

MEMORANDUM

May 2, 2007

TO: Transportation and Environment Committee

FROM: Glenn Orlin, Deputy Council Staff Director

SUBJECT: Resolution on transportation fees, charges, and fares; FY08 Operating Budget, Department of Public Works and Transportation and Homeowners' Association Roads Reimbursement NDA—follow-up; FY07-12 Capital Improvements Program—follow-up; briefing by WMATA Board members

**I. Resolution on transportation fees, charges, and fares**

**1. Background.** With the enactment of Bill 16-04, as of July 22, 2004 all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Public Works and Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect.

The fees, charges, and fares currently in effect are those in Council Resolution 15-1730 adopted on November 28, 2006 and approved by the County Executive on December 1, 2006. Attached is Resolution 15-1730 with the proposed changes (©1-7). Other than a few other technical changes to reflect current practices, the changes are described below:

**2. Fares for seniors.** Last year Councilmember Andrews proposed, and the Council approved, allowing seniors and the disabled to ride free on Ride On and Metrobus mid-day on weekdays, between the end of the morning rush period and the start of the evening rush period. The purpose was to provide free accessibility to locations frequented by these groups, especially to senior centers, doctors' offices, and libraries. A secondary benefit was to encourage some

senior or disabled patrons to ride in the off-peak rather than the peak, mitigating a bit of the overcrowding on some routes during rush hours.

The Executive is now recommending extending this free service to seniors and disabled persons at all times, starting in January 2008. The March budget indicated that the lost revenue on Ride On in FY08 would be \$268,800 and the cost to reimburse WMATA for lost Metrobus revenue would be \$331,300. The Executive Branch later revised down its cost estimate for the reimbursement by \$152,100, and this was recognized in the Executive’s April 23 budget adjustments (©8). However, DPWT recently recalculated the estimated reimbursement, and it reports that the cost estimate should be revised down by \$110,440, not by \$152,100.

During April’s Operating Budget hearings the Commission on Aging and the Transit Advisory Group testified in support of the Executive’s recommendation. Patricia Lesnick of the Commission on Aging testified on May 1, again in support of the Executive’s proposal (©9). The Commission on People with Disabilities did not testify this year, but last year, when it supported Mr. Andrews’ proposal, it recommended extending the free service to weekday evenings, weekends and holidays—that is, at all times *except* weekday peak periods.

Council staff asked DPWT for a breakdown of estimated costs (both lost revenue to Ride On and reimbursements to WMATA) for each component of the Executive’s proposal. The table below shows these costs for FY08, and annualized for FY09 (assuming no growth in ridership by seniors and disabled persons):

	Ride On Revenue Loss	Metrobus Reimbursement
Weekday mid-days	\$125,000 in FY08;\$125,000 in FY09	\$83,330 in FY08;\$83,330 in FY09
Weekend days & holidays	\$49,240 in FY08;\$98,480 in FY09	\$32,820 in FY08;\$65,650 in FY09
Weekday evenings	\$31,970 in FY08;\$63,940 in FY09	\$21,310 in FY08;\$42,630 in FY09
Weekday peak periods	\$125,090 in FY08;\$250,180 in FY09	\$83,400 in FY08;\$166,790 in FY09
<b>Total, Exec’s proposal</b>	<b>\$331,300 in FY08;\$537,150 in FY09</b>	<b>\$220,860 in FY08;\$358,400 in FY09</b>

Neither seniors nor disabled persons are, as classes, of sufficiently low income not to be able to afford bus service in Montgomery County, which is very inexpensive for them. The average cost for Ride On to carry a passenger is \$3.11; a senior or disabled person, paying the discounted 60-cent fare that is less than half the regular fare of \$1.25, is already receiving an 81% subsidy—a *higher subsidy than all but the lowest-income category of Call-'N-Ride customers*. With the discounted fare already in place, it is difficult to understand the public policy rationale for *any* extension of free hours for seniors or disabled persons.

**Council staff does not recommend expanding the hours of free Ride On and Metrobus for seniors or disabled persons, reducing net cost in FY08 by \$343,830: \$137,530 in reduced reimbursements to WMATA and \$206,300 in retained Ride On revenue.** (This would reduce the net cost in FY09 by \$687,670.)

Nevertheless, if there is a desire to extend free hours, then the Committee could extend them to one or more of the time periods in the table above. However, Council staff strongly urges against extending free hours to weekday peak periods, when the bus system is already

overtaxed. As noted above, drawing some riders *away* from the peak periods was a rationale for Mr. Andrews' proposal to eliminate fares during the mid-day.

**3. SmarTrip card discount on Ride On.** Ride On customer Scott Schneider wrote to Councilmember Leventhal suggesting giving those using SmarTrip cards a discounted \$1.00 ride (a 20% discount; the full fare is \$1.25), which is the same fare as with a \$20 20-trip pass. Mr. Schneider notes that this would save on card purchases. Without a discount riders may not use their SmarTrip cards in the morning when commuting into work. Councilmember Leventhal has asked for the revenue impacts of Mr. Schneider's proposal, and whether there are any other potential effects, positive or negative.

DPWT's rough estimate is that the proposal would cost Ride On about \$520,000 in lost revenue, assuming that 25% of the current cash-paying passengers will use SmarTrip cards. Currently Metrobus is experiencing a 22% penetration of SmarTrip use with no discount but this is skewed by the fact that its express routes have extremely high use of SmarTrip (90% and above). When express routes are factored out, WMATA estimates the use to be around 15%, with no incentive other than convenience. DPWT projects 25% use of SmarTrip cards if the 20% discount were introduced.

Other than the lost revenue—which would have to be made up with expenditure savings, transfers from other funds, or raising fares or other taxes—a disadvantage is that patrons of Ride On would be treated differently than patrons of Metrobus, which is not providing a SmarTrip discount. For the past several years the County's (and the region's) policy has been for a locally-operated bus service like Ride On to have a similar fare structure to Metrobus, for both simplicity and equity reasons. Equity is also an issue; since Fairland/White Oak and Cloverly are served mostly by Metrobus, most riders there would not benefit from a discount.

DPWT recommends not implementing this change at this time due to the fact that this will result in lower revenues and will make Ride On's fare structure inconsistent with Metrobus's. **Council staff agrees.** When such a fare policy change is adopted at the regional level then it would make sense to apply the same change to Ride On.

**4. Parking fees and hours.** The current parking fees and charging hours in the four Parking Lot Districts and in the North Bethesda Transportation Management District are:

	Bethesda	Mont. Hills	Silver Spg.	Wheaton	N. Beth.
Long-term hourly rate (3+ hrs)	\$0.50	\$0.15	\$0.45	\$0.35	\$0.40
Short-term hourly rate (<3 hrs.)	\$0.75	\$0.15	\$0.60	\$0.35	\$0.50
Monthly permit rate	\$95.00	\$30.00	\$85.00	\$65.00	\$75.00

	On-street hours	Off-street hours
Bethesda	9am-10pm, Monday-Saturday	7am-10pm, Monday-Friday
Montgomery Hills	9am-6pm, Monday-Friday	9am-6pm, Monday-Friday
Silver Spring	9am-6pm, Monday-Friday	7am-7pm, Monday-Friday
Wheaton	9am-6pm, Monday-Saturday	9am-6pm, Monday-Saturday*
North Bethesda	7am-7pm, Monday-Friday	7am-7pm, Monday-Friday

\*Except Garage 45 (Amherst Avenue Garage): 9am-6pm, Monday-Friday

The proposed resolution includes the following potential changes:

- The County Executive proposes raising the fee for short-term and long-term parking in the Montgomery Hills Parking District by \$0.10/hour, from \$0.15 to \$0.25, and extending the hours for charging to Saturdays from 9 am to 6 pm.
- Council staff concurs with the Executive, and also proposes raising the fee for the Parking Convenience Sticker in Montgomery Hills by \$15/month, from \$30 to \$45.
- Council staff proposes raising the parking fees in the North Bethesda Transportation Management District as follows: by \$0.10/hour (from \$0.50 to \$0.60) in short-term spaces; by \$0.05/hour (from \$0.40 to \$0.45) in long-term spaces; and by \$10/month (from \$75 to \$85) for the Parking Convenience Sticker.
- The County Executive recommends extending parking enforcement hours in the Wheaton Parking District until 10 pm Monday through Saturday for on-street spaces and in lots, and until 10 pm Monday through Friday in Garage 45 (the Amherst Avenue garage). Currently parking fees are enforced there until 6 pm those evenings.
- Council staff proposes establishing uniform hours for charging across all four parking districts and the North Bethesda TMD, as follows: from 7 am to 10 pm Monday through Saturday for on-street spaces and in lots; and from 7 am to 10 pm Monday through Friday in garages (with the exception of Silver Spring Garages 60 & 61—the garages in the Town Center—for which the enforcement hours must remain unchanged according to the provisions of a multi-year agreement with the Town Center developer).

*Testimony.* On May 1 Patrick O’Neil testified for the Bethesda-Chevy Chase (B-CC) Chamber of Commerce in opposition to starting parking charge hours on-street two hours earlier in the morning (at 7 am instead of 9 am) and charging in lots on Saturdays. The Chamber believes expanding the hours could have a negative impact on would-be customers of Bethesda’s businesses and restaurants, and that there is no reason why the Bethesda PLD needs more revenue (©10). Ben Ross of Bethesda testified in opposition to starting charging hours earlier because visiting guests with cars and residents who rent cars infrequently would have to get up early in the morning to feed the meter before 7 am (©11).

Council staff disagrees with the B-CC Chamber’s assessment that the effect of this proposal will harm business in Bethesda. Bethesda is a very attractive destination for shopping and eating out. Extending parking charges until 10 pm several years ago did little to dent its popularity as a destination; initiating charges 2 hours early and on Saturdays in the lots should make little difference. For those who feel the imperative to park for free on Saturdays, the garages would remain free then, and garage spaces comprise 78% of all the public spaces in Bethesda.

There is certainly potential use for the added revenue. As Mr. O’Neil noted in his oral testimony, some of the projected fine revenue would be allocated to the Mass Transit Fund,

offsetting additional costs there. Most of the new revenue would go into the PLD's reserve in FY08. That reserve will need to be built up to pay for the PLD's capital program over the next few years. The primary continuing CIP project in the Bethesda PLD, Bethesda Facility Renovations, is routinely under-programmed in the later years of the CIP: the Executive recommends funding it at \$3,316,000 in FY07 and \$3,093,000 in FY08, but dropping to \$978,000 in FY09 and \$827,000 annually in subsequent years. The typical programming pattern is that the Executive will recommend much higher amounts for FY09 and later when those years are upon us. This project is funded entirely with Current Revenue from the PLD.

Alternatively, the Council could eventually use part of this enhanced revenue stream to reduce the tax rate for either the Bethesda Urban District or the Bethesda PLD, or both. This is not recommended this year, but, if in a few years the PLD's reserve were to grow sufficiently large, the Council could look to provide income tax relief which, under current rules, would count towards meeting the County Charter's property tax revenue limitation.

As Mr. Ross points out, a visitor or a resident renting a car and parking overnight will most likely have to feed a meter by 7 am in the morning. A Bethesda resident can buy an 'AM/PM' permit for \$20 which allows him or her to park between 5 pm and 9 am the next morning at any long-term space in Bethesda (which or all in lots and garages) but there is not currently a daily 'AM/PM' pass. However, DPWT staff is considering using a new technological approach to enforce all its current passes—which could also apply to a new overnight permit as well—and putting this technology into effect during FY08. DPWT staff will describe the approach at the worksession.

*Revenue and costs.* Under each proposal there would be an increase in fee revenue. Where there is a proposed increase in hours charged, there would be an increase in fine revenue as well, but also in the cost of enforcement and fine collections. By expanding hours into the evening and Saturdays, there is also anticipated to be further costs by extending the hours of enforcement of residential parking restrictions in adjacent neighborhoods, and anticipated revenue from fines assessed there, too; this revenue and cost is associated with the General Fund.

DPWT has calculated the revenue and cost associated with each of these proposals. For North Bethesda, Council staff asked for estimates with and without extending charging hours:

Proposed Action	Added Fee & Fine Revenue	Added Enforcement & Collection Costs	Net Revenue
CE: Wheaton—extend hours to 10pm	\$228,371	\$60,000	\$168,371
CS: Wheaton—charge starting at 7am, too	+\$68,017	+\$9,147	+\$58,870
CE: Mont. Hills—raise fees + charge Saturdays	\$19,474	\$1,875	\$17,599
CS: Mont. Hills—CE + uniform hours	+\$27,883	+\$7,500	+\$19,636
CS: Bethesda—uniform hours	+\$273,259	+\$42,084	+\$231,175
CS: Silver Spring—uniform hours	+\$724,481	+\$262,016	+\$462,465
CS: North Bethesda—raise fees only	+\$174,414	\$0	+\$174,414
CS: North Bethesda—raise fees + uniform hours	or +\$202,825	or +\$40,799	+\$162,026
CS: General Fund—fine revenue + costs	+\$74,750	+\$44,070	+\$30,680

Council staff recommends raising the fees as noted in the draft resolution for the North Bethesda TMD and the Montgomery Hills PLD, and to establish uniform charging hours in the four PLDs as noted in the resolution: on-street and lots, 7am-10pm, Monday-Saturday; and garages, 7am-10pm, Monday-Friday. Council staff agrees with the B-CC Chamber that the hours should *not* be expanded in North Bethesda: the cost of enforcement and collection would be greater than the fee revenue that would be generated.

As per a long-standing Executive Branch administrative procedure, \$25 of every parking fine in a PLD (except a fine in the Silver Spring PLD) is allocated for use in the Mass Transit Fund. With this in mind, Council staff recommends using this net revenue as follows:

- **Wheaton PLD.** Allocate \$8,100 for use in the Mass Transit Fund. Use \$50,770 to supplement the PLD's contribution to the Wheaton Urban District, thus freeing up \$50,770 of the General Fund's non-baseline services Urban District subsidy for use elsewhere in the budget.
- **Bethesda PLD.** Allocate \$57,520 for use in the Mass Transit Fund. Designate \$173,650 to the Bethesda PLD reserve.
- **Silver Spring PLD.** Use the \$462,460 to reimburse the General Fund for funds advanced for the Silver Spring Facility Renovations and Silver Spring Elevator Improvements projects. The General Fund had advanced \$2,504,000 for these projects, with the knowledge—as stated on their project description forms—that the Silver Spring PLD would reimburse the General Fund. To date, only \$1,500,000 has been reimbursed.
- **Montgomery Hills PLD.** Allocate \$6,510 for the Mass Transit Fund. Designate \$13,310 to the Montgomery Hills PLD reserve.
- **North Bethesda TMD.** Use the \$174,410 for programs in the Mass Transit Fund.
- **General Fund.** Use the \$30,680 elsewhere in the budget.

In summary, for FY08 this proposal would generate a net added \$246,540 to offset increased expenditures in the Mass Transit Fund, a net added \$543,910 to offset increased expenditures in the General Fund, and an additional \$186,960 for PLD reserves in Bethesda and Montgomery Hills. It would generate a similarly higher revenue stream in FY09 and beyond. It also simplifies the parking system in that all PLD facilities (except Garages 60 and 61 in Silver Spring) would have the same hours.

## II. Homeowners' Association Roads Reimbursement NDA

The Executive's budget adjustment noted that the latest projection of State Highway User Revenue means that \$21,660 less will be available for the 'State' portion of this program (©8). Therefore, \$21,660 of State aid will need to be reduced from this appropriation.

### III. FY07-12 Capital Improvements Program: follow-up

1. **Citadel Avenue Extended.** The Executive is not proposing a change to the scope or cost of this project, which would connect Citadel Avenue between Marinelli Road and Nicholson Lane in the vicinity of the White Flint Metro Station. He is recommending accelerating \$1 million from FY08 to FY07, with the majority of construction occurring in FY07 (see the existing PDF on ©12-13 and the proposed PDF on ©14).

However, the project is not yet under construction, and DPWT's most recent monthly status report estimates that its construction will not begin until mid-June, being completed a year later. Given that schedule, the existing PDF accurately portrays when the expenditures would be made.

At the April 16 worksession DPWT asked that the Committee postpone action until it had the opportunity to negotiate with a developer a land acquisition agreement for part of the road. According to the developer, the County's cost of land acquisition will be about \$3.5 million higher if the developer's project is not approved by the Planning Board (this is scheduled for action this summer.)

**Council staff recommends the Council not amend this project now.** An amendment may be before the Council later this year, however.

2. **Facility Planning-Transportation.** Councilmember Trachtenberg has requested the Committee consider programming funds for a study to identify rights-of-way of paper streets, drainage easements, etc., that would be feasible locations for new walkways and bike paths that would better connect adjacent neighborhoods. The study would also develop a general cost estimate to build these inter-neighborhood connectors. She has asked DPWT to estimate the cost to conduct a 6-month study of this issue so that the Council will have the results in time for its deliberations on the FY09-14 CIP next winter (©15).

DPWT is developing this estimate, but it is not available as this packet is going to print. DPWT will bring its estimate to the meeting on May 3.

3. **Silver Spring Metrorail Station South Entrance.** The Executive is recommending a supplemental appropriation and CIP amendment to build a new entrance from the National Oceanic and Atmospheric Administration (NOAA) plaza, on the east side of Colesville Road (©16-18). The existing route for riders arriving from the south to the Metrorail station is through the Colesville Road underpass to the existing entrance. The proposed new entrance is directly off of the existing office building plaza. The project costs include the physical construction to open up the side of the station, install new fare collection equipment, and install new fare gates. Diagrams showing the location and layout of the entrance are on ©19-20.

On April 16 the Committee asked for more information about this proposed entrance:

- *What is NOAA's current use of the station, and who else would use a new southern entrance?* According to a survey of employees in Silver Spring conducted by the Commuter Services Section in 2005, about a thousand NOAA employees—about 27% of them—arrived to work via the Silver Spring station by Metrorail or MARC. Other potential users of the entrance include residents of Blair Towers (1500 units), Bennington Apartments (223 units), Silverton Condominiums (220 units), and Silver Spring Gateway Apartments (468 units).
- *Why was this entrance not designed in the 1970s when the station was built?* There was far less development in Silver Spring 30 years ago and not a substantial amount planned within the following decade. Furthermore, the development that was anticipated was north of the station, focused around the Georgia Avenue/Colesville Road intersection. There were no plans for what became the NOAA consolidation south of the station.
- *Was NOAA required to contribute to building this entrance as a condition of its development approval?* Planning staff researched the issue and reports the following:

On July 15, 1993, the Planning Board approved an amendment to the Project Plans and Site Plan. According to the staff report, the prior plans required "construction of an extension of the southern enclosure of the Metro Station into the existing plaza. This extension would be equipped by others with turnstiles and fare card machines to provide an additional access to the Metro station." The staff report recommended approval of the amendment that substituted certain other improvements in place of the access to the Metro Station. These improvements included:

- (1) Additional access for the handicapped along East-West Highway;
- (2) Increased streetlighting along the sidewalk on the east side of Colesville Road from Wayne Avenue to East-West Highway; and
- (3) Painting all exposed steel on the WMATA/CSX bridge.

One factor that was considered in the decision was the fact that the design of the Transit Center was about to begin and there was an assumption that the design would address the southern entrance. There was some concern that any new design that came out of the Transit Center process could render the design that was part of the NOAA process obsolete.

The amenity package provided by the applicant included the following:

- (1) Provision of a Science and History Center
- (2) Exploration Park and Outdoor Space
- (3) Sidewalk connection to the existing bus stop on Colesville Road and the retaining walls along Colesville Road
- (4) Sidewalk improvements within the public right of way along East-West Highway and Colesville Road adjacent to the property
- (5) Art Facility Programming and Management Organization
- (6) Public access to its auditorium

- (7) Improvements to the B&O Bridge and the Colesville Road streetscape including pavers, lighting, and landscaping within the right of way on the north side of Colesville Road
- (8) Provision of an additional lane for East-West Highway for the length of the property

DPWT staff has identified a possible source of funding associated with requirements placed on a Foulger-Pratt development. Possibly up to \$360,000—90% of the total cost of the new entrance—may be available from a bond established by Foulger-Pratt for a bridge over the CSX tracks. The bridge is no longer recommended, but the Board would have to amend Foulger-Pratt's approval for these funds to be re-directed to another project, and there are several other potential uses for these funds in the vicinity of the Silver Spring station.

**Council staff recommends approving the Executive's recommended supplemental appropriation and CIP amendment.** The Council could wait until later this summer until the Planning Board decides how to re-direct the use of the Foulger-Pratt bond. However, DPWT is anxious to have this project proceed as soon as possible in advance of the Transit Center's construction, so patrons arriving from or departing to the south will not have to walk through a construction zone. There are likely to be several other worthwhile improvements in the vicinity for which the Foulger-Pratt bond could be used.

#### **IV. Briefing by WMATA Board members**

Peter Benjamin, the Washington Metropolitan Area Transit Authority Board member appointed by the Governor, and Gordon Linton, the WMATA Board Alternate appointed by the County Executive, will brief the Committee regarding WMATA's FY08 Operating Budget and other issues of interest. Some suggestions for discussion:

- How will planned cuts in the construction staff affect the timing of the second Glenmont Metro Garage and the design of the southern entrance to the Bethesda Metro Station? When will these projects be before the WMATA Board for approval?
- No fare increase is planned for FY08, but what is the potential for an increase in FY09, when, by all accounts, the State's budget will be much tighter?
- What projects and programs is WMATA advocating that could be funded if there were a State transportation revenue increase next year?

Resolution: \_\_\_\_\_  
Introduced: April 10, 2007  
Adopted: \_\_\_\_\_

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

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By: County Council

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Subject: Setting transportation fees, charges, and fares

Background

1. With the enactment of Bill 16-04, as of July 22, 2004 all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Public Works and Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect.
2. The fees, charges, and fares currently in effect are those in Council Resolution 15-1730 adopted on November 28, 2006 and approved by the County Executive on December 1, 2006.
3. On May 3, 2007 the Transportation and Environment Committee reviewed proposed changes recommended by the County Executive and other proposed changes by Council staff.
4. A public hearing on this resolution was advertised and held.

Action

The County Council for Montgomery County approves the following resolution:

Transportation fares, fees, and charges in Resolution 15-1730 are amended as described in Table 1, attached. The fares, fees, and charges in Resolution 15-1730 remain in effect until July 1, 2007.

This is a correct copy of Council action.

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Linda M. Lauer, Clerk of the Council  
*Approved*

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Date

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Isiah T. Leggett, County Executive

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Date

(1)

**TABLE 1: TRANSPORTATION FARES, FEES, AND CHARGES**

**I. Transit Fares**

Regular fare or token	\$1.25
Bethesda 8 (Route 92) and VanGo (Route 28) shuttles	Free
Twinbrook (Route 93) and Rock Spring (Route 96) shuttles	\$0.35
Designated routes in Free-Wheeling Days promotion	Free
Kids Ride Free Program (2-7 pm weekdays)	Free
Code Red days	Free
Give and Ride Program	Free
Senior/Disabled with identification card except during weekday mid-day hours <u>(until January 1, 2008)</u>	
attendant accompanying customer	\$0.60
with Attendant-Eligible card	\$0.60
Senior/Disabled with identification card during weekday mid-day hours <u>(until January 1, 2008)</u>	
attendant accompanying customer	Free
with Attendant-Eligible card	Free
<u>Senior/Disabled with identification card (starting January 1, 2008)</u>	
<u>attendant accompanying customer</u>	<u>Free</u>
<u>with Attendant-Eligible card</u>	<u>Free</u>
MetroAccess Certified Customer with ID	Free
MetroAccess – companion	Free
Children under age 5	Free
Local bus transfer	Free
Metrorail-to-Ride On bus transfer	\$0.35
Senior/Disabled transfer	Free
Metrobus weekly pass	Free
MARC weekly and monthly passes	Free
MTA Commuter Bus Pass	Free
Regional One Day bus pass	\$3.00
Ride-About (2 Week) pass	\$10.00
Ride On 20-trip ticket	\$20.00
Youth Cruiser pass	\$10.00 Per Month
Summer Youth Cruiser pass (for 3-month period of June, July, and August)	\$15.00
‘C’ Pass (for current County employees)	Free
‘U’ Pass (for Montgomery College fee-paying students)	Free

**II. Parking Fees** (Note: No payment is required for motorcycles in spaces or areas where only motorcycle parking is permitted. No payment is required for any vehicle at all public parking spaces on County holidays.)

**A. Bethesda Parking Lot District**

1. Meters on-street[,] and in lots from 7 am to 10 pm, Monday through Saturday, and in garages from 7 am to 10 pm, Monday through Friday

Short-Term (First 3 hours)	\$0.75 Per Hour
Long-Term (More than 3 hours)	\$0.50 Per Hour

2. Garage 49

[Short-Term (First 3 hours)	\$0.75 Per Hour]
[Long-Term (More than 3 hours)	\$0.50 Per Hour]
Daily Maximum	\$8.25 Per Day
Lost Ticket	\$8.25 Per Day

3. Special Permits

a. Parking permits

Parking Convenience Sticker	\$95.00 Per Month
Daily Parking Permit	\$8.25 Per Day
“AM/PM” Parking Permit	\$20.00 Per Month

b. Carpool Permits

2 Persons	\$70.00 Per Month
3 and 4 Persons	\$40.00 Per Month
5 or More Persons	\$10.00 Per Month

c. Townhouse Resident Permit

\$2.00 Per Month

**B. Silver Spring Parking Lot District**

1. Meters on-street[,] and in lots from 7 am to 10 pm, Monday through Saturday, and in garages (except Garages 60 and 61) from 7 am to 10 pm, Monday through Friday

Short-Term (First 3 hours)	\$0.60 Per Hour
Long-Term (More than 3 hours)	\$0.45 Per Hour

[2. Cashier garage facilities (Garage 7)]

[Short-Term (First 3 hours)	\$0.60 Per Hour]
[Long-Term (More than 3 hours)	\$0.45 Per Hour]
[Daily Maximum	\$7.00 Per Day]
[Lost Ticket	\$7.00 Per Day]

[3.] 2. Special Permits

a. Parking permits

Parking Convenience Sticker	\$85.00 Per Month
Daily Parking Permit	\$5.00 Per Day
“AM/PM” Parking Permit	\$20.00 Per Month

b. Carpool Permits

2 Persons	\$65.00 Per Month
3 and 4 Persons	\$35.00 Per Month
5 or More Persons	\$5.00 Per Month

c. Townhouse Resident Permit

\$2.00 Per Month

[4.] 3. Garages 60 and 61

Short-Term (First 3 hours)	\$0.50 Per Hour
Long-Term (More than 3 hours)	\$0.40 Per Hour

**C. Wheaton Parking Lot District**

1. Meters on-street[,] and in lots from 7 am to 10 pm, Monday through Saturday, and in garages from 7 am to 10 pm, Monday through Friday

Short-Term (First 3 hours)	\$0.35 Per Hour
Long-Term (More than 3 hours)	\$0.35 Per Hour

2. Special Permits

Parking Convenience Sticker	\$65.00 Per Month
Townhouse Resident Permit	\$2.00 Per Month

**D. Montgomery Hills Parking Lot District**

1. Meters on-street[,] and in lots from 7 am to 10 pm, Monday through Saturday

Short-Term (First 3 hours)	<del>[\$0.15]</del> <u>\$0.25</u> Per Hour
Long-Term (More than 3 hours)	<del>[\$0.15]</del> <u>\$0.25</u> Per Hour

2. Special Permits

Parking Convenience Sticker	<del>[\$30.00]</del> <u>\$45.00</u> Per Month
Townhouse Resident Permit	\$2.00 Per Month

**E. North Bethesda Transportation Management District**

1. Meters on-street and in lots from 7 am to 10 pm, Monday through Saturday

Short-Term (First 3 hours)	<del>[\$0.50]</del> <u>\$0.60</u> Per Hour
Long-Term (More than 3 hours)	<del>[\$0.40]</del> <u>\$0.45</u> Per Hour

2. Special Permits

Parking Convenience Sticker	<del>[\$75.00]</del> <u>\$85.00</u> Per Month
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### III. Parking Fines and Other Charges (with County Code Section Citations)

#### A. Motor vehicles, traffic control and highways, generally

31-6(b)(2)	Snow emergency – Parked in Right-of-Way	\$75.00
31-7	Unregistered vehicle/parking prohibited	\$50.00
31-8	Impeding traffic, threaten public safety	\$50.00

#### B. Parking regulations generally – on-street

31-11(b)	Emergency/Temporary no parking sign	\$50.00
31-12	Violation of official sign (except residential permit parking)	\$50.00
31-12	Residential permit parking violation	\$40.00
31-13	Parking of vehicle – snow accumulation	\$50.00
31-14	Commercial vehicles/bus abutting residences or schools	\$50.00
31-16	Over 24 hours	\$50.00
31-17	Within 35 feet of intersection	\$50.00
31-18	Posted time limit	\$50.00
31-19	Obstructing driveways (within 5 feet)	\$50.00
31-20	No person will:	
	(a) Stop, stand or park a vehicle whether occupied or not:	
	(1) Impeding traffic	\$50.00
	(2) On a sidewalk	\$50.00
	(3) Within an intersection	\$50.00
	(4) On a crosswalk	\$50.00
	(5) Alongside street repair	\$50.00
	(6) On bridge/ in tunnel	\$50.00
	(7) On any highway ramp	\$50.00
	(8) Official school board/Montgomery College sign	\$50.00
	(9) Rush hour restriction	\$50.00
	(10) Behind Official sign in Right-of-Way	\$50.00
	(b) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger:	
	(1) within 15 feet of fire hydrant	\$50.00
	(2) within 20 feet of painted crosswalk	\$50.00
	(3) within 30 feet of traffic control signal/device	\$50.00
	(4) at a firehouse entrance clearance	\$50.00
	(5) at a No Standing sign	\$50.00
	(6) double parking	\$50.00
	(7) at a posted/marked fire lane	\$250.00
	(8) in front of theaters, posted	\$50.00
	(9) more than 12 inches from curb	\$50.00
	(10) opposite the flow of traffic	\$50.00
	(11) blocking another vehicle	\$50.00
	(12) not within designated parking space	\$50.00
	(13) at a posted bus stop	\$50.00
	(14) at a posted taxi stand	\$50.00
	(15) in a handicapped parking space	\$250.00
	(c) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passenger:	
	(1) within 50 feet of a railroad crossing	\$50.00
	(2) at an official No Parking sign	\$50.00

**C. Off-street public parking regulations**

31-26	(a) No person shall park a vehicle on a public parking facility:	
	(1) in violation of an official sign	\$50.00
	(2) in a No Parking zone	\$50.00
	(3) not within a designated parking space	\$50.00
	(4) in or on driving aisle/driveway/signwalks	\$50.00
	(5) at a bagged meter/temporary sign/barricade	\$50.00
	(6) blocking another vehicle	\$50.00
	(7) over 24 hours where not authorized	\$50.00
	(8) vehicle unregistered/inoperative	\$50.00
	(9) in violation, front-in-only, posted	\$50.00
	(10) straddling marked parking spaces	\$50.00
	(11) unattended/running	\$50.00
	(12) impeding traffic	\$50.00
31-27	(b) Prohibited vehicle/weight/size/type	\$50.00
31-30(c)	(c) Snow/ice emergency	\$50.00

**D. Parking meters generally**

31-35	Expired parking meter	\$35.00
31-36	Overtime parking at parking meter	\$40.00
31-37	More than 3 feet from parking meter	\$35.00
31-38	More than 1 vehicle in parking space except motorcycles	\$35.00

**E. Administration, enforcement, penalties, and collection**

31-57(a)	First late penalty for failure to fully pay fine or appeal citation within 15 days	\$25.00
31-59	Second late penalty for failure to fully pay the original fine and penalties within 45 days of the original issuance of the citation	\$25.00

**F. Residential Parking Permits**

31-48(h)	Biennial fee	\$30.00
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**IV. Transportation Management District (TMD) annual fees**

In this section Gross Floor Area (GFA) is defined as described in Section 52-47 of the County Code.

**A. Bethesda Transportation Management District**

Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2006[*]	\$0.10/square foot GFA

**B. Friendship Heights Transportation Management District**

Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2006[*]	\$0.10/square foot GFA

**C. North Bethesda Transportation Management District**

Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2006[*]	\$0.10/square foot GFA

**D. Silver Spring Transportation Management District**

Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2006[*]	\$0.10/square foot GFA

[\* Between July 1, 2006 and June 30, 2007, 2.5 cents/sf GFA will be charged for each full quarter after a use and occupancy permit has been issued.]

# DETAIL ON RECOMMENDED FY08 CE AMENDMENTS

## Tax Supported

### FY08 EXPENDITURE AMENDMENTS

#### Correction and Rehabilitation

**INCREASE COST: PASS-THROUGH OF BARGAINING UNIT SALARY SCHEDULE CHANGES** 18,600

The Uniformed Correctional Management salary schedule needs to be adjusted as a result of the new proposed salary schedule for Uniformed Correctional Officers. Implementation on each employee's anniversary date will cost \$18,600 in FY08 and an additional \$58,650 to annualize for FY09.

**INCREASE COST: SECURITY ASSESSMENT STUDY AT PRE-TRIAL SERVICES UNIT** 10,000

Pursuant to an agreement with the Municipal and County Government Employees Organization, DOCR will engage the services of an outside contractor to perform a security assessment study at the Pre-Trial Services Unit with Union input and forward the recommendations to the Countywide LMRC no later than December 31, 2007.

#### NDA - Compensation Adjustment

**INCREASE COST: INCREASE LONGEVITY/PERFORMANCE INCREMENT BY 1 PERCENT** 57,590

Pass-through to non-represented members of 1 percent increase given to bargaining unit members. Effective January 1, 2008. FY08 cost is \$57,590 with an additional \$57,590 to annualize in FY09.

#### NDA - Homeowners' Association-Roads

**REDUCE: HOMEOWNER'S ASSOCIATION NDA** -21,660

Reimbursement to Homeowner's Association NDA for maintenance of State roads will be reduced to reflect the latest Highway User Revenue projection.

#### Police

**ENHANCE: TWO CROSSING GUARDS FOR SILVER SPRING TRANSIT CENTER INTERIM OPERATING SITE** 0

Add two part time Crossing Guards for the Silver Spring Transit Center Interim Operating Site to provide for a total of four Crossing Guard positions. These positions will provide weekdays morning and afternoon coverage. Funding will be provided by the CIP Project No. 509974 Silver Spring Transit Center.

#### Public Information

**DECREASE COST: ADJUSTMENT FOR VAN PURCHASE OPERATING EXPENSE.** -15,200

In FY08, the Executive recommended a van purchase for Public Information in the motor pool NDA. This decrease in cost accounts for the reduction in van rental that will not be needed with the subsequent van purchase.

#### PWT-Transit Services

**DECREASE COST: ADJUST THE PROJECTED COST OF EXTENDING THE HOURS OF FREE WMATA METROBUS SERVICE FOR SENIORS AND PEOPLE WITH DISABILITIES TO ALL HOURS OF OPERATION BEGINNING JANUARY 2008** -152,100

The cost of expanding the hours of the Seniors and People with Disabilities Ride Free program on Metrobus in the Executive's Recommended budget should be adjusted based on more recent data provided by WMATA.

#### Regional Services Centers

**INCREASE COST: TAKOMA PARK TEMPORARY WORKER CENTER** 30,000



COMMISSION ON AGING

ITEM 6  
# 2

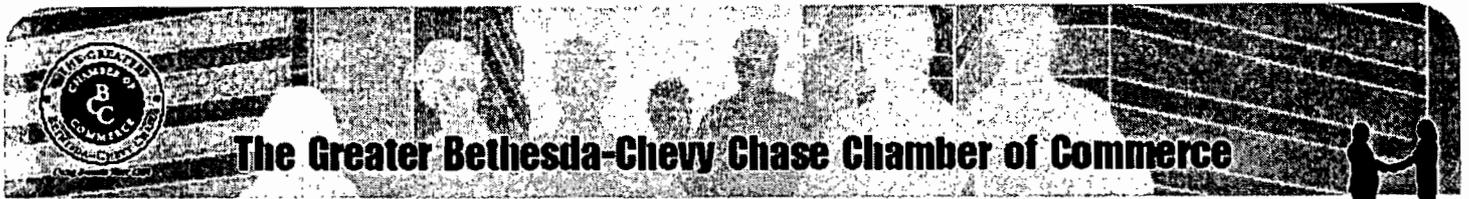
My name is Patricia Lesnick. I reside at 9900 Georgia Avenue, in Silver Spring. I am speaking on behalf of the Montgomery County Commission on Aging. We appreciate the Council's support of the current Ride On and Metrobus service which allows seniors to ride free Monday through Friday from 9:30 to 3:00. The success of the current program has led to a four-fold increase in requests to WMATA for the senior transit fare identification card.

The Commission supports Mr. Legett's initiative to extend hours of free Ride On and Metrobus service in the amount of \$206,300 for seniors age 65 and older and people with disabilities to 24/7. An extension of this important service is vital to our rapidly growing senior population. Allowing the accessibility of 24/7 free Ride On/Metrobus service would not only encourage community participation by seniors in areas such as intergenerational activities, recreational opportunities, and community service but also volunteer activities as well as paid work. Senior mobility not only counteracts social isolation but enhances self-sufficiency, strengthens coping skills and enhances independence which promotes the physical and mental health of seniors.

AARP CEO Bill Novelli has written a new book, *"50+ Igniting A Revolution To Reinvent America A 21st-century agenda in the face of historic forces in the workplace, in the community and at home."* In it he emphasizes personal responsibility and chronicles stories of seniors who are making a difference in society and who are pursuing activities they are passionate about through exploring many avenues of social engagement. He stresses the importance of mobility in order to accomplish their goals; however, he notes that in our contemporary, heavily-populated areas, there are few places that older people can walk safely.

When payment is required, for many the possibility of participating in weekend social and recreational activities as well as religious observances is unfortunately non-existent. Time delays in transferring at certain points often result in returning home later than three o'clock. Removing financial obstacles would give priority to senior programs that are responsive to the changing needs of seniors and would enhance their continuing contribution to the quality of life in Montgomery County. Accessibility to transportation would be a major step forward in fostering healthy and vital aging. Providing this opportunity for seniors age 65 and older as well as people with disabilities will supply that forward step.

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7910 Woodmont Avenue, Suite 1204, Bethesda MD, 20814

Ph: (301) 652-4900 • Fax: (301) 657-1973

Email: [staff@bccchamber.org](mailto:staff@bccchamber.org) • Web: [www.bccchamber.org](http://www.bccchamber.org)

Your Business Is  
Our Only Business

**THE GREATER BETHESDA-CHEVY CHASE CHAMBER OF COMMERCE  
TESTIMONY BEFORE THE COUNTY COUNCIL ON  
PROPOSED CHANGES IN PARKING FEES AND ENFORCEMENT HOURS  
May 1, 2007**

Good afternoon. My name is Patrick O’Neil and I am the Chairman of the Parking and Transportation Committee of The Greater Bethesda-Chevy Chase Chamber of Commerce. On behalf of this Chamber, I am here to oppose the proposed changes in enforcement hours for the Bethesda Parking Lot District. If adopted, the changes would increase the enforcement hours of on-street metered parking by two hours every weekday morning. They would also introduce for the first time meter enforcement in parking lots on Saturdays. Our message is simple and direct – “If it ain’t broke, don’t fix it or make it worse.”

There is absolutely no economic reason to institute the changes in the Bethesda Parking Lot District, and in fact, we believe that extending the hours of parking not only in the weekday mornings but also for parking lots on Saturdays will have a detrimental affect to our economy. Thanks to the unique and cooperative relationship between the Bethesda Urban Partnership and the County’s Department of Public Works and Transportation, the District is in excellent fiscal health. The revenue that would be generated from expanded parking hours and enforcement violations is not needed.

On the other hand, Bethesda businesses are rightfully concerned that the proposed measure could have a negative impact upon would-be customers of Bethesda’s businesses and restaurants. Bethesda already suffers from the misperception that it is an unfriendly place to park. The Chamber receives dozens of communications a month from frustrated Bethesda patrons regarding parking shortages and aggressive enforcement. The proposed expanded hours will only contribute to the negative perception.

The primary reason for the proposed change in the parking enforcement hours is to establish enforcement uniformity throughout the County. However, the goal cannot be achieved as long as the Silver Spring Town Center operates under its current agreement with the developer. On a more practical note, uniformity for the sake of uniformity does not make sense because each parking area in the County has different uses and histories. One size does not fit all. North Bethesda, which has ample on-street parking in the evenings and on weekends, should not be treated like Bethesda. Similarly, Bethesda should not be treated like Silver Spring merely for the sake of the uniformity.

On behalf of The Greater Bethesda-Chevy Chase Chamber of Commerce, thank you for the opportunity to present these comments.

Dear Mrs. Praisner:

I want to offer a personal comment on proposed changes in parking fees and hours.

I oppose the staff proposal to begin charging at 7:00 am instead of 9:00 am in on-street parking meters in CBDs. This is a significant issue for residents of CBDs who don't own a car, or who have guests who own cars. If you rent a car near work, or rent a car and get home after the rental office has closed, you need to park overnight. Because there is no way to pay the meter in advance for the next morning's parking, you have to move the car or feed the meter before the hours of paid parking begin. Currently, the on-street parking meters that begin operating at 9:00 offer the only reasonably convenient place to do this.

In terms of the county's overall transportation policy, everything should be done to make it as convenient as possible for people who choose not to own cars.

On the larger issues of parking policy, I believe that we should move in the direction of greater use of pricing rather than enforcement of hour limits to allocate short-term parking spaces. This would also address the major complaint in Bethesda that the two-hour time limit is too short. Specifically, in Bethesda I would suggest extending the time limit for short-term parking to 4 or 5 hours in combination with a substantial increase in the parking fee, with the amount of the increase varied by time (higher fees Friday and Saturday nights) and the increase greatest for on-street spaces, intermediate for surface lots, and least for garages. The aim should be to make on-street spaces always available for those who are willing to pay. This would maximize the availability of the most convenient spaces for those who are just running into a store (since even a \$3 or \$4 per hour parking fee is no big deal if you're parking for ten minutes). Those who don't want to pay the higher fees would still be able to park in the long-term spaces.

The above changes would be feasible with electronic parking meters that now exist. These meters take payment by credit card and even allow remote payment from your cell phone to add time.

I believe that higher short-term parking fees in Bethesda would not be unpopular if combined with major improvements in convenience through an extension of the hour limits and credit card payment. I would suggest using the revenue for the Bethesda south Metro entrance (current use of parking district revenue to subsidize the Bethesda 8 bus provides a precedent that this would be consistent with bond covenants).

Ben Ross  
4710 Bethesda Ave. #819  
Bethesda 20814

(11)

# Citadel Avenue Extended -- No. 500310

Category            Transportation  
 Agency            Public Works & Transportation  
 Planning Area    Rockville  
 Relocation Impact   None

Date Last Modified  
 Required Adequate Public Facility

January 6, 2006  
 NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	555	260	18	277	35	242	0	0	0	0	0
Land	2,456	31	2,425	0	0	0	0	0	0	0	0
Site Improvements and Utilities	183	1	0	182	57	125	0	0	0	0	0
Construction	2,213	0	568	1,645	0	1,645	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,407</b>	<b>292</b>	<b>3,011</b>	<b>2,104</b>	<b>92</b>	<b>2,012</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

EDAET	97	97	0	0	0	0	0	0	0	0	0
G.O. Bonds	5,039	195	2,810	2,034	92	1,942	0	0	0	0	0
Development											
Approval Payment	99	0	99	0	0	0	0	0	0	0	0
Intergovernmental	172	0	102	70	0	70	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				16	0	0	4	4	4	4	0
Energy				4	0	0	1	1	1	1	0
<b>Net Impact</b>				<b>20</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>

### DESCRIPTION

This project provides an extension of Citadel Avenue from its current terminus south of Marinelli Road, to Nicholson Lane, a distance of approximately 650 feet. The road will align with Huff Court and eventually become a section of Chapman Avenue in accordance with the master plan. This road will be a two-lane business street consisting of a 40-foot wide roadway within a 70-foot right-of-way. The design will include a sidewalk on the west side of the roadway, streetlighting, parking on both sides, three retaining walls, and street trees between the curb and sidewalk.

### Service Area

North Bethesda - Garrett Park

### Capacity

Upon completion, the road will have a capacity of 15,000 vehicles per day.

### JUSTIFICATION

This project will provide a framework for local-circulation vehicle trips including shuttles, and will not compete with Nebel Street for north-south internal trips. This segment will provide a direct link between the Washington Metropolitan Area Transit Authority (WMATA) Metro Station at White Flint, the White Flint North Development, and White Flint Mall. The project will also provide another link in the proposed master-planned local circulation network.

### Plans and Studies

The Department of Public Works and Transportation (DPWT) prepared a study titled "Chapman Avenue Final Report" in December 1996. This study recommended that Chapman Avenue (of which Citadel Avenue is a segment) be extended south from Bou Avenue to connect to the proposed extension of Executive Boulevard. This recommendation is consistent with the approved North Bethesda-Garrett Park Master Plan. A pedestrian impact analysis has been completed for this project.

### Cost Change

Cost change is due to escalated land acquisition costs (\$1.4m) and increased construction cost.

### STATUS

Final design stage.

### OTHER

The project scope remains the same. The Intergovernmental funding represents WSSC's share of the cost of relocating the 66-inch water main by the County as part of the construction contract.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		3,050
First Cost Estimate		
Current Scope	FY05	3,855
Last FY's Cost Estimate		3,855
Present Cost Estimate		5,407
Appropriation Request	FY07	1,552
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,855
Expenditures/		
Encumbrances		299
Unencumbered Balance		3,556
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

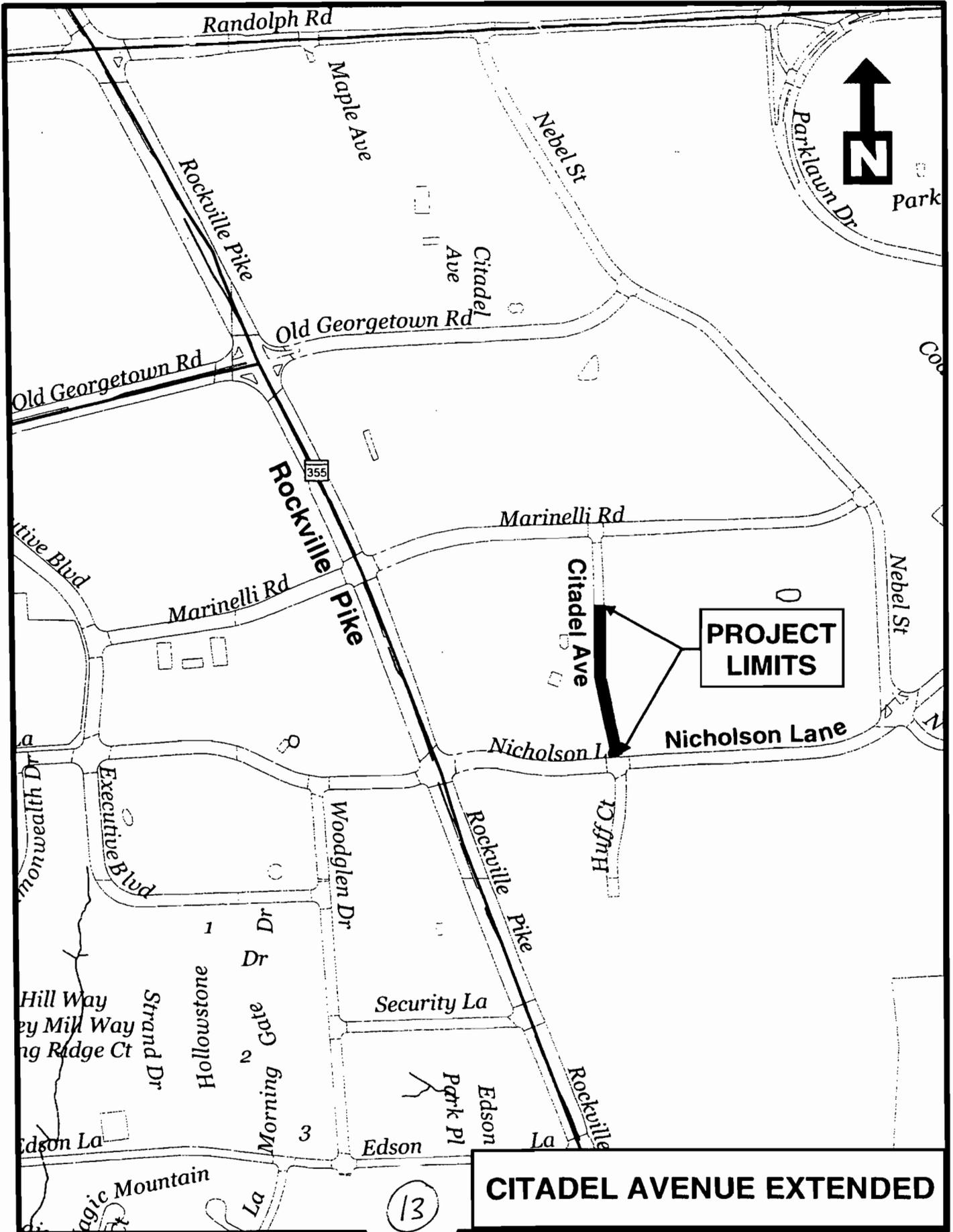
### COORDINATION

Maryland-National Capital Park and Planning Commission  
 Washington Suburban Sanitary Commission  
 PEPCO  
 Department of Permitting Services  
 Annual Sidewalk Program

### MAP

See Map on Next Page

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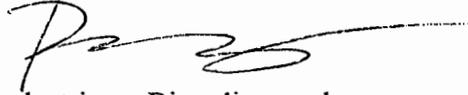
**CITADEL AVENUE EXTENDED**



MEMORANDUM

TO: T&E Committee Chair Nancy Floreen

FROM: Councilmember Duchy Trachtenberg



SUBJECT: Enhancing Neighborhood Access for Pedestrians, Bicyclists and  
Transit Riders

DATE: April 23, 2007

A paradigm to efficiently meet some of the needs for non-motor vehicle access that directly benefits the most vulnerable members of our community has been identified in a study completed 10 years ago. The study: "Islands and Bridges-Adding a New Approach to Suburban Bicycle Planning" by Hare Planning was commissioned by MNCPPC in 1996. The approach in this study links neighborhoods of low volume, low speed streets by connections across arterial and primary streets. The neighborhoods are the "islands" and the connections are the "bridges." Likewise, short bicycle and pedestrian paths can utilize "paper streets" and utility easements to access bus stops, other neighborhoods and destinations immediately adjacent to neighborhoods.

This approach superimposes a grid-like system of connectivity without relying on the road network of higher speed streets. Using successive links from neighborhood to neighborhood can provide the bicyclist and pedestrian access to urban centers and other major destinations. The functionality of the "Islands and Bridges" approach complements the Master Plan of Bikeways and could also support the Bus Stop Safety Program and ongoing Safe Routes to School efforts.

By copy of this memorandum I am requesting the Department of Public Works and Transportation to prepare for your May 3 meeting an estimate of the potential scope and cost for a 6 month study using the "Islands and Bridges" approach that would identify inter-neighborhood connectors suitable for funding in the next CIP.

Councilmembers

Mr. Art Holmes, Jr., Director, DPWT

Resolution: \_\_\_\_\_  
Introduced: \_\_\_\_\_  
Adopted: \_\_\_\_\_

COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY07-12 Capital Improvements Program and  
Supplemental Appropriation #11-S07-CMCG-9 to the FY07 Capital Budget  
Montgomery County Government  
Department of Public Works & Transportation  
Silver Spring Metrorail Station South Entrance (No. 500725), \$400,000

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Silver Spring Metrorail Station South Entrance	500725	Other	<u>\$400,000</u>	
TOTAL			\$400,000	G.O. Bonds

4. This increase is needed because currently there is no direct access to the Silver Spring Metrorail Station for passengers arriving from the major employment center just to the south of the station. Metrorail passengers approaching from the south of the station must walk along Colesville Road and pass under the railroad bridge to access the existing entrance on the north side. The new entrance will relieve pedestrian congestion during the construction of the Silver Spring Transit Center project.
5. The County Executive recommends an amendment to the FY07-12 Capital Improvements Program and a supplemental appropriation in the amount of \$400,000 for the Silver Spring Metrorail Station South Entrance (No. 500725), and specifies that the source of funds will be G.O. Bonds.
6. Notice of public hearing was given and a public hearing was held.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY07-12 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Silver Spring Metrorail Station South Entrance	500725	Other	<u>\$400,000</u>	
TOTAL			\$400,000	G.O. Bonds

This is a correct copy of Council action.

---

Linda M. Lauer, Clerk of the Council

# Silver Spring Metrorail Station South Entrance -- No. 500725

Category **WMATA**  
 Agency **W.M.A.T.A.**  
 Planning Area **Silver Spring**  
 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	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	400	0	0	400	400	0	0	0	0	0	0
<b>Total</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	400	0	0	400	400	0	0	0	0	0	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the construction of a second entrance to the existing Silver Spring Metrorail Station to provide access to the station from the National Oceanic and Atmospheric Administration (NOAA) building plaza. The project includes removal of a wall and fence and the installation of a security gate, fare machines, and turnstiles. The project scope and cost estimate were developed by the Washington Metropolitan Area Transit Authority (WMATA). WMATA will construct the project.

### JUSTIFICATION

Currently, there is no direct access to the Silver Spring Metrorail Station for passengers arriving from the major employment center just to the south of the station. Metrorail passengers approaching from the south of the station must walk along Colesville Road and pass under the railroad bridge to access the existing entrance on the north side. The new entrance to the station will improve access to the station from the south side and will be more inviting. The new entrance will also relieve pedestrian congestion during the construction of the Silver Spring Transit Center project.

### Plans and Studies

The Silver Spring Transit Center Environmental Assessment Report dated May 2006. WMATA has developed the preliminary project plans and cost estimates.

### Cost Change

Not applicable.

### STATUS

Final Design Stage.

### OTHER

The operating and maintenance costs of the new station entrance will be funded by WMATA as part of their Metrorail Station operations.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		400
First Cost Estimate		
Current Scope	FY07	400
Last FY's Cost Estimate		0
Present Cost Estimate		400
Appropriation Request	FY08	0
Supplemental		
Appropriation Request	FY07	400
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

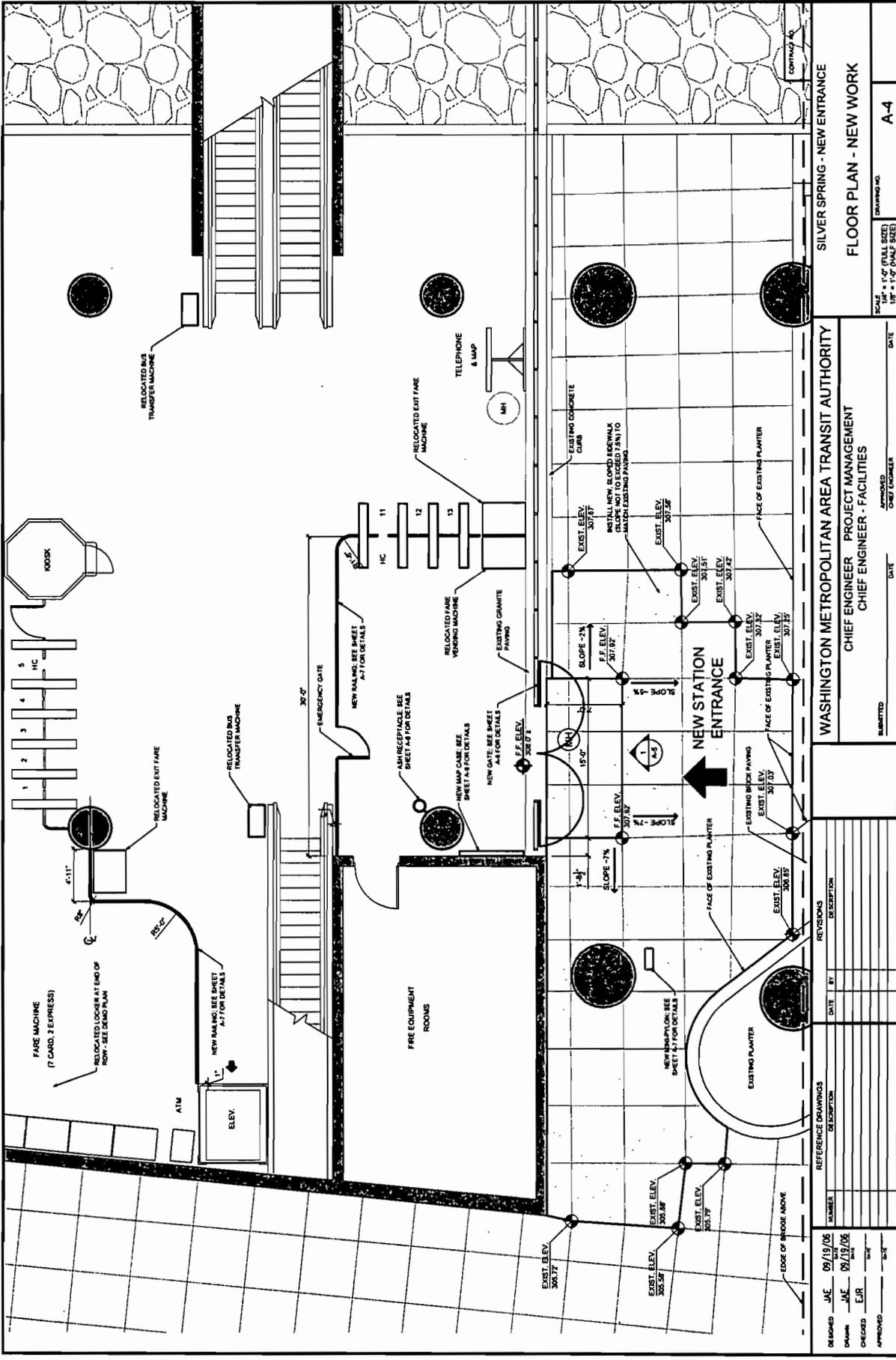
### COORDINATION

Department of Public Works & Transportation  
 Washington Metropolitan Area Transit Authority (WMATA)  
 Maryland Transit Administration  
 Silver Spring Transit Center Project

### MAP

See Map on Next Page





SILVER SPRING - NEW ENTRANCE  
 FLOOR PLAN - NEW WORK

SCALE = 1/4" = 1'-0" (FULL SIZE)  
 1/8" = 1'-0" (HALF SIZE)

DRAWING NO. A-4

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
 CHIEF ENGINEER PROJECT MANAGEMENT  
 CHIEF ENGINEER - FACILITIES

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_  
 SUBMITTED: \_\_\_\_\_ DATE: \_\_\_\_\_

REVISIONS	DATE	BY	DESCRIPTION

REFERENCE DRAWINGS	NUMBER	DATE	DESCRIPTION
DESIGNED	JAE	05/19/06	
DRAWN	JAE	05/19/06	
CHECKED	EJR		
APPROVED			

