

T&E COMMITTEE #1-2, 4
April 28, 2008
Worksession

MEMORANDUM

April 24, 2008

TO: Transportation, Infrastructure, Energy & Environment Committee

FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director

SUBJECT: **Worksession:** FY09 Operating Budget, Mass Transit Fund;
Supplemental appropriation to FY08 Capital Budget and amendment to
FY07-12 CIP, Ride-On Bus Fleet, \$12,742,000 (Short-Term Financing)
FY09 Operating Budget, Parking Lot District Funds;
FY09-14 CIP, Parking District projects, and other CIP follow-up;
Rockville Parking District Nondepartmental Account
Supplemental appropriation to FY08 Operating Budget, Safe Routes to School
Program grant, \$380,700 (State aid); and

Those expected for this worksession:

Arthur Holmes, Jr., Director, Department of Public Works and Transportation (DPWT)
Edgar Gonzalez, Deputy Director for Transportation Policy, DPWT
Al Roshdieh, Deputy Director, DPWT
Mohammed Siddique, Deputy Director for Special Projects, DPWT
Bruce Johnston, Chief, Division of Capital Development, DPWT
Carolyn Biggins, Chief, Division of Transit Services
Steve Nash, Chief, Division of Operations, DPWT
Maria Henline and Bruce Meier, Budget Coordinators, DPWT
Jacqueline Carter, Capital Budget Coordinator, Office of Management and Budget (OMB)
Brady Goldsmith, Budget Analyst, OMB

I. FY09 Operating Budget: Mass Transit Fund

The Executive's recommendation for the Mass Transit Fund is attached at ©1-8.

Overview

For FY09, the Executive recommends total expenditures of \$117,443,650 for the Mass Transit Fund, a -0.2% decrease from the FY08 approved budget of \$117,682,400. However, the Executive is recommending shifting the State and Federal grants for bus replacements from the Operating Budget to the Capital Budget; if these items had remained in the Operating Budget, it would have increased to \$127,384,650, an 8.2% increase.

	FY07 Actual	FY08 Approved	FY09 CE Recommended	% Change FY08-FY09
Mass Transit Fund	\$103,046,777	\$109,277,580	\$113,321,770	+3.7%
Mass Transit Grant Fund	\$8,524,205	\$8,404,820	\$4,121,880	-51.0%
TOTAL Expenditures	\$111,570,982	\$117,682,400	\$117,443,650	-0.2%
Full-time positions	605	794	780	-1.8%
Part-time positions	110	112	122	+8.9%
TOTAL Positions	715	906	902	-0.4%
Workyears	679.6	762.2	871.4	+14.3%

The Executive's recommendation for FY09 includes \$4.7 million due solely to compensation-related adjustments for same services. The changeover of the small bus service from contract-provided to employee-provided increases the costs of that service by about 16%, not including the General Wage, group insurance, and retirement adjustments in FY09 for these new employees.

The reductions with service impacts, totaling a reduction of \$1,811,870 are shown under 'Changes (with service impacts)' on ©7 and are displayed below:

Changes (with service impacts):	
Eliminate Police Department Ride-Along program	-\$68,470
Eliminate Senior Outreach Specialist	-78,690
Abolish two program managers at bus depots	-192,710
Abolish Fare Share; reduce Super Fare Share	-491,120
Annualize FY08 Savings Plan service cuts	-980,880
TOTAL	-\$1,811,870

Issues

1. Bus service. The table on ©9-11 displays—from worst to best—the effectiveness of Ride On routes on weekdays, Saturdays and Sundays in terms of riders per platform hour. (Platform hours include the amount of time the buses on a route are in revenue service plus deadheading to and from the depot.) Most routes meet Ride On's performance standards: 15 riders per revenue hour for peak-period-only routes that are served by full-size Ride On buses; 12 riders per revenue hour for peak-period-only routes served by small buses; and 10 riders per revenue hour for all-day routes. If the under-performing routes do not improve significantly they should be curtailed or eliminated. The buses running on such routes would be better deployed on other routes that are overcrowded.

Council staff recommendation: Make no further major cuts to Ride On service, other than the annualization of the FY08 Savings Plan. Most of the under-performing routes have been eliminated or significantly altered as a result of the FY08 Savings Plan. A few others are relatively new and so are still in their shakedown period.

2. Bus shelters. According to the agreement with Clear Channel, 400 new shelters (with advertising) were to be in place by June 2007, but initial delays in shipment and installation meant that Clear Channel had fallen about a year behind schedule. Shelters have been installed at a regular pace since then, however, all 400 should be in place later this calendar year. At that point Clear Channel will begin to install the 100 non-ad shelters required under the agreement. A summary of the bus shelter installation status is on ©12.

Providing electricity, route maps and schedules for the shelters has occurred much slower than anticipated. By June about 160 of the shelters will have been electrified, and about 90 shelters will have maps and route information installed in them.

The FY08 budget assumed \$450,000 in cost-sharing revenue from the ads, but the current estimate is that \$538,000 will be generated this fiscal year. The Executive's budget anticipates revenue rising to \$600,000 in FY09. This, of course, is in addition to Clear Channel's responsibilities to maintain the shelters.

3. Bus advertising. Bus advertising on and in Ride On buses started in the middle of this fiscal year. Currently only one ad is displayed on the outside of a score or so of the buses. Neither DPWT nor Council staff has yet heard complaints from the public about advertising on Ride On buses.

The FY08 budget assumes \$50,000 in revenue, but the Executive's budget expects that to grow to \$225,000 in FY09. The County is entitled to 60% of the total ad revenue, but there is a minimum guaranteed revenue of \$200,000 in Year 1 of the contract, rising \$50,000 annually until it reaches \$400,000 in Year 5 of the contract.

4. Fare Share/Super Fare Share. Fare Share and Super Fare Share are programs by which the County helps buy down the cost of transit fares if an employer is willing to buy down a portion as well. The basic Fare Share program is a 3-year program during which the County initially matches the employer's discount, but in Years 2 and 3 the County's share is steadily phased out and absorbed by the employer. This program is available to any private sector employer in the county (see top of ©13). A somewhat more generous variant of Fare Share is available in Wheaton and Montgomery Hills, where there are Parking Lot Districts that can contribute to transportation management, but where there are no Transportation Management Districts (see bottom of ©13). Finally, the Super Fare Share program is the most generous of all, although it is available only where there is an operating TMD: Bethesda, North Bethesda, Friendship Heights, and Silver Spring (see ©14).

The Executive recommends eliminating all funding for the regular Fare Share program (\$319,850), for the Wheaton variant of Fare Share (\$43,270), and the Super Fare Share program in Friendship Heights (\$128,000). He recommends retaining Super Fare Share in Bethesda, North Bethesda, and Silver Spring, and the Fare Share variant in Montgomery Hills, because there is enough parking revenue available in each of these districts to support them.

Currently 50 companies and about 500 of their employees are benefiting from the Fare Share program. There are 8 companies and about 20 employees in Wheaton who benefit from its Fare Share variant, and there are 44 companies and about 470 employees in Friendship Heights benefiting from Super Fare Share. These are important programs that help establish the transit commuting habit, and they should be continued.

Council staff recommendation: Add \$490,120 (operating expense) to the Reconciliation List to restore Fare Share and Super Fare Share funding to FY08 levels.

5. Bus cost allocation. Several years ago the Council hired an independent consultant to develop a means of comparing Ride On and Metrobus costs so that the Council could follow how they tracked from year to year. Ride On costs have usually been lower than those of Metrobus.

Following the directives from the consultant, DPWT calculated the recommended partially allocated cost of Ride On for FY09 to be \$83.75/hour, compared to \$81.49/hour in FY08. This is the rate that should be used in deciding whether it would be more cost effective to add Ride On or Metrobus service. The corresponding partially-allocated rate for Metrobus is \$102.41/hour, compared to \$88.48/hour in FY08. Therefore, at the margin, it is still generally more-cost-effective for the County to add Ride On service rather than Metrobus service. DPWT has provided a more detailed breakdown of the \$83.75/hour partially allocated and \$97.51/hour fully allocated costs (©15).

II. Supplemental appropriation to FY08 Capital Budget and amendment to FY07-12 CIP, Ride-On Bus Fleet

The Executive is recommending an amendment to the FY07-12 Capital Improvements Program and a special appropriation to the FY08 Capital Budget in the amount of \$12,742,000 in a new Ride On Bus Fleet project. Because it meets the criteria of a supplemental appropriation, Council staff recommends that it be acted upon in that form. The Executive's transmittal letter is on ©16, a draft adoption resolution (as a supplemental appropriation) is on ©17-18, the appropriation request summary is on ©19, and the project description form is on ©20. Other than from the Executive, no testimony was received at the Council's April 22 hearing. The Executive has also transmitted a corresponding PDF for the FY09-14 CIP (©21).

The new CIP project would provide the funds over the next several years for new buses to replace old buses to be taken out of service. The proposed replacement schedule and funding are displayed on ©20. The \$12,742,000 appropriation in FY08 is to be financed over five years with short-term debt. The principal and interest on this financing is not counted against the General Obligation bond Spending Affordability Guidelines, but it is counted in the debt service indicator that measures debt service and lease payments as a percent of operating budget revenue. Therefore, to the extent that the Council sets future G.O. bond guidelines so this debt service indicator does not exceed 10%, then this short-term financing will have an effect on the G.O. bond guidelines and targets for five years, starting next year.

With this appropriation DPWT would have the funds to order 64 replacement buses. Of the 42 covered by this supplemental, 31 small buses would be replaced by 31 30'-long clean diesel buses, and 11 older buses would be replaced by 11 40'-long clean diesels. Of the other 22 buses to be ordered, 16 would be 40'-long clean diesels funded from the initial FY08 appropriation, and six would be 30'-long clean diesels funded from a Federal grant to the City of Rockville that has been turned over to DPWT to use for this purpose. These latter six buses would be part of the Ride On system, but would be utilized to serve Rockville for at least part of their routes.

The 64-bus order is much larger than usual because of the effort to catch up for some lean replacement years a few years ago, and to replace most of the small buses with standard-sized (30'- or 40'-long) buses. The proposed order for FY09 is for a total of 39 full-sized clean diesels (there is bus acquisition funding requested in the FY09 Operating Budget).

Diesel/electric hybrids vs. clean diesels. At the hearing the Council asked about the relative effects of clean diesel and diesel/electric hybrid buses on capital cost, operating cost (especially fuel use), and emissions. Ride On currently has 14 hybrids in the fleet, 5 received in 2006 and 9 in 2007. Therefore, the data on maintenance costs is somewhat limited. For example, the Division of Fleet Management Services (DFMS) only has had to perform brake jobs on 3 hybrids to date and has not had to replace the battery packs yet. However, DPWT has made its best estimate as to the costs, as follows.

The current estimated cost to purchase a hybrid is \$497,000, while a diesel bus is estimated at \$323,000. This difference of \$174,000 amounts to \$14,500 per year when amortized over the expected useful life of 12 years. DPWT has found that hybrids are averaging 4.0 miles/gallon compared to 2.9 miles/gallon for diesels operating in the same environment. Based on the FY 09 budgeted price of \$2.76/gallon for diesel fuel, and assuming the average bus travels 38,340 miles per year, this amounts to an estimated savings of \$10,034 per year in fuel costs. From a maintenance standpoint, DFMS believes there are two major variables that should be considered: brake jobs and the battery pack in the hybrids. The brakes on hybrids last considerably longer, although are a bit more expensive (\$2,000 versus \$1,400), and result in an additional annual savings of \$1,725 for hybrids. However, this is more than made up for by the cost of replacing the battery pack in a hybrid, estimated to cost about \$50,000, once during the life of the bus. This adds back \$4,167 per year to the cost of the hybrids. In summary, the average annual cost/vehicle would be \$6,908 more per bus if diesel-electric hybrids were purchased instead of clean diesel buses.

Annual Cost per Bus	Hybrid-Diesel
Acquisition	+\$14,500
Fuel	-\$10,034
Brake replacement	-\$1,725
Battery pack replacement	+\$4,167
Net annual cost: hybrid over diesel	+\$6,908

With the replacement of 39 model year 1995-96 diesel buses from the fleet as recommended in the County Executive's FY 09 Budget, DPWT calculates that nitrogen oxide

(NOx) and particulate matter (PM) would be reduced by a combined 35.6 tons per year. (See the Department of Environmental Protection's brochure on ©22-23, showing that a 2007-2009 vintage clean diesel will produce 5.65 grams/mile compared to 23.8 g/mile for 1994-1997 diesels they would replace. New hybrids would produce 3.9 grams/mile.) While hybrids produce less pollution, the difference between purchasing 39 diesels versus 39 hybrids is 2.6 tons per year. To achieve this additional 2.6-ton pollution reduction, the County would have to spend an additional \$6,786,000. Therefore, the cost would be nearly \$2.6 million/ton for the additional 2.6 tons removed. This is an extremely high premium to pay. In contrast, when the County pursued a grant to purchase compressed natural gas (CNG) buses in 2002, the additional cost of CNGs amounted to \$103,000/ton of pollutants reduced. The most cost effective means to reduce emissions is to replace as many of the older diesel buses as possible with newer clean diesel buses.

DPWT is still researching the issue of the effect of using B-20 fuel on these calculations. However, since both clean diesels and hybrids use diesel fuel, it is likely that the use of B-20 would have the same relative impact on both types of buses.

Council staff recommendation: Approve the supplemental appropriation request and the CIP amendment. However, the corresponding PDF for the FY09-14 CIP should include the projected cost and scope for FYs 13-14 as well. If the Committee concurs, Council staff will work with DPWT and OMB to add this information to the FY09-14 PDF and have it for the Council worksession on May 6.

III. FY09 Operating Budget: Parking Lot District Funds

The Executive's recommendations for the total of the four Parking Lot District Funds (Bethesda, Montgomery Hills, Silver Spring and Wheaton) are attached at ©24-36.

Overview

For FY09, the Executive recommends total expenditures of \$24,852,120 for the four Parking Lot District Funds, a 2.6% increase from the FY08 approved budget of \$24,223,100.

	FY07 Actual	FY08 Approved	FY09 CE Recommended	% Change FY08-FY09
Bethesda PLD	\$12,124,468	\$12,094,150	\$12,506,180	+3.4%
Montgomery Hills PLD	103,361	119,840	113,310	-5.4%
Silver Spring PLD	10,867,548	10,830,090	11,001,690	+1.6%
Wheaton PLD	1,031,098	1,179,020	1,230,940	+4.4%
TOTAL Expenditures	\$24,126,475	\$24,223,100	\$24,852,120	+2.6%
Full-time positions	39	42	44	-1.8%
Part-time positions	0	0	0	+8.9%
TOTAL Positions	39	42	44	+4.8%
Workyears (including CIP charges)	45.3	47.7	49.8	+4.4%

The Executive's recommendation for FY09 includes \$276,210 due solely to compensation-related adjustments for same services. The increases with service impacts, totaling \$427,170 are shown under 'Changes (with service impacts)' on ©29-30 and are displayed below:

Changes (with service impacts):	
Self-release booting program	\$220,000
Enhance customer service – parking operations	119,910
Enhance elevator maintenance	87,260
TOTAL	\$427,170

Issues

1. Security. The Executive proposes no change in FY09 to the number of parking security patrol hours provided by sworn officers or by the Urban Service Corps in Silver Spring. He does recommend marginal increases in security in Bethesda and Wheaton provided by contract guards. He is proposing a 15% increase in the hours of security provided by contract guards in Silver Spring, which represents an 11% increase in security hours overall. The increase in Silver Spring is for a doubling of hours in the Town Center garages (#60 and #61) and a 31% increase in the Cameron Street garage (#7).

The cost for contract security is projected to increase from \$19.81/hour in FY08 to \$20.30/hour in FY09. The cost for police and park police security would be unchanged: \$45.21/hour and \$43.10/hour, respectively. A table describing these changes is on ©37.

2. Self-release booting program. The County Code provides for the collection of delinquent parking fines from scofflaws through impoundment (towing) or immobilization (booting). A scofflaw is here defined as the owner of a vehicle with three or more outstanding delinquent tickets. That means that the most current unpaid ticket must be at least 15 days overdue. There are currently nearly 14,000 scofflaws owing nearly \$5.8 million in delinquent tickets. About 38% of the scofflaws are from out of state.

Currently scofflaws' vehicles are towed. When the scofflaw returns to where his vehicle was parked he must go to a police station, pay his delinquent tickets in cash, pay a \$10 administrative tow fee in cash and receive a license to claim his vehicle from the tow company. He must then make his way to the impoundment lot on Gude Drive, pay the tow company \$100 for the tow in cash and pay any storage fees in cash.

Under the proposed self-release booting program, the scofflaw would return to his vehicle and see that it is booted with a notice on his windshield. The notice provides a toll-free telephone number to a call center that is staffed all day, every day. He can pay the operator with a credit card (or during bank business hours with a bank account number and draft permission) for the outstanding fines and penalties and a \$115 boot-release fee. He then receives a code that he can punch into the boot to release it. He releases it, puts it in his trunk (it weighs less than 15 pounds) and returns it to the Bethesda or Silver Spring Sales Store before the end of the next business day.

The cost to the scofflaw is typically the same or less than he would pay if towed. It is estimated he could go through the entire transaction and drive away in less than 10 minutes. The \$115 boot fee is paid to the boot company, and the PLD owes nothing to the boot company and overdue fines and penalties are collected for the County.

3. Parking reserves. The Planning, Housing, and Economic Development Committee, when it reviewed the proposed budgets of the Urban Districts, noted that the T&E Committee would examine the degree to which the cross-subsidy from the respective Parking Districts could be increased. While the revenue for the parking fee increases in Silver Spring and Wheaton should be used primarily to shore up their finances, some portion of this revenue could also be used to increase payments to their respective Urban Districts and reduce the General Fund appropriation.

Council staff recommendations:

- **Increase the cross-subsidy from the Silver Spring PLD to the Silver Spring Urban District by \$200,000, and reduce the General Fund contribution to the Silver Spring Urban District by \$200,000.** For the Silver Spring PLD the projected end-of-year balance as a percent of resources is 25.4% for FY09 and 22.0% for FY10, before rising in subsequent years (©35). This added transfer—all else held constant—would reduce these percentages to 24.4% and 21.1%, respectively, still an adequate balance each year.
- **Increase the cross-subsidy from the Wheaton PLD to the Wheaton Urban District by \$100,000, and reduce the General Fund (non-baseline) contribution to the Wheaton Urban District by \$100,000.** For the Wheaton PLD the projected end-of-year balance as a percent of resources is 34.3% for FY09 and 38.6% for FY10, rising higher in subsequent years (©36). This added transfer—all else held constant—would reduce these percentages to 30.0% and 34.3%, respectively, still an adequate balance each year.

The Bethesda PLD would have no transfers to the General Fund except for \$244,180 in charge-backs for administrative services performed by County offices (primarily the Office of the County Attorney, the Office of Human Resources, and Procurement within the Department of General Services) and \$38,070 for its share of the Technology Modernization: MCG project. For accounting purposes, these transfers should remain.

However, the Bethesda PLD could contribute a larger share of the funding for the Bethesda Urban District, with a correspondingly lower amount from the Bethesda Urban District tax. The latter would be achieved by lowering the Bethesda Urban District Tax rate. This would not free up General Fund revenue, but would reduce the aggregate property tax (thus getting slightly closer to the Question F cap.) Given the rise of assessments during the past several years in Bethesda, and that the Urban District Tax rate has not declined in the past few years, Bethesda Urban District residents and businesses could arguably use one-time tax relief.

- **Increase the cross-subsidy from the Bethesda PLD to the Bethesda Urban District by \$153,010, and reduce the Bethesda Urban District Tax rates by one quarter in**

FY09: from 1.6¢ to 1.2¢ for real property and from 4.0¢ to 3.0¢ for personal property. For the Bethesda PLD the projected end-of-year balance as a percent of resources is 48.2% for FY09 and 57.6% for FY10, rising higher in subsequent years. This added transfer—all else held constant—would reduce these percentages to 47.7% and 57.1%, respectively, still an adequate balance in each year.

IV. FY09-14 CIP: Parking Lot District projects and other CIP follow up

1. Bethesda Lot 31 Garage (©38). The Executive is recommending this new garage south of Bethesda Avenue at Woodmont Avenue, at a cost of \$88,819,000. It would replace Lots #31 and #31A and their 278 spaces with a garage of about 1,100-1,150 public spaces and 300 private spaces as part of a joint development consisting of 332,500sf of condominium space and 40,000sf of retail. The cost per public space—discounting the \$4.2 million contribution from the developer for the relocation of utilities in FY10—is about \$75,000, and the cost per net additional public space is about \$100,000.

Executive staff has been requested to prepare a presentation for the T&E Committee on the specifics of this extensive project. Some of the questions to be addressed:

- What are the main provisions of the joint development agreement between the County and the developer?
- What are the public benefits to be derived, given the large public cost?
- What were the parking assumptions for the new surrounding development, and the parking space requirements for the private condominium and retail? Given its location within a block of a new Metro entrance and the Purple Line terminus, is more parking being provided than necessary or desirable?
- Given that no added road capacity is being provided, how will the local streets operate with the traffic generated by the additional development?

If, upon the conclusion of the presentation and discussion, the Committee recommends approving the project, then Council staff recommends that the Bethesda Metro Station South Entrance project be included in the coordination box of this PDF and following text should be added to the PDF:

Part of Woodmont Avenue south of Bethesda Avenue will be closed for a period during construction. Every effort will be taken so that this temporary road closure does not coincide with the temporary closure of Elm Street during the construction of the Bethesda Metro Station South Entrance project.

2. Facility Planning: Parking (©39). The Executive is recommending a 30% increase in funding for this project over the six-year period, from \$1,143,000 in the Approved CIP to \$1,482,000 in the Recommended CIP. DPWT describes the increases as follows:

1. Operations “Top-to-Bottom” Analysis: \$132,000 in FY09
This is to enable a complete review of the policies and procedures used to execute the parking program. This contracted evaluation will provide recommendations for more effective & efficient operations.
2. Electronic Drawings SS Garages: \$10,000 in FY09
To move from pencil drawings of garage layouts to CAD drawings (contracted).
3. Electronic Drawings Beth Garages: \$10,000 in FY09
To move from pencil drawings of garage layouts to CAD drawings (contracted).
4. PLD Studies: Increases in FY09-14
In addition to the specific increases noted above, it appears that DPWT is going through a period of unprecedented interest in the joint development of PLD properties. As a result, it is finding it necessary to commission demand studies more frequently than in the past. To address this situation, expenditures for study updates in the PLDs have been increased from previous estimates. This is reflected in FY09, as well as each of the other six-year expenditures.

Council staff recommendation: Concur with the Executive.

3. ***Facility Renovations projects*** (©40-42). The respective projects in Bethesda, Silver Spring, and Wheaton are recommended for somewhat higher spending in FY09 (and, in the case of Silver Spring, FY10) than in the Approved CIP. This is often the case: as the next year approaches, particular renovation needs become more evident.

Council staff recommendation: Concur with the Executive’s recommendations for these projects.

4. ***Dale Drive Sidewalk***. Councilmember Ervin notes the difficulty for many East Silver Spring residents to find a safe walking route to Nolte Park. She recommends adding text to the PDF stating: “An improved pedestrian crossing should be studied and implemented, concurrently with this project, at or near the Dale/Mansfield intersection to allow for safe access to Nolte Park” (see ©43). An improved crossing would not necessarily be funded with the \$4.9 million in this specific capital project, but it would give policy direction to the Executive to create an improved crossing simultaneously with the creation of this sidewalk.

Council staff recommendation: Add Councilmember Ervin’s text to the PDF.

5. ***Bethesda Metro Station South Entrance***. When this project was discussed at the Council in March, Councilmember Berliner wished to add text noting that its construction should be coordinated with the Bethesda Lot 31 Parking Garage project such that both Woodmont Avenue and Elm Street will not be closed at the same time. **To achieve his objective, Council staff recommends that the Bethesda Lot 31 Parking Garage project be included in the coordination box of this PDF and following text should also be added to the PDF:**

Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction. Every effort will be taken so that this temporary road closure does not coincide with the temporary closure of Woodmont Avenue during the construction of the Bethesda Lot 31 Parking Garage project.

Councilmember Floreen also wanted to ensure that the State and County will jointly acknowledge in a Memorandum of Understanding that the County's \$60 million South Entrance project is supportive of—although not part of—the Purple Line project. **Council staff recommends adding text to this effect to the PDF.**

6. Montrose Parkway East. This project is meant to mirror Montrose Parkway West in function and design, according to the Montrose Parkway amendment to the North Bethesda Garrett Park Master Plan. According to the amendment, this is to be a 'true' parkway, with a prohibition on heavy trucks (except for emergency vehicles and trucks needed to maintain the road itself). Therefore, Montrose Parkway West includes text directing that its lanes be 11' wide, not 12'. The default table in Bill 48-06 also calls for Parkways to have 11'-wide lanes. **Council staff recommendation: Amend the second sentence under 'Description' to read:**

The roadway (5,100 linear feet) will be a closed section with 11-foot wide lanes, a 10-foot wide bikepath on the north side and a 5-foot wide sidewalk on the south side.

V. Rockville Parking District Nondepartmental Account (NDA)

The Executive is recommending \$461,500 for this non-departmental account (©44) which would pay for three categories of costs associated with parking in the Rockville core:

- An annual payment in lieu of taxes to share in the overall expenses of the Parking District, which in FY08 is \$130,000. The amount could change in future years, however.
- An annual payment of \$180,000 as the County's share in the repayment of outstanding debt for the garages in the Parking District. This commitment will continue for the life of the 30-year bonds issued by the City to fund construction of the garages.
- Reimbursement to the Parking District for revenue lost due to free parking being provided for Rockville Library employees and patrons. The estimate of revenue lost annually due to free employee parking is \$67,500 and due to free patron parking is \$84,000.

This NDA was only funded at a lower level for FY08 because it was anticipated that the Council would take up during this fiscal year the issue of whether the County should subsidize library patron parking. The issue was never scheduled, but for much of the year it was a moot point, since Rockville also postponed initiation of the parking fees. The fees were finally initiated on March 10, so there are ample funds in the NDA's FY08 budget to cover its costs.

Council staff recommendation: Concur with the Executive.

VI. Supplemental appropriation to FY08 Operating Budget, Safe Routes to School Program grant, \$380,700

The Executive is recommending this appropriation to fund various engineering, enforcement and educational activities, including providing a full-time Safe Routes to School Coordinator to lead countywide encouragement, education and evaluation efforts identified in the scope of work, to fund engineering investments and enforcement actions identified at schools to facilitate safe pedestrian travel by students:

- School Access and Safety Engineering Program. Conduct comprehensive school zone safety assessments and implement improvements at eleven schools by collecting vehicular speed/volume data, pedestrian data, confirming existing school zone signing and pavement markings, conducting field observations, and partnering with MCPS representatives to ensure that all safety concerns are known and considered.
- School Access and Safety Engineering Program - Consultant Services. On-call consultant services will be used to augment County staff conducting the School Access and Safety Engineering Program, by providing technical analysis and concept development for particularly challenging engineering issues, such as speed studies, pedestrian crossing design, and design of innovative treatments.
- Enforcement. Enhance pedestrian safety in the areas surrounding the targeted school zones. The County will engage in a multi-disciplined approach to increase the level of safety and awareness in the targeted areas. Enforcement operations will consist of officers on motorcycles and in patrol cars conducting a total of 24 speed and pedestrian safety operations in the affected areas.

The Executive's transmittal memo is on ©45-46, a draft resolution is on ©47-49, and the appropriation request summary is on ©50. The funding would be provided entirely from a State Highway Administration/Maryland Department of Transportation Safe Routes to School grant.

Council staff recommendation: Approve the appropriation request.

Transit Services

MISSION STATEMENT

The mission of the Division of Transit Services is to provide an effective mix of public transportation services in Montgomery County.

County Government Reorganization

In February, 2008, the County Executive announced a detailed Montgomery County Government Reorganization in order to improve effectiveness, customer service, accessibility, and efficiency. As part of this plan, the Department of Transportation was created to provide more focus for transportation programs. The new Department of Transportation will include the transportation capital projects design and construction, traffic engineering and operations, highway maintenance, parking management, and transit services functions previously housed in the Department of Public Works and Transportation. Due to the scale of operations, the Transit Services budget is displayed separately.

BUDGET OVERVIEW

The total recommended FY09 Operating Budget for the Division of Transit Services is \$117,443,650, a decrease of \$238,750 or 0.2 percent from the FY08 Approved Budget of \$117,682,400. Personnel Costs comprise 52.6 percent of the budget for 780 full-time positions and 122 part-time positions for 871.4 workyears. Operating Expenses account for the remaining 47.4 percent of the FY09 budget.

The general obligation bond Debt Service for the Mass Transit Fund is appropriated in the Debt Service Fund and is not displayed in this section. To pay for the Debt Service, a transfer of funds from the Mass Transit Fund to the Debt Service Fund of \$2,259,520 is required.

In addition, this department's Capital Improvements Program (CIP) requires Current Revenue funding.

LINKAGE TO COUNTY RESULT AREAS

While this program area supports all eight of the County Result Areas, the following are emphasized:

- ❖ *An Effective and Efficient Transportation Network*
- ❖ *Healthy and Sustainable Neighborhoods*
- ❖ *Vital Living for All of Our Residents*

PERFORMANCE MEASURES

This table presents what the department estimates and projects will be the FY08 through FY10 data for its performance measures if there are no changes in funding.

Measure	Actual FY06	Actual FY07	Estimated FY08	Projected FY09	Projected FY10
Passengers per hour of Service	26.1	26.0	27.6	28.3	29.0
Hours of Service	1,044,470	1,085,469	1,092,175	1,079,625	1,079,625
Service Reliability - Missed Trips (thousands)	3.9	3.7	4.0	3.6	3.5
Service Quality (Complaints per 100K Riders)	10.8	12.3	13	11.0	10.0
Passengers Transported (millions)	27.3	28.2	30.1	30.6	31.3
Accidents per 100,000 Miles	4.3	4.2	4.0	3.9	3.8

ACCOMPLISHMENTS AND INITIATIVES

- ❖ *Ride On boardings increased by nearly 1 million in FY07 and are estimated to increase another 2 million in FY08 to more than 30 million boardings. Ride On now regularly has over 100,000 boardings on a weekday. This accomplishment is due to many factors, including excellent service and reliability.*

①

- ❖ *As part of the Bus Stop Improvement. CIP project, there were 219 stops improved in FY07 with over 300 more improved in the first half of FY08. We expect to improve another 100 in the remainder of FY 08. In addition to these improvements we continue with our bus shelter program that has seen about 300 new shelters installed to date with another 100 expected in the next 12 months.*
- ❖ *Ride On lowered its accident rate in FY07 from 4.33 accidents per 100,000 miles to 3.98. Traffic congestion in the area has increased the accident rate over the years so a reduction in light of increased traffic is a significant accomplishment.*
- ❖ *Continue the College U-Pass Program which allows Montgomery College students to travel on Ride On buses free with their Montgomery College identification card.*
- ❖ *Continue the Kids Ride Free program which allows children, grade 12 and under, to use Ride On and Metrobus in Montgomery County free from 2pm to 7pm, Monday through Friday.*
- ❖ *Continue free Ride On service for seniors and people with disabilities.*
- ❖ *Continue expansion of Call 'N Ride program initiated in January 2008 that allows more low income seniors and low income residents with disabilities to participate in the program by increasing the maximum annual income level from \$20,000 to \$25,000.*
- ❖ *Transitioned small bus service from contract to in-house provision for improved customer service.*

PROGRAM CONTACTS

Contact Bill Selby of the Division of Transit Services at 240.777.5807 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's operating budget.

PROGRAM DESCRIPTIONS

Special Transportation Programs

Special Transportation Programs provide: transportation to and from Medicaid appointments for those eligible; a user-side subsidy program that provides travel options for low-income elderly and disabled; and information on all public transportation programs available to seniors and persons with disabilities.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	7,646,730	8.9
Increase Cost: Medicaid - wage increase	8,910	0.0
Reduce: Senior Outreach Specialist	-78,690	-1.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	793,160	0.0
FY09 CE Recommended	8,370,110	7.9

Ride On

Fixed-route bus service is provided by the Ride On system throughout the County. Ride On operates primarily in neighborhoods and provides a collector and distributor service to the major transfer points and transit centers in the County. Ride On supplements and coordinates with Metrobus and Metrorail service provided by the Washington Metropolitan Area Transit Authority. The Ride On transit program operates and manages more than 80 routes; maintains a strategic plan for replacement of the bus fleet; maintains the buildings and bus parking lots at the Silver Spring and Gaithersburg Operations Centers; trains new bus operators and provides continuing safety instruction for existing operators; coordinates activities with the Advanced Transportation Management Center; and operates Ride On's centralized radio system.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	94,896,390	681.6
Increase Cost: Motor Pool Rate Adjustment	1,737,080	0.0
Increase Cost: Ride On Service Adjustments	174,470	3.9
Increase Cost: Funds for attendance bonuses in Ride On depots	89,000	0.0

2

	Expenditures	WYs
Increase Cost: Occupational Medical Services (OMS) Adjustment	52,010	0.0
Increase Cost: Charges from Operations for Counting Room	4,050	-0.5
Decrease Cost: Create new Ride On Monthly Pass - Raise Fare	-3,000	0.0
Eliminate: Montgomery County Police Department Ride-Along Program	-68,470	-0.7
Decrease Cost: Lease payments on capital equipment	-98,920	0.0
Decrease Cost: Funds for Germantown parking	-100,000	0.0
Decrease Cost: Risk Management Adjustment	-126,460	0.0
Shift: Funds for Montgomery College to operate Ride On Route 127	-179,820	0.0
Reduce: Abolish two Program Managers for Management of Ride On Bus Depots	-192,710	-2.0
Reduce: Annualize FY08 Savings Plan Ride On Service Cuts	-980,880	-10.3
Shift: Federal Bus Grant to CIP	-2,086,420	0.0
Shift: State Bus Grant to CIP	-2,740,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	3,314,910	119.2
FY09 CE Recommended	93,691,230	791.2

Commuter Services

The Commuter Services program centralizes commuter services efforts and promotes transportation alternatives to the single occupant vehicle in Silver Spring, Bethesda, Wheaton, North Bethesda, Friendship Heights, and other areas of the County. The program provides efficient and coordinated administrative support for services to employers and employees or residents. It uses existing organizations, such as Urban Districts, as advisory organizations. The Silver Spring Transportation System Management District, the North Bethesda Transportation Management District (TMD), the Friendship Heights TMD, and the Bethesda TMD were created by County law. In Wheaton, efforts are focused on a transportation policy planning area.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	5,514,060	15.5
Reduce: Fare Share / Super Fare Share Program	-491,120	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-4,460	-0.1
FY09 CE Recommended	5,018,480	15.4

Taxi Regulation

The Taxi Regulation program is responsible for issuance, enforcement, renewal, and management of passenger vehicle licenses and taxicab driver IDs. This program administers the taxicab regulation, licensing, and permit activities.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	768,800	6.9
Increase Cost: Background checks	16,500	0.0
Decrease Cost: Taxi Mystery Rider Program	-23,020	0.0
Decrease Cost: Taxi Code Writer	-104,310	-1.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	61,320	-0.5
FY09 CE Recommended	719,290	5.4

Customer Service

The Customer Service program operates the Transit Information Center (TIC) to provide bus route and rail information to the public. The TIC manages the distribution of transit timetables and responses to citizen inquiries. The program conducts marketing and promotional activities to reach potential riders and provides the public and employers with easier access to fare media to encourage ridership.

The Customer Service program also provides community outreach to civic and community groups, senior organizations and residential sites. This community outreach effort strives to inform citizens of programs and services for fixed routes and services for seniors and persons with disabilities.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	1,549,080	11.9
Increase Cost: Bus Advertising Program Coordinator	136,430	1.0
Increase Cost: Increased Get-In participants	15,200	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	278,230	-1.6
FY09 CE Recommended	1,978,940	11.3

Transit Parking Facility Maintenance

The Transit Parking Facility Maintenance program funds the operation and maintenance of the Park & Ride and Commuter Rail Parking Lots as well as the Lakeforest and Germantown Transit Centers. The Division of Operations provides and manages the maintenance services at the Park & Ride and Commuter Rail lots as well as the Lakeforest Transit Center.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	311,930	1.1
Increase Cost: Transit Centers Maintenance	6,110	0.1
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	10,510	0.0
FY09 CE Recommended	328,550	1.2

Transit Operations Planning and Control

The Transit Operations Planning and Control program provides comprehensive, coordinated, and integrated services to assure the County's transit needs are met. To accomplish this objective, the program plans and schedules Metrobus and Ride On service; evaluates and develops Ride On schedules; and coordinates bus service with the Washington Metropolitan Area Transit Authority.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	2,080,020	19.8
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-287,720	2.6
FY09 CE Recommended	1,792,300	22.4

Passenger Facilities

The Passenger Facilities program provides for the safe, comfortable, clean, and accessible entry for transit customers into the transit system. The program is responsible for supervising the construction and maintenance of bus shelters and the collection of the County's share of revenues generated through advertising sales, as provided under a 15-year franchise agreement. It is also responsible for the purchase, installation, maintenance and replacement of all equipment, including but not limited to bus benches, trash receptacles, transit information display units, bus stop passenger alert lights (beacons), and other passenger amenities. The program installs and maintains all system signage, including poles and bus stop flags.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	930,590	3.1
Increase Cost: Litter collection, signs and materials for bus stops	67,300	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	270	-1.1
FY09 CE Recommended	998,160	2.0

Fixed Costs

The Fixed Costs program contains certain cost items that involve long-term funding commitments independent of the annual scope of program costs. Fixed costs included in this category are utility payments and insurance. Casualty insurance for Ride On is provided

through the Division of Risk Management. The costs are required or "fixed" based on the existence of the programs, but the actual amount is based on anticipated rates and the proposed size and scope of the related unit or program.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	1,727,620	0.7
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	71,030	0.0
FY09 CE Recommended	1,798,650	0.7

Administration

The Administration program provides general management, planning, supervision, and support for the Division. It performs financial management tasks, administers contracts, manages grants, provides personnel management functions, and provides Montgomery County's financial support to the Washington Suburban Transit Commission.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	2,257,180	12.7
Increase Cost: Central Duplication Charges	8,930	0.0
Increase Cost: WSTC Payment	6,580	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	475,250	1.2
FY09 CE Recommended	2,747,940	13.9

(5)

BUDGET SUMMARY

	Actual FY07	Budget FY08	Estimated FY08	Recommended FY09	% Chg Bud/Rec
MASS TRANSIT					
EXPENDITURES					
Salaries and Wages	32,820,822	37,133,870	38,448,750	43,979,650	18.4%
Employee Benefits	10,858,924	13,278,150	12,947,460	16,144,580	21.6%
Mass Transit Personnel Costs	43,679,746	50,412,020	51,396,210	60,124,230	19.3%
Operating Expenses	52,574,406	58,288,250	56,318,960	53,197,540	-8.7%
Capital Outlay	6,792,625	577,310	577,310	0	—
Mass Transit Expenditures	103,046,777	109,277,580	108,292,480	113,321,770	3.7%
PERSONNEL					
Full-Time	589	778	778	764	-1.8%
Part-Time	110	122	122	122	—
Workyears	656.3	738.9	738.9	848.1	14.8%
REVENUES					
Montgomery College U-Pass	550,000	550,000	550,000	550,000	—
Investment Income	846,553	410,000	700,000	450,000	9.8%
Other	551,135	500,000	508,540	500,000	—
Property Tax	72,419,741	87,399,460	87,469,710	66,863,890	-23.5%
State Aid: Smart Trip Card Implementation	0	0	2,558,000	0	—
State Aid: Ride On	22,089,042	22,092,540	22,092,540	27,092,540	22.6%
State Aid: CNG Bus Contribution	1,200,000	0	0	0	—
State Aid: Rural Fixed Route	261,366	286,000	286,000	286,000	—
State Aid: Call 'N Ride	376,849	379,110	379,110	379,110	—
State Aid: MARC Shuttle	47,425	47,430	44,960	37,430	-21.1%
Bus Shelter Advertising	201,244	450,000	538,000	600,000	33.3%
Ride On Bus Advertising	0	0	50,000	225,000	—
Ride On Fare Revenue	13,016,235	13,073,230	13,470,470	14,003,300	7.1%
Taxicab Licensing	559,323	325,100	292,180	538,950	65.8%
Metro Police Parking Violations	0	300,000	500,000	500,000	66.7%
North Bethesda TMD	1,230,042	1,145,860	1,122,010	980,260	-14.5%
Developer Contributions	220,608	350,000	47,250	50,000	-85.7%
Get-In Revenue	25,861	51,700	22,330	31,200	-39.7%
Call 'N Ride & Same Day Access Revenue	374,580	756,800	754,450	1,083,580	43.2%
TMD Fees	214,218	0	171,150	171,500	—
Mass Transit Revenues	114,184,222	128,117,230	131,556,700	114,342,760	-10.8%
GRANT FUND MCG					
EXPENDITURES					
Salaries and Wages	1,115,896	1,158,960	1,159,700	1,212,620	4.6%
Employee Benefits	410,821	420,770	420,770	447,160	6.3%
Grant Fund MCG Personnel Costs	1,526,717	1,579,730	1,580,470	1,659,780	5.1%
Operating Expenses	2,639,937	2,502,400	3,274,440	2,462,100	-1.6%
Capital Outlay	4,357,551	4,322,690	6,153,350	0	—
Grant Fund MCG Expenditures	8,524,205	8,404,820	11,008,260	4,121,880	-51.0%
PERSONNEL					
Full-Time	16	16	16	16	—
Part-Time	0	0	0	0	—
Workyears	23.3	23.3	23.3	23.3	—
REVENUES					
Access-To-Jobs	672,948	582,210	922,950	582,210	—
Bus Replacement Grant	4,156,243	2,740,000	2,782,000	0	—
CNG Bus Replacement Grant	75,000	0	0	0	—
COG Grant	152,706	151,400	151,400	151,400	—
Commuter Assistance: Ridesharing	436,896	372,070	372,070	372,070	—
Federal Capital Bus Grant	-40,358	1,582,690	3,371,350	0	—
State Medicaid	2,654,103	2,976,450	3,268,810	3,016,200	1.3%
Transit Security Grant	0	0	139,680	0	—
COG CNG Grant	166,667	0	0	0	—
Grant Fund MCG Revenues	8,274,205	8,404,820	11,008,260	4,121,880	-51.0%
DEPARTMENT TOTALS					
Total Expenditures	111,570,982	117,682,400	119,300,740	117,443,650	-0.2%
Total Full-Time Positions	605	794	794	780	-1.8%
Total Part-Time Positions	110	122	122	122	—
Total Workyears	679.6	762.2	762.2	871.4	14.3%

	Actual FY07	Budget FY08	Estimated FY08	Recommended FY09	% Chg Bud/Rec
Total Revenues	122,458,427	136,522,050	142,564,960	118,464,640	-13.2%

FY09 RECOMMENDED CHANGES

	Expenditures	WYs
MASS TRANSIT		
FY08 ORIGINAL APPROPRIATION	109,277,580	738.9
<u>Changes (with service impacts)</u>		
Eliminate: Montgomery County Police Department Ride-Along Program [Ride On]	-68,470	-0.7
Reduce: Senior Outreach Specialist [Special Transportation Programs]	-78,690	-1.0
Reduce: Abolish two Program Managers for Management of Ride On Bus Depots [Ride On]	-192,710	-2.0
Reduce: Fare Share / Super Fare Share Program [Commuter Services]	-491,120	0.0
Reduce: Annualize FY08 Savings Plan Ride On Service Cuts [Ride On]	-980,880	-10.3
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Annualization of FY08 Personnel Costs	6,559,450	119.0
Increase Cost: General Wage and Service Increment Adjustments	2,539,260	0.0
Increase Cost: Motor Pool Rate Adjustment [Ride On]	1,737,080	0.0
Increase Cost: Group Insurance Adjustment	874,120	0.0
Increase Cost: Retirement Adjustment	369,210	0.0
Increase Cost: Ride On Service Adjustments [Ride On]	174,470	3.9
Increase Cost: Bus Advertising Program Coordinator [Customer Service]	136,430	1.0
Increase Cost: Funds for attendance bonuses in Ride On depots [Ride On]	89,000	0.0
Increase Cost: Annualization of FY08 Lapsed Positions	69,760	0.8
Increase Cost: Litter collection, signs and materials for bus stops [Passenger Facilities]	67,300	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment [Ride On]	52,010	0.0
Increase Cost: Printing and Mail Adjustments	29,640	0.0
Increase Cost: Background checks [Taxi Regulation]	16,500	0.0
Increase Cost: Increased Get-In participants [Customer Service]	15,200	0.0
Increase Cost: Central Duplication Charges [Administration]	8,930	0.0
Increase Cost: WSTC Payment [Administration]	6,580	0.0
Increase Cost: Transit Centers Maintenance [Transit Parking Facility Maintenance]	6,110	0.1
Increase Cost: Charges from Operations for Counting Room [Ride On]	4,050	-0.5
Decrease Cost: Technical Adjustment	0	-0.1
Decrease Cost: Create new Ride On Monthly Pass - Raise Fare [Ride On]	-3,000	0.0
Decrease Cost: Taxi Mystery Rider Program [Taxi Regulation]	-23,020	0.0
Decrease Cost: Reduce County funds towards purchase of buses	-27,110	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY08	-49,830	0.0
Decrease Cost: Lease payments on capital equipment [Ride On]	-98,920	0.0
Decrease Cost: Funds for Germantown parking [Ride On]	-100,000	0.0
Decrease Cost: Taxi Code Writer [Taxi Regulation]	-104,310	-1.0
Decrease Cost: Risk Management Adjustment [Ride On]	-126,460	0.0
Shift: Funds for Montgomery College to operate Ride On Route 127 [Ride On]	-179,820	0.0
Shift: Bus Replacement to CIP	-550,200	0.0
Decrease Cost: Annualization of FY08 Operating Expenses	-5,636,370	0.0
FY09 RECOMMENDED:	113,321,770	848.1
GRANT FUND MCG		
FY08 ORIGINAL APPROPRIATION	8,404,820	23.3
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Increase In Federal Earmark Grant	503,730	0.0
Increase Cost: Medicaid Grant Service Increment	29,820	0.0
Increase Cost: Medicaid - wage increase [Special Transportation Programs]	8,910	0.0
Increase Cost: Mail Charges Adjustment	1,020	0.0
Shift: Federal Bus Grant to CIP [Ride On]	-2,086,420	0.0
Shift: State Bus Grant to CIP [Ride On]	-2,740,000	0.0
FY09 RECOMMENDED:	4,121,880	23.3

(7)

PROGRAM SUMMARY

	FY08 Approved		FY09 Recommended	
	Expenditures	WYs	Expenditures	WYs
Special Transportation Programs	7,646,730	8.9	8,370,110	7.9
Ride On	94,896,390	681.6	93,691,230	791.2
Commuter Services	5,514,060	15.5	5,018,480	15.4
Taxi Regulation	768,800	6.9	719,290	5.4
Customer Service	1,549,080	11.9	1,978,940	11.3
Transit Parking Facility Maintenance	311,930	1.1	328,550	1.2
Transit Operations Planning and Control	2,080,020	19.8	1,792,300	22.4
Passenger Facilities	930,590	3.1	998,160	2.0
Fixed Costs	1,727,620	0.7	1,798,650	0.7
Administration	2,257,180	12.7	2,747,940	13.9
Totals	117,682,400	762.2	117,443,650	871.4

FUTURE FISCAL IMPACTS

Title	CE REC.	(5000's)				
	FY09	FY10	FY11	FY12	FY13	FY14
This table is intended to present significant future fiscal impacts of the department's programs.						
MASS TRANSIT						
Expenditures						
FY09 Recommended	113,322	113,322	113,322	113,322	113,322	113,322
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	2,765	2,992	2,992	2,992	2,992
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
Central Duplicating Deficit Recovery Charge	0	-10	-10	-10	-10	-10
This per employee charge will be eliminated in FY10.						
Maryland Transit Administration Management Audit	0	50	0	0	0	0
The Maryland Transit Administration Management Audit is required every four years.						
Master Lease Payments	0	-61	-368	-1,593	-1,784	-1,784
Lease/purchase payments for two CNG buses, 12 gas-fueled buses, three CNG buses, five hybrid buses, and SmarTrip Fareboxes will end in FY10, FY11, FY11, FY11, and FY12, respectively.						
Subtotal Expenditures	113,322	116,067	115,935	114,710	114,520	114,520

8

Ride On Route Performance Report
January 2008

Route	Ser	Gar	Annual Rev Hours	Annual Plat Hours	Annual Plat Miles	Annual Riders	Riders Per Plat Hour	Annual Cost @ Incremental Rate	Status
82	WK	N	2,855	3,304	47,628	18,648	5.6	\$ 243,055	
21	WK	S	3,170	4,040	69,602	28,476	7.0	\$ 297,190	Matures January '09
30	SA	N	1,512	1,528	19,184	11,055	7.2	\$ 112,448	Eliminated April '08
124	WK	G	2,157	2,351	52,340	17,388	7.4	\$ 172,975	Eliminated March '08
98	SU	N	867	867	9,570	6,840	7.9	\$ 63,785	Eliminated April '08
90	SA	N	2,405	2,405	60,500	22,000	9.1	\$ 176,947	Reduced span April '08
75	WK	N	7,908	7,908	161,078	75,348	9.5	\$ 581,774	
36	SA	N	954	954	17,837	9,185	9.6	\$ 70,204	Eliminated April '08
7	WK	N	1,676	1,764	22,050	18,144	10.3	\$ 129,777	
37	WK	S	4,019	4,894	81,043	51,660	10.6	\$ 360,040	Reduce frequency May '08
53	WK	N	5,952	5,952	115,945	63,756	10.7	\$ 437,906	
22	WK	N/S	6,345	6,980	91,350	76,104	10.9	\$ 513,548	
45	SA	N	2,034	2,034	30,525	22,275	10.9	\$ 149,674	
98	SA	N	850	850	9,378	9,460	11.1	\$ 62,516	
83	SU	N	1,728	1,728	24,012	19,440	11.3	\$ 127,129	
4	WK	N	6,469	6,469	75,827	73,332	11.3	\$ 475,913	
52	WK	N	2,628	2,880	53,510	33,012	11.5	\$ 211,908	
29	SA	N	1,007	1,007	13,008	11,715	11.6	\$ 74,089	
79	WK	N	2,515	3,102	67,662	36,288	11.7	\$ 228,223	
127	WK	S	5,184	5,877	116,978	70,308	12.0	\$ 432,344	Eliminate May '08
31	WK	N	2,545	2,628	31,152	32,508	12.4	\$ 193,368	
33	WK	N	6,466	6,572	67,133	82,656	12.6	\$ 483,514	
6	WK	N	7,817	8,089	108,776	105,840	13.1	\$ 595,122	
83	WK	N	13,046	13,046	195,804	171,864	13.2	\$ 959,797	
T2	SU	S	2,183	2,338	50,010	31,140	13.3	\$ 171,977	
98	WK	N	6,514	6,514	72,072	87,696	13.5	\$ 479,250	
32	WK	N	4,523	4,821	56,045	65,016	13.5	\$ 354,663	
14	SA	N	1,114	1,124	13,437	15,235	13.6	\$ 82,667	
8	SA	N	1,702	1,702	19,635	23,155	13.6	\$ 125,194	
25	SU	N	717	717	4,296	9,900	13.8	\$ 52,750	
30	WK	N/S	10,571	11,353	124,337	159,264	14.0	\$ 835,211	
44	WK	N	2,981	2,999	26,888	42,336	14.1	\$ 220,622	
23	SA	N	1,370	1,370	17,666	19,415	14.2	\$ 100,795	
29	SU	N	866	866	12,384	12,420	14.3	\$ 63,697	
81	WK	N	3,883	3,883	31,815	56,952	14.7	\$ 285,696	
3	WK	N	680	723	8,845	10,836	15.0	\$ 53,209	
83	SA	N	1,694	1,694	23,529	25,410	15.0	\$ 124,628	
T2	SA	S	2,146	2,284	49,352	34,320	15.0	\$ 168,004	
76	WK	G	8,870	10,294	207,799	155,988	15.2	\$ 757,344	
100	SU	G	1,517	1,591	36,294	24,540	15.4	\$ 117,065	
42	SU	N	1,568	1,568	10,440	24,720	15.8	\$ 115,367	
90	WK	G	15,480	16,262	347,382	260,316	16.0	\$ 1,196,363	
38	SU	N	2,878	2,878	39,984	46,380	16.1	\$ 211,749	
43	SA	N	1,049	1,049	16,225	17,160	16.4	\$ 77,164	
18	SA	N	1,123	1,123	10,934	18,480	16.5	\$ 82,586	
38	SA	N/S	3,025	3,182	44,374	53,350	16.8	\$ 234,081	
70	WK	G	8,828	11,045	318,125	190,008	17.2	\$ 812,592	
39	WK	N	2,986	2,986	48,888	51,408	17.2	\$ 219,695	
5	SU	N/S	3,197	3,308	50,442	57,000	17.2	\$ 243,355	
67	WK	G	1,678	1,855	35,633	32,256	17.4	\$ 136,452	
42	SA	N	1,863	1,863	12,540	32,450	17.4	\$ 137,090	
36	WK	N	6,854	6,854	115,416	119,448	17.4	\$ 504,278	
L8	SU	S	2,051	2,146	38,082	37,560	17.5	\$ 157,852	
19	WK	N/S	1,991	2,684	33,793	47,124	17.6	\$ 197,447	
65	WK	G	1,706	2,260	32,634	40,068	17.7	\$ 166,301	
78	WK	G	2,734	3,591	77,843	63,756	17.8	\$ 264,190	
18	WK	N	11,206	11,579	109,015	207,396	17.9	\$ 851,896	

9

Ride On Route Performance Report
January 2008

Route	Ser	Gar	Annual Rev Hours	Annual Plat Hours	Annual Plat Miles	Annual Riders	Riders Per Plat Hour	Annual Cost @ Incremental Rate	Status
66	WK	G	1,479	1,605	19,832	29,232	18.2	\$ 118,098	
8	WK	N	9,437	9,526	115,643	173,628	18.2	\$ 700,798	
38	WK	N/S	18,421	19,971	275,486	367,920	18.4	\$ 1,469,266	
63	WK	G	8,918	9,510	108,143	176,400	18.5	\$ 699,686	
43	WK	G	13,311	13,694	159,012	255,024	18.6	\$ 1,007,444	
25	SA	N	824	824	5,022	15,510	18.8	\$ 60,614	
47	SA	S	2,489	2,749	24,822	52,415	19.1	\$ 202,237	
56	SU	G	3,148	3,310	54,306	63,960	19.3	\$ 243,531	
45	WK	N	13,099	13,107	172,091	261,324	19.9	\$ 964,247	
47	SU	S	2,268	2,405	40,308	48,060	20.0	\$ 176,921	
71	WK	G	2,873	3,780	78,271	75,600	20.0	\$ 278,095	
29	WK	N	10,680	10,823	139,180	219,240	20.3	\$ 796,278	
97	SU	N	864	864	9,912	17,700	20.5	\$ 63,564	
41	SU	S	808	877	10,224	18,000	20.5	\$ 64,536	
L8	SA	S	2,536	2,713	42,081	55,715	20.5	\$ 199,606	
Z2	SA	S	1,126	1,221	20,658	25,135	20.6	\$ 89,829	
42	WK	S	9,299	10,231	75,424	213,696	20.9	\$ 752,709	
64	SU	G	1,931	2,011	34,674	42,360	21.1	\$ 147,964	
96	WK	N	7,789	7,986	133,938	169,344	21.2	\$ 587,521	
5	SA	N/S	3,018	3,106	36,581	66,495	21.4	\$ 228,497	
34	SU	S	1,547	1,694	20,778	36,780	21.7	\$ 124,613	
14	WK	N/S	7,825	8,324	100,624	182,952	22.0	\$ 612,364	
74	WK	G	9,783	10,168	215,072	228,816	22.5	\$ 748,074	
60	WK	G	3,263	4,100	58,262	94,752	23.1	\$ 301,640	
49	SU	S	1,786	1,969	31,962	45,840	23.3	\$ 144,874	
23	WK	N/S	8,266	9,110	114,887	213,948	23.5	\$ 670,208	
26	SU	S	4,585	4,898	75,276	115,380	23.6	\$ 360,375	
100	WK	G	19,931	20,997	538,448	499,968	23.8	\$ 1,544,723	
97	WK	N	7,883	7,883	93,366	188,748	23.9	\$ 579,920	
64	SA	G	1,903	1,951	31,823	46,750	24.0	\$ 143,564	
93	WK	N	1,630	1,630	9,828	39,816	24.4	\$ 119,951	
41	SA	S	1,231	1,489	19,817	36,465	24.5	\$ 109,575	
13	WK	S	2,943	3,195	29,156	78,624	24.6	\$ 235,083	
97	SA	N	847	847	9,708	20,845	24.6	\$ 62,314	
47	WK	S	15,599	17,131	265,457	427,140	24.9	\$ 1,260,325	
9	WK	S	12,477	13,132	155,358	331,128	25.2	\$ 966,101	
41	WK	S	6,786	7,500	85,680	191,016	25.5	\$ 551,740	
46	SU	G	4,839	4,926	67,692	125,820	25.5	\$ 362,406	
25	WK	N	6,411	6,454	39,413	167,580	26.0	\$ 474,800	
46	SA	G	4,914	5,069	57,437	131,890	26.0	\$ 372,952	
51	WK	S	2,699	3,309	54,608	86,184	26.0	\$ 243,425	
24	WK	S	2,313	2,911	35,860	76,356	26.2	\$ 214,133	
10	SA	S	3,399	3,725	62,964	98,450	26.4	\$ 274,019	
5	WK	N/S	20,175	21,763	249,732	576,072	26.5	\$ 1,601,083	
100	SA	G	1,327	1,376	33,853	36,685	26.7	\$ 101,199	
10	SU	S	3,077	3,227	55,740	86,400	26.8	\$ 237,440	
12	SU	S	2,188	2,315	23,232	63,120	27.3	\$ 170,300	
17	SU	S	1,714	1,789	15,324	48,840	27.3	\$ 131,631	
9	SA	S	1,707	1,790	24,596	49,445	27.6	\$ 131,709	
34	WK	S	15,460	17,824	201,449	493,416	27.7	\$ 1,311,309	
56	WK	G	22,201	23,222	357,487	644,112	27.7	\$ 1,708,428	
26	WK	S	27,498	30,240	401,386	843,192	27.9	\$ 2,224,757	
9	SU	S	1,536	1,629	22,794	45,540	28.0	\$ 119,846	
17	WK	S	12,398	13,356	119,549	385,812	28.9	\$ 982,601	
34	SA	S	1,592	1,748	22,204	50,985	29.2	\$ 128,593	
64	WK	G	12,096	12,948	200,491	378,000	29.2	\$ 952,567	
26	SA	S	4,341	4,560	67,513	133,155	29.2	\$ 335,483	

(10)

Ride On Route Performance Report
January 2008

Route	Ser	Gar	Annual Rev Hours	Annual Plat Hours	Annual Plat Miles	Annual Riders	Riders Per Plat Hour	Annual Cost @ Incremental Rate	Status
58	SU	G	1,844	1,721	30,804	50,700	29.5	\$ 126,599	
56	SA	G	3,091	3,248	54,549	95,920	29.5	\$ 238,937	
2	SU	S	874	907	7,452	26,820	29.6	\$ 66,743	
10	WK	S	18,623	20,054	316,739	595,476	29.7	\$ 1,475,385	
12	SA	S	2,278	2,405	21,846	71,775	29.8	\$ 176,906	
46	WK	G	31,702	33,307	377,698	1,025,892	30.8	\$ 2,450,384	
12	WK	S	13,895	14,865	139,280	463,680	31.2	\$ 1,093,653	
54	SU	G	2,179	2,343	37,668	73,860	31.5	\$ 172,375	
54	WK	G	16,579	17,517	242,676	553,644	31.6	\$ 1,288,690	
17	SA	S	2,081	2,234	21,445	70,620	31.6	\$ 164,363	
49	SA	S	1,833	2,022	33,462	65,450	32.4	\$ 148,784	
16	WK	S	30,951	32,689	286,247	1,058,652	32.4	\$ 2,404,962	
49	WK	S	15,052	16,670	228,992	542,556	32.5	\$ 1,226,397	
28	WK	N	6,111	6,111	73,332	199,080	32.6	\$ 449,586	
2	WK	S	6,607	6,688	50,627	222,012	33.2	\$ 492,042	
58	WK	G	11,453	12,015	192,982	401,436	33.4	\$ 883,970	
1	WK	S	11,849	12,837	139,129	439,488	34.2	\$ 944,409	
57	WK	G	17,653	18,414	223,776	636,048	34.5	\$ 1,354,691	
59	SU	G	3,892	4,146	62,592	143,520	34.6	\$ 305,021	
16	SU	S	5,346	5,583	54,372	193,320	34.6	\$ 410,741	
20	WK	S	23,759	26,107	263,995	908,712	34.8	\$ 1,920,707	
48	WK	G	17,408	18,787	240,887	661,248	35.2	\$ 1,382,130	
16	SA	S	5,599	5,877	55,050	209,165	35.6	\$ 432,352	
54	SA	G	2,441	2,587	40,937	93,115	36.0	\$ 190,300	
58	SA	G	1,878	1,932	30,679	72,710	37.6	\$ 142,108	
20	SU	S	3,175	3,482	36,996	131,340	37.7	\$ 256,200	
59	WK	G	25,427	27,347	361,192	1,034,208	37.8	\$ 2,011,922	
59	SA	G	3,754	3,969	57,096	151,800	38.2	\$ 292,025	
61	WK	G	19,638	20,621	295,420	790,020	38.3	\$ 1,517,099	
57	SU	G	2,581	2,672	34,434	102,780	38.5	\$ 196,608	
2	SA	S	857	949	8,740	36,520	38.5	\$ 69,840	
61	SU	G	2,875	2,986	44,142	117,240	39.3	\$ 219,651	
11	WK	S	4,680	5,655	69,880	236,376	41.8	\$ 416,030	
48	SA	G	2,765	2,919	40,893	122,265	41.9	\$ 214,740	
20	SA	S	3,456	3,813	39,820	162,140	42.5	\$ 280,493	
55	SA	G	7,205	7,631	112,805	325,215	42.6	\$ 561,431	
57	SA	G	2,769	2,856	39,908	125,290	43.9	\$ 210,127	
55	WK	G	42,870	45,758	612,284	2,020,284	44.2	\$ 3,366,428	
1	SU	S	1,759	1,940	23,904	85,980	44.3	\$ 142,755	
1	SA	S	2,240	2,422	27,176	110,440	45.6	\$ 178,161	
55	SU	G	4,257	4,474	68,064	205,140	45.8	\$ 329,167	
48	SU	G	1,847	1,937	29,706	90,300	46.6	\$ 142,490	
15	WK	S	20,949	24,812	233,276	1,182,888	47.7	\$ 1,825,413	
61	SA	G	2,840	2,949	43,780	150,150	50.9	\$ 216,965	
15	SU	S	3,102	3,440	29,412	190,080	55.3	\$ 253,066	
15	SA	S	3,326	3,685	32,725	216,645	58.8	\$ 271,105	
Totals			1,005,302	1,075,629	14,631,339	29,248,585	27.2	\$ 79,134,017	

Service levels are January 2008
Ridership-1 year avg Feb-07 through Jan-08
Incremental rate is average cost per hour of Bus Operator and Motor Pool costs
N-Nicholson
S-Silver Spring
G-Gaithersburg

(11)

4/16/2008

**Advertising Shelter Status
(as of April 18, 2008)**

	June 1, 04* - May 31, 05 Contract Year 1	June 1, 05 - May 31, 06 Contract Year 2	June 1, 06 - May 31, 07 Contract Year 3	June 1, 07 - May 31, 08*** Contract Year 4
Total shelters installed	24**	181	269	364
Total ad shelter per Franchise Agreement	125	275	400	--
New ad shelters	24	157	88	92
New non-ad shelters	--	--	--	3
Total non-ad shelters per Franchise Agreement	--	--	--	20

*Franchise Agreement signed May 5, 2004, effective June 1, 2004.

** Due to initial delivery problems, no shelters were received by the installer until April 2005.

*** Forecast



Fare Share now offers matched dollars - up to \$30,000 each year for three years - to each contributing organization for employees' public transportation to and from your workplace. Transit options include: Ride On, Metrorail, Metrobus, MARC train and vanpool.

In Year One, the participating employer pays up to \$57.50 per month for each employee who commutes by transit. Montgomery County matches that amount up to \$57.50 per month.

In Year Two, the employer pays up to \$69.00 per month for each employee commuting by transit. The County matches the employer's contribution up to \$46.00 per month.

In Year Three, the employer pays up to \$80.50 per month for each employee commuting by transit. The County matches the employer's contribution up to \$34.50 per month.

This combined amount of up to \$115.00 is tax-free to the employee and a tax deduction for the employer under Federal tax law.

Fare Share: Wheaton and Montgomery Hills

This is now a three-year transit discount program that will give your employees a "raise," attract quality staff, and save parking spaces for your customers

Your company may be entitled to up to \$30,000 in matching dollars from Montgomery County. More than \$600 is available for each transit-using employee during the year.

For the first six months, the employer pays \$1.00 per transit user per month. Montgomery County provides up to \$114.00 per transit user per month; the employee gets a total of \$115.00 per month tax free to cover transit costs.

In the second half of the first year, the County will match the employer dollar-for-dollar up to \$57.50 for each employee's monthly transit costs. This combined amount of \$115.00 is tax-free to the employee and eligible for tax deductions and tax credits for the employer.

During Year 2, your company would pay up to \$69.00 per employee per month, and the County matches your contribution up to \$46.00 per month. During Year 3, your company would pay up to \$80.50 per employee per month, and the County matches your contribution up to \$34.50 per month.



If your business is located in one of Montgomery County's Transportation Management Districts – downtown Bethesda, North Bethesda, Friendship Heights, or downtown Silver Spring-- **you could be eligible for up to \$270,000 in transit benefits during the next nine years.**

Super Fare Share will encourage your staff to take transit to work. You will be providing a valuable benefit to your employees who help reduce traffic congestion, and in turn you'll be rewarded with improved recruiting and retention for your business. And you may be eligible for a 50% tax credit from the State of Maryland for your out-of-pocket costs!

Changes to Super Fare Share include longer program length, a new annual maximum subsidy for employers, an increase in the tax-free benefit available each month to employees and a progressive employer contribution.

The newly enhanced Super Fare Share is now a nine year program. In Year One, the employer pays \$1.00 per participating employee and the County pays up to \$114.00 per month per employee. The employer distributes up to \$115.00 in Metrocheks and/or Ride On passes – “for free” – to its transit-using employees.

In Years Two to Five, your company would pay up to \$57.50 per month per employee, and the County matches your contribution up to \$57.50 per month. You will then distribute up to \$115 in Metrocheks and/or Ride On passes to each transit commuter each month. In Years Six to Nine, your company's contribution increases as the County's matching contribution declines. The following table summarizes Super Fare Share:

Program Year	Employer Share	County Share	Remarks
1	\$1	\$114.00	County provides up to \$114.00/month/employee
2-5	50%	50%	County provides up to \$57.50/month/employee
6	60%	40%	County provides up to \$46.00/month/employee
7	70%	30%	County provides up to \$34.50/month/employee
8	80%	20%	County provides up to \$23.00/month/employee
9	90%	10%	County provides up to \$11.50/month/employee

FY09 CE RECOMMENDED BUDGET

Operating Cost of Ride On Bus Service

<u>Cost Element</u>	<u>Cost/Hour</u> FY09 Dollars	
<u>Cost Element</u>	<u>Cost</u>	<u>Cumulative</u>
Bus Operators	\$41.19	\$41.19
Motor Pool	\$32.25	\$73.45
Coordinators	\$3.33	\$76.77
Other Operating Labor	\$4.05	\$80.82
(15)		
Schedule/Communications	\$2.93	\$83.75
Customer Service/Safety	\$2.66	\$86.41
Other Non-labor Oper/Mgmt Svcs/ General Administration/Other	\$4.49	\$90.90
Indirect	\$6.61	\$97.51
Fully Allocated Cost	\$97.51	

Rate for any new service added

WMATA Non-Regional Rate \$102.41



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

March 21, 2008

TO: Michael J. Knapp, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Amendment to the FY07-12 Capital Improvements Program and
Special Appropriation #12-E08-CMCG-5 to the FY08 Capital Budget
Montgomery County Government
Department of Public Works and Transportation
Ride On Bus Fleet (No. 500821), \$12,742,000

I am recommending a special appropriation to the FY08 Capital Budget and amendment to the FY07-12 Capital Improvements Program in the amount of \$12,742,000 for Ride On Bus Fleet (No. 500821). Appropriation for this project will fund the acquisition of replacement Ride On buses to support countywide transit ridership.

This special appropriation is needed to replace buses that have reached the end of their useful lives. The purchase is consistent with the bus replacement policy developed by the Department of Public Works & Transportation. Since it typically takes 12-18 months for delivery after an order is placed, it is important to place the order as soon as possible. Replacement of these buses will provide service that is safer, more reliable, and more cost-efficient.

I recommend that the County Council approve this special appropriation and amendment to the FY07-12 Capital Improvements Program in the amount of \$12,742,000 and specify the source of funds as Short Term Financing.

I appreciate your prompt consideration of this action.

IL: mdh

Attachment: Amendment to the FY07-12 Capital Improvements Program and
Special Appropriation #12-E08-CMCG-5

cc: Arthur Holmes, Jr., Director, Department of Public Works & Transportation
Jennifer E. Barrett, Director, Department of Finance
Kathleen Boucher, Assistant Chief Administrative Officer

2008 MAR 27 10 11: 19

RECEIVED COUNTY EXECUTIVE

Resolution No: _____
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
Special Appropriation #12-E08-CMCG-5 to the FY08 Capital Budget
Montgomery County Government
Department of Public Works and Transportation
Ride On Bus Fleet (No. 500821), \$12,742,000

Background

1. Section 308 of the Montgomery County Charter provides that a special appropriation: (a) may be made at any time after public notice by news release; (b) must state that the special appropriation is necessary to meet an unforeseen disaster or other emergency or to act without delay in the public interest; (c) must specify the revenues necessary to finance it; and (d) must be approved by no fewer than six members of the Council.
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>
Ride On Bus Fleet	500821	Other	\$12,742,000	
TOTAL			\$12,742,000	Short Term Financing

4. This special increase is needed to replace buses that have reached the end of their useful lives. The purchase is consistent with the bus replacement policy developed by the Department of Public Works & Transportation. Since it typically takes 12-18 months for delivery after an order is placed, it is important to place the order as soon as possible. Replacement of these buses will provide service that is safer, more reliable, and more cost-efficient.
5. The County Executive recommends an amendment to the FY07-12 Capital Improvements Program and a special appropriation in the amount of \$12,742,000 for Ride On Bus Fleet (No. 500821), and specifies that the source of funds will be Short Term Financing.
6. Notice of public hearing was given and a public hearing was held.

Action

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

1. The FY07-12 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a special 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>
Ride On Bus Fleet	500821	Other	\$12,742,000	
TOTAL			\$12,742,000	Short Term Financing

2. The County Council declares that this action is necessary to act without delay in the public interest, and that this appropriation is needed to meet the emergency.

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

SUPPLEMENTAL OR SPECIAL APPROPRIATION REQUEST SUMMARY**1. Please fill in the following table:**

Agency	Montgomery County Government
Department	Department of Public Works & Transportation
Fund (County Government only)	Mass Transit
Fiscal year	FY08
Supplemental or Special	Supplemental Appropriation & Amendment

2. What is the amount and source of funding?

Source of funding (Please list sources)	Amount
Short Term Financing	\$12,742,000
Total request	\$12,742,000

3. Please explain why you did not request this during the annual budget process.

This supplemental appropriation is needed because although the purchase of 42 replacement Ride-On buses was assumed to be funded from the master lease program, the Department of Finance has determined that the master lease program is not an appropriate financing mechanism for this acquisition. Consequently, a CIP project with FY08 short-term financing of \$12,742,000 is proposed.

Ride On Bus Fleet -- No. 500821

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

Date Last Modified
 Required Adequate Public Facility

March 13, 2008
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision											
Land											
Site Improvements and Utilities											
Construction											
Other	47,035	0	0	47,035	0	12,742	12,597	8,238	5,780	7,678	0
Total	47,035	0	0	47,035	0	12,742	12,597	8,238	5,780	7,678	0

FUNDING SCHEDULE (\$000)

Short-Term Financing	14,680	0	0	14,680	0	12,742	1,938	0	0	0	0
Federal Aid	8,501	0	0	8,501	0	0	2,201	2,100	2,100	2,100	0
Mass Transit Fund	7,894	0	0	7,894	0	0	718	3,398	940	2,838	0
State Aid	15,960	0	0	15,960	0	0	7,740	2,740	2,740	2,740	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan.

Service Area

Countywide

JUSTIFICATION

The full-size transit buses have an expected useful life of twelve years. Smaller buses have an expected useful life of three to five years.

The FY08-12 plan calls for the following:

- FY08: 42 full-size diesel
- FY09: 39 full-size diesel
- FY10: 18 full-size diesel; 12 small gas
- FY11: 17 full-size diesel
- FY12: 22 full-size diesel

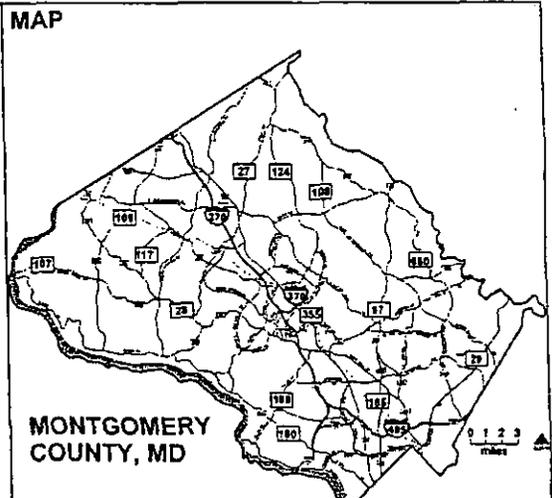
FISCAL NOTE

42 buses in FY08 and 6 buses in FY09 to be financed over five years with short-term financing.
 Federal and State Aid estimates are based on historical receipts.
 Federal funds require a 20 percent County match.
 An additional \$5 million in State Aid is assumed in FY09.

APPROPRIATION AND EXPENDITURE DATA	
Date First Appropriation	FY08 (\$000)
Initial Cost Estimate	0
First Cost Estimate	
Current Scope	FY08 47,035
Last FY's Cost Estimate	0
Present Cost Estimate	47,035
Appropriation Request	FY08 0
Supplemental Appropriation Request	FY08 12,742
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

20



Ride On Bus Fleet -- No. 500821

Category	Transportation	Date Last Modified	April 01, 2008
Subcategory	Mass Transit	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going
Service Area	Countywide		

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	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	47,035	0	12,742	34,293	12,597	8,238	5,780	7,678	0	0	0
Total	47,035	0	12,742	34,293	12,597	8,238	5,780	7,678	0	0	0

FUNDING SCHEDULE (\$000)

Short-Term Financing	14,680	0	12,742	1,938	1,938	0	0	0	0	0	0
Federal Aid	8,501	0	0	8,501	2,201	2,100	2,100	2,100	0	0	0
Mass Transit Fund	7,894	0	0	7,894	718	3,398	940	2,838	0	0	0
State Aid	15,960	0	0	15,960	7,740	2,740	2,740	2,740	0	0	0
Total	47,035	0	12,742	34,293	12,597	8,238	5,780	7,678	0	0	0

DESCRIPTION

This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan.

JUSTIFICATION

The full-size transit buses have an expected useful life of twelve years. Smaller buses have an expected useful life of three to five years.

The FY08-12 plan calls for the following:

- FY08: 42 full-size diesel
- FY09: 39 full-size diesel
- FY10: 18 full-size diesel; 12 small gas
- FY11: 17 full-size diesel
- FY12: 22 full-size diesel

FISCAL NOTE

42 buses in FY08 and 6 buses in FY09 to be financed over five years with short-term financing.
 Federal and State Aid estimates are based on historical receipts.
 Federal funds require a 20 percent County match.
 An additional \$5 million in State Aid is assumed in FY09.

OTHER DISCLOSURES

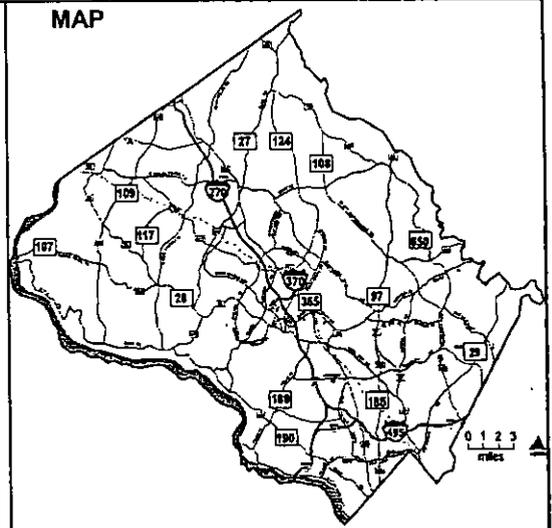
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	47,035
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY09	12,597
Appropriation Request EsL	FY10	8,238
Supplemental Appropriation Request		12,742
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

21

MAP



Just the Facts About ...

Transportation and Air Quality Heavy Duty Engines--Trucks and Buses From the Ambient Air Quality Series

Air Quality in Montgomery County

Transportation sources contribute a significant portion of emissions of two criteria pollutants, ozone and particulate matter (PM). Ozone is not emitted directly. It is created when intense sunlight reacts with nitrogen oxides (NOx) and volatile organic compounds (VOCs), known as ozone precursors. Montgomery County has been designated as a "severe" non-attainment area for ozone.

PM includes dust, dirt, soot, smoke and liquid droplets. PM is considered to be among the most harmful air pollutants. Inhaled particles can evade the respiratory system's natural defenses and penetrate deep into sensitive regions of the lungs.

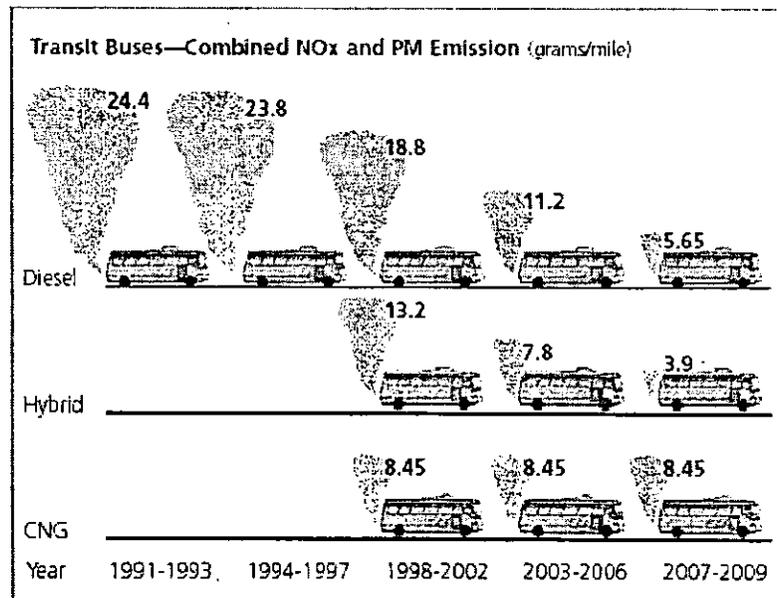
Mobile Emissions

On-road mobile emissions account for 34.3% of the NOx and 35.1 % of the VOCs emitted in Montgomery County. Diesel powered vehicles are one of several vehicle sources of NOx emissions. NOx emissions are produced during the combustion of fuels at high temperatures. The Metropolitan Washington Council of Governments completed emissions modeling for mobile sources as part of its 1999 Periodic Emissions Inventory. The results indicate that heavy-duty trucks and buses today account for about 27% of NOx emissions from all highway cars and trucks, even though they only comprise 3.7% of the total number of vehicles on the roadways in Montgomery County.

Bus Emissions

In the year 2000, the Environmental Protection Agency (EPA) issued new rules for the regulation of air pollution from newly manufactured trucks and buses. These rules will require more stringent emissions standards for these vehicles beginning with the 2004 model year. Even more stringent standards are established for model year 2007 vehicles. According to the EPA, the new emissions standards established in these rules will result in particulate matter and NOx emission levels that are 90 percent and 95 percent below today's levels, respec-

tively. The reduction will be achieved through the use of pollution control devices (e.g. catalytic converters) and diesel fuel requirements for low sulfur content. Low sulfur fuel is needed because sulfur in fuel damages the emission control devices used to reduce NOx emissions during fuel combustion. EPA estimates this program will provide annual emission reductions equivalent to removing the pollution by more than 90 percent (or about 13 million) of today's trucks and buses. However, we will not begin to reap these benefits until 2007 and then only gradually as our fleet ages



This figure details a comparison of emission rates between various transit bus technologies. The data was collected from a chart prepared by Edwards and Kelcey, a Maryland Department of Transportation consulting firm. Vapor images are scaled. It should be noted that CNG technology may introduce new controls post 2007 that would also reduce the CNG transit bus emissions. These emissions are for comparison purposes only.

and begins to be replaced by these air quality positive vehicles. Public Transit operations are being asked to take significant steps toward achieving emission reductions from their transit fleets prior to the initiation of the new federal standards. This is largely due to the fact that the average useful life-span of a bus is 12 years. In order to fully realize the impact of these regulations, 12 years or more may have to pass after the effective date of the new rules. Many regions, including Metropolitan Washington, that are not meeting the National Ambient Air Quality Standard for ozone can not afford to wait for these emission benefits. In these areas the benefits are needed much sooner.

The Bus Technologies.

Many technologies are available to reduce emission from heavy duty vehicles. Some of these technologies include:

◆ **Diesel Retrofit**-Retrofit technologies will help reduce emissions from trucks, buses and construction equipment that are currently in use. Retrofitting buses consists of placing a catalyst trap on current buses. These traps are devices that capture and burn pollutants before they are emitted. The trap costs \$4,000-\$8,000 per vehicle and can take as little as 2 hours to install. Diesel retrofit devices are similar in appearance to mufflers. There are two types of diesel retrofit devices:

1. **Diesel oxidation catalysts**, can reduce PM emissions 20 to 50 percent, hydrocarbon (HC, a subset of VOCs) emissions by more than 70% and carbon monoxide (CO) by more than 90%. A typical diesel oxidation catalyst is a stainless steel canister installed in the exhaust

system much like a muffler. The canister contains a honeycomb-shaped substrate coated with catalytic metals such as platinum or palladium. As exhaust gases pass through the structure pollutants and particulate matter are chemically oxidized to water vapor and carbon dioxide. Diesel oxidation catalysts can be used with existing highway diesel fuel.

2. **Diesel particulate filter**, another type of retrofit device, can reduce particulate matter, carbon monoxide, and hydrocarbons by 90% or more. Diesel particulate filters physically trap particles in the engine exhaust before it leaves the tailpipe. The filters are made of corderite, silicon carbide or some other material. Removing particulate matter trapped in the filter is called regeneration because it restores filter efficiencies. Diesel particulate filters can be used with ultra-low sulfur fuel and are not available for all engines and applications. These traps do not alter the engine performance or reliability. Both can significantly reduce smoke, soot, and odors associated with diesel engine operation. EPA estimates that retrofitting 10,000 engines would eliminate roughly 15,000 tons of harmful pollution per year. These particulate traps have been widely used across Europe. Ultra low sulfur diesel fuel must be used in concert with many of these traps at an additional cost of about \$.05 per gallon over regular diesel. This technology allows fleet operators to convert the entire fleet much faster than waiting to replace buses as they reach replacement age. WMATA, Boston, New York City and many other jurisdictions are retrofitting their bus fleets.

◆ **Hybrid Electric**-There are currently several diesel-electric bus models available. A hybrid-electric vehicle (HEV)

combines an electric propulsion system with an internal combustion engine. These vehicles reduce mobile emissions and improve gas mileage. New York City in conjunction with the Department of Energy tested several hybrid electric buses and reported significant emission reductions in CO, NOx, HC, PM and CO₂.

◆ **Compressed Natural Gas (CNG)**- Unlike diesel fuel, which is a mixture of many hydrocarbon compounds, natural gas is a simple hydrocarbon fossil fuel which is 85-99% methane (CH₄), essentially zero sulfur. Most CNG buses minimize NOx emissions without the need for a NOx after treatment device. In addition to NOx emission reductions, CNG fueled buses offer reductions in particulate emissions, although there is some concern with the ultrafine particles emitted by CNG buses. Overall, studies have shown emissions of PM and NOx to be significantly lower. However, there is an increase in greenhouse gas emissions.

◆ **Hydrogen Fuel Cell**- A fuel cell is a device that separates hydrogen electrons with a catalyst to produce electricity. After this process, the hydrogen combines with oxygen from the air to produce water and heat as by products. (A fuel cell uses chemical reactions-not combustion to change energy stored in a fuel directly to electricity) When fuelled with pure hydrogen, a fuel cell emits NO pollutants and NO greenhouse gases. Currently, fuel cell technology buses are being used in Chicago, Vancouver Canada, Palm Springs, CA, and Georgetown University. However, costs are significant and the technology is very expensive at this time.

Printed on 100% recycled paper, 90% post-consumer waste, 100% processed chlorine free.



Department of Environmental Protection / Montgomery County, Maryland
258 Rockville Pike, Suite 120, Rockville, MD 20850
240.777.7770 fax: 240.777.7765
e-mail: help@askDEP.com

23


We've got answers!

Parking District Services

MISSION STATEMENT

The mission of Parking District Services is to:

- Support the role of public parking in commercial areas throughout the County. Parking management is an important tool for achieving public objectives of economic development and transportation management;
- Support the comprehensive development of the Silver Spring, Bethesda, Wheaton, and Montgomery Hills central business districts and promote their economic growth and stability by supplying a sufficient number of parking spaces to accommodate that segment of the public demand which is neither provided for by developers nor served by alternative travel modes;
- Promote and complement a total transportation system through the careful balance of rates and parking supply to encourage the use of the most efficient and economical transportation modes available; and
- Develop and implement parking management strategies designed to maximize the usage of the available parking supply in order to enhance the economic development of specific central business districts.

County Government Reorganization

In February, 2008, the County Executive announced a detailed Montgomery County Government Reorganization in order to improve effectiveness, customer service, accessibility, and efficiency. As part of this plan, the Department of Transportation was created to provide more focus for transportation programs. The new Department of Transportation will include the transportation capital projects design and construction, traffic engineering and operations, highway maintenance, parking management, and transit services functions previously housed in the Department of Public Works and Transportation. Due to the scale of operations, the Parking District Services budget is displayed separately.

BUDGET OVERVIEW

The total recommended FY09 Operating Budget for the Parking Districts Funds is \$24,852,120, an increase of \$629,020 or 2.6 percent from the FY08 Approved Budget of \$24,223,100. Personnel Costs comprise 17.1 percent of the budget for 44 full-time positions for 49.8 workyears. Operating Expenses, Capital Outlay, and Debt Service account for the remaining 82.9 percent of the FY09 budget.

In addition, this department's Capital Improvements Program (CIP) requires Current Revenue funding.

LINKAGE TO COUNTY RESULT AREAS

While this program area supports all eight of the County Result Areas, the following are emphasized:

- ❖ *An Effective and Efficient Transportation Network*
- ❖ *A Responsive, Accountable County Government*
- ❖ *Strong and Vibrant Economy*

24

PERFORMANCE MEASURES

This table presents what the department estimates and projects will be the FY08 through FY10 data for its performance measures if there are no changes in funding.

Measure	Actual FY06	Actual FY07	Estimated FY08	Projected FY09	Projected FY10
Operating Expenses per Revenue Dollar	\$0.37	\$0.35	\$0.35	\$0.33	\$0.32
Parking Revenues (\$ millions)	32.0	36.7	37.4	40.8	42.2
Parking Operating Expenditures (\$ millions)	11.8	13.0	13.2	13.4	13.4

ACCOMPLISHMENTS AND INITIATIVES

- ❖ *Implement self-release booting program which will allow the public to remove a boot from their vehicle by paying delinquent tickets by credit card over the telephone.*
- ❖ *Add position to monitor performance and maintenance for the elevators in various parking garages.*
- ❖ *A system for the electronic audit of individual parking meters is currently being installed and implemented. This system will provide a tool to compare actual meter route collections to an independent report of actual cash and CashKey deposits to individual parking meters.*

PROGRAM CONTACTS

Contact Rick Siebert of the Parking Districts Funds at 240.777.8732 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's operating budget.

PROGRAM DESCRIPTIONS

Parking Operations

This program includes the management of the collection of all parking revenue from individual meters, automated pay stations, cashiered facilities, sale of parking permits, parking fines, and the parking ad valorem tax. The program has overall responsibility for the accurate recordation of all parking revenue in the County accounting system.

The program is responsible for establishing and monitoring policy and expenditure levels to support the current and future operating and capital costs of Parking District Services while maintaining fund levels to ensure compliance with revenue bond covenants and to protect the fiscal integrity of the Parking District funds.

The program is responsible for the management of all parking databases and the appeal process for all parking tickets written within the County. Parking Operations maintains regularly scheduled parking enforcement patrols in all Parking Districts, residential permit areas and other designated County facilities. In addition, this program provides routine preventive maintenance to ensure all meter devices function properly.

Organizationally, Parking Operations also manages and executes parking activities, funded by the County's General Fund, outside of the designated Parking Lot Districts.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	6,851,750	17.7
Add: Self-Release Booting Program - Bethesda	100,000	0.0
Add: Self-Release Booting Program - Silver Spring	100,000	0.0
Enhance: Customer Service: Parking Operations Management - Silver Spring	58,940	0.4
Enhance: Customer Service: Parking Operations Management - Bethesda	49,190	0.3
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule	28,110	0.0
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule	22,490	0.0
Add: Self-Release Booting Program - Wheaton	20,000	0.0
Enhance: Customer Service: Parking Operations Management - Wheaton	11,780	0.1
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule	4,220	0.0
Increase Cost: Pay-on-Foot Maintenance - Silver Spring	2,540	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Silver Spring	2,490	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Bethesda	2,350	0.0
Increase Cost: Printing and Mail Adjustments - Bethesda	1,900	0.0
Increase Cost: Pay-on-Foot Maintenance - Bethesda	1,270	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Silver Spring	1,240	0.0

	Expenditures	WYs
Increase Cost: Printing and Mail Adjustments - Montgomery Hills	840	0.0
Increase Cost: Printing and Mail Adjustments - Silver Spring	500	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Bethesda	450	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Wheaton	340	0.0
Increase Cost: Central Duplicating Deficit Recovery Charge - Bethesda	300	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Wheaton	230	0.0
Increase Cost: Printing and Mail Adjustments - Wheaton	160	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Montgomery Hills	50	0.0
Decrease Cost: Enforcement Hours Reduction - Montgomery Hills	-9,870	0.0
Decrease Cost: Enforcement Hours Reduction - Wheaton	-14,030	0.0
Decrease Cost: Enforcement Hours Reduction - Bethesda	-44,530	0.0
Decrease Cost: Enforcement Hours Reduction - Silver Spring	-291,860	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	1,105,080	0.2
FY09 CE Recommended	8,005,930	18.7

Parking Facility Maintenance

This program provides the maintenance of all parking lots, garages, and surrounding grounds. Facilities maintenance is programmed at a level which is designed to ensure the operational integrity of the facilities and the safety of parking patrons. Maintenance of parking facilities includes: snow and ice removal; housekeeping services; equipment maintenance for elevators, electrical systems, and Heating, Ventilation, and Air-Conditioning systems (HVAC); facility repairs for maintenance of damaged glass, asphalt, concrete, plumbing, painting, space stripes, graffiti, doorframes, brick and block, meter posts, and woodwork due to vandalism, use, and age; and groundskeeping services.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	3,831,540	17.7
Enhance: Elevator Maintenance - Silver Spring	43,680	0.4
Enhance: Elevator Maintenance - Bethesda	34,870	0.3
Increase Cost: Vehicle Acquisition for Maintenance Crews - Silver Spring	13,970	0.0
Increase Cost: Vehicle Acquisition for Maintenance Crews - Bethesda	11,170	0.0
Enhance: Elevator Maintenance - Wheaton	8,710	0.1
Increase Cost: Vehicle Acquisition for Maintenance Crews - Wheaton	2,790	0.0
Decrease Cost: Motor Pool Rate Adjustment - Montgomery Hills	-200	0.0
Increase Cost: Motor Pool Rate Adjustment - Wheaton	-1,940	0.0
Decrease Cost: Motor Pool Rate Adjustment - Bethesda	-10,170	0.0
Increase Cost: Motor Pool Rate Adjustment - Silver Spring	-14,830	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	360,450	0.3
FY09 CE Recommended	4,280,040	18.8

Parking Facility Planning and Engineering

This program supports a balanced system of public parking which promotes the economic stability and growth of the County's central business districts. This is implemented through the design and construction of new parking facilities, including mixed use projects. The program also includes renovating and improving existing parking facilities to ensure the preservation and integrity of the parking system and its continued service to the public.

The program also provides for the collection and analysis of information necessary for evaluating and resolving parking issues in designated areas, maintaining inventories of public and private parking spaces, and statistics for projecting County parking needs and responding to inquiries.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	787,310	6.0

	Expenditures	WYs
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-107,390	0.0
FY09 CE Recommended	679,920	6.0

Parking Facility Security and Safety

This program provides security services for parking facility patrons to protect against theft, vandalism, and threats to personal security. The goal of the program is a safe environment in parking facilities through the use of County law enforcement agencies, contract security guards, and the Clean and Safe Teams (in Silver Spring and Wheaton).

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	1,808,020	6.3
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	146,300	0.0
FY09 CE Recommended	1,954,320	6.3

Fixed Costs

This program contains cost items that involve long-term funding commitments, independent of the annual scope of program costs. Fixed costs included in this category are utility payments, insurance, and the long-term operating lease for Garage 58 in the Silver Spring Parking Lot District. The budgeted amount is based on anticipated rates and the proposed size and scope of the related unit or program.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	4,312,850	0.0
Increase Cost: Headquarters Lease Increase - Silver Spring	6,370	0.0
Increase Cost: Headquarters Lease Increase - Bethesda	5,230	0.0
Increase Cost: Headquarters Lease Increase - Wheaton	1,090	0.0
Increase Cost: Headquarters Lease Increase - Montgomery Hills	170	0.0
Decrease Cost: Risk Management Adjustment - Wheaton	-110	0.0
Decrease Cost: Risk Management Adjustment - Montgomery Hills	-820	0.0
Decrease Cost: Risk Management Adjustment - Bethesda	-5,440	0.0
Decrease Cost: Risk Management Adjustment - Silver Spring	-5,820	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-144,140	0.0
FY09 CE Recommended	4,169,380	0.0

Debt Service

This program provides the annual payment of principal and interest on bonded indebtedness for construction of parking facilities. Issuing long-term debt spreads the cost of a facility over a long period of time, usually 20 years, and enables the users, taxpayers, or ratepayers that benefit from the facility to pay for it over its useful life. Debt service is generally fixed for past bond issues, but future debt service is affected by current program decisions, interest rates, and the amount of bonds to be issued. The Bethesda and Silver Spring Parking Districts are the only districts with debt obligations.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	6,631,630	0.0
Increase Cost: Debt Service - Bethesda	22,150	0.0
Increase Cost: Debt Service - Silver Spring	15,750	0.0

	Expenditures	WYs
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-907,000	0.0
FY09 CE Recommended	5,762,530	0.0

BUDGET SUMMARY

	Actual FY07	Budget FY08	Estimated FY08	Recommended FY09	% Chg Bud/Rec
BETHESDA PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	1,133,797	1,292,720	1,298,920	1,416,170	9.5%
Employee Benefits	328,881	418,190	418,190	479,650	14.7%
Bethesda Parking District Personnel Costs	1,462,678	1,710,910	1,717,110	1,895,820	10.8%
Operating Expenses	5,258,959	5,498,800	7,698,800	5,685,210	3.4%
Debt Service Other	5,398,185	4,884,440	4,884,440	4,906,590	0.5%
Capital Outlay	4,646	0	0	18,560	—
Bethesda Parking District Expenditures	12,124,468	12,094,150	14,300,350	12,506,180	3.4%
PERSONNEL					
Full-Time	20	20	20	21	5.0%
Part-Time	0	0	0	0	—
Workyears	19.4	20.4	20.4	21.3	4.4%
REVENUES					
Property Tax	4,534,680	5,199,650	5,162,550	5,636,190	8.4%
Parking Fees	8,823,171	8,535,900	8,745,000	8,745,000	2.4%
Parking Fines	4,583,750	4,346,700	4,700,000	4,800,000	10.4%
Investment Income	1,358,958	850,500	932,400	866,100	1.8%
Miscellaneous	755,179	0	0	284,120	—
Bethesda Parking District Revenues	20,055,738	18,932,750	19,539,950	20,331,410	7.4%
MONTGOMERY HILLS PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	23,530	27,100	27,100	28,510	5.2%
Employee Benefits	9,727	9,060	9,060	9,390	3.6%
Montgomery Hills Parking District Personnel Costs	33,257	36,160	36,160	37,900	4.8%
Operating Expenses	70,104	83,680	83,680	75,410	-9.9%
Capital Outlay	0	0	0	0	—
Montgomery Hills Parking District Expenditures	103,361	119,840	119,840	113,310	-5.4%
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
Workyears	0.4	0.4	0.4	0.4	—
REVENUES					
Property Tax	55,740	70,730	62,030	68,120	-3.7%
Investment Income	36,512	9,500	17,300	9,500	—
Parking Fees	22,721	46,450	35,500	35,500	-23.6%
Parking Fines	15,752	39,000	27,500	27,500	-29.5%
Montgomery Hills Parking District Revenues	130,725	165,680	142,330	140,620	-15.1%
SILVER SPRING PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	1,156,048	1,399,410	1,405,590	1,538,880	10.0%
Employee Benefits	337,714	429,180	429,180	501,710	16.9%
Silver Spring Parking District Personnel Costs	1,493,762	1,828,590	1,834,770	2,040,590	11.6%
Operating Expenses	6,847,311	8,161,310	8,161,310	8,084,160	-0.9%
Debt Service Other	2,521,829	840,190	840,190	855,940	1.9%
Capital Outlay	4,646	0	0	21,000	—
Silver Spring Parking District Expenditures	10,867,548	10,830,090	10,836,270	11,001,690	1.6%
PERSONNEL					
Full-Time	16	19	19	20	5.3%
Part-Time	0	0	0	0	—
Workyears	22.5	23.8	23.8	24.9	4.6%
REVENUES					

	Actual FY07	Budget FY08	Estimated FY08	Recommended FY09	% Chg Bud/Rec
Property Tax	4,582,703	5,750,650	5,402,120	5,929,320	3.1%
Parking Fees	7,294,472	7,639,830	7,804,610	9,312,000	21.9%
Parking Fines	2,431,354	2,031,520	2,400,000	2,600,000	28.0%
Miscellaneous	210,040	0	0	0	
Investment Income	333,847	81,800	329,000	317,700	288.4%
Silver Spring Parking District Revenues	14,852,416	15,503,800	15,935,730	18,159,020	17.1%
WHEATON PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	169,122	192,560	194,600	202,290	5.1%
Employee Benefits	56,069	65,620	65,610	72,480	10.5%
Wheaton Parking District Personnel Costs	225,191	258,180	260,210	274,770	6.4%
Operating Expenses	802,809	920,840	920,840	952,070	3.4%
Capital Outlay	3,098	0	0	4,100	
Wheaton Parking District Expenditures	1,031,098	1,179,020	1,181,050	1,230,940	4.4%
PERSONNEL					
Full-Time	3	3	3	3	
Part-Time	0	0	0	0	
Workyears	3.0	3.1	3.1	3.2	3.2%
REVENUES					
Property Tax	389,469	645,540	497,570	543,800	-15.8%
Parking Fees	714,091	1,012,850	725,000	1,035,000	2.2%
Parking Fines	456,108	493,120	493,120	513,120	4.1%
Investment Income	116,582	33,200	58,800	45,400	36.7%
Wheaton Parking District Revenues	1,676,250	2,184,710	1,774,490	2,137,320	-2.2%
DEPARTMENT TOTALS					
Total Expenditures	24,126,475	24,223,100	26,437,510	24,852,120	2.6%
Total Full-Time Positions	39	42	42	44	4.8%
Total Part-Time Positions	0	0	0	0	
Total Workyears	45.3	47.7	47.7	49.8	4.4%
Total Revenues	36,715,129	36,786,940	37,392,500	40,768,370	10.8%

FY09 RECOMMENDED CHANGES

	Expenditures	WYs
BETHESDA PARKING DISTRICT		
FY08 ORIGINAL APPROPRIATION	12,094,150	20.4
Changes (with service impacts)		
Add: Self-Release Booting Program - Bethesda [Parking Operations]	100,000	0.0
Enhance: Customer Service: Parking Operations Management - Bethesda [Parking Operations]	49,190	0.3
Enhance: Elevator Maintenance - Bethesda [Parking Facility Maintenance]	34,870	0.3
Other Adjustments (with no service impacts)		
Increase Cost: Contracts CPI	99,510	0.0
Increase Cost: General Wage and Service Increment Adjustments	72,080	0.0
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule [Parking Operations]	28,110	0.0
Increase Cost: Debt Service - Bethesda [Debt Service]	22,150	0.0
Increase Cost: Group Insurance Adjustment	18,950	0.0
Increase Cost: Annualization of FY08 Lapsed Positions	13,510	0.2
Increase Cost: Vehicle Acquisition for Maintenance Crews - Bethesda [Parking Facility Maintenance]	11,170	0.0
Increase Cost: Retirement Adjustment - Bethesda	8,340	0.0
Increase Cost: Headquarters Lease Increase - Bethesda [Fixed Costs]	5,230	0.0
Increase Cost: Annualization of FY08 Personnel Costs	2,790	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Bethesda [Parking Operations]	2,350	0.0
Increase Cost: Printing and Mail Adjustments - Bethesda [Parking Operations]	1,900	0.0
Increase Cost: Pay-on-Foot Maintenance - Bethesda [Parking Operations]	1,270	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Bethesda [Parking Operations]	450	0.0
Increase Cost: Central Duplicating Deficit Recovery Charge - Bethesda [Parking Operations]	300	0.0
Increase Cost: Technical Adjustment	0	0.1
Decrease Cost: Risk Management Adjustment - Bethesda [Fixed Costs]	-5,440	0.0
Decrease Cost: Motor Pool Rate Adjustment - Bethesda [Parking Facility Maintenance]	-10,170	0.0

	Expenditures	WYs
Decrease Cost: Enforcement Hours Reduction - Bethesda [Parking Operations]	-44,530	0.0
FY09 RECOMMENDED:	12,506,180	21.3
MONTGOMERY HILLS PARKING DISTRICT		
FY08 ORIGINAL APPROPRIATION	119,840	0.4
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Contracts CPI	1,560	0.0
Increase Cost: General Wage and Service Increment Adjustments	1,470	0.0
Increase Cost: Printing and Mail Adjustments - Montgomery Hills [Parking Operations]	840	0.0
Increase Cost: Group Insurance Adjustment	380	0.0
Increase Cost: Retirement Adjustment - Montgomery Hills	210	0.0
Increase Cost: Headquarters Lease Increase - Montgomery Hills [Fixed Costs]	170	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Montgomery Hills [Parking Operations]	50	0.0
Decrease Cost: Motor Pool Rate Adjustment - Montgomery Hills [Parking Facility Maintenance]	-200	0.0
Decrease Cost: Annualization of FY08 Personnel Costs	-320	0.0
Decrease Cost: Risk Management Adjustment - Montgomery Hills [Fixed Costs]	-820	0.0
Decrease Cost: Enforcement Hours Reduction - Montgomery Hills [Parking Operations]	-9,870	0.0
FY09 RECOMMENDED:	113,310	0.4
SILVER SPRING PARKING DISTRICT		
FY08 ORIGINAL APPROPRIATION	10,830,090	23.8
<u>Changes (with service impacts)</u>		
Add: Self-Release Booting Program - Silver Spring [Parking Operations]	100,000	0.0
Enhance: Customer Service: Parking Operations Management - Silver Spring [Parking Operations]	58,940	0.4
Enhance: Elevator Maintenance - Silver Spring [Parking Facility Maintenance]	43,680	0.4
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Contracts CPI	90,670	0.0
Increase Cost: General Wage and Service Increment Adjustments	74,880	0.0
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule [Parking Operations]	22,490	0.0
Increase Cost: Group Insurance Adjustment	20,370	0.0
Increase Cost: Annualization of FY08 Lapsed Positions	18,760	0.3
Increase Cost: Debt Service - Silver Spring [Debt Service]	15,750	0.0
Increase Cost: Vehicle Acquisition for Maintenance Crews - Silver Spring [Parking Facility Maintenance]	13,970	0.0
Increase Cost: Retirement Adjustment - Silver Spring	9,270	0.0
Increase Cost: Headquarters Lease Increase - Silver Spring [Fixed Costs]	6,370	0.0
Increase Cost: Pay-on-Foot Maintenance - Silver Spring [Parking Operations]	2,540	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Silver Spring [Parking Operations]	2,490	0.0
Increase Cost: Annualization of FY08 Personnel Costs	2,190	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Silver Spring [Parking Operations]	1,240	0.0
Increase Cost: Printing and Mail Adjustments - Silver Spring [Parking Operations]	500	0.0
Decrease Cost: Risk Management Adjustment - Silver Spring [Fixed Costs]	-5,820	0.0
Increase Cost: Motor Pool Rate Adjustment - Silver Spring [Parking Facility Maintenance]	-14,830	0.0
Decrease Cost: Enforcement Hours Reduction - Silver Spring [Parking Operations]	-291,860	0.0
FY09 RECOMMENDED:	11,001,690	24.9
WHEATON PARKING DISTRICT		
FY08 ORIGINAL APPROPRIATION	1,179,020	3.1
<u>Changes (with service impacts)</u>		
Add: Self-Release Booting Program - Wheaton [Parking Operations]	20,000	0.0
Enhance: Customer Service: Parking Operations Management - Wheaton [Parking Operations]	11,780	0.1
Enhance: Elevator Maintenance - Wheaton [Parking Facility Maintenance]	8,710	0.1
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Contracts CPI	19,380	0.0
Increase Cost: General Wage and Service Increment Adjustments	10,790	0.0
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule [Parking Operations]	4,220	0.0

	Expenditures	WYs
Increase Cost: Annualization of FY08 Lapsed Positions	3,470	0.1
Increase Cost: Group Insurance Adjustment	3,060	0.0
Increase Cost: Vehicle Acquisition for Maintenance Crews - Wheaton [Parking Facility Maintenance]	2,790	0.0
Increase Cost: Retirement Adjustment - Wheaton	1,590	0.1
Increase Cost: Headquarters Lease Increase - Wheaton [Fixed Costs]	1,090	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Wheaton [Parking Operations]	340	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Wheaton [Parking Operations]	230	0.0
Increase Cost: Printing and Mail Adjustments - Wheaton [Parking Operations]	160	0.0
Decrease Cost: Technical Adjustment	0	-0.2
Decrease Cost: Risk Management Adjustment - Wheaton [Fixed Costs]	-110	0.0
Decrease Cost: Technical Adjustment	-1,420	0.0
Increase Cost: Motor Pool Rate Adjustment - Wheaton [Parking Facility Maintenance]	-1,940	0.0
Decrease Cost: Enforcement Hours Reduction - Wheaton [Parking Operations]	-14,030	0.0
Decrease Cost: Annualization of FY08 Personnel Costs	-18,190	0.0
FY09 RECOMMENDED:	1,230,940	3.2

PROGRAM SUMMARY

	FY08 Approved		FY09 Recommended	
	Expenditures	WYs	Expenditures	WYs
Parking Operations	6,851,750	17.7	8,005,930	18.7
Parking Facility Maintenance	3,831,540	17.7	4,280,040	18.8
Parking Facility Planning and Engineering	787,310	6.0	679,920	6.0
Parking Facility Security and Safety	1,808,020	6.3	1,954,320	6.3
Fixed Costs	4,312,850	0.0	4,169,380	0.0
Debt Service	6,631,630	0.0	5,762,530	0.0
Totals	24,223,100	47.7	24,852,120	49.8

FUTURE FISCAL IMPACTS

Title	CE REC.					
	FY09	FY10	FY11	(\$000's)		
	FY12	FY13	FY14			
This table is intended to present significant future fiscal impacts of the department's programs.						
BETHESDA PARKING DISTRICT						
Expenditures						
FY09 Recommended	12,506	12,506	12,506	12,506	12,506	12,506
No inflation or compensation change is included in outyear projections.						
Annualization of Positions Recommended in FY09	0	22	22	22	22	22
New positions in the FY09 budget are generally lapsed due to the time it takes a position to be created and filled. Therefore, the amounts above reflect annualization of these positions in the outyears.						
Elimination of One-Time Items Recommended in FY09	0	-20	-20	-20	-20	-20
Items approved for one-time funding in FY09, including vehicles for new staff, will be eliminated from the base in the outyears.						
Labor Contracts	0	77	82	82	82	82
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	0	1	2	2	2
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
Debt Service	0	-1,637	-1,636	-1,633	-1,628	-1,628
These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.						
Pay-On-Foot Maintenance	0	1	3	-44	-44	-44
Maintenance costs per contract.						
Retiree Health Insurance Pre-Funding	0	37	75	112	121	130
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Subtotal Expenditures	12,506	10,986	11,032	11,027	11,041	11,050
MONTGOMERY HILLS PARKING DISTRICT						
Expenditures						
FY09 Recommended	113	113	113	113	113	113
No inflation or compensation change is included in outyear projections.						

Title	CE REC.		(\$000's)			
	FY09	FY10	FY11	FY12	FY13	FY14
Labor Contracts	0	2	2	2	2	2
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
Subtotal Expenditures	113	115	115	115	115	115

SILVER SPRING PARKING DISTRICT

Expenditures						
FY09 Recommended	11,002	11,002	11,002	11,002	11,002	11,002
No inflation or compensation change is included in outyear projections.						
Annualization of Positions Recommended in FY09	0	22	22	22	22	22
New positions in the FY09 budget are generally lapsed due to the time it takes a position to be created and filled. Therefore, the amounts above reflect annualization of these positions in the outyears.						
Elimination of One-Time Items Recommended in FY09	0	-23	-23	-23	-23	-23
Items approved for one-time funding in FY09, including vehicles for new staff, will be eliminated from the base in the outyears.						
Labor Contracts	0	80	86	86	86	86
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	1	3	4	4	4
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
Debt Service	0	-856	-856	-856	-856	-856
These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.						
Garage 16 Renovation	0	1,375	1,500	125	0	0
Anticipated renovation of Garage 16						
Pay-On-Foot Maintenance	0	3	5	-87	-87	-87
Maintenance costs per contract.						
Retiree Health Insurance Pre-Funding	0	30	60	90	97	104
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Subtotal Expenditures	11,002	11,633	11,798	10,362	10,243	10,251

WHEATON PARKING DISTRICT

Expenditures						
FY09 Recommended	1,231	1,231	1,231	1,231	1,231	1,231
No inflation or compensation change is included in outyear projections.						
Elimination of One-Time Items Recommended in FY09	0	-5	-5	-5	-5	-5
Items approved for one-time funding in FY09, including vehicles for new staff, will be eliminated from the base in the outyears.						
Labor Contracts	0	12	12	12	12	12
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	0	0	1	1	1
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
Retiree Health Insurance Pre-Funding	0	6	11	17	18	19
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Subtotal Expenditures	1,231	1,244	1,251	1,256	1,258	1,259

ANNUALIZATION OF PERSONNEL COSTS AND WORKYEARS

	FY09 Recommended		FY10 Annualized	
	Expenditures	WYs	Expenditures	WYs
Enhance: Customer Service: Parking Operations Management - Bethesda [Parking Operations]	47,160	0.3	61,900	0.4
Enhance: Customer Service: Parking Operations Management - Silver Spring [Parking Operations]	58,940	0.4	73,680	0.5
Enhance: Elevator Maintenance - Bethesda [Parking Facility Maintenance]	22,080	0.3	28,970	0.4
Enhance: Elevator Maintenance - Silver Spring [Parking Facility Maintenance]	27,590	0.4	34,490	0.5
Total	155,770	1.4	199,040	1.8

FY09-14 PUBLIC SERVICES PROGRAM: FISCAL PLAN

BETHESDA PARKING LOT DISTRICT

FISCAL PROJECTIONS	FY08 ESTIMATE	FY09 REC	FY10 PROJECTION	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.280	0.280	0.280	0.280	0.280	0.280	0.280
Assessable Base: Real/Improved (000)	1,384,500	1,543,400	1,688,900	1,825,600	1,949,700	2,086,500	2,235,800
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.700	0.700	0.700	0.700	0.700	0.700	0.700
Assessable Base: Personal/Improved (000)	161,600	164,100	165,300	167,200	169,100	171,000	172,900
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.56%	12.88%	12.88%	12.88%	12.88%	12.88%	12.88%
CPI (Fiscal Year)	3.6%	2.8%	2.4%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.04	0.025	0.035	0.04	0.045	0.0475	0.05
BEGINNING CASH BALANCE	19,747,170	13,886,390	13,365,030	15,917,200	18,758,810	21,935,310	25,495,670
REVENUES							
Taxes	5,162,550	5,636,190	6,062,020	6,467,530	6,836,860	7,242,660	7,684,210
Charges For Services	8,745,000	8,745,000	8,850,000	8,850,000	8,850,000	8,850,000	8,850,000
Fines & Forfeitures	4,700,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000
Miscellaneous	932,400	1,150,220	1,190,990	1,342,720	1,522,710	1,722,850	1,937,350
Subtotal Revenues	19,539,950	20,331,410	20,903,010	21,460,250	22,009,570	22,615,510	23,271,560
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To The General Fund	(6,263,380)	(6,495,590)	(6,655,330)	(6,784,140)	(6,914,930)	(7,033,690)	(7,173,910)
Indirect Costs	(214,890)	(244,180)	(294,880)	(254,760)	(275,590)	(254,760)	(254,760)
Technology Modernization CIP Project	0	(38,070)	(40,770)	(31,900)	(20,830)	0	0
Transfers To Special Fds: Tax Supported	(6,048,490)	(6,213,340)	(6,360,450)	(6,497,480)	(6,639,340)	(6,778,930)	(6,919,150)
To Transportation Management District / Bethesda Transportation Solutions	(1,745,810)	(1,794,690)	(1,843,150)	(1,891,990)	(1,941,190)	(1,990,690)	(2,040,450)
To Bethesda Urban District	(2,065,900)	(1,950,000)	(1,982,000)	(2,003,000)	(2,028,000)	(2,050,000)	(2,072,000)
To Mass Transit [FVN]	(2,236,780)	(2,468,650)	(2,535,300)	(2,602,490)	(2,670,150)	(2,738,240)	(2,806,700)
TOTAL RESOURCES	33,023,740	27,722,210	27,612,710	30,593,310	33,853,450	37,517,130	41,593,320
CIP CURRENT REVENUE EXPEND.							
PSP OPER. BUDGET APPROP/ EXPS.	(4,837,000)	(1,851,000)	(590,000)	(590,000)	(590,000)	(590,000)	(590,000)
Operating Budget	(9,387,370)	(7,599,590)	(7,718,610)	(7,811,940)	(7,900,950)	(7,989,960)	(8,078,970)
Debt Service: GO Bonds	(4,884,440)	(4,906,590)	(3,269,340)	(3,270,240)	(3,273,140)	(3,279,010)	(3,285,030)
Retiree Health Insurance Pre-Funding	(28,540)	n/a	(37,440)	(74,830)	(112,210)	(120,650)	(129,510)
Labor Agreement	n/a	n/a	(77,110)	(82,140)	(82,140)	(82,140)	(82,140)
Credit Card Fees for POF/PBS	n/a	n/a	(490)	(1,490)	(2,000)	(2,000)	(2,000)
Pay On Foot Maintenance	n/a	n/a	(1,310)	(2,650)	43,510	43,510	43,510
Annualizations and One-Time	n/a	n/a	(1,210)	(1,210)	(1,210)	(1,210)	(1,210)
Subtotal PSP Oper Budget Approp / Exp's	(14,300,350)	(12,506,180)	(11,105,510)	(11,244,500)	(11,328,140)	(11,431,460)	(11,535,350)
TOTAL USE OF RESOURCES	(19,137,350)	(14,357,180)	(11,695,510)	(11,834,500)	(11,918,140)	(12,021,460)	(12,125,350)
YEAR END CASH BALANCE	13,886,390	13,365,030	15,917,200	18,758,810	21,935,310	25,495,670	29,467,970
END-OF-YEAR RESERVES AS A							
PERCENT OF RESOURCES	42.0%	48.2%	57.6%	61.3%	64.8%	68.0%	70.8%

Assumptions:

1. The Cash balance includes funds required to be held by the District to cover Bond Covenants. Bond coverage (annual net revenues over debt service requirements) is maintained at about 260 percent in FY09. The minimum requirement is 125 percent.
2. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
3. Investment income is estimated to increase over the six years based upon projected cash balance.
4. Revenue for the air rights lease for Garage 49 are assumed in FY09 through FY14.
5. Large assessable base increases are due to economic growth and new projects coming online.
6. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
7. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY10-14 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
8. The projections do not include the capital costs, revenues, and operating costs associated with the Garage 31 project. When ready, the cash flow projections and the Capital Improvements Program will be amended to include the costs and revenues of this project.

33

FY09-14 PUBLIC SERVICES PROGRAM: FISCAL PLAN

MONTGOMERY HILLS PARKING LOT DISTRICT

FISCAL PROJECTIONS	FY08 ESTIMATE	FY09 REC	FY10 PROJECTION	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	22,000	24,500	26,800	29,000	31,000	33,200	35,600
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.56%	12.88%	12.88%	12.88%	12.88%	12.88%	12.88%
CPI (Fiscal Year)	3.6%	2.8%	2.4%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.04	0.025	0.035	0.04	0.045	0.0475	0.05
BEGINNING CASH BALANCE	514,800	193,700	177,000	161,680	148,600	137,070	127,910
REVENUES							
Taxes	62,030	68,120	73,710	79,080	83,970	89,340	95,190
Licenses & Permits	0	0	0	0	0	0	0
Charges For Services	35,500	35,500	35,500	35,500	35,500	35,500	35,500
Fines & Forfeitures	27,500	27,500	27,500	27,500	27,500	27,500	27,500
Miscellaneous	17,300	9,500	8,900	8,500	7,800	7,500	7,100
Subtotal Revenues	142,330	140,620	145,610	150,580	154,770	159,840	165,290
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To The General Fund	(43,590)	(44,010)	(44,220)	(44,980)	(45,760)	(46,510)	(47,280)
Indirect Costs	(20,680)	(22,220)	(22,130)	(22,590)	(23,050)	(23,500)	(23,960)
Technology Modernization CIP	(4,540)	(4,880)	(5,090)	(5,100)	(5,100)	(5,100)	(5,100)
Regional Services Center	0	(750)	(800)	(630)	(410)	0	0
Transfers To Special Fds: Tax Supported	(16,140)	(16,590)	(17,040)	(17,490)	(17,950)	(18,400)	(18,860)
To Mass Transit	(22,910)	(21,790)	(22,090)	(22,390)	(22,710)	(23,010)	(23,320)
To Mass Transit (PVN)	(10,610)	(10,610)	(10,610)	(10,610)	(10,610)	(10,610)	(10,610)
	(12,300)	(11,180)	(11,480)	(11,780)	(12,100)	(12,400)	(12,710)
TOTAL RESOURCES	613,540	290,310	278,390	267,280	257,610	250,400	245,920
CIP CURRENT REVENUE EXPEND.							
	(300,000)	0	0	0	0	0	0
PSP OPER. BUDGET APPROP/ EXPS.							
Operating Budget	(119,840)	(113,310)	(115,130)	(116,980)	(118,840)	(120,790)	(122,820)
Labor Agreement	n/a	n/a	(1,580)	(1,700)	(1,700)	(1,700)	(1,700)
Subtotal PSP Oper Budget Approp / Exp's	(119,840)	(113,310)	(116,710)	(118,680)	(120,540)	(122,490)	(124,520)
TOTAL USE OF RESOURCES	(419,840)	(113,310)	(116,710)	(118,680)	(120,540)	(122,490)	(124,520)
YEAR END CASH BALANCE	193,700	177,000	161,680	148,600	137,070	127,910	121,400
END-OF-YEAR RESERVES AS A							
PERCENT OF RESOURCES	31.6%	61.0%	58.1%	55.6%	53.2%	51.1%	49.4%

Assumptions:

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
- These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY10-14 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

FY09-14 PUBLIC SERVICES PROGRAM: FISCAL PLAN

SILVER SPRING PARKING LOT DISTRICT

FISCAL PROJECTIONS	FY08 ESTIMATE	FY09 REC	FY10 PROJECTION	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.280	0.280	0.280	0.280	0.280	0.280	0.280
Assessable Base: Real/Improved (000)	1,576,200	1,757,100	1,922,800	2,078,500	2,219,800	2,375,600	2,545,600
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.700	0.700	0.700	0.700	0.700	0.700	0.700
Assessable Base: Personal/Improved (000)	131,300	133,300	134,300	135,800	137,300	138,900	140,500
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.56%	12.88%	12.88%	12.88%	12.88%	12.88%	12.88%
CPI (Fiscal Year)	3.6%	2.8%	2.4%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.04	0.025	0.035	0.04	0.045	0.0475	0.05
BEGINNING CASH BALANCE	5,635,590	6,639,680	5,315,770	4,755,270	7,042,720	11,612,650	17,294,070
REVENUES							
Taxes	5,402,120	5,929,320	6,406,090	6,858,430	7,269,860	7,723,180	8,216,700
Charges For Services	7,804,610	9,312,000	9,563,420	9,816,860	10,072,090	10,328,930	10,587,160
Fines & Forfeitures	2,400,000	2,600,000	2,667,500	2,735,540	2,804,060	2,873,020	2,942,340
Miscellaneous	329,000	317,700	305,800	359,500	542,400	825,300	1,175,700
Subtotal Revenues	15,935,730	18,159,020	18,942,810	19,770,330	20,688,410	21,750,430	22,921,900
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To The General Fund	(1,948,370)	(3,845,240)	(2,673,740)	(2,723,100)	(2,778,190)	(2,825,880)	(2,891,880)
Indirect Costs	(229,670)	(307,240)	(320,740)	(311,100)	(298,190)	(273,880)	(273,880)
Technology Modernization CIP	0	(44,410)	(47,560)	(37,220)	(24,310)	0	0
Transfers To Special Fds: Tax Supported	(1,718,700)	(2,340,000)	(2,353,000)	(2,412,000)	(2,480,000)	(2,552,000)	(2,618,000)
To Transportation Management District	0	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)
To Silver Spring Urban District	(1,718,700)	(2,140,000)	(2,153,000)	(2,212,000)	(2,280,000)	(2,352,000)	(2,418,000)
Transfers From The General Fund	0	(1,198,000)	0	0	0	0	0
General Fund Budget Transfers	0	(1,198,000)	0	0	0	0	0
TOTAL RESOURCES	19,622,950	20,953,460	21,584,840	21,802,500	24,952,940	30,537,200	37,324,090
CIP CURRENT REVENUE EXPEND. PSP OPER. BUDGET APPROP/ EXPS.							
Operating Budget	(2,147,000)	(4,636,000)	(5,035,000)	(2,700,000)	(2,700,000)	(2,700,000)	(2,700,000)
Debt Service: Other (Non-Tax Funds only)	(9,973,250)	(10,145,750)	(10,307,000)	(10,407,770)	(10,424,320)	(10,445,400)	(10,554,580)
Labor Agreement	(840,190)	(855,940)	0	0	0	0	0
Annualizations & One-Time	n/a	n/a	(80,350)	(85,830)	(85,830)	(85,830)	(85,830)
Retiree Health Insurance Pre-Funding	n/a	n/a	1,660	1,660	1,660	1,660	1,660
Credit Card Fees for POF/PBS	(22,830)	n/a	(29,950)	(59,860)	(89,760)	(96,520)	(103,610)
Garage 16 Renovation	n/a	n/a	(1,320)	(2,680)	(4,080)	(4,080)	(4,080)
Pay On Foot Maintenance	n/a	n/a	(1,375,000)	(1,500,000)	(125,000)	0	0
Pay On Foot Maintenance	n/a	n/a	(2,610)	(5,300)	87,040	87,040	87,040
Subtotal PSP Oper Budget Approp / Exp's	(10,836,270)	(11,001,690)	(11,794,570)	(12,059,780)	(10,640,290)	(10,543,130)	(10,659,400)
TOTAL USE OF RESOURCES	(12,983,270)	(15,637,690)	(16,829,570)	(14,759,780)	(13,340,290)	(13,243,130)	(13,359,400)
YEAR END CASH BALANCE	6,639,680	5,315,770	4,755,270	7,042,720	11,612,650	17,294,070	23,964,690
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES							
	33.8%	25.4%	22.0%	32.3%	46.5%	56.6%	64.2%

Assumptions:

1. The Cash balance includes funds required to be held by the District to cover Bond Covenants. Bond coverage (annual net revenues over debt service requirements) is maintained at about 920 percent in FY09. The minimum requirement is 125 percent.
2. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
3. Large assessable base increases are due to economic growth and new projects coming online.
4. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
5. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY10-14 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
6. Hourly parking rates increase in FY09: Long Term from \$0.45 to \$0.50; Short Term from \$0.60 to \$0.75; Pay on Foot from \$0.50 to \$0.75.

FY09-14 PUBLIC SERVICES PROGRAM: FISCAL PLAN

WHEATON PARKING LOT DISTRICT

FISCAL PROJECTIONS	FY08 ESTIMATE	FY09 REC	FY10 PROJECTION	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	162,900	181,600	198,700	214,800	229,400	245,500	263,100
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	16,300	16,500	16,600	16,800	17,000	17,200	17,400
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.56%	12.88%	12.88%	12.88%	12.88%	12.88%	12.88%
CPI (Fiscal Year)	3.6%	2.8%	2.4%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.04	0.025	0.035	0.04	0.045	0.0475	0.05
BEGINNING CASH BALANCE	1,462,780	957,980	795,300	899,180	947,630	990,120	1,054,160
REVENUES							
Taxes	497,570	543,800	585,310	625,040	661,180	700,890	744,190
Charges For Services	725,000	1,035,000	1,035,000	1,035,000	1,035,000	1,035,000	1,035,000
Fines & Forfeitures	493,120	513,120	513,120	513,120	513,120	513,120	513,120
Miscellaneous	58,800	45,400	41,700	42,100	44,200	44,800	47,000
Subtotal Revenues	1,774,490	2,137,320	2,175,130	2,215,260	2,253,500	2,293,810	2,339,310
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To The General Fund	(32,430)	(41,180)	(43,080)	(41,840)	(40,160)	(36,990)	(36,990)
Indirect Costs	(32,430)	(35,390)	(36,880)	(36,990)	(36,990)	(36,990)	(36,990)
Technology Modernization CIP	0	(5,790)	(6,200)	(4,850)	(3,170)	0	0
Transfers To Special Fds: Tax Supported	(781,810)	(737,880)	(599,300)	(675,770)	(702,290)	(708,850)	(715,450)
To Mass Transit	(195,260)	(60,000)	(15,000)	(25,000)	(25,000)	(25,000)	(25,000)
To Mass Transit [PVN]	(212,850)	(237,880)	(244,300)	(250,770)	(257,290)	(263,850)	(270,450)
To Wheaton Urban District	(373,700)	(440,000)	(340,000)	(400,000)	(420,000)	(420,000)	(420,000)
TOTAL RESOURCES	2,423,030	2,316,240	2,328,050	2,396,830	2,458,680	2,538,090	2,641,030
CIP CURRENT REVENUE EXPEND.							
PSP OPER. BUDGET APPROP/ EXPS.	(284,000)	(290,000)	(157,000)	(157,000)	(157,000)	(157,000)	(157,000)
Operating Budget	(1,176,770)	(1,230,940)	(1,249,880)	(1,263,530)	(1,277,030)	(1,291,140)	(1,305,890)
Labor Agreement	n/a	n/a	(11,600)	(12,410)	(12,410)	(12,410)	(12,410)
Annualizations and One-Time	n/a	n/a	(4,540)	(4,540)	(4,540)	(4,540)	(4,540)
Retiree Health Insurance Pre-Funding	(4,280)	n/a	(5,610)	(11,220)	(16,830)	(18,090)	(19,420)
Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space	n/a	n/a	(240)	(500)	(750)	(750)	(750)
Subtotal PSP Oper Budget Approp / Exp's	(1,181,050)	(1,230,940)	(1,271,870)	(1,292,200)	(1,311,560)	(1,326,930)	(1,343,010)
TOTAL USE OF RESOURCES	(1,465,050)	(1,520,940)	(1,428,870)	(1,449,200)	(1,468,560)	(1,483,930)	(1,500,010)
YEAR END CASH BALANCE	957,980	795,300	899,180	947,630	990,120	1,054,160	1,141,020
END-OF-YEAR RESERVES AS A							
PERCENT OF RESOURCES	39.5%	34.3%	38.6%	39.5%	40.3%	41.5%	43.2%

Assumptions:

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- Hourly parking rate increases from \$0.35 to \$0.50 in FY09.
- The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
- These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY10-14 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

36

FY08 Adopted Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	2,266	2,266	0	4,532
Cost	\$102,440	\$102,440	\$0	\$204,880
Total Park Police	0	0	2,385	2,385
Cost	\$0	\$0	\$102,800	\$102,800
Total Sworn Officer Patrol Hours	2,266	2,266	2,385	6,917
Cost	\$102,440	\$102,440	\$102,800	\$307,680
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours	24,769	32,868	6,457	64,094
Cost	\$486,030	\$655,880	\$128,020	\$1,269,930
Service Corp.	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	8,320	0	8,320
Cost	\$0	\$97,414	\$0	\$97,414
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	27,035	43,454	8,842	79,331
PLD Cost	\$588,470	\$855,734	\$230,820	\$1,675,024

*MCP Benefits per District are included

Change from FY08 Adopted to FY09 CE Recommended Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total Park Police-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours-Change	68	4,808	1	4,877
Cost-Change	\$14,978	\$111,668	\$3,540	\$130,186
Service Corp.	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change FY08 to FY09	68	4,808	1	4,877
PLD Cost-Change FY08 to FY09	\$14,978	\$111,668	\$3,540	\$130,186

FY09 CE RECOMMENDED PARKING SECURITY BUDGET				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	2,266	2,266	0	4,532
Cost	\$102,440	\$102,440	\$0	\$204,880
Total Park Police	0	0	2,385	2,385
Cost	\$0	\$0	\$102,800	\$102,800
Total Sworn Officer Patrol Hours	2,266	2,266	2,385	6,917
Cost	\$102,440	\$102,440	\$102,800	\$307,680
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours (estimated)	24,837	37,676	6,458	68,971
Cost	\$501,008	\$767,548	\$131,560	\$1,400,116
Service Corp.	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	8,320	0	8,320
Cost	\$0	\$97,414	\$0	\$97,414
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	27,103	48,262	8,843	84,208
PLD Cost	\$603,448	\$967,402	\$234,360	\$1,805,210

*MCP Benefits per District are included

* Silver Spring Total Cost includes \$9,350 of Montg H

Bethesda Lot 31 Parking Garage -- No. 500932

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Public Works & Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 31, 2008
Yes
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,452	0	0	3,452	0	2,326	563	563	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,000	0	0	4,000	2,004	1,996	0	0	0	0	0
Construction	76,530	0	0	76,530	0	0	38,265	38,265	0	0	0
Other	4,837	0	0	4,837	0	1,363	1,737	1,737	0	0	0
Total	88,819	0	0	88,819	2,004	5,685	40,565	40,565	0	0	0

FUNDING SCHEDULE (\$000)

	Total	FY07	FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Current Revenue: Parking - Bethesda	7,652	0	0	7,652	2,004	1,499	0	4,149	0	0	0
Land Sale - Bethesda PLD	35,500	0	0	35,500	0	0	0	35,500	0	0	0
Revenue Bonds	41,481	0	0	41,481	0	0	40,565	916	0	0	0
Contributions	4,186	0	0	4,186	0	4,186	0	0	0	0	0
Total	88,819	0	0	88,819	2,004	5,685	40,565	40,565	0	0	0

OPERATING BUDGET IMPACT (\$000)

	Total	FY07	FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Maintenance				345	0	0	0	0	171	174	
Energy				312	0	0	0	0	155	157	
Program-Other				887	0	0	0	0	441	446	
Offset Revenue				-1,788	0	0	0	0	-813	-975	
Net Impact				-244	0	0	0	0	-46	-198	

DESCRIPTION

This project provides for the construction of a new, underground public parking garage under the land currently used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 1,100 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

CAPACITY

The garage will consist of 1,100 County operated spaces with the private developer building and owning an additional 300 spaces.

JUSTIFICATION

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above.

Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005.
Master Plan: Bethesda CBD Sector Plan July 1994

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY09 (\$000)	M-NCPPC	
First Cost Estimate	Bethesda Urban District	
Current Scope FY09 88,819	Bethesda-Chevy Chase Regional Services Center	
Last FY's Cost Estimate 0	Verizon	
Appropriation Request FY09 2,004	PN Hoffman/Stonebridge Associates	
Appropriation Request Est. FY10 86,815		
Supplemental Appropriation Request 0		
Transfer 0		
Cumulative Appropriation 0		
Expenditures / Encumbrances 0		
Unencumbered Balance 0		
Partial Closeout Thru FY06 0		
New Partial Closeout FY07 0		
Total Partial Closeout 0		

38

See Map on Next Page

Facility Planning: Parking -- No. 509525

Category	Transportation	Date Last Modified	January 07, 2008
Subcategory	Parking	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,589	1,965	142	1,482	322	260	225	225	225	225	0
Land	2	2	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	97	97	0	0	0	0	0	0	0	0	0
Total	3,688	2,064	142	1,482	322	260	225	225	225	225	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	1,485	848	36	601	151	90	90	90	90	90	0
Current Revenue: Parking - Silver Spring	1,676	1,080	0	596	111	125	90	90	90	90	0
Current Revenue: Parking - Wheaton	527	136	106	285	60	45	45	45	45	45	0
Total	3,688	2,064	142	1,482	322	260	225	225	225	225	0

DESCRIPTION

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

COST CHANGE

Adjust expenditure and funding schedule for fiscal capacity and the addition of FY13 and FY14 to this ongoing project.

JUSTIFICATION

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

OTHER

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

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

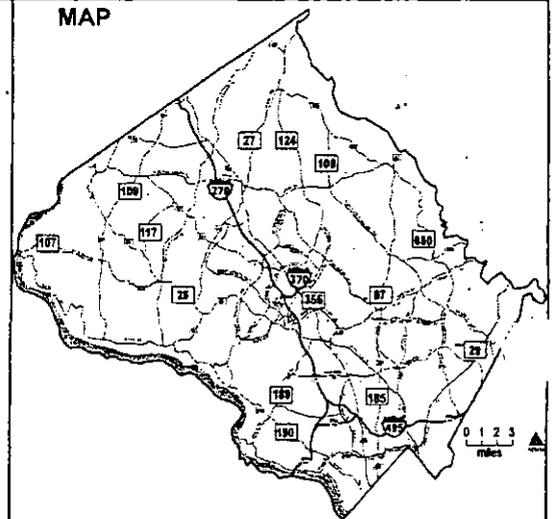
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY95	(\$000)
First Cost Estimate		
Current Scope	FY09	3,688
Last FY's Cost Estimate		3,086
Appropriation Request	FY09	110
Appropriation Request Est.	FY10	122
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,666
Expenditures / Encumbrances		2,435
Unencumbered Balance		231
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

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

MAP



39

Pkg Beth Fac Renovations -- No. 508255

Category	Transportation	Date Last Modified	January 07, 2008
Subcategory	Parking	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Bethesda-Chevy Chase	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	871	0	120	751	376	75	75	75	75	75	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,643	0	5,194	3,449	1,324	425	425	425	425	425	0
Other	454	0	454	0	0	0	0	0	0	0	0
Total	9,968	0	5,768	4,200	1,700	500	500	500	500	500	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	9,968	0	5,768	4,200	1,700	500	500	500	500	500	0
Total	9,968	0	5,768	4,200	1,700	500	500	500	500	500	0

DESCRIPTION

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

FY08: Lighting design.

FY08-09: Generator installation in garages for emergency lighting systems.

FY08-10: Re-decking of concrete and steel base.

FY09: Lighting upgrades in various lots and garages per design and analysis during the FY08 Lighting Analysis. Major repairs in Garage 35 [Woodmont/Rugby].

COST CHANGE

Just expenditure and funding schedule for fiscal capacity and the addition of FY13 and FY14 to this on-going project.

JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Bethesda Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	FY83 (\$000)	See Map on Next Page
First Cost Estimate	FY09 9,968	
Current Scope		
Last FY's Cost Estimate	12,185	
Appropriation Request	FY09 1,700	
Appropriation Request Est.	FY10 500	
Supplemental Appropriation Request	0	
Transfer	0	
Cumulative Appropriation	5,768	
Expenditures / Encumbrances	3,565	
Unencumbered Balance	2,203	
Partial Closeout Thru	FY06 13,558	
New Partial Closeout	FY07 2,957	
Total Partial Closeout	16,515	

(40)

Pkg Sil Spg Fac Renovations -- No. 508250

Category	Transportation	Date Last Modified	January 09, 2008
Subcategory	Parking	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None
Planning Area	Silver Spring	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	4,213	0	1,174	3,039	589	750	425	425	425	425	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,619	0	4,783	16,836	3,936	4,160	2,185	2,185	2,185	2,185	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	25,832	0	5,957	19,875	4,525	4,910	2,610	2,610	2,610	2,610	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	25,832	0	5,957	19,875	4,525	4,910	2,610	2,610	2,610	2,610	0
Total	25,832	0	5,957	19,875	4,525	4,910	2,610	2,610	2,610	2,610	0

DESCRIPTION

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

COST CHANGE

Adjust expenditure and funding schedule for fiscal capacity and the addition of FY13 and FY14 to this on-going project.

JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Silver Spring PLD are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

For FY08, continue re-decking repairs on Metro-Bonifant Garage 5. Analysis of deteriorated concrete in 2006 by SKA Engineers recommended this work. In FY09, continue work on Garage 5 and begin restoration on Colesville-Spring Street Garage 21 (\$2,500,000). The 2005 analysis performed by SKA recommended that Garage 21 have its concrete deck replaced. In FY10, finish Garage 5 and Garage 21 (\$3,500,000).

OTHER

Garage 21 will be closed from July 1, 2008 through January 30, 2010 for construction. Capacity exists to handle parkers in a public garage directly across Cameron Street and therefore it is anticipated that there will be no operating budget impact.

FISCAL NOTE

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

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY83</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">25,832</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">21,001</td> </tr> </table>	Date First Appropriation	FY83	(\$000)	First Cost Estimate			Current Scope	FY09	25,832	Last FY's Cost Estimate		21,001	Facility Planning: Parking	See Map on Next Page
Date First Appropriation	FY83	(\$000)												
First Cost Estimate														
Current Scope	FY09	25,832												
Last FY's Cost Estimate		21,001												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">2,225</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">4,910</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY09	2,225	Appropriation Request Est.	FY10	4,910	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY09	2,225												
Appropriation Request Est.	FY10	4,910												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">8,257</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">3,607</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">4,650</td> </tr> </table>	Cumulative Appropriation	8,257	Expenditures / Encumbrances	3,607	Unencumbered Balance	4,650								
Cumulative Appropriation	8,257													
Expenditures / Encumbrances	3,607													
Unencumbered Balance	4,650													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY06</td> <td style="text-align: right;">19,263</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">2,304</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">21,567</td> </tr> </table>	Partial Closeout Thru	FY06	19,263	New Partial Closeout	FY07	2,304	Total Partial Closeout		21,567	41				
Partial Closeout Thru	FY06	19,263												
New Partial Closeout	FY07	2,304												
Total Partial Closeout		21,567												

Pkg Wheaton Fac Renovations -- No. 509709

Category	Transportation	Date Last Modified	January 07, 2008
Subcategory	Parking	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None
Planning Area	Kensington-Wheaton	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	107	0	37	70	20	10	10	10	10	10	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	1,240	0	520	720	210	102	102	102	102	102	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,347	0	557	790	230	112	112	112	112	112	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Wheaton	1,347	0	557	790	230	112	112	112	112	112	0
Total	1,347	0	557	790	230	112	112	112	112	112	0

DESCRIPTION

This project provides for the restoration of, or improvements to, Wheaton parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under Facility Planning: Parking.

COST CHANGE

Adjust expenditure and funding schedule for fiscal capacity and the addition of FY13 and FY14 to this on-going project.

JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Wheaton Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

Elevator work is underway in Garage 45 (Amherst Avenue) to be completed during FY08. In FY09 and subsequent years, lot re-paving will be performed on most parking lot district lots, as well as lighting upgrades, and follow-through on recommendation per consultant's analysis underway during FY08.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY97</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">1,347</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">1,468</td> </tr> </table>	Date First Appropriation	FY97	(\$000)	First Cost Estimate			Current Scope	FY09	1,347	Last FY's Cost Estimate		1,468	<p>Facility Planning: Parking</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY97	(\$000)												
First Cost Estimate														
Current Scope	FY09	1,347												
Last FY's Cost Estimate		1,468												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">230</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">112</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY09	230	Appropriation Request Est.	FY10	112	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY09	230												
Appropriation Request Est.	FY10	112												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">557</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">443</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">114</td> </tr> </table>	Cumulative Appropriation	557	Expenditures / Encumbrances	443	Unencumbered Balance	114								
Cumulative Appropriation	557													
Expenditures / Encumbrances	443													
Unencumbered Balance	114													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY06</td> <td style="text-align: right;">1,522</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">422</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">1,944</td> </tr> </table>	Partial Closeout Thru	FY06	1,522	New Partial Closeout	FY07	422	Total Partial Closeout		1,944	<p>(42)</p>				
Partial Closeout Thru	FY06	1,522												
New Partial Closeout	FY07	422												
Total Partial Closeout		1,944												



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

VALERIE ERVIN
COUNCILMEMBER
DISTRICT 5

Memorandum

To: Councilmember Nancy Floreen, Chair, Transportation, Infrastructure, Energy and Environment Committee

From: Councilmember Valerie Ervin 

Date: April 17, 2008

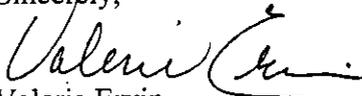
Subject: Amendment to Dale Drive Sidewalk Capital Improvement Project, No. 00904

On April 14, the T&E Committee reviewed the Dale Drive Sidewalk Capital Improvement Project that would build a new sidewalk along the north side of Dale Drive from Hartford Avenue to Mansfield Road. I am in favor of the project amendments and cost reduction measures; however, as the Council's representative to the Pedestrian Safety Advisory Committee, I believe that this project must include an analysis of how to create a safe pedestrian crossing at or near the intersection of Dale Drive and Mansfield Road. As a neighborhood resident, I know that the curvature and grade of Dale Drive at this location presents many challenges, but I believe that the new sidewalk will increase pedestrian traffic and more people will use this intersection to access Nolte Park.

I would greatly appreciate the Committee adding text to the project description form (PDF) which states that, "an improved pedestrian crossing should be studied and implemented, concurrently with this project, at or near the Dale/Mansfield intersection to allow for safe access to Nolte Park."

Please feel free to contact my office with any questions.

Sincerely,


Valerie Ervin

- c: George Leventhal, Councilmember, T&E Committee
- Roger Berliner, Councilmember, T&E Committee
- Glenn Orlin, Deputy Director, Montgomery County Council
- Bruce Johnston, Director of Capital Projects, Department of Public Works and Transportation
- Tom Pogue, Community Outreach Manager, Department of Public Works and Transportation

43

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	12,067,320	0.0
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule	11,882,270	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-4,377,660	0.0
FY09 CE Recommended	19,571,930	0.0

Risk Management (General Fund Portion)

This NDA funds the General Fund contribution to the Liability and Property Coverage Self-Insurance Fund. The Self-Insurance Fund, managed by the Department of Finance, Division of Risk Management in the Department of Finance, provides comprehensive insurance coverage to contributing agencies. Contribution levels are based on the results of an annual actuarial study. Special and Enterprise Funds, as well as outside agencies and other jurisdictions, contribute to the Self-Insurance Fund directly. A listing of these member agencies and the amounts contributed can be found in the Department of Finance, Risk Management Budget Summary.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	8,836,850	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	972,890	0.0
FY09 CE Recommended	9,809,740	0.0

Rockville Parking District

This NDA provides funding towards the redevelopment of the City of Rockville Town Center and the establishment of a parking district. The funding reflects a payment from the County to the City of Rockville for County buildings in the Town Center development and is based on the commercial square footage of County buildings.

Also included are funds to reimburse the City for the cost of library employee parking, library patron parking, and the County's capital cost contribution for the garage facility as agreed in the General Development Agreement.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	377,500	0.0
Increase Cost: Patron Parking	84,000	0.0
FY09 CE Recommended	461,500	0.0

State Positions Supplement

This NDA provides for the County supplement to State salaries and fringe benefits for secretarial assistance for the resident judges of the Maryland appellate court and for certain employees in the Office of Child Care Licensing and Regulation in the Maryland State Department of Human Resources.

FY09 Recommended Changes

	Expenditures	WYs
FY08 Approved	119,330	0.0
Increase Cost: GWA	15,990	0.0
Increase Cost: Annualization of FY08 Personnel Costs	6,430	0.0
Increase Cost: Retirement Adjustment	2,590	0.0
Increase Cost: Group Insurance Adjustment	610	0.0
FY09 CE Recommended	144,950	0.0

State Retirement Contribution

This NDA provides for the County's payment of two items to the State Retirement System:

- Maryland State Retirement System: Unfunded accrued liability, as established by the Maryland State Retirement System

Trans



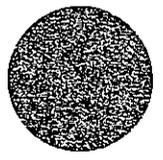
GO
cc
SBF
LL

OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

034860



April 17, 2008

TO: Michael J. Knapp, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Supplemental Appropriation #08-224 to the FY08 Operating Budget
Montgomery County Government
Department of Public Works and Transportation
State Highway Administration, Maryland Department of Transportation
Safe Routes to School Program Grant, \$380,700

2008 APR 18 PM 1:51

MONTGOMERY COUNTY
COUNCIL

I am recommending a supplemental appropriation to the FY08 Operating Budget of the Department of Public Works and Transportation in the amount of \$380,700 for the State Highway Administration (SHA), Maryland Department of Transportation (MDOT), Safe Routes to School (SRTS) Program Grant. This appropriation will fund various engineering, enforcement and educational activities outlined in the SRTS Program Grant as follows:

- a. Enable and encourage children, including those with disabilities, to walk and bicycle to school;
- b. Make walking and bicycling to school a safer and more appealing transportation alternative; thereby encouraging a healthy and active lifestyle from an early age; and
- c. Facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and the air pollution in the vicinity of schools (within two miles).
- d. Provide a full-time SRTS Coordinator to lead countywide encouragement, education and evaluation efforts identified in the scope of work.
- e. Fund engineering investments and enforcement actions identified at schools to facilitate safe pedestrian travel by students. These activities are described as follows:

1. School Access and Safety Engineering Program. Conduct comprehensive school zone safety assessments and implement improvements at eleven schools by collecting vehicular speed/volume data, pedestrian data, confirming existing school zone signing and pavement markings, conducting field observations, and partnering with MCPS representatives to ensure that all safety concerns are known and considered.

2. School Access and Safety Engineering Program - Consultant Services. On-call consultant services will be used to augment County staff conducting the School Access and Safety Engineering Program, by providing technical analysis and concept development for particularly challenging engineering issues, such as speed studies, pedestrian crossing design, and design of innovative treatments.

3. Enforcement. Enhance pedestrian safety in the areas surrounding the targeted school zones. The County will engage in a multidisciplined approach to increase the level of safety and awareness in the targeted areas. Enforcement operations will consist of officers on motorcycles and in patrol cars conducting a total of 24 speed and pedestrian safety operations in the affected areas.

I recommend that the County Council approve this supplemental appropriation in the amount of \$380,700 and specify the source of funds as the State Highway Administration, Maryland Department of Transportation, Safe Routes to School Program Grant fund.

I appreciate your prompt consideration of this action.

IL:ams

Attachment: Supplemental Appropriation #08-224

cc: Arthur Holmes, Jr., Director, DPWT
J. Thomas Manger, Chief, Department of Police
Jerry D. Weast, Ph.D., Superintendent of Schools
Edgar Gonzalez, DPWT
Linda Wise, DPWT
Kathleen Boucher, Assistant Chief Administrative Officer
Alexandra Shabelski, OMB

Resolution No: _____

Introduced: _____

Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Supplemental Appropriation #08-224 to the FY08 Operating Budget
Montgomery County Government
Department of Public Works and Transportation
State Highway Administration, Maryland Department of Transportation
Safe Routes to School Program Grant, \$380,700

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. The County Executive has requested the following FY08 Operating Budget appropriation increases for the Department of Public Works and Transportation:

<u>Personnel Services</u>	<u>Operating Expenses</u>	<u>Capital Outlay</u>	<u>Total</u>	<u>Source of Funds</u>
\$102,000	\$278,700	\$0	\$380,700	State Highway Administration, Maryland Department of Transportation, Safe Routes to School Program Grant

3. The Executive is recommending a supplemental appropriation to the FY08 Operating Budget of the Department of Public Works and Transportation in the amount of \$380,700 for the State way Highway Administration (SHA), Maryland Department of Transportation (MDOT), Safe Routes to School (SRTS) Program Grant. This appropriation will fund various engineering, enforcement and educational activities outlined in the SRTS Program Grant as follows:
 - a. Enable and encourage children, including those with disabilities, to walk and bicycle to school;
 - b. Make walking and bicycling to school a safer and more appealing transportation alternative; thereby encouraging a healthy and active lifestyle from an early age; and
 - c. Facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and the air pollution in the vicinity of schools (within two miles).
 - d. Provide a full-time SRTS Coordinator to lead countywide encouragement, education and evaluation efforts identified in the scope of work.
 - e. Fund engineering investments and enforcement actions identified at schools to facilitate safe pedestrian travel by students. These activities are described as follows:
 1. School Access and Safety Engineering Program. Conduct comprehensive school zone safety assessments and implement improvements at eleven schools by collecting vehicular speed/volume data, pedestrian data, confirming existing school zone signing and pavement markings, conducting field observations, and partnering with MCPS representatives to ensure that all safety concerns are known and considered.
 2. School Access and Safety Engineering Program - Consultant Services. On-call consultant services will be used to augment County staff conducting the School Access and Safety Engineering Program, by providing technical analysis and concept development for particularly challenging SRTS engineering issues, such as speed studies, pedestrian crossing design, and design of innovative treatments.
 3. Enforcement. Enhance pedestrian safety in the areas surrounding the targeted school zones. The County will engage in a multi-disciplined approach to increase the level of safety and awareness in the targeted areas. Enforcement operations will consist of officers on motorcycles and in patrol cars conducting a total of 24 speed and pedestrian safety operations in the affected areas.

4. The Executive recommends a supplemental appropriation to the FY08 Operating Budget in the amount of \$380,700 for Safe Routes to School and specifies the source of funds as the State Highway Administration, Maryland Department of Transportation, Safe Routes to School Program Grant.
5. Notice of public hearing was given, and a public hearing was held.

Action

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

A supplemental appropriation to the FY08 Operating Budget of the Department of Public Works and Transportation is approved as follows:

<u>Personnel Services</u>	<u>Operating Expenses</u>	<u>Capital Outlay</u>	<u>Total</u>	<u>Source of Funds</u>
\$102,000	\$278,700	\$0	\$380,700	State Highway Administration, Maryland Department of Transportation, Safe Routes to School Program Grant

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

OPERATING BUDGET

SUPPLEMENTAL OR SPECIAL APPROPRIATION REQUEST SUMMARY

1. Please fill in the following table:

Agency	Division of Operations
Department	Public Works and Transportation
Fund (County Government only)	Grant Fund
Fiscal year	08
Supplemental or Special	Supplemental
Operating or Capital budget	Operating

2. What is the amount and source of funding?

Source of funding (Please list sources)	Amount
State Highway Administration, Maryland Department of Transportation, Safe Routes to School Grant Fund	\$380,700
Total request	\$380,700

3. Is the request one-time or continuing? If continuing and funded by a grant, what will you do when the grant ends? This is work funded by a grant from Maryland Department of Transportation that is usually awarded yearly to the county. The time frame for this grant is Part A: 4/20/07 – 9/30/08 in the amount of \$139,200, and Part B: 1/1/08 – 9/30/09 in the amount of \$241,500.

4. Please provide a brief description, justification, expected outcomes, and how the outcomes will be measured. This grant has specific tasks outlined in the scope of work such as pedestrian safety improvements, addressing safety concerns and implementing solutions.

5. Please explain why you did not request this during the annual budget process. The scope, wording and amounts had to be worked out with the State.

6. For your agency, what is the current fiscal year budget for the relevant fund and what is the latest estimate? (do not fill out if the appropriation is funded entirely by a non-County grant)

Budget for current fiscal year for the relevant fund	
+ Supplemental/special appropriations already approved	
= Revised budget for current fiscal year	
Latest estimate of spending for current year	

7. County Government only: For your department or fund, whichever is applicable, what is the current fiscal year budget and what is the latest estimate? (do not fill out if the appropriation is funded entirely by a non-County grant)

Budget for current fiscal year for the department:	
+ Supplemental/special appropriations already approved	
= Revised budget for current fiscal year	
Latest estimate of spending for current year	