



MONTGOMERY COUNTY
ROCKVILLE, MARYLAND 20850

April 2, 2021

The Honorable Chris Van Hollen
United States Senate
110 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Van Hollen:

The American Rescue Plan Act (ARPA) will undoubtedly have a major impact on the lives of Montgomery County residents. On their behalf, allow us to thank you and your colleagues in the Maryland Congressional Delegation for your leading role in ensuring that the bill was signed into law with many essential provisions intact. Notwithstanding the scope and magnitude of ARPA, there remain many other pressing issues that require legislative action. This letter presents a number of priorities for Montgomery County regarding federal policies and programs. Additionally, recognizing that Congress will include community project funding in annual appropriations bills, as well as consider more extensive authorization earmark requests in a multi-year infrastructure package, attached is information regarding specific projects for which federal funding would be appropriate and important. The relevant forms for each project will be submitted to your office electronically, in accordance with your guidelines and procedures. We welcome the opportunity to discuss them. To that end, our Office of Intergovernmental Relations stands ready to work with your staff on these matters.

Transportation

Invest in bus infrastructure. Appropriate funding for infrastructure investments to improve bus transit, with an emphasis on Bus Rapid Transit (BRT) corridors like Montgomery County's Phase 1 BRT system and the State of Maryland's Corridor Cities Transitway (CCT). Provide increased funding in fiscal year 2022 (FY22) for competitive discretionary programs as well as formula grant programs. Appropriate funding to and expand the Federal Transit Administration's (FTA) Capital Investment Grant program to fund new transit systems, particularly New Starts and Small Starts, with a focus on BRT. Increase funding for the U.S. Department of Transportation's BUILD Discretionary Grant program.

Improve Commuter Rail. Expand funding availability to improve the quality and effectiveness of the State of Maryland's MARC Commuter Rail system including capacity expansion of the Brunswick line and its station and park-and-ride facilities. These improvements would allow all-day, two-way train service and the addition of stations in high-priority growth areas like Shady Grove and White Flint. Coupled with investments in run-through service in Washington, D.C.,

better Commuter Rail could be the key to increasing the connectivity between the dynamic activity centers within the National Capital Region.

Support clean vehicle fueling networks. Develop clean fueling (hydrogen and electric) networks through implementation of charging and fueling infrastructure grants that promote phasing out gas-powered vehicles. Improve access to economies of scale so local jurisdictions can benefit and apply for resulting technologies. Fund local governments' ability to develop and implement long-range plans to accelerate deployment of charging and refueling infrastructure, with priority to infrastructure at workplaces, existing multi-unit dwellings and low-income communities. Include funding for utility infrastructure upgrades.

Fund transit operations and community connections to achieve equity. Continue funding sustaining transit as the Country recovers from COVID-19 to avoid loss of services to transit-dependent communities and to avoid increased reliance on single occupancy vehicles. Provide competitive opportunities for local governments to explore transit pilot programs that use transit as a tool to promote equity. To promote investment in and adoption of transit in a way that will have positive effects on quality of life and climate change, treat transit as a public service available to all, similar to public schools and libraries. Implement Community Connectivity Pilot Program for planning and construction of projects to restore connections between communities historically impacted by highway development.

Reauthorize Passenger Rail Investment Improvement Act (PRIIA). Adopt a multi-year PRIIA reauthorization of at least \$150 million each year. Annual appropriations will be matched by local jurisdictions and should increase gradually to support the transit backbone of the Washington Metropolitan region.

Prioritize safety. Provide a safety incentive program with formula funding for States and Metropolitan Planning Organizations (MPOs) with a significant portion of funding to be suballocated, to support improving transportation safety for vulnerable users (e.g., people walking, bikers, and with disabilities) by including Vision Zero priorities and actions to work towards ending traffic deaths. Provide funding opportunities to support local governments in developing and employing a universal design approach so that public infrastructure is accessible, understandable, safe, and useful for all. Shift funding priorities to support investment in modification of existing infrastructure to better accommodate safe travel by all roadway users.

Invest in Transportation Demand Management (TDM). Support creation of a TDM formula grant program (separate from the Congestion Mitigation and Air Quality (CMAQ) program) as a cost-effective approach to promote use of alternatives to personal-auto-focused transportation modes including teleworking, qualified transportation fringe benefits, and improved cycling and pedestrian infrastructure. Reinstate the bicycle benefit within federal qualified transportation fringe benefits and adopt H.R. 384, the Bicycle Commuter Act or similar proposal to expand the benefit to include entire range of low- or no-emissions micromobility devices. Pass H.R. 382, the Adopt the Bikeshare Transit Act or similar proposal to amend federal code to include micromobility projects (i.e. bikeshare, e-scooter) under the umbrella of transit improvements

eligible for federal transit funds. TDM strategies will advance climate goals, expand racial equity and health benefits, and encourage more effective use of existing infrastructure.

Fund programs that renew infrastructure and support adaptation and resilience in response to climate change. Modify programs to prioritize funds invested in existing maintenance backlog for pavement, storm drain systems, and street tree maintenance. Develop or expand funding programs for systematic safety programs and programs that measure, or reduce vehicle miles travelled (VMT), while prioritizing access to jobs and economic opportunity. Provide formula and discretionary programs for local governments to improve resilience of critical infrastructure including transit systems, bridges and culverts, roadway, and trail networks.

Promote use of electric vehicles (EVs) and zero emission vehicles (ZEVs). Implement a formula carbon reduction incentive program for projects that reduce on-road mobile source of carbon emissions from transportation. Support legislation to accelerate the use of EVs and ZEVs. Include provisions to enable low- and moderate-income households to benefit from these technologies and extend and enhance tax credits and other incentives (e.g., cash grants for eligible lower income recipients) for sale of new and used ZEVs and for charging and alternative refueling facilities. Include e-bikes in federal tax credit and rebate programs for lower cost solutions for those not requiring cars.

Increase appropriations for FTA's Bus and Bus Facilities program to support purchases of low- or no-emission buses and necessary bus facilities through its discretionary program for low- or no-emissions bus deployment projects (Federal Transit Act §5339). Expand reauthorization to allow for expansion of electric bus fleets and charging infrastructure without penalty for age and quality of existing fleets.

Telecommunications Technology

Radio frequency (RF) and small cell standards. Request responsibility for setting RF standards be transferred from the Federal Communications Commission (FCC)- a regulatory agency- to the National Institute of Standards and Technology (NIST)- a standards setting body. Direct NIST to complete a review of credible published papers on the health effects of RF emissions on humans, including women and children, and tests to measure biological impact on humans, and thermal and biological tests of RF at different frequencies within 6 months. Further direct NIST to create and update thermal and biological standards for smart phones, small cells, and household Internet-of-Things (IoT) devices, Wi-Fi, and Bluetooth devices within 2 years and review and update standards every 5 years thereafter.

Communications Act and Spectrum Act. Clarify Communications Act and Spectrum Act to affirm that local governments are not limited to cost recovery, to enable local governments to charge market-based rents for use of public rights-of-way, streetlight lights, and street furniture and generate funding to address the digital divide locally.

Communications Act and Public, Educational and Government (PEG) channels. Clarify Communications Act to ensure that cable operators may not charge local governments for the value of PEG channels that cable operators are required to provide under federal law. Under the Biden administration, the new FCC has been tasked with undoing harm created by the previous administration. A statutory change will eliminate the ability of partisan administrations to make arbitrarily changes that negatively impact local community news and information.

Environment

Address climate change. Advance legislation increasing federal funding to local governments for climate change mitigation and resilience actions including funding for green and resilience banks to facilitate private investment in domestic low-carbon, climate-resilient infrastructure. Adopt legislation to phase out gas-powered vehicles, establish a carbon tax, and expand federal tax credits for solar installations.

Create environmental conservation corps. Support funding for an environmental restoration conservation corps offering training and education on environmental restoration necessary to address climate change and restore America's ecosystems.

Education

Fund Title I and Individuals with Disabilities Education Act (IDEA). Support full funding for Title I and IDEA which provides billions of dollars nationally to public education for disadvantaged children and disabled children.

Increase supply of school-based social workers. Fund higher education degrees in social work and practicum opportunities for masters' degrees for individuals serving K-12 students. Anticipate shortage of social workers to meet students' mental health needs due to unfinished learning challenges from the pandemic.

Libraries

Fund Institute for Museum and Library Services (IMLS). Support Library Services and Technology Act providing funds for crucial library services during the pandemic including expanded access to digital content, digital service, and Wi-Fi lending. Adopt S. 284/H.R. 1003 or similar proposal supporting library services and technology needs stemming from COVID-19.

Health and Human Services

Adopt immigration reform. Support comprehensive immigration reform legislation, including a pathway for permanent residence and citizenship, and eligibility for unemployment benefits and healthcare coverage through Medicaid and the Children's Health Insurance Program (CHIP). Our economy benefits from the spending power of immigrant consumers, and our communities are stronger and more resilient when every resident has access to affordable healthcare.

Support aging and disabled residents. Increase appropriations for U.S. Department of Housing and Urban Development's (HUD) Congregate Housing Services Program (CHSP) providing programming and staffing for housing individuals with complex needs. CHSP funds critical housing and continuity of care support for frail elderly, nonelderly disabled, and temporarily disabled residents with persistent and pervasive behavioral health issues preventing premature and unnecessary institutionalization. Support legislation in 117th Congress addressing access to ALS critical therapies (introduced as H.R. 8662/S. 4867 in the 116th Congress). Support legislation in 117th Congress addressing dependency and indemnity compensation from the Department of Veterans Affairs (introduced as H.R. 3221/S. 1047 in the 116th Congress).

Address mental health issues after COVID-19. Fund federal health programs directed toward mental and behavior health for school-aged youth and families struggling with long-term trauma from extended isolation, death of family and friends, economic hardship, and housing instability. Funding should extend for not less than three years beyond end of pandemic.

Housing

Address and prevent homelessness. Increase FY22 appropriation for HUD's Housing Trust Fund by \$20 billion, and HUD's Section 8 Housing Choice Voucher program. Support President Biden's plan for universal housing vouchers addressing housing inequities and poverty. Specifically, require direct portion of additional Housing Choice Vouchers for conversion to project-based vouchers for use by non-profit and for-profit affordable housing developers.

Adopt the Neighborhood Homes Investment Act (S. 98). Sponsored by Senator Cardin, S. 98 would create a tax credit program to incentivize affordable homeownership by providing a tax credit to investors that subsidize the gap between what it costs to build or rehab and what the home can sell for. This could be a game changer on ownership in certain communities. We urge our Congressional delegation to support this initiative.

Address housing affordability. Increase annual federal funding for key housing and community development programs needed to address recovery in communities most impacted by COVID-19 (e.g., Home Investment Partnerships (HOME) program, and Community Development Block Grant (CDBG) program).

Finance

Restore Advance Refunding Bonds. Reverse provision of Trump tax cuts and adopt S. 479 or similar proposal amending the Internal Revenue Code of 1986 to restore tax-exempt status of Advance Refunding Bonds. Restoring tax-exempt treatment of advance refunding bonds provides County flexibility to restructure and manage its debt.

WSSC

Authorize low-income water utility assistance program. Make permanent the temporary Low-Income Water Utility Bill Assistance program included in CRRSAA and ARPA. Provide FY22 appropriations helping customers cover drinking water and wastewater utility bills.

Support direct financial assistance to water utilities during pandemic. WSSC Water experiencing significant economic fallout from COVID-19. Expected consequences are rate increases or decreases in preventive maintenance. Establish permanent federal assistance program comparable to utility assistance in energy sector.

Increase funding for critical waste and wastewater repair, replacement, and rehabilitation. Adopt comprehensive multi-year infrastructure package authorizing water and wastewater program funding. Critical to environmental health, public health, and national economy.

Montgomery County has worked closely with our Congressional delegation over the years, and we value our partnership. Thank you for your time and consideration of our 2021 federal priorities.

Sincerely,



Marc Elrich
County Executive



Thomas Hucker
County Council President

PROPOSED 2021 COMMUNITY PROJECT FUNDING REQUESTS

FY22 Appropriations Bills

Name of Project	Summary/Project Description	Applicable Appropriations Bill or Federal Program (if known)	Requested Amount (estimated)	Contact
Transit Operation Support Facilities (MCDOT)	Brookville Depot Facility Modernization; Metropolitan Grove Transit Depot; Shared WMATA/MoCo Operations Feasibility Analysis;	Transportation, Housing and Urban Development & Related Agencies- USDOT Local Transportation Priorities	\$24.1M Brookville; \$2.5M preliminary design Metropolitan Grove; \$1M WMATA Analysis	Chris Conklin (Director, MCDOT)
Complete Streets projects (MCDOT)	Old Columbia Pike Complete Street and Road Diet; Montrose Road Redesign & Reconstruction; Darnestown Road Redesign & Reconstruction	Transportation, Housing and Urban Development & Related Agencies- USDOT Local Transportation Priorities	\$1.3M Montrose Road; \$7M Old Columbia Pike; \$1M Darnestown Road	Chris Conklin (Director, MCDOT)

Name of Project	Summary/Project Description	Applicable Appropriations Bill or Federal Program (if known)	Requested Amount (estimated)	Contact
5G Job Training Bootcamp for Communities of Color (DTS)	Create workforce development skills training program and technician apprenticeship opportunities targeted to under-employed African-Americans, Hispanics, women and veterans in broadband infrastructure deployment sector needed to support fiber and 5G expansion in the region. Work with Montgomery College's experienced grant administrator and technical skills instructors, tap UMD's curriculum, industry's Wireless Infrastructure Association (WIA) Telecommunications Industry Registered Apprenticeship Program, and CTIA's Wireless Industry Service Excellence (WISE) Technician Certification Program	Labor, Health & Human Services, Education, and Related Agencies- DOL WIOA Demonstration program	\$1M	Gail Roper (CIO, DTS); Mitsuko Herrera (ultraMontgomery Director, DTS)
Family Wellness Program (HHS)	COVID-19 related program to provide family intervention and crisis intervention support that is linguistically proficient as well as a framework for protective factors and family strengthening and coaching supports addressing multiple levels of trauma	Labor, Health & Human Services, Education, and Related Agencies- HHS SAMHSA	\$1M	Luis Cardona (Administrator, Positive Young Development, HHS)
High School Wellness Center Expansion (HHS)	High School Wellness Center (Seneca Valley HS) providing support services in a culturally and linguistically proficient manner to students and their families including extra-curricular opportunities, mentoring and case management services, mental health counseling and on-site health screenings and care	Labor, Health & Human Services, Education, and Related Agencies- HHS SAMHSA	\$1.16M for both somatic health staff and positive youth development services	Luis Cardona (Administrator, Positive Young Development, HHS)

Name of Project	Summary/Project Description	Applicable Appropriations Bill or Federal Program (if known)	Requested Amount (estimated)	Contact
Stabilization Center- mental health or substance use crisis facility (HHS)	Divert persons experiencing mental health crises or substance use crises from correctional facilities and emergency rooms to more appropriate short-term care (prior to being referred to next level of care toward recovery) in compassionate and less-costly setting staffed by culturally and linguistically professionally trained behavioral health, medical, and peer support personnel. Public-private partnership between MoCo HHS, DGS, DOCR and private partners to construct and operate center	Labor, Health & Human Services, Education, and Related Agencies- HHS HRSA	\$1M	Rolando Santiago, PhD (Chief, Behavioral Health and Crisis Services, HHS)
Green Infrastructure Projects (DEP)	Complements current work toward Municipal Storm Sewer Permit Program (MS4) requirements. County exploring multiple green infrastructure projects. Projects will increase water quality and climate-change induced flooding in currently underinvested areas of County. Large impacts to underserved areas, water quality downstream, and prevention of further erosion and pollutants from entering Chesapeake Bay	Interior, Environment, and Related Agencies, Clean Water Act- EPA STAG	Any level of support	Frank Dawson (Division Chief, DEP)
Resiliency Hubs (DGS)	Replicate county-wide Scotland Neighborhood Recreation Center model (serving an historic African-American neighborhood) providing programs and services to residents in a small urban hub or larger community center upgrades. These services should be responsive to the diverse needs of different constituencies throughout the County	Transportation, Housing and Urban Development & Related Agencies- HUD Economic Development Initiative	\$500K-\$1M	David Dise (Director, DGS)

Name of Project	Summary/Project Description	Applicable Appropriations Bill or Federal Program (if known)	Requested Amount (estimated)	Contact
<p>Downtown Silver Spring Place-based economic revitalization and workforce development initiative (MCEDC)</p>	<p>Interagency, place-based, community economic development initiative of Montgomery County Commerce Cabinet. Jumpstarts economic recovery after pandemic and enhances downtown Silver Spring to visitors and residents by leveraging existing breweries and Silver Spring's Public Art Walk (GA Ave from Colesville Rd to East-West Highway). Project positions downtown Silver Spring as destination for craft brewery district as well as leveraging investment in the area as a bold climate industry corridor. Provides workforce development opportunities by collaborating with Montgomery College- Silver Spring campus on training and apprenticeship opportunities for careers in local brewery and food manufacturing industries</p>	<p>Transportation, Housing and Urban Development & Related Agencies- HUD Economic Development Initiative</p>	<p>\$300K</p>	<p>Ben Wu and Ben Seigel (MCEDC)</p>

PROPOSED 2021 PROJECTS

AMERICAN JOBS ACT

TRANSPORTATION – BUILDING BACK BETTER

Name of Project	Summary/Project Description	Requested Amount (estimated)	Contact
Veirs Mill Rd BRT (MCDOT)	Implement first BRT along Veirs Mill Road (and a portion of MD 355) between the Wheaton Metro Station and Montgomery College-Rockville. Purchase buses and construct BRT stations, pedestrian and bicycle facility improvements. Facilitate bus time savings with priority lanes at intersections (“queue jumps”).	\$80M	Chris Conklin (Director, MCDOT)
MD 355 BRT (MCDOT)	Implement first BRT between Clarksburg and Bethesda, serving Germantown, Gaithersburg, Rockville, White Flint, N. Bethesda, Grosvenor, Medical Center and Bethesda.	\$850M	Chris Conklin (Director, MCDOT)
Great Seneca Science Corridor Transit Enhancements (MCDOT)	Provide bus priority improvements to serve and support growth in the life sciences, medical, and educational institutions in Rockville/Gaithersburg.	\$60M	Chris Conklin (Director, MCDOT)
Veirs Mill Corridor Pedestrian & Bicycling Improvements (MCDOT)	Improve pedestrian and bicycle access and safety along the Veirs Mill corridor. Projects include design and construction of dedicated bike facilities, new or improved sidewalks, new or improved pedestrian crossings, and other related safety improvements.	\$28M	Chris Conklin (Director, MCDOT)
Purple Line Station Access Improvements “First and Last Mile” (MCDOT)	Implement planned facility enhancements to better connect Purple Line stations to surrounding communities and provide for safe access to and from the new light rail system. (i.e. ADA improvements, signage and wayfinding, sidewalks, crosswalks, intersection improvements, bike facilities, trail connections)	\$8M	Chris Conklin (Director, MCDOT)

Name of Project	Summary/Project Description	Requested Amount (estimated)	Contact
US 29 Phase 2 Improvements for Transit (request also submitted by Howard County) (MCDOT)	Implementation of BUS/HOV or dedicated bus lanes on US 29 (also serving Howard County) between Tech Road and the Silver Spring Transit Center to complement the County/Federal investment in the existing US29 Flash BRT.	\$110m	Chris Conklin (Director, MCDOT)
Support for State Projects (MCDOT)	Maryland Department of Transportation's Corridor City Transitway (BRT) and MARC Commuter Rail Improvement Projects (including through-routing to Virginia and all-day passenger service in both directions).	\$1 billion +	Greg Slater (Secretary, MDOT)
Additional BRT Corridors (MCDOT)	Initiate BRT on New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, and Georgia Avenue as described in the Countywide Transit Corridors Functional Master Plan.	\$1.2 billion (individual project costs range \$102M - \$500M)	Chris Conklin (Director, MCDOT)

**CLIMATE ACTION AND LONG-TERM RESILIENCE –
BUILDING BACK BETTER**

Name of Project	Summary/Project Description	Requested Amount (estimated)	Contact
Material Recycling Facility (MRF)-Upgrades (DEP)	30-year old MRF supports all County residents. Upgrades to modernize processing technology to increase commingled processing capacity by 20%, increase operation time and produce higher quality and more market viable product. Increased capacity and better product leads to higher rates of proper disposal, reductions in landfill use, decreased material incineration, and enhanced Chesapeake Bay protection	Any level of support toward estimated \$20.4M project cost	Patty Bubar (Deputy Director, DEP)
Montgomery County Green Bank (DEP)	Montgomery County created the Green Bank (MCGB) as an independent, non-profit organization in 2015. Focus of MCGB bylaws to assist low- and moderate-income communities. Purpose to accelerate investment in energy efficiency and renewable energy critical to County's Climate Action Plan. Provides technical and financial assistance to residential and commercial property owners addressing energy efficiency gaps and renewable energy financing gaps in markets and increases private sector climate-based investment. Infusion of federal funds increases County's ability to leverage investment of public funds and create greater activity than otherwise available with direct spending. Leveraging achieved through variety of mechanism including co-investing with private lenders, loan loss reserve programs, and interest rate buydowns. MCGB positioned to serve as a "Resilience Authority" created by State in 2020. Resilience Authority authorized to operate under same principles as MCGB – leveraging public money to encourage private investment in climate-based investment	Any level of support	Stan Edwards (Division Chief, DEP)
Water Resources Development Act (WRDA) (DEP)	County currently in planning phase of WRDA Program 206 project. Expected construction beginning 2023. Request to access WRDA funding or similar federal funding	Any level of support toward upgrades costing \$15.3M	Frank Dawson (Division Chief, DEP)

Name of Project	Summary/Project Description	Requested Amount (estimated)	Contact
Land and Habitat Conservation and Outdoor Recreation	Invest in natural resource management programs that address climate change by preserving and protecting natural resources including parkland, trails and open space	\$5.4M	Brian Anleu (Senior Advisor to MNCPPC Chair Casey Anderson)
Climate Action Planning through Building Oriented Programming (DGS)	Support Climate Action Plan by deploying energy efficient projects including LED lighting and building automation control upgrades with intended purpose of achieving Zero Energy Buildings across County-owned building assets	\$200M	David Dise (Director, DGS)
Renewable Energy through onsite generation at Hillandale Gateway (HOC with support from DHCA)	Primary goal of Hillandale Gateway (mixed-use redevelopment of intergenerational affordable housing in the White Oak area of Silver Spring) is achievement of Zero Net Energy on two-thirds of the affordable age-restricted buildings. Construction of onsite generation to allow for implementation of clean renewable energy without inefficient losses associated with power distribution	\$3.3M	Zachary Marks (Chief Real Estate Officer, HOC)
Renewable Energy through air sealing at Hillandale Gateway (HOC with support from DHCA)	Primary goal of Hillandale Gateway (mixed-use redevelopment of intergenerational affordable housing in the White Oak area of Silver Spring) is achievement of Zero Net Energy on two-thirds of the affordable age-restricted buildings. Address air leakage through air sealing techniques to increase energy efficiency and reduce baseline energy consumption	\$500K	Zachary Marks (Chief Real Estate Officer, HOC)
Renewable Energy through Project Sustainability Certification at Hillandale Gateway (HOC with support from DHCA)	Fund costs associated with obtaining project sustainability certification (e.g., LEED, Energy Star, and Passive House) in constructing durable, energy efficient and resilient affordable housing	\$400K	Zachary Marks (Chief Real Estate Officer, HOC)
Resource Center Transite Panel and Window Replacement (Montgomery College)	Remove and replace exterior transite panels, add insulation, and replace windows to increase building efficiency and decrease energy usage	\$1.5M	Susan Madden (Chief Govt Relations Officer, Montgomery College)

Name of Project	Summary/Project Description	Requested Amount (estimated)	Contact
Campus Center Roof Replacement (Montgomery College)	Increase energy efficiency with new roof	\$2M	Susan Madden (Chief Govt Relations Officer, Montgomery College)
Upgrade Building Controls from Siemens to Pritchett (Montgomery College)	Increase energy efficiency through centralized control of HVAC, lighting, motors, and other systems	\$2M	Susan Madden (Chief Govt Relations Officer, Montgomery College)
Cafritz Building- boiler replacements (Montgomery College)	Increase energy efficiency with newer, more efficient boilers	\$300K	Susan Madden (Chief Govt Relations Officer, Montgomery College)
Student Services Center- boiler replacement (Montgomery College)	Increase energy efficiency with newer, more efficient boilers	\$600K	Susan Madden (Chief Govt Relations Officer, Montgomery College)
Cafritz Garage Lighting Replacement (Montgomery College)	Increase energy efficiency by converting fluorescent lights to LED lighting	\$50K	Susan Madden (Chief Govt Relations Officer, Montgomery College)
Gym Lighting Replacement (Montgomery College)	Increase energy efficiency by converting metal halide lights to LED lighting	\$300K	Susan Madden (Chief Govt Relations Officer, Montgomery College)
Parking Lots Lighting Replacement (Montgomery College)	Increase energy efficiency by converting low pressure sodium lights to LED lighting	\$500K	Susan Madden (Chief Govt Relations Officer, Montgomery College)
West Garage Lighting Replacement (Montgomery College)	Increase energy efficiency by converting low pressure sodium lights to LED lighting	\$250K	Susan Madden (Chief Govt Relations Officer, Montgomery College)