




Review of County Executive's Recommended FY18 Capital Budget and FY17-22 Capital Improvements Program

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Introduction

The County Executive published his Recommended January amended FY18 Capital Budget to the FY17-22 Capital Improvements Program (CIP) on January 15, 2017. The document may be found at: <http://www.montgomerycountymd.gov/OMB/FY18/ciprec/index.html>. A summary of the budget changes is provided on Attachment 1 in this submission. We have analyzed the budget and have noted below those projects that are new, where there have been significant changes in budget or in schedule, and where there are projects of interest because of the need for coordination with development or because of parks impacts.

Staff recommendations to the Planning Board on the capital budget and CIP are included in this memo and the Planning Board is requested to endorse or revise these recommendations and transmit them to the County Council.

Significant Changes in County Executive's Recommended FY18 Budget

The changes proposed by the County Executive for the recommended amended FY18 Capital Budget to the FY17-22 Capital Improvements Program (CIP). This is a biennial year for the budget, and therefore changes are limited to project changes that either meet the County's CIP amendment criteria, or that are necessary to balance the CIP.

Attachment 1 provides a summary of the changes proposed. In total, the proposed amended CIP budget has been increased by \$218.621M. New projects are identified below:

1. **South County Regional Recreation and Aquatic Center (P721701):** \$55.27M budget for a 120,000 Gross Square Foot (GSF) public recreation facility, to be co-located on the Housing Opportunities Commission Elizabeth Square affordable housing project in downtown Silver Spring. Construction to begin in Fall/Winter 2017, phased construction with project completion by 2021.
2. **Intelligent Transportation System (P501801):** \$14.6M budget for replacement of vital transit technology systems and maintain transit electronic information signs throughout the county. The funds will replace the aging Mass Transit Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system. \$2.5M of this budget was transferred from the Advanced Transportation Management System project (P509399).
3. **Marriott International Headquarters and Hotel Project (P361703):** \$22M budget (grant from State of Maryland). This grant provides for the retention of Marriott International's new \$500 million headquarters facility in downtown Bethesda. This project was previously added to the FY17-22 CIP in a supplemental amendment.

4. **Bradley Boulevard (MD 191) Improvements (P501733):** \$15.5M budget for overall project, with \$1.35M within the current FY17-22 CIP. It is important to note that this project scope includes only Phase 1 within the timeframe of the current CIP. Phase 1 includes two 11' traffic lanes, two 5' on-road bike lanes, and a 5' sidewalk on the south side of the road. Phase 2, which is the construction of the 8' off-road shared use path on the north side of the road, is planned beyond the current 6-year fiscal cycle. The project limits extend approximately one mile from Wilson Lane to Glenbrook Road. Coordinate with DEP to integrate MS4 stormwater management retrofits into project.
5. **Franklin Avenue Sidewalk (P501734):** \$3.3M budget for overall project, with \$1.113M within the current FY17-22 CIP. The project limits extend between Colesville Road (US 29) and University Boulevard (MD 193). The project includes the construction of continuous sidewalk along the north side of the road for 4,600 feet, new curb and gutter, and storm drains. Final design will begin in FY21. Construction to occur in FY23. Coordinate with DEP to integrate MS4 stormwater management retrofits into project.
6. **Facility Planning: MCPS (P966553):** \$150,000 increase to the FY18 appropriation for a feasibility study to consider the reopening of Woodward High School site (now Tilden Middle School) to relieve overcrowding in the Walter Johnson cluster and potentially other down-county clusters.

In addition, there are several projects within the FY17-22 CIP that are being modified with significant budget changes as follows:

1. **White Oak Science Gateway Redevelopment Project (P361701):** \$47.2M budget increase for planning and coordination activities by the County to implement the redevelopment of the 115-acre County owned parcel on Industrial Parkway in White Oak.
2. **Rapid Transit System (P501318):** \$31.5M budget increase for the US 29 BRT Project. This project will provide BRT service along the US 29 and Lockwood Drive corridors with the northern endpoint at the Burtonsville Park and Ride and the southern endpoint at the Silver Spring Transit Center. BRT service will include BRT vehicles, stations with off-board fare collection, transit signal priority technology, new bikeshare stations, and relation pedestrian improvements, and is proposed to run on existing highway shoulders north of Tech Road and in mixed traffic between Tech Road and the Silver Spring Transit Center. Included in this budget is \$10M in Federal TIGER grant funding earmarked specifically for this project. Budget increase covers planning and design (FY17-18) and construction (FY18-20).
3. **Purple Line (P501603):** \$8M budget increase for recordation tax premium required per MOU with Carr properties to facilitate development of the Apex Building to provide an improved Bethesda Purple Line station, and an easement and tunnel under the building for the future underground segment of the Capital Crescent Trail.
4. **Resurfacing: Residential/Rural Roads (P500511):** \$8M budget increase for the total project (FY17 supplemental appropriation - \$6.5M revenue and \$1.5M in GO Bonds) with an acceleration of \$2M in GO Bonds from FY19 to FY18.
5. **Bridge Renovation (P509753):** \$7M budget increase for four emergency projects: Montevideo Road Historic Truss Bridge No. 30, Kinster Drive Culvert, Quince Mill Drive Culvert, and the design of ten steel culvert repairs to prevent imminent failure.
6. **Silver Spring Transit Center (P509974):** \$6.58M budget increase needed to cover litigation costs.

- 7. Advanced Transportation Management System (P509399):** \$2.5M budget decrease due to the reallocation of \$500,000 in Mass Transit Funds starting in FY18 and beyond to the new Intelligent Transit System CIP (P501801).

There are also some projects that have no project budget changes, yet the project schedules are changing significantly. Key projects as follows:

- 1. Wheaton Redevelopment Program (P150401):** Programmed funds for FY17 were reduced by \$67.8M and shifted into FY18-20.
- 2. Traffic Signals (P507154):** \$1M in GO Bonds were accelerated from FY19 to FY18.
- 3. Observation Drive Extended (P501507):** This project was initiated in FY15-FY20 CIP, yet the funding for planning and design have been adjusted twice and now final design is not projected to begin until FY21. This project provides for the design and construction of a 2.2-mile long roadway with a minimum of 150-foot right-of-way. Project components include:
 - Four-lane divided roadway between Waters Discovery Lane and West Old Baltimore Road with an 8' wide shared-use path on the west side and a 5' sidewalk on the east side with landscaping panels,
 - Two-lane roadway between West Old Baltimore Road and Stringtown Road with an 8' wide shared-used path on the west side, leaving space for the two additional master-planned lanes, and a 5' wide sidewalk on the east side to be built in the future.
 - Bike path on the east side between existing Observation Drive near Waters Discovery Lane to Little Seneca Parkway to provide greenway connectivity,
 - Traffic signals will be provided at the Shawnee Lane, Little Seneca Parkway, and West Old Baltimore Road intersections, and
 - A bridge approximately 550 feet in length will be constructed near Waters Discovery Lane, ending at West Old Baltimore Road near the future MTA Comsat Station.

M-NCPPC Projects

The M-NCPPC budget includes no reduction in previously-approved 6-year funding; however, it does reflect affordability adjustments. Parks staff scheduled a strategy session with the Board for March 9 to develop a response to the County Council on how to address the Executive's recommended affordability adjustments. The following projects have funding increases from the FY17-22 CIP:

- 1. Small Grant/Donor-Assisted Capital Improvements (P150401):** \$400,000 was added into the overall project budget and specifically into the FY18 program to account for donations to Western Grove Urban Park and the Capital Crescent Trail Plaza.
- 2. ADA Compliance: Non-Local Parks (P128702):** A bond bill for \$100,000 was added into the overall project budget and specifically into the FY18 program for the MLK Recreational Park.
- 3. Trails: Natural Surface & Resource-Based Recreation (P858710):** A bond bill for \$105,000 was added into the overall project budget and specifically into the FY18 program for the Western Piedmont Trail Connector.

- 4. **Minor New Construction – Non-Local Parks (P998763):** A bond bill for \$75,000 was added into the overall project budget and specifically into the FY18 program for Maydale Nature Center.

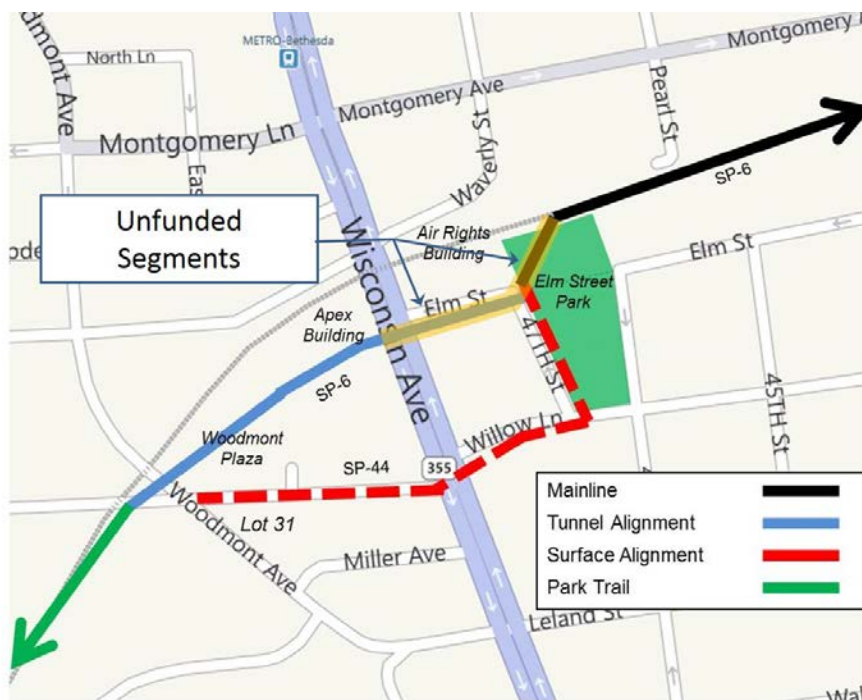
Project **P871747** titled **M-NCPPC Affordability Reconciliations** reflects the shifting of \$2M in funds programmed from FY19 and FY20 into FY22. This project reconciles M-NCPPC’s request with the County Executive’s recommendation. Fiscal constraints led to this proposed change to adjust the annual amounts to be affordable within the CIP. The Executive requests that South Germantown Recreational Park: Cricket Field (P871746) and Josiah Henson Historical Park (P871552) not be negatively impacted by this funding adjustment.

Major Project-Related Concerns Not Addressed in CIP

1. Purple Line/Capital Crescent Trail (P501603): Completion of Capital Crescent Trail

The Bethesda Purple Line Station Minor Master Plan Amendment depicts the Capital Crescent Trail as three segments:

- The Mainline trail travels alongside the Purple Line from the Silver Spring Transit Center to Elm Street Park, and then through the northern section of Elm Street Park to the intersection of Elm Street and 47th Street.
- The Surface Route starts at the intersection of Elm Street and 47th Street and travels along 47th Street, Willow Lane, and Bethesda Avenue, terminating at Woodmont Avenue.
- The Tunnel Route starts at the intersection of Elm Street and 47th Street and travels along the south side of Elm Street, enters a tunnel beneath Wisconsin Avenue, travels under a redeveloped Apex Building, and then travels along the Reed Street right-of-way to Woodmont Avenue.



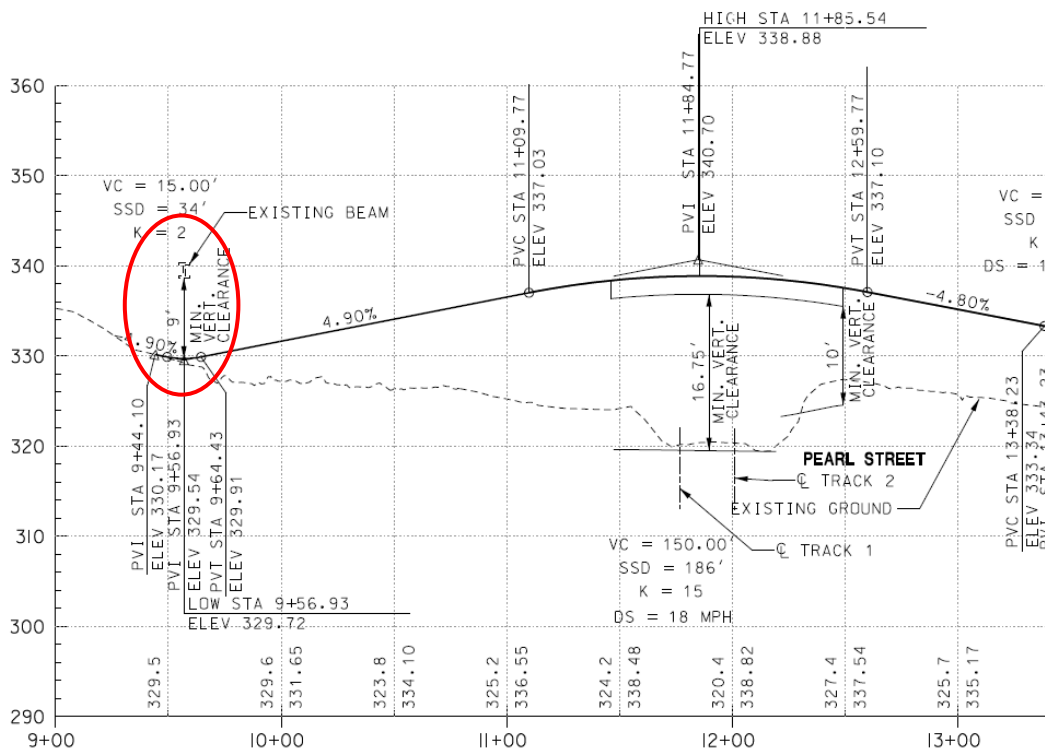
The table below shows the status of the three Capital Crescent Trail segments. Funding is needed to construct the Mainline trail through the northern section of Elm Street Park and to construct the Tunnel Route along the south side of Elm Street between 47th Street and Wisconsin Avenue, and beneath Wisconsin Avenue.

Segment	Location	Status
Mainline	SSTC to Elm Street Park	Funded
	Purple Line to Elm Street / 47 th Street	Unfunded
Surface Route	47 th Street / Willow Lane / Bethesda Avenue	Funded
Tunnel Route	Elm Street	Unfunded
	Beneath Wisconsin Avenue	Unfunded
	Beneath Apex Building	JBG Companies to construct
	Along Reed Street ROW	Carr Properties to construct

One unresolved issue is the location of a horizontal beam supporting the Air Rights Building parking garage (see image below). Since the Purple Line Mandatory Referral review, MTA/PLTP has changed the trail profile so that the trail would exit the Purple Line corridor and enter Elm Street Park and would dip down approximately 9 feet to avoid the beam, and then immediately rise again. This dip in the trail is not an appropriate design for a high-quality trail. To eliminate the dip in the trail, this structural support beam for the Air Right Building parking garage needs to be relocated. MTA believes that this is a County cost. If so, Montgomery County should budget funds to relocate the beam.



Horizontal beam supporting the Air Rights Building Parking Garage



The Capital Crescent Trail profile shows a dip in the trail to avoid an existing beam.

- 3. Unaddressed School Over-Crowding Moratoria Needs:** The newly adopted Subdivision Staging Policy (SSP) has resulted in six elementary school service areas falling into a residential development moratorium effective January 1, 2017 (Highland View ES, Lake Seneca ES, Thurgood Marshall ES, Rosemont ES, Strawberry Knoll ES and Summit Hall ES). Due to the timing of the CIP and budget cycle and the adoption of the SSP, the Board of Education did not request any funding for projects to resolve over-crowding in these schools. There is nothing in the County Executive’s recommended CIP amendments to address these moratoria either.

Recommendations

Staff recommends that the following comments be transmitted to the County Council:

- 1. Completion of Capital Crescent Trail Tunnel Route – (P501603) Project (P501603):** Staff strongly supports the addition of funding for a feasibility and design study for the Capital Crescent Trail Tunnel Route (along Elm Street, under Wisconsin Avenue and connecting to the Apex Building tunnel) to begin in FY18. With the future construction of the Tunnel Route along Reed Street by JBG Companies and the construction of the Tunnel Route on the Apex Building site by Carr Properties, it is critical to design the missing segments of the Tunnel Route immediately, including the tunnel beneath Wisconsin Avenue and the tunnel portal along the south side of Elm Street, so that construction can be completed by the time the Capital Crescent Trail Mainline route along the Purple Line opens.

- 2. Changes to Purple Line Design Plans that impact Elm Street Park- Purple Line Project (P501603):** Staff strongly supports relocating a structural beam supporting the Air Rights Building parking garage to create a more comfortable bicycling experience as trail users transition between the Mainline route to the Surface Route and Tunnel Route. We also strongly support the addition of funds for the development and construction of an improved design of the Capital Crescent Trail through Elm Street Park.
 - In order to avoid an existing horizontal beam which is part of the parking structure over the Air Rights tunnel, the trail alignment as currently proposed will require steep running slopes and landings on both ends of this segment of the trail. A significant (four feet) drop in the elevation of the trail is required in order for the new trail to pass underneath the existing beam. The resulting trail design will significantly detract from the quality and rideability of this section of the trail.
 - The portion of Elm Street Park north of the abandoned Elm Street right-of-way is currently under design to be renovated. The master-planned location of the Capital Crescent Trail impacts the design of this portion of the park. The realignment of the trail through the park creates safety issues for users of the new playgrounds and basketball court, most likely necessitating the elimination of the court.
 - Staff supports the development and construction of an improved design of the Capital Crescent Trail through Elm Street Park. This design could either terminate at the 47th Street/Elm Street intersection at street level and/or be tied into the Wisconsin Avenue tunnel/portal design being proposed to connect with the Apex building tunnel. This vital link within Elm Street Park is currently unfunded. In order to ensure that this section of the Capital Crescent Trail will be complete and available for

public use with the opening of the Purple Line and Capital Crescent Trail in approximately 2021-2022, this connection needs to be funded, designed, and constructed within that same timeframe.

- 3. Rapid Transit System (P501318):** Staff supports the County’s planned BRT 2020 service on the US Route 29 Corridor as well as continued studies of other BRT corridors, including MD 355 and Viers Mill Road. This project extents, transit mode and station locations of the US 29 BRT project are generally consistent with the Countywide Transit Corridors Functional Master Plan (CTCFMP). The US 29 2020 BRT Plan introduces BRT elements in a corridor with right-of-way constraints along certain segments. This is an approach that will likely be repeated in various segments of each corridor identified in the Countywide Transit Corridors Functional Master Plan. It is important however – as noted in the review of the MD 586 Study – that subsequent analyses begin to address the potential network effect on forecast ridership so that higher end treatments are not automatically eliminated from consideration as alternatives are refined. In the context of the CTCFMP recommendations, the County Executive’s 2020 BRT Plan should be viewed as an interim condition leading to more segments with dedicated lanes. This is especially important in the US 29 corridor – given the role of BRT in support of the vision of the White Oak Science Gateway Plan.
- 4. Observation Drive Extended (P501507):** Staff supports the advancement of this important project in Clarksburg and request that higher priority be given to maintaining the FY17-22 project schedule. This project provides an important link to support planned development in Clarksburg and increase traffic capacity east of I-270. Since the project’s establishment in the FY 15-20 CIP, its schedule has been adjusted twice, with planning and design work now deferred until FY 21. In the broader context of the timely provision of needed infrastructure and community facilities for Clarksburg, delay of projects like this one is cause for concern. The project has multiple components, one of which calls for construction of a two-lane section. Moving forward with initial design of this section as proposed in the original FY17-FY22 CIP would show a commitment to providing needed Clarksburg infrastructure.
- 5. Unaddressed School Over-Crowding Moratoria Needs:** Due to the timing of the CIP and budget cycle and the adoption of the SSP, the Board of Education did not request any funding for projects to resolve over-crowding in the six elementary schools currently under a residential development moratorium; however, in developing of the FY18-23 CIP any school under moratorium should be a priority for consideration of funding as these schools are estimated to have the highest capacity deficits within the CIP cycle.

1. Attachment 1

Insert FY17-22 Biennial Recommended CIP – January Budget Amendments:

http://montgomerycountymd.gov/OMB/Resources/Files/omb/pdfs/fy18/ciprec/FY17-22_BIENNIAL_RECOMMENDED_CIP.pdf

**FY17-22 BIENNIAL RECOMMENDED CIP
JANUARY BUDGET AMENDMENTS SUMMARY (\$000s)
January 17, 2017**

PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY17-22 CHANGE (\$000s)	FUNDING SOURCES
New Projects - FY17-22 Amendments				
P721801	South County Regional Recreation and Aquatic Center (P721801)	Funds a new recreation and aquatic center project consistent with the Recreation Department's Facility Development Plan: 2010 - 2030 in the Silver Spring urban core. The project will be incorporated into a larger redevelopment of HOC's nearby public housing and other affordable housing properties. An FY17 Supplemental is requested to help HOC meet HUD project deadlines.	55,270	GO Bonds
P501801	Intelligent Transit System (P501801)	New project to replace the aging Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system. Also reflects the reallocation of Mass Transit real time signs related costs from the ATMS project to facilitate project cost tracking.	14,600	Short term Financing, Mass Transit Fund
		See also Education		
Existing Projects - FY17 Supplementals				
P509974	Silver Spring Transit Center (P509974)	Reflects supplemental (\$4.21 million) and prior CE transfer (\$2.37 million) to cover project related legal costs	6,580	Recordation Tax Premium
P361701	White Oak Science Gateway Redevelopment Project (P361701)	Reflects pending supplemental	47,200	GO Bonds
P788911	Ag Land Pres Easements (P788911)	Reflects pending supplemental with correction to restore federal funding inadvertently omitted in FY16	634	Agricultural Transfer Tax, Federal Aid
P421701	Master Leases: Correctional Security Equipment	Reflects pending supplemental	1,014	Short-term Financing
P311701	Master Leases: Self-Contained Breathing Apparatus	Reflects pending supplemental	9,360	Short-term Financing
FY17-22 Scope Change and/or other Increase/Decrease Existing Projects - Amendments				
P508941	HVAC/Elec Replacement: MCG (P508941)	Increased funding to address cost increases for PSHQ, Olney Indoor Swim Center, and Black Rock Center for the Arts	2,200	GO Bonds
P509514	Planned Lifecycle Asset Replacement: MCG (P509514)	Increased funding to fund refresh projects with ESCO projects to more efficiently accomplish necessary small scale renovations	5,000	GO Bonds
P361501	Building Envelope Repair (P361501)	Increased funding provided to address problems with fire station overhead doors and other building envelope needs	2,750	GO Bonds
P450300	Clarksburg Fire Station (P450300)	Includes costs to reimburse ALARF for land purchase, minor project acceleration, and one year delay	252	GO bonds
P509753	Bridge Renovation (P509753)	Reflects cost increases to cover emergency repairs for the Montevideo Road Historic Truss Bridge No. 30, Kinster Drive Culvert, and Quince Mill Drive Culvert and to design repair work for 10 failing steel culverts	7,000	GO bonds
P509399	Advanced Transportation Management System (P509399)	Reflects reallocation of Mass Transit related costs to new Intelligent Transit System project to facilitate project cost tracking	(2,500)	Mass Transit Fund
P501318	Rapid Transit System (P501318)	Add funding for BRT stations, vehicles, transit signal priority technology, new bikeshare stations, and related pedestrian improvements for Rte 29 BRT service. Leverages \$10M in federal TIGER grant funding.	31,500	Federal Aid, GO Bonds, Mass Transit
P361202	Wheaton Library and Community Recreation Center (P361202)	Recognize estimated cost savings	(6,000)	GO Bonds
P128702	ADA Compliance: Non-Local Parks (P128702)	Add bond bill funding	100	State Aid
P858710	Trails: Natural Surface & Resource-based Recreation (P858710)	Add bond bill funding	105	State Aid

**FY17-22 BIENNIAL RECOMMENDED CIP
JANUARY BUDGET AMENDMENTS SUMMARY (\$000s)
January 17, 2017**

PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY17-22 CHANGE (\$000s)	FUNDING SOURCES
P998763	Minor New Construction - Non-Local Parks (P998763)	Add bond bill funding	75	State Aid
P058755	Small Grant/Donor-Assisted Capital Improvements (P058755)	Increased contributions funding. Also includes technical adjustment to correctly reflect prior MNCPPC transfer	400	Contributions, Current Revenue: General
Education Agency Requests				
P651515	Blair G. Ewing Center Relocation (P651515)	Reflects MCPS requested schedule adjustment	-	GO Bonds
P651517	Northwood Cluster HS Solution (P651517)	Reflects MCPS requested schedule adjustment	-	GO Bonds
P651519	Albert Einstein Cluster HS Solution (P651519)	Reflects MCPS requested schedule adjustment	-	GO Bonds
P651607	Walter Johnson Cluster HS Solution (651607)	Reflects MCPS requested schedule adjustment	-	GO Bonds
P651502	Christa McAuliffe ES Addition (P651502)	Reflects MCPS requested appropriation adjustment	364	GO Bonds
P926575	Current Revitalizations/Expansions(P926575)	Reflects MCPS requested schedule adjustments	-	GO Bonds
P966553	Facility Planning: MCPS (P966553)	Adds funding for a feasibility study to reopen Woodward High School	150	Current Revenue: General, GO Bonds
P916587	Rehab/Reno. Of Closed Schools- RROCS (P916587)	Assumes MCPS requested supplemental	400	Contributions
P896586	Planned Lifecycle Asset Replacement: MCPS (P896586)	Assumes MCPS requested supplemental	578	Qualified Zone Academy Funds
P056516	MCPS Affordability Reconciliation (P056516)	Reflects affordability adjustments which are not intended to impact project completion dates	-	GO Bonds
P076510	MCPS Funding Reconciliation (P076510)	Reflects increased school impact taxes and recordation taxes and related funding switches	-	Schools Impact Tax, Recordation Tax, GO Bonds
P076604	Rockville Student Services Center (P076604)	Reflects College requested equipment related cost increases and schedule adjustments	268	GO Bonds, State Aid
P076607	Takoma Park/Silver Spring Math & Science Center (P076607)	Reflects College requested cost savings. Includes CE recommended use of some Major Facilities Capital Projects funding vs. GO bonds	(2,300)	GO Bonds, Major Facilities Capital Projects Fund, State Aid
P096604	Germantown Observation Drive Reconstruction (P096604)	Accelerate funding from FY17 to FY16 as requested by the College	(850)	GO Bonds
P136600	Germantown Science & Applied Studies Phase 1-Renov (P136600)	Increase costs by state-allowed escalation factor as requested by the College	144	GO Bonds, State Aid
P076612	Germantown Student Services Center (P076612)	Reduce project costs in the beyond 6 years (-\$31.226M) as requested by the College	-	GO Bonds, State Aid
P906605	Planning, Design & Construction (P906605)	Reflects cost increases to cover FY17 approved compensation increases.	360	Current Revenue: General, GO Bonds
P661602	Collegewide Physical Education Renovations (P661602)	Reflects College requested project increase to modify Rockville athletic fields and add a new soccer turf field and schedule adjustment	(720)	Major Facilities Capital Projects Fund

**FY17-22 BIENNIAL RECOMMENDED CIP
JANUARY BUDGET AMENDMENTS SUMMARY (\$000s)
January 17, 2017**

PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY17-22 CHANGE (\$000s)	FUNDING SOURCES
P661801	Collegewide Road/Parking Lot Repairs and Replacements (P661801)	New project requested by the College	1,500	Transportation Facilities Capital Projects Fund
FY17-22 Implementation Acceleration/Delays & Other Schedule Adjustments				
P150401	Wheaton Redevelopment Program (P150401)	Reflects updated implementation schedule and cost allocations as well as reduced state aid	3,000	GO Bonds, Long Term Financing, State Aid
P451502	White Flint Fire Station #23 (P451502)	Delay project one year for fiscal capacity. Minor project delay from FY16 into 6 year period	981	GO Bonds
P507154	Traffic Signals (P507154)	Reflects acceleration of work from FY19 to FY18 for fiscal capacity and funding switch	-	GO Bonds, Recordation Tax Premium
P500511	Resurfacing: Residential/Rural Roads (P500511)	Reflects prior approved supplemental, and \$2 million acceleration from FY19 into FY18	8,000	GO Bonds, Current Revenue: General
P508182	Sidewalk & Curb Replacement (P508182)	Accelerate funding from FY19 to FY18 for fiscal capacity	-	GO Bonds
P501507	Observation Drive Extended (P501507)	Delay project one year for fiscal capacity	(4,500)	GO Bonds
P501107	Goshen Road South (P501107)	Minor acceleration from FY17 to FY16, delayed land purchases due to fiscal constraints, and funding switches	(719)	GO Bonds, Impact Taxes
P500718	MacArthur Blvd Bikeway Improvements (P500718)	Delay Segment 3 project one year for fiscal capacity	(4,070)	GO Bonds
P500905	Falls Road East Side Hiker/Biker Path (P500905)	Delay project two years for fiscal capacity	(7,653)	GO Bonds, Impact Taxes, Intergovernmental
P501303	Seven Locks Bikeway & Safety Improvements (P501303)	Delay project one year for fiscal capacity	(1,910)	GO Bonds
P501733	Bradley Boulevard (MD 191) Improvements (P501733)	Delay project one year for fiscal capacity	(1,776)	GO Bonds
P501734	Franklin Avenue Sidewalk (P501734)	Delay project one year for fiscal capacity	(2,187)	GO Bonds
P871747	M-NCPPPC Affordability Reconciliation (P871747)	Reflects schedule adjustments needed to ensure affordability.	-	GO Bonds
P450700	FS Emergency Power System Upgrade (P450700)	Minor acceleration from FY17 to FY16	(125)	GO Bonds
P450900	Glenmont Fire Station #18 Replacement (P450900)	Minor acceleration from FY17 to FY16	(71)	GO Bonds
P471200	2nd District Police Station (P471200)	Minor acceleration from FY17 to FY16	(11)	GO Bonds
P429755	Pre-Release Center Dietary Facilities Improvements(P420900)	Minor project acceleration and adjustment to state aid reimbursement schedule	(78)	GO Bonds, State Aid
P501200	Platt Ridge Drive Extended (P501200)	Minor acceleration from FY17 to FY16	(212)	GO Bonds
P501116	White Flint District West: Transportation (P501116)	Minor project acceleration	(34)	White Flint - Special Tax District
P509975	Silver Spring Green Trail (P509975)	Minor acceleration from FY17 to FY16	(1)	GO Bonds
P500929	Bethesda Metro Station South Entrance (P500929)	Minor acceleration from FY17 to FY17	(2)	Revenue Bonds: Liquor Funds

**FY17-22 BIENNIAL RECOMMENDED CIP
JANUARY BUDGET AMENDMENTS SUMMARY (\$000s)
January 17, 2017**

PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY17-22 CHANGE (\$000s)	FUNDING SOURCES
P507658	Bus Stop Improvements	Minor project acceleration	(90)	Mass Transit, GO Bonds
P501115	Century Boulevard (P501115)	Reflects prior transfers and reallocation of funds to Bridge Renovation project	-	GO Bonds
P509325	ADA Compliance: Transportation (P509325)	Reflects reallocation of funds to the Rapid Transit project to facilitate TIGER grant match reporting	-	GO Bonds
P093903	Little Bennett Golf Course (P093903)	Reflects minor project delays	114	Revenue Authority
P113900	Needwood Golf Course (P113900)	Reflects project delays based on facility assessment. Construction now starts in FY21.	-	Revenue Authority
P113901	Northwest Golf Course (P113901)	Reflects minor project delays	82	Revenue Authority
P997458	Poolesville Golf Course (P997458)	Reflects minor project delays	183	Revenue Authority
P391501	HG Restroom Amenities and Grille (P391501)	Reflects minor project delays	23	Revenue Authority
P391701	Rattlewood Golf Course (P391701)	Reflects minor project acceleration	(60)	Revenue Authority
FY17-22 Funding Shifts, Switches and Reallocations - Other Technical Changes				
P507834	Energy Conservation: MCG (P507834)	Reflects prior approved supplemental	449	State Aid
P781401	Conference Center Garage (P781401)	Reflects prior approved supplemental	19,500	State Aid
P361703	Marriott International Headquarters and Hotel Project (P361703)	Reflects prior approved supplemental with funding switch in FY21 & FY22	22,000	Recordation Tax Premium, Economic Development Fund
P361107	Americans with Disabilities Act (ADA) Compliance (P361107)	Reflects appropriation acceleration	1,500	GO Bonds
P711502	Library Refurbishment Level of Effort (P711502)	Reflects prior approved supplemental/amendment	1,500	State Aid, GO Bonds
P501430	Rockville Sidewalk Extensions (P501430)	Reflects prior approved supplemental	215	Impact Taxes
P501101	Wapakoneta Road Improvements (P501101)	Reflects CE transfer and funding switch	900	GO Bonds, Intergovernmental
P501603	Purple Line (P501603)	Reflects prior approved supplemental	8,000	Recordation Tax Premium
P508527	Resurfacing: Primary/Arterial (P508527)	Reflects funding switches	-	Recordation Tax Premium, GO Bonds
P470400)	Animal Services and Adoption Center (P470400)	Reflects funding switch needed to address prior contributions shortfalls	-	GO Bonds, Contributions
P721403	Potomac Adaptive Sports Court (P721403)	Reflects funding switch	-	State Aid, GO Bonds
P760100	Affordable Housing Acquisition & Preservation (P760100)	Notification to Council that appropriation and schedule have been updated to reflect programming of excess FY16 actual loan repayments	239	Loan Repayment Proceeds
P501404	MCG Reconciliation PDF (501404)	Reflects updated recordation tax premium and impact tax figures and other funding switches	-	Recordation Tax Premium, Impact Tax, GO Bonds