

#1 - County Government CIP for odd-numbered calendar years, and Capital Budget – requires 6 votes

Resolution No:	<u>16-155</u>
Introduced:	<u>May 24, 2007</u>
Adopted:	<u>May 24, 2007</u>

COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND

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By: County Council

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Subject: Approval of Amendments to the Approved FY 2007-2012 Capital Improvements Program, and Approval of and Appropriation for the FY 2008 Capital Budget of the Montgomery County Government

**Background**


1. Section 302 of the County Charter requires the County Executive to send to the County Council by January 15 in each even-numbered calendar year a 6-year Capital Improvements Program (CIP), which the Executive did on January 12, 2006 for the 6-year period FY 2007-2012. Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. On May 25, 2006, the Council approved a CIP for FY 2007-2012 in Resolution 15-1462. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.
2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a Recommended Capital Budget, which the Executive did on January 11, 2007 for FY 2008. The Executive also sent several recommended amendments to the Approved CIP for FY 2007-2012.
3. On March 19, 2007 the Executive sent to the Council several additional recommended amendments to the Approved CIP for FY 2007-2012 and associated FY 2008 Capital Budget recommendations for County Government projects. Councilmembers proposed CIP amendments and associated capital budget amendments for County Government projects as well.
4. As required by Section 304 of the Charter, the Council held a public hearing on April 9, 10, 11, and 16, 2007 on the FY 2008 Recommended Capital Budget and on amendments requested to the Approved CIP for FY 2007-2012.

**Action**

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

1. For FY 2008, the Council approves the Capital Budget and appropriates the amounts by project which are shown in Part I. The expenditure of funds for each item in the Capital Budget must comply with all restrictions and requirements in the project description form for that item, as the form is contained in the Approved CIP as amended by this resolution, and as the CIP is amended by the Council under Charter Section 302 after this resolution is adopted.
2. The Council reappropriates the appropriations made in prior years for all capital projects:
  - a) except as specifically reflected elsewhere in this resolution;
  - b) in the amounts and for the purposes specified in the approved CIP for FY 2007-2012; and
  - c) to the extent that those appropriations are not expended or encumbered.
3. The Council approves those projects shown in Part II as amendments to the Approved FY 2007-2012 CIP.
4. The Council approves the close out of the projects in Part III.
5. The Council approves the partial close out of the projects in Part IV.

This is a correct copy of Council action.

  
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Linda M. Lauer, Clerk of the Council

**PART I: FY 2008 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT**

The appropriations for FY 2008 in this Part are made to implement the projects in the Capital Improvements Program for FY 2007-2012.

Project #	Project Name	FY08 Appropriation	Cumulative Appropriation	Total Appropriation
470302	3rd District Police Station	1,205,000	0	1,205,000
509325	ADA Compliance: Transportation	1,622,000	2,200,000	3,822,000
500112	Advance Reforestation	121,000	0	121,000
509399	Advanced Transportation Management System	4,703,000	30,318,000	35,021,000
760100	Affordable Housing Acquisition	500,000	2,000,000	2,500,000
788911	Ag Land Pres Easements	6,346,000	12,616,000	18,962,000
470400	Animal Shelter	11,664,000	1,490,000	13,154,000
507596	Annual Bikeway Program	375,000	1,169,000	1,544,000
506747	Annual Sidewalk Program	1,350,000	1,693,000	3,043,000
508728	Asbestos Abatement: MCG	100,000	174,000	274,000
500119	Bethesda Bikeway and Pedestrian Facilities	1,124,000	2,296,000	3,420,000
500313	Bridge Preservation Program	422,000	3,371,000	3,793,000
509753	Bridge Renovation	500,000	500,000	1,000,000
509928	Brookville Service Park	2,019,000	13,836,000	15,855,000
500803	Burning Tree Road Bridge No. M-112	1,426,000	0	1,426,000
500500	Burtonsville Access Road	2,903,000	3,349,000	6,252,000
450304	Burtonsville Fire Station Addition	86,000	1,356,000	1,442,000
507658	Bus Stop Improvements	2,000,000	1,136,000	3,136,000
767820	CDBG Capital Appropriation	1,722,000	0	1,722,000
500719	Chapman Avenue Extended	7,345,000	620,000	7,965,000
649187	Child Care in Schools	768,000	2,114,000	2,882,000
450300	Clarksburg Fire Station	833,000	13,432,000	14,265,000
720601	Cost Sharing: MCG	4,140,000	1,300,000	5,440,000
010100	Council Office Building Renovations	3,548,000	359,000	3,907,000
429755	Detention Center Reuse	196,000	28,528,000	28,724,000
450101	East Germantown Fire Station	1,492,000	13,477,000	14,969,000
509923	Elevator Modernization	500,000	4,554,000	5,054,000
507834	Energy Conservation: MCG	225,000	289,000	514,000
500152	Facilities Site Selection: MCG	25,000	360,000	385,000
509132	Facility Planning: Bridges	449,000	8,298,000	8,747,000
769375	Facility Planning: HCD	210,000	2,076,000	2,286,000
508768	Facility Planning: MCG	325,000	6,696,000	7,021,000

Project #	Project Name	FY08 Appropriation	Cumulative Appropriation	Total Appropriation
509525	Facility Planning: Parking	105,000	2,561,000	2,666,000
809319	Facility Planning: SM	425,000	5,204,000	5,629,000
508180	Facility Planning: Storm Drains	200,000	3,184,000	3,384,000
509337	Facility Planning-Transportation	2,664,000	31,041,000	33,705,000
500516	Father Hurley Blvd. Extended	14,097,000	2,194,000	16,291,000
450305	Female Facility Upgrade	235,000	1,583,000	1,818,000
509651	Fibernet	1,735,000	31,956,000	33,691,000
450302	Fire Stations: Life Safety Systems	491,000	1,446,000	1,937,000
450700	FS Emergency Power System Upgrade	1,000,000	1,000,000	2,000,000
720703	Gaithersburg Aquatic Center	2,500,000	1,000,000	3,500,000
710300	Gaithersburg Library Renovation	8,854,000	2,153,000	11,007,000
500004	Glen Echo Park	225,000	21,287,000	21,512,000
500552	Glenmont Metro Parking Expansion	772,000	22,375,000	23,147,000
508113	Guardrail Projects	155,000	661,000	816,000
500338	Highway Noise Abatement	-1,878,000	4,498,000	2,620,000
458756	HVAC/Elec Replacement: Fire Stns	166,000	1,406,000	1,572,000
508941	HVAC/Elec Replacement: MCG	800,000	980,000	1,780,000
340200	Integrated Justice Information System	1,776,000	11,591,000	13,367,000
507017	Intersection and Spot Improvements	1,299,000	3,527,000	4,826,000
100300	Judicial Center Annex	793,000	8,201,000	8,994,000
500809	Landfill Gas-To-Energy Facilities	7,500,000	0	7,500,000
509970	Life Safety Systems: MCG	450,000	1,818,000	2,268,000
789057	Life Sciences and Technology Centers	325,000	1,900,000	2,225,000
720702	MAC Diving Tower Replacement	1,179,000	130,000	1,309,000
500718	MacArthur Blvd Bikeway Improvements	1,100,000	0	1,100,000
807359	Misc Stream Valley Improvements	1,395,000	2,842,000	4,237,000
760703	Montgomery Hills Pedestrian Linkages	300,000	300,000	600,000
509523	Neighborhood Traffic Calming	310,000	310,000	620,000
500522	North County Maintenance Depot	600,000	15,403,000	16,003,000
710301	Olney Library Renovation and Addition	598,000	0	598,000
509948	Outfall Repairs	426,000	2,375,000	2,801,000
500333	Pedestrian Safety Program	200,000	1,100,000	1,300,000
508255	Pkg Beth Fac Renovations	1,341,000	7,385,000	8,726,000
508250	Pkg Sil Spg Fac Renovations	3,842,000	6,719,000	10,561,000
509709	Pkg Wheaton Fac Renovations	131,000	849,000	980,000
509514	Planned Lifecycle Asset Replacement: MCG	500,000	1,011,000	1,511,000

Project #	Project Name	FY08 Appropriation	Cumulative Appropriation	Total Appropriation
479909	PSTA Academic Building Complex	629,000	23,857,000	24,486,000
729658	Public Arts Trust	140,000	307,000	447,000
500720	Resurfacing Park Roads and Bridge Improvements	600,000	600,000	1,200,000
509914	Resurfacing Parking Lots: MCG	400,000	2,705,000	3,105,000
458429	Resurfacing: Fire Stations	300,000	1,235,000	1,535,000
508527	Resurfacing: Primary/Arterial	5,842,000	7,880,000	13,722,000
500511	Resurfacing: Rural/Residential Roads	2,400,000	5,333,000	7,733,000
500434	Rockville Town Center	2,320,000	7,360,000	9,680,000
458629	Roof Replacement: Fire Stations	347,000	895,000	1,242,000
508331	Roof Replacement: MCG	1,700,000	1,944,000	3,644,000
640400	School Based Health & Linkages to Learning Centers	2,979,000	1,710,000	4,689,000
500600	Shady Grove Access Bike Path	1,845,000	869,000	2,714,000
508182	Sidewalk & Infrastructure Revitalization	5,750,000	4,790,000	10,540,000
509975	Silver Spring Green Trail-Interim	-625,000	1,984,000	1,359,000
509974	Silver Spring Transit Center	2,293,000	68,081,000	70,374,000
800700	SM Facility Major Structural Repair	500,000	450,000	950,000
808726	SM Retrofit: Countywide	1,440,000	6,115,000	7,555,000
500700	Street Tree Preservation	1,000,000	2,300,000	3,300,000
500512	Streetlight Enhancements-CBD/Town Center	250,000	720,000	970,000
507055	Streetlighting	750,000	2,552,000	3,302,000
508000	Subdivision Roads Participation	600,000	7,759,000	8,359,000
500715	Takoma/Langley Park Transit Center	813,000	1,687,000	2,500,000
150701	Technology Modernization -- MCG	5,064,000	0	5,064,000
500808	Town of Chevy Chase Storm Drain Improvements	1,800,000	0	1,800,000
500704	Traffic Signal System Modernization	1,300,000	1,300,000	2,600,000
507154	Traffic Signals	2,800,000	3,066,000	5,866,000
500550	Transfer Station Improvements	535,000	7,882,000	8,417,000
509036	Transportation Improvements For Schools	200,000	734,000	934,000
450504	Travilah Fire Station	25,000	5,864,000	5,889,000
459612	Veh. Exhaust Systems: Fire Stns	100,000	3,003,000	3,103,000
150401	Wheaton Redevelopment Program	750,000	4,110,000	4,860,000
720101	White Oak Community Recreation Center	751,000	17,220,000	17,971,000
500602	White Oak Transit Center	655,000	821,000	1,476,000
<b>Total - Montgomery County Government</b>		<b>163,108,000</b>	<b>554,730,000</b>	<b>717,838,000</b>

Project #	Project Name	FY08 Appropriation
<b>M-NCPPC Projects:</b>		
998798	Acquisition: Non-Local Parks	3,135,000
018710	Legacy Open Space	3,185,000
The County contribution to Acquisition: Non-Local Parks and Legacy Open Space includes:		
998798	Acquisition: Non Local Parks - County Current Revenue - General	135,000
018710	Legacy Open Space - County G.O. Bonds	50,000
The County will contribute the following additional amounts for non-local park development and stormwater management facility maintenance:		
1.	County G.O. Bonds	3,665,000
2.	County Current Revenue - General	2,227,000

**PART II: REVISED PROJECTS**

**The projects described in this section were revised from, or were not included among, the projects approved by the County Council as they appeared in the Approved FY 2007 - 2012 Capital Improvements Program (CIP) as of May 25, 2006. These projects are approved.**

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**Brookville Service Park -- No. 509928**

Category **Transportation**  
 Agency **Public Works & Transportation**  
 Planning Area **Silver Spring**  
 Relocation Impact **None**

Date Last Modified  
 Required Adequate Public Facility

May 15, 2007  
 NO

**EXPENDITURE SCHEDULE (\$000)**

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,503	805	411	1,287	549	240	284	214	0	0	0
Land	42	42	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6,436	0	653	5,783	2,743	491	1,978	571	0	0	0
Construction	7,239	154	32	7,053	0	296	4,505	2,252	0	0	0
Other	593	0	0	593	0	6	0	587	0	0	0
<b>Total</b>	<b>16,813</b>	<b>1,001</b>	<b>1,096</b>	<b>14,716</b>	<b>3,292</b>	<b>1,033</b>	<b>6,767</b>	<b>3,624</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUNDING SCHEDULE (\$000)**

G.O. Bonds	16,763	1,001	1,096	14,666	3,242	1,033	6,767	3,624	0	0	0
Current Revenue: General	50	0	0	50	50	0	0	0	0	0	0

**ANNUAL OPERATING BUDGET IMPACT (\$000)**

Maintenance				230	0	0	23	69	69	69	0
Energy				163	0	0	10	51	51	51	0
<b>Net Impact</b>				<b>393</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>0</b>

**DESCRIPTION**

This project provides a depot area for approximately 134 full-time, contract, and temporary employees associated with the maintenance and repair of the streets in the Silver Spring and Kensington/Wheaton areas of the County. The project includes tearing down abandoned building "A" and construction of a new administrative building next to the existing one, relocation of the fuel station, and installation of a gate for site security. Subsequently, building "B" will be demolished and new maintenance bays will be constructed for storage vehicles and equipment used for roadway construction and repair. To improve site circulation and access, a new road immediately to the north of the site will be constructed. This project also includes improvements to existing bus parking, additional employee parking, new lights, bus heaters, two additional bus maintenance bays, and modification of shops to accommodate taller buses.

**JUSTIFICATION**

The condition of the existing facility imposes serious constraints on the depot's efficiency. All administration functions and accommodations for the employees who report to the site on a daily basis are located in building "B". Building "A" contains office space, bunk room, and storage and service bays. Building "B" is not sufficient or suitable to respond to the emergency and routine needs of the County. Two distinct operations generate heavy volumes of vehicular traffic in the complex. The trucks and construction equipment associated with roadway repair use the site and the Brookville site houses one of the major terminals for the Ride On Bus program. The fuel station is located such that a blind sloping curve constitutes an unsafe intersection for both transit and depot vehicles. The Brookville Service Park has no official entrance, and the general motoring public enters the site without warning, resulting in unsafe conditions for the public and employees. The current layout does not permit buses to turn around and does not accommodate longer and taller buses. The existing holding capacity is low and inefficient.

**Plans and Studies**

Program of Requirements (POR): Brookville Road service yard, Silver Spring depot, November 1997 and amendment to the POR for Brookville Service Park, December 2001.

**Cost Change**

The increase is due to the new three story design of the highway operations building and site reconfiguration resulting from the new fuel station.

**OTHER**

Indoor air quality improvements for building "H" are included in the project: Indoor Air Quality Improvements -- Brookville Depot. No part of this facility will be placed on land identified in the Georgetown Branch Master Plan Amendment for light rail yard and shop facilities.

**APPROPRIATION AND EXPENDITURE DATA**

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		5,478
First Cost Estimate		
Current Scope	FY08	16,813
Last FY's Cost Estimate		14,456
Present Cost Estimate		16,813
Appropriation Request	FY08	2,019
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		13,836
Expenditures/		
Encumbrances		1,688
Unencumbered Balance		12,148
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

**COORDINATION**

Maryland-National Capital Park and Planning Commission  
 Department of Public Works and Transportation  
 Department of Technology Services  
 Department of Permitting Services  
 Silver Spring Regional Services Center  
 Indoor Air Quality Improvements -- Brookville Depot

Special Capital Improvements Project Legislation was enacted by Council on May 14, 2003 (Bill 7-03).

**MAP**

See Map on Next Page



# Burning Tree Road Bridge No. M-112 -- No. 500803

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Bethesda-Chevy Chase  
None.

Date Last Modified  
Required Adequate Public Facility

January 11, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	551	0	0	551	0	219	332	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	28	0	0	28	0	0	28	0	0	0	0
Construction	847	0	0	847	0	286	561	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,426</b>	<b>0</b>	<b>0</b>	<b>1,426</b>	<b>0</b>	<b>505</b>	<b>921</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	680	0	0	680	0	253	427	0	0	0	0
Federal Aid	746	0	0	746	0	252	494	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the replacement of the superstructure of the Burning Tree Road Bridge No. M-112. The existing bridge abutments will be reused with minor modifications to support the new superstructure. Repairs to the concrete abutments will be made as necessary to renew the integrity of the concrete surface. Minor approach roadway work will be performed to tie the rehabilitated bridge to the existing roadway. The new superstructure will provide two 11-foot travel lanes with 2-foot and 5-foot shoulders on the west and east side of the new superstructure and 5-foot sidewalks on each side.

### Service Area

Bethesda/Chevy Chase

### Capacity

The current average daily traffic (ADT) is 1,550 with approximately 4 percent trucks.

### JUSTIFICATION

The existing bridge was built in 1963 as a single-span pre-stressed concrete, voided beam bridge with an asphalt wearing surface. The bridge is currently posted for a 52,000 lb. limit for a single-unit truck and a 68,000 lb. limit for a combination-unit truck. The 2005 Bridge Inspection Report indicates the existing pre-stressed concrete voided slabs are in poor condition. The bridge is considered structurally deficient.

### Plans and Studies

Burning Tree Road is considered a secondary residential road, and it does not have a master plan designation in the 1990 Approved Bethesda/Chevy Chase Master Plan. Implementation of this project will allow the bridge to be restored to full capacity.

### Cost Change

Not applicable

### STATUS

Final Design Stage

### OTHER

The scope of work and schedule are new for FY08. The design cost for this project is included in the Facility Planning: Bridges Project No. 509132. Construction and construction management costs for this project are eligible for up to 80 percent Federal Aid.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
<table> <tr> <td>Date First Appropriation</td><td>FY08</td><td>(\$000)</td></tr> <tr> <td>Initial Cost Estimate</td><td></td><td>1,426</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY08</td><td>1,426</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>0</td></tr> <tr> <td>Present Cost Estimate</td><td></td><td>1,426</td></tr> <tr> <td>Appropriation Request</td><td>FY08</td><td>1,426</td></tr> <tr> <td>Supplemental</td><td></td><td></td></tr> <tr> <td>Appropriation Request</td><td>FY07</td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>0</td></tr> <tr> <td>Expenditures/</td><td></td><td></td></tr> <tr> <td>Encumbrances</td><td></td><td>0</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>0</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY05</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY06</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY08	(\$000)	Initial Cost Estimate		1,426	First Cost Estimate			Current Scope	FY08	1,426	Last FY's Cost Estimate		0	Present Cost Estimate		1,426	Appropriation Request	FY08	1,426	Supplemental			Appropriation Request	FY07	0	Transfer		0	Cumulative Appropriation		0	Expenditures/			Encumbrances		0	Unencumbered Balance		0	Partial Closeout Thru	FY05	0	New Partial Closeout	FY06	0	Total Partial Closeout		0	<p>Maryland State Highway Administration Federal Highway Administration Maryland Department of the Environment Montgomery County Department of Permitting Services Maryland-National Capital Park and Planning Commission Pepco Verizon Comcast Washington Gas Facility Planning: Bridges-509132</p>	<p>See Map on Next Page</p>
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Partial Closeout Thru	FY05	0																																																			
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# Burtonsville Access Road -- No. 500500

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Fairland-Beltsville  
None.

Date Last Modified  
Required Adequate Public Facility

March 19, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,137	281	0	856	0	93	59	704	0	0	0
Land	2,315	0	578	1,737	0	1,498	239	0	0	0	0
Site Improvements and Utilities	273	1	0	272	0	0	191	81	0	0	0
Construction	2,527	0	0	2,527	0	0	1,312	1,215	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6,252</b>	<b>282</b>	<b>578</b>	<b>5,392</b>	<b>0</b>	<b>1,591</b>	<b>1,801</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	6,204	282	578	5,344	0	1,591	1,753	2,000	0	0	0
Intergovernmental	48	0	0	48	0	0	48	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				12	0	0	0	4	4	4	0
Energy				12	0	0	0	4	4	4	0
Net Impact				24	0	0	0	8	8	8	0

### DESCRIPTION

This project provides a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12-foot lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping, and streetlighting.

### Service Area

Burtonsville-Fairland area.

### Capacity

The roadway and intersection capacities for year 2025 Average Daily Traffic (ADT) for MD 198 are projected to be 40,700 vehicles per day.

### JUSTIFICATION

This project implements the recommendations of the Fairland Master Plan. The proposed modifications to MD 198 (US 29 to Old Columbia Pike), which the Maryland State Highway Administration (SHA) will undertake to correct the high incidence of accidents and improve capacity of the road, will eliminate access off MD 198 to the businesses along the north side of MD 198. The proposed roadway will provide rear access to businesses and will create a more unified and pedestrian-friendly downtown Burtonsville.

### Plans and Studies

Project has been developed based on a planning study for Burtonsville Access Road, and as called for by the Fairland Master Plan. The Department of Public Works and Transportation (DPWT) has completed Phase I Facility Planning Study and the Phase II preliminary engineering is being completed under Facility Planning. A pedestrian impact analysis has been completed for this project.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

Final design stage.

### FISCAL NOTE

Intergovernmental funding includes WSSC contribution to water and sanitary sewer relocations.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,745
First Cost Estimate		
Current Scope	FY07	6,252
Last FY's Cost Estimate		6,252
Present Cost Estimate		6,252
Appropriation Request	FY08	2,903
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		3,349
Expenditures/		
Encumbrances		340
Unencumbered Balance		3,009
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Maryland-National Capital Park and Planning  
Commission  
Maryland State Highway Administration (MSHA)  
Montgomery County Public Schools  
Facility Planning: Transportation  
Department of Public Libraries  
Department of Public Works and Transportation  
Department Technology Services  
Department of Permitting Services  
Washington Suburban Sanitary Commission  
Washington Gas  
Pepco  
Verizon

### MAP

See Map on Next Page

# **Bus Stop Improvements -- No. 507658**

Category **Transportation**  
 Agency **Public Works & Transportation**  
 Planning Area **Countywide**  
 Relocation Impact **None**

Date Last Modified  
 Required Adequate Public Facility

May 14, 2007  
 NO

## **EXPENDITURE SCHEDULE (\$000)**

Cost Element	Total	Thru. FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,420	0	0	1,420	220	240	240	240	240	240	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	8	0	8	0	0	0	0	0	0	0	0
Construction	9,708	0	128	9,580	780	1,760	1,760	1,760	1,760	1,760	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>11,136</b>	<b>0</b>	<b>136</b>	<b>11,000</b>	<b>1,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>0</b>

## **FUNDING SCHEDULE (\$000)**

G.O. Bonds	10,036	0	136	9,900	900	1,800	1,800	1,800	1,800	1,800	0
Mass Transit Fund	1,100	0	0	1,100	100	200	200	200	200	200	0
State Aid	0	0	0	0	0	0	0	0	0	0	0

## **ANNUAL OPERATING BUDGET IMPACT (\$000)**

### **DESCRIPTION**

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now handled under the operating budget.

### **JUSTIFICATION**

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve the goal. The County has approximately 5,400 bus stops. The recently completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers.

### **Plans and Studies**

In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed. Pedestrian safety will be considered during design.

### **Cost Change**

Increase is due to completion of the study and assessment that identifies deficiencies at bus stops.

### **STATUS**

Ongoing.

### **OTHER**

Any required purchase of land for right-of-way will be funded initially out of the Advance Land Acquisition Revolving Fund (ALARF), then reimbursed by a future appropriation from this project. The total cost of this project may increase when land expenditures are programmed.

### **FISCAL NOTE**

Funding for this project is general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund.

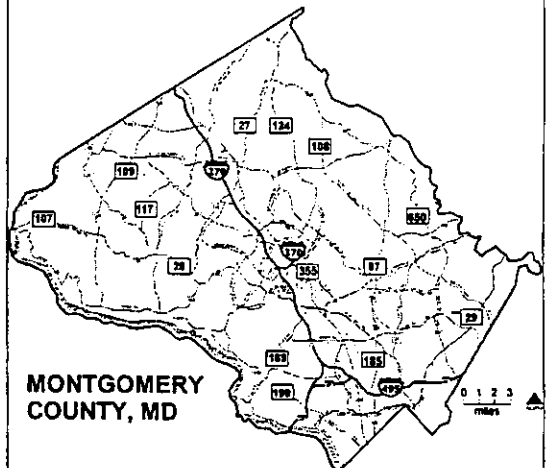
### **APPROPRIATION AND EXPENDITURE DATA**

Date First Appropriation	FY76	(\$000)
Initial Cost Estimate		241
First Cost Estimate		
Current Scope	FY08	11,136
Last FY's Cost Estimate		11,356
Present Cost Estimate		11,136
Appropriation Request	FY08	2,000
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		1,136
Expenditures/ Encumbrances		139
Unencumbered Balance		997
Partial Closeout Thru	FY05	2,281
New Partial Closeout	FY06	220
Total Partial Closeout		2,501

### **COORDINATION**

Civic Associations  
 Municipalities  
 Maryland State Highway Administration  
 Maryland Transit Administration  
 Washington Metropolitan Area Transit Authority  
 Commission on Aging  
 Commission on People with Disabilities  
 Montgomery County Pedestrian Safety Advisory  
 Committee  
 Citizen Advisory Boards

### **MAP**



# Chapman Avenue Extended -- No. 500719

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
North Bethesda-Garrett Park  
None.

Date Last Modified  
Required Adequate Public Facility

May 17, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,195	0	0	1,195	200	415	10	142	428	0	0
Land	7,350	0	0	7,350	5	2,500	2,845	2,000	0	0	0
Site Improvements and Utilities	1,825	0	0	1,825	0	0	0	456	1,369	0	0
Construction	1,822	0	0	1,822	0	0	0	455	1,367	0	0
Other											
Total	12,192	0	0	12,192	205	2,915	2,855	3,053	3,164	0	0

## FUNDING SCHEDULE (\$000)

G.O. Bonds	10,192	0	0	10,192	205	2,915	855	3,053	3,164	0	0
Impact Tax	2,000	0	0	2,000	0	0	2,000	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. This segment of roadway will provide for roadway continuity, connectivity, and access for pedestrians and vehicles by linking retail centers with employment and residential development in the vicinity. This project will complete the last of the unfinished links in the Chapman Avenue/Citadel Avenue roadway system.

### Service Area

North Bethesda.

### JUSTIFICATION

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint area. Executive office, retail, and residential development are planned for implementation by 2008. This project supports the master plan, which recommends new local roadway links to relieve congestion on Rockville Pike.

### Plans and Studies

The Division of Capital Development completed Facility Planning Phase I in FY05 and Facility Planning Phase II in FY07. The Project is consistent with the approved 1992 North Bethesda Garrett Park Master Plan.

### Cost Change

Funding added for property acquisition, site improvements and utilities, construction and construction management.

### STATUS

Final design stage.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		0
First Cost Estimate		
Current Scope	FY08	12,192
Last FY's Cost Estimate		620
Present Cost Estimate		12,192
Appropriation Request	FY08	7,345
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		620
Expenditures/		
Encumbrances		0
Unencumbered Balance		620
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Department of Permitting Services  
Maryland-National Capital Park and Planning  
Commission  
Utilities  
Facility Planning: Transportation

### MAP

See Map on Next Page

# Child Care in Schools -- No. 649187

Category **Health and Human Services**  
 Agency **Health and Human Services**  
 Planning Area **Countywide**  
 Relocation Impact **None**

Date Last Modified  
 Required Adequate Public Facility

May 18, 2007  
 NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,317	814	0	467	59	127	31	0	150	100	36
Land											
Site Improvements and Utilities	596	0	70	376	25	104	37	0	0	210	150
Construction	2,961	651	109	1,427	200	368	525	0	0	334	774
Other	488	0	0	218	50	68	100	0	0	0	270
<b>Total</b>	<b>5,362</b>	<b>1,465</b>	<b>179</b>	<b>2,488</b>	<b>334</b>	<b>667</b>	<b>693</b>	<b>0</b>	<b>150</b>	<b>644</b>	<b>1,230</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	5,362	1,465	179	2,488	334	667	693	0	150	644	1,230
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the placement of a large designated child-care classroom at public schools where Montgomery County Public Schools (MCPS) is undertaking major construction or renovation. MCPS will oversee the construction or renovation of the school, and the county will arrange to lease the child care portion of the building to a private child-care provider. Cost estimates are based on per square foot costs for elementary school construction, and adjusted by the additional State licensing requirements for child care, related to restroom and food preparation facilities. Site specific factors are not included.

### Service Area

Countywide

### Plans and Studies

"Child Care Modular Study" (1989); "Report of the Interagency Committee on Child Care Facilities at Public School Sites" (1989) established the policy of locating child day care facilities at school sites. Pedestrian safety will be considered during design.

### Cost Change

Increase due to the addition of Takoma Park Elementary School because of a change in the MCPS modernization/renovation schedule. The planning and design phase for Takoma Park Elementary School is planned for FY08 with construction in FY09.

### STATUS

As of FY08, cost estimates are as follows. Arcola ES is in the construction phase with a scheduled August 2007 opening; project cost is \$460,000. The modernization of Galway ES is in the design and planning phase for 2007 with expected completion for 2009 with plans to include integrated child care facilities; project cost is \$839,000. The planning and design phase for Takoma Park ES is planned for FY08 with construction in FY09; project cost is \$500,000, with costs expected to rise to \$871,000. Bel Pre and Weller Road are still scheduled to begin planning and design in FY11; project costs for both are currently estimated at \$1,012,000, with revised cost estimates expected following facility planning process.

### OTHER

The first child care facility at Thurgood Marshall Elementary School opened in September 1993. Other child care alternatives, including modular classrooms, may be developed through Facility Planning; MCG and implemented as a separate CIP Project. The Department of Health and Human Services and MCPS have identified Takoma Park Elementary School as the next school to receive a child care facility as part of its upcoming renovation.

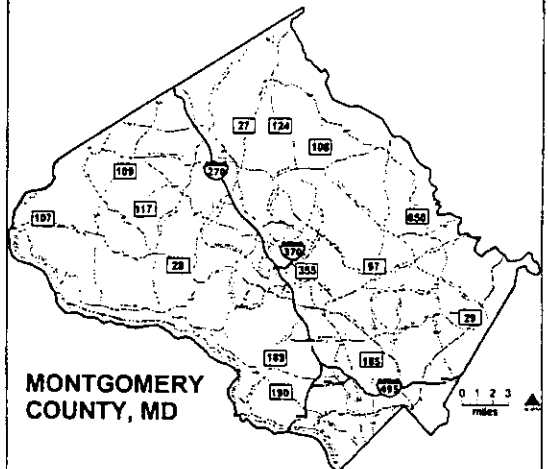
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY91	(\$000)
Initial Cost Estimate		2,362
First Cost Estimate		
Current Scope	FY07	5,362
Last FY's Cost Estimate		4,862
Present Cost Estimate		5,362
Appropriation Request	FY08	768
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		2,114
Expenditures/Encumbrances		1,466
Unencumbered Balance		648
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Department of Health and Human Services  
 Department of Public Works and Transportation,  
 Division of Capital Development  
 Montgomery County Public Schools  
 Facility Planning: MCG

### MAP



# Cost Sharing: MCG -- No. 720601

Category Culture and Recreation  
Agency Recreation  
Planning Area Countywide  
Relocation Impact None.

Date Last Modified  
Required Adequate Public Facility

May 16, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	182	182	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4	4	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	6,094	0	354	5,740	900	4,140	700	0	0	0	0
<b>Total</b>	<b>6,280</b>	<b>186</b>	<b>354</b>	<b>5,740</b>	<b>900</b>	<b>4,140</b>	<b>700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Economic Development Fund	3,950	0	0	3,950	700	2,550	700	0	0	0	0
G.O. Bonds	140	0	140	0	0	0	0	0	0	0	0
Current Revenue: General	2,190	186	214	1,790	200	1,590	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

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

### JUSTIFICATION

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

### Plans and Studies

Pedestrian safety will be considered during the design of each project.

### STATUS

For FY08, County participation is anticipated for the following projects in these amounts:

Adventist HealthCare \$700,000

Birchmere \$1,850,000 (\$150,000 was expended out of the Economic Development Fund in FY07 for a feasibility study for Birchmere, bringing the total County match to the State to \$2,000,000)

CHI Centers \$500,000 (Hillandale Center renovations)

Community Services for Autistic Adults and Children (CSAAC) \$340,000 (renovations to the CSAAC facility in Montgomery Village)

Community Support Services (CSS) \$250,000 (to build an annex onto its Community Resource Center)

Easter Seals Greater Washington-Baltimore Region, Inc. \$200,000 (Easter Seals Intergenerational Center)

Metropolitan Washington Ear \$100,000 (renovation to its headquarters)

The Non-Profit Village \$200,000 (multi-tenant non-profit center)

### OTHER

The Old Blair Auditorium Project (a private, non-profit organization) received State bond bill funding of \$600,000 for the renovation of the Old Blair High School Auditorium. The County is providing \$190,000 as a partial match for the State funds with \$50,000 in current revenue in FY06-FY07 for DPWT to develop a Program of Requirements and cost estimate for the project, and a programmed FY06-FY07 bond funded expenditure of \$140,000 to pay for part of the construction. The Council will consider appropriating the \$140,000 after: a) facility planning is complete and the full cost of the renovation is known; b) the County, MCPS, and the Old Blair Auditorium Project resolve issues about management of the renovation project, operation of the facility, and parking for the facility; and c) the Old Blair High School Auditorium project raises the remaining \$410,000 required to match the State funding.

For FY07-09, the Adventist HealthCare Project provides incentive funding to assist with the construction of a medical office building at 8702 Flower Avenue in the Long Branch community. With the announced departure of Washington Adventist Hospital from Takoma Park, construction of this site underscores the County's commitment to access to health care in the Long Branch area. As a part of a three year commitment, the County is providing \$700,000 in FY07, in FY08 and FY09 for a total of \$2.1 million in current revenue from the Economic Development Fund (EDF). EDF funds will not be expended until there is an agreement between Adventist HealthCare, the property owner, and the County Executive which includes specific performance requirements. The requirements should address the length and terms of the lease; public use of the garage, the use of the building for medical-oriented businesses, and other EDF requirements including fiscal analysis and job generation. DED, the property owner, and Adventist HealthCare will keep the Council informed of modifications to the project and the status of litigation.

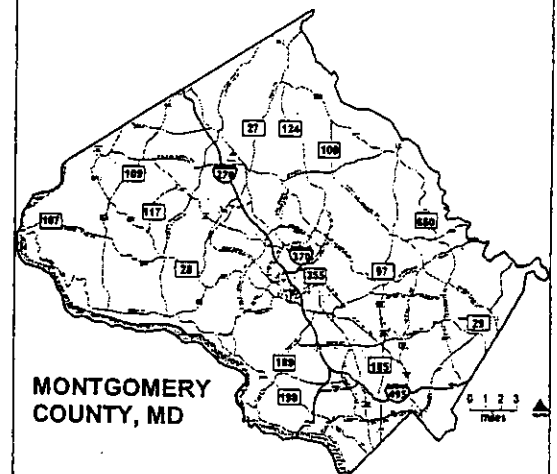
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
Initial Cost Estimate		740
First Cost Estimate		
Current Scope	FY08	6,280
Last FY's Cost Estimate		2,840
Present Cost Estimate		6,280
Appropriation Request	FY08	4,140
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		1,300
Expenditures/		
Encumbrances		392
Unencumbered Balance		908
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Private organizations  
State of Maryland  
Municipalities  
Montgomery County Public Schools  
Community Use of Public Facilities

### MAP



EDF funds for the Birchmere project will not be expended until an agreement is reached between the development partners and the County Executive, which includes Council review and approval of the general business terms. Also, no EDF funds will be expended until 90 days after the feasibility study is received by the County Executive and Council.

For FY08, this project includes \$200,000 for the Nonprofit Village. Funds for this item must not be spent until the County Executive receives a letter from the City of Rockville confirming that the City supports the location of a Nonprofit Village at the proposed site and will consider planning funds or other financial assistance for the project in the future.

# Detention Center Reuse -- No. 429755

Category  
Agency  
Planning Area  
Relocation Impact

Public Safety  
Correction & Rehabilitation  
Countywide  
None

Date Last Modified  
Required Adequate Public Facility

May 18, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	4,561	2,547	13	2,001	422	622	671	286	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,924	0	0	2,924	197	197	1,844	686	0	0	0
Construction	21,133	100	0	21,033	6,598	3,706	2,148	8,581	0	0	0
Other	3,065	0	0	3,065	196	196	1,891	782	0	0	0
<b>Total</b>	<b>31,683</b>	<b>2,647</b>	<b>13</b>	<b>29,023</b>	<b>7,413</b>	<b>4,721</b>	<b>6,554</b>	<b>10,335</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	20,505	2,028	592	17,885	4,413	1,721	3,554	8,197	0	0	0
Current Revenue:											
General	40	40	0	0	0	0	0	0	0	0	0
State Aid	11,138	579	-579	11,138	3,000	3,000	3,000	2,138	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				19	0	0	0	5	7	7	0
Program-Staff				978	307	322	322	27	0	0	0
Net Impact				997	307	322	322	32	7	7	0
Workyears					4.6	5.0	5.0	0.4	0.0	0.0	0.0

## DESCRIPTION

This project provides for the planning, design and renovation of the Montgomery County Detention Center (MCDC) for use primarily as a short-term holding and central processing facility. Other proposed uses for MCDC include: Department of Correction and Rehabilitation training; District Court Commissioners' area; Department of Health and Human Services Mental Health Assessment and Placement Unit; Pre-trial Services Assessment Unit; Public Defenders Unit; the Police Warrants and Fugitive Unit, and evidence storage for various County agencies. These uses are considered priority public safety uses and are consistent with Council Resolution No. 13-356 approving construction of the Montgomery County Correctional Facility. The project will also provide an entrance to the building on the south side and a second means of egress for emergencies.

## Service Area

Countywide

## JUSTIFICATION

This project is consistent with Council Resolution 13-356. As part of a cost reduction to the MCDC re-use project, and also in accordance with the green building guidelines, it was decided not to demolish the housing tower building at MCDC. Various County agencies, such as the Police Department, expressed a need for a secure storage facility to store evidence to include DNA evidence that require conditioned space.

## Plans and Studies

An inter-agency working group has verified that the identified priority uses can be accommodated within the MCDC, confirmed adjacency and functional efficiencies, and incorporated recommendations made by the Council consultant. Executive staff has completed facility planning work and presented a draft Program of Requirements (POR) for comment to the County Council, City of Rockville Council and Planning Board, Neighborhood Associations, and the general public. The POR was approved by the Chief Administrative Officer in February 2002. The POR was re-evaluated due to high construction costs associated with the original scope of work. The value engineering revised program is dated September 9, 2004. Pedestrian safety is being considered during design.

## Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

## STATUS

Facility planning on the re-use components is complete. Project is in the design stage.

## FISCAL NOTE

State aid will be requested for the re-use of the MCDC pursuant to the Annotated Code of Maryland, Section 11-104. Lease arrangements with the State regarding the Commissioners' space will be developed prior to the completion of the construction of the Central Processing Unit (CPU) portion of this project.

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY97	(\$000)
Initial Cost Estimate		345
First Cost Estimate		
Current Scope	FY07	31,683
Last FY's Cost Estimate		31,683
Present Cost Estimate		31,683
Appropriation Request	FY08	196
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		28,528
Expenditures/		
Encumbrances		20,838
Unencumbered Balance		7,690
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

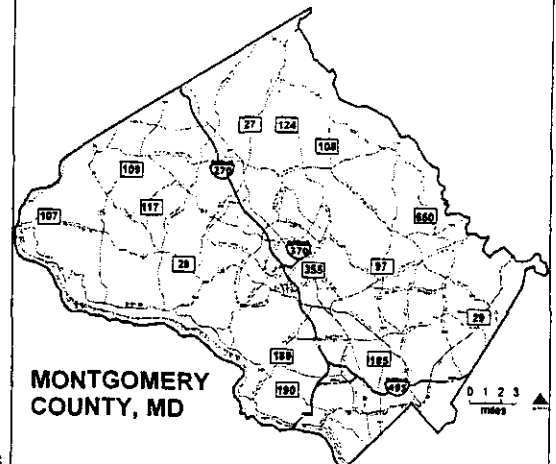
## COORDINATION

County Council  
Department of Correction and Rehabilitation  
Department of Public Works and Transportation,  
Division of Capital Development  
Department of Technology Services  
Department of Police  
Montgomery County Fire and Rescue Service  
Sheriff's Office  
Department of Health and Human Services  
Office of Management and Budget  
District Court of Maryland  
City of Rockville  
State of Maryland  
Community Representatives

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

Special Capital Improvement Project Legislation was approved May 23, 2002 (Bill No. 10-02).

## MAP





# East Germantown Fire Station -- No. 450101

Category  
Agency  
Planning Area  
Relocation Impact

Public Safety  
Fire/Rescue Service  
Germantown  
None

Date Last Modified  
Required Adequate Public Facility

March 15, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,895	14	25	1,856	806	499	551	0	0	0	0
Land	1,800	2	-2	1,800	1,800	0	0	0	0	0	0
Site Improvements and Utilities	1,506	0	0	1,506	0	937	569	0	0	0	0
Construction	7,921	0	0	7,921	0	175	7,746	0	0	0	0
Other	1,847	0	0	1,847	0	706	1,141	0	0	0	0
<b>Total</b>	<b>14,969</b>	<b>16</b>	<b>23</b>	<b>14,930</b>	<b>2,606</b>	<b>2,317</b>	<b>10,007</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	14,263	16	23	14,224	2,606	1,611	10,007	0	0	0	0
Fire Consolidated	706	0	0	706	0	706	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				288	0	0	15	91	91	91	0
Energy				212	0	0	11	67	67	67	0
Program-Staff				8,756	0	0	461	2,765	2,765	2,765	0
Program-Other				139	0	0	7	44	44	44	0
<b>Net Impact</b>				<b>9,395</b>	<b>0</b>	<b>0</b>	<b>494</b>	<b>2,967</b>	<b>2,967</b>	<b>2,967</b>	<b>0</b>
Workyears					0.0	0.0	4.5	27.0	27.0	27.0	0.0

## DESCRIPTION

This project provides for the design and construction of a new Fire and Rescue Station in the Neelsville-Germantown area and the purchase of associated fire apparatus. The facility will be located in the southwest quadrant of the intersection of Boland Farm Road and MD 355 in Germantown. The new station will be constructed in accordance with square footage specifications of the prototype Program of Requirements (POR) for a Class I fire station. A Class I fire station ranges from 19,550 to 20,135 gross square feet and includes apparatus bays, dormitory and support space, personnel living quarters, administrative offices, and meeting/training room. This station will include Personal Protective Equipment storage and Urban Search and Rescue storage totaling 2,000 square feet. On-site parking will be provided. Fire/rescue apparatus to be purchased for this station includes an EMS unit and a pumper.

## Service Area

Eastern and northern areas of Germantown

## JUSTIFICATION

A new station is necessary in this area due to the present and projected population density for the Neelsville, Middlebrook, and Germantown areas, and present and future development of Neelsville, Fox Chapel, and Middlebrook shopping centers. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005.

## Plans and Studies

MCFRS Station Location and Resource Allocation Work Group, Phase I Report, "Need for Upcounty Fire-Rescue Resource Enhancements," October 14, 1999. A pedestrian impact analysis has been completed for this project.

## Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

## STATUS

Planning stage.

## OTHER

Land acquisition was funded initially through ALARF in FY06 and reimbursed to ALARF from this project in FY07. The total cost of this project has been increased to reflect land expenditures and off-site improvements.

## FISCAL NOTE

The expenditures shown as "Other" are for the purchase of new apparatus (\$706,000) and furniture and equipment (\$1,141,000). Future replacement apparatus expenditures will be provided from the Operating Budget of the Fire Department. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		6,019
First Cost Estimate		
Current Scope	FY07	14,969
Last FY's Cost Estimate		14,969
Present Cost Estimate		14,969
Appropriation Request	FY08	1,492
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		13,477
Expenditures/		
Encumbrances		2,587
Unencumbered Balance		10,890
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

## COORDINATION

Montgomery County Fire and Rescue Service  
Department of Public Works and Transportation,  
Division of Capital Development  
Department of Permitting Services  
Department of Technology Services  
M-NCPPC

Special Projects Legislation was approved May 25,  
2006 (Bill No. 08-06)

## MAP

See Map on Next Page

# Elevator Modernization -- No. 509923

Category  
Agency  
Planning Area  
Relocation Impact

**General Government**  
**Public Works & Transportation**  
**Countywide**  
**None**

Date Last Modified  
Required Adequate Public Facility

May 14, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,324	424	150	750	75	75	75	150	225	150	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	48	48	0	0	0	0	0	0	0	0	0
Construction	7,682	3,026	406	4,250	425	425	425	850	1,275	850	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,054</b>	<b>3,498</b>	<b>556</b>	<b>5,000</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>1,000</b>	<b>1,500</b>	<b>1,000</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	8,582	3,498	84	5,000	500	500	500	1,000	1,500	1,000	0
Current Revenue:											
General	472	0	472	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				-58	-2	-4	-6	-10	-16	-20	0
Energy				-29	-1	-2	-3	-5	-8	-10	0
<b>Net Impact</b>				<b>-87</b>	<b>-3</b>	<b>-6</b>	<b>-9</b>	<b>-15</b>	<b>-24</b>	<b>-30</b>	<b>0</b>

### DESCRIPTION

This project provides for the orderly replacement/renovation of aging and outdated elevator systems in County-owned buildings. This project also includes periodic condition assessments of elevator systems in County buildings.

### JUSTIFICATION

Many elevator systems in County buildings are inefficient, outdated, and beyond economic repair. The useful life of heavy use equipment (hoist, machine motor generation set, governor, controls, car safety devices, door operator, rails, AC pump units, car buffers, and door hardware, etc.) has been exhausted. The existing maintenance program is only capable of keeping the elevator operational. In some cases, spare parts are not readily available in the market, resulting in increased shut down time, greater energy consumption, and higher maintenance costs. Renovation/replacement of aging and outdated elevator systems improves reliability, energy conservation, safety, and code compliance.

### Plans and Studies

A facility condition assessment of 24 County facilities completed by a consultant in FY05 has been used to prioritize the six-year program.

The March 2005, "report of the infrastructure maintenance task force," identified an annual level of effort for elevator modernization based on a 25-year lifespan.

### Cost Change

Defer \$500,000 of expenditures and funding from FY09 to FY11. Total project expenditures and funding remain unchanged from the FY07-12 Approved CIP.

### STATUS

Ongoing.

Schedule elevator modernizations:

FY06: Council Office Building

FY07: 1301 Piccard Drive

FY08: Holiday Park Senior Center

### OTHER

\*Expenditures will continue indefinitely.

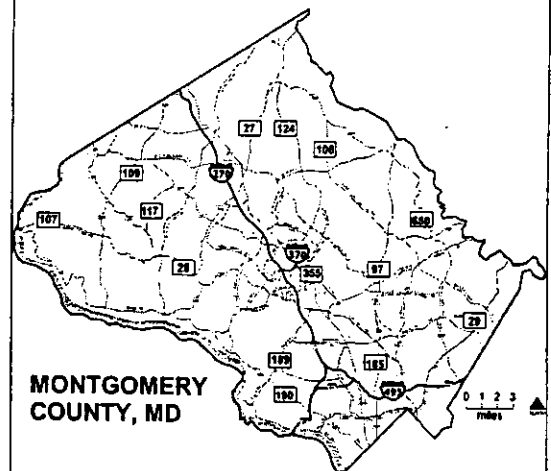
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		3,411
First Cost Estimate		
Current Scope	FY07	9,054
Last FY's Cost Estimate		9,054
Present Cost Estimate		9,054
Appropriation Request	FY08	500
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		4,554
Expenditures/Encumbrances		3,998
Unencumbered Balance		556
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Departments affected by Elevator Modernization projects  
Department of Public Works and Transportation,  
Division of Operations and Division of Capital Development

### MAP



# Facility Planning: HCD -- No. 769375

Category  
Agency  
Planning Area  
Relocation Impact

Housing and Community Development  
Housing & Community Affairs  
Countywide  
None

Date Last Modified  
Required Adequate Public Facility

May 11, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,036	1,621	184	1,231	271	260	175	175	175	175	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities											
Construction											
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,036</b>	<b>1,621</b>	<b>184</b>	<b>1,231</b>	<b>271</b>	<b>260</b>	<b>175</b>	<b>175</b>	<b>175</b>	<b>175</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Montgomery Hill	100	29	0	71	71	0	0	0	0	0	0
Community Development Block Grant	771	403	68	300	50	50	50	50	50	50	0
Current Revenue: General	1,965	989	116	860	150	210	125	125	125	125	0
Federal Aid	200	200	0	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides funds for Housing and Community Development (HCD) facility planning studies for a variety of projects for possible inclusion in the CIP. In addition, facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, DHCA will develop a Program of Requirements (POR) that outlines the general and specific features required in the project. Selected projects range in type including: land and building acquisition; conversion of surplus schools and school sites into housing resources; design and construction of street improvements, sidewalks, and other infrastructure improvements in neighborhood and small commercial area revitalization including streetscaping and circulation along with Central Business District (CBD) revitalization. Facility planning is a decision-making process to determine the purpose and need of a candidate project through a rigorous investigation of the following critical project elements: community revitalization needs analysis; economic, social, environmental, and historic impact analyses; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Depending upon the results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

### Service Area

Countywide

### JUSTIFICATION

There is a continuing need for development of accurate cost estimates and an exploration of alternatives for proposed projects. Facility planning costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects, which result from facility planning, will each reflect reduced planning and design costs.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity, add funding for pedestrian linkage in Clarksburg, and funding for economic and urban design studies in the West Howard Avenue area.

### STATUS

Ongoing

### OTHER

The proposals studied under this program will involve the Office of Management and Budget staff, consultants, community groups, and related program area staff, to ensure that completed studies show full costs, program requirements, and have community support. In FY06, the Department of Housing and Community Affairs began facility planning to mitigate the negative impact of transportation improvements on businesses in the Burtonsville commercial area. In FY08, facility planning will begin development of pedestrian linkages in the Clarksburg Town Center and will conduct economic and urban design studies in the West Howard Avenue area.

\*Expenditures will continue indefinitely.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY96	(\$000)
Initial Cost Estimate		100
First Cost Estimate		
Current Scope	FY07	2,951
Last FY's Cost Estimate		2,951
Present Cost Estimate		3,036

Appropriation Request	FY08	210
Supplemental		
Appropriation Request	FY07	0
Transfer		0

Cumulative Appropriation		2,076
Expenditures/		
Encumbrances		1,333
Unencumbered Balance		743

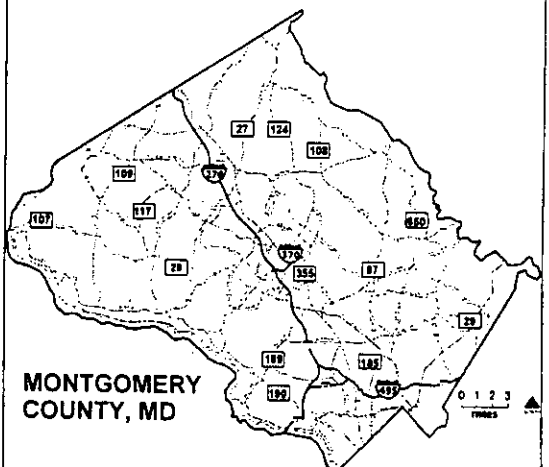
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Planning Implementation Section, Office of the  
County Executive  
Office of Management and Budget  
M-NCPPC  
Department of Public Works and Transportation  
Regional Services Centers  
Montgomery Hills Parking Lot District

FY07 - CDBG Appropriation: \$50,000  
FY08 - CDBG Appropriation: \$50,000

### MAP



# Facility Planning: Parking -- No. 509525

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Countywide  
None

Date Last Modified  
Required Adequate Public Facility

March 15, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,994	1,719	132	1,143	457	266	105	105	105	105	0
Land	2	2	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities											
Construction											
Other	90	90	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,086</b>	<b>1,811</b>	<b>132</b>	<b>1,143</b>	<b>457</b>	<b>266</b>	<b>105</b>	<b>105</b>	<b>105</b>	<b>105</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	1,178	1,005	-159	332	111	101	30	30	30	30	0
Current Revenue: Parking - Wheaton	491	94	152	245	105	0	35	35	35	35	0
Current Revenue: Parking - Bethesda	1,417	712	139	566	241	165	40	40	40	40	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

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

### Service Area

Silver Spring, Bethesda, and Wheaton Parking Lot Districts.

### JUSTIFICATION

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

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

Ongoing.

### OTHER

Projects are generated by staff, M-NCPPC, public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, WMATA, or private development interests.

\*Expenditures will continue indefinitely.

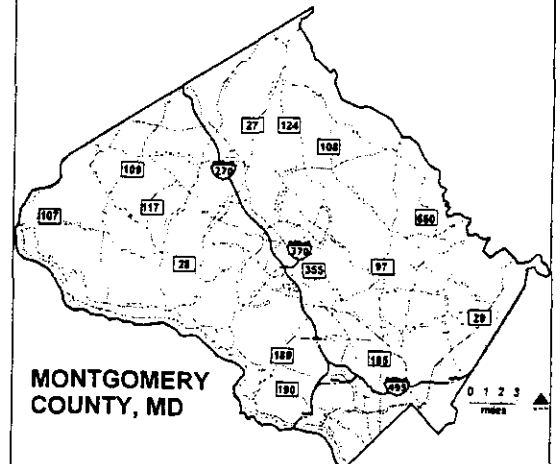
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY95	(\$000)
Initial Cost Estimate		823
First Cost Estimate		
Current Scope	FY07	3,086
Last FY's Cost Estimate		3,086
Present Cost Estimate		3,086
Appropriation Request	FY08	105
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		2,661
Expenditures/Encumbrances		2,104
Unencumbered Balance		457
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

M-NCPPC  
WMATA  
Parking Silver Spring Facility Renovations  
Parking Bethesda Facility Renovations  
Parking Wheaton Facility Renovations  
Silver Spring CBD Sector Plan  
Bethesda CBD Sector Plan  
Wheaton CBD Sector Plan

### MAP



# Facility Planning-Transportation -- No. 509337

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Countywide  
None.

Date Last Modified  
Required Adequate Public Facility

May 16, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	40,457	22,153	1,798	15,896	4,268	3,264	2,295	2,245	2,145	1,679	610
Land	185	185	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	119	119	0	0	0	0	0	0	0	0	0
Construction	52	48	4	0	0	0	0	0	0	0	0
Other	41	41	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>40,854</b>	<b>22,546</b>	<b>1,802</b>	<b>15,896</b>	<b>4,268</b>	<b>3,264</b>	<b>2,295</b>	<b>2,245</b>	<b>2,145</b>	<b>1,679</b>	<b>610</b>

## FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue:											
General	33,879	20,503	0	12,766	4,008	2,569	1,595	1,855	1,410	1,329	610
Impact Tax	684	184	80	420	0	0	0	0	420	0	0
Land Sale	21	21	0	0	0	0	0	0	0	0	0
Mass Transit Fund	5,406	995	1,701	2,710	260	695	700	390	315	350	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides funds for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities and new mass transit projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a CIP stand-alone project, the Department of Public Works and Transportation (DPWT) will perform Phase I of Facility Planning, a rigorous planning level investigation of the following critical project elements: purpose and need; usage forecasts and traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation. At the end of Phase I, the Transportation and Environment committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning, preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing the specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of phase II, the County Executive and County Council hold project-specific public hearings and then determine if the candidate project has the merits to advance into the CIP as a fully-funded, stand-alone project.

### Capacity

To be determined on a project-by-project basis.

### JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion into the CIP as a fully-funded, stand-alone project.

### Plans and Studies

General Plan; Master Plans; and Master Plan of Highways; and Maryland-National Park and Planning Commission (M-NCPPC) Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs. Pedestrian safety will be considered during design.

### Cost Change

Decrease due to lower than budgeted cost for the Snouffer School Road project, other funding schedule adjustments to projects with pending issues/agreements with non-county entities, adding Locbury Drive to FY08, and accelerating Thompson Road to FY08.

### STATUS

Ongoing

### OTHER

As part of the Midcounty Highway study, one option to be evaluated is a 4-lane parkway with a narrow median, a 40 mph design speed, a prohibition on heavy trucks, 11-foot-wide travel lanes, and other parkway features.

### FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact tax will continue to be applied to qualifying projects.

### APPROPRIATION AND EXPENDITURE DATA

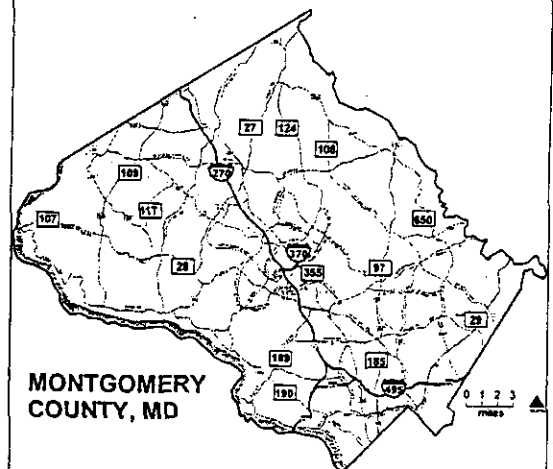
Date First Appropriation	FY93	(\$000)
Initial Cost Estimate		3,150
First Cost Estimate		
Current Scope	FY08	40,854
Last FY's Cost Estimate		41,704
Present Cost Estimate		40,854
Appropriation Request	FY08	2,664
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		31,041
Expenditures/		
Encumbrances		27,538
Unencumbered Balance		3,503
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

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

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

### MAP



## **FACILITY PLANNING TRANSPORTATION- No. 509337**

### **Studies Underway or to be Completed in FY07-08:**

#### **Transportation Projects**

Chapman Avenue  
Dedicated but Unmaintained Road Study  
Deer Park Bridge  
Falls Road Bikeway- East Side  
Goshen Road South  
Locbury Drive Connection  
Longdraft Road Widening (Quince Orchard Rd. to Clopper Rd.)  
MacArthur Boulevard Bike Path  
Metropolitan Branch Trail from Silver Spring to Takoma Park  
Midcounty Highway (M 83) Phase I- Montgomery Village Avenue to MD 27  
Middlebrook Road Widening Phase I - 0.1 mile east of MD 355 to Midcounty Highway  
Montrose Parkway East  
Observation Drive  
Randolph Road Widening  
Redland Road North Sidewalk  
Roberts Tavern Road  
Seminary Road Intersection  
Seven Locks Road- sidewalk, bikeway and spot improvements  
Snouffer School Road  
Thompson Road

#### **Mass Transit Projects**

Clarksburg Transit Center  
Montgomery Village/Clubhouse -  
Transit Center  
Randolph Road Bus Enhancements  
Takoma Langley Transit Center\*  
Veirs Mill Road Bus Rapid Transit\*

### **Other Candidate Studies Underway or to be Completed in FY09-12:**

#### **Transportation Projects**

16th Street Sidewalk  
Bradley Boulevard Bikeway  
Central Avenue Sidewalk  
Dorsey Mill Bridge  
Hyattstown Sidewalks  
Interim Capital Crescent Trail  
NIH Circulation  
Oak Drive/27 Sidewalk  
Tuckerman Lane Sidewalk

#### **Mass Transit Projects**

New Park & Ride Lots

### **Other Candidate Studies Proposed after FY12**

#### **Transportation Projects**

Arlington Road  
Dale Drive Sidewalk  
Falls Road Sidewalk-West Side  
Franklin Avenue Sidewalk  
Goldsboro Road Bikeway  
Jones Mill Road Bike Improvements  
Midcounty Highway Bikeway and Sidewalk  
Strathmore Sidewalk

#### **Mass Transit Projects**

Olney Longwood Park & Ride  
Olney Transit Center  
University Boulevard BRT

\*State projects- County consulting and staff time charged to Facility Planning

# Gaithersburg Library Renovation -- No. 710300

Category  
Agency  
Planning Area  
Relocation Impact

Culture and Recreation  
Public Libraries  
Gaithersburg  
None.

Date Last Modified  
Required Adequate Public Facility

May 21, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,598	0	0	1,598	619	495	455	29	0	0	0
Land											
Site Improvements and Utilities	500	0	0	500	0	500	0	0	0	0	0
Construction	9,628	0	0	9,628	0	741	3,916	4,971	0	0	0
Other	1,281	0	0	1,281	379	0	902	0	0	0	0
<b>Total</b>	<b>13,007</b>	<b>0</b>	<b>0</b>	<b>13,007</b>	<b>998</b>	<b>1,736</b>	<b>5,273</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	12,526	0	0	12,526	998	1,336	5,192	5,000	0	0	0
Current Revenue:											
General	481	0	0	481	0	400	81	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				18	0	0	0	6	6	6	0
Energy				15	0	0	0	5	5	5	0
<b>Net Impact</b>				<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>

### DESCRIPTION

This project calls for a major renovation and redesign of the Gaithersburg Library, a 35,315 square foot structure opened in 1981. Renovation of this 24 year old facility will include replacement of HVAC, lighting, electrical, plumbing, security, fire alarm, communications, roof, and windows; reconfiguration of the library interior including a 1,500 square foot addition for expansion of the children's room; redesign of bathrooms to meet accessibility requirements, masonry work to correct on-going cracking of the exterior walls, re-paving of the parking lot and other site work; and replacement of furniture.

### Service Area

Gaithersburg

### JUSTIFICATION

The Department of Public Libraries Strategic Facility Plan identified the Gaithersburg Library for renovation in 2001, 20 years after it opened to the public. The library continues to be the busiest in the County with a circulation of more than 1 million items and about 700,000 visits by the public each year. Staff offer more than 300 public programs per year and the meeting rooms are booked by more than 100 groups per month.

### Plans and Studies

A pedestrian impact analysis has been completed for this project.

### Cost Change

Project schedule re-aligned for production purposes.

### OTHER

The County Council requested that the Executive review the Program of Requirements for this library by July 2007 to take into consideration community demographics, the space and programmatic needs for the library, and any limitations associated with the current site. Any changes proposed as a result of the review may ultimately affect the costs and schedule for this project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		7,498
First Cost Estimate		
Current Scope	FY07	13,007
Last FY's Cost Estimate		13,007
Present Cost Estimate		13,007
Appropriation Request	FY08	8,854
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		2,153
Expenditures/		
Encumbrances		0
Unencumbered Balance		2,153
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

M-NCPPC

Department of Public Works and Transportation  
Department of Technology Services  
Department of Permitting Services  
Department of Public Libraries  
Upcounty Regional Services Center  
WSSC

Special Projects Legislation was approved May 25,  
2006 (Bill No. 11-06)

### MAP

See Map on Next Page

# Glenmont Metro Parking Expansion -- No. 500552

Category **WMATA**  
 Agency **W.M.A.T.A.**  
 Planning Area **Kensington-Wheaton**  
 Relocation Impact **None.**

Date Last Modified  
 Required Adequate Public Facility

May 14, 2007  
**NO**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	23,147	0	0	23,147	6,838	15,309	1,000	0	0	0	0
<b>Total</b>	<b>23,147</b>	<b>0</b>	<b>0</b>	<b>23,147</b>	<b>6,838</b>	<b>15,309</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: WMATA Surcharge	3,303	0	0	3,303	3,303	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	9,969	0	0	9,969	0	8,969	1,000	0	0	0	0
G.O. Bonds	2,500	0	0	2,500	0	2,500	0	0	0	0	0
Revenue Bonds	7,375	0	0	7,375	3,535	3,840	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the design and construction of 1,200 additional garaged parking spaces at the Glenmont Metrorail Station on the west side of Georgia Avenue.

### Service Area

Kensington-Wheaton

### JUSTIFICATION

The County's 10-Year Transportation Plan calls for the expansion of the existing Glenmont Metro Garage. The existing garage is regularly over capacity early on weekday mornings. By expanding parking at the station, more potential transit riders will be drawn to use Metrorail rather than driving to Washington, D.C. and to Silver Spring.

### Plans and Studies

WMATA has prepared traffic and environmental studies for the parking expansion as well as General Plans. The WMATA Compact Public Hearing was held on April 26, 2006. Plans incorporate the Georgia Avenue Greenway, ADA requirements, and pedestrian safety.

### Cost Change

Increase due to construction cost escalation and aesthetic enhancements as well as public safety improvements and a canopy over the walkway to the station portal.

### STATUS

Planning Stage

### OTHER

The full cost of this project is \$24,747,000. The Maryland Department of Transportation has contributed \$1,600,000 for the design of this garage, which is not reflected in the expenditure and funding schedules. The project will be designed and constructed by WMATA.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,800
First Cost Estimate		
Current Scope	FY08	23,147
Last FY's Cost Estimate		17,094
Present Cost Estimate		23,147
Appropriation Request	FY08	772
Supplemental		
Appropriation Request	FY07	5,281
Transfer		0
Cumulative Appropriation		17,094
Expenditures/		
Encumbrances		0
Unencumbered Balance		17,094
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

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

### MAP

See Map on Next Page



# Highway Noise Abatement -- No. 500338

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Countywide  
None.

Date Last Modified  
Required Adequate Public Facility

May 14, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,135	390	162	2,583	200	250	200	1,533	200	200	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities											
Construction	10,581	0	0	10,581	0	1,612	0	5,369	0	3,600	0
Other	5	5	0	0	0	0	0	0	0	0	0
Total	13,722	396	162	13,164	200	1,862	200	6,902	200	3,800	0

## FUNDING SCHEDULE (\$000)

G.O. Bonds	11,270	396	162	10,712	200	1,862	200	4,450	200	3,800	0
Contributions	2,452	0	0	2,452	0	0	0	2,452	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

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

### JUSTIFICATION

Citizens regularly request noise abatement measures along County and State roads. The purpose of this project is to respond to these requests in accordance with the recently adopted Transportation Noise Abatement Policy. Requests would result in noise studies that would determine the need, whether the requested location meets the noise criteria for abatement measures, determination of its priority, and future design and construction.

### Plans and Studies

The Highway Noise Abatement Policy was developed by the Noise Abatement Task Force. The Policy establishes criteria for evaluating the need for noise abatement along publicly maintained roads.

### Cost Change

Level of Effort for FY07-12 has been raised to reflect higher unit costs.

### STATUS

Preliminary planning stage.

### OTHER

This project was conceived through participation on the Noise Abatement Task Force that developed a policy and criteria for evaluating the need and appropriateness of requests for noise abatement along publicly maintained roads in Montgomery County. The project allows for the implementation of the policy established through this Task Force by providing funds for the study and prioritization of requests and the implementation of noise abatement measures. The noise abatement measures planned for construction in FY07 are on Shady Grove Road between I-370 and Briardale Road (east and west sides), and between Briardale Road and the InterCounty Connector (west side). The noise abatement measures planned for construction in FY08 are on Middlebrook Road behind Twinflower Circle and between Ridgecrest Drive and Waring Station Road (south side), on Midcounty Highway between Forest Oak Middle School and Saybrooke Oaks Boulevard (south side), and from Miller Fall Road to Washington Grove Lane (south side), and on East Randolph Road between Tamarack Road and Laurie Drive (south side), and between Appleby Drive and Partridge Drive (north side). Should one or more of these barriers ultimately not proceed due to insufficient support from impacted and benefited property owners or from property owners needed to grant property for the barriers, the Council may approve by resolution one or more additional barriers subject to the limit of appropriated funds.

### FISCAL NOTE

There may be contributions from impacted and benefited property owners in the future as specified in the policy.

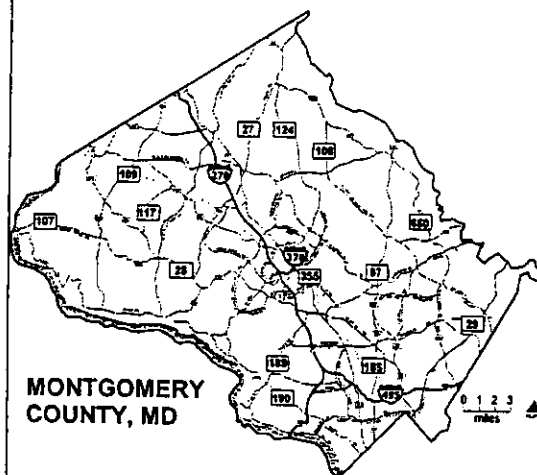
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		8,500
First Cost Estimate		
Current Scope	FY07	12,698
Last FY's Cost Estimate		12,698
Present Cost Estimate		13,722
Appropriation Request	FY08	-1,878
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		4,498
Expenditures/Encumbrances		1,572
Unencumbered Balance		2,926
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

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

### MAP



# Judicial Center Annex -- No. 100300

Category Public Safety  
Agency Courts  
Planning Area Rockville  
Relocation Impact None.

Date Last Modified  
Required Adequate Public Facility

March 16, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	14,490	393	106	13,991	2,634	1,456	5,409	992	3,500	0	0
Land											
Site Improvements and Utilities	5,502	0	0	5,502	0	0	402	3,600	1,500	0	0
Construction	16,468	0	0	16,468	0	0	387	4,531	11,550	0	0
Other	3,373	0	0	3,373	0	0	546	2,827	0	0	0
Total	39,833	393	106	39,334	2,634	1,456	6,744	11,950	16,550	0	0

## FUNDING SCHEDULE (\$000)

G.O. Bonds	39,478	63	81	39,334	2,634	1,456	6,744	11,950	16,550	0	0
Current Revenue:											
General	355	330	25	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the design of the Montgomery County Judicial Center Annex, coordinating associated requirements such as phasing, parking, and security.

### Service Area

Countywide

### JUSTIFICATION

The Judicial Center's courtrooms are all assigned to current judicial positions leaving no room for new Circuit Court judge positions. On March 1, 2002, the Juvenile Court for Montgomery County transferred from the District to the Circuit Court. There is no room in the Judicial Center to house the Juvenile Division. This results in the Circuit Court operating from two courthouses in the Rockville core. URS Inc., projects the County will need 22 Circuit Court judges by 2005, 31 by 2020, and 34 by 2025 to meet workload. There is no room for future expansion of other offices such as the Clerk of the Circuit Court, the State Attorney's office, Sheriff's Office, and Register of Wills that are projected to grow to support the Court.

### Plans and Studies

The following studies have been completed to address the requirements of this project: October 2003 Judicial Center Annex Project Report (URS/FENTRESS), October 2003 Courtroom Utilization Study (URS/FENTRESS), August 2003 Planning Drawings for Phases 1 and 2 (URS), November 2001 Circuit Court Facilities Needs Report (Vitetta Group), February 1998 Montgomery County Circuit Court Facility Master Plan, Impact of Family Court, and Staff and Space Requirements reports (Vitetta Group), and the Rockville core plan. Courtrooms are designed to meet National Center for State Court standards. Vitetta options included housing courtrooms in the Grey Courthouse, renovating the Judicial Center to add courtrooms with an annex for support space, and building a courthouse annex. URS developed both Phases 1 and 2 in greater detail and extends Phase 1 from 2010 to 2015 and Phase 2 from 2020 to 2025. A pedestrian impact analysis has been completed for this project.

### Cost Change

Shift in funding schedule due to fiscal reasons.

### STATUS

Planning Stage

### OTHER

The 2001 Vitetta study concluded that to meet the need for 31 courtrooms, a new court annex is the least costly, has the smallest operating budget impacts, is the easiest to construct, and has the shortest construction time of the three options studied. For fiscal planning reasons, the County Council has requested that the full annex be designed to be built in two phases. The current plan requires the State Attorney's Office to be relocated from the Judicial Center. Long term lease, parking and tenant fit-out for the State Attorney's Office are included in this project. Annex also includes construction of a new Sallyport to permit larger vans/buses to mitigate Sheriff's staff operating costs. Given new information on the HVAC system in the Judicial Center, the Executive has determined additional analysis on the size and scope of the project is needed. The Council requests written progress reports by October 16, 2006, January 15, 2007, May 15, 2007, and October 15, 2007.

### FISCAL NOTE

Total project cost is estimated to be between \$120M and \$170M. Construction is projected to start in FY09 and end in FY11.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		40,555
First Cost Estimate		
Current Scope	FY05	47,819
Last FY's Cost Estimate		39,833
Present Cost Estimate		39,833
Appropriation Request	FY08	793
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		8,201
Expenditures/		
Encumbrances		6,979
Unencumbered Balance		1,222
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Circuit Court  
Sheriff's Office  
State Attorney's Office  
Register of Wills  
Clerk of the Circuit Court  
Department of Public Works and Transportation  
Criminal Justice Coordinating Commission  
City of Rockville

Special Projects Legislation was approved June 13, 2006 (Bill No. 23-06)

### MAP

See Map on Next Page

# Landfill Gas-To-Energy Facilities -- No. 500809

Category  
Agency  
Planning Area  
Relocation Impact

Solid Waste-Sanitation  
Public Works & Transportation  
Countywide  
None.

Date Last Modified  
Required Adequate Public Facility

March 16, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	7,500	0	0	7,500	0	7,500	0	0	0	0	0
Total	7,500	0	0	7,500	0	7,500	0	0	0	0	0

## FUNDING SCHEDULE (\$000)

Solid Waste Disposal Fund	7,500	0	0	7,500	0	7,500	0	0	0	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

Program-Other				-280	0	0	-70	-70	-70	0
Offset Revenue				-2,519	0	0	-700	-651	-605	-563
Net Impact				-2,799	0	0	-770	-721	-675	-633

## DESCRIPTION

The project provides for the development of landfill gas-to-energy beneficial use facilities at each of the County's two closed landfills to: manage the gas at each facility; generate revenue for the County; and achieve substantial environmental benefits through substitution of clean, green energy for fossil fuel energy. The closed Oaks Landfill near Laytonsville and the closed Gude Landfill near Rockville both generate large volumes of landfill gas as the trash in the landfills biodegrades. Currently, the gas is flared at both facilities. Flaring mitigates hazards, but does not take advantage of the energy and revenue potential from the gas.

## JUSTIFICATION

The County is required by environmental, health and safety regulations to manage the landfill gas at the closed Oaks and Gude Landfills. Currently, the County pays contractors and uses in-house staff for the operation and maintenance of the gas flaring facilities and gas collection systems at a cost of approximately \$100,000 per year for the two sites. The Northeast Maryland Waste Disposal Authority (NMWDA), on behalf of the Division of Solid Waste Services, issued a Request for Proposals and received several viable proposals, indicating that not only is there a strong potential to develop landfill gas-to-energy facilities at each of these landfills, but even conservatively projected electricity revenues will offset the project costs. Another benefit will be 24-hour per day, seven day per week monitoring of the landfill gas management systems.

## Cost Change

Not applicable.

## STATUS

Planning Stage.

## OTHER

The project will be implemented by the Northeast Maryland Waste Disposal Authority (NMWDA) on behalf of the County.

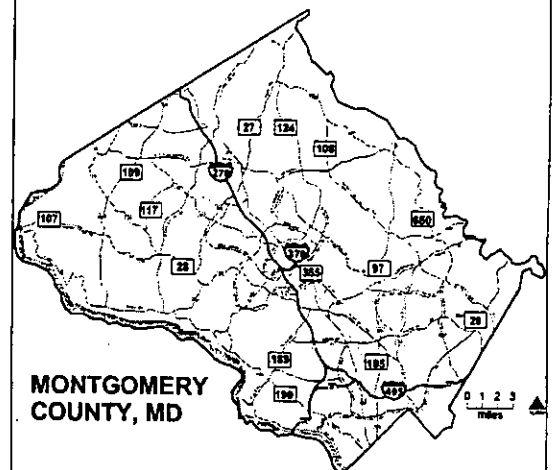
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		7,500
First Cost Estimate		
Current Scope	FY08	7,500
Last FY's Cost Estimate		0
Present Cost Estimate		7,500
Appropriation Request	FY08	7,500
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

## COORDINATION

Department of Public Works and Transportation  
Northeast Maryland Waste Disposal Authority  
Maryland National Capital Park & Planning Commission  
Maryland Department of the Environment  
Department of Permitting Services  
Department of Environmental Protection  
Utilities

## MAP



# Life Sciences and Technology Centers -- No. 789057

Category  
Agency  
Planning Area  
Relocation Impact

General Government  
Economic Development  
Countywide  
None

Date Last Modified  
Required Adequate Public Facility

May 10, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,683	719	364	600	350	250	0	0	0	0	0
Land	23	23	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	173	73	100	0	0	0	0	0	0	0	0
Construction	218	159	59	0	0	0	0	0	0	0	0
Other	128	3	0	125	50	75	0	0	0	0	0
<b>Total</b>	<b>2,225</b>	<b>977</b>	<b>523</b>	<b>725</b>	<b>400</b>	<b>325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	670	670	0	0	0	0	0	0	0	0	0
Current Revenue:											
General	1,555	307	523	725	400	325	0	0	0	0	0
State Aid	0	0	0	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides funds to develop land use plans for the Germantown Life Sciences Park (GLSP) and the East County Center for Science and Technology (ECCST). The project also provides funds to continue development of the Germantown, East County, and Rockville business incubators. Specific tasks include feasibility studies, due diligence, refining Programs of Requirements (PORs), and design. The Germantown Business Incubator will be located at 20271 Goldenrod Lane in a commercial building adjacent to the Montgomery College campus; the East County Business Incubator will be located on the 115 acre ECCST in the Fairland/Beltsville planning area; and the Rockville incubator will be located in the center of Rockville's Town Center development. All incubators are modeled after the County's Shady Grove Life Sciences Center (SGLSC). This project originally provided funds to design and construct the public amenities at SGLSC identified in the Comprehensive Design Plan for the Life Sciences Center. Additions to the original project scope have included: preparation of revised development and subdivision plans to increase site density (FY00); concept and preliminary sub-division plans for prospective new Life Sciences and Technology Centers (FY03); planning for the East County and Germantown business incubators (FY04); and planning for the Rockville incubator (FY07). This project may also be used for the preliminary development of other incubators, tech parks, or other economic development capital projects should future new opportunities become available.

### Service Area

Gaithersburg, Rockville, and East County

### JUSTIFICATION

Montgomery County developed the original SGLSC as a research and development park for the purpose of providing a supply of readily available sites for prospective biotechnology companies. All the available parcels in the SGLSC have been leased, purchased, or otherwise committed. The remaining parcels on the 30-acre portion of the Johns Hopkins University Belward Research Campus, which has attracted two major biotechnology companies, Human Genome Sciences (HGS) and Automated Precision, Inc., are being developed by HGS. Similarly, the County's two technology business incubators, the Maryland Technology Development Center and the Silver Spring Innovation Center, are both fully leased. Given the success of the SGLSC and the growing mass of life sciences and other technology companies in the County, it is in the County's interest to continue to invest in and develop projects to attract and provide growth and expansion opportunities for life science and other technology companies.

### Plans and Studies

Market research for the need for high-tech business incubators completed by the Sage Group in December 2004. Traffic and the environmental phase I & II studies completed for the ECCST in FY05.

### Cost Change

Increased costs due to the continued development of the three incubators and tech park projects.

### STATUS

The original component of this CIP project, the construction of all required amenities and improvements to meet M-NCPPC's subdivision requirement for the SGLSC property, is complete. The Germantown Life Science Center and the East County Center for Science and Technology are in the preliminary design and planning stages with private developers. The Rockville incubator project is in design, and partnership documents are being finalized. Emphasis will be given to business incubator planning and design in FY07.

### FISCAL NOTE

The County has secured the following funds for the incubators: a \$1 million bond bill for Germantown; a \$1 million Maryland Technology Development Corporation (TEDCO) grant for East County; and a \$1 million TEDCO grant for the Rockville incubator. The County is pursuing additional resources from the Maryland Economic Development Authority and Fund (MEDAAF), TEDCO, and the South Korean province of Chungbuk with whom the County is forging a strategic partnership.

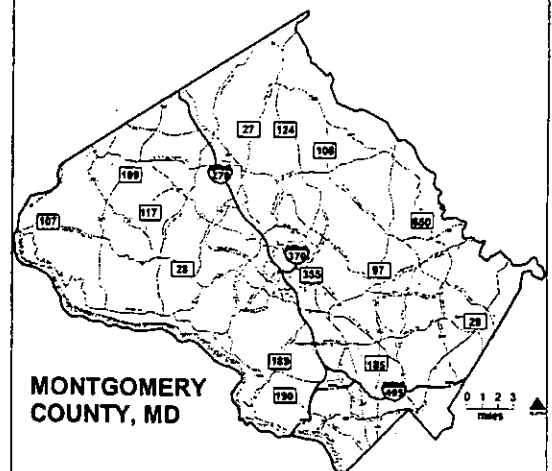
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY90	(\$000)
Initial Cost Estimate		4,000
First Cost Estimate		
Current Scope	FY08	2,225
Last FY's Cost Estimate		1,900
Present Cost Estimate		2,225
Appropriation Request	FY08	325
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		1,900
Expenditures/Encumbrances		1,661
Unencumbered Balance		239
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

State of Maryland  
MEDAAF  
TEDCO  
MEDCO  
City of Rockville  
Chungbuk Province, South Korea  
DPWT - Division of Capital Development  
Maryland-National Capital Park and Planning Commission  
Tenants of the SGLSC  
Facility Planning: MCG  
Montgomery College  
WSSC  
Johns Hopkins University

### MAP



# MacArthur Blvd Bikeway Improvements -- No. 500718

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Potomac-Travilah  
None.

Date Last Modified  
Required Adequate Public Facility

April 18, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,990	0	0	1,990	0	674	426	445	445	0	0
Land											
Site Improvements and Utilities	220	0	0	220	0	0	0	0	220	0	0
Construction	6,900	0	0	6,900	0	0	0	2,900	4,000	0	0
Other											
Total	9,110	0	0	9,110	0	674	426	3,345	4,665	0	0

## FUNDING SCHEDULE (\$000)

G.O. Bonds	9,110	0	0	9,110	0	674	426	3,345	4,665	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project is to provide bikeway improvements along 13,800 feet of MacArthur Boulevard, from I-495 to Oberlin Avenue. To encourage alternate modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2-3 foot shoulders to accommodate the needs of on-road commuter and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists.

### Service Area

Bethesda-Chevy Chase

### JUSTIFICATION

This project will improve safety and accessibility for pedestrians and bicyclists of all experience levels and enhance connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and safety concerns on MacArthur Boulevard.

### Plans and Studies

DPWT prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard BikePath/Lane Improvements-Project Prospectus" in February 2004, which is consistent with October 2002 Potomac Subregion Master Plan and the 1978 Master Plan of Bikeways.

### Cost Change

Increase is due to the addition of utility relocations and construction and supervision costs.

### STATUS

Final design stage.

### OTHER

The project scope and schedule are new for FY07. Preliminary design costs were funded under Facility Planning: Transportation Project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		1,100
First Cost Estimate		
Current Scope	FY08	9,100
Last FY's Cost Estimate		1,100
Present Cost Estimate		9,110
Appropriation Request	FY08	1,100
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

United States Army Corps of Engineers  
Maryland-National Capital Park and Planning  
Commission  
National Park Service  
Department of Permitting Services  
Utilities  
Town of Glen Echo  
Facility Planning: Transportation

### MAP

See Map on Next Page

# Montrose Parkway West -- No. 500311

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Rockville  
Five residences.

Date Last Modified  
Required Adequate Public Facility

May 22, 2007  
YES

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	5,414	3,875	212	1,327	730	461	136	0	0	0	0
Land	31,281	26,936	-3,031	7,376	2,326	2,433	1,176	1,441	0	0	0
Site Improvements and Utilities	839	37	412	390	120	120	150	0	0	0	0
Construction	30,594	9,718	-2,374	23,250	12,694	9,300	1,011	245	0	0	0
Other	7	41	-34	0	0	0	0	0	0	0	0
<b>Total</b>	<b>68,135</b>	<b>40,607</b>	<b>-4,815</b>	<b>32,343</b>	<b>15,870</b>	<b>12,314</b>	<b>2,473</b>	<b>1,686</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

EDAET	5,206	4,956	0	250	0	250	0	0	0	0	0
G.O. Bonds	42,383	25,868	-7,489	24,004	15,194	7,307	624	879	0	0	0
Contributions	35	0	0	35	0	0	35	0	0	0	0
Development											
Approval Payment	1,362	50	0	1,312	150	1,162	0	0	0	0	0
Impact Tax	17,992	9,088	2,674	6,230	526	3,595	1,302	807	0	0	0
Investment Income	18	18	0	0	0	0	0	0	0	0	0
Intergovernmental	512	0	0	512	0	0	512	0	0	0	0
Transportation Improvement Credit											
	625	625	0	0	0	0	0	0	0	0	0
Rental Income - Roads	2	2	0	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				162	0	0	0	54	54	54	0
Energy				162	0	0	0	54	54	54	0
Net Impact				324	0	0	0	108	108	108	0

## DESCRIPTION

This project provides a new four-lane divided road from a point on Montrose Road (starting 600 feet east of Tildenwood Drive) eastward to 'old' Old Georgetown Road (approximately 5,300 feet) in the undeveloped land formerly reserved for the Rockville Facility. The typical section of the Parkway will be a closed section road with 11-foot wide lanes and a 12- to 30-foot wide median. A 10-foot wide bikeway will run along the north side of the Parkway east of Old Farm Creek, and a 5-foot wide sidewalk will run along the south side. Near Old Farm Creek the bikeway will pass under the Parkway and will continue westward on the south side of the Parkway to Tildenwood Drive. The 10-foot wide bikeway will continue westward from a point on Tildenwood Drive approximately 550 feet south of Montrose Road to the Montrose Road/North Farm Lane intersection within the land formerly reserved for the Rockville Facility. Montrose Road will be widened to six lanes with a median, and five-foot wide sidewalks will be provided along the north side of Montrose Road from the Parkway to Tower Oaks Boulevard and along the south side from Tildenwood Drive to Tower Oaks Boulevard. Noise barrier walls will be constructed along the north side of Montrose Road for about 1,300 feet behind homes on Farm Haven Drive in the North Farm community in Rockville and along the south side of Montrose Road for about 1,700 feet behind homes in the Old Farm community in North Bethesda. A berm will be provided along Montrose Road behind the homes on the northern side of Tildenwood Lane to the east of Tildenwood Drive. Enhanced streetscaping will be provided between East Jefferson Street and 'old' Old Georgetown Road. Other improvements include extending Hitching Post Lane to Farm Haven Drive, providing a new four-way signalized intersection with pedestrian phasing at the new Hitching Post Lane/Farm Haven Drive/Montrose Road intersection, constructing a bridge on Montrose Road over Old Farm Creek to enhance wildlife passage, and maintaining landscaping for five years after construction is complete. The southern leg of the Tildenwood Drive/Montrose Road intersection will not be widened as part of this project.

## Service Area

North Bethesda-Garrett Park.

## Capacity

By 2020, the Average Daily Traffic (ADT) volume for Montrose Road between Tildenwood Lane and East Jefferson Street is estimated to exceed 74,000 vehicles. Without this project, several Montrose Road intersections will fail.

## JUSTIFICATION

The North Bethesda Master Plan allows for 21,000 additional jobs and 9,000 additional residences (beyond 1999), and this project is one of the master-planned transportation facilities needed to accommodate the master-planned growth. In addition, the project will provide congestion relief on Montrose Road, safe turning

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		57,600
First Cost Estimate		
Current Scope	FY05	68,175
Last FY's Cost Estimate		68,135
Present Cost Estimate		68,135
Appropriation Request	FY08	0
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		68,135
Expenditures/		
Encumbrances		66,108
Unencumbered Balance		2,027
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

## COORDINATION

Maryland Department of the Environment  
U. S. Army Corps of Engineers  
Maryland Department of Natural Resources  
Department of Permitting Services  
Maryland-National Capital Park and Planning  
Commission  
Maryland State Highway Administration  
Washington Suburban Sanitary Commission  
Washington Gas  
PEPCO  
City of Rockville  
Montgomery County Department of Environmental  
Protection  
Miscellaneous Stream Valley Improvements

## MAP

See Map on Next Page

movements onto and off of Montrose Road, safe places for pedestrians to cross Montrose Road, and reduced cut-through traffic in neighborhoods abutting Montrose Road.

**Plans and Studies**

North Bethesda/Garrett Park Master Plan 1992, and Master Plan of Highways. A pedestrian impact analysis has been completed for this project.

**Cost Change**

Accelerate expenditures and funding to reflect the actual production schedule.

**STATUS**

Under construction.

**OTHER**

The construction cost increase is offset by lower estimated utility relocation costs. As a permit requirement the project includes the construction of a bio-retention facility at the Tilden Woods Park and participation in the costs associated with the construction of 1,200 linear feet of the Booze Creek Stream Stabilization project. The project cost assumes acquisition of approximately 7.4 acres of the 16.7-acre Armstrong tract, the MSHA right-of-way, and an approximately 130 foot right-of-way on the Wilgus tract. Consistent with M-NCPPC's staff recommendation for the Wilgus East development, the project assumes dedication of a 130-foot wide portion of Wilgus Parcel N231.

**FISCAL NOTE**

The intergovernmental and contribution revenue represent WSSC's share of the utility costs and developer's share of the project costs, respectively. Impact Tax funds are assumed for this project. Negative amounts in the Remaining FY06 column represent acceleration of funding.

# Nebel Street Extended -- No. 500401

Category **Transportation**  
 Agency **Public Works & Transportation**  
 Planning Area **North Bethesda-Garrett Park**  
 Relocation Impact **None**

Date Last Modified  
 Required Adequate Public Facility

May 16, 2007  
 NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	673	392	1	280	36	3	3	190	48	0	0
Land	6,392	43	4,200	2,149	0	1,074	1,075	0	0	0	0
Site Improvements and Utilities	494	92	1	401	0	0	0	0	401	0	0
Construction	4,451	0	0	4,451	0	0	0	3,561	890	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>12,011</b>	<b>528</b>	<b>4,202</b>	<b>7,281</b>	<b>36</b>	<b>1,077</b>	<b>1,078</b>	<b>3,751</b>	<b>1,339</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	11,769	286	4,202	7,281	36	1,077	1,078	3,751	1,339	0	0
Development											
Approval Payment	242	242	0	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				20	0	0	5	5	5	5	0
Energy				20	0	0	5	5	5	5	0
Net Impact				40	0	0	10	10	10	10	0

### DESCRIPTION

This project is to provide a 1,300 foot extension of Nebel Street from its existing terminus at Randolph Road to a terminus at the Target store site. The proposed roadway improvements include: a 4-lane closed section roadway with a typical cross section that includes four 12-foot travel lanes; a 5-foot concrete sidewalk adjacent to a 7-foot tree panel along the west side of the road; an 8-foot asphalt bike path adjacent to a 7-foot wide tree panel along the east side of the road, streetlighting and landscape trees provided on both sides of the roadway; improvements at the intersection of Nebel Street and Randolph Road; and modification of the existing traffic signal at the intersection of Chapman and Bou Avenues.

### Service Area

North Bethesda/Garrett Park Planning Area and City of Rockville.

### Capacity

Upon completion, the roadway will have a capacity of 13,000 vehicles per day.

### JUSTIFICATION

This project is needed to relieve traffic congestion along MD 355 between the White Flint Mall and Twinbrook Parkway area. In addition, Nebel Street Extended would be a component of a local circulation network parallel to Rockville Pike that is essential to the overall transportation goals of the region. The project offers redundancy for shorter, more focused trips and facilitates pedestrian movements. Nebel Street Extended will link the employment areas adjacent to the Metro Stations at White Flint and Twinbrook and provide access to the proposed MARC station at Montrose Crossing. The sidewalk and bike path provide a foundation for a safe, convenient and well-connected system for pedestrians and bicyclists, as outlined in the Master Plan.

### Plans and Studies

This road is classified as business road B-5 in the North Bethesda/Garrett Park Master Plan. A project prospectus was completed and funded under the Facility Planning-Transportation project. Pedestrian safety was considered during design.

### Cost Change

Increase due to inflation. Delayed construction due to extended time needed for right-of-way acquisition.

### STATUS

Final design stage.

### OTHER

The developer completed design and construction of the project from the intersection of Bou Avenue and Chapman Avenue to the south end of the developer's property.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																													
<table> <tr> <td>Date First Appropriation</td><td>FY04</td><td>(\$000)</td></tr> <tr> <td>Initial Cost Estimate</td><td></td><td>482</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY05</td><td>11,252</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>12,011</td></tr> <tr> <td>Present Cost Estimate</td><td></td><td>12,011</td></tr> <tr> <td>Appropriation Request</td><td>FY08</td><td>0</td></tr> <tr> <td>Supplemental Appropriation Request</td><td>FY07</td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>12,011</td></tr> <tr> <td>Expenditures/Encumbrances</td><td></td><td>632</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>11,379</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY05</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY06</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY04	(\$000)	Initial Cost Estimate		482	First Cost Estimate			Current Scope	FY05	11,252	Last FY's Cost Estimate		12,011	Present Cost Estimate		12,011	Appropriation Request	FY08	0	Supplemental Appropriation Request	FY07	0	Transfer		0	Cumulative Appropriation		12,011	Expenditures/Encumbrances		632	Unencumbered Balance		11,379	Partial Closeout Thru	FY05	0	New Partial Closeout	FY06	0	Total Partial Closeout		0	Facility Planning: Transportation Maryland-National Capital Park and Planning Commission Maryland State Highway Administration-Randolph Road Relocated Project Washington Metropolitan Area Transit Authority PEPCO Department of Permitting Services Verizon Washington Suburban Sanitary Commission CSXT Developers City of Rockville Maryland Transit Administration (MARC Train)	See Map on Next Page
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Total Partial Closeout		0																																													



# Pkg Bethesda Elevator Modernization -- No. 500328

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Bethesda-Chevy Chase  
None

Date Last Modified  
Required Adequate Public Facility

March 19, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	69	0	0	69	0	69	0	0	0	0	0
Land											
Site Improvements and Utilities											
Construction	1,203	3	0	1,200	52	1,148	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,272</b>	<b>3</b>	<b>0</b>	<b>1,269</b>	<b>52</b>	<b>1,217</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue:											
Parking - Bethesda	1,272	3	0	1,269	52	1,217	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the modernization of existing elevators in Bethesda Garages to improve elevator safety, operation, and to improve the installation to current standards. It also includes a remote monitoring system for the elevators.

### Service Area

Bethesda Parking Lot District

### JUSTIFICATION

Elevator breakdowns are an inconvenience to the public, a safety concern of the County, and may impede ADA accessibility. Garage elevators are not classed normal because these units are more subject to abuse from the riding public, and they are also exposed to all kinds of environmental conditions which lower the realistic life expectancy of the equipment by five to ten years. The normal life expectancy of an elevator is between 20 to 25 years. Garage elevators that will be modernized are Garage 47 (3 units) and Garage 57 (4 units). Elevator equipment in Garage 47 and Garage 57 is approximately 17 and 11 years old, respectively. A May 7, 2001, elevator consultant report recommends renovation of these elevators based on current County design criteria, age, design, and condition of the equipment. The elevator remote monitoring system provides for operational condition surveillance which should reduce the downtime of elevators, since personnel will know immediately when an elevator is not operational.

### Plans and Studies

"Study Montgomery County Parking Facility Elevators," dated May 7, 2001.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

Design stage in FY06, with construction in FY07 and 08.

### OTHER

Operations review and analysis of the installed monitoring systems have resulted in a delay in proceeding with the project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		1,272
First Cost Estimate		
Current Scope	FY03	1,272
Last FY's Cost Estimate		1,272
Present Cost Estimate		1,272
Appropriation Request	FY08	0
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		1,272
Expenditures/ Encumbrances		29
Unencumbered Balance		1,243
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Bethesda Chevy Chase Regional Services Center  
Bethesda Chevy Chase Chamber of Commerce  
Silver Spring Elevator Improvements

### MAP

See Map on Next Page

# Pkg Beth Fac Renovations -- No. 508255

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Bethesda-Chevy Chase  
None

Date Last Modified  
Required Adequate Public Facility

March 19, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,270	0	0	2,270	413	383	376	366	366	366	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	9,460	0	1,990	7,470	2,775	2,710	602	461	461	461	0
Other	455	0	327	128	128	0	0	0	0	0	0
<b>Total</b>	<b>12,185</b>	<b>0</b>	<b>2,317</b>	<b>9,868</b>	<b>3,316</b>	<b>3,093</b>	<b>978</b>	<b>827</b>	<b>827</b>	<b>827</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	12,185	0	2,317	9,868	3,316	3,093	978	827	827	827	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the renovation of or improvements to Bethesda parking facilities. This is a continuing program of contractual improvements or renovations, with changing priorities depending upon the type of deterioration and corrections required, that will protect or improve the physical infrastructure to assure safe and reliable parking facilities and to preserve the County's investment. The scope of this project will vary depending on the results of studies conducted under the Facility Planning: Parking project. Included are annual consultant services, if required, to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing. Lighting enhancements are programmed as follows: FY06, Lot 25; FY08, Lot 44.

### Service Area

Bethesda Parking Lot District.

### JUSTIFICATION

Staff inspection and condition surveys by county inspectors and consultants indicate that facilities at the Bethesda 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.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

Ongoing.

### OTHER

\* Expenditures will continue indefinitely.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY83	(\$000)
Initial Cost Estimate		1,115
First Cost Estimate		
Current Scope	FY07	15,101
Last FY's Cost Estimate		15,101
Present Cost Estimate		12,185
Appropriation Request	FY08	1,341
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		7,385
Expenditures/ Encumbrances		4,229
Unencumbered Balance		3,156
Partial Closeout Thru	FY05	10,642
New Partial Closeout	FY06	2,916
Total Partial Closeout		13,558

### COORDINATION

Facility Planning: Parking

### MAP

See Map on Next Page

# Pkg Beth Wayfinding -- No. 500329

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Bethesda-Chevy Chase  
None.

Date Last Modified  
Required Adequate Public Facility

March 19, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	91	24	0	67	25	42	0	0	0	0	0
Land											
Site Improvements and Utilities											
Construction	487	0	41	446	138	308	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>578</b>	<b>24</b>	<b>41</b>	<b>513</b>	<b>163</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue:											
Parking - Bethesda	578	24	41	513	163	350	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the design, fabrication and installation of interior and exterior Wayfinding Signage and Graphics in various Bethesda public parking garages to improve the user-friendliness/image of the facilities.

### Service Area

Bethesda Parking Lot District.

### JUSTIFICATION

Existing garage signage is not uniform and has no graphic applications. In 2002, a Parking Facility Signage Standards Manual was developed. The manual is to be utilized to develop and implement a standardized system of signs and graphics for all the garages. This will create a consistent quality design, which provides essential information to users of the facilities, as both drivers and pedestrians. The wayfinding program will afford users essential directional and regulatory information, creating an efficient traffic flow pattern and inviting pedestrian-orientation super-graphics.

### Plans and Studies

Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues will be considered in the design of the project to ensure pedestrian safety.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		373
First Cost Estimate		
Current Scope	FY07	578
Last FY's Cost Estimate		578
Present Cost Estimate		578

Appropriation Request	FY08	0
Supplemental		
Appropriation Request	FY07	0
Transfer		0

Cumulative Appropriation		578
Expenditures/		
Encumbrances		202
Unencumbered Balance		376

Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Bethesda Urban District  
Bethesda Urban Partnership  
Bethesda-Chevy Chase Regional Services Center

### MAP

See Map on Next Page

# Pkg Sil Spr Elevator Modernization -- No. 509327

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Silver Spring  
None

Date Last Modified  
Required Adequate Public Facility

March 19, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	182	96	0	86	54	32	0	0	0	0	0
Land											
Site Improvements and Utilities											
Construction	2,459	1,051	350	1,058	0	1,058	0	0	0	0	0
Other											
<b>Total</b>	<b>2,641</b>	<b>1,147</b>	<b>350</b>	<b>1,144</b>	<b>54</b>	<b>1,090</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	2,253	759	350	1,144	54	1,090	0	0	0	0	0
Current Revenue: General	388	388	0	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the modernization of existing elevators in Silver Spring Garages to improve elevator safety, operation, and to improve the installation to current standards. It includes a remote monitoring system for all elevators in the Silver Spring garages.

### Service Area

Silver Spring Parking Lot District.

### JUSTIFICATION

Elevator breakdowns are an inconvenience to the public and a safety concern of the County. The February 1991 report states "garage units are not classed normal because these units are more subject to abuse from the riding public...and they are also exposed to all kinds of environmental conditions which lower the realistic life expectancy of the equipment by five to ten years. The normal life expectancy of an elevator is between 20 to 25 years." Elevator equipment in Garage 2 (2 units) is approximately 29 years old, with repairs made 9 years ago. Elevator equipment in Garage 2-phase II and Garage 7 is approximately 17 years old. A May 7, 2001, elevator consultant report recommends renovation of these elevators based on current County design criteria, age, design, and condition of the equipment. The elevator remote monitoring system provides for operational condition surveillance which should reduce the downtime of elevators, since personnel will know immediately when an elevator is not operational.

### Plans and Studies

"Elevator Report" dated March 19, 1998 and May 7, 2001, prepared by Robert L. Seymour and Associates, Inc.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

Silver Spring Garage 2 elevator repairs are complete, and modernization of elevators in Garages 5, 21, and 55 are complete. Modernization of elevators in Garage 2-Phase II and Garages 7 and 9 are in design.

### OTHER

Operations review and analysis of the installed remote monitoring systems have resulted in a delay in proceeding with the project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
Initial Cost Estimate		1,019
First Cost Estimate		
Current Scope	FY07	2,641
Last FY's Cost Estimate		2,641
Present Cost Estimate		2,641
Appropriation Request	FY08	0
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		2,641
Expenditures/ Encumbrances		1,281
Unencumbered Balance		1,360
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Silver Spring Regional Services Center  
Silver Spring Urban District  
Silver Spring Facility Renovations  
Silver Spring Redevelopment Program  
Silver Spring Chamber of Commerce

### MAP

See Map on Next Page

# Pkg Sil Spg Fac Renovations -- No. 508250

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Silver Spring  
None

Date Last Modified  
Required Adequate Public Facility

March 15, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,457	0	1,111	2,346	386	96	589	425	425	425	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	17,544	0	3,131	14,413	2,833	704	4,321	2,185	2,185	2,185	0
Other											
<b>Total</b>	<b>21,001</b>	<b>0</b>	<b>4,242</b>	<b>16,759</b>	<b>3,219</b>	<b>800</b>	<b>4,910</b>	<b>2,610</b>	<b>2,610</b>	<b>2,610</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	21,001	0	4,242	16,759	3,219	800	4,910	2,610	2,610	2,610	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

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

### Service Area

Silver Spring Parking Lot District.

### JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Silver Spring 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.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

Ongoing.

### OTHER

\* Expenditures will continue indefinitely.

### FISCAL NOTE

Due to the lack of available resources in the Silver Spring Parking District, this project received \$2,116,000 in General Fund Transfers in FY00 and FY01, of which \$1,500,000 has been repaid.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY83	(\$000)
Initial Cost Estimate		1,130
First Cost Estimate		
Current Scope	FY07	23,272
Last FY's Cost Estimate		23,272
Present Cost Estimate		21,001

Appropriation Request	FY08	3,842
Supplemental		
Appropriation Request	FY07	0
Transfer		0

Cumulative Appropriation		6,719
Expenditures/		
Encumbrances		2,736
Unencumbered Balance		3,983

Partial Closeout Thru	FY05	16,993
New Partial Closeout	FY06	2,270
Total Partial Closeout		19,263

### COORDINATION

Facility Planning: Parking

### MAP

See Map on Next Page

# Pkg Sil Spg Wayfinding -- No. 500330

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Silver Spring  
None.

Date Last Modified  
Required Adequate Public Facility

March 19, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	92	27	0	65	50	15	0	0	0	0	0
Land											
Site Improvements and Utilities											
Construction	885	0	479	406	71	335	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	977	27	479	471	121	350	0	0	0	0	0

## FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	977	27	479	471	121	350	0	0	0	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the design, fabrication and installation of interior and exterior Wayfinding Signage and Graphics in various Silver Spring public parking garages to improve the user-friendliness/image of the facilities.

### Service Area

Silver Spring Parking Lot District.

### JUSTIFICATION

Existing garage signage is not uniform and has no graphic applications. In 2002, a Parking Facility Signage Standards Manual was finalized. The manual is to be utilized to develop and implement a standardized system of signs and graphics for all the garages. This will create a consistent quality design, which provides essential information to users of the facilities, as both drivers and pedestrians. The wayfinding program will afford users with essential directional and regulatory information, creating an efficient traffic flow pattern and inviting pedestrian-orientation super-graphics.

### Plans and Studies

A review of impacts to pedestrians, bicycles, and ADA requirements (Americans with Disabilities Act of 1991) will be performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues will be considered in the design of the project to ensure pedestrian safety.

### Cost Change

FY07-FY08 expenditure schedule has been adjusted to reflect delayed implementation.

### STATUS

Final design stage.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		977
First Cost Estimate		
Current Scope	FY03	977
Last FY's Cost Estimate		977
Present Cost Estimate		977
Appropriation Request	FY08	0
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		977
Expenditures/ Encumbrances		92
Unencumbered Balance		885
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Silver Spring Regional Services Center  
Silver Spring Urban District

### MAP

See Map on Next Page

# Pkg Wheaton Fac Renovations -- No. 509709

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Kensington-Wheaton  
None

Date Last Modified  
Required Adequate Public Facility

March 19, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	91	0	0	91	32	19	10	10	10	10	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,377	0	345	1,032	363	221	112	112	112	112	0
Other											
<b>Total</b>	<b>1,468</b>	<b>0</b>	<b>345</b>	<b>1,123</b>	<b>395</b>	<b>240</b>	<b>122</b>	<b>122</b>	<b>122</b>	<b>122</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue:											
Parking - Wheaton	1,468	0	345	1,123	395	240	122	122	122	122	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### 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.

### Service Area

Wheaton Parking Lot District.

### JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Wheaton 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.

### Plans and Studies

Staff inspection and condition surveys by a consultant. Elevator consultant report dated May 7, 2001.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

Ongoing.

### OTHER

\* Expenditures will continue indefinitely.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY97	(\$000)
Initial Cost Estimate		510
First Cost Estimate		
Current Scope	FY07	1,729
Last FY's Cost Estimate		1,729
Present Cost Estimate		1,468
Appropriation Request	FY08	131
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		849
Expenditures/		
Encumbrances		641
Unencumbered Balance		208
Partial Closeout Thru	FY05	1,261
New Partial Closeout	FY06	261
Total Partial Closeout		1,522

### COORDINATION Facility Planning: Parking

### MAP

See Map on Next Page

# PSTA Academic Building Complex -- No. 479909

Category Public Safety  
Agency Police  
Planning Area Countywide  
Relocation Impact None

Date Last Modified  
Required Adequate Public Facility

March 16, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,460	1,262	543	655	242	30	255	128	0	0	0
Land											
Site Improvements and Utilities	2,991	0	265	2,726	1,212	0	1,196	318	0	0	0
Construction	18,509	0	541	17,968	2,475	4,659	4,048	6,786	0	0	0
Other	949	0	0	949	75	0	579	295	0	0	0
<b>Total</b>	<b>24,909</b>	<b>1,262</b>	<b>1,349</b>	<b>22,298</b>	<b>4,004</b>	<b>4,689</b>	<b>6,078</b>	<b>7,527</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	24,909	1,262	1,349	22,298	4,004	4,689	6,078	7,527	0	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				1,770	0	0	0	590	590	590	0
Energy				1,305	0	0	0	435	435	435	0
<b>Net Impact</b>				<b>3,075</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,025</b>	<b>1,025</b>	<b>1,025</b>	<b>0</b>

### DESCRIPTION

This project provides for a major renovation and expansion of the Public Safety Training Academy (PSTA), the primary training facility for the Department of Police and Fire and Rescue Service (including the site for the Travilah Fire Station). The project will involve renovations to, and expansion of, the Academic Building Complex (ABC) and enhancements including a helipad and renovation of the gym and indoor firing range. ABC expansion areas will contain general classrooms, indoor firing skills training facility, and consolidated office space. Existing space will be renovated and reconfigured to provide general and technical classrooms (such as EMT paramedic, computer, and firearms), a simulations area, a student study center, and expansion and upgrade of the physical training area and locker rooms. A portion of the basement will be renovated as unprogrammed space that will provide a future capability for graphics production and video development and broadcast. A new canine support facility of 1,350 gross square feet will be developed adjacent to the existing Emergency Vehicle Operations Center (EVOC) facility and driving course. The project also includes design and construction of a public safety memorial in coordination with the Public Arts Trust. A memorial site is reserved on the PSTA site with an appropriation of \$150,000. Other site considerations include stormwater management, developing centralized reception/security access for the PSTA, providing overall security for the site, increased parking, and resurfacing of existing pavements. The project also includes improvements to the lighting, mechanical systems, and building envelope to meet Executive Regulation 68-91 AM, Building Design Standards. Subsequent phases, not included in the project at this time, will include replacement and expansion of the Montgomery County Fire and Rescue Service outdoor fire training props, including the burn building, as well as the addition of a lecture hall. The Multi-Agency Driver Training Facility project is included under the General Government section.

### Service Area

Countywide

### JUSTIFICATION

There have been no major upgrades or renovations to the PSTA since it was completed in 1973. Since its completion, the training needs of the user agencies have changed significantly. As a result, the PSTA is in need of reconfiguration and expansion to meet current and projected training needs. Although some non-public safety agencies and citizens may use this facility for training, public safety agency training is its primary function. Since the completion of the PSTA Academic Complex project POR, a number of events have taken place that demonstrated the need for first responders to be better prepared for such events. The indoor firing range, including its target mechanism, requires modernization and upgrade to bring to current standards. The gym renovation is essential in order to meet the latest required fitness training and the increased number of public safety personnel utilizing the facility. The addition of a helipad allows for one of the most versatile transport vehicles to work from the PSTA.

### Plans and Studies

Planning funds from the Facility Planning: Police and Facility Planning: Fire and Rescue projects have been used to develop needs assessment studies, the associated Program of Requirements, and cost estimates. A pedestrian impact analysis has been completed for this project.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

Design for the ABC will be completed by the end of FY06 and construction will begin in FY07.

### FISCAL NOTE

This project's schedule has been phased with the Travilah Fire Station project (#450504) in order to complete both projects in a more efficient and cost effective manner.

### APPROPRIATION AND EXPENDITURE DATA

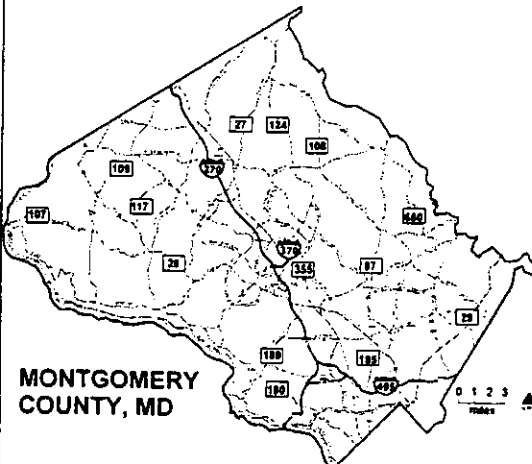
Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		10,608
First Cost Estimate		
Current Scope	FY07	24,909
Last FY's Cost Estimate		24,909
Present Cost Estimate		24,909
Appropriation Request	FY08	629
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		23,857
Expenditures/		
Encumbrances		1,587
Unencumbered Balance		22,270
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Department of Police  
Department of Correction and Rehabilitation  
Montgomery County Fire and Rescue Service  
Department of Public Works and Transportation,  
Division of Capital Development  
Multi-Agency Driver Training Facility  
Office of Management and Budget  
M-NCPPC

Special Capital Improvement Project Legislation was adopted by Council on April 21, 1998 (Bill No. 5-98), and reauthorized on May 14, 2003 (Bill 6-03).

### MAP





# Sidewalk & Infrastructure Revitalization -- No. 508182

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Countywide  
None

Date Last Modified  
Required Adequate Public Facility

May 21, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,659	0	22	2,637	337	431	450	473	473	473	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	32,781	0	268	32,513	4,163	5,319	5,550	5,827	5,827	5,827	0
Other											
Total	35,440	0	290	35,150	4,500	5,750	6,000	6,300	6,300	6,300	*

## FUNDING SCHEDULE (\$000)

G.O. Bonds	19,894	0	7	19,887	4,000	883	1,952	1,452	5,800	5,800	0
Contributions	3,283	0	283	3,000	500	500	500	500	500	500	0
Current Revenue: General	12,263	0	0	12,263	0	4,367	3,548	4,348	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,021 miles of sidewalks and about 2,081 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure ADA compliance.

### Service Area

Countywide; however, primary area of concentration will be older residential neighborhoods and older commercial districts in the County.

### Capacity

Expenditure levels in FY07 will provide for the replacement of an estimated 20 miles of sidewalk and 41 miles of curb and gutters.

### JUSTIFICATION

Curbs, gutters and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 68 miles of curbs and gutters and 34 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes.

### Plans and Studies

A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2005, "Report of the Infrastructure Maintenance Task Force," identified an annual replacement program level of effort based on a 30 year life for curbs and gutters.

### Cost Change

Decrease due to partial closeout technical adjustment.

### STATUS

Ongoing. Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

### OTHER

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

### FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to \$500,000. Payments for this work are displayed as "Contributions" in the funding schedule. "Expenditures will continue indefinitely.

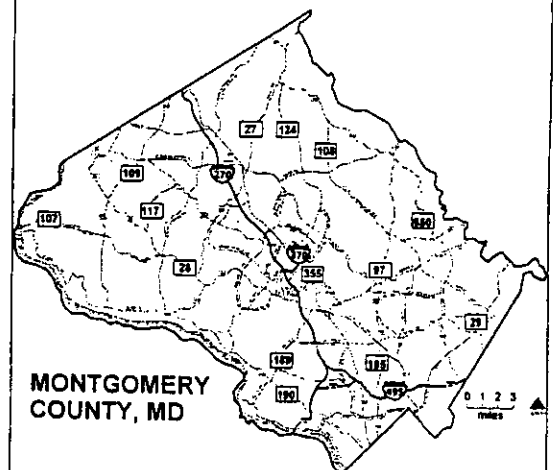
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
Initial Cost Estimate		5,530
First Cost Estimate		
Current Scope	FY08	35,440
Last FY's Cost Estimate		39,292
Present Cost Estimate		35,440
Appropriation Request	FY08	5,750
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		4,790
Expenditures/ Encumbrances		3,472
Unencumbered Balance		1,318
Partial Closeout Thru	FY05	62,296
New Partial Closeout	FY06	3,852
Total Partial Closeout		66,148

### COORDINATION

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

### MAP



# Silver Spring Civic Building -- No. 159921

Category  
Agency  
Planning Area  
Relocation Impact

General Government  
County Executive  
Silver Spring  
None

Date Last Modified  
Required Adequate Public Facility

May 17, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,006	1,037	1,569	400	200	200	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	529	0	0	529	245	284	0	0	0	0	0
Construction	6,188	73	100	6,015	0	2,812	3,203	0	0	0	0
Other	687	0	0	687	0	687	0	0	0	0	0
<b>Total</b>	<b>10,410</b>	<b>1,110</b>	<b>1,669</b>	<b>7,631</b>	<b>445</b>	<b>3,983</b>	<b>3,203</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

PAYGO	1,110	1,110	0	0	0	0	0	0	0	0	0
G.O. Bonds	6,672	0	856	5,816	0	2,613	3,203	0	0	0	0
Contributions	73	0	0	73	0	73	0	0	0	0	0
Land Sale	1,742	0	0	1,742	445	1,297	0	0	0	0	0
State Aid	813	0	813	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				1,274	0	142	283	283	283	283	0
Energy				594	0	66	132	132	132	132	0
Cost Savings				-484	0	0	-121	-121	-121	-121	0
Net Impact				1,384	0	208	294	294	294	294	0
Workyears					0.0	0.5	1.0	1.0	1.0	1.0	0.0

## DESCRIPTION

This project provides for a Civic Building as part of the Silver Spring Redevelopment project. The Civic Building will be a focal point for County services and community events. Managed and scheduled by the County government and the Community Use of Public Facilities, the building will provide community meeting space to replace space which was provided by the Armory, a multi-media resource center, and office space for the Regional Services Center staff. The Civic Building will be located adjacent to the proposed Veterans' Plaza, which will provide outdoor space for community events. This project is part of a multi-project effort by Montgomery County to support the retail-oriented redevelopment of the Silver Spring Central Business District (CBD), a total public commitment of \$191.2 million.

## Service Area

Silver Spring Urban Renewal Area.

## JUSTIFICATION

This Civic Building is required to provide permanent office space for the Regional Services Center (RSC) staff which was relocated to leased space in the core of the Central Business District in FY98, and to provide community meeting space that was eliminated when the Silver Spring Armory was demolished as part of the Silver Spring Redevelopment Project.

## Plans and Studies

The 1995 Regional Services Center Facilities Strategic Plan supports the need for a center in the region. The costs shown are based on a space requirements study conducted by the Division of Capital Development in consultation with County staff and the local community. The Program of Requirements has been developed and will be finalized based on comments received from the Council's Planning, Housing and Economic Development committee. A review of impacts to pedestrians, bicycles, and ADA requirements (Americans with Disabilities Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

## Cost Change

Adjusted expenditures and funding to reflect current production schedule.

## STATUS

Final design stage.

## FISCAL NOTE

\$73,000 increase in FY07 is due to insurance premium reimbursement for construction of the Civic Building from Contractor Controlled Insurance Program.

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		8,582
First Cost Estimate		
Current Scope	FY99	8,582
Last FY's Cost Estimate		10,410
Present Cost Estimate		10,410
Appropriation Request	FY08	0
Supplemental Appropriation Request	FY07	73
Transfer		0
Cumulative Appropriation		10,337
Expenditures/Encumbrances		2,343
Unencumbered Balance		7,994
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

## COORDINATION

Silver Spring Redevelopment Program  
Silver Theatre  
Round House Theatre  
Parking Town Square Garage (#61)  
Parking Silver Circle (Wayne Avenue) Garage (#60)  
Fenton Street Village  
Fenton Street Village Pedestrian Linkages  
Silver Spring Regional Services Center  
Department of Public Works & Transportation  
Department of Finance  
Department of Housing and Community Affairs  
M-NCPPC  
Historic Preservation Commission  
Silver Spring Chamber of Commerce  
Private developers  
The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

## MAP

See Map on Next Page

# Silver Spring Green Trail-Interim -- No. 509975

Category                      Transportation  
Agency                      Public Works & Transportation  
Planning Area              Silver Spring  
Relocation Impact        None.

Date Last Modified  
Required Adequate Public Facility

May 14, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,673	1,164	0	509	0	0	0	304	205	0	0
Land	189	7	182	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,528	5	0	1,523	0	0	0	668	855	0	0
Construction	2,943	0	0	2,943	0	0	0	206	2,737	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6,334</b>	<b>1,177</b>	<b>182</b>	<b>4,975</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,178</b>	<b>3,797</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Enhancement	484	0	0	484	0	0	0	0	484	0	0
PAYGO	835	835	0	0	0	0	0	0	0	0	0
G.O. Bonds	4,750	113	146	4,491	0	0	0	1,178	3,313	0	0
Current Revenue: General	265	229	36	0	0	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project is a part of the County transportation program. It provides for a 4,500 linear foot urban trail as part of a roadway network along one of the alignments under consideration for the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the interim trail includes the design, property acquisition, and construction of the interim trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This interim trail is part of a transportation corridor and is not a recreation area of state or local significance. The proposed interim trail includes an 8-foot wide bituminous bike path, an adjacent 5-foot wide concrete sidewalk, lighting, and landscaping. The interim trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. Between Dale Drive and Cedar Lane, the number of travel lanes on Wayne Avenue will be reduced from four to three with a reversible center lane, with parking permitted only on the southern side of Wayne Avenue.

### Service Area

Silver Spring.

### JUSTIFICATION

This project creates an important interim link through Silver Spring to the Silver Spring Metrorail. It will help provide connectivity to other trails and help in mitigating congestion on area roads.

### Plans and Studies

Final plans have been completed. A pedestrian impact analysis has been completed for this project.

### Cost Change

This project has been delayed three years to await the decision on the selected alignment for the Purple Line.

### STATUS

Final design stage.

### OTHER

The scope has remained the same. This project will be constructed concurrently with the re-construction of Wayne Avenue, which will be funded by the Primary/Arterial Road Resurfacing Project and the Sidewalk and Infrastructure Revitalization Project. The reconstruction of Wayne Avenue will include 4,500 linear feet of full depth pavement repair from Sligo Creek Parkway to near Fenton Street, and 1,700 linear feet of mill and overlay from Fenton Street to Georgia Avenue. The right-of-way was purchased for transportation purposes. Recreational use of the interim trail is secondary to its transportation function and benefit and therefore the interim trail is not a recreation area of state or local significance. The interim trail will be maintained and administered by DPWT.

### FISCAL NOTE

WSSC's utility relocations will now be done by WSSC and intergovernmental funding is deleted. The County's share of utility relocation will be paid out of site improvements and utilities. Project implementation is contingent upon receipt of Enhancement funds from the Maryland State Highway Administration (MSHA). The application was submitted to MSHA in FY04 for \$2.627 million and funding was not approved. In FY05, the application for Enhancement funding was for \$484,133. The Enhancement Funds from MSHA are on hold until a decision is made on the bi-county transit way alignment.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		265
First Cost Estimate		
Current Scope	FY99	6,060
Last FY's Cost Estimate		6,334
Present Cost Estimate		6,334
Appropriation Request	FY08	-625
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		1,984
Expenditures/ Encumbrances		1,205
Unencumbered Balance		779
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Maryland-National Capital Park and Planning  
Commission  
Maryland State Highway Administration  
Washington Metropolitan Area Transit Authority  
Utility Companies  
Silver Spring Chamber of Commerce  
Silver Spring Transportation Management District  
Maryland Transit Administration  
Primary/Arterial Road Resurfacing Project  
Sidewalk and Infrastructure Revitalization Project  
The Executive asserts that this project conforms to  
the requirements of relevant local plans, as required  
by the Maryland Economic Growth, Resource  
Protection and Planning Act.

### MAP

See Map on Next Page

# Silver Spring Library -- No. 710302

Category            Culture and Recreation  
Agency            Public Libraries  
Planning Area      Silver Spring  
Relocation Impact   None.

Date Last Modified  
Required Adequate Public Facility

May 15, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,676	0	0	1,676	722	352	352	250	0	0	0
Land	11,000	0	0	11,000	11,000	0	0	0	0	0	0
Site Improvements and Utilities	2,128	0	0	2,128	0	628	1,000	500	0	0	0
Construction	8,263	0	0	8,263	0	0	3,737	4,526	0	0	0
Other	1,972	0	0	1,972	0	172	900	900	0	0	0
<b>Total</b>	<b>25,039</b>	<b>0</b>	<b>0</b>	<b>25,039</b>	<b>11,722</b>	<b>1,152</b>	<b>5,989</b>	<b>6,176</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	24,867	0	0	24,867	11,722	1,152	5,989	6,004	0	0	0
Current Revenue: General	172	0	0	172	0	0	0	172	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the design and construction of a 41,550 square foot library for the community of Silver Spring with a new, expanded, more comprehensive library designed to better serve its demographically and ethnically diverse residents and its growing business community. The library will be built within the CBD and centrally located for the entire community.

### JUSTIFICATION

The existing Silver Spring Community Library is the oldest community library in the Montgomery County Library System. It is the second smallest community library and has the smallest collection of non-periodical materials of any community library. The Mobile Services Unit is also in this facility. Silver Spring is growing in terms of the size and diversity of its residential population and is experiencing significant expansion of its business community, all of which place greater demands on library services.

### Plans and Studies

The County Council approved the development of a study to determine library needs. This resulted in the Community Based Library Services Plan for the Silver Spring Library. The Program of Requirements is based on this study in conjunction with basic library programming. Should the development decision include a mixed use facility, the Department of Public Libraries must be an equal partner in the facility planning and design process. A pedestrian impact analysis has been completed for this project. The Mobile Services Unit will be moved to Davis Library.

### Cost Change

Project schedule re-aligned for production purposes.

### STATUS

Planning stage.

### OTHER

Project, No. 508768, Facility Planning: MCG, included \$50,000 each year in FY03 and FY04 to further examine the issues associated with placement of the Silver Spring Library in a mixed used facility. A Program of Requirements was prepared by the Department of Public Libraries and site selection is in progress. The total cost of this project has been increased to reflect land expenditures. Partial land acquisition cost will be funded through ALARF in FY06 in the amount of \$2.5 million and reimbursed to ALARF from this project in FY07. The estimated total land acquisition cost has been included in the project in FY07.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		11,975
First Cost Estimate		
Current Scope	FY07	25,039
Last FY's Cost Estimate		25,039
Present Cost Estimate		25,039
Appropriation Request	FY08	0
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		13,226
Expenditures/ Encumbrances		3,584
Unencumbered Balance		9,642
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

M-NCPPC  
Department of Public Works and Transportation  
Department of Technology Services  
Department of Permitting Services  
Department of Public Libraries  
Silver Spring Regional Services Center  
Facility Planning: MCG  
WSSC  
  
Special Projects Legislation was approved June 13,  
2006 (Bill No. 24-06)

### MAP

See Map on Next Page

# State Transportation Participation -- No. 500722

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Rockville  
None.

Date Last Modified  
Required Adequate Public Facility

May 17, 2007  
YES

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	150,031	0	0	150,031	15,639	25,167	29,225	10,000	20,000	50,000	0
<b>Total</b>	<b>150,031</b>	<b>0</b>	<b>0</b>	<b>150,031</b>	<b>15,639</b>	<b>25,167</b>	<b>29,225</b>	<b>10,000</b>	<b>20,000</b>	<b>50,000</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Revenue Bonds:											
Liquor Fund	70,031	0	0	70,031	15,639	25,167	29,225	0	0	0	0
G.O. Bonds	58,900	0	0	58,900	0	0	0	8,000	10,900	40,000	0
Impact Tax	21,100	0	0	21,100	0	0	0	2,000	9,100	10,000	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the County's participation for the funding of State and WMATA transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Specific projects to be funded will be selected from the most recent Joint priority letter signed by the County Executive and the President of the County Council and submitted to the County's Delegation in Annapolis, Maryland. After FY07, the final projects selected will come from final negotiations between the State and County resulting in a cost sharing agreement, based on the State's production schedule for the projects, the Joint priority letter, and the funding of this project.

### JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems and to leverage State funding in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

### Cost Change

Funds transferred to Glenmont Metro Parking Expansion project.

### OTHER

This project is new for the FY07-12 CIP. The appropriation in FY07 is: \$5,000,000 for design of the southern entrance to the Bethesda Metrorail Station; \$8,239,000 for land acquisition and utility relocation for the Georgia Avenue/Randolph Road Interchange; and \$2,400,000 for the I-270 Watkins Mill Road Interchange.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		156,084
First Cost Estimate		
Current Scope	FY07	156,084
Last FY's Cost Estimate		156,084
Present Cost Estimate		150,031
Appropriation Request	FY08	0
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		15,639
Expenditures/ Encumbrances		0
Unencumbered Balance		15,639
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Maryland State Highway Administration  
Developers  
Maryland-National Capital Park and Planning  
Commission  
Montgomery County Fire and Rescue Service  
Washington Metropolitan Area Transit Authority

### MAP

See Map on Next Page

# Street Tree Preservation -- No. 500700

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Countywide  
None.

Date Last Modified  
Required Adequate Public Facility

May 17, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	550	0	0	550	175	75	75	75	75	75	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	6,750	0	0	6,750	2,125	925	925	925	925	925	0
<b>Total</b>	<b>7,300</b>	<b>0</b>	<b>0</b>	<b>7,300</b>	<b>2,300</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue:											
General	7,300	0	0	7,300	2,300	1,000	1,000	1,000	1,000	1,000	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will include the removal of limbs to: reduce safety hazards to pedestrians and motorists; preserve the health and longevity of trees; correct structural imbalances/defects; improve aesthetics and adjacent property values; and improve sight distance. Proactive pruning will prevent premature deterioration, minimize liability, reduce storm damage potential and costs, improve appearance and enhance the condition of street trees.

### Service Area

Countywide, excluding the Agricultural Reserve.

### Capacity

Approximately 15,300 trees will be pruned in FY08.

### JUSTIFICATION

Prior to FY84 the County provided for scheduled cyclical pruning every six years for all trees in the old Suburban District. This work was funded through the dedicated Suburban District Tax. Between FY84 and FY97, fiscal constraints caused a reduction in pruning to a 40-90 year cycle. 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 and the street tree population increased from an estimated 100,000 to over 250,000 trees. Since that time, only pruning in reaction to emergency/safety concerns has been provided. A street tree has a life expectancy of 60 years and, under current conditions, a majority of street trees will never receive any pruning. Lack of cyclical pruning leads to increased storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, premature death and decay from disease, weakening of structural integrity, and increased public security risks. Healthy street trees provide a myriad of public benefits including energy savings, aesthetic enhancements that soften the hard edges of buildings and pavements, property value enhancement, mitigation of various airborne pollutants, reduction in the urban heat island effect, and stormwater management enhancement. Various CIP projects provide for the preservation, revitalization, restoration, or protection of all types of public infrastructure.

### Plans and Studies

The "Forest Preservation Strategy" Task Force Report (October, 2000) recommends 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. Also, see 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 savings. 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 1/2 inch of rainfall reducing the need for stormwater management facilities.

### Cost Change

Program extended through FY12 and beyond.

### STATUS

Proactive pruning in progress.

### OTHER

\*Expenditures will continue indefinitely.

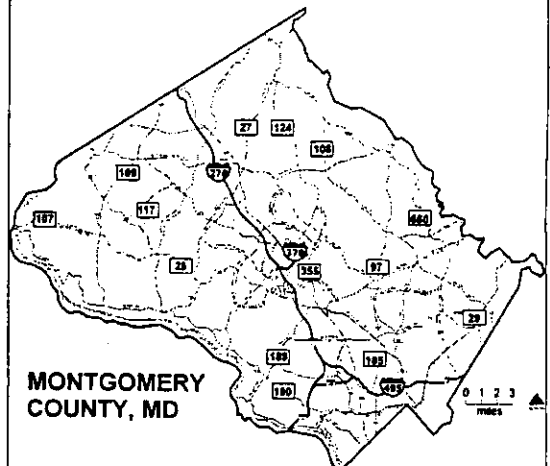
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		2,300
First Cost Estimate		
Current Scope	FY08	7,300
Last FY's Cost Estimate		2,300
Present Cost Estimate		7,300
Appropriation Request	FY08	1,000
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		2,300
Expenditures/Encumbrances		1,947
Unencumbered Balance		353
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

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

### MAP



# **Subdivision Roads Participation -- No. 508000**

Category  
Agency  
Planning Area  
Relocation Impact

**Transportation**  
**Public Works & Transportation**  
**Countywide**  
**None.**

Date Last Modified  
Required Adequate Public Facility

**May 14, 2007**  
**YES**

## **EXPENDITURE SCHEDULE (\$000)**

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,299	0	74	1,225	589	276	90	90	90	90	0
Land	2,133	0	106	2,027	1,957	14	14	14	14	14	0
Site Improvements and Utilities	622	0	35	587	293	150	36	36	36	36	0
Construction	7,506	0	1,272	6,234	1,648	3,486	275	275	275	275	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>11,560</b>	<b>0</b>	<b>1,487</b>	<b>10,073</b>	<b>4,487</b>	<b>3,926</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>*</b>

## **FUNDING SCHEDULE (\$000)**

Development District	1,540	0	0	1,540	770	770	0	0	0	0	0
G.O. Bonds	8,424	0	1,336	7,088	3,003	2,425	415	415	415	415	0
Contributions	17	0	7	10	0	10	0	0	0	0	0
Development Approval Payment	8	0	0	8	0	8	0	0	0	0	0
Impact Tax	1,514	0	142	1,372	696	676	0	0	0	0	0
Investment Income	4	0	2	2	0	2	0	0	0	0	0
Intergovernmental	53	0	0	53	18	35	0	0	0	0	0

## **ANNUAL OPERATING BUDGET IMPACT (\$000)**

### **DESCRIPTION**

This project provides for design, review, and construction of roads or utility work that benefit new subdivisions and the public-at-large. The project may be used for: land acquisition and construction of connections in primary and secondary residential roadways that cannot be made the responsibility of particular developers; County participation with developers in the construction of arterial and major highways by way of agreements; completion of defaulted permit work to protect improvements that were completed prior to the default. Subsequent reimbursement will be sought.

### **JUSTIFICATION**

Required Adequate Public Facility: several subdivisions have been approved based on this project. After a needs assessment has been made through the master plan process, roadways should be constructed as development occurs to ensure adequate public facilities.

### **Plans and Studies**

A pedestrian impact analysis has been completed for this project.

### **Cost Change**

Decrease due to technical adjustment for partial closeout.

### **STATUS**

#### **Subproject**

	FY06	FY07	FY08	Status
Piney Meetinghouse Road - right turn lane	\$ 87	\$ 479	\$ 0	Final Plans
Century Boulevard	\$ 1142	\$ 127	\$1741	Developer Final Plans
Clarksburg Road-MD 355 to Snowden Farm Parkway	\$ 0	\$2696	\$1000	Planning Stage
Grade Separation- Snowden Farm Parkway at Greenway Trail	\$ 0	\$ 382	\$ 382	Planning Stage
Grade Separation- Greenway Trail at Foreman Boulevard	\$ 0	\$ 388	\$ 388	Planning Stage
To Be Determined	\$ 415	\$ 415	\$ 415	
<b>Totals</b>	<b>\$ 1644</b>	<b>\$ 4487</b>	<b>\$3926</b>	

Piney Meetinghouse Road has been delayed two years to incorporate a right-turn-lane into the Travilah Road project and schedule. Century Boulevard has been delayed two years due to developer negotiations.

### **OTHER**

\*Expenditures will continue indefinitely.

### **FISCAL NOTE**

Intergovernmental revenues noted above are from WSSC for Piney Meetinghouse Road. The right-turn lane from Travilah Road onto Piney Meetinghouse Road could not be constructed in the Travilah Rd. project due to a WSSC vault. It is anticipated that the grade separations on Snowden Farm Parkway will be funded with Development District Funds.

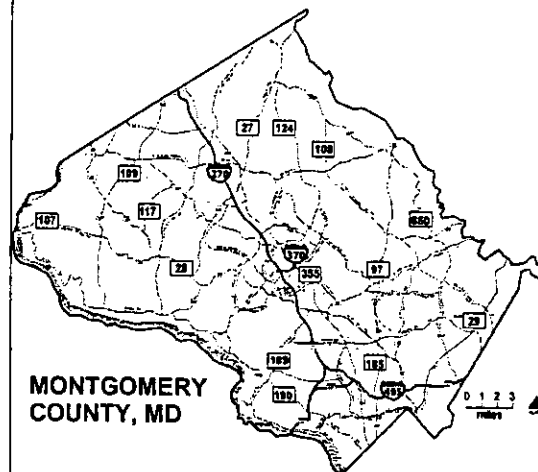
### **APPROPRIATION AND EXPENDITURE DATA**

Date First Appropriation	FY80	(\$000)
Initial Cost Estimate		3,000
First Cost Estimate		
Current Scope	FY07	11,718
Last FY's Cost Estimate		11,719
Present Cost Estimate		11,560
Appropriation Request	FY08	600
Supplemental Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		7,759
Expenditures/Encumbrances		85
Unencumbered Balance		7,674
Partial Closeout Thru	FY05	10,780
New Partial Closeout	FY06	157
Total Partial Closeout		10,937

### **COORDINATION**

Developers  
Maryland-National Capital Park and Planning Commission  
Maryland State Highway Administration  
Required Adequate Public Facilities  
Travilah Road project

### **MAP**



# Takoma/Langley Park Transit Center -- No. 500715

Category **Transportation**  
 Agency **Public Works & Transportation**  
 Planning Area **Takoma Park**  
 Relocation Impact **None.**

Date Last Modified  
 Required Adequate Public Facility

May 17, 2007  
 NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision											
Land											
Site Improvements and Utilities											
Construction											
Other	2,500	0	0	2,500	0	813	1,687	0	0	0	0
<b>Total</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>2,500</b>	<b>0</b>	<b>813</b>	<b>1,687</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Mass Transit Fund	2,500	0	0	2,500	0	813	1,687	0	0	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project is to acquire approximately 1.1 acres of property located at the intersection of University Boulevard and New Hampshire Avenue for the construction of a transit center to serve Metrobus, Ride On and The Bus transit services. The transit center is to include 8 to 12 bus bays, passenger waiting areas, access improvements to associated roadways, and pedestrian safety improvements.

### Service Area

Takoma/Langley Park

### JUSTIFICATION

The Takoma/Langley Park Transit Center is the busiest non-Metrorail transit terminal in the region serving 11 bus routes with 8 bus stops serving the University Blvd. and New Hampshire Ave. intersection. There is no single transit center location servicing this area. Six routes end at the transit center and there are no driver facilities and no designated bus layover areas. There are minimal passenger amenities and limited waiting area. Bus to bus transfers are difficult because of the large area involved and the need to cross two major highways. Fifty-four percent of the bus riders are transferring from another bus route. Pedestrian safety is a significant problem with 29 pedestrian accidents, including 8 fatalities within the last 28 months. The proposed project will consolidate these bus stops into an efficient and safe off-road facility. This consolidation will reduce the significant volume of pedestrians crossing these busy arterials and provide passenger amenities and passenger information. The transit center will replace inadequate on-street bus stops with minimal passenger amenities. Eight bus stops and 11 bus routes (5 Metrobus, 4 Ride On, 2 The Bus) with a peak period volume of 61 buses per hour will be served. Ride On ridership grew 40% between 2000 and 2004 and continued growth is anticipated.

### Plans and Studies

The Takoma/Langley Park Transit Center was identified as a high priority in the 1997 Ride On Strategic Plan. In May 2000, the County Executives for Montgomery County and Prince George's County jointly urged the State to provide funding for construction. In July 2001, the Hampshire-Langley Shopping Center terminated the County's lease forcing the Ride On operation on street with inadequate sidewalks and shelters. Montgomery County initiated a site feasibility study in 2002, but no sites in Montgomery County were identified. The Bi-County Transitway study of the Maryland Transit Authority (MTA) identified candidate sites in Prince George's County and the proposed site was recommended by both Counties for the transit center.

### Cost Change

Adjusted expenditures and funding to reflect current project schedule.

### STATUS

Preliminary Design Stage.

### OTHER

The Maryland Transit Administration (MTA) is responsible for the preliminary design and project management. The Maryland State Highway Administration (MSHA) is responsible for the project engineering, land acquisition, and construction of both the transit center and area highway safety improvements. The Washington Metropolitan Area Transit Authority (WMATA) is providing funding through the TIIF program and operates bus routes through the area. Both Prince George's and Montgomery County are providing capital funding, operating and maintenance funding, and will operate buses into the facility. The City of Takoma Park is actively participating in the project development process.

### FISCAL NOTE

The total project cost is estimated to be \$12.31 million. Montgomery and Prince George's Counties will contribute \$2.5 million each. The remaining funding is from the WMATA TIIF fund from Maryland of \$6,750,000 and \$560,000 from the WMATA Metro Matters bus program.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		2,500
First Cost Estimate		
Current Scope	FY07	2,500
Last FY's Cost Estimate		2,500
Present Cost Estimate		2,500
Appropriation Request	FY08	813
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		1,687
Expenditures/		
Encumbrances		0
Unencumbered Balance		1,687
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Washington Metropolitan Area Transit Authority  
 Prince George's County  
 Maryland Transit Administration  
 Maryland State Highway Administration  
 Federal Transit Administration  
 City of Takoma Park  
 Bi-County Transitway Project

### MAP

See Map on Next Page



# Takoma Park Fire Station 2 Replacement -- No. 459967

Category  
Agency  
Planning Area  
Relocation Impact

Public Safety  
Fire/Rescue Service  
Takoma Park  
Two residences

Date Last Modified  
Required Adequate Public Facility

March 15, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,308	893	133	282	60	75	75	72	0	0	0
Land	466	400	66	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,672	1	0	2,671	0	490	0	2,181	0	0	0
Construction	5,831	4	0	5,827	340	247	3,578	1,662	0	0	0
Other	510	0	0	510	0	0	0	510	0	0	0
<b>Total</b>	<b>10,787</b>	<b>1,298</b>	<b>199</b>	<b>9,290</b>	<b>400</b>	<b>812</b>	<b>3,653</b>	<b>4,425</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	10,787	1,298	199	9,290	400	812	3,653	4,425	0	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				192	0	0	0	64	64	64	0
Energy				144	0	0	0	48	48	48	0
<b>Net Impact</b>				<b>336</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>0</b>

### DESCRIPTION

This project provides for the demolition and reconstruction of Takoma Park Fire Station 2 on its existing site, based on square footage specifications of the Prototype Program of Requirements (POR) for a Class II fire station. A Class II fire station ranges between 15,150 to 15,740 gross square feet in size and includes: apparatus bays, dorm and support space, personal living quarters, administrative offices, and a training/meeting area. On-site parking will be provided. One property adjacent to the existing station will be acquired and demolished to provide sufficient space to build the new fire station. Another property adjacent to the existing station has been acquired and will be renovated to relocate a displaced citizen due to the expansion of the fire station. Temporary relocation of personnel and apparatus will be provided off-site during the construction phase of the project to ensure the continuation of fire and rescue services.

### Service Area

Takoma Park vicinity

### JUSTIFICATION

The existing Fire Station 2 was originally built in 1927, substantially changed in the 1950s, and partially renovated in 1984. Currently, the facility is undersized and is in deteriorating condition. A new facility is required to meet current operational requirements and to accommodate modern apparatus, which are larger and heavier than older units.

### Plans and Studies

The Fire Rescue and Emergency Medical Services Master Plan, October 1994; Silver Spring/Takoma Park Fire-Rescue Work Group Report, November 1996; Ad Hoc Fire Service Task Force Report, June 1997; and Takoma Park Fire Station Feasibility Study, July 1997. A pedestrian impact analysis has been completed for this project.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

Permitting phase. Project delay due to property and community issues. Construction scheduled to begin Summer 2006.

### OTHER

The construction of this project will begin when site and relocation issues are worked out with the community. Station 2 is located within the Takoma Park Historic District and is listed on the Montgomery County Master Plan for Historic Preservation. Exterior design of the new facility includes considerations for historic preservation and community interest. Outstanding issues to be resolved prior to the construction of the new station include ownership of various parcels of land included in the current site plan and relocation of residents. Acquisition of a portion of the site was funded initially through ALARF and will be reimbursed by an appropriation from this project. Additional land acquisition issues are still to be resolved. A temporary site has been located to house the station while the new facility is under construction. The project cost estimate is based upon a site-specific Program of Requirements and does not include lease costs associated with the temporary site.

### FISCAL NOTE

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

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		4,785
First Cost Estimate		
Current Scope	FY99	4,785
Last FY's Cost Estimate		10,787
Present Cost Estimate		10,787
Appropriation Request	FY08	0
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		10,787
Expenditures/		
Encumbrances		1,537
Unencumbered Balance		9,250
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Montgomery County Fire and Rescue Service  
Takoma Park Volunteer Fire Department  
Department of Public Works and Transportation,  
Division of Capital Development  
Department of Permitting Services  
Department of Technology Services  
Office of Management and Budget  
M-NCPPC  
City of Takoma Park  
Historic Preservation Commission

### MAP

See Map on Next Page

# Technology Modernization -- MCG -- No. 150701

Category  
Agency  
Planning Area  
Relocation Impact

General Government  
County Executive  
Countywide  
None.

Date Last Modified  
Required Adequate Public Facility

May 17, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	85,464	0	0	85,464	0	5,064	8,400	23,000	25,000	24,000	0
Land											
Site Improvements and Utilities											
Construction											
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>85,464</b>	<b>0</b>	<b>0</b>	<b>85,464</b>	<b>0</b>	<b>5,064</b>	<b>8,400</b>	<b>23,000</b>	<b>25,000</b>	<b>24,000</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue:											
General	85,464	0	0	85,464	0	5,064	8,400	23,000	25,000	24,000	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				4,800	0	0	0	1,600	1,600	1,600	0
Net Impact				4,800	0	0	0	1,600	1,600	1,600	0

## DESCRIPTION

This project provides for the replacement, upgrade, and implementation of major IT initiatives and smaller system enhancements that will ensure ongoing viability of key processes, replace outdated and vulnerable systems, and produce a high return in terms of customer service and accountability to our citizens. Major new IT systems to be launched through this project are Enterprise Resource Planning (ERP), Business Process Review (BPR), and 311/Constituent Relationship Management (CRM). ERP will modernize our Core Business Systems to improve the efficiency, effectiveness, and responsiveness of the County Government. The ERP project will provide needed upgrades to the County's financial, procurement, human resource, and budgeting systems and will streamline existing business processes. Business Process Review will occur as part of ERP requirements analysis and planning. A new 311/CRM system will combine advanced telephony, internet, and computer technology with constituent-focused business processes. Citizens will ultimately be able to call one number to access County government services and built-in tracking and accountability features will assure that every call receives a timely response. Additional projects will be added in the outyears.

## JUSTIFICATION

According to a 2004 ranking of major existing technology systems based on their current health and relative need for upgrade or replacement, the County's current Core Business Systems - ADPICS/FAMIS/BPREP/HRMS - were ranked as Priority #1 - "obsolete or vulnerable critical system in immediate risk of failure." These at-risk systems will be replaced with a state of the art ERP system which will provide a common database supporting financials, procurement, budget and HR/payroll, and will include system-wide features for security, workflow, and reporting, and up-to-date technology architecture. Montgomery County seeks to set a national standard for accountability and responsiveness in governance and the delivery of services to its people and businesses. A customer-oriented 311/CRM system is needed as a single one-stop-shop phone number and intake system to meet this growing demand.

## Plans and Studies

Information Technology Interagency Funding and Budgeting Committee's report of September 30, 2003.  
MCG FY06 IT Budget Overview prepared by DTS.

## STATUS

Planning and staffing is underway. Project office to be established in the fourth quarter of FY07.

## OTHER

Amounts shown above do not include an FY06 supplemental appropriation for \$200,000 to the Department of Finance Operating Budget currently being used for ERP project planning and \$324,000 to be retained in the DTS FY07 Operating Budget for project staffing and establishment of the ERP project office. Carryover FY07 operating funds are included in the FY08 appropriation request shown below.

## FISCAL NOTE

A refined expenditure schedule for ERP, BPR and CRM will be submitted as part of the full FY09-14 CIP. Actual funding needed for specific projects will be determined as project planning and requirements analysis continue. Future year appropriations will be considered on the basis of provision by the Executive branch of clear delineation and justification of project scope, timeline, and cost.

## APPROPRIATION AND EXPENDITURE DATA

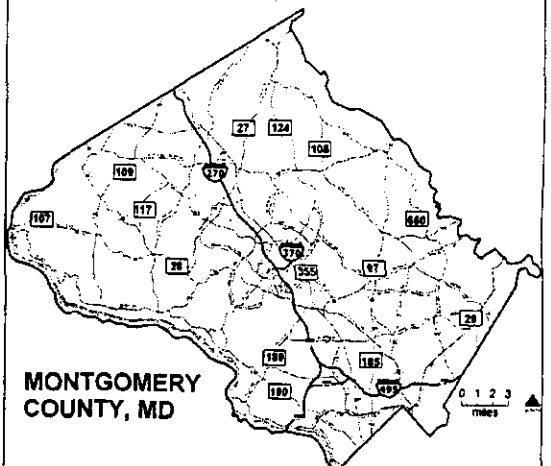
Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		85,464
First Cost Estimate		
Current Scope	FY08	85,464
Last FY's Cost Estimate		0
Present Cost Estimate		85,464
Appropriation Request	FY08	5,064
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

## COORDINATION

MCG efforts must be coordinated with the current implementation of a new Financial Management System by MCPS and efforts by other agencies to ensure data transportability and satisfy reporting needs between agencies. Project staff will draw on the implementation experiences of MCPS, WMATA and governments with functions and components similar to MCG during the project planning phase.

Department of Finance  
Department of Technology Services  
Office of Procurement  
Office of Human Resources  
Office of Management and Budget  
All MCG Departments and Offices

## MAP



# Town of Chevy Chase Storm Drain Improvements -- No. 500808

Category  
Agency  
Planning Area  
Relocation Impact

Conservation of Natural Resources  
Public Works & Transportation  
Bethesda-Chevy Chase  
None.

Date Last Modified  
Required Adequate Public Facility

January 10, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	757	0	0	757	0	517	240	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	20	0	0	20	0	10	10	0	0	0	0
Construction	1,023	0	0	1,023	0	1,023	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,800</b>	<b>0</b>	<b>0</b>	<b>1,800</b>	<b>0</b>	<b>1,550</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	1,800	0	0	1,800	0	1,550	250	0	0	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the evaluation of the drainage conditions within the Town of Chevy Chase. The Town is divided into fourteen drainage areas (sectors). Construction for four of the fourteen sectors is also included in this project. Design for the four sectors was completed in the Facility Planning: Storm Drain project. Ten sectors will be evaluated and if the existing facilities are found to be inadequate, design will be developed for the necessary drainage improvements. This project will implement construction on an as-need basis until the necessary improvements to the entire drainage system have been completed.

### Service Area

Bethesda-Chevy Chase

### JUSTIFICATION

Private properties and portions of the roadways within the Town of Chevy Chase are inundated during every rainfall event. This project was initiated at the request of the Town of Chevy Chase to address these severe drainage deficiencies.

### Plans and Studies

Construction for the 4 sectors in FY08 includes improvements along East Avenue, Oakridge Avenue, Maple Avenue, Thornapple Street, Stanford Street, Chatham Road, Meadow Lane, Blackthorn Street, Woodbine Street, Leland Street, and Aspen Street. Construction funding for the remaining ten sectors is not included at this time, but will be included in a later budget submission.

### Cost Change

New Project

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY08	(\$000)
Initial Cost Estimate		1,800
First Cost Estimate		
Current Scope	FY08	1,800
Last FY's Cost Estimate		0
Present Cost Estimate		1,800
Appropriation Request	FY08	1,800
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Facility Planning: Storm Drains  
Town of Chevy Chase  
Department of Permitting Services  
Washington Suburban Sanitary Commission  
Washington Gas  
Utility Companies

### MAP

See Map on Next Page

# Transfer Station Improvements -- No. 500550

Category Solid Waste-Sanitation  
Agency Public Works & Transportation  
Planning Area Rockville  
Relocation Impact None

Date Last Modified  
Required Adequate Public Facility

May 15, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,823	328	343	1,152	617	535	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,594	0	0	6,594	6,594	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,417</b>	<b>328</b>	<b>343</b>	<b>7,746</b>	<b>7,211</b>	<b>535</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Solid Waste Disposal Fund	8,417	328	343	7,746	7,211	535	0	0	0	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				0	0	0	0	0	0	0	0
Energy				0	0	0	0	0	0	0	0
Program-Staff				0	0	0	0	0	0	0	0
Program-Other				0	0	0	0	0	0	0	0
Offset Revenue				0	0	0	0	0	0	0	0
Net Impact				0	0	0	0	0	0	0	0
Workyears					0.0	0.0	0.0	0.0	0.0	0.0	0.0

## DESCRIPTION

This project consists of the assessment of the effectiveness of current operations at the Transfer Station Complex, and the planning, design and implementation of improvements to the facility. The County needs to plan and prepare the necessary infrastructure to maintain fundamental waste management services. This requires: modifications to the current transfer station facility to improve safety by separating large collection vehicles from smaller vehicles being driven and unloaded by residents and businesses; increases in the efficiency of operations through providing additional truck scales for weighing in and weighing out vehicles and providing additional unloading areas; and reductions in the frequent queuing of vehicles onto Shady Grove Road. This project also provides for the design of a relocated yard trim/wood waste processing facility.

## Service Area

Countywide

## JUSTIFICATION

The growth in County population, the increases in the percentage of County-generated waste that stays in the County and is disposed of at County facilities, the increases in the number and size of businesses, and the corresponding increases in the numbers of collection vehicles serving these businesses dropping off refuse and recyclables all contribute to significant impacts on the efficient and effective operation of County waste facilities. Over the past several years, the County added programs to the Transfer Station site to improve customer service, recycling opportunities, and address State and County requirements, i.e., yard waste was banned from disposal facilities. When the Transfer Station opened over 20 years ago, it just handled waste for disposal. Presently, in addition to handling waste for disposal, the Transfer Station provides an extensive drop-off area for recycling and a yard waste drop-off and processing area. This has resulted in increased demands on the transfer station site resulting in a need to upgrade the facility to safely and efficiently handle the increased volume in traffic and waste.

## Plans and Studies

Pedestrian safety will be considered during design.

## Cost Change

Decrease due to the removal of expenditures for construction of a relocated yard trim / wood waste facility due to a site change.

## OTHER

This project includes the design of a relocated yard trim/wood waste processing facility to be located at the closed Gude Landfill.

## FISCAL NOTE

The total cost of the relocation of the yard trim / wood waste facility is approximately \$14 million. Construction is expected to begin in FY09. Operating budget impacts will be added when construction expenditures are programmed.

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		11,223
First Cost Estimate		
Current Scope	FY08	8,417
Last FY's Cost Estimate		11,392
Present Cost Estimate		8,417
Appropriation Request	FY08	535
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		7,882
Expenditures/		
Encumbrances		568
Unencumbered Balance		7,314
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

## COORDINATION

Department of Public Works and Transportation  
Division of Solid Waste Services  
Division of Capital Development

## MAP

See Map on Next Page

# Travilah Fire Station -- No. 450504

Category Public Safety  
Agency Fire/Rescue Service  
Planning Area Potomac-Travilah  
Relocation Impact None

Date Last Modified  
Required Adequate Public Facility

March 15, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	678	54	403	221	87	119	15	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	841	0	167	674	200	174	0	300	0	0	0
Construction	3,293	0	14	3,279	0	79	2,000	1,200	0	0	0
Other	1,077	0	0	1,077	706	361	10	0	0	0	0
<b>Total</b>	<b>5,889</b>	<b>54</b>	<b>584</b>	<b>5,251</b>	<b>993</b>	<b>733</b>	<b>2,025</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	5,183	54	584	4,545	287	733	2,025	1,500	0	0	0
Fire Consolidated	706	0	0	706	706	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				144	0	0	0	48	48	48	0
Energy				108	0	0	0	36	36	36	0
Program-Staff				8,295	0	0	0	2,765	2,765	2,765	0
Program-Other				132	0	0	0	44	44	44	0
<b>Net Impact</b>				<b>8,679</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,893</b>	<b>2,893</b>	<b>2,893</b>	<b>0</b>
Workyears					0.0	0.0	0.0	27.0	27.0	27.0	27.0

## DESCRIPTION

This project provides for the construction of a new fire-rescue station on the grounds of the existing Public Safety Training Academy (PSTA) at 9710 Great Seneca Highway and the purchase of associated apparatus. Fire/rescue apparatus to be purchased for this station includes an EMS unit and an engine. The station will be sited on the west side of the existing PSTA garage. Living quarters for the station will be constructed above the station's two apparatus bays and will extend above the adjacent third bay of the PSTA garage.

## Service Area

Travilah, Traville, western portions of Rockville, and portions of Potomac and North Potomac.

## JUSTIFICATION

The new fire/rescue station is necessary in this area due to present and future population density and development. This growing area includes the new communities of Falls Grove and Traville (both under construction) as well as existing communities in the Travilah/North Potomac area. Several major complexes and buildings in this area, including Shady Grove Adventist Hospital, Shady Grove Adventist Nursing Home, the National Lutheran Home, and the University of Maryland-Shady Grove Campus will be served by this station. The area already has a high volume of fire-rescue incidents that are expected to increase as Traville and Falls Grove are completed and additional biotechnology facilities are constructed. Operation of this station will help the County meet Council-adopted fire-rescue response time goals as well as NFPA Standard 1710 guidelines. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005.

## Plans and Studies

MCFRS Station Location and Resource Allocation Work Group, Phase 1 Report, "Need for Up-County Fire-Rescue Resource Enhancements," October 14, 1999. Pedestrian Safety will be considered during design.

## Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

## STATUS

Design.

## OTHER

This station is being planned in conjunction with the PSTA Academic Building Complex renovation project (#479909). Construction of the station will be coordinated with the PSTA construction schedule.

## FISCAL NOTE

The expenditures shown as "Other" are for the purchase of new apparatus (\$706,000) and furniture and equipment (\$371,000). Future replacement apparatus expenditures will be provided from the Operating Budget of the Montgomery County Fire and Rescue Service. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		4,698
First Cost Estimate		
Current Scope	FY05	4,698
Last FY's Cost Estimate		5,889
Present Cost Estimate		5,889

Appropriation Request	FY08	25
Supplemental		
Appropriation Request	FY07	0
Transfer		0

Cumulative Appropriation		5,864
Expenditures/		
Encumbrances		306
Unencumbered Balance		5,558

Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

## COORDINATION

Montgomery County Fire and Rescue Service  
Department of Police  
Department of Public Works and Transportation,  
Division of Capital Development  
Department of Permitting Services  
Department of Technology Services

## MAP

See Map on Next Page

# Watkins Mill Road Extended -- No. 500724

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Gaithersburg Vicinity  
None.

Date Last Modified  
Required Adequate Public Facility

May 17, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	8,525	0	0	8,525	0	6,525	2,000	0	0	0	0
Total	8,525	0	0	8,525	0	6,525	2,000	0	0	0	0

## FUNDING SCHEDULE (\$000)

G.O. Bonds	4,519	0	0	4,519	0	2,519	2,000	0	0	0	0
Impact Tax	3,006	0	0	3,006	0	3,006	0	0	0	0	0
Intergovernmental	1,000	0	0	1,000	0	1,000	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides the County contribution to a project to extend Watkins Mill Road 1700 feet from MD 355 to the northeast-side ramps of the State Highway Administration's planned I-270/Watkins Mill Road Extended interchange, and 2300 feet from the southwest-side ramps of the interchange to the northeast side of the CSX Metropolitan Branch right-of-way. The road in these segments will be a six-lane divided closed section arterial with three lanes in each direction. It will include a five-foot sidewalk on the north side and an eight-foot bike path on the south side, street trees and streetlights within a 150-foot right-of-way approximately. Appropriate auxiliary lanes and traffic signals will be provided.

### Capacity

The projected Average Daily Traffic (ADT) for Year 2030 is 28,000-34,000 vehicles per day.

### JUSTIFICATION

This road, together with the State Highway Administration's interchange, will provide congestion relief to the I-270/MD 124 interchange, the Frederick Road/Montgomery Village Avenue and Quince Orchard Road/Clopper Road intersections. It will also provide direct access to the Metropolitan Branch MARC Station and, ultimately, to the Metropolitan Grove station and interim terminus for the Corridor Cities Transitway, as well as to master-planned development in the vicinity of the road.

### Plans and Studies

The Gaithersburg and Vicinity Master Plan (1985) includes this road. The project study was funded under the Facility Planning: Transportation project. Pedestrian safety was considered during design.

### Cost Change

Adjust expenditure and funding schedule for fiscal capacity.

### STATUS

West side under construction. East side final design stage.

### OTHER

This project is new for the FY07-12 CIP. This project will be constructed by BP Realty Investments, LLC. As a condition of development approval BP Realty is required by the City of Gaithersburg to extend existing Watkins Mill Road on a bridge over the CSX Metropolitan Branch to the southwest ramps of the I-270 interchange as a four lane divided closed section arterial, and from MD 355 to the northeast ramps of the interchange as a two-lane road. The County's contribution will allow this road to be built in one stage to its full master-planned width from east of CSX to the interchange, and from MD 355 to the interchange.

### FISCAL NOTE

A Memorandum of Agreement among BP Realty, the City of Gaithersburg, and the County outlines the shared fiscal responsibility for the design, construction, and maintenance of this project. The intergovernmental revenue represents the City of Gaithersburg's monetary share of construction. The City is also providing the permitting and inspection services for the project. The County will assume ownership and maintenance of the road, except that the City will be responsible for snow removal for a period of ten years or until such time as the road is turned over to SHA, whichever is less. BP Realty and the City will dedicate properties to the County for the road and for the Sixth District Police Station (No. 470301) and to SHA for the I-270 interchange. Impact tax funds are assumed for this project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		8,525
First Cost Estimate		
Current Scope	FY07	8,525
Last FY's Cost Estimate		0
Present Cost Estimate		8,525
Appropriation Request	FY08	0
Supplemental		
Appropriation Request	FY07	8,525
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

### COORDINATION

Facility Planning: Transportation  
Sixth District Police Station  
Maryland-National Capital Park and Planning  
Commission  
State Highway Administration  
BP Realty Investments, LLC  
City of Gaithersburg  
WSSC  
PEPCO

### MAP

See Map on Next Page

# White Oak Community Recreation Center -- No. 720101

Category Culture and Recreation  
Agency Recreation  
Planning Area Colesville-White Oak  
Relocation Impact None

Date Last Modified  
Required Adequate Public Facility

March 16, 2007  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,455	22	860	1,573	879	403	163	128	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,172	0	0	4,172	0	1,200	2,100	872	0	0	0
Construction	10,593	1	0	10,592	0	1,925	3,554	5,113	0	0	0
Other	751	0	0	751	0	0	364	387	0	0	0
<b>Total</b>	<b>17,971</b>	<b>23</b>	<b>860</b>	<b>17,088</b>	<b>879</b>	<b>3,528</b>	<b>6,181</b>	<b>6,500</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	17,971	23	860	17,088	879	3,528	6,181	6,500	0	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				525	0	0	0	175	175	175	0
Energy				192	0	0	0	64	64	64	0
Program-Staff				984	0	0	0	328	328	328	0
Program-Other				402	0	0	0	134	134	134	0
Offset Revenue				-141	0	0	0	-47	-47	-47	0
<b>Net Impact</b>				<b>1,962</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>654</b>	<b>654</b>	<b>654</b>	<b>0</b>
Workyears					0.0	0.0	0.0	7.2	7.2	7.2	0.0

## DESCRIPTION

This project provides for the design and construction of a 33,000 net square foot community recreation center. This facility includes a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, rest rooms, computer lab, multi-use athletic court, and storage space.

## JUSTIFICATION

This facility will serve the communities in the White Oak region included in Planning Areas 32 and 33. This region is a densely populated and ethnically diverse area with a variety of apartments, townhouses, and single-family neighborhoods that have no existing community recreation center facility. The center is projected to serve an area population of over 65,000 people.

## Plans and Studies

The Department of Recreation Facility Development Plan (FY97-10) has identified the need for two community centers to serve this region. The July 1998 Park Recreation and Program Open Space Master Plan prepared by M-NCPPC recommended development of a facility to serve the Colesville-White Oak planning area. Project preliminary design was completed in the Facility Planning: MCG project in the FY00-01 timeframe, prior to the establishment of this stand-alone project. Pedestrian Safety will be considered during design.

## Cost Change

Adjust expenditures and funding schedule for fiscal capacity.

## STATUS

Planning stage. This Center is expected to open in FY09, the same as approved in the FY05-10 CIP.

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		8,118
First Cost Estimate		
Current Scope	FY07	17,971
Last FY's Cost Estimate		17,971
Present Cost Estimate		17,971
Appropriation Request	FY08	751
Supplemental		
Appropriation Request	FY07	0
Transfer		0
Cumulative Appropriation		17,220
Expenditures/		
Encumbrances		24
Unencumbered Balance		17,196
Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

## COORDINATION

Department of Public Works and Transportation,  
Division of Capital Development  
Department of Recreation  
Mid-County Regional Services Center  
M-NCPPC

Special Capital Improvements Project Legislation was adopted by Council on May 28, 2005 (Bill No. 15-05).

## MAP

See Map on Next Page

**PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT**

The following capital projects are closed out effective July 1, 2007, and the appropriation for each project is decreased by the amount of that project's unencumbered balance.

<b>Project #</b>	<b>Project Name</b>
789870	Belward Research Campus Infrastructure Development
500107	Bethesda Cheltenham Garage 42
340100	eMontgomery Online Registration
349731	Enterprise Help Desk
509930	Pkg Beth Del Ray/Auburn Gar 36
508908	Pkg Silver Circle (Wayne Ave) Garage (#60)
780200	Silver Spring Innovation Center

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**PART IV: CAPITAL IMPROVEMENTS PROJECTS:  
PARTIAL CLOSE OUT**

**Partial close out of the following capital projects is effective July 1, 2007.**

<b>Project #</b>	<b>Project Name</b>	<b>Amount</b>
509325	ADA Compliance: Transportation	1,657,000
788911	Ag Land Pres Easements	4,243,000
507596	Annual Bikeway Program	328,000
506747	Annual Sidewalk Program	1,470,000
508728	Asbestos Abatement: MCG	49,000
509753	Bridge Renovation	577,000
507658	Bus Stop Improvements	220,000
507834	Energy Conservation: MCG	386,000
508113	Guardrail Projects	290,000
458756	HVAC/Elec Replacement: Fire Stns	28,000
508941	HVAC/Elec Replacement: MCG	1,827,000
507017	Intersection and Spot Improvements	1,104,000
807359	Misc Stream Valley Improvements	1,097,000
509523	Neighborhood Traffic Calming	318,000
508255	Pkg Beth Fac Renovations	2,916,000
508250	Pkg Sil Spg Fac Renovations	2,270,000
509709	Pkg Wheaton Fac Renovations	261,000
509514	Planned Lifecycle Asset Replacement: MCG	332,000
729658	Public Arts Trust	134,000
507310	Public Facilities Roads	1,072,000
458429	Resurfacing: Fire Stations	72,000
508527	Resurfacing: Primary/Arterial	6,803,000
458629	Roof Replacement: Fire Stations	96,000
508331	Roof Replacement: MCG	957,000
508182	Sidewalk & Infrastructure Revitalization	3,852,000
508716	Silver Spring Traffic Improvements	54,000
808040	SM Participation Project	54,000
808726	SM Retrofit: Countywide	1,072,000
507055	Streetlighting	671,000
508000	Subdivision Roads Participation	157,000
507154	Traffic Signals	2,893,000
509036	Transportation Improvements For Schools	235,000