




OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

M E M O R A N D U M

April 18, 2022

TO: Gabe Albornoz, President
Montgomery County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Amendments to the Recommended FY23-28 Capital Improvements Program and the FY23 Capital Budget

I am transmitting to you further revisions to my recommended FY23-28 Capital Improvements Program (CIP) based on our State delegation's unprecedented success in securing additional State Aid for critical capital budget projects. The attached revisions reflect over \$136 million in State Aid for bus rapid transit projects (\$60.9 million), other transit projects (\$24.3 million), pedestrian and bicycle facilities (\$15 million), a new County restoration center (\$17 million), White Flint Redevelopment (\$16 million), and other County facilities (\$2.6 million). This State Aid has provided direct support for these projects and freed up County funds for other high priorities.

State Aid Allocation Amendments

Bus Rapid Transit

Additional State Aid for Bus Rapid Transit will support scope increases for the Bus Rapid Transit: MD355 Central project to provide new Transit Centers at the Lake Forest Mall in Gaithersburg and the Rockville Montgomery College campus. The Lake Forest Mall Transit Center will help support transit-oriented economic redevelopment plans which will replace the aging, underutilized mall with approximately 350,000 square feet of commercial space and 1,300 residential housing units. The existing transit facilities at the Rockville Montgomery College campus will not have sufficient capacity to accommodate the Veirs Mill and MD355 Bus Rapid Transit line riders. In addition, funds will be used to support additional depot capacity.

In the East County area, additional State Aid will provide \$5 million to advance design for Phase 2 of the US29 Bus Rapid Transit service. In addition, \$2.5 million has been approved to support first and last-mile pedestrian and bicycle facilities for US29 Flash stations north of Randolph Road. Projects north of Randolph Road will begin in FY23 and FY24, with other previously approved projects beginning in FY25. The East part of the County is primed for White Oak Redevelopment activities, and these projects will help support the County's Vision Zero, climate change, and economic development goals.

In addition, State Aid for the Veirs Mill and MD355 Central projects will allow \$11.7 million in County funds to be allocated for other high priority uses spelled out later in this memorandum.

Other State-Funded Transit Enhancements

The County received a total of \$11.3 million in FY23 that will be used to purchase 11 of the 13 zero emission buses needed for the new Great Seneca Science Corridor Network Transit Improvements project. Construction of the improvements for the Pink line linking Shady Grove Metrorail station, Universities at Shady Grove to the Life Science Center near Shady Grove Hospital, Lime line using I-370 from Shady Grove Metro, Universities at Shady Grove to RIO, Crown Farm and the heart of the Life Science Center will begin in late FY22 and be completed in FY24. State funding will allow the County to order the buses in FY23 so that they will be delivered in time to begin service in FY24. An additional \$5 million is also pre-authorized for additional purchases of zero emission buses.

State Aid for East County Pedestrian-Bikeway Facilities

State Aid has been awarded to support facility planning and construction of segments of pedestrian-bikeway facilities on Norwood Road between New Hampshire Avenue and Norbeck Road (\$4 million). This project will provide safe pedestrian and bicycle access to Blake High School as well as several places of worship.

State Aid has also been provided for a separate project on Norwood Road between Ashton Forest Terrace and Maryland Route 108 (\$2 million). This Bikeway Program Minor Projects funding will enable the completion of a previously unfunded segment of the Heritage Triangle Trail. This will improve the multi-modal connections between four existing Maryland Heritage Area sites in the Olney area, including the Olney Theatre Center, the Sandy Spring Museum, the Woodlawn Visitor Center, and the Underground Railroad Experience.

State funding was also provided for bicycle facilities on Cherry Hill Road between Old Columbia Pike and the Prince George's County line (\$4 million). The bikeway facility along Cherry Hill Road was identified as a Tier 1 priority of the Bicycle Master Plan and is located in an Equity Emphasis Area. Additionally, developments such as Viva White Oak, the new

Adventist Healthcare White Oak Medical Center and expansion of the FDA campus warrant efforts to improve pedestrian and bicyclist facilities to increase transportation options.

State Funded White Flint Redevelopment Infrastructure Investments

State leaders share our common goal to redevelop the White Flint North Bethesda area into a national epicenter of computationally enabled life sciences research. As a result, the FY23 State operating budget provided \$10 million in the Governor’s supplemental budget for projects in the White Flint North Bethesda area to support infrastructure for the redevelopment of that area as a life science/mixed use development hub. Based on marketing and Planning Board analyses, the top priority (\$8 million) for the use of these funds is site work on the WMATA property at the North Bethesda/White Flint Metro station to make that unimproved site more “development ready” for expected solicitation of a master developer. That work would also complete an additional piece of the road grid from the 2010 White Flint master plan. The remaining \$2 million in the FY23 budget was envisioned to support pedestrian and bikeway safety improvements in the White Flint area on or near the MD 355 corridor (also part of the 2010 master plan) and other placemaking improvements in order to spur new development. An additional \$6 million has also been pre-authorized for FY24 project funding.

The State legislature also pre-authorized \$2 million and \$2.5 million in FY24 and FY25, respectively, for the White Flint Metro Station North Entrance project, which will work well with the County’s redevelopment activity schedule. The Planning Board’s December 2022 report “Advancing the Pike District” indicated the need for the “County to collaborate with WMATA to reevaluate the development approach for the White Flint Metro station’s northern entrance. It also indicated to consider integrating the new entrance into a future building, instead of constructing an independent structure that would preclude additional development on a portion of the site.” I hope to work with Councilmembers and our business community to increase State Aid during next year’s budget cycle for this long-desired transportation improvement so these funds can be included in future capital budgets.

Pedestrian Safety

The County’s Department of Transportation (DOT) has been awarded \$720,000 in Highway Safety Improvement Program (HSIP) funding to add protected pedestrian crossings using pedestrian hybrid beacons. Existing funds will be used to provide the 10 percent required local match.

Montgomery County Public Schools (MCPS) Playgrounds

State Aid has been awarded to Montgomery County to fund improvements for Montgomery County Public Schools’ playgrounds throughout the County. The County will work in

coordination with MCPS to fund \$1,350,000 of these improvements in FY23. The State legislature has also pre-authorized another \$1,350,000 for similar projects in FY24.

Other New State and Federal Aid

The following critical projects also received State or Federal Aid that will allow County resources to be used for other projects: Bethesda Metro Station South Entrance (\$14 million); Bowie Mill Bikeway (\$1.5 million); Oak Drive/MD27 Sidewalk (\$1 million); and Restoration Center (\$7.7 million). My recommended uses for these newly available funds are outlined below. State funding for the Bethesda Metro Station South Entrance project was awarded directly to WMATA, resulting in a lower project cost for the County. State funding will also allow the Bowie Mill Bikeway and Oak Drive/MD27 Sidewalk projects to be accelerated. The MCG Reconciliation project has been updated to reconcile funding switches related to State Aid and subsequent recommended uses of Recordation Tax Premium and Impact Taxes with the available funding as updated in March.

Proposed Uses of County Funds

Montgomery County Public Schools (MCPS)

As in the past, school construction remains my highest priority for the capital budget. The attached revisions to the Recommended CIP include \$21 million in additional funding for MCPS' capital projects. I intend that these funds be used in ways that support school construction while also maximizing State Aid.

Garrett Park Road Bridge & Bridge Renovation

A recent inspection of the Garrett Park Road Bridge has identified additional deterioration in the existing steel beams that will require accelerated bridge replacement. Design is already underway and the proposed acceleration will allow construction to begin one year earlier. In addition, costs have increased due to material and labor shortages as well as the need to relocate WSSC facilities. WSSC will be contributing \$400,000 to help fund the project.

The Bridge Renovation project reflects a \$3 million increase in FY23 and FY24 for culvert projects. Culvert failures have been occurring more frequently, requiring emergency funding, limiting access to jobs, homes, and important services, and causing significant safety hazards due to climate change related storm damage. In response, DOT is continues to conduct inspections of its inventory of culverts to identify problems and implement repairs before a costly failure occurs. DOT has been able to reduce its backlog of steel culverts that are in poor condition; however, this infrastructure continues to age, and new deterioration must be addressed. For example, recent inspections revealed that the culvert under Amaranth Drive in Germantown requires immediate repairs to prevent closure of a road that provides the only means of accessing

two businesses. These additional funds are included to address emergencies such as this as they come up and allow for more proactive culvert repairs to address problems before they rise to a level that requires more costly interventions.

Noyes Library for Young Children Rehabilitation

For several years, the Noyes Children's Library Foundation has worked to raise funds to support an ambitious renovation of the historic Noyes Library. This legislative cycle, the Foundation was awarded a \$525,000 bond bill to supplement the \$950,000 in contributions they have already raised. I am pleased to commit an additional \$885,000 in County funds to complete the project funding.

Washington Area Bicyclists Association (WABA) Proposal to Fund Projects in Equity Focus Areas

I share the County Council's concern with prioritizing safety and access improvements in Equity Emphasis Areas. As a result, the attached revisions to the CIP include increased funding for the Cedar/Bonifant/Grove/Sligo/Woodbury Greenway and Greenways along Grandview Avenue/Mason Avenue between Georgia Avenue and Blueridge Avenue in Wheaton.

White Oak Local Area Transportation Improvement Program (LATIP)

Updating the program and cost analysis for roadway, pedestrian and transit projects within the White Oak policy area is necessary. This analysis will then be used to recalculate LATIP per-trip fees levied upon new development in the policy area.

Street Tree Preservation

I recommend allocating an additional \$500,000 to fund Street Tree Preservation activities as a means to further our progress towards our Climate Action Plan goals. This would bring our total FY23 Tree Maintenance program budget to over \$9 million.

Red Brick Courthouse

Montgomery County will celebrate its 250th anniversary in 2026. I am recommending a two-year acceleration of this previously approved project so that we can complete renovations of the historic Red Brick Courthouse in time for the County's anniversary celebration activities.

Montgomery County Lynching Memorial

My FY23 Recommended Operating Budget included \$50,000 in funds to assist with identifying and preparing a site for the installation of a memorial in remembrance of the known victims of

lynching in Montgomery County. After subsequent consideration, I recommend that the funds be included as a stand-alone project in the capital budget instead of the operating budget. I have appreciated Council's support for these efforts. I look forward to the chance to join together to acknowledge this painful chapter of the County's history by dedicating this solemn memorial.

Child Care Renovations

The Child Care Renovations project is a complex project that combines the replacement of eight current modular facilities, Americans with Disabilities renovations at seven childcare centers, and upgrades or replacement of 22 playgrounds. Complexities of the project include temporary relocation needs, site constraints, stormwater management considerations, and childcare licensing standards. Based on this complexity, inflation pressures, and the County's experience with prior refresh types of projects, I believe it is prudent to add \$1 million in funding in both FY23 and FY24 to ensure that the projects are adequately funded and that there is no delay. It is important to maintain all current childcare facilities to preserve current service capacity as well as support an increase in capacity to serve infants and toddlers.

Cost Sharing

I recommend a \$300,000 increase in the Cost Sharing project for engineering and construction costs related to restoring the historic Scotland African Methodist (AME) Zion Church. County funds will be used to match State Aid for the project.

Technical Adjustments

The Parking Wheaton Facility Renovations project has been updated to reflect the correct cash flow assumptions with increased facility modernization budgeted in FY23 instead of FY24.

Future Planned Uses of County Funds

Executive branch staff continue to work with Maryland-National Capital Park and Planning Commission, the town of Chevy Chase, and private developers to finalize an agreement to fund a replacement parking garage and parks on the current Bethesda parking lots 10 and 24 as part of the Women's Farm Market redevelopment project. These joint efforts have resulted in \$3 million in FY23 State Aid and \$500,000 in pre-authorized State funding to support these projects. While negotiations are nearing resolution, I am continuing to hold funding in set-aside to support this public-private partnership.

Executive branch staff continues to work with MCPS and County Council staff to finalize cost estimates for an interim expansion of mental health and student support service center facilities in 19 high schools. In March, I recommended increasing funding (\$3 million) for relocatable

Classroom facilities for this initiative. Once additional interim project cost estimates are finalized, I will send an amendment to the FY23-28 CIP to further support these efforts.

Additional Expected State Aid CIP Amendments

We expect to have further State Aid related amendments from MCPS, Montgomery College, and the Maryland-National Capital Park and Planning Commission after their staff and governing bodies have an opportunity to transmit updated project information and/or formal amendment requests.

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

ME:mb

Enclosures: FY23-FY28 Full Recommended CIP: April Amendments Summary (Round 2)
Revised Project Description Forms

cc: Richard S. Madaleno, Chief Administrative Officer
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Montgomery County Executive Branch Department Heads and Office Directors
Michael Coveyou, Director, Department of Finance
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New Projects



State-Funded White Flint Redevelopment Infrastructure

(P502315)

Category	General Government	Date Last Modified	04/17/22
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,200	-	-	3,200	2,000	1,200	-	-	-	-	-
Construction	12,800	-	-	12,800	8,000	4,800	-	-	-	-	-
TOTAL EXPENDITURES	16,000	-	-	16,000	10,000	6,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	16,000	-	-	16,000	10,000	6,000	-	-	-	-	-
TOTAL FUNDING SOURCES	16,000	-	-	16,000	10,000	6,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	10,000	Year First Appropriation	
Appropriation FY 24 Request	6,000	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

LOCATION

Rockville / White Flint North Bethesda

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

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



Montgomery County Lynching Memorial

(P362308)

Category	General Government	Date Last Modified	04/14/22
SubCategory	Other General Government	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	50	-	-	50	50	-	-	-	-	-	-
TOTAL EXPENDITURES	50	-	-	50	50	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	50	-	-	50	50	-	-	-	-	-	-
TOTAL FUNDING SOURCES	50	-	-	50	50	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

LOCATION

At a County facility to be determined.

PROJECT JUSTIFICATION

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

COORDINATION

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



State Aid for MCPS Playgrounds (P362309)

Category	General Government	Date Last Modified	04/18/22
SubCategory	Other General Government	Administering Agency	General Services
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Construction	1,350	-	-	1,350	1,350	-	-	-	-	-	-
TOTAL EXPENDITURES	1,350	-	-	1,350	1,350	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

Department of General Services, Montgomery County Public Schools.



Cherry Hill Road Bike Facility

(P502314)

Category	Transportation	Date Last Modified	04/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	800	-	-	800	400	400	-	-	-	-	-
Construction	3,200	-	-	3,200	-	3,200	-	-	-	-	-
TOTAL EXPENDITURES	4,000	-	-	4,000	400	3,600	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	4,000	-	-	4,000	400	3,600	-	-	-	-	-
TOTAL FUNDING SOURCES	4,000	-	-	4,000	400	3,600	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	800	Year First Appropriation	
Appropriation FY 24 Request	3,200	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for State-funded planning, design, and construction of bike facilities along Randolph and Cherry Hill Road from Old Columbia Pike to the Montgomery/Prince George's County line. The project will upgrade existing facilities and complete missing segments in line with the County Bicycle Master Plan. The Master Plan recommends a separated bikeway. Where feasible, drainage, intersection safety, and lighting improvements will be included in the scope of the project.

Since no facility planning has been completed, the Department of Transportation will identify logical segments that can be built within the constraints of available state funding during preliminary design.

PROJECT JUSTIFICATION

This bikeway facility was identified as a Tier 1 recommendation of the Bicycle Master Plan that is located within an Equity Focus Area. Additionally, developments such as Viva White Oak, the new Adventist Healthcare White Oak Medical Center, and expansion of the FDA campus warrant efforts to improve pedestrian and bicyclist facilities to increase transportation options.

FISCAL NOTE

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, Department of Permitting Services, Utilities, affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Prince George's County, Montgomery County Bicycle Action Group.



Norwood Road Shared Use Path (P502313)

Category	Transportation	Date Last Modified	04/15/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Cloverly-Norwood	Status	Planning Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,100	-	-	1,100	800	300	-	-	-	-	-
Land	500	-	-	500	-	500	-	-	-	-	-
Construction	2,400	-	-	2,400	-	2,400	-	-	-	-	-
TOTAL EXPENDITURES	4,000	-	-	4,000	800	3,200	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	4,000	-	-	4,000	800	3,200	-	-	-	-	-
TOTAL FUNDING SOURCES	4,000	-	-	4,000	800	3,200	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	1,100	Year First Appropriation	-
Appropriation FY 24 Request	2,900	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the construction of a shared use path along Norwood Rd from New Hampshire Ave (MD 650) to Norbeck Road.

LOCATION

Silver Spring.

PROJECT JUSTIFICATION

This project will provide a separate bicycle and pedestrian facilities, and improve safety and access to schools, places of worship and parks.

FISCAL NOTE

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. No cost estimate has been performed. Once design has advanced and a cost estimate has been prepared a determination will be made if the project can be completed with the available state aid. The scope may be reduced or the cost estimate may be revised at the 35% design stage.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission; Maryland DOT State Highway; Administration, Maryland Department of the Environment; Maryland Department of Natural Resources; U.S. Army Corps of Engineers; Department of Permitting Services; Utilities; Municipalities; affected communities; Commission on Aging; Commission on People with Disabilities; and Montgomery County Pedestrian Safety Advisory Committee.

Scope Change



Bridge Renovation (P509753)

Category	Transportation	Date Last Modified	04/15/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	20,068	13,757	424	5,887	1,180	1,000	1,500	250	1,133	824	-
Land	209	209	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	21	21	-	-	-	-	-	-	-	-	-
Construction	48,307	11,840	6,277	30,190	10,350	6,800	2,400	3,550	3,264	3,826	-
Other	83	83	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	68,688	25,910	6,701	36,077	11,530	7,800	3,900	3,800	4,397	4,650	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	64,028	23,615	5,698	34,715	11,303	7,573	3,673	3,573	4,170	4,423	-
State Aid	3,660	2,295	3	1,362	227	227	227	227	227	227	-
Stormwater Management Waiver Fees	1,000	-	1,000	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	68,688	25,910	6,701	36,077	11,530	7,800	3,900	3,800	4,397	4,650	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	16,180	Year First Appropriation	FY97
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	32,261		
Expenditure / Encumbrances	-		
Unencumbered Balance	32,261		

PROJECT DESCRIPTION

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

COST CHANGE

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

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

FY22 supplemental in G.O. Bonds for the amount of \$3,500,000.

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



Street Tree Preservation (P500700)

Category	Transportation	Date Last Modified	04/15/22
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,892	59	1,043	2,790	465	465	465	465	465	465	-
Construction	52,159	33,549	2,300	16,310	3,135	2,635	2,635	2,635	2,635	2,635	-
Other	49	49	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	56,100	33,657	3,343	19,100	3,600	3,100	3,100	3,100	3,100	3,100	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	45,832	23,889	3,343	18,600	3,100	3,100	3,100	3,100	3,100	3,100	-
Land Sale	458	458	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	9,810	9,310	-	500	500	-	-	-	-	-	-
TOTAL FUNDING SOURCES	56,100	33,657	3,343	19,100	3,600	3,100	3,100	3,100	3,100	3,100	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

COST CHANGE

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

PROJECT JUSTIFICATION

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

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Bus Rapid Transit: MD 355 Central (P502005)

Category	Transportation	Date Last Modified	04/15/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

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

FUNDING SCHEDULE (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on MD 355 between Rockville and Germantown from Montgomery College -Rockville to Montgomery College - Germantown. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. In addition, the project includes the construction of a new transit center near Montgomery College-Rockville, a relocated and expanded Lakeforest Transit Center, and a new operations and maintenance facility to support the project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017 for BRT along MD 355 from Bethesda to Clarksburg. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing since 2020. Preliminary engineering of the full corridor from Bethesda to Clarksburg is being completed and then final design and construction for the Central segment will occur. Final design and construction of the North and South segments will occur as a separate project.

LOCATION

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

ESTIMATED SCHEDULE

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

COST CHANGE

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

PROJECT JUSTIFICATION

MD 355 FLASH will transform mobility options with the implementation of a 22-mile, premium, branded, limited-stop BRT service along MD 355 between

Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. MD 355 FLASH will improve passenger transit mobility by connecting riders to high density housing and employment centers. MD 355 FLASH is being phased to accelerate delivery. This phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will follow.

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

FISCAL NOTE

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

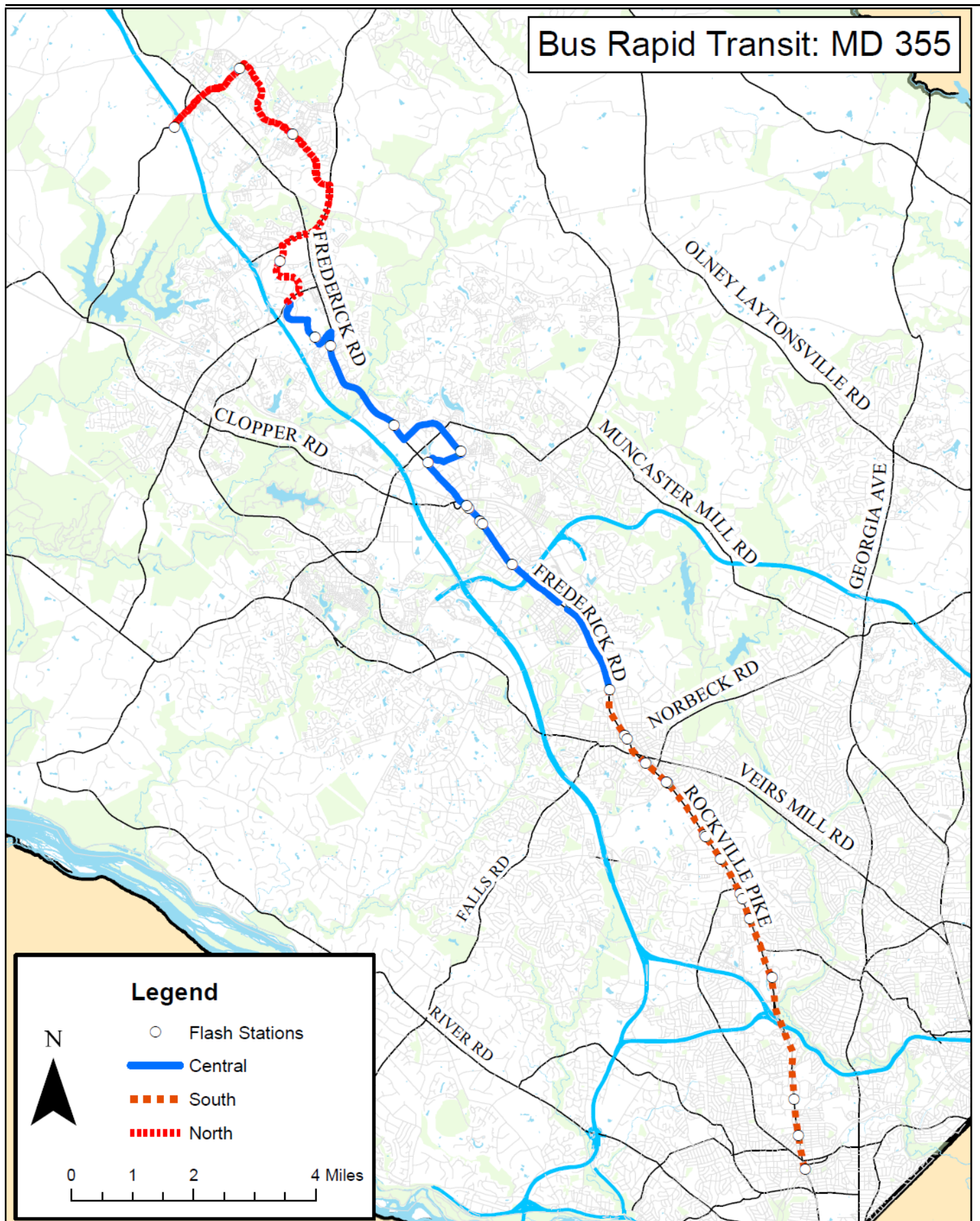
DISCLOSURES

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

COORDINATION

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

Bus Rapid Transit: MD 355





Bus Rapid Transit: US 29-Phase 2 (P502201)

Category	Transportation	Date Last Modified	04/18/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	11,250	-	250	11,000	6,000	5,000	-	-	-	-	-
TOTAL EXPENDITURES	11,250	-	250	11,000	6,000	5,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Impact Tax	6,250	-	250	6,000	4,500	1,500	-	-	-	-	-
State Aid	5,000	-	-	5,000	1,500	3,500	-	-	-	-	-
TOTAL FUNDING SOURCES	11,250	-	250	11,000	6,000	5,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	11,000	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	6,250
Cumulative Appropriation	250		
Expenditure / Encumbrances	-		
Unencumbered Balance	250		

PROJECT DESCRIPTION

This project will design and implement more dedicated lanes for transit and/or High Occupancy Vehicles (HOV) along the US 29 corridor to improve travel time and reliability. The project will also include improvements at identified "hot spot" locations to improve overall traffic operations along the US 29 corridor.

LOCATION

Master plans: Silver Spring, North and West Silver Spring, Four Corners, White Oak, White Oak Science Gateway, and Fairland. Route US 29 from Burtonsville to downtown Silver Spring.

ESTIMATED SCHEDULE

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

COST CHANGE

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

PROJECT JUSTIFICATION

This project will complement the investment in US 29 Flash and improve transit, carpool, and overall corridor travel time and reliability, performance, and person throughput from MD 198 to the Silver Spring Transit Center. These efforts will support master plan non-auto-drive mode share (NADMS) goals. The project supports the following countywide vision goals: Easier Commutes and a Growing Economy. Approved land use plans in the corridor recommend the implementation of transit lanes along with US 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan.

FISCAL NOTE

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

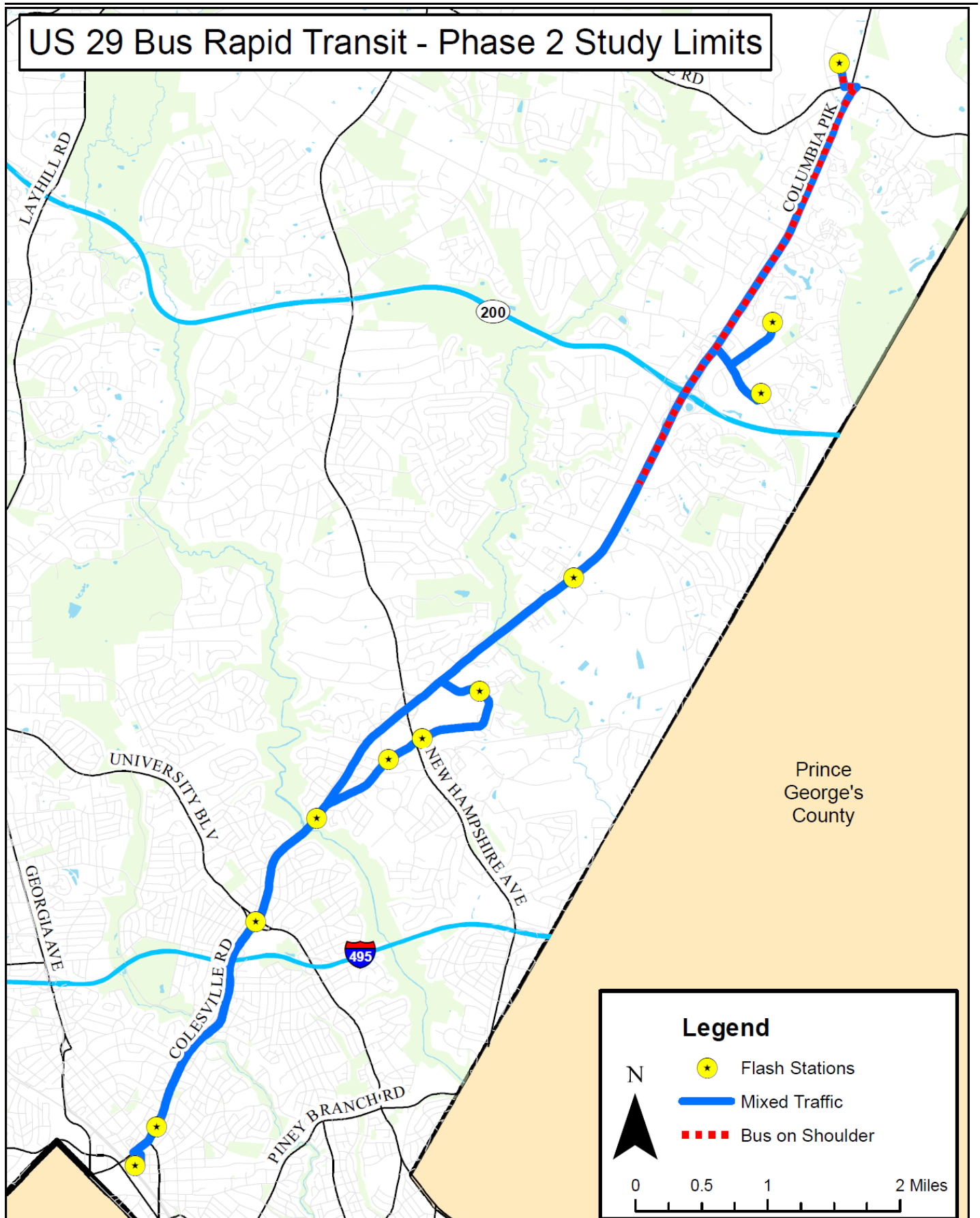
DISCLOSURES

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

COORDINATION

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

US 29 Bus Rapid Transit - Phase 2 Study Limits





Great Seneca Science Corridor Transit Improvements (P502202)

Category	Transportation	Date Last Modified	04/13/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,500	-	1,500	-	-	-	-	-	-	-
Construction	10,600	-	1,275	9,325	7,325	2,000	-	-	-	-
Other	11,300	-	-	11,300	11,300	-	-	-	-	-
TOTAL EXPENDITURES	23,400	-	2,775	20,625	18,625	2,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	10,600	-	2,275	8,325	6,325	2,000	-	-	-	-
Impact Tax	1,500	-	500	1,000	1,000	-	-	-	-	-
State Aid	11,300	-	-	11,300	11,300	-	-	-	-	-
TOTAL FUNDING SOURCES	23,400	-	2,775	20,625	18,625	2,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	11,300	Year First Appropriation	FY22
Appropriation FY 24 Request	-	Last FY's Cost Estimate	12,100
Cumulative Appropriation	11,100		
Expenditure / Encumbrances	-		
Unencumbered Balance	11,100		

PROJECT DESCRIPTION

This project will advance the planning, design, and implementation of Phase 1A transit improvements to support the Great Seneca Science Corridor and surrounding areas. There are two phases of this overall network; Phase 1 A & B includes four routes and Phase 2 includes 2 additional routes providing new premium transit services. The project includes new, upgraded transit stations, dedicated bus and bus + bike lanes, transit signal priority, new roadway connections, upgrades to transit centers, as well as pedestrian and bicycle improvements. These transit services will provide frequent and reliable connections between Kentlands, Crown Farm, King Farm, the Universities at Shady Grove, Adventist Shady Grove Hospital, Shady Grove Metro, Rockville, and other key destinations in support of the Great Seneca Science Corridor Master Plan.

LOCATION

Great Seneca Science Corridor master plan including Shady Grove, King Farm, Falls Grove, Crown Farm, Rio, Kentlands, Adventist Shady Grove Hospital, Universities at Shady Grove, and Rockville

ESTIMATED SCHEDULE

Planning was completed in FY21 in the Bus Rapid Transit: Development CIP project. Preliminary design will begin in FY22. Construction of improvements for the Pink line linking Shady Grove Metrorail station to the Life Science Center near Shady Grove Hospital and the Lime line using I-370 from Shady Grove Metro to RIO, Crown Farm and the heart of the Life Science Center will begin in late FY22 and be completed in FY24.

COST CHANGE

Added funding to support a portion of the 13 zero emissions buses needed to operate this service.

PROJECT JUSTIFICATION

The continued delay of the Corridor Cities Transitway (CCT) has limited the ability for land use plans in the Great Seneca Science Corridor area to be realized. While the CCT is still identified as the long-term transit need for this area, a vision for enhanced transit improvements has been identified for quicker implementation to help the county achieve its non-auto-driver mode share (NADMS goals).

FISCAL NOTE

FY23 Impact Tax funding will be available pending Memorandum of Understanding with the cities of Gaithersburg and Rockville. State Aid in FY23 reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session and will support funding a portion of the 13 buses needed to operate the service. Additional state funding to support the purchase of zero emissions buses has been preauthorized for FY24.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of

relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

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



Bicycle-Pedestrian Priority Area Improvements (P501532)

Category	Transportation	Date Last Modified	04/16/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	7,921	4,231	1,511	2,179	501	313	352	166	552	295	-
Land	12	12	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	11,617	3,724	1,699	6,194	1,733	1,005	678	1,171	646	961	-
TOTAL EXPENDITURES	19,645	8,062	3,210	8,373	2,234	1,318	1,030	1,337	1,198	1,256	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
G.O. Bonds	19,270	7,753	3,144	8,373	2,234	1,318	1,030	1,337	1,198	1,256	-
TOTAL FUNDING SOURCES	19,645	8,062	3,210	8,373	2,234	1,318	1,030	1,337	1,198	1,256	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				15	-	-	-	5	5	5	
NET IMPACT				15	-	-	-	5	5	5	

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 23 Request	2,234	Year First Appropriation	FY16
Appropriation FY 24 Request	1,318	Last FY's Cost Estimate	16,084
Cumulative Appropriation	11,272		
Expenditure / Encumbrances	9,741		
Unencumbered Balance	1,531		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian and bicyclist capital improvements across the County's Bicycle and Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of utility poles. This project specifically funds improvements in the following BiPPAs, in addition to general BiPPA spending: Silver Spring CBD, Grosvenor, and Glenmont.

LOCATION

This project will fund improvements in Silver Spring CBD, Grosvenor, and Glenmont in addition to improvements in other designated BiPPA areas.

ESTIMATED SCHEDULE

Design and construction of projects in Silver Spring CBD began in FY16 and will continue into FY26. Design of projects in the Grosvenor BiPPA began in FY17 and will extend into FY23. Design of projects in Glenmont is expected to begin in FY22 and continue into FY24. Design and construction of projects in other BiPPA areas will continue beyond FY24 as a level of effort project.

COST CHANGE

Cost increase due to the addition of construction of a neighborhood greenway in FY23 and FY24, increased funding in FY26 and the addition of FY27 and FY28 to this level of effort project.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in those areas of the County where walking and biking are most prevalent. These efforts will also help meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

The cost of this project is based on concept level estimates. The cost will be updated as design progresses.

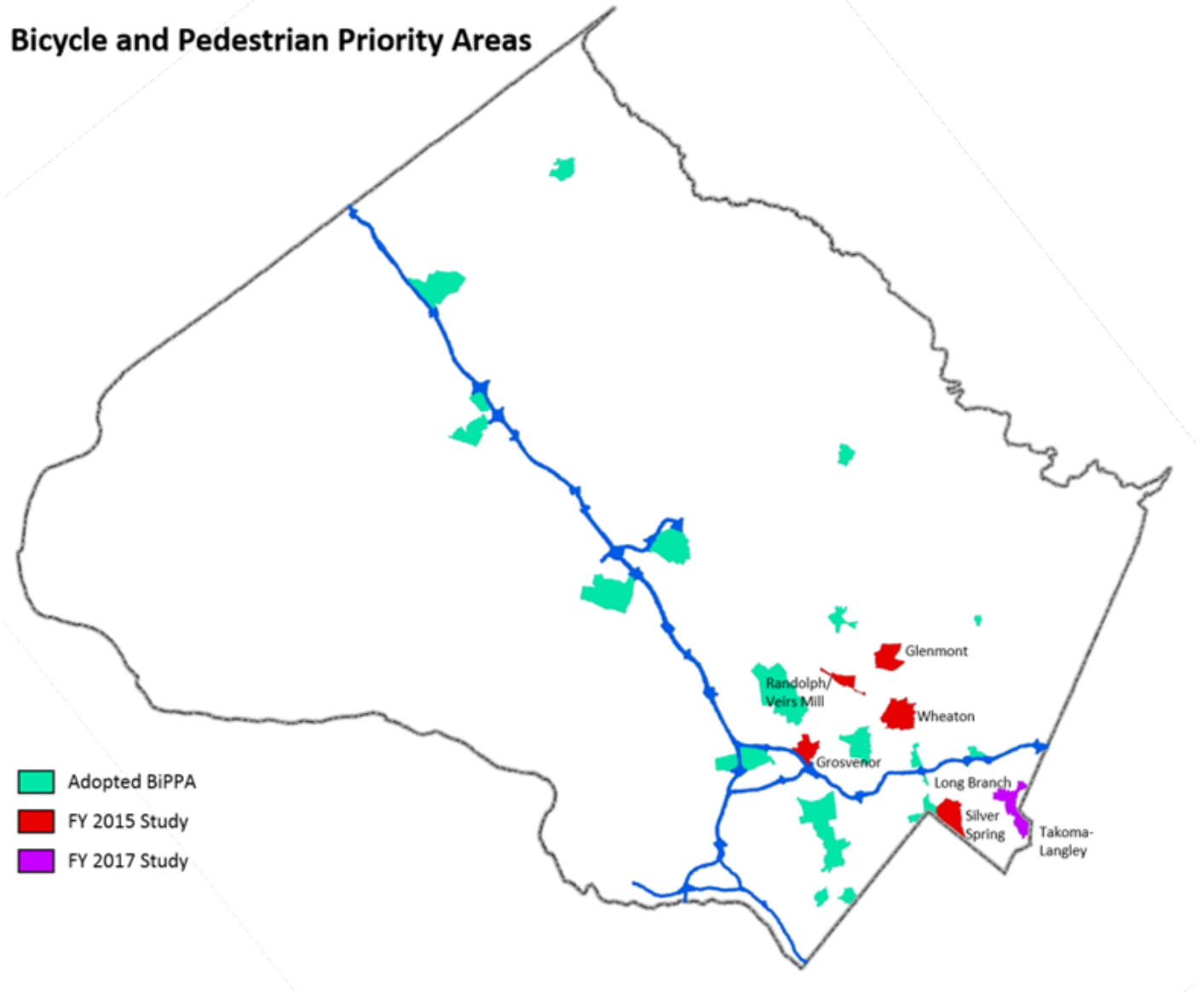
DISCLOSURES

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

COORDINATION

Chambers of Commerce, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority

Bicycle and Pedestrian Priority Areas





Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD (P502002)

Category	Transportation	Date Last Modified	04/18/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,730	53	647	2,030	515	551	325	449	113	77	-
Construction	7,565	80	377	7,108	875	2,604	1,846	903	422	458	-
TOTAL EXPENDITURES	10,295	133	1,024	9,138	1,390	3,155	2,171	1,352	535	535	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	10,295	133	1,024	9,138	1,390	3,155	2,171	1,352	535	535	-
TOTAL FUNDING SOURCES	10,295	133	1,024	9,138	1,390	3,155	2,171	1,352	535	535	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				5	-	-	-	-	-	-	5
Energy				1	-	-	-	-	-	-	1
NET IMPACT				6	-	-	-	-	-	-	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY20
Appropriation FY 24 Request	5,068	Last FY's Cost Estimate	4,554
Cumulative Appropriation	2,805		
Expenditure / Encumbrances	361		
Unencumbered Balance	2,444		

PROJECT DESCRIPTION

This project funds the design and construction of bicycle and pedestrian capital infrastructure in the Wheaton Central Business District (CBD) Bicycle and Pedestrian Priority Area (BiPPA) and identified in the Wheaton Central Business District (CBD) and Vicinity Sector Plan. Recommended improvements will include new sidewalks, separated bikeways, shared-use paths, streetscape improvements, lighting, signal and accessibility upgrades, intersection safety improvements, bike parking, bicyclist and pedestrian wayfinding, and other treatments intended to improve safety and mobility for cyclists and pedestrians. Future projects include intersection safety improvements identified as high priority and near-term in the Wheaton BiPPA Study.

LOCATION

Wheaton CBD and Vicinity

ESTIMATED SCHEDULE

Final Design for Amherst Avenue Bikeway, the first Wheaton BiPPA project, a two-way separated bikeway on the west side of Amherst Avenue from Arcola Avenue to Windham Lane, is currently underway and anticipated to be completed in FY24. Construction is anticipated to begin in FY 25.

COST CHANGE

Cost increase due to the addition of construction of a neighborhood greenway in FY23 and FY24 and refined construction costs and addition of FY27 and FY28 to this level of effort project.

PROJECT JUSTIFICATION

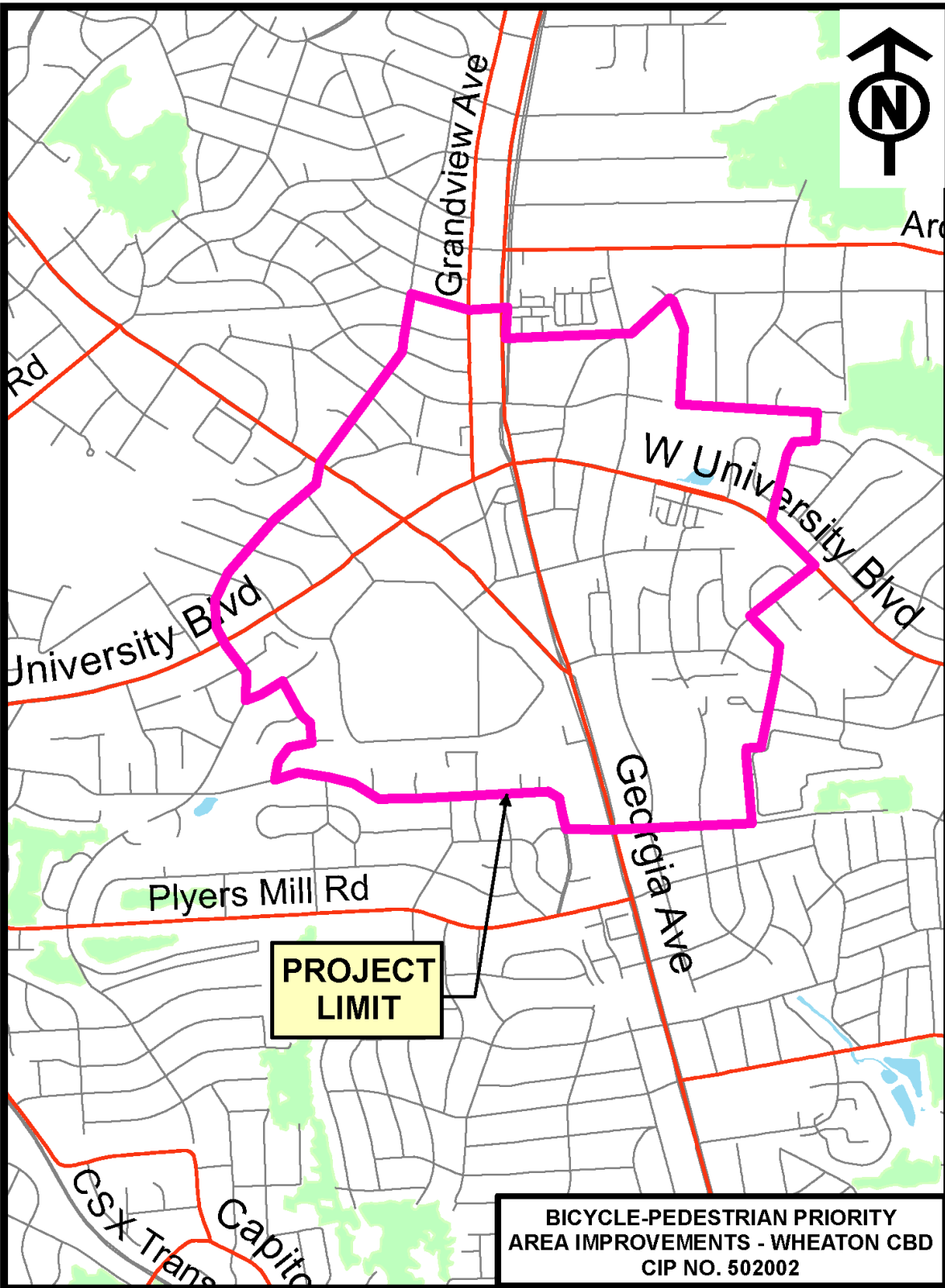
This project will enhance and promote accessibility, safety, mobility and comfort for people walking and biking in the Wheaton CBD. The primary purpose of this project is to build better and safer facilities. In urban areas, walking and bicycling are among the most affordable forms of transportation, providing safe and efficient access to transit. Providing safe, convenient and attractive bicycle and pedestrian access, along with modernizing aging infrastructure is essential to ensure equity for all and provide access to jobs, education, public services and the social network. The Wheaton CBD and Vicinity includes the Wheaton Metro Station and Bus Transfer Center, the Wheaton CBD, town square and adjacent public park and government office building, high-density housing, commercial and retail uses including small businesses and Westfield Wheaton (mall), employment areas, entertainment venues, Wheaton Regional Park, connections to the Sligo Creek Trail, Wheaton Library, Recreation and Community Center, fire and police stations, the Mid-County Regional Services Center, MNCPPC and multiple County agencies, Proyecto Salud Clinic, the Gilchrist Immigration Resource Center, and the Adult Behavioral Health Program. This project supports the ongoing redevelopment of the Wheaton CBD, and will help meet master planned Non-Auto Driver Mode Share (NADMS) goals.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland National Capital Park and Planning Commission (M-NCPPC), Wheaton Urban District Advisory Committee, Maryland DOT State Highway Administration, WMATA, Department of Permitting Services and utilities.





Bikeway Program Minor Projects

(P507596)

Category	Transportation	Date Last Modified	04/16/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	8,874	3,752	897	4,225	730	560	935	500	700	800	-
Land	923	192	281	450	100	250	-	-	-	100	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	13,349	1,228	3,536	8,585	2,190	2,110	905	1,280	1,000	1,100	-
TOTAL EXPENDITURES	23,241	5,267	4,714	13,260	3,020	2,920	1,840	1,780	1,700	2,000	-

FUNDING SCHEDULE (\$000s)											
Contributions	200	200	-	-	-	-	-	-	-	-	-
G.O. Bonds	18,583	2,609	4,714	11,260	2,570	1,570	1,640	1,780	1,700	2,000	-
Impact Tax	1,680	1,680	-	-	-	-	-	-	-	-	-
State Aid	2,778	778	-	2,000	450	1,350	200	-	-	-	-
TOTAL FUNDING SOURCES	23,241	5,267	4,714	13,260	3,020	2,920	1,840	1,780	1,700	2,000	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				6	1	1	1	1	1	1	1
Energy				6	1	1	1	1	1	1	1
NET IMPACT				12	2	2	2	2	2	2	2

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 23 Request	3,020	Year First Appropriation	FY75
Appropriation FY 24 Request	2,920	Last FY's Cost Estimate	17,541
Cumulative Appropriation	9,981		
Expenditure / Encumbrances	7,219		
Unencumbered Balance	2,762		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due to addition of FY27 and FY28 to this level of effort project. Other cost change reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session for shared use path segments along Norwood Road between MD108 and Ashton Forest Way.

PROJECT JUSTIFICATION

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

FISCAL NOTE

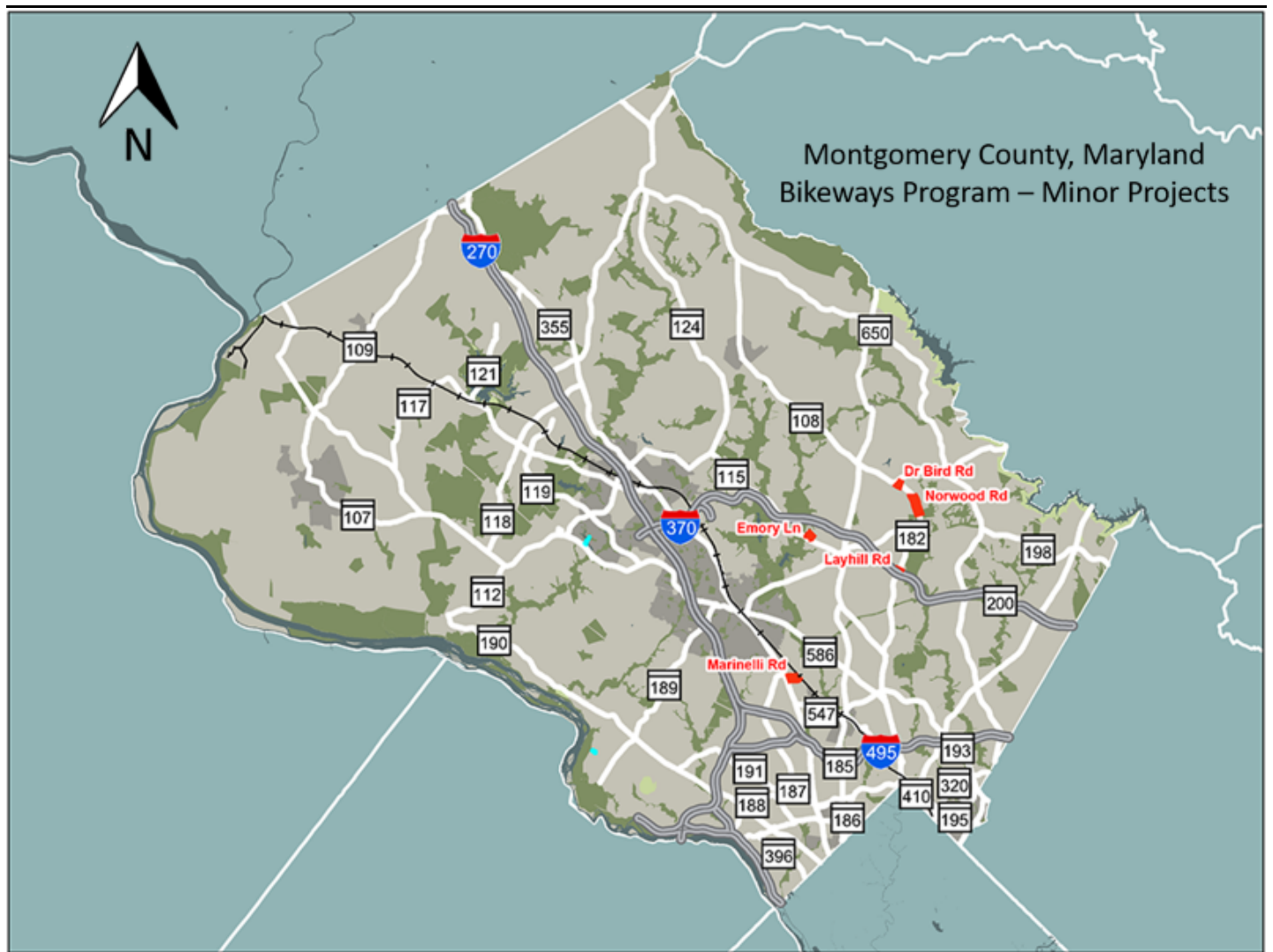
In FY23 and FY24, \$2 million of the State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. The remainder of the State Aid reflects competitive grants from various funding sources.

DISCLOSURES

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

COORDINATION

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





US 29 Pedestrian and Bicycle Improvements (P502304)

Category	Transportation	Date Last Modified	04/18/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,000	-	-	2,000	500	-	250	250	500	500	-
Construction	6,500	-	-	6,500	500	1,500	750	750	1,500	1,500	-
TOTAL EXPENDITURES	8,500	-	-	8,500	1,000	1,500	1,000	1,000	2,000	2,000	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	6,000	-	-	6,000	-	-	1,000	1,000	2,000	2,000	-
State Aid	2,500	-	-	2,500	1,000	1,500	-	-	-	-	-
TOTAL FUNDING SOURCES	8,500	-	-	8,500	1,000	1,500	1,000	1,000	2,000	2,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	2,500	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project funds the design and construction of pedestrian and bicycle improvements to Flash stations along the US 29 corridor. First and last mile connections to Flash BRT stations along US 29 were identified as part of the US 29 Mobility and Reliability Study effort. These sub projects would expand and improve the existing pedestrian and bicycle network by filling gaps and upgrading existing facilities. Potential projects could include new and upgraded crosswalks and pedestrian signals, new and upgraded curb ramps, new and upgraded sidewalks, and new and upgraded bicycle facilities. Projects that improve ADA access will be prioritized. Added State Aid will support improvements north of Randolph Road.

LOCATION

Areas around the US 29 Flash stations along US 29 Colesville Road/Columbia Pike, Lockwood Drive, Stewart Lane, Castle Boulevard, Briggs Chaney Park And Ride, and Burtonsville Park and Ride.

ESTIMATED SCHEDULE

Design and construction for projects north of Randolph road would start in FY23 and FY24. Design and construction for projects south of Randolph Road would begin in FY25 and continue into future fiscal years.

COST CHANGE

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session to design and construct projects north of Randolph Road.

PROJECT JUSTIFICATION

These projects will complement the initial investment the county and federal government made in the US 29 Flash service by expanding and improving access for pedestrians and cyclists to the stations. The projects will also improve pedestrian and bicyclist mobility and safety. Projects will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways. Improving access to US 29 Flash supports master plan efforts to increase the number of persons traveling by bike, on foot, and via transit. This is in line with the County's Climate Action Plan goals for reducing greenhouse gas emissions. The project supports the following countywide vision goals: Safe Neighborhoods, Easier Commutes, and a Growing Economy. Approved land use plans in the corridor recommend the implementation of transit lanes and new pedestrian and bicycle infrastructure along with US 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan and County Bicycle Master Plan.

FISCAL NOTE

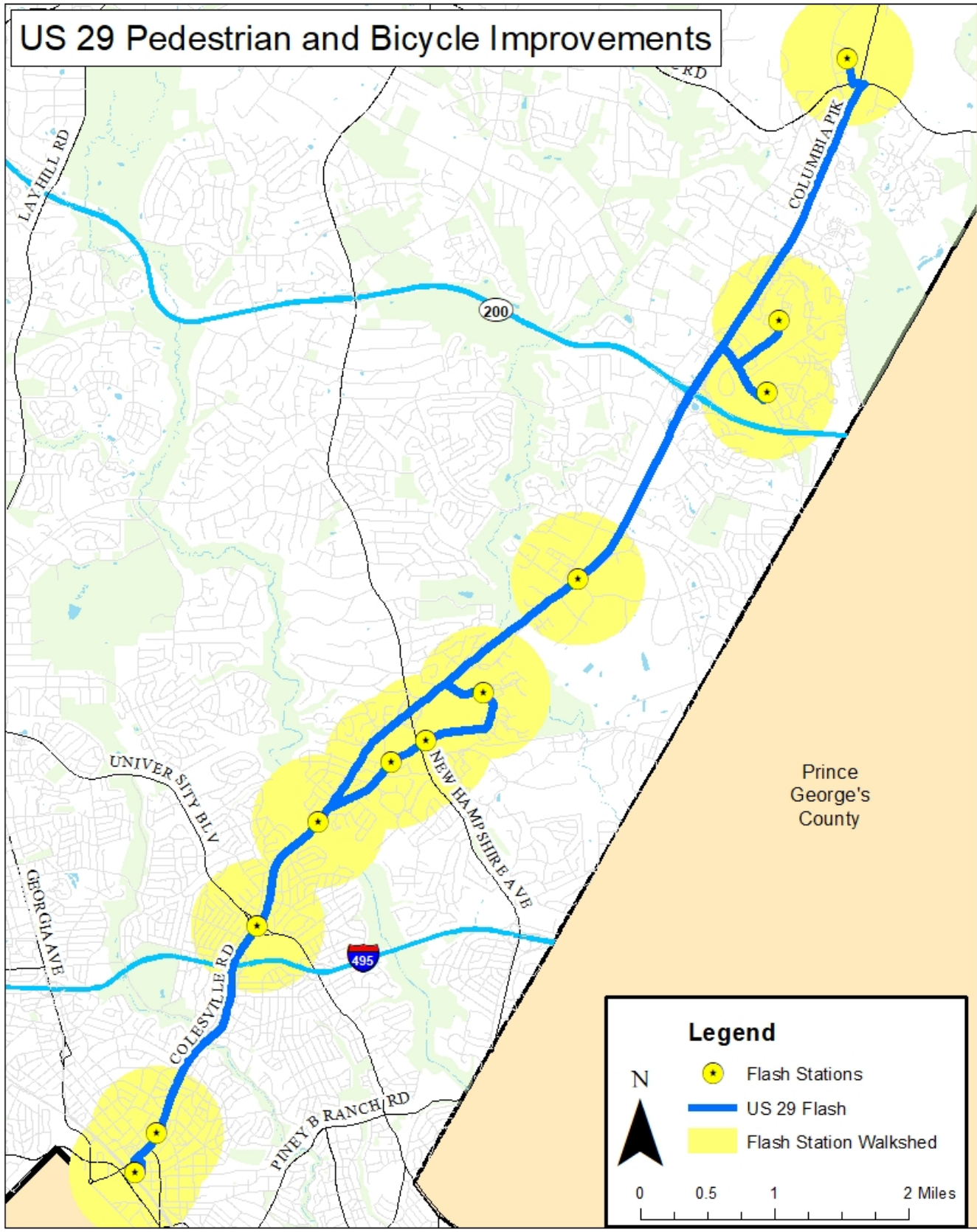
Construction cost estimates are based on facility planning conceptual cost estimates completed in FY21 of \$95 million. Construction costs will be updated as design progresses. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. It is intended to address first- and last-mile access for stations north of Randolph Road.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Maryland DOT State Highway Administration & Maryland Transit Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Baltimore Gas & Electric (BG&E), Comcast, Verizon, Maryland Department of Natural Resources, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities, Citizen Advisory Boards, US 29 BRT Corridor Advisory Committee, Neighborhood and Civic Associations, Montgomery County Bicycle Action Group, Washington Area Bicycle Association, and Washington Metropolitan Area Transit Authority (WMATA).





Pedestrian Safety Program (P500333)

Category	Transportation	Date Last Modified	04/16/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,878	9,453	125	4,300	650	650	550	1,150	650	650	-
Site Improvements and Utilities	10,362	8,762	-	1,600	200	250	200	450	250	250	-
Construction	25,799	2,359	3,820	19,620	3,570	2,900	2,550	5,200	2,700	2,700	-
Other	2,843	2,843	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	52,882	23,417	3,945	25,520	4,420	3,800	3,300	6,800	3,600	3,600	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	13,166	7,921	145	5,100	850	850	850	850	850	850	-
G.O. Bond Premium	650	-	650	-	-	-	-	-	-	-	-
G.O. Bonds	33,255	10,405	3,150	19,700	2,850	2,950	2,450	5,950	2,750	2,750	-
PAYGO	2,782	2,782	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,209	2,209	-	-	-	-	-	-	-	-	-
State Aid	820	100	-	720	720	-	-	-	-	-	-
TOTAL FUNDING SOURCES	52,882	23,417	3,945	25,520	4,420	3,800	3,300	6,800	3,600	3,600	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 23 Request	4,420	Year First Appropriation	FY03
Appropriation FY 24 Request	3,800	Last FY's Cost Estimate	44,162
Cumulative Appropriation	27,362		
Expenditure / Encumbrances	23,664		
Unencumbered Balance	3,698		

PROJECT DESCRIPTION

This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and infrastructure for pedestrians and bicycles. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; High-Intensity Activated crossWalk (HAWK) signals; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; bicycle signings and markings; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project is data driven and supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas and implementing identified physical improvements, education and outreach.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this ongoing project, as well \$200,000 annually for the Safe Routes to School program, and \$720,000 in FY23 for the addition of a Highway Safety Improvement Program (HSIP) grant to add protected pedestrian crossings using pedestrian hybrid beacons. (The 10 percent grant match requirement will be met with existing funds.)

PROJECT JUSTIFICATION

Montgomery County's history of pedestrian and bicyclist safety includes the 2002 Blue Ribbon Panel, 2007 Pedestrian Safety Initiative, and most recently the 2017 Vision Zero Two-Year Action Plan. This project seeks to improve the walkability along Montgomery County roadways and, in particular, in the Central Business Districts (CBD) where there is a high concentration of pedestrians and mass transit ridership. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage pedestrian activity and safer access to schools and mass transit. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, cyclists, and motorists. Various studies for improvements will be done under this project with an emphasis on pedestrian safety and traffic circulation. Safe Routes to Schools walkability audits for Montgomery County schools are completed through this program, and studies identify needs and prioritize schools based on the need for signage, pavement markings, circulation, and pedestrian accessibility.

OTHER

This project is intended to address the Engineering aspect of the Three E's concept (Engineering, Education, and Enforcement), which is one of the recommendations included in the final Blue Ribbon Panel on Pedestrian and Traffic Safety Report. Additional efforts to improve pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring ADA compliance will be addressed under the following projects: Annual Sidewalk Program; Bus Stop Improvements; Intersection and Spot Improvements; Neighborhood Traffic Calming; Transportation Improvements for Schools; ADA

Compliance; Transportation; Resurfacing; Primary/Arterial; Sidewalk and Infrastructure Revitalization; Streetlighting; Traffic Signals; and Advanced Transportation Management System. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

DISCLOSURES

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

COORDINATION

Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, Mass Transit Administration, Maryland State Highway Administration, Wheaton Central Business District, Wheaton Regional Services Center, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, and Citizen's Advisory Boards, and various CIP Projects.



White Oak Local Area Transportation Improvement Program (P501540)

Category	Transportation	Date Last Modified	04/15/22
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	16,550	201	99	1,250	150	500	600	-	-	-	15,000
Construction	85,000	-	-	-	-	-	-	-	-	-	85,000
TOTAL EXPENDITURES	101,550	201	99	1,250	150	500	600	-	-	-	100,000

FUNDING SCHEDULE (\$000s)

Current Revenue: General	200	199	1	-	-	-	-	-	-	-	-
Local Area Transportation Impr Program (LATIP)	101,200	2	98	1,100	-	500	600	-	-	-	100,000
Recordation Tax Premium (MCG)	150	-	-	150	150	-	-	-	-	-	-
TOTAL FUNDING SOURCES	101,550	201	99	1,250	150	500	600	-	-	-	100,000

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	150	Year First Appropriation	FY16
Appropriation FY 24 Request	500	Last FY's Cost Estimate	1,356
Cumulative Appropriation	300		
Expenditure / Encumbrances	201		
Unencumbered Balance	99		

PROJECT DESCRIPTION

This project provides for the design and construction of facilities included in the Local Area Transportation Improvement Program (LATIP). The LATIP includes a variety of roadway, bikeway, pedestrian, and transit projects within the White Oak policy area, in addition to recurring cost updates and program reanalysis. The timing of implementation of the different elements will be coordinated in the future with specific proposed subdivision activity and the communities adjacent to and affected by the new development. The LATIP provides a funding source in the form of a per-trip fee levied upon new development within the policy area.

LOCATION

White Oak Planning Area.

ESTIMATED SCHEDULE

The LATIP is anticipated to last through the lifetime of the associated master plan (2040). Schedule is dependent on the rate at which LATIP fees are collected, as well as the rate at which forward funding is provided to advance projects. FY24 design for Lockwood Road bikeway improvements. A traffic analysis update will be completed in FY23.

COST CHANGE

Cost increase due to a traffic analysis update in FY23 and the addition of anticipated developer participation funds in the beyond-six year period.

PROJECT JUSTIFICATION

The 2014 White Oak Science Gateway Master Plan called for the development of one or more options that could fund the full buildout of the Plan's transportation infrastructure within the 24 months following adoption of the Plan. This project will fund the activities necessary to to comply with the Council's Resolution. Additionally, a new proposal for Local Area Transportation Review (LATR) has been introduced at Council; this study will identify the necessary local intersection improvements needed, conceptual solutions, and preliminary cost estimates for those improvements, as well as the cost associated with independent sidewalks, bikeways, and the provision of bus service in the area. These studies provide the basis for future strategies to fund detailed engineering design and construction costs. An update of the 2017 Local Area Transportation Improvement Program (LATIP) traffic analysis will collect new counts and account for changes in development, policies, plans, and other ongoing efforts.

DISCLOSURES

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

COORDINATION

Maryland State Highway Administration (MSHA), Maryland Mass Transit Administration (MTA), and Maryland National-Capital Park and Planning Commission.



Cost Sharing: MCG (P720601)

Category	Culture and Recreation	Date Last Modified	04/18/22
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,770	3,770	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	33	33	-	-	-	-	-	-	-	-	-
Construction	8,131	8,131	-	-	-	-	-	-	-	-	-
Other	33,891	20,665	3,926	9,300	4,300	1,000	1,000	1,000	1,000	1,000	-
TOTAL EXPENDITURES	45,825	32,599	3,926	9,300	4,300	1,000	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE (\$000s)											
Contributions	150	150	-	-	-	-	-	-	-	-	-
Current Revenue: General	31,500	18,274	3,926	9,300	4,300	1,000	1,000	1,000	1,000	1,000	-
G.O. Bonds	2,398	2,398	-	-	-	-	-	-	-	-	-
Land Sale	2,661	2,661	-	-	-	-	-	-	-	-	-
Long-Term Financing	3,850	3,850	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,066	1,066	-	-	-	-	-	-	-	-	-
State Aid	4,200	4,200	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	45,825	32,599	3,926	9,300	4,300	1,000	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 23 Request	4,300	Year First Appropriation	FY06
Appropriation FY 24 Request	1,000	Last FY's Cost Estimate	40,525
Cumulative Appropriation	36,525		
Expenditure / Encumbrances	34,487		
Unencumbered Balance	2,038		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due to the addition of FY27 and FY28. \$3.3 million added to FY23 for cost sharing capital grant awards.

PROJECT JUSTIFICATION

The County has entered into or considered many public-private partnerships, which contribute to the excellence and diversity of facilities serving County residents.

OTHER

See attached for Community Grants and CIP Grants for Arts and Humanities Organizations.

FISCAL NOTE

The County Council approved an FY21 special appropriation, Resolution #19-593, that increased FY21 by \$250,000 for a total of \$2.330 million, reduced FY22 to \$603,000 from \$1 million, and reduced FY23 to \$250,000 from \$1 million. The CE recommended \$1 million for FY23. Approved FY18 supplemental appropriation 15-S18-CMCG-13 added \$100,000 in State Aid to recognize FY15 State Bond Bill. Amended project approved in FY18 designated a total of \$300,365 of the \$400,000 project balance to 32 individual faith-based organizations, leaving a remaining unallocated balance of \$99,635 in the project for emergency capital grants. Approved FY19 supplemental appropriation 3-S19-CMCG-3 added \$400,000 in Current Revenue for Manna Food Center, Inc. and \$300,000 in Current Revenue for Sunflower Bakery, Inc. See Cost Sharing Grants attachment for Historical Fiscal Note regarding the Fillmore venue in Silver Spring and Old Blair Auditorium Project, Inc.

DISCLOSURES

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

COORDINATION

Private organizations, State of Maryland, Municipalities, Montgomery County Public Schools, Community Use of Public Facilities, Department of General Services, Department of Economic Development, and Arts and Humanities Council of Montgomery County.

COST SHARING GRANTS

Grants:

As previously approved by Council, a FY23 CIP Grant for Arts and Humanities Organizations grant totaling \$250,000 is included for the following project: The Olney Theatre for the Arts, Inc.: \$250,000. For FY23, County participation is for the following community grant projects totaling \$3,300,000: A Wider Circle, Inc.: \$115,000; Adventist Community Services of Greater Washington, Inc.: \$20,500; Adventist Health Care, Inc.: \$63,000; Aish Center of Greater Washington: \$5,200; American Diversity Group, Inc.: \$28,023; Arts on the Block: \$25,000; Audubon Naturalist Society of the Central Atlantic States, Inc.: \$170,000; Bender JCC of Greater Washington, Inc. A/K/A Bender JCC of Greater Washington: \$100,000; Blackrock Center for the Arts: \$100,000; Boyds Clarksburg Historical Society, Inc.: \$5,000; Catholic Charities of the Archdiocese of Washington, Inc.: \$87,537; CCI Health Services: \$250,000; Chinese Culture and Community Service Center, Inc.: \$25,000; CKC Farming: \$36,000; Docs in Progress, Incorporated: \$26,000; Easter Seals Servicing DC/MD/VA, Inc.: \$175,000; Friends House Retirement Community, Inc.: \$250,000; Gaithersburg HELP, Inc.: \$3,375; GapBuster, Inc.: \$40,000; Glen Echo Park Partnership for Arts and Culture, Inc.: \$67,276; Great and Small, Inc. A/K/A Great and Small: \$12,000; Jewish Foundation for Group Homes, Inc.: \$75,000; Madison House Autism Foundation, Inc.: \$25,000; The Menare Foundation, Inc.: \$20,000; Metropolitan Ballet Theatre and Academy.: \$6,387; Montgomery County Muslim Foundation, Inc.: \$400,000; Scotland A.M.E. Zion Church: \$300,000; The Muslim Community Center, Inc.: \$125,000; OASIS, Inc.: \$54,537; Peerless Rockville Historic Preservation, Ltd.: \$100,000; Red Wiggler Community Farm: \$7,665; Sandy Spring Museum: \$250,000; The Ivymount School, Inc.: \$100,000; The Jubilee Association Of Maryland, Inc.: \$25,000; The Writer's Center, Inc.: \$95,000; WUMCO Help, Inc.: \$12,500; Yad Yehuda of Greater Washington: \$100,000.

For FY22, County Participation is for the following community grants projects totaling \$500,000 include: Easter Seals Serving DC|MD|VA, Inc.: \$100,000 and Family Services, Inc.: \$400,000.

For FY22, CIP Grants for Arts and Humanities Organizations totaling \$603,412 are approved for the following projects: Montgomery Community Television: \$103,412; Round House Theatre, Inc.: \$250,000; and The Olney Theatre Center for the Arts, Inc.: \$250,000.

For FY21, County participation is for the following community grant projects totaling \$1,583,362 include: A Wider Circle Inc.: \$100,000; Audubon Naturalist Society of the Central Atlantic States, Inc.: \$200,000; CASA de Maryland, Inc.: \$150,000; The Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$100,000; Easter Seals Serving DC|MD|VA, Inc.: \$50,000; Family Services, Inc.: \$100,000; Friends House Retirement Community, Inc.: \$100,000; Great and Small: \$18,000; Hebrew Home of Greater Washington, Inc.: \$86,500; Islamic Center of Maryland: \$200,000; Jewish Foundation for Group Homes: \$100,000; National Capital Bnai Brith Assisted Housing Corporation: \$75,000; Organization For Advancement Of And Service For Individuals With Special Needs (OASIS), Inc.: \$13,862; Rebuilding Together Montgomery County Inc.: \$30,000; Sugarland Ethno-History Project, Inc.: \$25,000; The First Baptist Church of KenGar, Kensington: \$10,000; The Ivymount School, Inc.: \$125,000; Warren Historic Site Committee, Inc.: \$50,000; and Warrior Canine Connection, Inc.: \$50,000.

For FY21, CIP Grants for Arts and Humanities Organizations totaling \$746,638 are approved for the following projects: CityDance School & Conservatory: \$200,000; VisArts: \$150,000; Glen Echo Park Partnership for Arts and Culture, Inc.: \$112,238; Sandy Spring Museum: \$34,400; Round House Theatre: \$250,000. For FY22, CIP Grants for Arts and Humanities Organizations totaling \$603,412 are approved for the following projects: Montgomery Community Television: \$103,412; The Olney Theatre for the Arts, Inc.: \$250,000; Round House Theatre: \$250,000.

For FY20, County participation is for the following community grant projects totaling \$1,689,000: 7th Generation Foundation, Inc.: \$25,000; A Wider Circle, Inc.: \$100,000; CASA de Maryland, Inc.: \$150,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$100,000; Cornerstone Montgomery, Inc.: \$50,000; Cura Personalis Project, Inc.: \$10,000; EveryMind, Inc.: \$75,000; Friends House Retirement Community, Inc.: \$100,000; Jewish Foundation for Group Homes: \$100,000; Manna Food Center, Inc.: \$100,000; Potomac Community Resources, Inc.: \$25,000; The Olney Theatre for the Arts, Inc.: \$250,000; Round House Theatre: \$250,000; The Arc Montgomery County, Inc.: \$35,000; The Ivymount School, Inc.: \$125,000; The Menare Foundation, Inc.: \$19,000; Warrior Canine Connection, Inc.: \$50,000; YMCA of Metropolitan Washington: \$125,000. For FY20, CIP Grants for Arts and Humanities organizations totaling \$253,581 are approved for the following projects: Sandy Spring Museum, Inc.: \$80,000; Imagination Stage, Inc.: \$41,150; Glen Echo Park Partnership for Arts and Culture, Inc.: \$88,833; and Montgomery Community Television, Inc.: \$43,598. In addition, \$220,000 in FY20 funds allocated for CIP Grants for Arts and Humanities Organizations has been moved from this project to the Planned Lifecycle Asset Replacement: MCG project (P509514) in order to provide repairs for the County owned building leased by Germantown Cultural Arts Center, Inc. dba BlackRock Center for the Arts. Funds totaling \$400,000 became available mid-year when the following awardee subsequently declined its grants: Graceful Growing Together, Inc. (FY15: \$125,000; FY16: \$75,000; FY17: \$100,000; and FY18: \$100,000). Funds totaling \$69,859 also became available from previous year grants that were not fully spent.

For FY19, County participation is for the following community grant projects totaling \$2,359,958: 7th Generation Foundation, Inc.: \$25,000; A Wider Circle, Inc.: \$100,000; Bender JCC of Greater Washington: \$20,000; CASA de Maryland, Inc.: \$100,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$20,000; Cornerstone Montgomery, Inc.: \$350,000; Easter Seals Serving DC|MD|VA: \$50,000; Family Services, Inc.: \$100,000; First Baptist Church of KenGar: \$10,000; Grand United Order of Odd Fellows Sandy Spring Lodge #6430, Inc.: \$15,000; Hebrew Home of Greater Washington, Inc.: \$80,000; Jewish Foundation for Group Homes: \$75,000; Melvin J. Berman Hebrew Academy: \$75,000; Olney Theatre Corporation: \$650,000; Potomac Community Resources, Inc.: \$30,000; Round House Theatre: \$250,000; Sunflower Bakery: \$150,000; The Ivymount School, Inc.: \$50,000; The Menare Foundation, Inc.: \$9,958; TLC - The Treatment Learning Centers, Inc.: \$25,000; Warrior Canine Connection: \$50,000; YMCA of Metropolitan Washington: \$125,000. For FY19, CIP Grants for Arts and Humanities organizations totaling \$922,414 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$250,000; Round House Theatre, Inc.: \$250,000; The Olney Theatre Center for the Arts, Inc.: \$100,000; Montgomery Community Television, Inc.: \$98,237; Metropolitan Ballet Theatre, Inc.: \$115,463; Glen Echo Park Partnership for Arts and Culture, Inc.: \$52,184; and Adventure Theatre, Inc.: \$56,530. For FY19, a Supplemental Appropriation totaling \$700,000 was approved for Manna Food Center, Inc.: \$400,000 and Sunflower Bakery, Inc.: \$300,000.

For FY18, County participation is for the following community grant projects totaling \$1,236,900: A Wider Circle, Inc.: \$50,000; Cornerstone Montgomery, Inc.: \$350,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Identity, Inc.: \$61,900; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; Jewish Foundation for Group Homes: \$100,000; Jewish Social Service Agency: \$250,000; Potomac Community Resources, Inc.: \$50,000; Warrior Canine Connection, Inc.: \$50,000; YMCA of Metropolitan Washington, Inc.: \$125,000. For FY18, CIP Grants for Arts and Humanities Organizations totaling \$192,283 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$98,161; and Montgomery Community Television, Inc.: \$94,122. In addition, a non-competitive contract award of \$48,000 is approved in FY17 for Imagination Stage, Inc. Costs have been reduced since the remaining unspent balance on a FY14 Imagination Stage, Inc. grant (\$96,656) and a FY15 Family Services, Inc. grant (\$75,000) are no longer needed. For FY18, County participation is for the following Faith-based Facilities Security Improvement Grant projects totaling \$300,365: Alef Bet Montessori School, Inc.: \$12,000; Cambodian Buddhist Society: \$4,492; Cedar Lane Unitarian Universalist Church: \$10,600; Chabad Lubavitch of Upper Montgomery County, Inc.: \$8,000; Chabad - Lubavitch of BCC, Inc.: \$10,000; Chinmaya Mission (Washington Regional Center): \$11,500; Christ Congregational Church (United Church of Christ): \$7,000; Colesville Presbyterian Church: \$1,200; Colesville United Methodist Church: \$4,500; Congregation B'nai Tzedek: \$10,000; Guru Gobind Singh Foundation Trust: \$10,000; Guru Nanak Foundation of America: \$12,500; Islamic Supreme Council of America (dba Institute for Spiritual & Cultural Advancement): \$8,476; Islamic Center of Maryland, Inc.: \$19,620; Islamic Community Center of Potomac, Inc.: \$15,000; Islamic Education Center, Inc.: \$15,000; Islamic Society of Germantown, Inc.: \$15,000; Islamic Society of the Washington Area: \$15,000; Redeemer Lutheran Church: \$2,500; Melvin J. Berman Hebrew Academy: \$7,500; Muslim Community Center, Inc.: \$14,836; Ohev Shalom Talmud Torah Congregation of Olney, Maryland: \$1,800; Rockville United Church: \$7,500; Seneca Community Church: \$8,249; Shaare Tefila Congregation: \$2,914; Soorp Khatch Armenian Apostolic Church: \$2,325; Temple Beth Ami: \$8,353; Tikvat Israel Congregation: \$15,000; Torah School of Greater Washington: \$10,000; Yeshiva of Greater Washington, Inc.: \$10,000; Young Israel Shomrai Emdinah of Greater Washington: \$12,000; Zoroastrian Association of Metropolitan Washington, Inc.: \$7,500.

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

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

For FY15, County participation was for the following projects: Easter Seals Greater Washington-Baltimore Region, Inc.: \$100,000; Graceful Growing Together, Inc.: \$125,000; Jewish Community Center of Greater Washington: \$150,000; Muslim Community Center, Inc.: \$250,000; Potomac Community Resources, Inc.: \$150,000; The Arc of Montgomery County, Inc.: \$17,973; Catholic Charities of the Archdiocese of Washington, Inc.: \$11,395; Melvin J. Berman Hebrew Academy: \$33,000; Jewish Social Service Agency: \$75,000; Warrior Canine Connection, Inc.: \$75,000; Jewish Council for the Aging of Greater Washington, Inc.: \$125,000; The Jewish Federation of Greater Washington, Inc.: \$100,000; Family Services, Inc.: \$75,000. For FY15, CIP Grants for Arts and Humanities Organizations totaling \$849,080 are approved for the following projects: Germantown Cultural Arts Center, Inc.: \$75,000; Jewish Community Center of Greater Washington, Inc.: \$134,000; Montgomery Community Television, Inc.: \$50,080; The Olney Theatre Center for the Arts, Inc.: \$150,000; Sandy Spring Museum, Inc.: \$90,000; and The Writer's Center, Inc.: \$250,000. \$100,000 of these funds will also be used to provide a State bond bill match for Silver Spring Black Box Theater. For FY15, emergency CIP Grants for Arts and Humanities Organizations totaling \$143,116 are approved for the following projects: Montgomery Community Television, Inc.: \$127,179; and Sandy Spring Museum, Inc.: \$15,937.

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

Institute, Inc.: \$34,889; Olney Theatre Corp: \$25,000; Montgomery Community Television dba Montgomery Community Media: \$62,469; The Dance Exchange Inc.: \$77,500; and Metropolitan Ballet Theatre, Inc.: \$100,850.

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

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

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

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

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

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

HISTORICAL FISCAL NOTE:

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

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



Built to Learn Act State Aid Match (P652310)

Category	Montgomery County Public Schools	Date Last Modified	04/16/22
SubCategory	Miscellaneous Projects	Administering Agency	Public Schools
Planning Area	Countywide	Status	Ongoing

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	79,750	-	-	79,750	5,000	5,000	5,000	23,750	25,000	16,000	-
TOTAL EXPENDITURES	79,750	-	-	79,750	5,000	5,000	5,000	23,750	25,000	16,000	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	79,750	-	-	79,750	5,000	5,000	5,000	23,750	25,000	16,000	-
TOTAL FUNDING SOURCES	79,750	-	-	79,750	5,000	5,000	5,000	23,750	25,000	16,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

This project reflects future unassigned MCPS fiscal capacity assumed within the County Executive recommendation to provide local matching funds needed to match Built to Learn Act State Aid.

This MCPS set-aside project is intended to support projects that only leverage State Aid.

PROJECT JUSTIFICATION

The Built to Learn Act resulted in approximately \$378 million being set aside for Montgomery County Public Schools construction projects to be spent within a 10-year period. In order to fully access these funds, the County will need to have sufficient matching local funds.

In addition, the MCPS CIP has historically been very front loaded with significant spending in the first four years of the CIP and very little programmed in the last few years. This pattern exists because MCPS does not include most construction costs until planning is done. In addition, MCPS prefers not to identify specific potential construction projects too early so that they can more easily respond to the most current enrollment and facility condition data.

The problem with this practice is that when MCPS ultimately submits construction cost requests for planned projects, there is not enough money set aside for them. To adequately fund schools in those later years, the County Executive and the County Council must then delay other projects. This pattern is frustrating for our residents and for decisionmakers.

FISCAL NOTE

As these funds are released to support specific projects, it is expected that State Aid will also increase.

Cost Change



Garrett Park Road Bridge M-0352 (P502105)

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

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,200	-	-	1,200	-	715	485	-	-	-	-
Land	62	-	-	62	-	62	-	-	-	-	-
Site Improvements and Utilities	1,000	-	-	1,000	-	1,000	-	-	-	-	-
Construction	6,144	-	-	6,144	-	2,000	4,144	-	-	-	-
TOTAL EXPENDITURES	8,406	-	-	8,406	-	3,777	4,629	-	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	5,315	-	-	5,315	-	2,200	3,115	-	-	-	-
G.O. Bonds	2,691	-	-	2,691	-	1,577	1,114	-	-	-	-
Intergovernmental	400	-	-	400	-	-	400	-	-	-	-
TOTAL FUNDING SOURCES	8,406	-	-	8,406	-	3,777	4,629	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

LOCATION

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

CAPACITY

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

ESTIMATED SCHEDULE

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

COST CHANGE

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

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

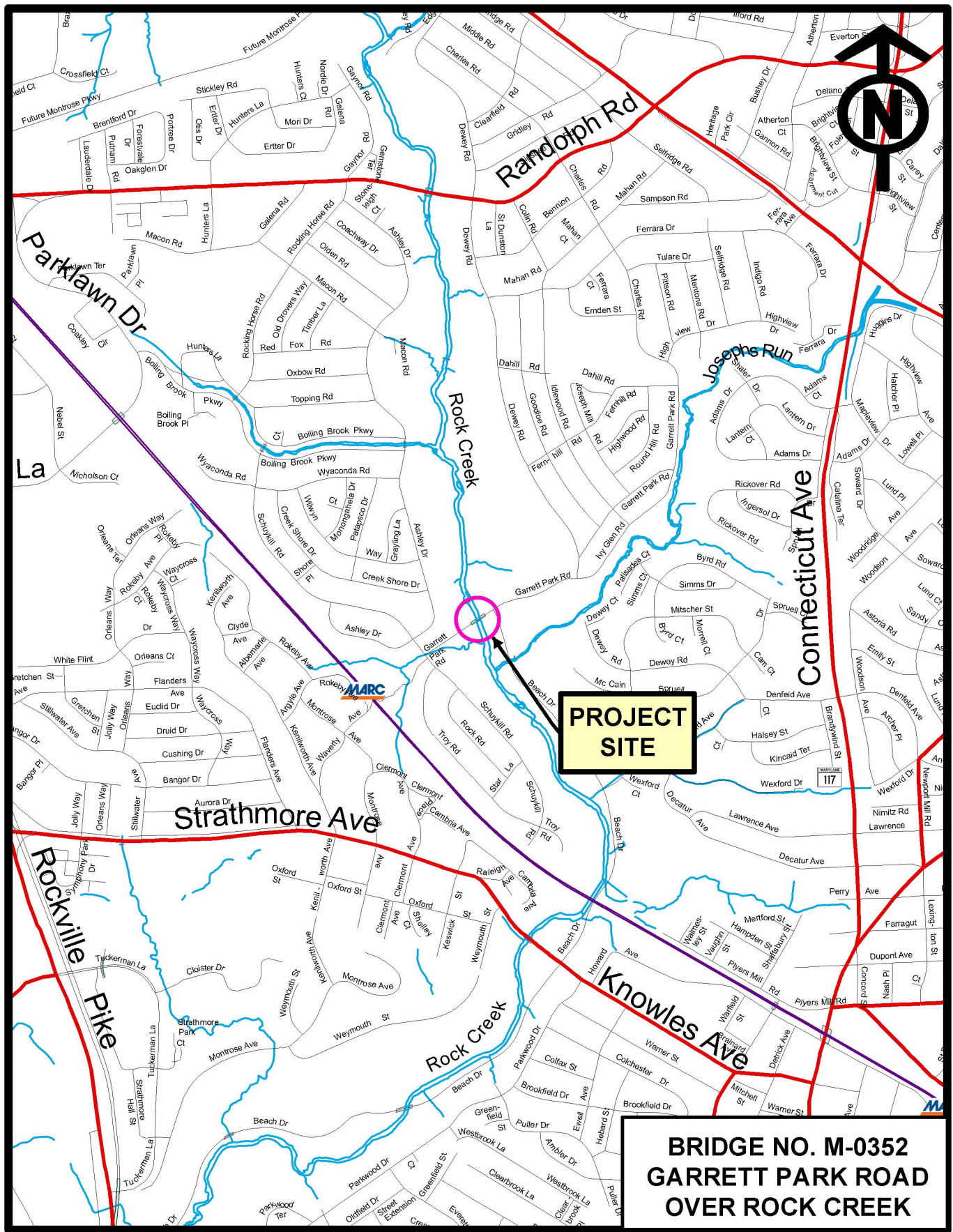
covered in the Bridge Design project (CIP No. 509132). Intergovernmental funding represents WSSC contributions for utility relocation.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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





Bethesda Metro Station South Entrance

(P500929)

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

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,919	1,756	113	50	50	-	-	-	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	5,453	-	-	-	-	-	-	-	-
Construction	98,801	53,322	23,785	21,694	6,930	12,111	2,632	21	-	-	-
Other	12,000	-	6,000	6,000	6,000	-	-	-	-	-	-
TOTAL EXPENDITURES	118,202	55,078	35,380	27,744	12,980	12,111	2,632	21	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	2,000	-	-	2,000	2,000	-	-	-	-	-	-
G.O. Bonds	97,051	35,927	35,380	25,744	10,980	12,111	2,632	21	-	-	-
Impact Tax	6,159	6,159	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	118,202	55,078	35,380	27,744	12,980	12,111	2,632	21	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

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

OTHER

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

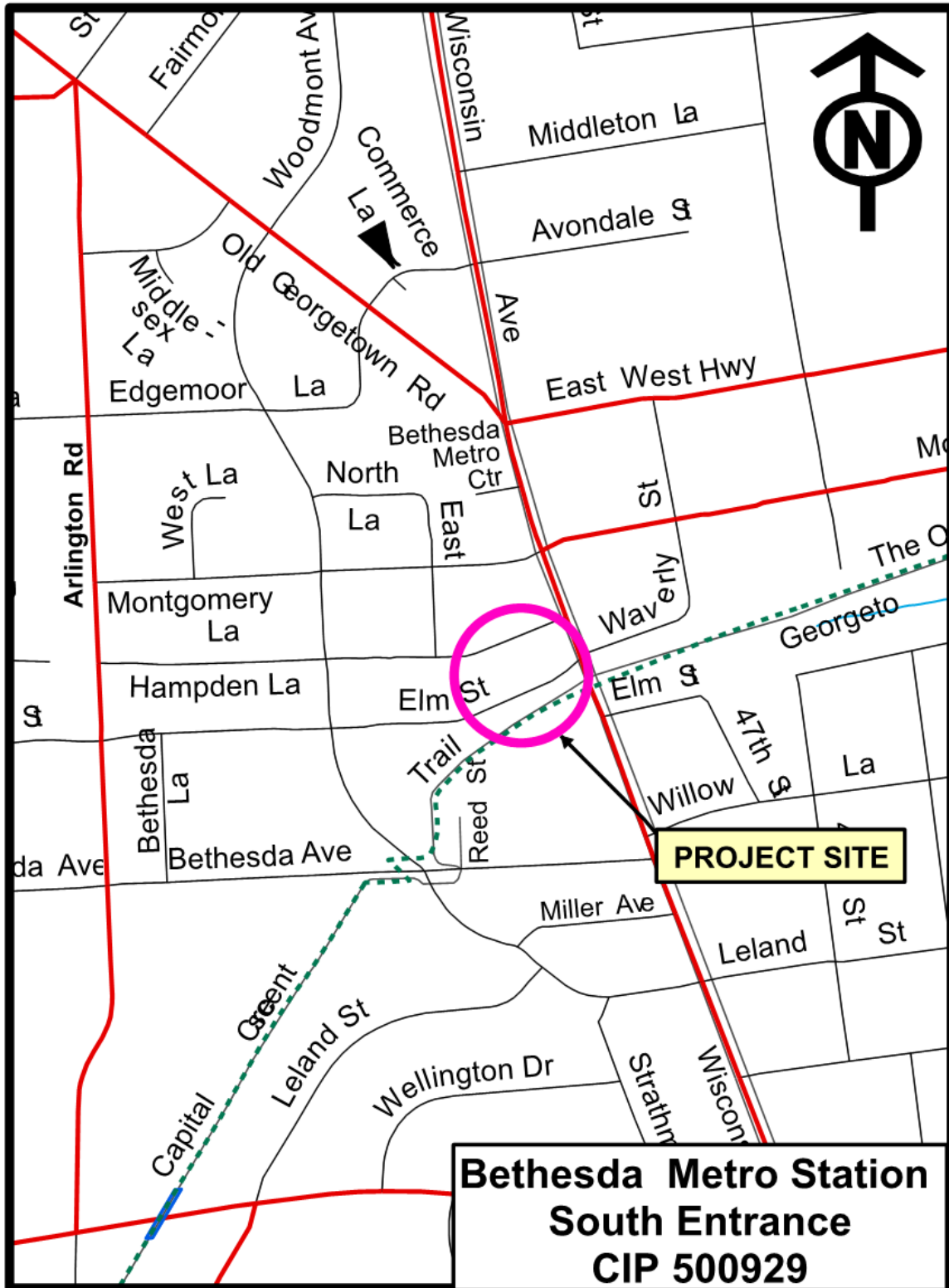
FISCAL NOTE

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. In FY18, a funding switch was made to increase Revenue Bonds: Liquor Fund appropriation and decrease GO Bonds appropriation by \$7.992 million. In FY19, a shift in \$3.5 million in GO Bonds from FY21 to FY19 was done to reflect an updated MTA billing schedule. In FY21, \$29,374,000 was shifted from prior years and distributed across FY21-FY26 to further reflect actual progress, a new estimated billing schedule, and to account for delays associated with the Purple Line. In the FY23-FY28 CIP, \$8 million was added to fill a funding gap in the project to allow for the completion of the Bethesda South Metro Entrance mezzanine project element as planned. This consists of \$6 million in GO bonds and \$2 million in Federal Aid, reflecting a \$2 million earmark in the FY23 Omnibus Appropriations Bill. WMATA received an additional \$12M in state aid for this project during the 2022 State General

Assembly Session. WMATA will pay for \$12M in mezzanine costs directly, and the remainder of the cost will be paid by the County.

COORDINATION

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





Child Care Renovations (P601901)

Category	Health and Human Services	Date Last Modified	04/14/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Final Design Stage

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	11,110	905	585	8,450	1,418	1,518	1,440	1,119	1,604	1,351	1,170
Construction	39,443	-	823	33,128	5,695	6,662	5,150	3,870	4,864	6,887	5,492
Other	1,370	-	33	1,154	196	238	180	180	180	180	183
TOTAL EXPENDITURES	51,923	905	1,441	42,732	7,309	8,418	6,770	5,169	6,648	8,418	6,845

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	51,067	49	1,441	42,732	7,309	8,418	6,770	5,169	6,648	8,418	6,845
PAYGO	594	594	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	262	262	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	51,923	905	1,441	42,732	7,309	8,418	6,770	5,169	6,648	8,418	6,845

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 23 Request	3,185	Year First Appropriation	FY19
Appropriation FY 24 Request	8,418	Last FY's Cost Estimate	27,994
Cumulative Appropriation	6,470		
Expenditure / Encumbrances	1,256		
Unencumbered Balance	5,214		

PROJECT DESCRIPTION

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

The project addresses three major components:

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

LOCATION

Twenty-two locations throughout the County.

ESTIMATED SCHEDULE

Project planning to take place in FY20-21. Design and construction will take place sequentially from FY21 through FY29.

COST CHANGE

Cost increase due to updated cost estimates based on escalation and inflation increases and the addition of FY27 and FY28 expenditures.

PROJECT JUSTIFICATION

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

FISCAL NOTE

The Department is required to provide notice and information to Council in writing 60 days before construction funding is obligated or spent. The notice must identify each project programmed for construction with the anticipated scope of work, cost estimates, and an expenditure schedule.

COORDINATION

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

Schedule Adjustments



Red Brick Courthouse Structural Repairs

(P500727)

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

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,954	294	-	2,660	1,058	845	757	-	-	-	-
Site Improvements and Utilities	428	-	-	428	-	143	285	-	-	-	-
Construction	7,230	295	-	6,935	-	2,044	4,891	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	10,613	590	-	10,023	1,058	3,032	5,933	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	10,613	590	-	10,023	1,058	3,032	5,933	-	-	-	-
TOTAL FUNDING SOURCES	10,613	590	-	10,023	1,058	3,032	5,933	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

LOCATION

29 Courthouse Square Rockville, Maryland 20850.

ESTIMATED SCHEDULE

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

PROJECT JUSTIFICATION

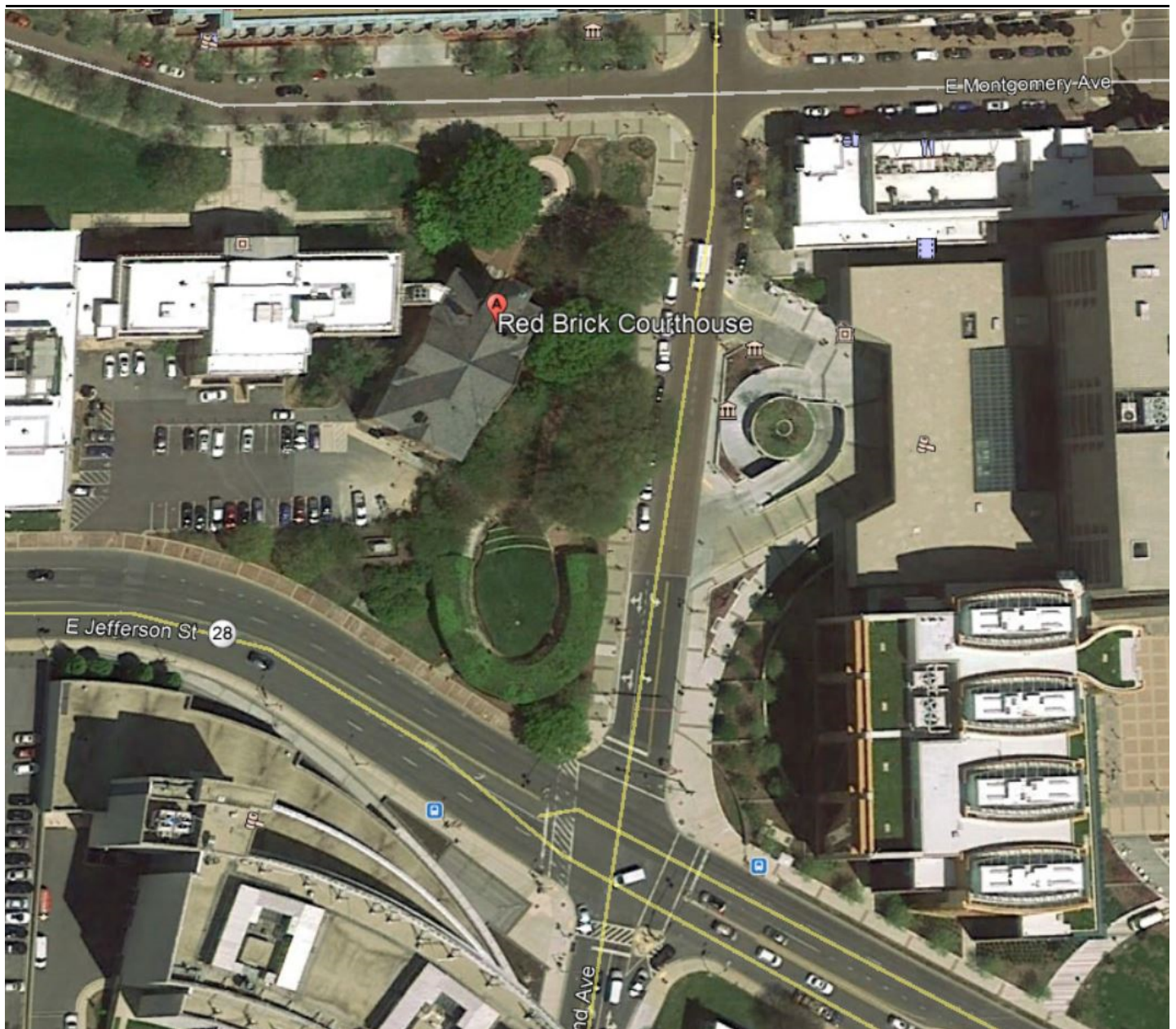
For Phase I, a structural engineer determined that some areas of the terra cotta arch and beam flooring system have been compromised by modifications that have been made for various electrical, mechanical, and plumbing systems. Access to certain areas on the first and second floors will be restricted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

OTHER

This facility has been designated as a historic structure.

COORDINATION

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





Bowie Mill Road Bikeway (P502108)

Category	Transportation	Date Last Modified	04/18/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	Status	Preliminary Design Stage

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,395	-	-	3,317	750	1,495	-	-	-	1,072	1,078
Land	1,091	-	-	1,091	-	377	714	-	-	-	-
Site Improvements and Utilities	3,146	-	-	2,696	-	-	409	665	645	977	450
Construction	12,074	-	-	7,301	-	-	-	-	-	7,301	4,773
TOTAL EXPENDITURES	20,706	-	-	14,405	750	1,872	1,123	665	645	9,350	6,301

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	19,206	-	-	12,905	-	1,122	1,123	665	645	9,350	6,301
State Aid	1,500	-	-	1,500	750	750	-	-	-	-	-
TOTAL FUNDING SOURCES	20,706	-	-	14,405	750	1,872	1,123	665	645	9,350	6,301

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 23 Request	2,245			Year First Appropriation							
Appropriation FY 24 Request	377			Last FY's Cost Estimate							
Cumulative Appropriation	-			20,706							
Expenditure / Encumbrances	-										
Unencumbered Balance	-										

PROJECT DESCRIPTION

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

LOCATION

Olney-Derwood

ESTIMATED SCHEDULE

Design to start in FY23 and be completed in FY24. Land acquisition to start in FY24 and be completed in FY25. Construction to start in FY28 and be completed in FY29.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

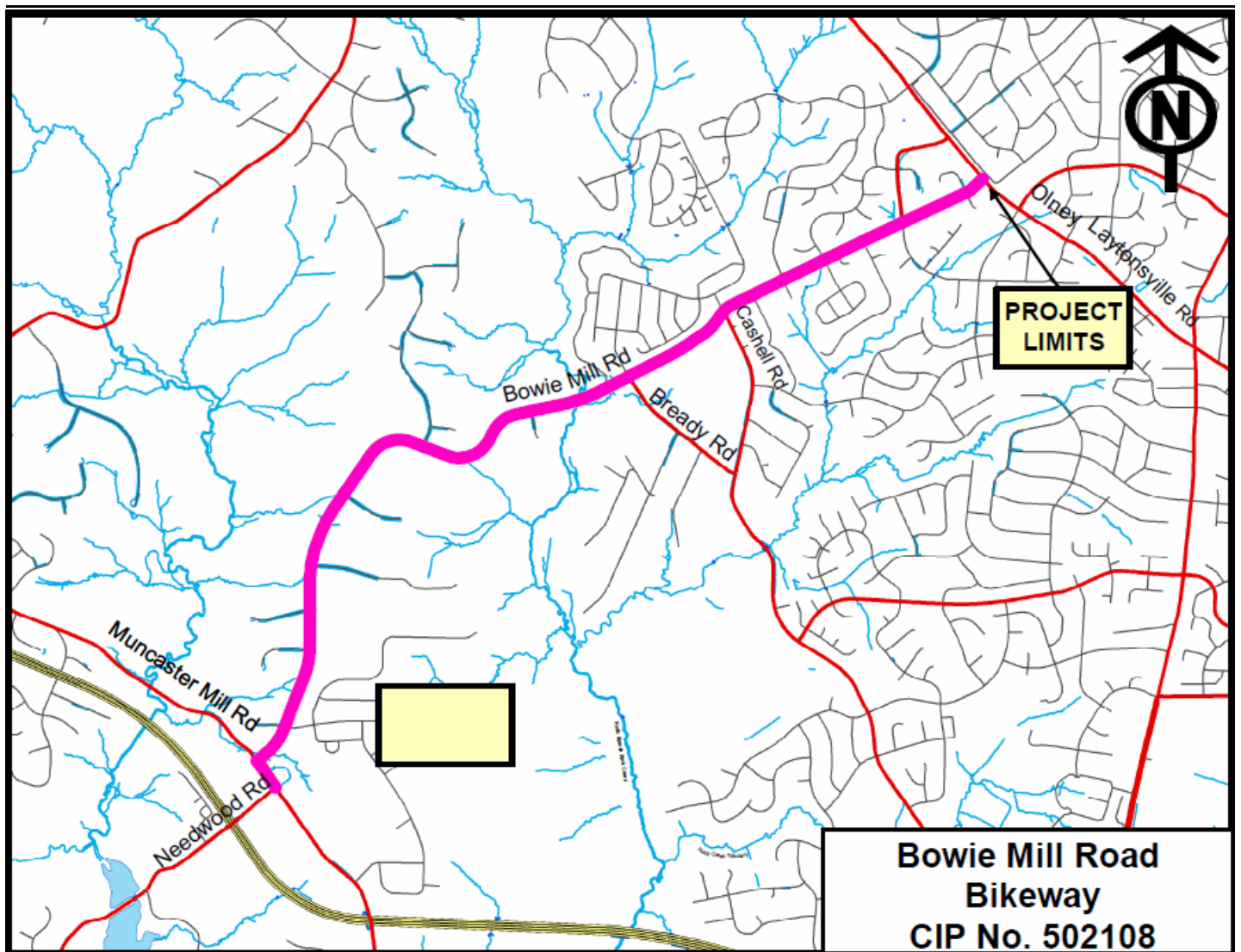
State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

DISCLOSURES

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

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Greater Olney Civic Association (GOCA), and utility companies





Oak Drive/MD 27 Sidewalk (P501908)

Category	Transportation	Date Last Modified	04/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Damascus and Vicinity	Status	Preliminary Design Stage

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,240	99	36	3,105	-	1,000	1,459	435	142	69	-
Land	2,616	442	279	1,895	-	-	-	1,000	895	-	-
Site Improvements and Utilities	1,580	-	23	1,557	-	-	-	-	1,470	87	-
Construction	5,075	-	537	4,538	-	-	-	-	2,488	2,050	-
TOTAL EXPENDITURES	12,511	541	875	11,095	-	1,000	1,459	1,435	4,995	2,206	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	11,511	541	875	10,095	-	-	1,459	1,435	4,995	2,206	-
State Aid	1,000	-	-	1,000	-	1,000	-	-	-	-	-
TOTAL FUNDING SOURCES	12,511	541	875	11,095	-	1,000	1,459	1,435	4,995	2,206	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 23 Request	-	Year First Appropriation	FY19
Appropriation FY 24 Request	2,894	Last FY's Cost Estimate	12,511
Cumulative Appropriation	1,416		
Expenditure / Encumbrances	918		
Unencumbered Balance	498		

PROJECT DESCRIPTION

The total project is comprised of 3 phases. Phase I includes a 4,200 foot segment of Oak Drive and a 350 foot segment of Kingstead road. This phase provides a 5' concrete sidewalk with green buffer along the west side of Oak Drive from its southern intersection with MD 27 to the John T. Baker Middle School. A 5' sidewalk is also provided along the south side of Kingstead Road from Oak Drive to the John Haines park. Phase II will include a 2,300 foot segment of MD 27 (Ridge Road) starting at the northern intersection with Oak Drive and ending at the existing sidewalk at Damascus High School. Phase III will include a 2,500 foot segment of MD 27 (Ridge Road) starting at the southern intersection with Oak Drive and ending at the existing sidewalk at Ridge Landing Place.

ESTIMATED SCHEDULE

Phase I started in FY19 and will be complete in FY21. Phases II and III Final Design will start in FY24. The implementation schedule is based on an estimate of 6 months to complete Phase 2, followed by 12 months to complete Phase 3

PROJECT JUSTIFICATION

The project is needed to address the lack of continuous and safe pedestrian access to existing sidewalks and bikeways, transit stops, commercial areas, and community and public facilities in the Damascus area. The 2006 Damascus master plan and 2018 Countywide Bikeways Master Plan recommends sidewalk in the project area.

OTHER

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

FISCAL NOTE

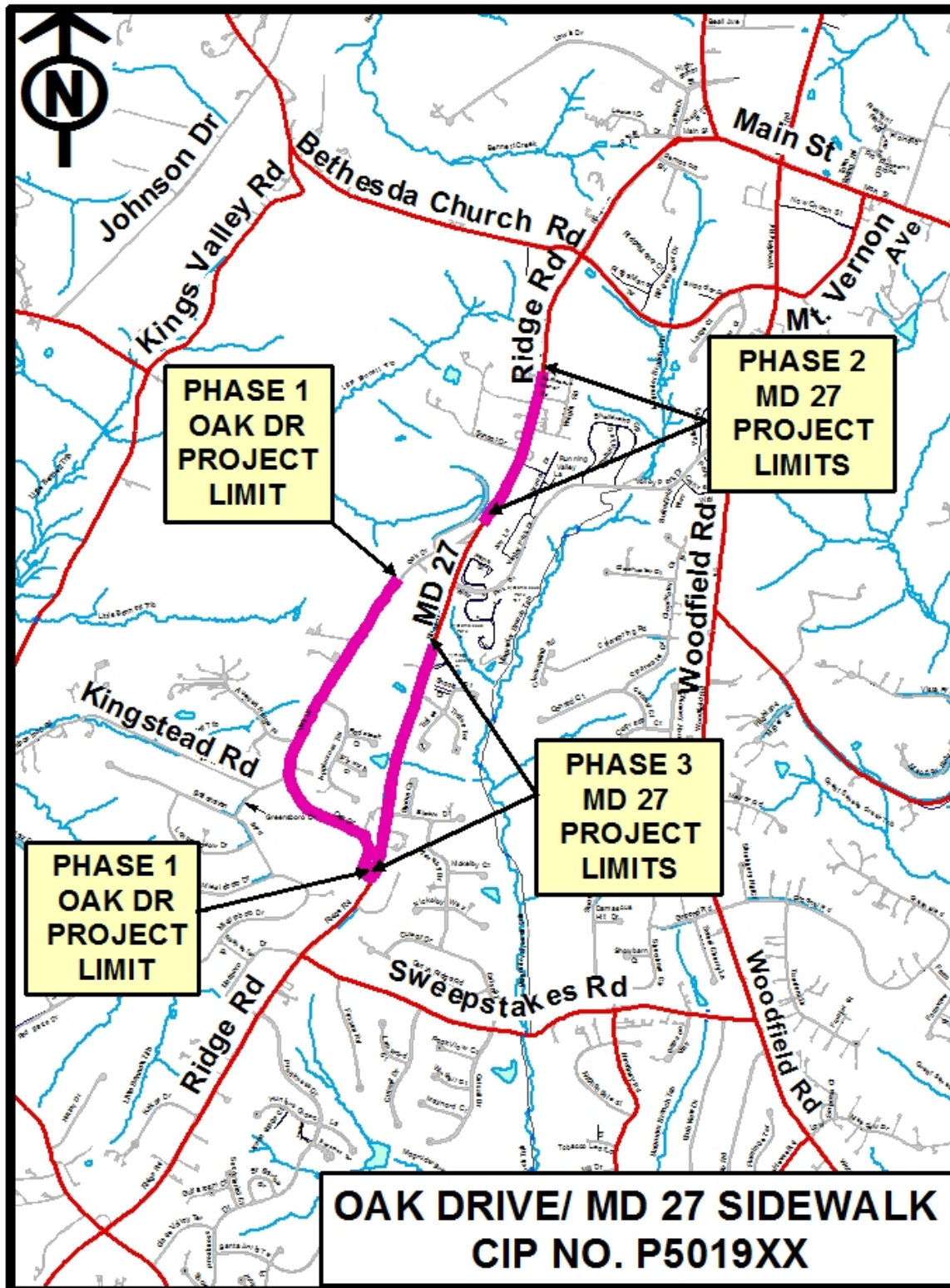
Construction cost estimates for Phase II and Phase III will be updated during the final design. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

DISCLOSURES

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

COORDINATION

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act. Department of Permitting Services, Department of Environmental Protection, State Highway Administration, Maryland-National Capital Park and Planning





Noyes Library for Young Children Rehabilitation and Renovation

(P711704)

Category	Culture and Recreation	Date Last Modified	04/14/22
SubCategory	Libraries	Administering Agency	Public Libraries
Planning Area	Kensington-Wheaton	Status	Final Design Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,003	654	26	323	190	103	30	-	-	-	-
Site Improvements and Utilities	720	-	-	720	480	240	-	-	-	-	-
Construction	2,802	-	-	2,802	1,881	921	-	-	-	-	-
Other	96	-	-	96	64	32	-	-	-	-	-
TOTAL EXPENDITURES	4,621	654	26	3,941	2,615	1,296	30	-	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	1,475	59	26	1,390	1,300	90	-	-	-	-	-
Current Revenue: General	500	-	-	500	-	500	-	-	-	-	-
G.O. Bonds	2,389	338	-	2,051	1,315	706	30	-	-	-	-
PAYGO	257	257	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,621	654	26	3,941	2,615	1,296	30	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			32	-	4	7	7	7	7
Energy			18	-	2	4	4	4	4
Program-Staff			968	-	108	215	215	215	215
Program-Other			654	-	250	101	101	101	101
NET IMPACT			1,672	-	364	327	327	327	327
FULL TIME EQUIVALENT (FTE)				-	2.75	2.75	2.75	2.75	2.75

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	1,407	Year First Appropriation	FY17
Appropriation FY 24 Request	84	Last FY's Cost Estimate	4,070
Cumulative Appropriation	3,100		
Expenditure / Encumbrances	654		
Unencumbered Balance	2,446		

PROJECT DESCRIPTION

This project will provide for a comprehensive rehabilitation of this historic library to include conversion of the attic into a finished second floor, renovation of the first floor, and the addition of a finished basement, an elevator, Americans with Disabilities Act (ADA) compliant restrooms, and egress stairs. The rehabilitated facility will be able to accommodate more attendees and more types of programming and services than are possible in the current facility.

LOCATION

10237 Carroll Place, Kensington, Maryland 20895.

ESTIMATED SCHEDULE

Design is completed. Additional State Aid fundraised by the Noyes Children's Library Foundation for FY23 has resulted in a re-start of the project in FY23, with construction anticipated to begin in late Fall 2022.

COST CHANGE

Cost increase due to delays in fundraising by the Noyes Children's Library Foundation and final design estimates.

PROJECT JUSTIFICATION

The Noyes Library is a small, historically-designated library with services specifically focused on pre-kindergarten education and early childhood (infants through approximately age 8). The small scale and intimate setting of the library are unique and provide a signature experience for children, but the building is not ADA compliant. In 2010, the County proposed a modest effort that would have addressed the ADA issues in the most basic manner possible, as well as made small changes to the library layout that would have positively impacted programming and service offerings. Since that time, the County and the Foundation discussed a more comprehensive rehabilitation of the Noyes Library for Young Children that preserved the library's unique, small-scale, intimate experience, while making substantial improvements to the building that supported use by persons with disabilities, new space for program preparatory and collection work by staff, and

additional space for programs. Via this project, the County Executive is proposing a partnership to support this enhanced vision of the Noyes Library for Young Children.

FISCAL NOTE

Originally, the project was to be funded by County General Obligation (GO) Bonds and private funds that would be raised by the Noyes Children's Library Foundation according to the requirements of the Memorandum of Understanding (MOU) between the County and the Noyes Children's Library Foundation which codified the fundraising and project plan. In addition, Current Revenue funding of \$300,000 in FY17 and \$200,000 in FY18 was moved from Capital Improvement Grants for the Arts and Humanities from Cost Sharing project P720601. The construction phase was not to begin until the Noyes Children's Library Foundation completed its fund raising and provided the construction funding in full to the County. An increased cost share related to the project's cost increase was required to be negotiated per the terms of the Memorandum of Understanding between the County and the Noyes Children's Library Foundation. In FY23, the County agreed to contribute an additional \$885,000 for the project. In concert with the Foundation's reported \$950,000 in fund raising proceeds and an additional \$525,000 in FY23 State Aid, this will fully fund the project.

DISCLOSURES

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

COORDINATION

Department of Public Libraries, Department of General Services, Noyes Children's Library Foundation, Maryland-National Capital Park and Planning Commission, Montgomery County Parks, Mid-County Regional Services Center, Washington Suburban Sanitary Commission, Pepco, Town of Kensington Park, and Maryland Historic Trust.

Technical Adjustments



Bus Rapid Transit: Veirs Mill Road (P501913)

Category	Transportation	Date Last Modified	04/18/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Final Design Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	11,200	1,763	3,728	5,709	3,500	160	872	799	378	-	-
Land	11,100	9	-	11,091	-	550	10,541	-	-	-	-
Site Improvements and Utilities	400	-	-	400	-	-	400	-	-	-	-
Construction	47,600	-	-	47,600	-	-	10,000	31,000	6,600	-	-
Other	16,500	-	-	16,500	-	-	-	-	16,500	-	-
TOTAL EXPENDITURES	86,800	1,772	3,728	81,300	3,500	710	21,813	31,799	23,478	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	9,250	-	2,500	6,750	-	-	-	-	6,750	-	-
Federal Aid	42,578	-	-	42,578	-	398	12,215	17,807	12,158	-	-
Impact Tax	3,000	1,772	1,228	-	-	-	-	-	-	-	-
State Aid	31,972	-	-	31,972	3,500	312	9,598	13,992	4,570	-	-
TOTAL FUNDING SOURCES	86,800	1,772	3,728	81,300	3,500	710	21,813	31,799	23,478	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

LOCATION

Veirs Mill Road between Wheaton and Rockville

ESTIMATED SCHEDULE

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

COST CHANGE

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

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019)

FISCAL NOTE

The previous programming of funds for final design improved the project's eligibility for entry into the Federal Transit Administration's Capital Investment Grant

(CIG) program. The intent is to seek entry in FY22 and combine Veirs Mill/Randolph Road BiPPA improvements in the grant request. Adding construction funding positions the project to advance through the CIG program in a timely fashion to receive a fully funded grant agreement. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

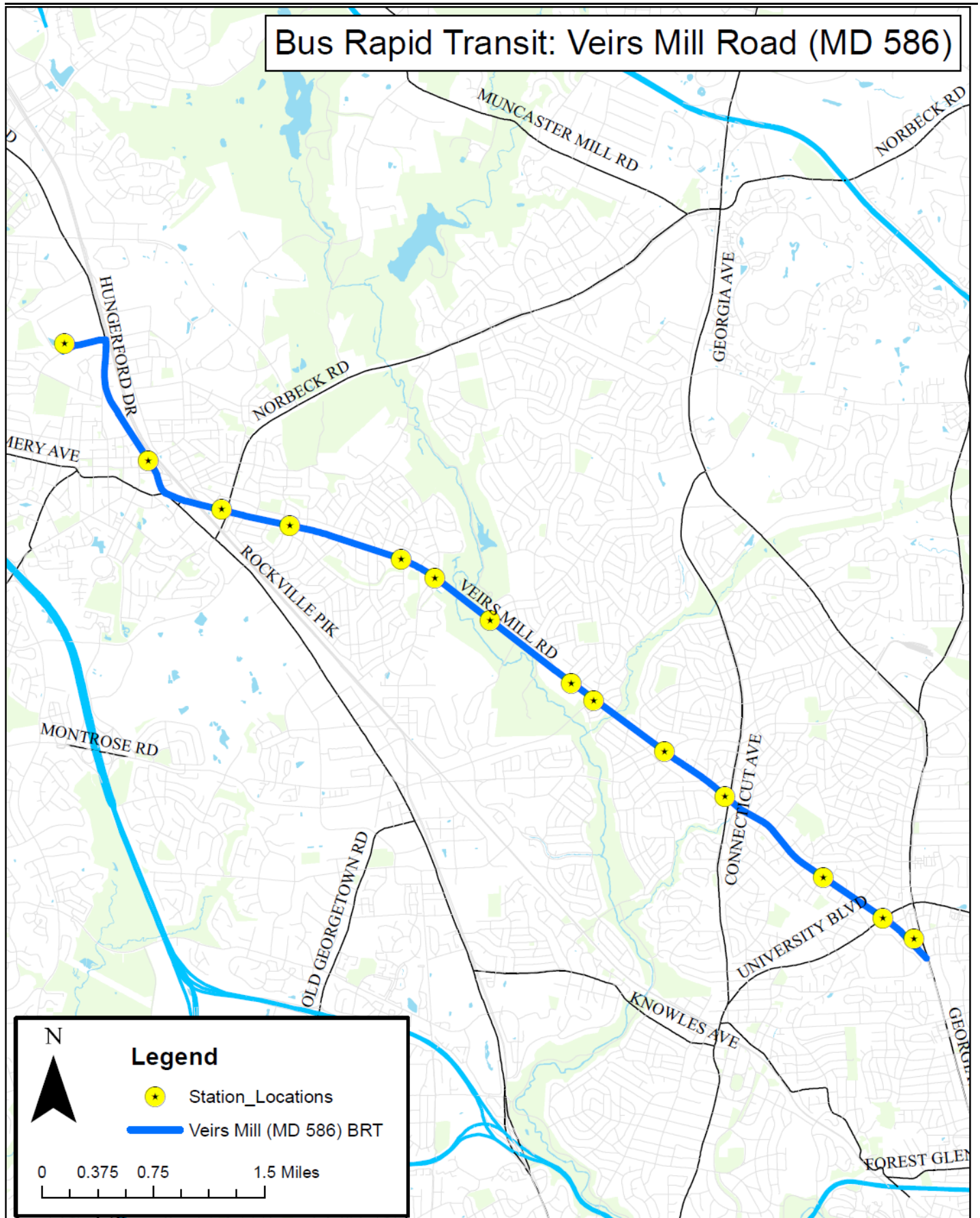
DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, MDOT-SHA, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, and Veirs Mill Road BRT Corridor Advisory Committee, Federal Transit Administration

Bus Rapid Transit: Veirs Mill Road (MD 586)





Parking Wheaton Facility Renovations (P509709)

Category	Transportation	Date Last Modified	04/16/22
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	266	186	8	72	12	12	12	12	12	12	-
Land	5	5	-	-	-	-	-	-	-	-	-
Construction	1,438	251	80	1,107	350	100	100	100	225	232	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,710	443	88	1,179	362	112	112	112	237	244	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Wheaton	1,710	443	88	1,179	362	112	112	112	237	244	-
TOTAL FUNDING SOURCES	1,710	443	88	1,179	362	112	112	112	237	244	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	238	Year First Appropriation	FY97
Appropriation FY 24 Request	112	Last FY's Cost Estimate	779
Cumulative Appropriation	655		
Expenditure / Encumbrances	497		
Unencumbered Balance	158		

PROJECT DESCRIPTION

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

LOCATION

Wheaton Parking Lot District, Maryland.

COST CHANGE

The cost increase is due to the addition of FY27 and FY28 to this ongoing project, and the addition of \$250,000 in FY23 to increase facility modernization activities.

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





MCG Reconciliation PDF

(P501404)

Category	Transportation	Date Last Modified	04/18/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

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

Current Revenue: General	(1,964)	-	(1,964)	-	-	-	-	-	-	-
G.O. Bonds	(157,476)	-	(4,966)	(152,510)	(18,507)	(20,122)	(22,894)	(27,466)	(31,745)	(31,776)
Impact Tax	54,665	-	4,475	50,190	5,490	7,740	9,240	9,240	9,240	9,240
Recordation Tax Premium (MCG)	104,775	-	2,455	102,320	13,017	12,382	13,654	18,226	22,505	22,536
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY20
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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



Restoration Center

(P602301)

Category	Health and Human Services	Date Last Modified	04/13/22
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,347	-	-	3,347	788	671	908	717	263	-	-
Site Improvements and Utilities	4,300	-	-	4,300	-	500	2,367	1,433	-	-	-
Construction	10,641	-	-	10,641	-	-	7,094	3,547	-	-	-
Other	400	-	-	400	-	-	267	133	-	-	-
TOTAL EXPENDITURES	18,688	-	-	18,688	788	1,171	10,636	5,830	263	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,688	-	-	1,688	-	-	-	1,425	263	-	-
State Aid	17,000	-	-	17,000	788	1,171	10,636	4,405	-	-	-
TOTAL FUNDING SOURCES	18,688	-	-	18,688	788	1,171	10,636	5,830	263	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance	132	-	-	-	26	53	53
Energy	120	-	-	-	24	48	48
Program-Staff	218	-	-	-	-	109	109
Program-Other	1,784	-	-	-	-	892	892
NET IMPACT	2,254	-	-	-	50	1,102	1,102

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	788	Year First Appropriation	FY23
Appropriation FY 24 Request	1,171	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for design and construction of the Restoration Center (RC). The site planning will be designed to allow the remainder of the site to house a future Department of Corrections and Rehabilitation Criminal Justice Complex. The master plan and construction of utility work and storm water management for the Restoration Center will include the infrastructure to support the subsequent construction.

This facility will support the implementation of the Crisis Now model in Montgomery County and will provide alternatives to using hospital Emergency Departments or defaulting to criminal justice options for people experiencing a behavioral health crisis. This facility will be operated by the Department of Health and Human Services or a contractor. It will provide a variety of Behavioral Health Services, to include triage, crisis stabilization, and warm hand off referrals to appropriate services for those experiencing mental health, substance use disorder, and/or other types of behavioral health crisis. It will provide an option to Police, Montgomery County Fire and Rescue, and community members and reduce the use of emergency rooms, hospitals, and jail detention. The Restoration Center will be staffed by a multidisciplinary team to include nursing staff, licensed mental health and addiction professionals, peer specialists, and resource navigators. The Center will operate 24/7/365 and will operate under a 100 percent admission ("No Wrong Door") policy.

LOCATION

1541 Seven Locks Road, Rockville

ESTIMATED SCHEDULE

Design work to begin in summer of 2022 and construction to begin in summer of 2024.

PROJECT JUSTIFICATION

The Restoration Center will complement the "Crisis Now" model in Montgomery County by offering services to the population of Montgomery County that are in crisis and need Behavioral Health Services such as mental health, substance use disorder, and/or other types of crisis. The Restoration Center is a less restrictive and a more clinically appropriate community-based setting.

The Restoration Center will help to reduce the use of emergency rooms, hospitalization, and incarceration and therefore will save time spent by the Police and

MCFRS bringing people to and from emergency rooms at hospitals.

FISCAL NOTE

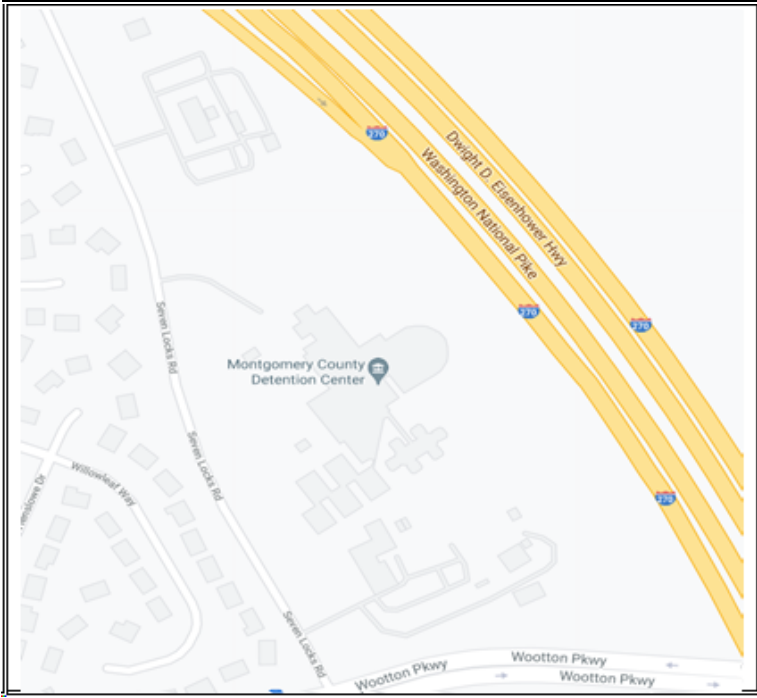
State Aid of \$12,000,000 provided for FY23. Pre-authorized State Aid of \$5,000,000 provided for FY24.

DISCLOSURES

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

COORDINATION

City of Rockville, Department of General Services, Department of Health & Human Services, Department of Corrections and Rehabilitation, Department of Police, Montgomery County Fire & Rescue Service, Maryland Park and Planning, Department of Technology and Enterprise Business Solutions, PEPCO, and Washington Gas.



FY 23-28 Full Recommended CIP
Budget Amendments Summary (\$000s) - Round 2

Project #	Project Name	Explanation of Adjustment	FY23-28 Change (\$000s)	Funding Sources
New Projects				
P502315	State-Funded White Flint Redevelopment Infrastructure	Reflects State Aid to fund infrastructure improvements designed to help support redevelopment of the White Flint area as a national epicenter of computationally enabled life sciences research.	16,000	State Aid
P362308	Montgomery County Lynching Memorial	New project. Costs had previously been included in the operating budget.	50	Current Revenue: General
P362309	State Aid for MCPS Playgrounds	New project fully funded with State Aid to support MCPS Playground construction throughout the County. Additional funds are pre-authorized for FY24.	1,350	State Aid
P502314	Cherry Hill Road Bike Facility	New State-funded project to provide bicycle facilities along Randolph and Cherry Hill Road.	4,000	State Aid
P502313	Norwood Road Shared Use Path	New project funded with State Aid to support facility planning and construction of shared use segments between New Hampshire Avenue and Norbeck Road. Specific segments to be constructed within available resources will be determined later in consultation with the County Council.	4,000	State Aid
Scope Change				
P509753	Bridge Renovation	Added \$1.5 million in both FY23 and FY24 for more proactive culvert replacement and emergencies. This is in addition to March's amendments for emergency repairs.	6,150	G.O. Bonds
P500700	Street Tree Preservation	Increased scope to meet Climate Action Plan goals.	500	Recordation Tax Premium (MCG)
P502005	Bus Rapid Transit: MD 355 Central	Funding switches and increased scope to support costs related to time sensitive depot needs and transit centers at Lake Forest Mall and the Rockville Montgomery College campus. The depot in Gaithersburg will support economic and housing development. The depot at Montgomery College will be needed to address capacity concerns once the MD355 and Viers Mill Road BRT lines are operational.	44,200	Current Revenue: Mass Transit, Op Lanes Maryland Transit Funding, Recordation Tax Premium (MCG), State Aid
P502201	Bus Rapid Transit: US 29-Phase 2	Added state aid funding for further analysis and design.	6,500	Impact Tax, State Aid
P502202	Great Seneca Science Corridor Transit Improvements	Added state aid to fund acquisition of zero emissions buses that must be ordered in FY23 to be available for this new service. Modest schedule adjustments are also reflected.	12,300	Impact Tax, State Aid
P501532	Bicycle-Pedestrian Priority Area Improvements	Added funding for the Cedar/Bonifant/Grove/Sligo/Woodbury Greenway as requested by WABA.	800	G.O. Bonds
P502002	Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD	Added funding for Greenways along Grandview Avenue/Mason Avenue between Georgia Avenue and Blueridge Avenue in Wheaton.	1,500	G.O. Bonds
P507596	Bikeway Program Minor Projects	New State Aid to support bicycle facilities on Norwood Road between Ashton Forest Terrace and MD108 completing a previously unfunded segment of the Heritage Triangle Trail.	2,000	State Aid
P502304	US 29 Pedestrian and Bicycle Improvements	New State Aid to support improvements north of Randolph Road.	2,500	State Aid
P500333	Pedestrian Safety Program	Added funds for Highway Safety Improvement Program (HSIP) grant to add protected pedestrian crossings using pedestrian hybrid beacons.	720	State Aid
P501540	White Oak Local Area Transportation Improvement Program	Funds an update of program and project cost data used as the basis for per-trip LATIP fees.	150	Recordation Tax Premium (MCG)

FY 23-28 Full Recommended CIP
Budget Amendments Summary (\$000s) - Round 2

Project #	Project Name	Explanation of Adjustment	FY23-28 Change (\$000s)	Funding Sources
P720601	Cost Sharing: MCG	Adds funds for \$3.0 million in Cost Sharing Capital Grants and \$300,000 to match State Aid for the Scotland AME Church.	3,300	Current Revenue: General
P652310	Built to Learn Act State Aid Match	Provides additional funding for school construction to maximize State Aid.	21,000	G.O. Bonds
Cost Change				
P502105	Garrett Park Road Bridge M-0352	Reflects increased costs and acceleration due to safety concerns.	1,660	Federal Aid, G.O. Bonds, Intergovernmental
P500929	Bethesda Metro Station South Entrance	Changed cost to reflect \$12 M State grant to WMATA to cover a portion of the project's mezzanine costs. Funding switch between GO bonds and new federal aid.	(12,000)	Federal Aid, G.O. Bonds
P601901	Child Care Renovations	\$1,000,000 added to FY23 and FY24 due to escalation and inflation increases.	2,000	G.O. Bonds
Schedule Adjustments				
P500727	Red Brick Courthouse Structural Repairs	Accelerates the project by two years to ensure completion by the 250th anniversary of the County.	0	G.O. Bonds
P502108	Bowie Mill Road Bikeway	Reflects funding switch and project acceleration due to increased State Aid.	1,500	G.O. Bonds, State Aid
P501908	Oak Drive/MD 27 Sidewalk	Funding switch and acceleration.	0	G.O. Bonds, State Aid
P711704	Noyes Library for Young Children Rehabilitation and Renovation	Additional FY23 State Aid fundraised by the Noyes Library Children's Foundation and additional County support (\$885,000) will allow the project to restart during FY23, with construction anticipated to begin in late Fall 2022.	0	Contributions, G.O. Bonds
Technical Adjustments				
P501913	Bus Rapid Transit: Veirs Mill Road	Funding switches made possible by increased State Aid.	0	Current Revenue: Mass Transit, Op Lanes Maryland Transit Funding, State Aid
P509709	Parking Wheaton Facility Renovations	Corrected expenditure and funding schedule to match PLD cash flows. Costs are properly reflected in FY23 instead of FY24.	250	Current Revenue: Parking - Wheaton
P501404	MCG Reconciliation PDF	Funding switches to maintain overall estimated recordation tax premium and impact tax revenues.	0	G.O. Bonds, Recordation Tax Premium (MCG)
P602301	Restoration Center	Reflects increased State Aid assumption.	0	G.O. Bonds, State Aid