPENDITURE SCHEDULE (\$000s)

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

## FUNDING SCHEDULE (\$000s)

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

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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

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

## LOCATION

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

## ESTIMATED SCHEDULE

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

## COST CHANGE

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

## PROJECT JUSTIFICATION

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

---

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

## OTHER

---

## FISCAL NOTE

---

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

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

## COORDINATION

---

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



# MCPS Affordability Reconciliation (P056516)

Category	Montgomery County Public Schools	Date Last Modified	03/09/21
SubCategory	Miscellaneous Projects	Administering Agency	Public Schools
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Other	(52,498)	-	-	(52,498)	(3,800)	(15,962)	(18,809)	(5,809)	(10,809)	2,691	-
TOTAL EXPENDITURES	(52,498)	-	-	(52,498)	(3,800)	(15,962)	(18,809)	(5,809)	(10,809)	2,691	-

## FUNDING SCHEDULE (\$000s)

Current Revenue: General	(5,768)	-	-	(5,768)	(3,800)	(1,968)	-	-	-	-	-
G.O. Bonds	(46,730)	-	-	(46,730)	-	(13,994)	(18,809)	(5,809)	(10,809)	2,691	-
TOTAL FUNDING SOURCES	(52,498)	-	-	(52,498)	(3,800)	(15,962)	(18,809)	(5,809)	(10,809)	2,691	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	(15,962)	Year First Appropriation	FY15
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## PROJECT DESCRIPTION

Impact tax estimates for the FY21-26 biennial Capital Improvements Program have been reduced by \$51.5 million to reflect provisions of the 2020-2024 Growth and Infrastructure Policy (Subdivision Staging Policy) which the County Council adopted on November 16, 2020. Similarly, recordation tax estimates have been updated to reflect the economic impacts of the COVID pandemic (-\$41.7 million). As a result of these revenue reductions and extreme COVID-related operating budget pressures, all agencies have been required to defer and/or reduce funding for previously approved projects.

The County Executive has not stipulated how the reductions should be made to allow Montgomery County Public Schools (MCPS) maximum flexibility in developing their capital program. The County Executive asks that the MCPS factor racial equity considerations into their analysis.

---

## **Cost Change**



# Shared Agency Booking System Replacement (P722001)

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

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

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

## FUNDING SCHEDULE (\$000s)

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

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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

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

## ESTIMATED SCHEDULE

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

## COST CHANGE

Decrease due to a lower than anticipated bid.

## PROJECT JUSTIFICATION

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

## FISCAL NOTE

---

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

#### COORDINATION

---

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

---

## **Schedule Adjustments**



# Americans with Disabilities Act (ADA): Compliance

(P361107)

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

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

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

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

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

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

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

## PROJECT JUSTIFICATION

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

## FISCAL NOTE

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



---

## DISCLOSURES

---

Expenditures will continue indefinitely.

## COORDINATION

---

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



# Resurfacing: Primary/Arterial (P508527)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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

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

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

## PROJECT DESCRIPTION

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

## PROJECT JUSTIFICATION

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

## OTHER

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

## FISCAL NOTE

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

## DISCLOSURES

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

---

## COORDINATION

---

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



# Resurfacing: Residential/Rural Roads (P500511)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	13,440	27	4,676	8,737	1,248	1,387	1,387	1,387	1,664	1,664	-
Site Improvements and Utilities	10	10	-	-	-	-	-	-	-	-	-
Construction	202,202	147,939	-	54,263	7,752	9,613	8,613	7,613	10,336	10,336	-
Other	225	225	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>215,877</b>	<b>148,201</b>	<b>4,676</b>	<b>63,000</b>	<b>9,000</b>	<b>11,000</b>	<b>10,000</b>	<b>9,000</b>	<b>12,000</b>	<b>12,000</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,865	1,865	-	-	-	-	-	-	-	-	-
G.O. Bond Premium	9,000	-	-	9,000	9,000	-	-	-	-	-	-
G.O. Bonds	200,483	141,807	4,676	54,000	-	11,000	10,000	9,000	12,000	12,000	-
PAYGO	1,617	1,617	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,912	2,912	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>215,877</b>	<b>148,201</b>	<b>4,676</b>	<b>63,000</b>	<b>9,000</b>	<b>11,000</b>	<b>10,000</b>	<b>9,000</b>	<b>12,000</b>	<b>12,000</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	11,000	Year First Appropriation	FY05
Cumulative Appropriation	161,877	Last FY's Cost Estimate	215,877
Expenditure / Encumbrances	152,411		
Unencumbered Balance	9,466		

## PROJECT DESCRIPTION

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

## PROJECT JUSTIFICATION

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

## OTHER

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

## FISCAL NOTE

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

## DISCLOSURES

Expenditures will continue indefinitely.

## COORDINATION

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



# Sidewalk and Curb Replacement (P508182)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,374	4	-	5,370	525	675	1,005	1,005	1,005	1,155	-
Site Improvements and Utilities	25	25	-	-	-	-	-	-	-	-	-
Construction	70,597	40,188	-	30,409	2,954	4,325	5,195	5,695	5,695	6,545	-
Other	55	55	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>76,051</b>	<b>40,272</b>	<b>-</b>	<b>35,779</b>	<b>3,479</b>	<b>5,000</b>	<b>6,200</b>	<b>6,700</b>	<b>6,700</b>	<b>7,700</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Contributions	7,205	4,205	-	3,000	500	500	500	500	500	500	-
G.O. Bonds	65,891	33,112	-	32,779	2,979	4,500	5,700	6,200	6,200	7,200	-
PAYGO	2,955	2,955	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>76,051</b>	<b>40,272</b>	<b>-</b>	<b>35,779</b>	<b>3,479</b>	<b>5,000</b>	<b>6,200</b>	<b>6,700</b>	<b>6,700</b>	<b>7,700</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,668 miles of sidewalks and about 3,336 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. No changes will be made to existing structures unless necessary to eliminate erosion, assure drainage, and improve safety as determined by a County engineer. Some funds from this project support the Renew Montgomery program. A significant aspect of this project has been and will be to provide safe pedestrian access and to ensure Americans with Disabilities Act (ADA) compliance. Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

## PROJECT JUSTIFICATION

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

## OTHER

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

## FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to a total of \$500,000 annually. Payments for this work are displayed as Contributions in the funding schedule. Acceleration from FY23 to FY22.

## DISCLOSURES

Expenditures will continue indefinitely.

## COORDINATION

Washington Suburban Sanitary Commission, Other Utilities, Montgomery County Public Schools, Homeowners, Montgomery County Pedestrian Safety





# Bethesda Metro Station South Entrance

(P500929)

Category	Transportation	Date Last Modified	03/12/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,919	1,756	13	150	50	50	50	-	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	4,119	1,334	1,027	307	-	-	-	-	-
Construction	90,801	55,602	470	34,729	-	21,035	6,930	5,611	1,132	21	-
Other	12,000	-	3,350	8,650	-	2,650	6,000	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>110,202</b>	<b>57,358</b>	<b>7,981</b>	<b>44,863</b>	<b>1,077</b>	<b>24,042</b>	<b>12,980</b>	<b>5,611</b>	<b>1,132</b>	<b>21</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

G.O. Bonds	91,051	38,207	7,981	44,863	1,077	24,042	12,980	5,611	1,132	21	-
Impact Tax	6,159	6,159	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>110,202</b>	<b>57,358</b>	<b>7,981</b>	<b>44,863</b>	<b>1,077</b>	<b>24,042</b>	<b>12,980</b>	<b>5,611</b>	<b>1,132</b>	<b>21</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY09
Cumulative Appropriation	102,104	Last FY's Cost Estimate	110,202
Expenditure / Encumbrances	76,893		
Unencumbered Balance	25,211		

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

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

## OTHER

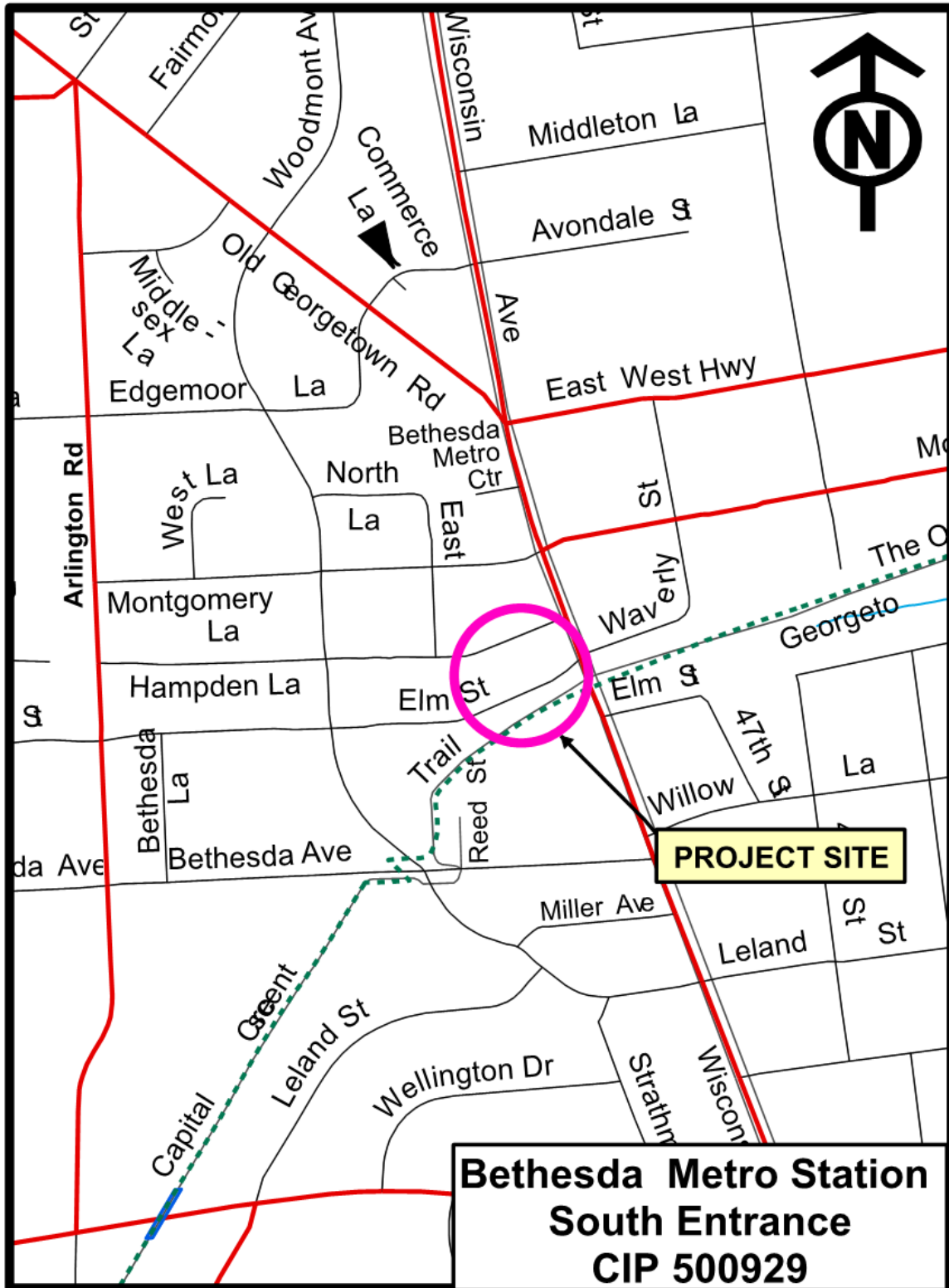
Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

## FISCAL NOTE

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

## COORDINATION

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







## Purple Line (P501603)

Category	Transportation	Date Last Modified	03/08/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction
		Relocation Impact	Yes

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

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

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

### PROJECT DESCRIPTION

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

### ESTIMATED SCHEDULE

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

### PROJECT JUSTIFICATION

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

### OTHER

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

---

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

#### FISCAL NOTE

---

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

#### COORDINATION

---

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



# Bikeway Program Minor Projects

(P507596)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,124	3,264	515	3,345	495	375	530	510	935	500	-
Land	573	155	168	250	-	150	-	100	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	9,249	1,111	1,473	6,665	635	1,545	1,540	960	705	1,280	-
<b>TOTAL EXPENDITURES</b>	<b>17,041</b>	<b>4,625</b>	<b>2,156</b>	<b>10,260</b>	<b>1,130</b>	<b>2,070</b>	<b>2,070</b>	<b>1,570</b>	<b>1,640</b>	<b>1,780</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Contributions	200	200	-	-	-	-	-	-	-	-	-
G.O. Bonds	14,383	2,111	2,112	10,160	1,030	2,070	2,070	1,570	1,640	1,780	-
Impact Tax	1,680	1,680	-	-	-	-	-	-	-	-	-
State Aid	778	634	44	100	100	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>17,041</b>	<b>4,625</b>	<b>2,156</b>	<b>10,260</b>	<b>1,130</b>	<b>2,070</b>	<b>2,070</b>	<b>1,570</b>	<b>1,640</b>	<b>1,780</b>	<b>-</b>

## OPERATING BUDGET IMPACT (\$000s)

Maintenance				6	1	1	1	1	1	1	1
<b>NET IMPACT</b>				<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

This program provides for the planning, design, and construction of bikeways, trails, neighborhood greenways and directional route signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that typically cost less than \$1,000,000 including shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

## PROJECT JUSTIFICATION

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. This program implements the bikeways recommended in local area master plans, in the November 2018 Approved and Adopted Montgomery County Bicycle Master Plan, and those identified by individuals, communities, the Montgomery County Bicycle Action Group, and bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects and supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities to zero on all roads by 2030.

## FISCAL NOTE

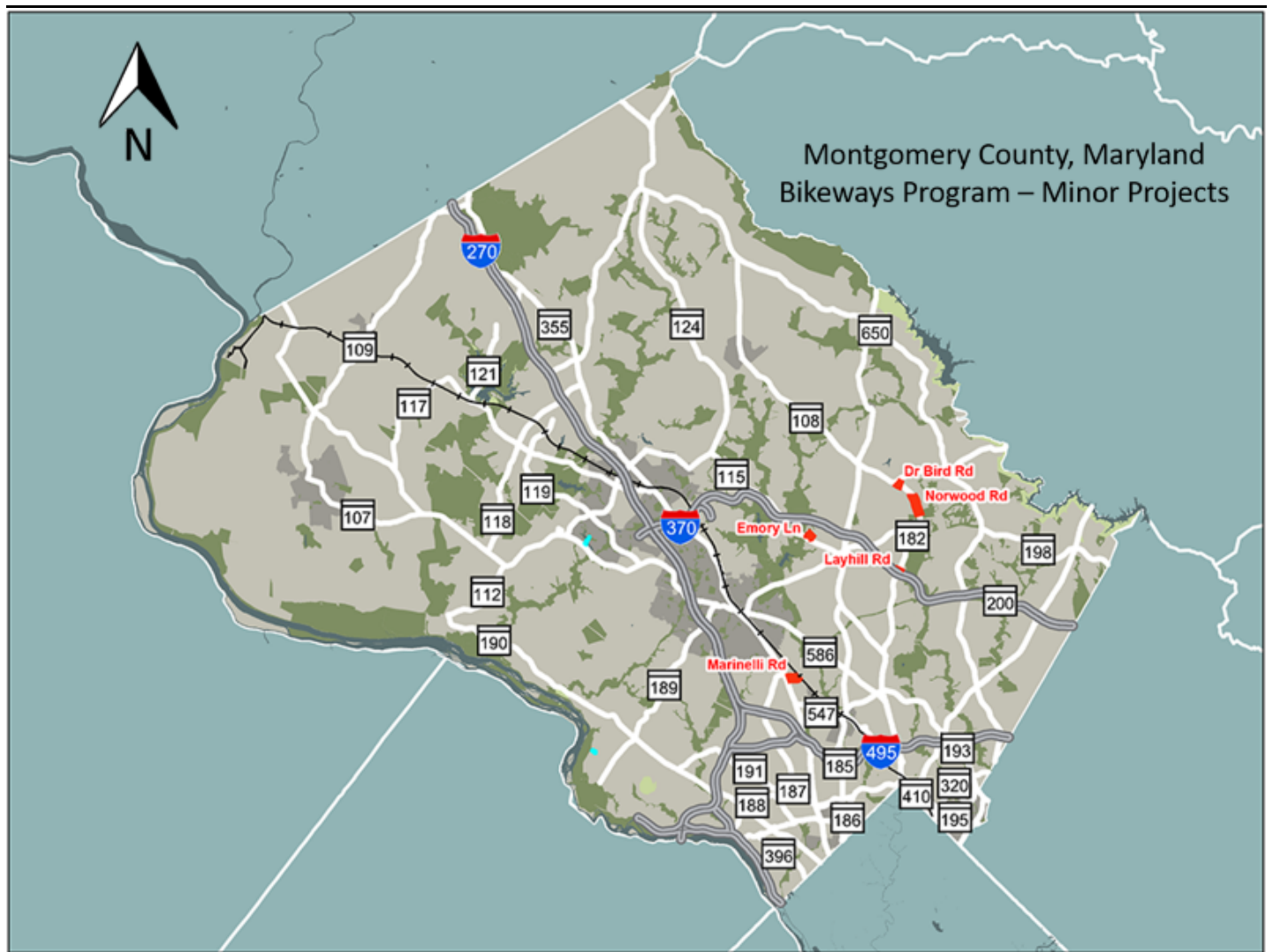
In FY20, funding switch from GO Bonds to Impact Tax. FY22 acceleration due to affordability.

## DISCLOSURES

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

## COORDINATION

Maryland Department of Transportation State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates, Washington Area Bicyclist Association, Washington Metropolitan Area Transit Authority, Department of Permitting Services and Utility Companies.





## Bowie Mill Road Bikeway (P502108)

Category	Transportation	Date Last Modified	03/09/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

### EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,395	-	-	2,245	-	-	-	-	1,122	1,123	2,150
Land	1,091	-	-	-	-	-	-	-	-	-	1,091
Site Improvements and Utilities	3,146	-	-	-	-	-	-	-	-	-	3,146
Construction	12,074	-	-	-	-	-	-	-	-	-	12,074
TOTAL EXPENDITURES	20,706	-	-	2,245	-	-	-	-	1,122	1,123	18,461

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	20,706	-	-	2,245	-	-	-	-	1,122	1,123	18,461
TOTAL FUNDING SOURCES	20,706	-	-	2,245	-	-	-	-	1,122	1,123	18,461

### APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	20,706
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

### PROJECT DESCRIPTION

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

### LOCATION

Olney-Derwood

### ESTIMATED SCHEDULE

Design to start in FY25 and be completed in FY26. Land acquisition and construction to start beyond the six years.

### PROJECT JUSTIFICATION

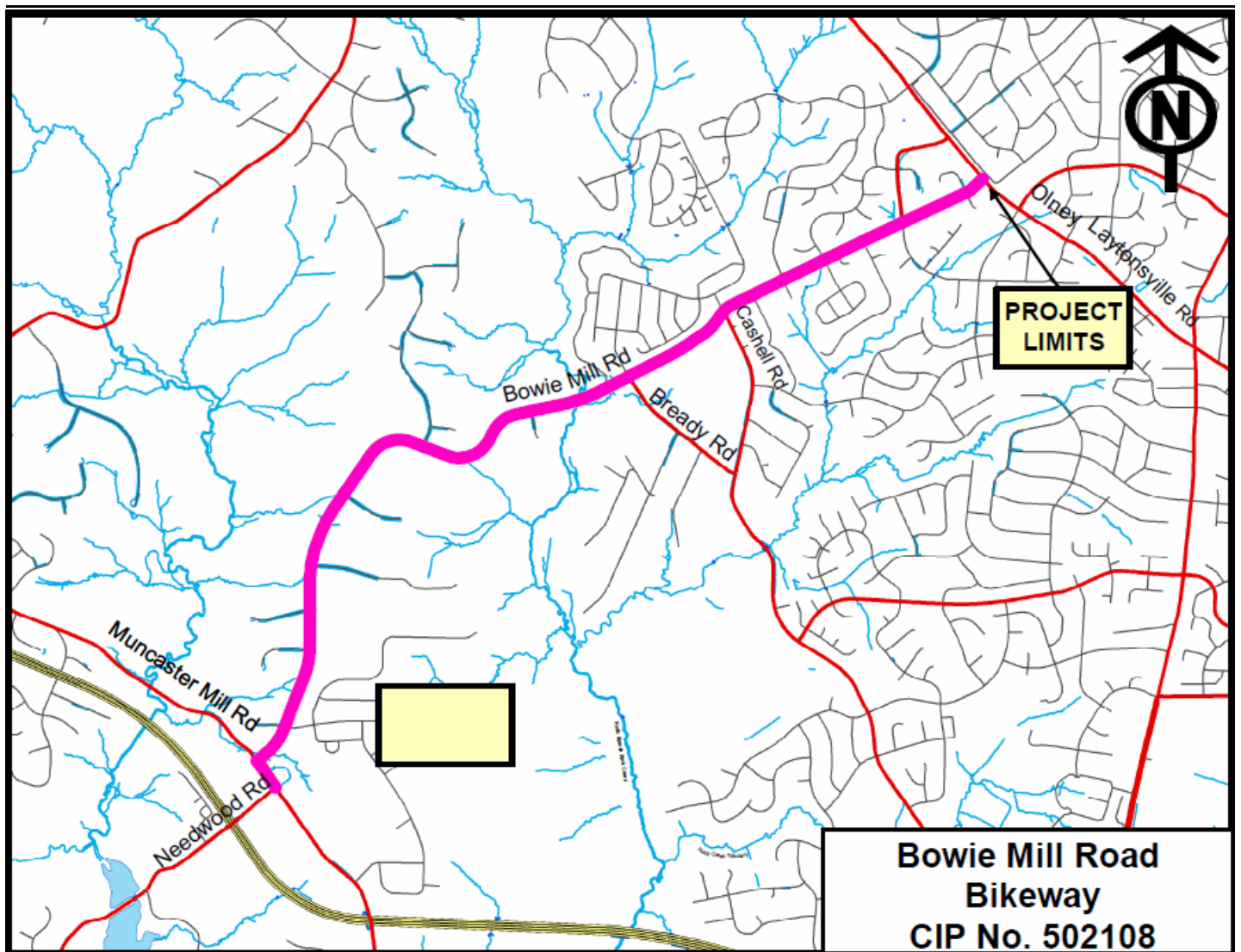
The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a sidepath along Bowie Mill Road. The project is a critical connection in the existing bicycle network between the existing trails and important destinations including Needwood Road Bike Path, North Branch Trail, the Inter-County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

### OTHER

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

### DISCLOSURES

A pedestrian impact analysis has been completed for this project.





# Capital Crescent Trail

(P501316)

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

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	10,841	2,416	1,405	120	40	40	40	-	-	-	6,900
Land	873	428	445	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,308	8	-	-	-	-	-	-	-	-	2,300
Construction	97,725	30,555	542	20,913	-	12,132	4,813	3,308	660	-	45,715
Other	4,350	-	-	4,350	-	1,350	3,000	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>116,097</b>	<b>33,407</b>	<b>2,392</b>	<b>25,383</b>	<b>40</b>	<b>13,522</b>	<b>7,853</b>	<b>3,308</b>	<b>660</b>	<b>-</b>	<b>54,915</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	107,768	25,788	1,682	25,383	40	13,522	7,853	3,308	660	-	54,915
Impact Tax	8,329	7,619	710	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>116,097</b>	<b>33,407</b>	<b>2,392</b>	<b>25,383</b>	<b>40</b>	<b>13,522</b>	<b>7,853</b>	<b>3,308</b>	<b>660</b>	<b>-</b>	<b>54,915</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Maintenance				10	-	-	-	-	-	-	10
Energy				10	-	-	-	-	-	-	10
<b>NET IMPACT</b>				<b>20</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20</b>

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

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

The surface trail is scheduled for construction in FY21. Construction of the tunnel under Wisconsin Avenue to start beyond the six years due to fiscal capacity. To provide an alternative approach, the County has requested that the State consider single-tracking through the Purple Line tunnel, freeing up space for the trail at considerable cost savings.

## PROJECT JUSTIFICATION

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

## FISCAL NOTE

In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY25 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project.

## DISCLOSURES

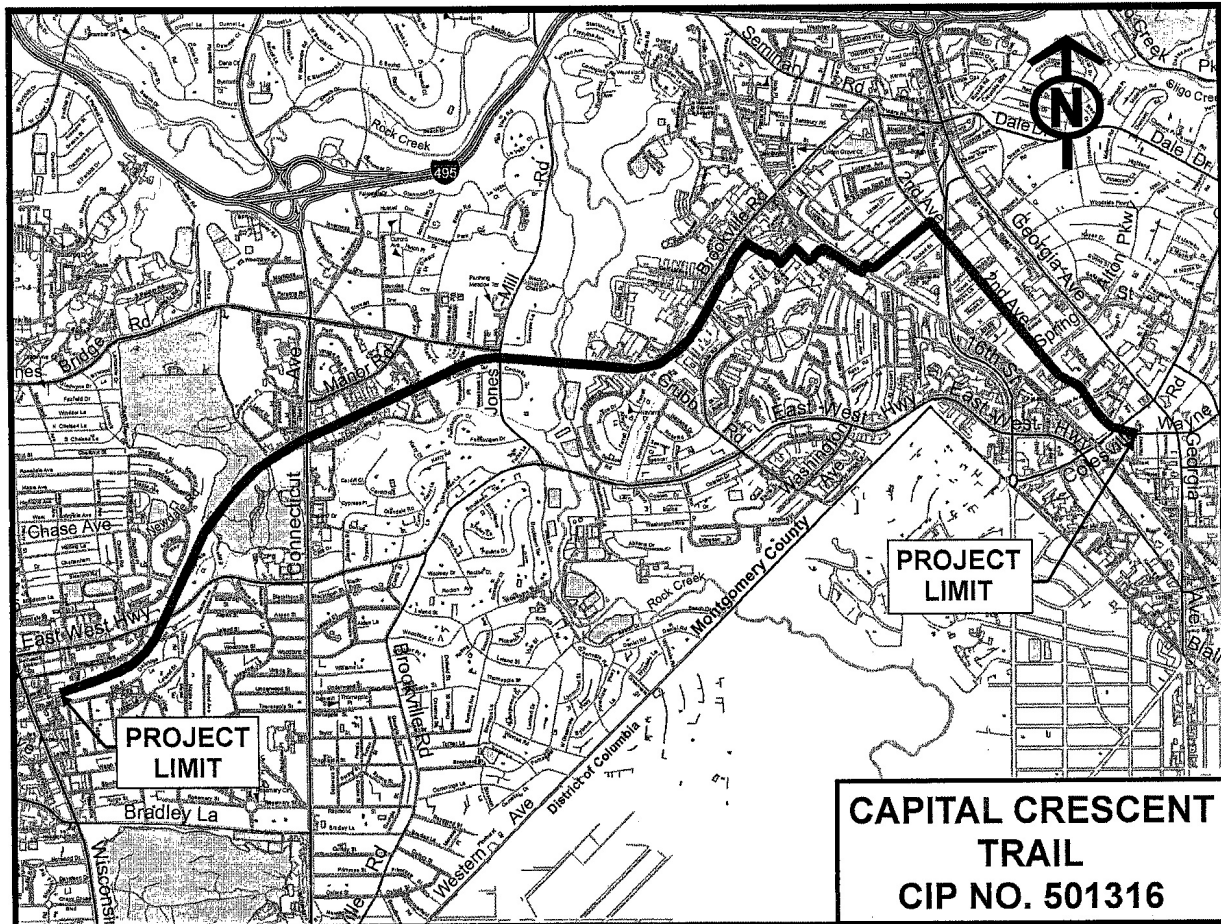
A pedestrian impact analysis has been completed for this project.

## COORDINATION

---

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







# Goldsboro Road Sidewalk and Bikeway (P501917)

Category	Transportation	Date Last Modified	03/09/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,769	-	-	1,294	-	-	-	-	364	930	2,475
Land	574	-	-	-	-	-	-	-	-	-	574
Site Improvements and Utilities	1,150	-	-	-	-	-	-	-	-	-	1,150
Construction	15,603	-	-	-	-	-	-	-	-	-	15,603
TOTAL EXPENDITURES	21,096	-	-	1,294	-	-	-	-	364	930	19,802

## FUNDING SCHEDULE (\$000s)

G.O. Bonds	21,096	-	-	1,294	-	-	-	-	364	930	19,802
TOTAL FUNDING SOURCES	21,096	-	-	1,294	-	-	-	-	364	930	19,802

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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

## LOCATION

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

## ESTIMATED SCHEDULE

Design will start in FY25. Land acquisition and construction are scheduled beyond the six years.

## PROJECT JUSTIFICATION

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

## OTHER

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

## FISCAL NOTE

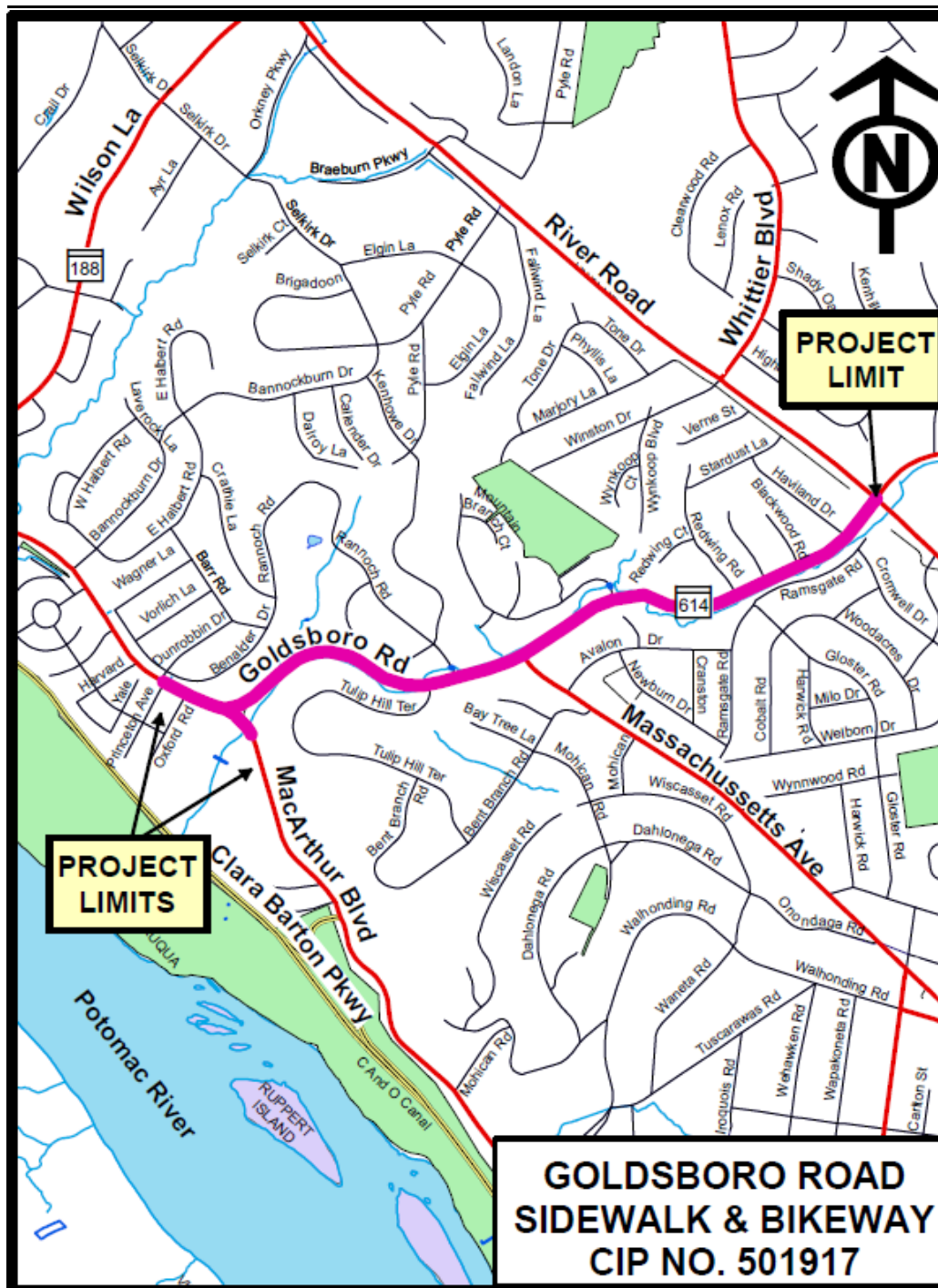
Construction cost estimates will be updated during the final design.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

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





# MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	03/08/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,491	3,049	296	2,146	694	100	-	300	450	602	-
Land	258	181	-	77	46	31	-	-	-	-	-
Site Improvements and Utilities	204	8	2	194	2	-	-	100	32	60	-
Construction	12,945	5,563	-	7,382	-	-	-	1,100	3,182	3,100	-
Other	3	3	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>18,901</b>	<b>8,804</b>	<b>298</b>	<b>9,799</b>	<b>742</b>	<b>131</b>	<b>-</b>	<b>1,500</b>	<b>3,664</b>	<b>3,762</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

G.O. Bonds	18,901	8,804	298	9,799	742	131	-	1,500	3,664	3,762	-
<b>TOTAL FUNDING SOURCES</b>	<b>18,901</b>	<b>8,804</b>	<b>298</b>	<b>9,799</b>	<b>742</b>	<b>131</b>	<b>-</b>	<b>1,500</b>	<b>3,664</b>	<b>3,762</b>	<b>-</b>

## OPERATING BUDGET IMPACT (\$000s)

Maintenance				44	-	-	-	-	22	22
<b>NET IMPACT</b>				<b>44</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>22</b>	<b>22</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	650	Year First Appropriation	FY07
Cumulative Appropriation	9,844	Last FY's Cost Estimate	18,901
Expenditure / Encumbrances	8,804		
Unencumbered Balance	1,040		

## PROJECT DESCRIPTION

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

## LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

## ESTIMATED SCHEDULE

I-495 to Oberlin Avenue: Construction of approximately 2.6 miles of shared use path completed in FY15. Oberlin Avenue to the District line: Design started in FY20. Construction to start in FY24 and be completed in FY26.

## COST CHANGE

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

## PROJECT JUSTIFICATION

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

## OTHER

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

## DISCLOSURES

---

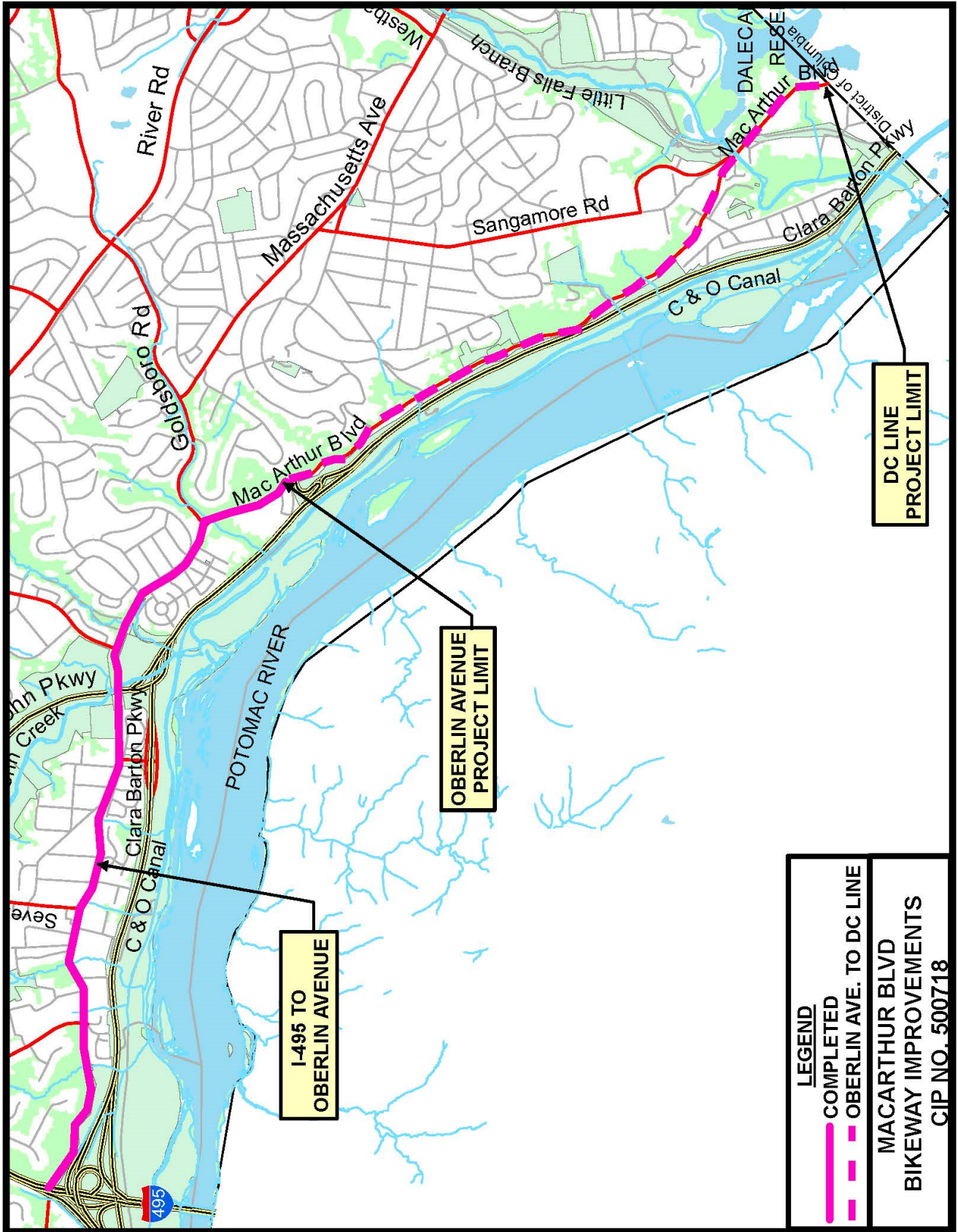
A pedestrian impact analysis has been completed for this project.

## COORDINATION

---

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







# Silver Spring Green Trail

(P509975)

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

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

## EXPENDITURE SCHEDULE (\$000s)

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

## FUNDING SCHEDULE (\$000s)

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

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

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

## PROJECT JUSTIFICATION

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

## OTHER

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

## FISCAL NOTE

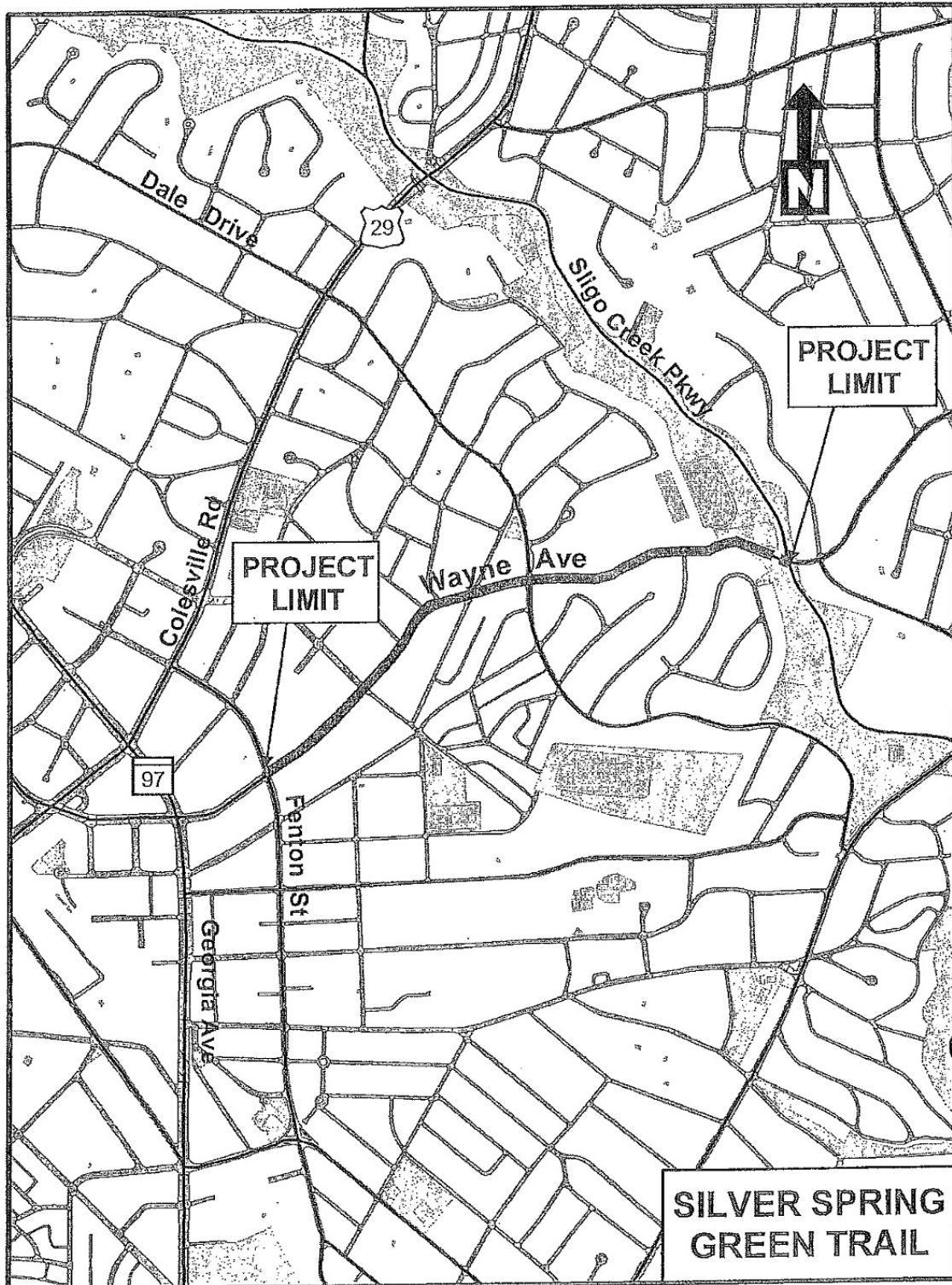
In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY26 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

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







## Countywide Facade Easement Program (P762102)

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

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

### EXPENDITURE SCHEDULE (\$000s)

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

### FUNDING SCHEDULE (\$000s)

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

### APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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

## LOCATION

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

## ESTIMATED SCHEDULE

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

## PROJECT JUSTIFICATION

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

## OTHER

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

## FISCAL NOTE

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

## COORDINATION

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

---

## **Parking Lot Districts**



## Facility Planning Parking: Silver Spring Parking Lot District (P501314)

Category	Transportation	Date Last Modified	03/13/21
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

### EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,350	516	184	650	90	200	90	90	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>1,370</b>	<b>536</b>	<b>184</b>	<b>650</b>	<b>90</b>	<b>200</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>-</b>

### FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Silver Spring	1,370	536	184	650	90	200	90	90	90	90	-
<b>TOTAL FUNDING SOURCES</b>	<b>1,370</b>	<b>536</b>	<b>184</b>	<b>650</b>	<b>90</b>	<b>200</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>-</b>

### APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	200	Year First Appropriation	FY13
Cumulative Appropriation	810	Last FY's Cost Estimate	1,260
Expenditure / Encumbrances	562		
Unencumbered Balance	248		

### PROJECT DESCRIPTION

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

### LOCATION

Silver Spring Parking Lot District.

### COST CHANGE

Funding added in FY22 for bi-annual planning study.

### PROJECT JUSTIFICATION

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

### OTHER

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

### DISCLOSURES

Expenditures will continue indefinitely.

### COORDINATION

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



# Parking Bethesda Facility Renovations (P508255)

Category	Transportation	Date Last Modified	03/13/21
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,214	3,414	-	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	18	18	-	-	-	-	-	-	-	-	-
Construction	35,567	10,158	-	25,409	3,632	3,658	5,815	4,874	4,165	3,265	-
Other	1,110	1,110	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>41,932</b>	<b>14,723</b>	<b>-</b>	<b>27,209</b>	<b>3,932</b>	<b>3,958</b>	<b>6,115</b>	<b>5,174</b>	<b>4,465</b>	<b>3,565</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Bethesda	41,932	14,723	-	27,209	3,932	3,958	6,115	5,174	4,465	3,565	-
<b>TOTAL FUNDING SOURCES</b>	<b>41,932</b>	<b>14,723</b>	<b>-</b>	<b>27,209</b>	<b>3,932</b>	<b>3,958</b>	<b>6,115</b>	<b>5,174</b>	<b>4,465</b>	<b>3,565</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

This project provides for the renovation of or improvements to Bethesda parking facilities. This is a continuing program of contractual improvements or renovations, with changing priorities depending upon the type of deterioration and corrections required, that will protect or improve the physical infrastructure to assure safe and reliable parking facilities and to preserve the County's investment. The scope of this project will vary depending on the results of studies conducted under the Facility Planning Parking project. Included are annual consultant services to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing, if required.

## LOCATION

Bethesda Parking Lot District.

## COST CHANGE

Affordability delays in FY20-FY22. Modest increases late in the six year period.

## PROJECT JUSTIFICATION

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

## OTHER

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

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

## DISCLOSURES

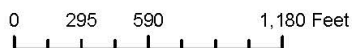
---

Expenditures will continue indefinitely.

## COORDINATION

---

Facility Planning Parking: Bethesda PLD.



Montgomery County Maryland  
Parking Management  
Planning & Project Development Section





## Parking Silver Spring Facility Renovations (P508250)

Category	Transportation	Date Last Modified	03/13/21
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

### EXPENDITURE SCHEDULE (\$000s)

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

### FUNDING SCHEDULE (\$000s)

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

### APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

### PROJECT DESCRIPTION

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

### LOCATION

Silver Spring Parking Lot District.

### COST CHANGE

Reductions and delays due to affordability.

### PROJECT JUSTIFICATION

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

### OTHER

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

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

### DISCLOSURES

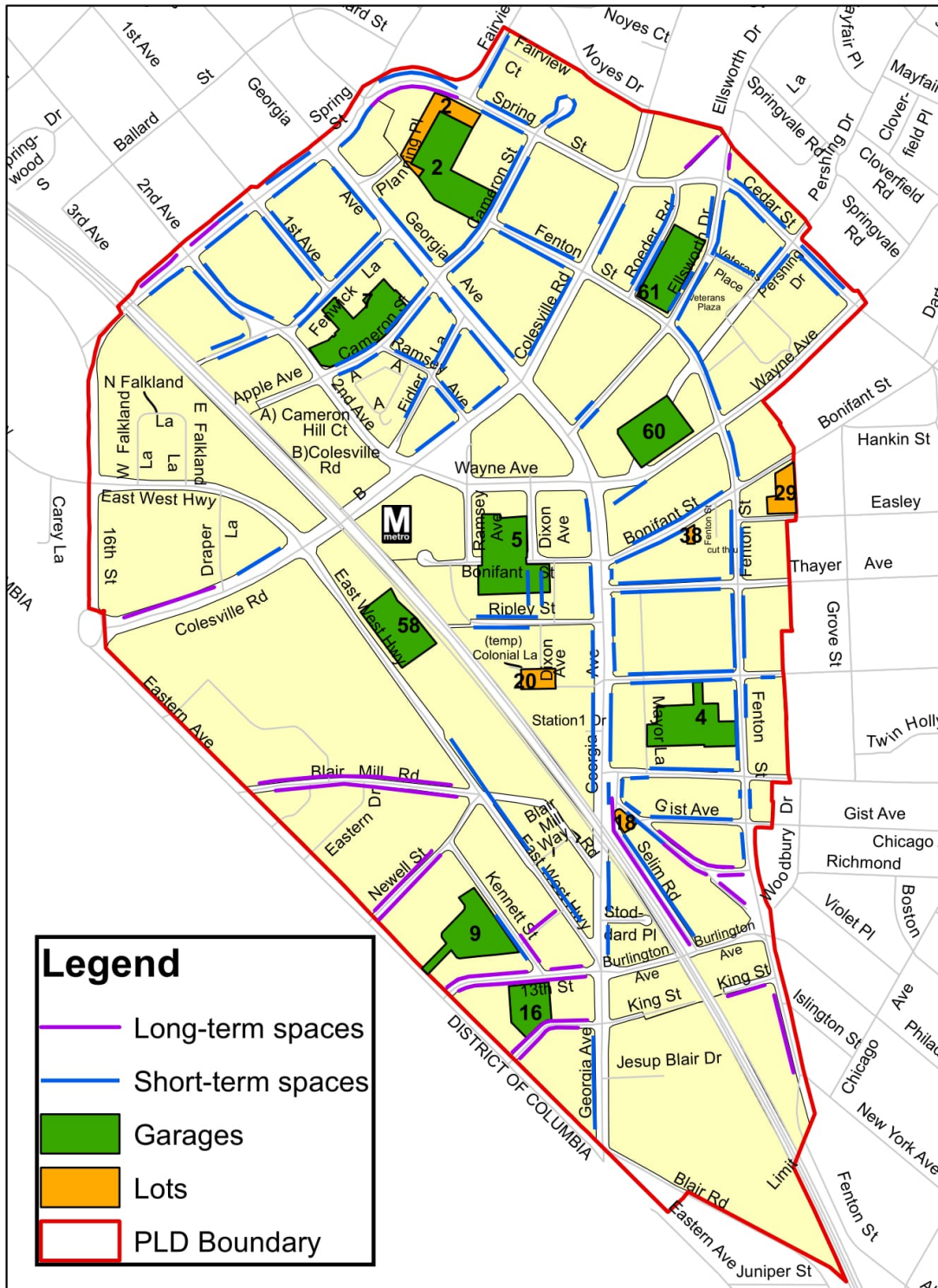
Expenditures will continue indefinitely.

### COORDINATION

Silver Spring PLD Facility Planning.



# Silver Spring Parking Lot District



0 305 610 1,220 Feet

Montgomery County, Maryland  
Parking Management







# Parking Wheaton Facility Renovations (P509709)

Category	Transportation	Date Last Modified	03/13/21
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

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

## FUNDING SCHEDULE (\$000s)

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

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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

## LOCATION

Wheaton Parking Lot District, Maryland.

## COST CHANGE

Reductions and delays due to affordability.

## PROJECT JUSTIFICATION

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

## DISCLOSURES

Expenditures will continue indefinitely.

## COORDINATION

Facility Planning Parking: Wheaton PLD.



# Wheaton Parking Lot District



0 200 400 800 Feet

Montgomery County Maryland  
Parking Management  
Planning & Project Development Section



---

## Technical Adjustments



# White Flint Redevelopment Program (P151200)

Category	General Government	Date Last Modified	02/02/21
SubCategory	Economic Development	Administering Agency	County Executive
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,376	3,024	193	1,159	342	229	147	147	147	147	-
Land	204	204	-	-	-	-	-	-	-	-	-
Other	78	78	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>4,658</b>	<b>3,306</b>	<b>193</b>	<b>1,159</b>	<b>342</b>	<b>229</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	4,658	3,306	193	1,159	342	229	147	147	147	147	-
<b>TOTAL FUNDING SOURCES</b>	<b>4,658</b>	<b>3,306</b>	<b>193</b>	<b>1,159</b>	<b>342</b>	<b>229</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	229	Year First Appropriation	FY09
Cumulative Appropriation	3,841	Last FY's Cost Estimate	4,658
Expenditure / Encumbrances	3,342		
Unencumbered Balance	499		

## PROJECT DESCRIPTION

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

## COST CHANGE

Cost change reflects updated staff charges and the addition of FY25 and FY26 to this project.

## PROJECT JUSTIFICATION

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

## FISCAL NOTE

The funding source for this project is White Flint Special Taxing District tax revenues. As noted in the resolution which repealed and replaced Resolution No. 16-1570, 1) the County Council will levy a tax sufficient to cover the cost of district transportation improvements and related district personnel costs as adopted or revised in subsequent Council Capital Improvement Program amendments; and 2) Advances will be identified by funding source and will be repaid within a specified period of time. As such, General Fund cash advances of approximately \$1,000,000 will be repaid within 10 years from the end of the fiscal year in which the project advances were made.

## COORDINATION

Office of the County Executive, Department of Finance, Department of Transportation, Revenue Authority, Maryland Department of Transportation (MDOT),





# MCG Reconciliation PDF

(P501404)

Category	Transportation	Date Last Modified	03/10/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

TOTAL EXPENDITURES	-	-	-	-	-	-	-	-	-	-
--------------------	---	---	---	---	---	---	---	---	---	---

## FUNDING SCHEDULE (\$000s)

Current Revenue: General	(861)	-	(1,964)	1,103	1,173	(609)	725	820	(458)	(548)	-
G.O. Bonds	(108,011)	-	(4,605)	(103,406)	(8,594)	(7,953)	(16,868)	(20,902)	(23,372)	(25,717)	-
Impact Tax	41,805	-	2,769	39,036	6,661	6,225	5,975	6,725	6,725	6,725	-
Recordation Tax Premium (MCG)	67,067	-	3,800	63,267	760	2,337	10,168	13,357	17,105	19,540	-
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

## PROJECT DESCRIPTION

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



# White Flint District East: Transportation

(P501204)

Category	Transportation	Date Last Modified	02/02/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,894	755	19	-	-	-	-	-	-	5,120
Land	2	2	-	-	-	-	-	-	-	-
Site Improvements and Utilities	6,288	-	-	-	-	-	-	-	-	6,288
Construction	17,506	-	-	-	-	-	-	-	-	17,506
<b>TOTAL EXPENDITURES</b>	<b>29,690</b>	<b>757</b>	<b>19</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28,914</b>

## FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	29,690	757	19	-	-	-	-	-	-	28,914
<b>TOTAL FUNDING SOURCES</b>	<b>29,690</b>	<b>757</b>	<b>19</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28,914</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY14
Cumulative Appropriation	2,477	Last FY's Cost Estimate	29,690
Expenditure / Encumbrances	940		
Unencumbered Balance	1,537		

## PROJECT DESCRIPTION

This project provides for design, engineering plans, and construction for three new roads, one new bridge and master planned bikeways in the White Flint District East area as follows: 1. Executive Boulevard Extended East (B-7)-Rockville Pike/MD 355 to a New Private Street - construct 1,100 feet of four-lane roadway. 2. Executive Boulevard Extended East (B-7)-New Private Street to new Nebel Street Extended - construct 600 feet of four-lane roadway. 3. Nebel Street (B-5)-Nicholson Lane South to a Combined Property site - construct 1,200 feet of four-lane roadway. 4. Bridge across Washington Metropolitan Area Transit Authority (WMATA) tracks adjacent to White Flint Metro Station - on future MacGrath Boulevard between MD 355 and future Station Street - construct 80-foot-long three-lane bridge. Bikeway design and construction will be consistent with adopted master plan staging requirements. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines where required, other utility relocations, and streetscaping. These projects will become stand-alone projects once engineering is complete and final construction costs can be accurately determined. This project also assumes the developers will dedicate the land needed for these sub-projects in a timely manner.

## LOCATION

North Bethesda

## ESTIMATED SCHEDULE

Most design and all construction cost have been delayed to beyond to FY26 due to affordability and other factors. Design of all road projects began in FY12 and has been delayed due to coordination with stakeholders. Construction of Executive Boulevard Extended East from Rockville Pike/MD 355 to a New Private Street was delayed due to tax district affordability. Design of Executive Boulevard East Extended was delayed due to coordination between the stakeholders over the road alignment. Design for the bridge across the WMATA tracks adjacent to the White Flint Metro Station has been delayed due to negotiations between WMATA, State Highway Administration (SHA), the County, and the developers; bridge design will begin after a Memorandum of Understanding between the parties has been finalized.

## PROJECT JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit-oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

## FISCAL NOTE

Funding Sources: The ultimate funding source for these projects will be White Flint Development District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. As noted in the resolution which repealed and replaced Resolution No. 16-1570, 1) the County Council will levy a tax sufficient to cover the cost of district transportation improvements and related district personnel costs as adopted or revised in subsequent Council Capital Improvement Program amendments; and 2) Advances will be identified by funding source and

---

will be repaid within a specified period of time. Advances are not anticipated for this project at this time.

Cost Estimation: Construction cost estimates are based on concepts, projected from unit length costs of similar prior projects and are not based on quantity estimates or engineering designs. Final construction costs will be determined after the preliminary engineering (35 percent) phase. The cost for the bridge is still unknown since engineering plans are not developed.

## DISCLOSURES

---

A pedestrian impact analysis has been completed for this project.

## COORDINATION

---

Maryland-National Capital Park and Planning Commission, White Flint Sector Plan, Washington Metropolitan Area Transit Administration, Maryland State Highway Administration, Federal Agencies including the Nuclear Regulatory Commission, Developers, Department of Environmental Protection, Department of Permitting Services





# White Flint District West: Transportation

(P501116)

Category	Transportation	Date Last Modified	02/08/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	15,177	5,416	-	-	-	-	-	-	-	9,761
Land	703	495	-	-	-	-	-	-	-	208
Construction	55,215	-	-	-	-	-	-	-	-	55,215
<b>TOTAL EXPENDITURES</b>	<b>71,095</b>	<b>5,911</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>65,184</b>

## FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	71,095	5,911	-	-	-	-	-	-	-	65,184
<b>TOTAL FUNDING SOURCES</b>	<b>71,095</b>	<b>5,911</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>65,184</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY11
Cumulative Appropriation	5,935	Last FY's Cost Estimate	71,095
Expenditure / Encumbrances	5,911		
Unencumbered Balance	24		

## PROJECT DESCRIPTION

This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects. The following projects are funded through FY18 for final design: 1. Main Street/Market Street (B-10)-Old Georgetown Road (MD 187) to Woodglen Drive: new two-lane 1,200 foot roadway. 2. Main Street/Market Street (LB-1)-Old Georgetown Rd (MD 187) to Woodglen Drive: new 1,200 foot bikeway. 3. Executive Blvd Extended (B-15)-Marinelli Road to Old Georgetown Road (MD 187): 900 feet of relocated four-lane roadway 4. Intersection of Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road The following project is proposed for both design and construction in the FY19-22 and Beyond 6-Years period: Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive: 6,300 feet of reconstructed six-to-eight-lane roadway. This project also provides for consulting fees for the analysis and studies necessary to implement the district.

## LOCATION

North Bethesda

## ESTIMATED SCHEDULE

Design on all projects in the western workaround, with the exception of the Rockville Pike segment, and concluded in FY19. Design of the Rockville Pike section will begin in FY26 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP#501318). The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the major developers in a timely manner.

## PROJECT JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit-oriented development around the Metro Station. These road improvements, along with other District roads proposed to be constructed by developers, will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

## FISCAL NOTE

Funding Sources: The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. As noted in the resolution which repealed and replaced Resolution No. 16-1570, 1) the County Council will levy a tax sufficient to cover the cost of district transportation improvements and related district personnel costs as adopted or revised in subsequent Council Capital Improvement Program amendments; and 2) Advances will be identified by funding source and will be repaid within a specified period of time. As such, General Fund cash advances of approximately \$600,000 will be repaid within 10 years from the end of the fiscal year in which the project advances were made.

---

## DISCLOSURES

---

A pedestrian impact analysis has been completed for this project.

## COORDINATION

---

Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers



# White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	02/02/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

## EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,480	4,551	-	1,929	856	673	400	-	-	-	-
Land	3,245	1,150	-	2,095	1,055	670	370	-	-	-	-
Site Improvements and Utilities	9,128	698	-	8,430	880	3,850	3,700	-	-	-	-
Construction	55,261	18,311	-	36,950	18,907	14,800	3,243	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>74,114</b>	<b>24,710</b>	<b>-</b>	<b>49,404</b>	<b>21,698</b>	<b>19,993</b>	<b>7,713</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Contributions	261	258	-	3	-	-	3	-	-	-	-
G.O. Bond Premium	15,000	-	-	15,000	15,000	-	-	-	-	-	-
Intergovernmental	2,500	2,175	-	325	-	-	325	-	-	-	-
Long-Term Financing - White Flint	18,863	-	-	18,863	-	18,863	-	-	-	-	-
White Flint Special Tax District	37,490	22,277	-	15,213	6,698	1,130	7,385	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>74,114</b>	<b>24,710</b>	<b>-</b>	<b>49,404</b>	<b>21,698</b>	<b>19,993</b>	<b>7,713</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## OPERATING BUDGET IMPACT (\$000s)

Maintenance				28	-	-	7	7	7	7
Energy				4	-	-	1	1	1	1
<b>NET IMPACT</b>				<b>32</b>	<b>-</b>	<b>-</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY15
Cumulative Appropriation	74,114	Last FY's Cost Estimate	74,114
Expenditure / Encumbrances	62,408		
Unencumbered Balance	11,706		

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

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

## PROJECT JUSTIFICATION

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

---

for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

## OTHER

---

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

## FISCAL NOTE

---

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. As noted in the resolution which repealed and replaced Resolution No. 16-1570, 1) the County Council will levy a tax sufficient to cover the cost of district transportation improvements and related district personnel costs as adopted or revised in subsequent Council Capital Improvement Program amendments; and 2) Advances will be identified by funding source and will be repaid within a specified period of time. As such, funding switches are made in the Biennial FY21-26 CIP to reflect a proposed project funding plan using \$15 million of G.O. bond premium and approximately \$18.9 million in White Flint Long-Term Financing to minimize increases to the district tax rate and to avoid negative impacts to the General Fund. This is part of an overall financing plan which assumes repayment of approximately \$28.4 million in County General Fund cash project advances from FY24 through FY33 and repayment of \$15 million of bond premium advances in FY33-FY43 following the repayment of General Fund. An FY20 supplemental was approved to increase the project total by \$11.425 million due to higher costs associated with storm drain and utility conflicts, land acquisition, utility relocation, and related construction costs, and to fully appropriate the project. The County is expected to receive \$261,000 in Contributions for the installation of a new traffic signal at the intersection of Towne Road and Rose Ave, and \$2.5 million in Intergovernmental funding for the WSSC Contribution for water main and sanitary sewer construction costs.

## DISCLOSURES

---

A pedestrian impact analysis has been completed for this project.

## COORDINATION

---

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



## MCPS Funding Reconciliation (P076510)

Category	Montgomery County Public Schools	Date Last Modified	03/10/21
SubCategory	Miscellaneous Projects	Administering Agency	Public Schools
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

### EXPENDITURE SCHEDULE (\$000s)

TOTAL EXPENDITURES	-	-	-	-	-	-	-	-	-	-
--------------------	---	---	---	---	---	---	---	---	---	---

### FUNDING SCHEDULE (\$000s)

Current Revenue: General	26,118	-	26,118	-	-	-	-	-	-	-
G.O. Bonds	(453,649)	-	(20,777)	(432,872)	(58,204)	(63,774)	(71,380)	(74,935)	(80,608)	(83,971)
Recordation Tax	381,444	-	34,575	346,869	39,246	50,365	57,971	61,526	67,199	70,562
Schools Impact Tax	46,087	-	(39,916)	86,003	18,958	13,409	13,409	13,409	13,409	13,409
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-

### APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

### PROJECT DESCRIPTION

This project has been updated to reflect current estimates for Current Revenue: General, Recordation Tax, and School Impact Tax with offsetting GO Bond funding adjustments.

# GENERAL OBLIGATION BOND ADJUSTMENT CHART

FY21-26 Amended Capital Improvements Program

COUNTY EXECUTIVE RECOMMENDED

March 15, 2021

(\$ millions)	6 YEARS	FY21	FY22	FY23	FY24	FY25	FY26
BONDS PLANNED FOR ISSUE	1,770.000	305.000	310.000	315.000	290.000	280.000	270.000
Does not assume Council SAG in FY09 and FY10*							
Plus PAYGO Funded	131.000	-	15.500	31.500	29.000	28.000	27.000
Adjust for Future Inflation **	(66.603)	-	-	(6.761)	(13.615)	(20.168)	(26.059)
SUBTOTAL FUNDS AVAILABLE FOR							
DEBT ELIGIBLE PROJECTS (after adjustments)	1,834.397	305.000	325.500	339.739	305.385	287.832	270.941
Less Set Aside: Future Projects	119.762	5.953	13.710	18.458	17.609	25.462	38.570
6.53%							
TOTAL FUNDS AVAILABLE FOR PROGRAMMING	1,714.635	299.047	311.790	321.281	287.776	262.370	232.371
MCPS	(576.268)	(134.606)	(104.482)	(128.723)	(101.875)	(61.802)	(44.780)
MONTGOMERY COLLEGE	(121.142)	(21.198)	(25.236)	(15.339)	(23.434)	(19.963)	(15.972)
M-NCPPC PARKS	(67.845)	(8.500)	(14.408)	(11.597)	(10.787)	(11.033)	(11.520)
TRANSPORTATION	(524.586)	(64.332)	(134.646)	(106.483)	(64.520)	(75.856)	(78.749)
MCG - OTHER	(481.834)	(74.938)	(85.531)	(59.139)	(87.160)	(93.716)	(81.350)
Programming Adjustment - Unspent Prior Years*	57.040	4.527	52.513				-
	-						
SUBTOTAL PROGRAMMED EXPENDITURES	(1,714.635)	(299.047)	(311.790)	(321.281)	(287.776)	(262.370)	(232.371)
AVAILABLE OR (GAP) TO BE SOLVED	-	-	-	-	-	-	-
NOTES:							
* See additional information on the GO Bond Programming Adjustment for Unspent Prior Year Detail Chart							
** Adjustments Include:							
Inflation =		1.59%	1.62%	1.99%	2.42%	2.44%	2.44%

**GENERAL OBLIGATION BONDS - PROGRAMMING ADJUSTMENT FOR UNSPENT PRIOR YEARS**  
**FY21-26 AMENDED CAPITAL IMPROVEMENTS PROGRAM**  
**COUNTY EXECUTIVE RECOMMENDED**  
**March 15, 2021**

(in millions)							
PDF Name and No.	Total	FY21	FY22	FY23	FY24	FY25	FY26
<b>Montgomery County Public Schools</b>							
Building Modifications and Program Improvements (P076506)	0.334	0.334					
Blair G. Ewing Center Relocation (P651515)	(1.248)	(1.248)					
Clarksburg Cluster ES (Clarksburg Village Site #2) (P651713)	(3.184)	(3.184)					
Clarksburg HS Addition (P116505)	(1.215)	(1.215)					
Cresthaven ES Addition (P651902)	(0.339)	(0.339)					
Hallie Wells MS (P116506)	(4.750)	(4.000)	(0.750)				
Improved (Safe) Access to Schools (P975051)	2.372	2.372					
Judith Resnick ES Addition (P651507)	(0.871)	(0.871)					
Kensington-Parkwood ES Addition (P651505)	(2.599)	(0.099)	(2.500)				
Montgomery Knolls ES Addition (P651709)	0.782	0.782					
Piney Branch ES Addition (P651707)	(0.493)	(0.493)					
Roscoe Nix ES Addition (P651903)	(0.236)	(0.236)					
S. Christa McAuliffe ES Addition (P651502)	(0.732)	(0.732)					
Seneca Valley HS - Current Revitalizations/Expansions (096510) (SP)	46.400	46.400					
Shady Grove Transportation Depot Replacement (P651641)	(1.725)	(1.725)					
Thomas W. Pyle MS Addition (P651705)	12.420	12.420					
Tilden MS - Current Revitalizations/Expansions (096511) (SP)	9.579	9.579					
<b>Sub-Total</b>	<b>54.495</b>	<b>57.745</b>	<b>(3.250)</b>	-	-	-	-
<b>Montgomery College</b>							
Germantown Science & Applied Studies Phase 1-Renov (P136600)	(0.010)	(0.005)	(0.005)				
Rockville Student Services Center (P076604)	(0.010)	(0.005)	(0.005)				
<b>Sub-Total</b>	<b>(0.020)</b>	<b>(0.010)</b>	<b>(0.010)</b>	-	-	-	-
<b>M-NCPPC Parks</b>							
Little Bennett Regional Park Day Use Area (P138703)	(0.523)	(0.523)					
<b>Sub-Total</b>	<b>(0.523)</b>	<b>(0.523)</b>	-	-	-	-	-
<b>Transportation</b>							
ADA Compliance: Transportation (P509325)	(0.500)	(0.500)					
Beach Drive Bridge (P501903)	(0.886)	(0.886)					
Bethesda Bikeway and Pedestrian Facilities (P500119)	(2.555)	(2.555)					
Bethesda Metro Station South Entrance (P500929)	(29.374)	(28.153)	(1.221)				
Brighton Dam Road Bridge No. M-0229 (P501907)	(0.062)	(0.062)					
Bicycle-Pedestrian Priority Area Improvements (P501532)	(0.400)	(0.400)					
Capital Crescent Trail (P501316)	(16.854)	(16.854)					
Frederick Road Bike Path (P501118)	(0.550)	(0.550)					
Metropolitan Branch Trail (P501110)	(8.696)	(5.403)	(3.293)				
Pedestrian Safety Program (P500333)	0.300	0.300					
Public Facilities Road (P507310)	(0.100)	(0.100)					
Sidewalk and Curb Replacement (P508182)	0.021	0.021					
Silver Spring Green Trail (P509975)	(0.193)	(0.193)					
Subdivision Road Participation (P508000)	(2.353)	(2.353)					
<b>Sub-Total</b>	<b>(62.202)</b>	<b>(57.688)</b>	<b>(4.514)</b>	-	-	-	-
<b>MCG - Other</b>							
6th District Police Station (P470301)	0.053	0.053					
Asbestos Abatement: MCG (P508728)	0.001	0.001					
Avery Road Treatment Center (P601502)	0.194	0.194					
Clarksburg Fire Station (P450300)	(1.187)	(1.187)					
Energy System Modernization (P361302)	0.551	0.551					
EOB HVAC Renovation (P361103)	(0.600)	(0.600)					
Fire Stations: Life Safety Systems (P450302)	(0.436)	(0.214)	(0.222)				
FS Emergency Power Systems Upgrade (P450700)	(0.760)	(0.760)					
Glen Echo Fire Station Renovation (P450702)	(0.202)	(0.202)					
High School Wellness Center (P640902)	(0.100)	(0.100)					
HVAC/Elec Replacement: Fire Stns (P458756)	(0.087)	(0.087)					
Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)	(3.874)	(0.944)	(2.930)				
Library Refurbishment Level of Effort (P711502)	(1.898)	(1.898)					
Martin Luther King, Jr. Indoor Swim Center Renovation (P721902)	(3.500)	-	(3.500)				
Noyes Library for Young Children Rehabilitation and Renovation (P711704)	0.067	0.067					
PSTA Academic Building Complex (P479909)	(1.592)	(0.175)	(1.417)				
Resurfacing: Fire Stations (P458429)	(0.009)	(0.009)					
Roof Replacement: Fire Stations (P458629)	(0.172)	(0.172)					
School Based Health & Linkages to Learning Centers (P640400)	(0.300)	(0.300)					
South County Regional Recreation and Aquatic Center (P721701)	(24.416)	-	(24.416)				
Wheaton Redevelopment Program (P150401)	2.350	2.350					
White Flint Fire Station 23 (P451502)	(0.800)	(0.800)					
White Oak Science Gateway Redevelopment Project (P361701)	(2.122)	(1.000)	(1.122)				

**GENERAL OBLIGATION BONDS - PROGRAMMING ADJUSTMENT FOR UNSPENT PRIOR YEARS**  
**FY21-26 AMENDED CAPITAL IMPROVEMENTS PROGRAM**  
**COUNTY EXECUTIVE RECOMMENDED**  
**March 15, 2021**

(in millions)							
PDF Name and No.	Total	FY21	FY22	FY23	FY24	FY25	FY26
FY20 Impact Tax/Recordation Tax shortfall offset by remaining set aside	6.882	6.882					
<b>Sub-Total</b>	<b>(31.957)</b>	<b>1.650</b>	<b>(33.607)</b>	-	-	-	-
<b>Slippage Used Elsewhere</b>							
2nd District Police Station (P471200)	(0.900)	(0.900)					
Bridge Design (P509132)	(0.494)		(0.494)				
Elmhurst Parkway Bridge (Bridge No. M-0353) (P501420)	(0.110)	(0.110)					
Fire Stations: Life Safety Systems (P450302)	(0.141)		(0.141)				
FS Emergency Power Systems Upgrade (P450700)	(0.439)		(0.439)				
Highway Noise Abatement (P500338)	(0.051)	(0.051)					
Kid Museum (P721903)	(4.527)	(0.855)	(3.672)				
Martin Luther King, Jr. Indoor Swim Center Renovation (P721902)	(3.986)		(3.986)				
Noyes Library for Young Children Rehabilitation and Renovation (P711704)	(0.472)	(0.472)					
Old Blair Auditorium Reuse (P361113)	(0.307)		(0.307)				
Red Brick Courthouse Structural Repairs (P500727)	(0.528)	(0.528)					
Wheaton Library and Community Recreation Center (P361202)	(2.000)	(1.000)	(1.000)				
White Oak Science Gateway Redevelopment Project (P361701)	(2.878)	(1.785)	(1.093)				
<b>Sub-Total</b>	<b>(16.833)</b>	<b>(5.701)</b>	<b>(11.132)</b>	-	-	-	-
<b>Total Programming Adjustment</b>	<b>(57.040)</b>	<b>(4.527)</b>	<b>(52.513)</b>	-	-	-	-



# TAX SUPPORTED CURRENT REVENUES ADJUSTMENT CHART

## Amended FY21-26 Capital Improvements Program COUNTY EXECUTIVE RECOMMENDED March 15, 2021

(\$ MILLIONS)	6 YEARS	FY21 APPROP	FY22 APPROP (1)	FY23 EXP	FY24 EXP	FY25 EXP	FY26 EXP
TAX SUPPORTED CURRENT REVENUES AVAILABLE	473.809	71.396	53.917	101.400	94.255	74.623	78.219
Adjust for Future Inflation *	(17.751)	-	-	(1.976)	(4.021)	(4.888)	(6.867)
SUBTOTAL CURRENT REVENUE FUNDS AVAILABLE FOR ELIGIBLE PROJECTS (after adjustments)	456.058	71.396	53.917	99.424	90.234	69.735	71.352
Less Set Aside: Future Projects	-	-	-	-	-	-	-
<b>TOTAL FUNDS AVAILABLE FOR PROGRAMMING</b>	456.058	71.396	53.917	99.424	90.234	69.735	71.352
<b>GENERAL FUND</b>							
MCPS	(118.610)	(14.770)	(9.705)	(27.657)	(21.602)	(22.438)	(22.438)
MONTGOMERY COLLEGE	(89.571)	(13.534)	(12.901)	(16.434)	(16.534)	(15.084)	(15.084)
M-NCPPC	(25.418)	(3.913)	(3.913)	(4.398)	(4.398)	(4.398)	(4.398)
HOC	(7.750)	(1.750)	(1.000)	(1.250)	(1.250)	(1.250)	(1.250)
TRANSPORTATION	(48.756)	(7.814)	(6.015)	(9.422)	(9.317)	(8.234)	(7.954)
MC GOVERNMENT	(21.492)	(1.831)	(3.091)	(4.366)	(4.119)	(4.122)	(3.963)
<b>SUBTOTAL - GENERAL FUND</b>	(311.597)	(43.612)	(36.625)	(63.527)	(57.220)	(55.526)	(55.087)
MASS TRANSIT FUND	(99.919)	(18.001)	(6.535)	(30.467)	(26.219)	(8.125)	(10.572)
FIRE CONSOLIDATED FUND	(30.942)	(3.933)	(4.807)	(4.980)	(6.345)	(5.634)	(5.243)
PARK FUND	(2.600)	(0.350)	(0.450)	(0.450)	(0.450)	(0.450)	(0.450)
ECONOMIC DEVELOPMENT FUND	(11.000)	(5.500)	(5.500)	-	-	-	-
RECREATION	-	-	-	-	-	-	-
<b>SUBTOTAL - OTHER TAX SUPPORTED</b>	(144.461)	(27.784)	(17.292)	(35.897)	(33.014)	(14.209)	(16.265)
<b>TOTAL PROGRAMMED EXPENDITURES</b>	(456.058)	(71.396)	(53.917)	(99.424)	(90.234)	(69.735)	(71.352)
<b>AVAILABLE OR (GAP) TO BE SOLVED</b>	-	-	-	-	-	-	-

\* Inflation: 1.59% 1.62% 1.99% 2.42% 2.44% 2.44%

Note:

(1) FY22 APPROP equals new appropriation authority. Additional current revenue funded appropriations will require drawing on operating fund balances.