




OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich  
County Executive

MEMORANDUM

April 18, 2023

TO: Evan Glass, President  
Montgomery County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Amendments to the Recommended FY23-28 Capital Improvements Program and the FY24 Capital Budget

I am transmitting further revisions to my recommended FY23-28 Capital Improvements Program (CIP) based on our State delegation's success in securing additional State aid for critical capital budget projects and to better position key transportation projects to pursue Federal funding.

Bus Rapid Transit (BRT)

I recommend amending the Bus Rapid Transit: MD 355 South/North, the Bus Rapid Transit: MD 355 Central, and the Bus Rapid Transit: Veirs Mill Road projects to reflect Federal grant conventions regarding cost escalations and contingencies. In addition, the Bicycle-Pedestrian Priority Area Improvements - Veirs Mill Road/Randolph Bicycle project is proposed to be merged into the Veirs Mill Road BRT project to maximize potential Federal funding. New State aid is added to all three BRT projects to reflect additional funding approved by the Maryland General Assembly, and State lottery proceeds dedicated to County BRT projects. Funding from the Op Lanes Maryland project is deferred while Gov. Wes Moore's Administration reevaluates the best way to proceed with addressing transportation improvements along the I-270 and I-495 corridors. In addition, I recommend adding a new Twinbrook Connector Trail project to relocate the existing Parklawn North Connector Trail from the roadway shoulder to facilitate the new BRT line on Veirs Mill Road.

Other Transportation

I recommend an amendment to create a new US 29 Streetlighting project, recognizing \$2,840,000 in additional State aid. This project will support the planning, design, installation, and energization of streetlights along US 29 between I-495 and MD 198.

I recommend an amendment to recognize additional State funds that will support a new \$1,000,000 MD198 Sidewalk Improvements project to add sidewalk connections between Dino Drive and McKnew Road. I also recommend adding \$160,000 to the Traffic Signals project to fund school beacon improvements due to newly appropriated State resources.

The Burtonsville Park and Ride Improvements project is amended to reflect an additional \$1,000,000 in State aid awarded to design and construct a shared parking garage to support FLASH service on the US 29 corridor and redevelopment of the adjacent commercial property.

Finally, newly awarded and pre-authorized State aid will facilitate a six-month construction acceleration for the Bowie Mill Road Bikeway.

The Maryland General Assembly has also provided funding to WMATA for the North Bethesda Metro Station Northern Entrance project. MCDOT continues to work with WMATA to refine the project scope and implementation plan and to identify development partners and additional funding sources.

#### Housing and Community Development

I recommend a supplemental appropriation to create a new project funded by State aid to support the renovation and revitalization of the Burtonsville Crossing Shopping Center. In all, the State has allocated \$7,000,000 for site improvements of this location. In addition, I recommend amending the Countywide Façade Easement Program to reflect \$500,000 in State aid to support White Oak neighborhood revitalization and façade improvements. These projects will assist in reactivating important community assets on the County's East side.

#### Culture and Recreation

The Wheaton Arts and Cultural Center project is updated to reflect \$1,000,000 in State aid, allowing us to begin build-out of the facility's interior in FY28, earlier than previously programmed. In addition, I recommend adding \$1,056,000 in State aid to the Library Refurbishment Level of Effort project to reflect an additional \$555,600 provided to construct building and site improvements at the Long Branch Library, and \$500,000 to support the Damascus Library and Senior Center Refurbishment.

#### High School Wellness Centers

I recommend amending the High School Wellness Centers project to add \$1,000,000 provided by the General Assembly to support this important work. Council shares my interest in keeping centers for our neediest students on schedule. These additional funds will be an important hedge against construction cost increases and project delays.

#### State aid for MCPS Playgrounds

An additional \$1,350,000 in State aid was awarded to Montgomery County to fund improvements for Montgomery County Public Schools playgrounds throughout the County. The

County will coordinate with MCPS to identify playground sites that MCPS will construct.

Olney Police Substation

I recommend creating a new project to support facility planning for the Olney Satellite Police Station and Community Facility serving the 4<sup>th</sup> District supported by State aid. The County will work closely with the State Delegation to secure the additional State resources needed to implement the project.

Maryland-National Capital Park and Planning Commission (M-NCPPC)

I am pleased to report that our partners at M-NCPPC have successfully raised non-County funds to support County parks. M-NCPPC staff will be working with County Council and Office of Management and Budget staff to program more than \$13.5 million in additional State and Federal funding in the following projects: Ballfield Initiatives; Legacy Urban Space; Ovid Hazen Wells Recreational Park Improvements; Park Acquisitions; Park Refreshers; Planned Lifecycle Asset Replacement – Local Parks; Planned Lifecycle Asset Replacement – Non-Local Parks; Power Line Trail; Trails Hard Surface Renovation; and Wheaton Regional Park.

The timing of State aid in these amendments will allow a modest increase in the FY24 set-aside for general obligation bonds. I urge the Council to maintain this additional FY24 set-aside to help manage likely construction cost increases.

I want to thank all those who contributed to these projects – particularly Montgomery County’s representatives in the Maryland General Assembly. We are eager to partner with the State to provide important facilities for our residents.

Department staff is available to answer any questions as you consider these amendments as we work together to finalize the FY24 Capital and Operating Budgets.

ME: mb

Enclosure: FY23-28 Amended Biennial CIP: April Budget Amendments Summary  
Amended Project Description Forms  
General Obligation Bond Adjustment Chart

cc: Montgomery County Councilmembers  
Marlene Michaelson, Executive Director, Montgomery County Council  
Karla Silvestre, President, Montgomery County Board of Education  
Dr. Monifa B. McKnight, Superintendent, Montgomery County Public Schools  
Jeffrey Zyontz, Chair, Montgomery County Planning Board  
Executive Branch Department Heads and Office Directors  
Office of Management and Budget Staff

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

Project #	Project Name	Explanation of Adjustment	FY23-28 Change (\$000s)	Funding Sources
New Projects				
P472401	Olney Satellite Police Station and Community Facility	New State Aid-funded project to support facility planning.	100	State Aid
P502406	MD 198 Sidewalk Improvements	New State Aid-funded project to add sidewalk connections between Dino Drive and McKnew Road.	1,000	State Aid
P502405	Twinbrook Connector Trail	New project to relocate the existing trail to maintain connectivity due to Veirs Mill Road Bus Rapid Transit project implementation.	1,500	G.O. Bonds
P502407	US 29 Streetlighting	New project reflecting additional State Aid.	2,840	State Aid
FY23 Supplementals				
P362311	Burtonsville Crossing Shopping Center	Reflects additional State Aid.	7,000	State Aid
Scope Change				
P362309	State Aid for MCPS Playgrounds	Reflects additional State Aid.	1,350	State Aid
P502309	Bus Rapid Transit: MD 355 South/North	Escalates design costs and adds planning/design for Clarksburg Transit Center. Replaces Op Lanes funding for final design with State Aid.	2,796	State Aid, Op Lanes Maryland Transit Funding
P501913	Bus Rapid Transit: Veirs Mill Road	Combines this project with Veirs Mill Road/Randolph Road BiPPA, which had a cost increase following updated estimates. Cost escalation for BRT design, construction and buses.	82,235	Federal Aid, G.O. Bonds, State Aid, State Bus Rapid Transit Fund
P507154	Traffic Signals	Reflects additional State Aid.	160	State Aid
P640902	High School Wellness Center and Expanded Wellness Services	Reflects additional State Aid.	1,000	State Aid
P711502	Library Refurbishment Level of Effort	Reflects additional State Aid to support the Damascus Library and Senior Center which occupy the same facility, and for Long Branch Library Building and Site Improvements.	1,056	State Aid
P762102	Countywide Facade Easement Program	Reflects additional State Aid for White Oak neighborhood revitalization and facade improvement.	500	State Aid
Cost Change				
P502203	Burtonsville Park and Ride Improvements	Reflects additional State Aid and clarifies project scope.	1,000	State Aid
P502005	Bus Rapid Transit: MD 355 Central	Updates expenditures and funding schedule to reflect cost increases and new state/federal aid assumptions.	66,768	Federal Aid, Current Revenue: Mass Transit, State Aid, Op Lanes Maryland Transit Funding
P502003	Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph	Combines this project with Bus Rapid Transit: Veirs Mill Road (501913) project to maximize federal aid.	(11,466)	Federal Aid, G.O. Bonds

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

Project #	Project Name	Explanation of Adjustment	FY23-28 Change (\$000s)	Funding Sources
Schedule Adjustments				
P502108	Bowie Mill Road Bikeway	Accelerated based on awarded and pre-authorized State Aid.	3,675	G.O. Bonds, State Aid
P722106	Wheaton Arts and Cultural Center	Adds State Aid to accelerate some interior buildout into FY28.	1,000	G.O. Bonds, State Aid

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## **New Projects**



# Olney Satellite Police Station and Community Facility (P472401)

Category	Public Safety	Date Last Modified	04/17/23
SubCategory	Police	Administering Agency	General Services
Planning Area	Olney and Vicinity	Status	Planning Stage

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

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

## FUNDING SCHEDULE (\$000s)

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

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

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

## PROJECT DESCRIPTION

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

## LOCATION

17821 Georgia Avenue, Olney, MD.

## ESTIMATED SCHEDULE

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

## FISCAL NOTE

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

## DISCLOSURES

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



# MD 198 Sidewalk Improvements (P502406)

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

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

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

## FUNDING SCHEDULE (\$000s)

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

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

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

## PROJECT DESCRIPTION

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

## LOCATION

Burtonsville

## ESTIMATED SCHEDULE

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

## PROJECT JUSTIFICATION

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

## FISCAL NOTE

State aid in FY24 and FY25 reflects \$1M in State grants for capital projects in Montgomery County obtained during the 2023 State General Assembly session.

## DISCLOSURES

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

## COORDINATION

Maryland State Highway Administration, Maryland-National Capital Planning Commission, Department of Permitting Services, and Office of the County Executive.





# Twinbrook Connector Trail

(P502405)

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

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

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

## FUNDING SCHEDULE (\$000s)

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

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

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

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

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

## PROJECT JUSTIFICATION

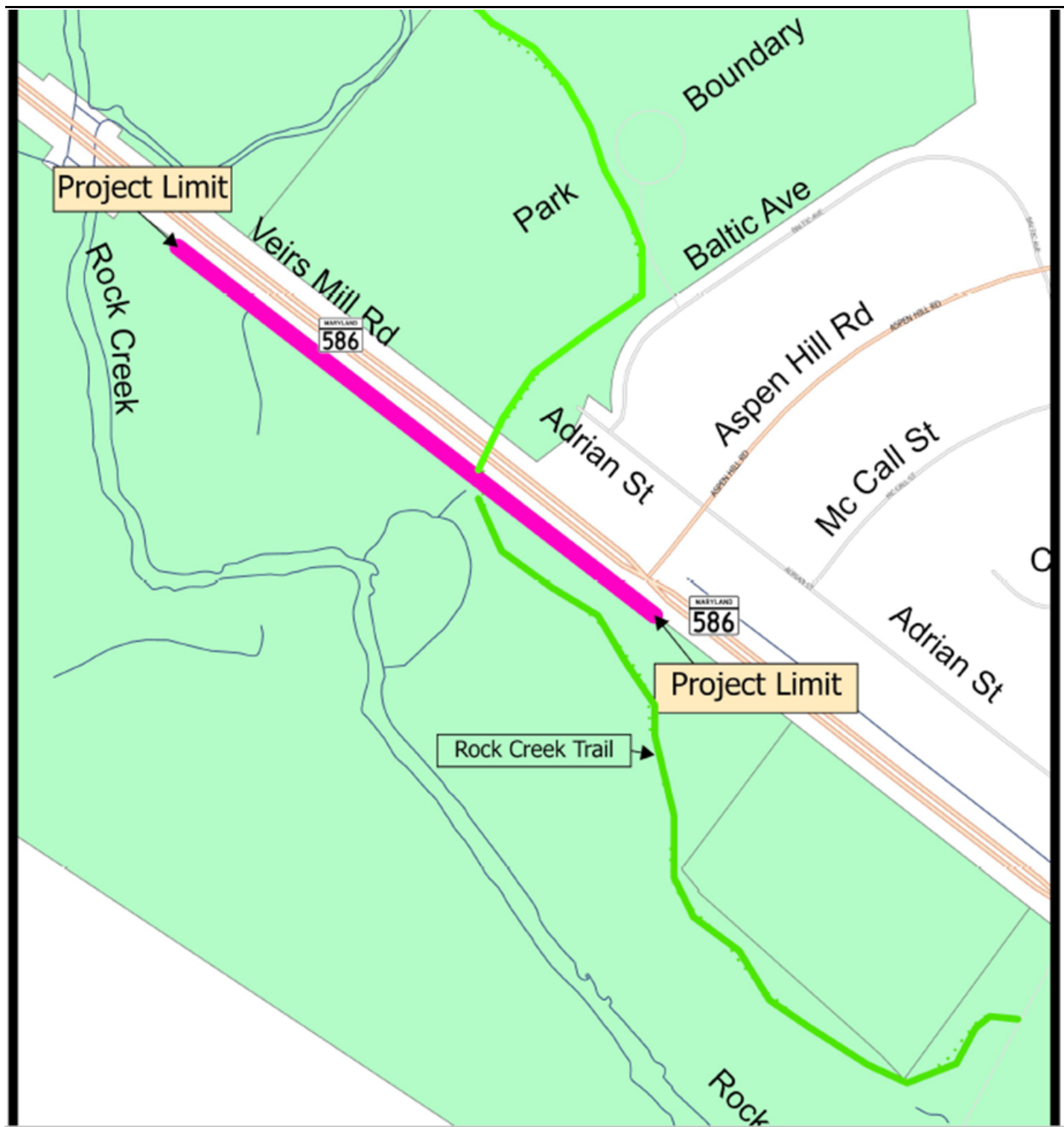
The project will maintain trail connectivity while allowing implementation of a BRT service along Veirs Mill Road. Maintaining this established trail connector will increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly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

## DISCLOSURES

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

## COORDINATION

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





# US 29 Streetlighting

(P502407)

Category	Transportation	Date Last Modified	04/16/23
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Planning Stage

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

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

## FUNDING SCHEDULE (\$000s)

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

## OPERATING BUDGET IMPACT (\$000s)

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

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

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

## PROJECT DESCRIPTION

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

## LOCATION

US 29 from I-495 to MD 198

## ESTIMATED SCHEDULE

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

## PROJECT JUSTIFICATION

County resolution dated June 25, 1968 requires Montgomery County to provide for the installation of streetlights in those subdivisions that were platted prior to February 1, 1969, when the installation of streetlights was not a requirement of subdivision development. While a limited number of streetlights have been installed over time at most of the intersections within this stretch of US 29, this project will provide additional lighting, per current County standards, to help enhance traffic safety for the motorists and pedestrians alike.

## FISCAL NOTE

\$2.8M in State aid reflects State grants for capital projects in Montgomery County awarded during the 2023 Maryland General Assembly session.

## DISCLOSURES

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

## COORDINATION

Maryland Department of Transportation State Highway Administration (MDOT SHA) and PEPCO.

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## **Supplementals**



# Burtonsville Crossing Shopping Center

(P362311)

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

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

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

## FUNDING SCHEDULE (\$000s)

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

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

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

## PROJECT DESCRIPTION

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

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

## LOCATION

15179 Old Columbia Pike, Burtonsville

## ESTIMATED SCHEDULE

Project implementation to begin in FY23.

## COST CHANGE

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

## PROJECT JUSTIFICATION

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

## FISCAL NOTE

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

## DISCLOSURES

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

## COORDINATION

Department of General Services

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## **Scope Change**



## State Aid for MCPS Playgrounds (P362309)

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

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

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

### FUNDING SCHEDULE (\$000s)

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

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

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

### PROJECT DESCRIPTION

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

### COST CHANGE

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

### DISCLOSURES

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

### COORDINATION

Department of General Services, Montgomery County Public Schools.



## Bus Rapid Transit: MD 355 South/North (P502309)

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

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

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

### FUNDING SCHEDULE (\$000s)

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

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

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

### PROJECT DESCRIPTION

This project will complete design for the Southern and Northern segments of the MD 355 Bus Rapid Transit (BRT) corridor. The Southern segment is from Montgomery College - Rockville to Bethesda Metro station. The Northern segment is from Montgomery College - Germantown to Clarksburg. This is part of the larger MD 355 BRT corridor that extends from Bethesda to Clarksburg. The Central segment will be designed and constructed as a separate project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing since 2020. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. In addition, the project will consider the inclusion of a new transit center in the Clarksburg area to facilitate connections between different transit services as demand increases. Preliminary engineering of the BRT project is currently being completed.

### LOCATION

MD 355 between Rockville and Bethesda in the south and Germantown and Clarksburg in the north. Master plan areas include: Bethesda, North Bethesda, Garrett Park, White Flint, Germantown, and Clarksburg. The project also includes the city of Rockville.

### ESTIMATED SCHEDULE

Preliminary engineering will be completed in 2023 (see fiscal note). Final design will begin in FY24 and is anticipated to be completed by FY26. Planning and design for the Clarksburg Transit Center will occur in FY26 and 27. The construction schedule is unknown at this time.

### COST CHANGE

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

### PROJECT JUSTIFICATION

The project will transform mobility options with the completed implementation of a 22-mile, premium, branded, limited-stop BRT service along MD 355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The project is being phased to accelerate delivery. The first phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will be completed as a second phase.

### FISCAL NOTE

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

### DISCLOSURES



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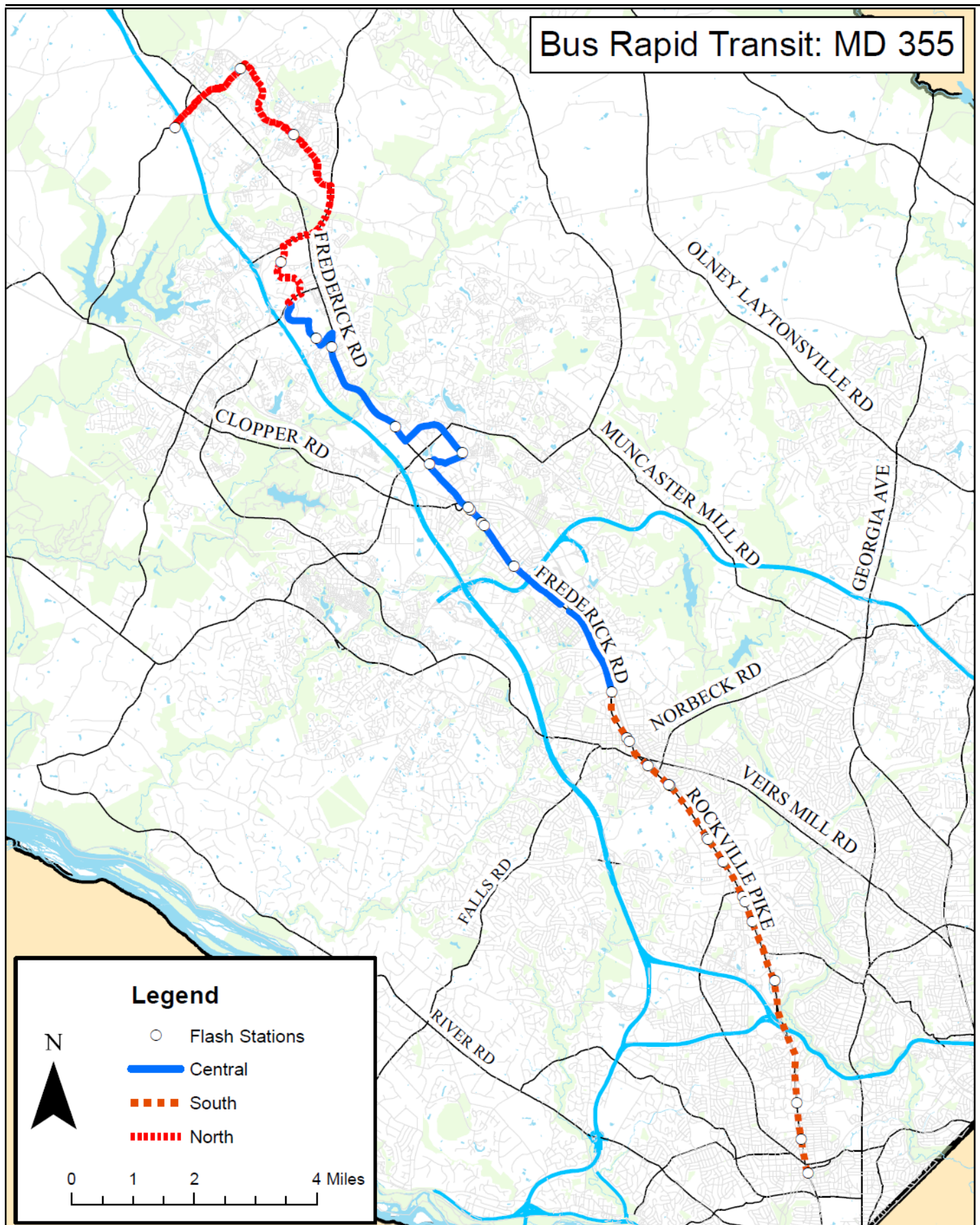
A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

## COORDINATION

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

# Bus Rapid Transit: MD 355





# Bus Rapid Transit: Veirs Mill Road (P501913)

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

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

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

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

## PROJECT DESCRIPTION

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

## LOCATION

Veirs Mill Road and Hungerford Drive between Wheaton and Rockville

## ESTIMATED SCHEDULE

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

## COST CHANGE

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

## PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety.

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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

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

## DISCLOSURES

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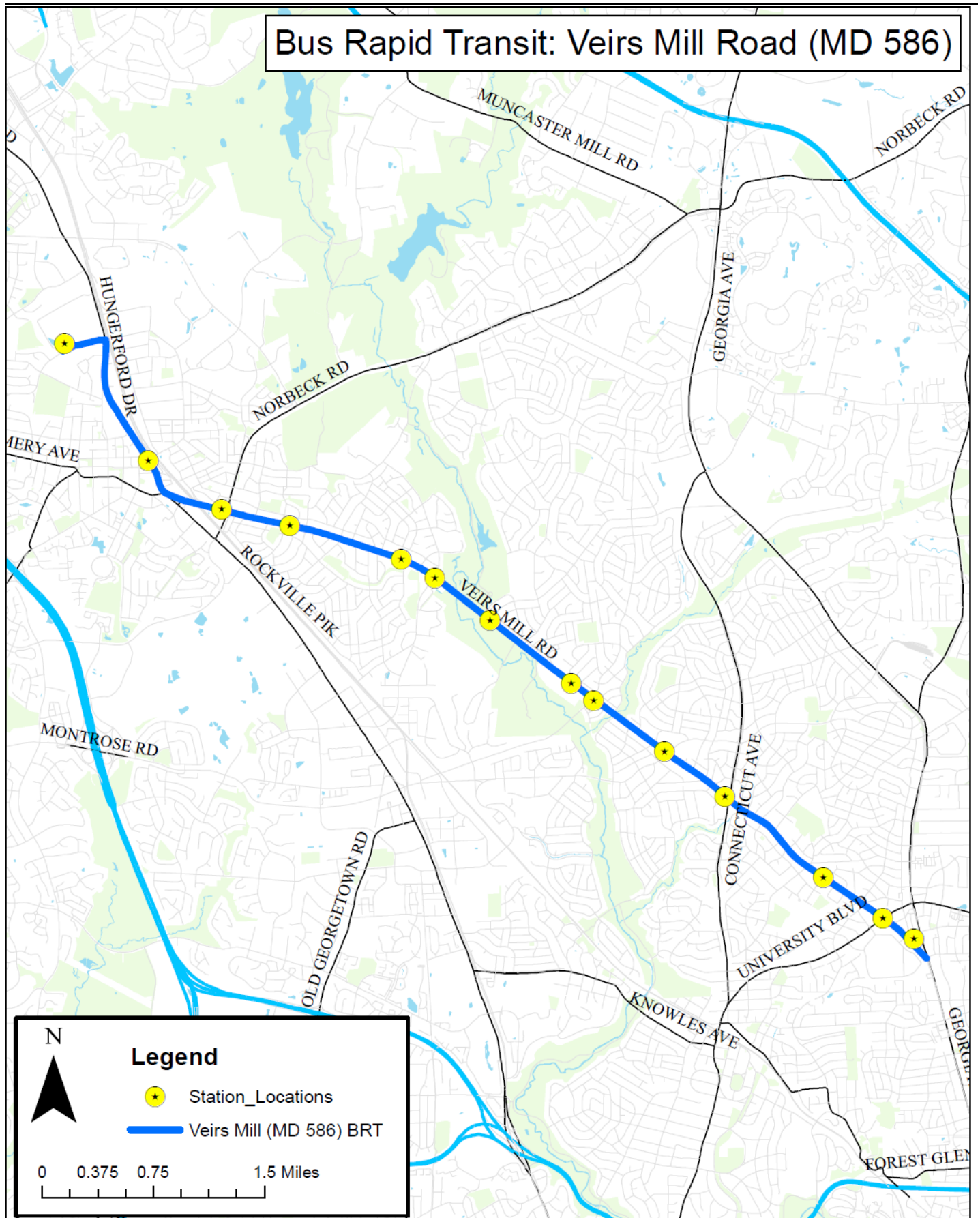
A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

## COORDINATION

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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)







# Traffic Signals

(P507154)

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

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

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

## FUNDING SCHEDULE (\$000s)

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

## OPERATING BUDGET IMPACT (\$000s)

Maintenance				252	12	24	36	48	60	72
Energy				504	24	48	72	96	120	144
Program-Staff				450	50	50	50	100	100	100
<b>NET IMPACT</b>				<b>1,206</b>	<b>86</b>	<b>122</b>	<b>158</b>	<b>244</b>	<b>280</b>	<b>316</b>
<b>FULL TIME EQUIVALENT (FTE)</b>					<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>

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

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

## PROJECT DESCRIPTION

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals, reconstruction/replacement of aged and obsolete signals and components, auxiliary signs; Accessible Pedestrian Signals (APS), upgrades of the County's centrally-controlled computerized traffic signal system, and communications and interconnect into the signal system. \$150,000 is included each fiscal year for the installation of accessible pedestrian signals at five intersections to improve pedestrian safety for persons with disabilities. This will provide more easily accessible, raised buttons to press when crossing the road. Also, this effort provides audio cues to indicate when it is safe to cross. The planning, design and construction of school beacons will provide a remote connection for the beacons that enhances communication so that equipment monitoring and programming changes for the flashers may be accomplished faster and remotely without having to physically access the devices.

## COST CHANGE

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

## PROJECT JUSTIFICATION

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. Additionally, population growth results in the need for goods and services, contributing to higher vehicle volumes. The resulting increases raise traffic congestion levels and contribute to the increase in the number of vehicle crashes. Managing traffic growth and operations on the County transportation network requires a continued investment in the traffic signal system to increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, by utilizing modern traffic signal technologies. Studies include the Traffic Signal Inspection and Assessment Program (2016), the Infrastructure Maintenance Task Force (2010), and the Pedestrian Safety Initiative (2007), which all identified traffic signals in need of life-cycle replacement as funding is available.

## OTHER

Approximately 40 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA)

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compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features - crosswalks, curb ramps, countdown pedestrian signals, APS, and applicable signing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. Since FY97, the fiber optic interconnection of traffic signals has been funded through the Fibernet project. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

#### FISCAL NOTE

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

#### DISCLOSURES

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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

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



# High School Wellness Center and Expanded Wellness Services (P640902)

Category	Health and Human Services	Date Last Modified	04/14/23
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

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

Planning, Design and Supervision	6,341	57	1,084	5,200	-	3,475	1,725	-	-	-	-
Construction	37,519	4,879	2,490	25,219	-	6,168	12,714	1,444	2,062	2,831	4,931
Other	487	421	66	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	44,347	5,357	3,640	30,419	-	9,643	14,439	1,444	2,062	2,831	4,931

## FUNDING SCHEDULE (\$000s)

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

## OPERATING BUDGET IMPACT (\$000s)

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

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

Appropriation FY 24 Request	22,350	Year First Appropriation	FY09
Cumulative Appropriation	16,997	Last FY's Cost Estimate	34,997
Expenditure / Encumbrances	5,391		
Unencumbered Balance	11,606		

## PROJECT DESCRIPTION

This project provides for the placement of High School Wellness Centers (HSWC) at public schools. HSWCs provide physical health, mental health, and social services, as well as family support/youth development services which attempt to address the needs of youth and build their skills and strengths to be more successful in all sectors of their lives. Services are targeted to meet the specific needs of the school. This project is in accordance with the recommendations of the School Based Wellness Center Planning Group (SBWCPG), the Department of Health and Human Services (DHHS) and Montgomery County Public Schools (MCPS). The selection of the host school is based upon criteria recommended by the SBWCPG. MCPS will oversee the construction of the HSWC sites. The County will occupy the space with DHHS personnel and contractors. The HSWCs are similar in design to School Based Health Centers with modifications to accommodate the older student population's needs and services. The project also provides for the design and construction of space for mental health and social services prior to the development of a comprehensive HSWC.

## LOCATION

Eight high schools are programmed for construction: Woodward High School (11211 Old Georgetown Rd, North Bethesda, MD 20852); Northwood High School (919 University Blvd W, Silver Spring, MD 20901); Crown High School (9410 Fields Road, Gaithersburg, MD 20878); Damascus High School (25921 Ridge Rd, Damascus, MD 20872); Blake High School (300 Norwood Rd, Silver Spring, MD 20905); Einstein High School (11135 Newport Mill Rd, Kensington, MD 20895); Springbrook High School (201 Valley Brook Dr, Silver Spring, MD 20904); and Magruder High School (5939 Muncaster Mill Rd, Rockville, MD 20855). Poolesville High School (17501 W Willard Rd, Poolesville, MD 20837) is programmed for design.

## ESTIMATED SCHEDULE

Design and construction of interim mental health and social support service space at high schools without a wellness center in operation began in FY22. FY23 funding shifted to FY24 to align with anticipated MCPS billing timelines. Full design and construction of three centers in the top four priority schools is funded to begin in FY24 (Blake, Einstein, and Springbrook high schools). Based on MCPS construction schedules, HSWCs will be completed for Woodward (FY27); Crown (FY28); Damascus (FY28); and Northwood (FY28) high schools. Based on MCPS project schedules, planning for Poolesville and Magruder high schools will be completed in FY23 and FY27, respectively.

## COST CHANGE

Costs increase \$3.4 million to leverage efficiencies related to MCPS' existing school construction schedule, while also adding four additional high schools to the project. Cost change also reflects availability of State Aid.



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## PROJECT JUSTIFICATION

This project is recommended by the SBWCPG, DHHS, and MCPS. Each HSWC will provide services to address physical health, mental health, and social service needs, as well as provide youth development opportunities to the students.

## FISCAL NOTE

FY22 Special Appropriation (Resolution 19-1220) added \$750,000 in Current Revenue: General and \$1.25 million in G.O. Bonds to modify school spaces to accommodate the delivery of mental health and youth development services for the school year beginning August 2022. The Maryland General Assembly awarded \$1 million during the 2023 session.

## DISCLOSURES

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

## COORDINATION

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



## Library Refurbishment Level of Effort (P711502)

Category	Culture and Recreation	Date Last Modified	04/14/23
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

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

Planning, Design and Supervision	9,458	4,666	285	4,507	706	1,097	716	602	555	831	-
Site Improvements and Utilities	173	67	-	106	-	106	-	-	-	-	-
Construction	20,692	7,607	-	13,085	2,112	4,420	2,497	2,782	-	1,274	-
Other	4,304	1,580	366	2,358	341	330	642	665	-	380	-
TOTAL EXPENDITURES	34,627	13,920	651	20,056	3,159	5,953	3,855	4,049	555	2,485	-

### FUNDING SCHEDULE (\$000s)

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

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

Appropriation FY 24 Request	4,427	Year First Appropriation	FY15
Cumulative Appropriation	19,256	Last FY's Cost Estimate	32,621
Expenditure / Encumbrances	16,318		
Unencumbered Balance	2,938		

### PROJECT DESCRIPTION

The Library Refurbishment Level of Effort (LOE) project provides a structured process to modernize all 21 library branches over 20 years with new technologies and service delivery improvements that reflect the latest in 21st century library trends at much less costs than renovations. The improvements include renovated restrooms, creating group collaboration rooms, providing new sit / stand ergonomic service desks, prekindergarten early literacy display elements, new water fountains with bottle filling features, and a general esthetic refurbishment of new paint, carpet and other flooring, and some furnishings. With the addition of funding from the 21st Century Library Level of Effort project, electric connectivity at many tables and seating groups and loanable laptops are provided. Often other level of effort projects provide funding to address roof, mechanical / Heating, Ventilation, and Air Conditioning (HVAC), Americans with Disabilities Act (ADA), window, and lighting repairs or replacements.

### ESTIMATED SCHEDULE

The Library Refurbishment LOE started in FY15 with two refurbishments. In FY16, FY17, and FY18, a total of six libraries were refurbished. In FY19, FY20, FY21, and FY22, a total of three libraries were refurbished and one is under construction and expected to be completed in FY22. In FY23 and FY24, two libraries will be refurbished along with the facility assessment of a third and the design of a fourth. The schedule of refurbishments per fiscal year will then transition to completing the facility assessment of one library, design of one library, and the construction of one library per fiscal year. This will enable all 21 libraries to be refurbished by FY29 where the cycle would start over again. The Library Department identifies the libraries to be refurbished 18 months in advance before the planning and design begins, so that applications for state grant funding can be submitted. Notice identifying the specific library projects for the given fiscal year must be provided to Council at least 60 days before any funding is obligated or spent. The notice to Council includes the scope of work, cost estimate, and expenditure schedule for planning design and supervision, construction, and other costs by fiscal year.

### COST CHANGE

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

### PROJECT JUSTIFICATION

Until the implementation of these projects, many of the County Libraries have not been updated in 20 years. The Library Refurbishment LOE will ensure that all libraries are refurbished and updated on a scheduled basis. This will ensure that the libraries continue to meet the community's needs for programs, services, and facilities. The Library Refurbishment projects enable the County to update more libraries over a shorter period with less money than the old approach of renovating only 1 or 2 libraries. Refurbishments also help avoid future major renovations on many buildings.

### FISCAL NOTE

FY15 Supplemental in State Aid for \$387,000 was approved for this project for the refurbishment of Twinbrook (\$128,000) and Kensington Park (\$259,000)

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branches. FY16 Supplemental in State Aid for \$800,000 was approved for this project for the refurbishment of Davis (\$400,000) and Little Falls (\$400,000) branches. FY17 Supplemental in State Aid for \$1,500,000 was approved for this project for the refurbishment of the then Bethesda, now Connie Morella, (\$500,000), Quince Orchard (\$500,000), and White Oak (\$500,000) branches. Amended FY18 for State Aid of \$200,000 for the refurbishment of Long Branch (\$100,000) and Marilyn Praisner (\$100,000) branches. Cost estimates will be refined after facility assessments are completed. Recordation Tax Premium will be used to cover the costs to renovate the Maggie Nightingale Library. In FY23, FY25 to FY28 costs were reduced because the Chevy Chase Library refurbishment costs were reflected instead in the Chevy Chase Library and Redevelopment project. Amended FY24 for State Aid of \$500,000 for Damascus Library and Senior Center and \$555,600 for Long Branch Library Building and Site Improvements.

## DISCLOSURES

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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

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Department of General Services, Department of Public Libraries, Maryland State Department of Education, and Department of Technology & Enterprise Business Solutions.



# Countywide Facade Easement Program (P762102)

Category	Community Development and Housing	Date Last Modified	04/14/23
SubCategory	Community Development	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Planning Stage

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

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

## FUNDING SCHEDULE (\$000s)

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

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

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

## PROJECT DESCRIPTION

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

## LOCATION

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

## ESTIMATED SCHEDULE

Schedule change to reflect accelerated implementation of a facade easement project in FY22. White Oak neighborhood facade improvements will begin in FY24.

## COST CHANGE

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

## PROJECT JUSTIFICATION

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

## OTHER

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

## FISCAL NOTE

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

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\$5000,000 in State Aid reflects State grants for capital projects awarded during the 2024 Maryland General Assembly session.

## DISCLOSURES

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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

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

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## **Cost Change**



# Burtonsville Park and Ride Improvements

(P502203)

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

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

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

## FUNDING SCHEDULE (\$000s)

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

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

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

## PROJECT DESCRIPTION

This project provides for planning, design, permitting, and construction of a parking garage and other improvements at the Burtonsville Park and Ride Lot in support of FLASH service on the US 29 corridor and to facilitate reactivation or redevelopment of the adjacent commercial property. The County is partnering with a private developer who will design and construct a shared parking garage which will be partially funded by the County. The Burtonsville Station is the northernmost FLASH station in Montgomery County and is well-situated for park-and-ride access with direct ramps to US 29 and strong east-west connections via Maryland 198. With this strategic location, the park-and-ride can serve residents of Montgomery, Prince George's and Howard County, increasing transit ridership and lowering traffic demands on US 29 through Montgomery County. Expansion of this park-and-ride is needed to accommodate future ridership at this station and is part of longer-term plans to extend FLASH service into Howard County and to provide all-day service in Burtonsville. The location can also serve as a hub for interconnecting local services to nearby communities like Cloverly, Ashton, Laurel and Maple Lawn. Expansion of public parking capacity at this location may also facilitate a more compelling development vision for County, State and privately owned properties in this part of Burtonsville. The redevelopment will reserve space for an additional parking garage to be constructed by the County at a later date.

## ESTIMATED SCHEDULE

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

## COST CHANGE

Cost increase to reflect additional State Aid funding.

## PROJECT JUSTIFICATION

It is estimated that by 2040 there will be a need for 1,000 park-and-ride spaces at the Burtonsville Park-and-Ride to serve the FLASH service and the current capacity of the park-and-ride lot is only 475 spaces. This parking also serves Metrobus and MTA bus services and supports County employee commuting. The park and ride lot has strong access to US 29, but access from Old Columbia Pike and Maryland 198 relies upon connections through adjacent commercial development. The Burtonsville Crossing Shopping Center is immediately adjacent to the park-and-ride lot and the rear of the center faces the FLASH station. The Burtonsville Crossing Shopping Center has struggled to retain and attract tenants since the opening of the Burtonsville Town Center, directly across Old Columbia Pike, and the completion of the Burtonsville overpass on US 29. Due to low occupancy, the shopping center has become a source of community concern. Reconfiguration of the park-and-ride lot and its access routes, may be an important element of reactivating or redeveloping the Burtonsville Crossing Shopping Center and better integrating development on the approximately 36 acres of land between Old Columbia Pike, US 29, Maryland 198 and the Pepco transmission lines.

## FISCAL NOTE

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

## DISCLOSURES

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

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## COORDINATION

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General Services, Intergovernmental Relations, Office of the County Executive, Community Engagement Cluster.





# Bus Rapid Transit: MD 355 Central (P502005)

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

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

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

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

## PROJECT DESCRIPTION

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

## LOCATION

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

## ESTIMATED SCHEDULE

Project planning was completed in FY19. Preliminary engineering began in FY20 and will be completed in FY23. Final design will follow and will be completed in FY26. Construction activities, including right of way acquisition and utility relocations, may begin as early as FY25. Construction of the BRT will be completed in FY28. Transit center construction will extend beyond six years pending available funding.

## COST CHANGE

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

## PROJECT JUSTIFICATION

MD 355 FLASH will transform mobility options with the implementation of a 22-mile, premium, branded, limited-stop BRT service along MD 355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. MD 355 FLASH will improve passenger transit mobility by connecting riders to high density housing and employment centers. MD 355 FLASH is being phased

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to accelerate delivery. This phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will follow.

A new transit center near Montgomery College-Rockville will provide increased space to accommodate both the MD 355 BRT and Veirs Mill Road BRT operations as well as improve overall transit access and operations at this location. The Lakeforest Transit Center is currently undersized for existing operations. Relocation of the transit center closer to MD 355 will allow the critical connection between MD 355 BRT and the numerous local bus routes that stop there, while reducing the diversion for MD 355 BRT and saving passengers travel time. Redevelopment of the former Lakeforest Mall creates an opportunity for joint development considerations that should be explored in the near-term.

## FISCAL NOTE

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Programming of funds through final design and construction improves the project's eligibility for earlier entry into the Federal Transit Administration's Capital Investment Grant program. This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County. The amended FY21-26 CIP added \$6 M in State grants. Additional State aid in FY23-25 includes State grants for capital projects in Montgomery County programmed and/or preauthorized during the 2022 and 2023 State General Assembly sessions, including \$150,000 in the 2023 session specifically identified to support planning and design of a new transit center near Montgomery College in Rockville. Op Lanes Maryland funding was deferred in FY23 to allow the new State administration time to move the project forward.

## DISCLOSURES

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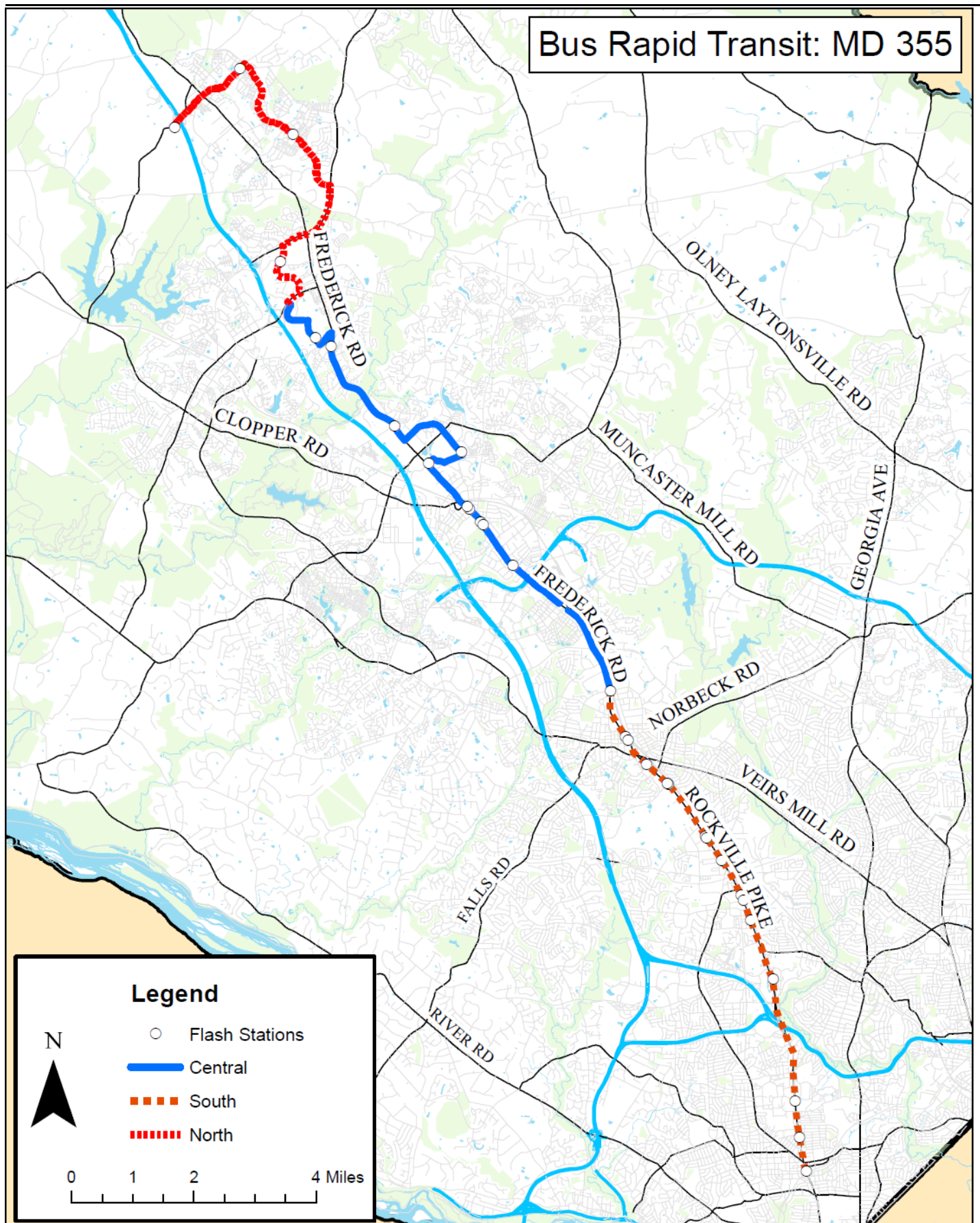
A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

## COORDINATION

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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





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

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

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

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

## FUNDING SCHEDULE (\$000s)

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

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

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

## PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans with costs beyond FY23 incorporated into the Bus Rapid Transit: Veirs Mill Road (501913) project to maximize federal funding for the project.

## LOCATION

Randolph/Veirs Mill BiPPA

## ESTIMATED SCHEDULE

Preliminary design of projects in the Western Sector started in FY21 and continued in FY22. Preliminary design of projects in the Central and Eastern Sectors will start in FY22.

## COST CHANGE

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

## PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in the Randolph/Veirs Mill BiPPA. These efforts will also help to meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030. This work will be coordinated with the Veirs Mill BRT project to minimize duplicative work and provide enhanced access to the BRT stations.

## FISCAL NOTE

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

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

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



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## **Schedule Adjustments**





# Bowie Mill Road Bikeway

(P502108)

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

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

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

## FUNDING SCHEDULE (\$000s)

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

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

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

## PROJECT DESCRIPTION

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

## LOCATION

Olney and Upper Rock Creek Planning Areas

## ESTIMATED SCHEDULE

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

## PROJECT JUSTIFICATION

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

## OTHER

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

## FISCAL NOTE

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

## DISCLOSURES

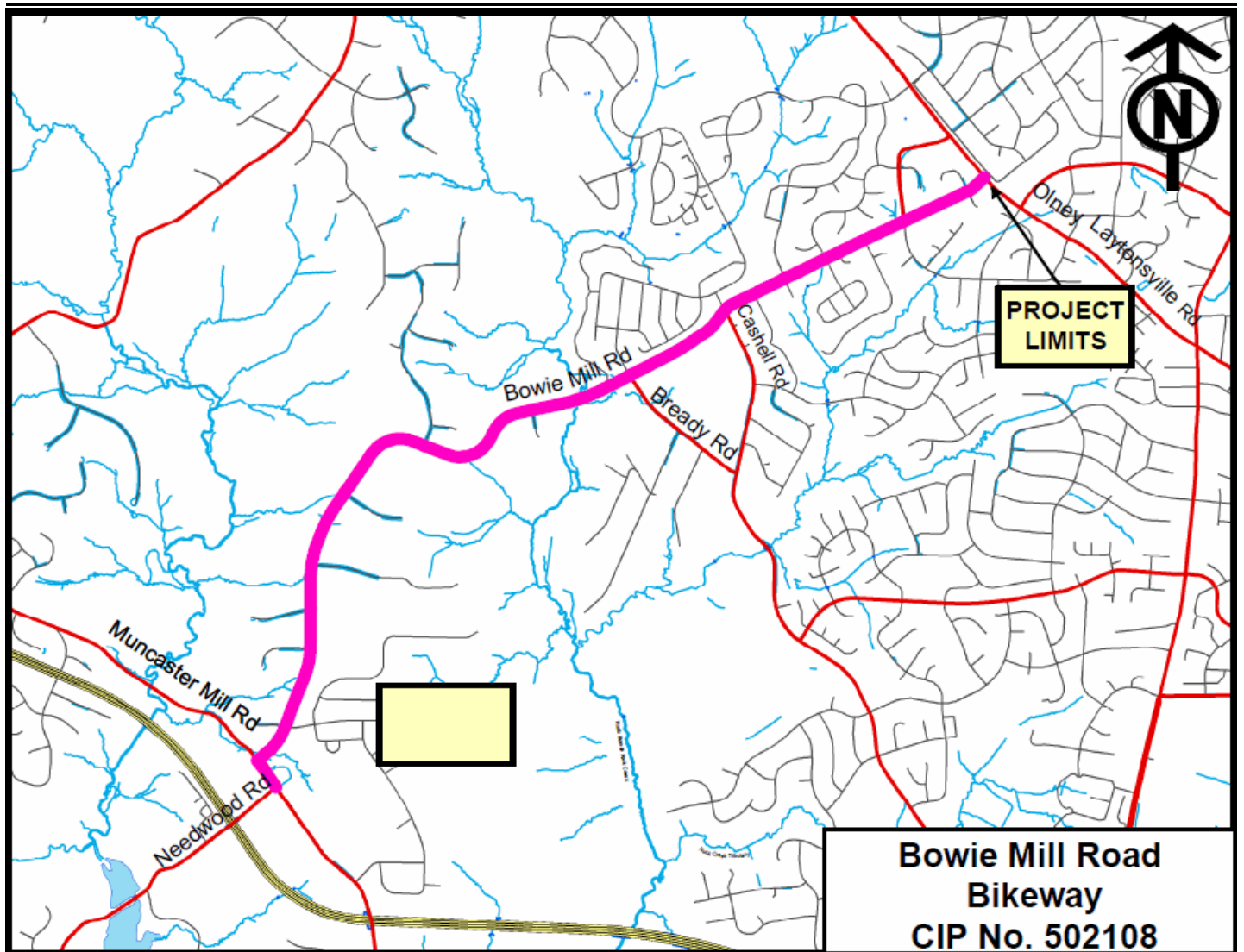
A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

## COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Greater Olney Civic









# Wheaton Arts and Cultural Center

(P722106)

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

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

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

## FUNDING SCHEDULE (\$000s)

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

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

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

## PROJECT DESCRIPTION

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

## ESTIMATED SCHEDULE

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

## COST CHANGE

Funds have been added for design and construction costs.

## PROJECT JUSTIFICATION

A Program of Requirements (POR) funded out of the Facility Planning: MCG project was completed in FY20. The POR specifications provide for requirements for the facility. The ultimate design and configuration of the facility will depend on the characteristics of the selected site.

## FISCAL NOTE

Funding for this project was shifted from the Facility Planning: MCG (P508768) project.

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

## DISCLOSURES

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

## COORDINATION

Department of Recreation. Department of General Services.

# GENERAL OBLIGATION BOND ADJUSTMENT CHART

## FY23-28 Amended Capital Improvements Program

### COUNTY EXECUTIVE RECOMMENDED

April 18, 2023

(\$ millions)	6 YEARS	FY23	FY24	FY25	FY26	FY27	FY28
BONDS PLANNED FOR ISSUE	1,720.000	280.000	300.000	300.000	280.000	280.000	280.000
Does not assume Council SAG in FY09 and FY10*							
Plus PAYGO Funded	185.100	33.900	32.800	31.200	29.200	29.000	29.000
Adjust for Future Inflation **	(65.994)	-	-	(7.066)	(13.140)	(19.585)	(26.203)
SUBTOTAL FUNDS AVAILABLE FOR DEBT ELIGIBLE PROJECTS (after adjustments)	1,839.106	313.900	332.800	324.134	296.060	289.415	282.797
Less Set Aside: Future Projects	147.107	7.607	20.562	23.451	27.125	38.443	29.919
8.00%							
<b>TOTAL FUNDS AVAILABLE FOR PROGRAMMING</b>	1,691.999	306.293	312.238	300.683	268.935	250.972	252.878
MCPS	(557.663)	(125.904)	(140.144)	(97.832)	(90.568)	(55.589)	(47.626)
MONTGOMERY COLLEGE	(145.860)	(23.702)	(25.069)	(21.263)	(16.455)	(26.041)	(33.330)
M-NCPPC PARKS	(78.337)	(12.747)	(15.274)	(11.789)	(13.276)	(12.545)	(12.706)
TRANSPORTATION	(507.054)	(110.699)	(102.761)	(71.802)	(85.216)	(69.511)	(67.065)
MCG - OTHER	(523.713)	(81.337)	(101.522)	(97.997)	(63.420)	(87.286)	(92.151)
Programming Adjustment - Unspent Prior Years*	120.628	48.096	72.532				
<b>SUBTOTAL PROGRAMMED EXPENDITURES</b>	(1,691.999)	(306.293)	(312.238)	(300.683)	(268.935)	(250.972)	(252.878)
<b>AVAILABLE OR (GAP) TO BE SOLVED</b>	-	-	-	-	-	-	-
NOTES:							
Inflation =		3.04%	2.11%	2.18%	2.21%	2.23%	2.34%
Implementation Rate =		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%