

T&E COMMITTEE #1  
January 21, 2010

## MEMORANDUM

January 20, 2010

TO: Transportation, Infrastructure, Energy and Environment Committee  
60  
FROM: Glenn Orlin, Deputy Council Staff Director  
SUBJECT: FY10 Budget Savings Plan, Round 2

At this session the Committee is to review elements of the Executive's recommended FY10 Savings Plan (Round 2) that are under its jurisdiction. See ©1-7 for the Executive's January 7, 2010 transmittal memo and background information. The Council is tentatively scheduled to consider the recommendations on the Savings Plan from all six Committees on February 9.

As noted below, the appropriate Council analysts have reviewed the recommended savings, which are outlined on the attached pages from the Executive's transmittal memo (©8-18). As part of the revised Savings Plan the Executive is also recommending reducing Current Revenue funding in five capital projects; a summary of his changes is on ©19 and the five Capital Improvements Program amendments are on ©20-25. Where analysts have questions or comments, they are discussed below.

**Chuck Sherer.** *General Services-Facilities, Printing & Mail; ©8-9, 18, reduction=\$820,250: approve Executive's recommendations.*

**Susan Farag.** *Motor Pool; ©17-18: approve Executive's recommendation.* The savings plan assumes a \$970,410 reduction in expenditures for the Division of Fleet Management Services (DFMS) in the Department of General Services. These savings stem from suspending all replacement collections and replacement purchases for non-public safety vehicles for the remainder of the fiscal year. Departments affected are all tax-supported agencies.

Over the past two fiscal years, vehicle replacements have been deferred several times to achieve savings. In the FY09 Savings Plan, equipment and vehicle replacement deferrals

resulted in \$832,360 in savings. In the FY10 Operating Budget, the replacement of approximately 145 vehicles was deferred, for a savings of \$1.6 million. In the first FY10 Savings Plan, public safety vehicles were deferred for the first time, delaying replacements for approximately 60 vehicles, saving about \$1.5 million. These multiple deferrals have contributed to the fact that for the first time in six years (since FY03), the fleet size has not increased.

Council staff asked whether deferring all remaining vehicle replacements would result in additional maintenance costs on aging vehicles. DFMS advises that there may be some additional maintenance costs but they are expected to be negligible. While these vehicles may meet the age requirements for replacement, they are generally low mileage vehicles and will continue to receive preventive maintenance.

**Keith Levchenko.** *Environmental Protection, Utilities, Facility Planning: SM, ©16-17, 25:* no issues. There is an error in the Savings Plan write-up with regard to the \$40,000 reduction in contractual services: the cut will *not* affect the Sustainability Report implementation. That work, while managed by the Department of Environmental Protection, is funded out of the Climate Change Implementation NDA and not out of the DEP budget.

*Facility Planning: Storm Drains (©24):* The \$96,000 cut will have impacts. The program is already a “reactive” program in that work is based on complaints received and investigated by the Department of Transportation. There is already a long delay from the time a problem is identified to the time capital work designed and constructed. This cut would eliminate, for the remainder of the fiscal year, all investigative work as well as any stopgap work done. Also, the \$96,000 cut exceeds the unencumbered balance currently in the project. Therefore some dollars would need to be found in contracted dollars.

**Council Staff believes this cut should be avoided or at least reduced if possible.** The County has a responsibility to at least investigate storm drain complaints and provide stopgap solutions even if more permanent work must be deferred for fiscal reasons.

**Glenn Orlin.** *Facility Planning—Transportation (©20-21):* The \$500,000 reduction is spread over three studies:

- Central Avenue Sidewalk (Gaithersburg), \$200,000: The study would be transferred out of the Facility Planning—Transportation project and absorbed into the Annual Sidewalk Program.
- MacArthur Blvd Bikeway, Segment #3 (Oberlin Avenue to DC line), \$180,000: Facility Planning Phase II is deferred 3 years to FY12-14.
- MD355 Sidewalk (Hyattstown), \$120,000: Deferred at least 8 years, until the “after FY16” list in the FY11-16 CIP.

*Advanced Transportation Management System (©22):* The \$350,000 reduction may impact the continuity of software development. The specific reductions, by subprogram, are displayed in the chart on ©26.

*Annual Bikeway Program (©23):* The \$104,000 reduction will curtail the balance of the bikeway signage program in FY10, representing a 73% reduction from the Approved FY10 Budget. Also, staff time supporting monthly Bicycle Action Group meetings will be curtailed through the end of FY10.

*Transportation—General Fund, ©10-11:* The total reduction in Round 2 would be \$1,362,040. The cuts for Items S1 through S4 will have no impact. The Executive’s cuts for Items S5 through S16 are detailed on ©11; a comparison of the initial FY10 budget, the amount cut in the first Savings Plan, the proposed cut in the second Savings Plan, and the remaining budget (much of which has been spent):

Item	FY 10			
	Approved Budget	Savings Plan #1	Savings Plan #2	FY 10 Latest
S5 Lapse in Highway	\$ (754,919)		\$ (66,570)	\$ (821,489)
S6 Lapse in Traffic	\$ (375,611)	\$ (153,440)	\$ (50,000)	\$ (579,051)
S7 Shoulder Contract & Materials	\$ 310,335	\$ (100,000)	\$ (26,280)	\$ 184,055
S8 Bikeway Maintenance	\$ 100,000	\$ (50,000)	\$ (45,000)	\$ 5,000
S9 Raised Pavement Markings	\$ 100,000		\$ (100,000)	\$ 0
S10 Short Span Bridge Inspections	\$ 80,000		\$ (10,000)	\$ 70,000
S11 Tree Maintenance Contracts	\$2,590,280	\$ (322,000)	\$ (200,000)	\$2,068,280
S12 Storm Drain Materials	\$ 304,379		\$ (60,000)	\$ 244,379
S13 Traffic Sign & Marking Materials	\$ 933,270		\$ (100,000)	\$ 833,270
S14 Resurfacing/Patching	\$2,731,603	\$ (330,000)	\$ (437,060)	\$1,964,543
S15 Pedestrian Signal Timing	\$ 237,250		\$ (50,000)	\$ 187,250
S16 Pedestrian Safety Education Efforts	\$ 150,000		\$ (150,000)	\$ 0

The most notable of these cuts are:

- **Bikeway Maintenance:** The Executive had recommended cutting the full program in the first round, but the Council retained half (\$50,000). The Executive is now recommending cutting all but \$5,000 for a small emergency.
- **Raised Pavement Markings:** Deleting the entire budget, this would have provided RPMs along the centerlines of 20 miles rural and suburban roads to provide better lane visibility, especially at night and in foggy weather.
- **Pedestrian Safety Education Efforts:** Eliminates the pedestrian safety outreach consultant and a contract employee to manage the consultant.

*Transportation—Parking Lot District Funds (©14-16):* The total reduction would be \$279,530. OMB responded that, although PLDs are enterprise funds, the reductions in the PLDs would create the opportunity to offset General Fund support to the Urban Districts and/or increase support from the Parking Districts to the Mass Transit Fund. In either case, greater relief could be provided to the tax supported budget if necessary. These adjustments will be handled through transfers of fund balance, not adjustments to tax rates in FY10, which cannot be changed.

*Mass Transit Fund (©12-13):* The \$68,000 reduction in GET-IN Program costs reflects lower than anticipated participation in this employee benefit (\$35/month subsidy on transit fares) in FY10. There is a reduction of \$10,590 in park-and-ride lot maintenance, including sealing cracks, tree pruning, and mulching and weeding of flower beds. There is also a cut of \$10,000 by reducing the frequency of trash pickups at bus stops, from 3 times every 2 weeks to twice.

During the first Savings Plan the Executive recommended cutting the balance of the Friendship Heights Super Fare Share (SFS) Program—\$91,000—but the Council cut only \$55,000, retaining \$36,000 to honor the outstanding employer commitments for the rest of FY10. Similarly, the Executive had recommended cutting \$137,000 from the North Bethesda SFS Program, but the Council cut only \$49,000 in order to retain the \$88,000 needed to fund remaining employer commitments for this fiscal year. In Round 2 the Executive is again recommending cutting the current balance of funds in these programs: \$36,000 in Friendship Heights and \$80,000 in North Bethesda, suspending the program as of March 1.

The Executive also recommends a \$245,000 cut to the Transportation Action Partnership (TAP), the North Bethesda Transportation Management Organization, and \$250,000 from Bethesda Transportation Solutions (BTS), the Bethesda CBD TMO and subsidiary of the Bethesda Urban Partnership. Some of TAP’s functions would be absorbed by DOT’s Commuter Services Section: rideshare system/Commuter Connections; surveys, marketing materials; promotional items; advertising and promotions. The BTS reduction likely would mean the discontinuation of its Super Fare Share program in FY10.

The Call-n-Ride Program provides subsidized taxi service for low-income seniors (age 67 or older) and low-income persons with disabilities (age 16 or older). The subsidy varies by income category, and ranges from 91% for incomes under \$14,000 year to 50% for incomes between \$20,000-25,000 per year. The Executive is proposing limiting Call-n-Ride Program customers to buying one \$60 book of discounted taxi vouchers per month, rather than the two books currently allowed. By this limitation, which DOT is implementing as of February, there would be an estimated net savings of \$747,910 in FY10 (\$833,330 in reduced costs offset by \$85,420 in lost revenue). Currently about 96% of customers who buy vouchers buy 2 books/month:

<b>Income Category (Annual Income)</b>	<b>Average number of participants buying 1 book/month</b>	<b>Average number of participants buying 2 books/month</b>
under \$14,000	2,725	2,633
\$14,000-17,000	134	118
\$17,000-20,000	60	48
\$20,000-25,000	31	22
<b>Total</b>	<b>2,950</b>	<b>2,821</b>

The Coalition for a Competitive Taxicab Industry (CCTI) has raised significant concerns about this cut (©27-28). Beyond the impact on the poor elderly and disabled, CCTI maintains that Call-n-Ride customers comprise 12% of their patrons, which means that cutting nearly half

the coupon books sold could reduce their patronage by 6%, endangering the taxi industry in the county.

The funding for this program should be retained in all or in part. Throughout the downturn of the past two years the Executive and Council have consistently placed the highest priority on preserving the safety net of services for the most vulnerable; this program is vital for the poor elderly and disabled. Free Ride On and Metrobus (within the County) for the elderly and disabled has not proved to be a substitute for Call-n-Ride, as its client base and voucher-book sales has not declined. And as CCTI points out, the cut could significantly damage the taxi business, which would affect all residents. **Council staff recommends restoring the Call-n-Ride Program and re-initiating the sale of a second book in February, thus not taking the net savings of \$747,910. Alternatively, if the Council wishes to take some cut here, it could fund enough to sell 2 books every other month; i.e., March and May in FY10. This would achieve 60% of the net savings in FY10: \$448,750.**

The most significant proposed reduction (which is receiving the most public comment), is the Executive's proposal to cut back 7.5% of Ride On service as of March 28:

- Eliminating 9 weekday routes, 10 Saturday routes, and 5 Sunday routes.
- Discontinuing segments of 4 routes.
- Reducing frequency of 3 weekday peak-period routes.
- Reducing evening bus trips on 7 weekday routes, 4 Saturday routes, and 2 Sunday routes.

These reductions would save \$1.2 million in costs for the balance of FY10, partially offset by a loss of \$130,000 in fare revenue, for a net savings of \$1,070,000. Projected through next year, the FY11 budget would be reduced by \$4,557,650, partially offset by a loss of \$529,050 in fare revenue, for a net savings of \$4,028,600. The proposal would cut 52 bus operator positions, 32 of which are currently filled.

The table on ©29-35 describes the performance characteristics and costs of every Ride On route, with the data segregated by Weekday, Saturday, and Sunday. The table is organized from least-to-most effective, as measured by riders per hour of service. For each route, the following information is displayed, from left to right:

- *Route*: the Ride On Route number.
- *Day*: indicating whether the data applies to the Weekday, Saturday, or Sunday service.
- *CD*: the Council District(s) through which the route passes.
- *Route Description*: where the bus goes.
- *AM Peak, Midday, PM Peak, and Night Hdwy*: the headway (gap) between buses, in minutes, during the morning peak period, midday, evening peak period, and night (i.e., after 9:00 pm), respectively.
- *# of Trips*: number of bus trips per day on the route.
- *Avg Daily Riders*: average riders per day.

- *Riders per Platform Hour*: total riders divided by the number of hours the buses are away from the depot, including deadheading and relief time. This is the primary measure of efficiency. Ride On is currently averaging 26.9 riders per platform hour.
- *Annual Cost Savings*: reduced costs if the cut-back is extended through FY11. The FY10 savings is about 26% of this.
- *Annual Lost Revenue*: reduced fare revenue due to the cut-back. The FY10 lost revenue is about 26% of this.
- *Net Annual Savings*: Annual Cost Savings minus Annual Lost Revenue. Net savings in FY10 is about 26% of this.
- *Impacts or Potential Issues*.
- *Type of Change*: the proposed service reduction.
- *Transit Service Options*: alternatives for patrons experiencing the cut in service.

The type of change is also color-coded (color copies of ©29-35 are on the Council’s website; some color copies will be made available for the worksession):

- RED shows that weekday service would be eliminated.
- BLUE shows that Saturday service would be eliminated.
- GREEN shows that Sunday service would be eliminated.
- BROWN shows that bus trips would be reduced after 9:00 pm.
- VIOLET shows either route restructuring, elimination of a segment, or reduction in frequency.

Note that most of the cuts were taken from the least productive routes in the system. The exceptions to this are of two types: ‘productivity adjustments’ and ‘resource reallocation.’ Productivity adjustment means that there have been recent modifications to the service to improve productivity. New routes or changes are allowed 18-24 months to reach maturity before they are judged as sufficiently efficient. Resource allocation means that DOT will be using the existing resources (not directly related to service) to make productivity improvements on other routes in March 2010.

<u>#18 Sunday service</u>	September 2009 productivity adjustment
<u>#79 Weekday service</u>	April 2009 productivity adjustment
<u>#18 Saturday service</u>	September 2009 productivity adjustment
<u>#6 Weekday service</u>	September 2009 productivity adjustment
<u>#75 Weekday service</u>	April 2009 productivity adjustment
<u>#44 Weekday service</u>	March 2010 resource reallocation
<u>#37 Weekday service</u>	September 2009 productivity adjustment
<u>#98 Weekday service</u>	April 2009 productivity adjustment
<u>#18 Weekday service</u>	September 2009 productivity adjustment

DOT’s explanation of selected services with stronger performance than others, yet proposed for reduction is:

#43 Weekday service. Falls Grove Branch elimination and peak frequency reduction: a poor performing route segment previously identified (alternate transit options available).

#Z2 Saturday service. Elimination conforms with WMATA service reduction in June 2009 (some alternate transit options available).

#93 Weekday service. Peak frequency reduction; walkable alternatives available.

Late Evening trip reductions. Previously identified trips, frequency changes after 9 pm, from 20 to 30 minutes.

The deployment of buses to Ride On routes is very complex; very frequently buses ending one route will deadhead on to a different location to begin another route. The normal schedule for implementing service changes (a 'pick') takes 4-5 months. The March 28 cut-backs have been prepared on an accelerated pace, but even so it will have taken more than 3 months to prepare. The time frame for implementing a pick includes the following steps (some of which overlap):

- 3-4 months for planning, data collection and analysis, route and schedule production.
- 2 months to advertise, hold, and document a public forum on route changes.
- 1 month prior to implementation required for labor agreement pick notification and process.
- 1-2 months prior to implementation for public notification material publication and bus stop notification work.

This has implications for Council action now. If the Council wishes not cut two or three routes for the March 28 pick, there is a small premium to be paid—DOT estimates about 7%—since there will be more deadheading and other scheduling inefficiencies if only a couple of routes are added back. For example, if the Council wishes not to cut Route 30 (see top of ©31), it would be reducing the Savings Plan not by \$130,824 (= [590,172-87,003] x 0.26), but by \$141,565 (= [(590,172 x 1.07)-87,003] x 0.26). *More significantly, if the Council wishes to add back more than a couple of routes, then the entire pick would have to be re-worked; in other words, none of the service would be cut on March 28, and no savings would be generated.*

*Increasing Ride On fares (not in Savings Plan):* On January 15 the County Executive transmitted a recommendation that the regular Ride On fares be increased by 10 cents per ride: from \$1.25 to \$1.35 for fares paid with a SmarTrip Card and from \$1.35 to \$1.45 for fares paid with cash or tokens. This increase would match the Metrobus fare increase under consideration by the Washington Metropolitan Area Transit Authority. The County's (and region's) policy for many years is to strive to have all the public bus systems charge the same fare. The Executive also proposes increasing the Metrorail-to-Ride On transfer from \$0.75 to \$0.85 and the Day Pass from \$3.00 to \$3.20. These increases would go into effect on March 1, the same day that the Metrobus increase would go into effect if WMATA approves its increase on January 28.

DOT estimates that these fare increases would generate \$205,000 more revenue during the last four months of FY10. These increases would generate \$615,000 more fare revenue over the full 12 months of FY11. The public hearing on the fare increases will be held on the evening of February 4, and the full Council will act on February 9.



OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

MEMORANDUM

January 7, 2010

TO: Nancy Floreen, President, County Council  
FROM: Isiah Leggett, County Executive  
SUBJECT: FY10 Revised Savings Plan

Attached please find my Recommended FY10 Revised Savings Plan that identifies additional savings for the current year of over \$70 million. These savings are necessary to respond to the significantly worsened economic and fiscal conditions that we are faced with. Combined with the Savings Plan I transmitted to you last October 28, 2009, this represents a total reduction in the current fiscal year of approximately \$100 million. In developing this Savings Plan, our objectives were to identify real cost reduction opportunities that are continuing in nature, while prioritizing and preserving, to the extent possible, direct services and minimizing any reductions in force. However, given the magnitude and long-term nature of our fiscal challenge, it is necessary to make several reductions in existing services, including abolishing 70 County positions. We estimate that currently 44 of these positions slated for abolishment are filled and will require a Reduction in Force. We will make every effort to appropriately place the affected individuals into vacant positions.

The Revised Savings Plan includes several elements that are different from prior efforts. In addition to operating budget expenditure reductions, I am also recommending reductions in Capital Improvement Program (CIP) current revenue, liquidation of prior year contractual encumbrances, and a fund balance transfer.

Working together over the past three years we have been successful in closing gaps of nearly \$1.2 billion and bringing the total tax supported rate of growth down from 9.8% in FY07 to 1.6% in FY10, and the County Government rate of growth from 14.1% in FY07 to -2.2% in FY10. The rate of growth for FY10 will actually be much less after accounting for the impact of both rounds of the FY10 Savings Plan.

It is important to understand that, as I have stated previously many times, I will not recommend exceeding the Charter limit on property taxes in the FY11 Operating Budget. The County's taxpayers continue to face their own unprecedented fiscal challenges.

As indicated to the Council previously, this Savings Plan is necessary not only to conserve resources to apply to closing the projected FY11 budgetary gap of \$608 million, but also to maintaining a positive balance in the County's general fund for the current fiscal year. The FY10 revenue losses in income tax, transfer and recordation tax, investment income, and other receipts primarily

impacted the general fund. As a result, even after the first round Savings Plan, and absent actions to address these losses, the general fund would end the year with a deficit of nearly over \$64 million. Clearly, we can not allow this to happen. The County budget and finance staff will be working over the next two months to identify other actions necessary, in addition to the revised Savings Plan, to strengthen the condition of the general fund. We will work with the County Council and your staff on these other actions and a comprehensive description will be available in my Recommended FY11 Operating Budget.

While my funding priorities continue to be focused on education, public safety, and safety net services, it is not possible to provide a balanced budget without including significant reductions to programs within these priority areas. As the table below indicates, nearly 80% of our tax supported funding (\$3.1 billion) is already dedicated to these priorities. In the absence of a major tax increase, it is not possible to close a looming \$608 million budgetary gap in FY11 by making reductions to only 20% of the budget.

**FY10 Approved Tax Supported Budgetary Allocations\***

	Amounts	Cumulative Amounts	% Allocation	Cumulative % Allocation
<b>Education</b>				
Public Schools	\$ 2,138.4		54.0%	
College	\$ 231.7	\$ 2,370.1	5.9%	59.9%
<b>County Government</b>				
Public Safety	\$ 552.5	\$ 2,922.6	14.0%	73.8%
Health and Human Services	\$ 215.2	\$ 3,137.8	5.4%	79.3%
Transit	\$ 108.5	\$ 3,246.3	2.7%	82.0%
<b>Other County Government**</b>	\$ 515.2	\$ 3,761.5	13.0%	95.0%
<b>Park and Planning</b>	\$ 111.9	\$ 3,873.4	2.8%	97.9%
<b>Other Reserves and Non Agency Uses</b>	\$ 84.3	\$ 3,957.7	2.1%	

\* Amounts include debt service, CIP current revenues, and reserves but excludes grants and non-tax supported funds (grants and proprietary funds).

\*\* Includes Recreation, Public Libraries, Transportation (non-Transit), Consumer Protection, Human Rights, and other departments

If the Council does not support the attached proposed reductions, I strongly recommend that it propose offsetting reductions in other areas of the budget to maintain the total amount of savings. These savings must be available to close the projected FY11 budget gap. We are only in the first step of the process in resolving the FY11 budgetary gap. Many more difficult choices remain ahead in confronting these challenges. Deferring needed savings at this time will only temporarily postpone the urgent need to make difficult choices and indeed make future choices all the more difficult. The less time in which agencies have to make the necessary reductions, the deeper and more difficult those reductions will be in order to achieve the same savings. Resolution of the FY 11 budget gap is problematic because even more difficult and complex issues will need to be addressed during the Council's short time for reviewing and approving the annual budget.

Nancy Floreen, President  
January 7, 2010  
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Because of the weakness in the current local and national economy and the State's continuing fiscal challenges, I urge the Council to quickly approve the reductions proposed in the attached Savings Plan. The projected gap for FY11 may significantly worsen in the near future because of continued revenue deterioration, cost increases related to snow removal, and the very real potential for further substantive reductions in State aid. We have already absorbed cuts of nearly \$20 million in State aid in this fiscal year and I believe the Governor's soon to be released budget will contain further Local aid reductions.

The attached plan includes proposed targets for Montgomery County Public Schools (MCPS), the Maryland-National Capital Park and Planning Commission (M-NCPPC), the Housing Opportunities Commission (HOC), and Montgomery College (the College). The principals of these agencies have expressed their willingness to cooperate in resolving our shared fiscal challenges.

I strongly urge the Council to expedite its review and approval of the attached Savings Plan, so that the necessary actions can be implemented as soon as possible. My staff is available to assist the Council in its review of the attached proposal. Thank you for your support of our efforts to preserve our most important services, while protecting the fiscal health of the County Government.

IL:jfb

Attachments

- c: Timothy L. Firestine, Chief Administrative Officer  
Department and Office Directors  
Dr. Jerry Weast, Superintendent, Montgomery County Public Schools  
Dr. Hercules Pinkney, Interim President, Montgomery College  
Royce Hanson, Chair, Montgomery County Planning Board  
Michael J. Kator, Chair, Housing Opportunities Commission  
Kathleen Boucher, Assistant Chief Administrative Officer

Revised FY10 Savings Plan Summary		
1	<b>Total FY10 Revised Savings Plan</b>	<b>70.088</b>
2		
3	<b>Expenditure Reductions</b>	<b>50.042</b>
4		
5	MCG Tax Supported Reductions	22.932
6		
7	Debt Service Exp. Reductions	2.159
8	MCPS	22.000
9	MC	1.700
10	MNCPPC	1.250
11		
12	<b>Fund Balance Transfers</b>	<b>4.800</b>
13	Reduce MHI Transfer	4.800
14		
15	<b>Revenue Changes</b>	<b>6.031</b>
16	Prior Year Encumbrance Liquidations	1.500
17	Debt Service premium & rebate revenues	4.531
18		
19	<b>CIP Current Revenue (CIP CR)</b>	<b>9.216</b>
20	Montgomery County Govt CIP	4.743
21	HOC CIP	0.121
22	MNCPPC CIP	2.502
23	College CIP	1.850
24		

Executive Recommended FY10 Savings Plan - Round 1 and 2								
	Approved	Round 1 Savings	Agency as % of	Target as % of	Round 1 Target	Round 2	Round 2 Target	Total Target as
	FY10 Budget	Plan Target	Total Budget	Savings Plan	as % of Budget	Target <sup>1</sup>	as % of SP	% of Savings Plan
MCG	1,585,853,910	16,593,800	42.4%	55.8%	1.0%	40,785,950	58.2%	57.5%
MCPS	1,940,540,941	9,900,000	51.9%	33.3%	0.5%	22,000,000	31.4%	32.0%
College <sup>2</sup>	107,079,321	1,070,790	2.9%	3.6%	1.0%	3,550,000	5.1%	4.6%
MNCPPC	106,646,100	2,180,000	2.9%	7.3%	2.0%	3,752,000	5.4%	5.9%
Total	3,740,120,272	29,744,590			0.8%	70,087,950		
Notes:								
1. Amounts above include debt service savings, CIP CR reductions, revenue increases, and encumbrance liquidations								
2. The College budget above is the FY10 local contribution.								

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## FY10 SAVINGS PLAN SUMMARY (First and Second Rounds)

Fund/Department Name	FY10 Original Approp.	1st Savings Approved	% Change	2nd Savings Recommended	% Change	Total Savings	% Change
<b>Tax Supported</b>							
<b>General Fund</b>							
Board of Appeals	617,520	-7,000	-1.13%	-2,000	-0.32%	-9,000	-1.46%
Circuit Court	10,410,980	-52,050	-0.50%	-103,590	-1.00%	-155,640	-1.49%
Commission for Women	1,197,670	-26,950	-2.25%	-35,120	-2.93%	-62,070	-5.18%
Consumer Protection	2,442,010	-54,950	-2.25%	-71,610	-2.93%	-126,560	-5.18%
Correction and Rehabilitation	65,414,400	-327,070	-0.50%	-650,870	-0.99%	-977,940	-1.49%
County Attorney	5,224,980	-137,680	-2.64%	-238,440	-4.56%	-376,120	-7.20%
County Council	9,057,090	-203,780	-2.25%	-265,600	-2.93%	-469,380	-5.18%
County Executive	6,399,960	-144,000	-2.25%	-187,680	-2.93%	-331,680	-5.18%
Economic Development	7,628,240	-171,640	-2.25%	-223,700	-2.93%	-395,340	-5.18%
Emergency Management and Homeland Security	1,346,940	-6,730	-0.50%	-13,400	-0.99%	-20,130	-1.49%
Environmental Protection	3,013,960	-67,810	-2.25%	-88,380	-2.93%	-156,190	-5.18%
Ethics Commission	272,390	-6,130	-2.25%	-7,990	-2.93%	-14,120	-5.18%
Finance	9,751,930	-219,420	-2.25%	-185,980	-1.91%	-405,400	-4.16%
General Services	27,970,950	-629,350	-2.25%	-820,250	-2.93%	-1,449,600	-5.18%
Health and Human Services	194,074,350	-971,550	-0.50%	-1,992,300	-1.03%	-2,963,850	-1.53%
Housing and Community Affairs	5,066,790	-114,000	-2.25%	-149,460	-2.95%	-263,460	-5.20%
Human Resources	8,522,410	-203,330	-2.39%	-92,830	-1.09%	-296,160	-3.48%
Human Rights	2,160,810	-48,620	-2.25%	-70,470	-3.26%	-119,090	-5.51%
Inspector General	634,730	-14,280	-2.25%	-18,610	-2.93%	-32,890	-5.18%
Intergovernmental Relations	877,400	-19,740	-2.25%	-25,730	-2.93%	-45,470	-5.18%
Legislative Oversight	1,341,070	-27,000	-2.01%	-26,820	-2.00%	-53,820	-4.01%
Management and Budget	3,703,890	-83,340	-2.25%	-108,620	-2.93%	-191,960	-5.18%
Merit System Protection Board	159,960	-2,500	-1.56%	-4,000	-2.50%	-6,500	-4.06%
NDA - Desktop Modernization	6,839,290	-153,880	-2.25%	-882,000	-12.90%	-1,035,880	-15.15%
NDA - Housing Opportunities Commission	6,136,340	-30,680	-0.50%	-61,060	-1.00%	-91,740	-1.50%
NDA - Leases	19,225,800	-432,580	-2.25%	0	0.00%	-432,580	-2.25%

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## FY10 SAVINGS PLAN SUMMARY (First and Second Rounds)

Fund/Department Name	FY10 Original Approp.	1st Savings Approved	% Change	2nd Savings Recommended	% Change	Total Savings	% Change
People's Counsel	246,520	-5,390	-2.19%	0	0.00%	-5,390	-2.19%
Police	246,262,150	-1,231,310	-0.50%	-6,857,740	-2.78%	-8,089,050	-3.28%
Public Information	1,215,210	-27,340	-2.25%	-35,640	-2.93%	-62,980	-5.18%
Public Libraries	37,569,400	-1,595,310	-4.25%	-1,079,220	-2.87%	-2,674,530	-7.12%
Regional Services Centers	4,140,360	-93,260	-2.25%	-121,410	-2.93%	-214,670	-5.18%
Sheriff	20,631,770	-103,160	-0.50%	-205,290	-1.00%	-308,450	-1.50%
State's Attorney	12,148,340	-60,740	-0.50%	-120,880	-1.00%	-181,620	-1.50%
Technology Services	31,844,190	-716,490	-2.25%	-933,830	-2.93%	-1,650,320	-5.18%
Transportation	46,573,220	-1,171,900	-2.52%	-1,362,040	-2.92%	-2,533,940	-5.44%
Zoning & Administrative Hearings	524,440	-4,500	-0.86%	0	0.00%	-4,500	-0.86%
<b>General Fund Total:</b>	<b>800,647,460</b>	<b>-9,165,460</b>	<b>-1.14%</b>	<b>-17,042,560</b>	<b>-2.13%</b>	<b>-26,208,020</b>	<b>-3.27%</b>
<b>Special Funds</b>							
Urban District - Bethesda	3,380,210	0	0.00%	-101,410	-3.00%	-101,410	-3.00%
Urban District - Silver Spring	2,891,930	0	0.00%	-86,760	-3.00%	-86,760	-3.00%
Urban District - Wheaton	1,660,080	0	0.00%	-49,800	-3.00%	-49,800	-3.00%
Mass Transit	108,457,800	-350,580	-0.32%	-2,732,920	-2.52%	-3,083,500	-2.84%
Fire	192,974,090	-965,000	-0.50%	-2,300,280	-1.19%	-3,265,280	-1.69%
Recreation	30,528,520	-684,240	-2.24%	-595,330	-1.95%	-1,279,570	-4.19%
<b>Special Funds Total:</b>	<b>339,892,630</b>	<b>-1,999,820</b>	<b>-0.59%</b>	<b>-5,866,500</b>	<b>-1.73%</b>	<b>-7,866,320</b>	<b>-2.31%</b>
<b>MCG Tax Supported Total:</b>	<b>1,140,540,090</b>	<b>-11,165,280</b>	<b>-0.98%</b>	<b>-22,909,060</b>	<b>-2.01%</b>	<b>-34,074,340</b>	<b>-2.99%</b>

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Ref No. Title \$ Revenue

**Finance**

Suspend training and related travel expenses. Impact: Professional staff may not stay current with trends, opportunities and activities in their field.

Finance Total: -185,980 0

**General Services**

S1	<b>REDUCE: CONTRACT JANITORIAL SERVICES AT EDISON PARK CAMPUS</b> Janitorial services will not be performed on a daily basis	-175,000	0
S2	<b>REDUCE: CONTRACT STRUCTURAL MAINTENANCE AT EDISON PARK CAMPUS</b> Structural repairs will be done on unsafe conditions only.	-85,000	0
S3	<b>REDUCE: CONTRACT JANITORIAL SERVICES AT COUNTY BUILDINGS</b> Custodial services will be performed less frequently at County buildings.	-80,000	0
S4	<b>REDUCE: CONTRACT MASONRY SERVICES</b> Masonry repairs will be done on unsafe conditions only.	-49,000	0
S5	<b>REDUCE: CONTRACT ELECTRICAL MAINTENANCE SERVICES</b> Electrical services will be performed on an as-needed basis only for essential needs.	-50,000	0
S6	<b>REDUCE: CONTRACT ELECTRICAL MAINTENANCE AT SEVEN LOCKS CORRECTIONAL FACILITY</b> Electrical maintenance will be done on an as-needed basis only for essential needs.	-30,000	0
S7	<b>REDUCE: OTHER PROFESSIONAL SERVICES - FACILITIES MAINTENANCE DIVISION</b> This will reduce Facilities' ability to assess and address issues as they arise.	-33,000	0
S8	<b>REDUCE: CONTRACT HVAC MAINTENANCE SERVICES</b> HVAC maintenance services will be performed on an as-needed basis only for essential needs.	-60,000	0
S9	<b>REDUCE: CONTRACT MOVING SERVICES</b> This will eliminate all remaining funds for moving contractors. Any agencies requiring moving services will need to pay for the service from their budgets.	-20,780	0
S10	<b>REDUCE: TEMPORARY OFFICE STAFFING CONTRACT</b> General Services will be unable to hire temporary clerical and similar help. This may slow services to County agencies and make the Department less efficient.	-11,790	0
S11	<b>REDUCE: MOTOR POOL</b> Our contribution to the vehicle replacement fund	-88,750	0
S12	<b>REDUCE: GENERAL OFFICE SUPPLIES</b> DGS Division of Real Estate and Management Services will eliminate all further purchases of office supplies for the remainder of FY10.	-11,000	0
S13	<b>REDUCE: OTHER PROFESSIONAL SERVICES - DIVISION OF REAL ESTATE AND MANAGEMENT SERVICES</b> The Division of Real Estate and Management Services will be unable to purchase any new or additional consulting services for the remainder of FY10, potentially leading to decreased efficiency.	-87,390	0
S14	<b>REDUCE: COMPUTER SOFTWARE</b> Reducing computer software will restrain our ability for technological improvements in general fund service areas.	-20,000	0
S15	<b>REDUCE: BOOKS AND REFERENCE MATERIALS</b> DGS will not be able to purchase updated IT references, Real Estate guide references, leading to decreased efficiency.	-2,540	0
S16	<b>REDUCE: COMPUTER EQUIPMENT PURCHASE</b> DGS will be unable to purchase any new or additional computer equipment for the remainder of FY10 potentially leading to decreased efficiency.	-15,000	0
S17	<b>REDUCE: ADVERTISING JOBS</b>	-400	0

Ref No.	Title	\$	Revenue
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**General Services**

Given the fiscal realities of the current year, DGS will not be advertising for any new or open positions.

S18	<b>REDUCE: ADVERTISING - CONTRACTS</b> In this economic climate, DGS will not be advertising for new contracts.	-600	0
<b>General Services Total:</b>		<b>-820,250</b>	<b>0</b>

**Health and Human Services**

S1	<b>DECREASE COST: AFRICAN AMERICAN HEALTH PROGRAM-ELIMINATE BROKER CONTRACT FOR DATA SERVICES</b> There is no service impact. The Department anticipates, BETAH, a communications outreach, professional services, and technical support firm, will absorb this function using grant funds.	-16,080	0
S2	<b>DECREASE COST: LATINO HEALTH INITIATIVE-AMA TU VIDA FESTIVAL</b> There is no service impact. In the past the program has leveraged funds from other sources to support the Ama Tu vida Festival	-3,650	0
S3	<b>DECREASE COST: LATINO HEALTH INITIATIVE-REDUCE FUNDING FOR GRANT DEVELOPMENT</b> There is no service impact.	-2,500	0
S4	<b>DECREASE COST: LATINO HEALTH INITIATIVE-REDUCE OFFICE SUPPLIES EXPENSES</b> There is no service impact.	-2,810	-160
S5	<b>DECREASE COST: ASIAN AMERICAN HEALTH INITIATIVE-MISCELLANEOUS OPERATING EXPENSES</b> There is no service impact.	-7,420	-430
S6	<b>DECREASE COST: COMMUNITY OUTREACH-REDUCE FUNDS FOR EDUCATION AND TRAINING</b> There is no service impact.	-15,100	-870
S7	<b>DECREASE COST: COMMUNITY ACTION AGENCY-REDUCE MISCELLANEOUS OPERATING EXPENSES</b> There is no service impact.	-8,000	0
S8	<b>DECREASE COST: CHILD WELFARE - MEDICAL SUPPLIES</b> There is no service impact.	-15,000	0
S9	<b>SHIFT: FLEX FUNDS FOR INSTITUTIONAL CLOTHING ALLOWANCE - NOW FULLY COVERED BY HB669</b> There is no service impact. These expenses are now fully covered by State HB669 maintenance funds via CHESSIE.	-12,670	0
S10	<b>DECREASE COST: POST ADOPTION CONTRACT</b> There is no service impact. The vendor (Center for Adoption Support and Education (C.A.S.E)) is expected to come in under budget.	-10,000	0
S11	<b>DECREASE COST: FRAMEWORK FOR FAMILIES CONTRACT</b> There is no service impact. The vendor (Family Services, Inc.) is expected to come in under budget.	-10,000	0
S12	<b>SHIFT: PROTECTIVE SERVICES-WEEKEND COVERAGE CONTRACT CHARGES TO STATE HB669 ALLOCATION</b> There is no service impact. FY10 State HB669 dollars are available for this purpose.	-62,800	0
S13	<b>SHIFT: COSTS FOR THREE POSITIONS FROM GENERAL FUND TO HB669-BASED ON FUNDING FROM THE DEPARTMENT OF HUMAN RESOURCES (DHR)</b> DHR provided additional funding for Child Welfare Positions as part of the department's HB669 allocation. The department will shift existing general fund Child Welfare Services (CWS) positions to HB669.	-244,000	-52,140
S14	<b>DECREASE COST: LINKAGES TO LEARNING CONTRACTS</b> There is no service impact. This reduction is due to an error in the inflationary adjustment.	-30,000	0
S15	<b>DECREASE COST: ELIMINATE FUNDING FOR VENDOR STAFF DEVELOPMENT FOR LINKAGES TO LEARNING</b>	-10,000	0

Ref No.	Title	\$	Revenue
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**Technology Services**

DTS has implemented electronic fax (eFAX) in mid year 2009, thereby reducing the need for fax lines.

To support County Executive's Green and Paper Reduction Initiatives, DTS utilized the eFAX gateway to implement the paperless eFAX. As a result of the implementation of eFAX, DTS is able to reduce the needs for printed inbound/outbound faxes and reduce the annual telecommunications chargeback by \$1,500 contributed to the FY10 mid-year savings.

S12	<b>DECREASE COST: PAPER AND TONER PURCHASE REDUCTION</b>	<b>-3,590</b>	<b>0</b>
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In the memo dated October 12, 2009, the CAO implemented paper and printing cost reduction across County Government operations.

DTS developed a reduction plan to reduce the paper / printing / mail expenditures by 15 percent in FY10 and FY11. DTS believes that this reduction plan is achievable and will monitor the savings measures to ensure reduction targets are achieved while delivering IT customer services with no operational or service impact.

S13	<b>DECREASE COST: PAPER REDUCTION: PRINTING COST</b>	<b>-12,940</b>	<b>0</b>
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In the memo dated October 12, 2009, the CAO implemented paper and printing cost reduction across County Government operations.

DTS developed a reduction plan to reduce the paper/printing/mail expenditures by 15 percent in FY10 and FY11. DTS believes that this reduction plan is achievable and will monitor the savings measures to ensure reduction targets are achieved while delivering IT customer services with no operational or service impact.

S14	<b>DECREASE COST: PAPER REDUCTION: MAIL</b>	<b>-9,320</b>	<b>0</b>
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In the memo dated October 12, 2009, the CAO implemented paper and printing cost reduction across County Government operations.

DTS developed a reduction plan to reduce the paper/printing/mail expenditures by 15 percent in FY10 and FY11. DTS believes that this reduction plan is achievable and will monitor the savings measures to ensure reduction targets are achieved while delivering IT customer services with no operational or service impact.

S15	<b>DECREASE COST: DATA SECURITY TEAM HARDWARE UPGRADES</b>	<b>-27,000</b>	<b>0</b>
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Due to moving some Security Team services to vendor-hosted solutions (SaaS/Cloud architecture), there is a decreased cost of County-owned hardware maintenance. This \$27,000 reduction in hardware maintenance reflects the reduced number of hardware servers that need to be maintained.

S16	<b>DECREASE COST: TRAINING</b>	<b>-100,000</b>	<b>0</b>
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DTS will reduce its training funds during FY10 by \$100,000. This funding is used primarily to keep staff current on changes in technology and emerging trends, updating and maintaining workforce' knowledgebase, and making better use of the County's technological assets.

S17	<b>DECREASE COST: ENTERPRISE CONTRACTOR SUPPORT</b>	<b>-30,000</b>	<b>0</b>
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Reduce the amount of contractor support to supplement County staff. Reduction of contractor support reduces the amount of preventive maintenance and monitoring that can be performed. This will increase the risk of system failures and extended outages. Increased failures or extended outages can adversely affect business operations across departments. DTS will continue to apply best practices to system operations to minimize the increased risk.

**Technology Services Total: -933,830 0**

**Transportation**

S1	<b>DECREASE COST: PRINTING &amp; POSTAGE</b>	<b>-8,060</b>	<b>0</b>
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Savings will be met without any reduction in service through: use of two sided copying whenever possible, use of electronic records rather than paper records, and the conversion of parking meter inspection and repair reports from paper to shared on-line electronic files.

S2	<b>DECREASE COST: REDUCTION IN TRAINING, MEMBERSHIPS, ETC.</b>	<b>-17,870</b>	<b>0</b>
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Training and professional membership and dues are important elements in the Division of Transportation Engineering and this cut will limit professional development of staff.

S3	<b>DECREASE COST: REDUCTION IN PARKING TICKET PROCESSING CONTRACT</b>	<b>-21,200</b>	<b>0</b>
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Funds pay for the database management and collection of parking tickets issued by the Department of Transportation (DOT) parking enforcement officers in residential parking permit areas and for all County Police issued parking tickets. Based on current contract costs and the volume of tickets issued, DOT believes it will be able support the projected reduction in costs

Ref No.	Title	\$	Revenue
<b>Transportation</b>			
	without any reduction in the budgeted revenue based on this reduction.		
S4	<b>DECREASE COST: REDUCTION IN MATERIALS INSPECTION &amp; TESTING</b> The level of necessary testing has decreased this year due to the decrease in the development taking place in the county.	-20,000	0
S5	<b>DECREASE COST: ADDITIONAL LAPSE IN HIGHWAY MAINTENANCE</b> The Division has a Lapse Plan to absorb the budgeted lapse. The impact of not filling these positions is that Highway crews will be short of the staff needed to perform some infrastructure repair.	-66,570	0
S6	<b>DECREASE COST: ADDITIONAL LAPSE IN TRAFFIC ENGINEERING</b> The Division has a Lapse Plan to absorb the budgeted lapse, no major impact is anticipated.	-50,000	0
S7	<b>REDUCE: REDUCTION IN THE LEVEL OF SHOULDER MAINTENANCE</b> This action will reduce the available funds for materials and supplies to perform routine and preventative repairs of roadway shoulders. This will result in increased costs in the long term if the transportation infrastructure requires replacement or refurbishment in the future.	-26,280	0
S8	<b>REDUCE: REDUCTION IN BIKEWAY MAINTENANCE</b> This eliminates the remainder of the budgeted bikeway maintenance for FY10. All off-road bikeways will not receive any maintenance for the remainder of the fiscal year. However, on-pavement bikeways will continue to be maintained as part of routine pavement maintenance, including sweeping and pavement repairs.	-45,000	0
S9	<b>ELIMINATE: RAISED PAVEMENT MARKERS WILL NOT BE INSTALLED</b> This action eliminates funding for the implementation of Raised Pavement Markers (RPMs) for FY 10. At the fully funded \$100,000 budget level, RPM's would have been installed on approximately 20 miles of roadways.	-100,000	0
S10	<b>REDUCE: REDUCED INSPECTION OF SHORT SPAN BRIDGES</b> Inspection of four short span bridges will be delayed as a result of this cut. The real impact will be that these four bridges will be inspected in FY 11 but other bridges scheduled for inspection in FY 11 will be pushed to FY 12.	-10,000	0
S11	<b>REDUCE: DELAY IN TREE REMOVALS</b> Approximately 200 trees that need to be removed will be delayed. Only trees creating an immediate danger will be removed.	-200,000	0
S12	<b>REDUCE: REDUCTION IN THE LEVEL OF STORM DRAIN MAINTENANCE</b> A purchase order in the amount of \$60,000 will be liquidated. This action will reduce the division's ability to maintain the storm drainage system and could result in more costly repairs over time.	-60,000	0
S13	<b>REDUCE: REDUCED TRAFFIC SIGN AND MARKING MATERIALS</b> This action would reduce the funds available for materials and supplies for the roadway marking, signing and traffic signal maintenance programs by approximately 10%. The impact will be primarily aesthetic as faded crosswalks, bent No Parking signs, etc, will be not be replaced. Missing signal pole caps will not be replaced resulting in potential water damage over time. Funds still remain to replace critical items such as knockdowns.	-100,000	0
S14	<b>REDUCE: REDUCTION IN RESURFACING/PATCHING EFFORT</b> Purchase orders for resurfacing in the amount of \$437,060 for work scheduled in the spring will be liquidated. Approximately 4 lane miles of planned roadway repairs will not be accomplished. Delaying the resurfacing and patching of these roadways will cause further long term structural failure to the aging roadway infrastructure requiring more costly rehabilitation/reconstruction efforts in the future.	-437,060	0
S15	<b>REDUCE: DELAY CONVERSION OF PEDESTRIAN SIGNAL TIMING DEVICES TO NEW STANDARD</b> This action will reduce the number of pedestrian signal timings that can be performed during FY 10 thereby deferring the implementation of the program. The reduction reflects a 22% cut in the total funding of this item.	-50,000	0
S16	<b>ELIMINATE: ELIMINATION OF PEDESTRIAN SAFETY EDUCATION EFFORTS</b> The Pedestrian Safety Initiative relies on the three E's to reduce the number of pedestrian collisions in the County: Engineering, Enforcement, and Education. The FY 10 pedestrian safety budget increased spending for education to \$150,000. This education effort was intended to change both motorist and pedestrian behavior leading to a reduction in the number of pedestrian collisions. It was programmed to be spent on: \$100,000 Contract: Firm specializing in educational outreach and behavior modification techniques; \$50,000 Contract Employee: Employee based in DOT would manage above contract and implement other education activities. Failure to implement a comprehensive and sustained education program would lessen the impact of the other engineering and enforcement investments the County is making to improve pedestrian safety in the county.	-150,000	0
<b>Transportation Total:</b>		<b>-1,362,040</b>	<b>0</b>

Ref No.	Title	\$	Revenue
<b>General Fund Total:</b>		<b>-17,042,560</b>	<b>61,270</b>
<b>Fire</b>			
<b>Fire and Rescue Service</b>			
S1	<b>DECREASE COST: LAPSE SENIOR CITIZEN FIRE SAFETY TASK FORCE POSITION</b>	<b>-69,460</b>	<b>0</b>
	This is a new position that has not been filled, so lapsing it should have no impact. MCFRS had intended to use this position to launch a senior citizen fire safety program and implement recommendations of the senior citizen fire safety task force. Recent fire fatality figures for the county show that seniors are at greater risk than other age groups.		
S2	<b>DECREASE COST: LAPSE FIVE NON-UNIFORM FIRE CODE INSPECTOR POSITIONS</b>	<b>-293,490</b>	<b>0</b>
	Lapsing these positions will slow the department's efforts in fire safety inspection. MCFRS does not anticipate a dropoff in revenue because of a substantial increase in the number of permits being renewed. Renewal of these permits is an administrative function that doesn't involve the fire code inspectors.		
S3	<b>DECREASE COST: OPEN STATION 34 ON JUNE 1, 2010</b>	<b>-404,500</b>	<b>0</b>
	This should not have an impact as it appears that the station may not be ready to be staffed prior to June 1st.		
S4	<b>REDUCE: LAPSE FIVE UNIFORM POSITIONS IN FIRE CODE ENFORCEMENT</b>	<b>-102,000</b>	<b>0</b>
	Lapsing these positions will slow the department's efforts in fire safety inspection. MCFRS does not anticipate a dropoff in revenue because of a substantial increase in the number of permits being renewed. Renewal of these permits is an administrative function that doesn't involve the fire code inspectors.		
S5	<b>DECREASE COST: DELAY SPRING RECRUIT CLASS</b>	<b>-1,370,000</b>	<b>0</b>
	This reduction will not impact service in FY10.		
S6	<b>REDUCE: ABOLISH LIEUTENANT POSITION IN FIRE CODE ENFORCEMENT</b>	<b>-60,830</b>	<b>0</b>
	Duties will be absorbed by existing staff.		
<b>Fire Total:</b>		<b>-2,300,280</b>	<b>0</b>

Mass Transit

**DOT-Transit Services**

S1	<b>DECREASE COST: GET IN OPERATING COSTS</b>	<b>-68,000</b>	<b>0</b>
	The current participation rate is 89 county employees (as of January 2010) each employee receives \$35.00 a month to use transit as a commuting alternative.		
	This reduction is for the fare expense not needed for the current level of participation. Participation has been stable during the past few years. Transit does not anticipate any additional transit applicants this year.		
S2	<b>REDUCE: REDUCTIONS TO PARK AND RIDE LOT CLEANING</b>	<b>-20,590</b>	<b>0</b>
	Reduce \$10,590 - Reduction of mulching and weeding of flower beds. Reduction of tree pruning, delay crack/seal of lots at park and ride lots. \$10,000 from MES contract - reduction of trash collection at bus stops, from 3 times every two weeks to 2 times to every two weeks.		
S3	<b>ELIMINATE: SUSPEND FRIENDSHIP HEIGHTS SUPER FARE SHARE</b>	<b>-36,000</b>	<b>0</b>
	Suspend all expenditures in the Friendship Heights Super Fare Share program. The county will not subsidize employers that provide a subsidy to employees using transit to get to and from work.		
	Currently 42 employers with about 2,600 employees are enrolled, and over 500 employees receive transit benefits under this program. Unless these employers increase their financial commitment, suspension of the program will result in a reduction in the transit benefits provided to employees, and a potential increase in the number of employees driving to work vs. using transit. Suspension of this program also will impact the TMD's ability to persuade additional Friendship Heights employers to provide transit benefits or to participate in other alternative mode programs with the County.		
S4	<b>ELIMINATE: SUSPEND NORTH BETHESDA SUPER FARE SHARE</b>	<b>-80,000</b>	<b>0</b>
	Currently 39 employers with over 7,000 employees are enrolled, and over 900 employees receive transit benefits under this program. Unless these employers increase their financial commitment, suspension of the program will result in a reduction in the transit benefits provided to employees, and a potential increase in the number of employees driving to work vs. using transit. Suspension of this program also will impact the TMD's ability to persuade other employers to provide transit benefits or to participate in other alternative mode programs with the County. Parking revenues in North Bethesda fund the Super		

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Ref No.	Title	\$	Revenue
<b>DOT-Transit Services</b>			
	FareShare program for this area.		
S5	<b>DECREASE COST: TRANSPORTATION ACTION PARTNERSHIP GRANT AND BETHESDA URBAN PARTNERSHIP</b>	-495,000	0
	Transportation Action Partnership (TAP)- FY10 funding for TAP included just over \$200,000 (\$213,968) in funding carried over from the FY09 grant. The impact of this reduction will be that TAP will need to provide programs and services within the FY10 appropriation less \$245,000. Impact on functions should be minimal. However, some additional functions and expenses will be absorbed by Commuter Services Section as needed.		
	Bethesda Urban Partnership (BUP)- current contract for BUP is to provide commuter services in the Bethesda area. This reduction will mean that some functions performed by BUP will be assumed by CSS as needed.		
S6	<b>REDUCE: CALL AND RIDE PROGRAM TO 1 BOOK A MONTH</b>	-833,330	-85,420
	Reduce number of vouchers available to participants in the program by half which equates to \$60 a month per person.		
S10	<b>REDUCE: RIDE ON BUS SERVICE</b>	-1,200,000	-130,000
	There are 82,864 platform hours of service proposed for cuts. This represents 7.5% of the Ride On total. This equates to 1 million trips annually.		
	FY10 service cuts are slated for implementation on March 28, 2010.		
	This reduction is based on an aggressive service implementation timeline.		
	Any modifications to the service plan after January 4, 2010 will result in implementation delay due to creation of bus operator work assignments (necessary to achieve savings), federal public hearing requirements and labor rules regarding pick procedures		
	\$4.3 million in net savings is realized in FY11 and \$1.1 million in net savings is realized in FY10.		
	52 bus operator positions would be abolished		
	27 separate routes impacted		
	9 weekday routes would be eliminated		
	15 weekend services would be eliminated		
	4 route restructurings		
	Trips reduced on 10 routes		
	Services selected are generally under performing services (most exceed Ride On minimum performance standards)		
<b>Mass Transit Total:</b>		<b>-2,732,920</b>	<b>-215,420</b>

Recreation

**Recreation**

S1	<b>REDUCE: CENTER FOR DIVERSITY, MANAGEMENT SERVICES: ADDITIONAL LAPSE</b>	-78,770	0
	The recently vacated MIII position in Management Services will be kept vacant until April 1. The detail of an OMB staff member will be continued at one day per week after January 15th. The costs of that detail have been netted from the lapse amount. In addition, the recently vacated Program Manager I at the Gilchrist Center will be kept vacant until April 1. This will have an impact on our ability to program classes and events.		
S2	<b>DECREASE COST: FINANCIAL AID ADJUSTMENT</b>	0	300,000
	The department has historically decreased fee revenue estimates in order to provide financial assistance to those in need. Residents apply to the department for assistance, providing documentation that they are in federal, state, or county assistance programs. Applications are approved up to the amount of the revenue reduction. Historically, no more than 65% of the authorized assistance has been used. The revenue budget has been increased by \$300,000 to reflect actual usage of the amount authorized.		
S3	<b>SHIFT: CIP CHARGES</b>	-54,910	0

FY10 Savings Plan (2nd Rnd)- Description/Justification **MCG Non-Tax Supported**

Ref No.	Title	\$	Revenue
<b>Community Use of Public Facilities</b>			
S2	<b>DECREASE COST: LAPSE OF VACANT PROGRAM SPECIALIST I POSITION</b> As each Program Specialist assumes the workload of lapsed positions, some service delays may occur.	-46,400	0
S3	<b>DECREASE COST: MISC. OPERATING EXPENSES</b> Reductions will be made in operating budget, which will have minimal impact on customer service.	-22,960	0
<b>Community Use of Public Facilities Total:</b>		<b>-137,540</b>	<b>0</b>

Liquor Control  
**Liquor Control**

S1	<b>ENHANCE: INVENTORY REDUCTION</b> DLC is actively reviewing its stock inventory to identify slow moving items and offering the items to licensees and retail customers via the DLC stores at close-out prices. The process of reviewing the inventory is a routine industry practice and products that do not meet the annual case volume threshold are removed from stock and the remaining inventory is liquidated at the best price obtainable.	0	667,430
<b>Liquor Control Total:</b>		<b>0</b>	<b>667,430</b>

Montgomery Housing Initiative  
**Housing and Community Affairs**

S1	<b>DECREASE COST: REDUCE OPERATING EXPENSES</b> Reduction in the number of affordable housing units produced and/or the number of clients served.	-467,110	0
<b>Montgomery Housing Initiative Total:</b>		<b>-467,110</b>	<b>0</b>

Parking District - Bethesda  
**DOT-Parking Lot Districts**

S1	<b>REDUCE: CONTRACT GROUNDS MAINTENANCE</b> Reduce grounds maintenance by 50%. Spring ornamental plantings will be eliminated. Shrub and tree trimming will be eliminated. Mowing will be reduced in frequency.	-21,120	0
S2	<b>REDUCE: CONTRACT SECURITY</b> Reduce contract security patrols by 7%. Garages will be patrolled less frequently.	-34,190	0
S4	<b>REDUCE: PRINT AND MAIL</b> Reduce printing and mail to match the mandated FY11 reduction target. The Division will explore increased electronic outreach to replace flyers and other printed matter. Staff will utilize two sided printing whenever feasible. Staff will seek opportunities to use electronic rather than printed records.	-5,120	0
S5	<b>REDUCE: LAPSE METER SHOP SUPERVISOR</b> Lapse the currently vacant Maintenance Unit Supervisor position as a contribution to the budget goal. Circulate the Meter Mechanic staff through the position on an acting basis in order to provide experience and interim leadership. This process will result in reduced staffing of the Unit as a whole and may cause delays in meter inspections and extended the time required to perform preventive maintenance procedures.	-24,360	0
S6	<b>REDUCE: PLANNING SPECIALIST III</b> Planning Specialist III position has been vacant year to date. Hiring process has been extended based on difficulty finding a qualified pool of candidates. The position now has a rated pool of candidates and we have started the interview and selection process. Failure to fill the position to date has resulted in a back log of traffic orders and limited our ability to optimize parking space durations for maximum utilization and customer service.	-25,860	0
S7	<b>REDUCE: PUBLIC SERVICE WORKER II</b> A Public Service Worker II position in the Parking Maintenance Unit has been vacant year to date. An offer has been made to a candidate and accepted in the last few days. The new employee plans to start in January 2010.	-8,410	0
S8	<b>ELIMINATE: TRAVEL, EDUCATION AND ORGANIZATIONAL DUES</b> Freeze remaining balances in travel, education and organizational dues. Staff members may lose professional organizational accreditation. Staff will be encouraged to use no cost internet research to maintain their professional knowledge base.	-6,290	0

FY10 Savings Plan (2nd Rnd)- Description/Justification **MCG Non-Tax Supported**

Ref No.	Title	\$	Revenue
<b>Parking District - Bethesda Total:</b>			<b>0</b>
<b>Parking District - Montgomery Hills</b>			
<b>DOT-Parking Lot Districts</b>			
S1	<b>REDUCE: CONTRACT GROUNDS MAINTENANCE</b> Contract grounds maintenance reduced by 5%. Spring ornamental plantings will be eliminated.	-150	0
S2	<b>REDUCE: PRINTING AND MAIL</b> Reduce printing and mail to match the mandated FY11 reduction target. The Division will explore increased electronic out reach to replace flyers and other printed matter. Staff will utilize two sided printing whenever feasible. Staff will seek opportunities to use electronic rather than printed records.	-130	0
S3	<b>REDUCE: LAPSE METER SHOP SUPERVISOR</b> Lapse the currently vacant Maintenance Unit Supervisor position as a contribution to the budget goal. Circulate the Meter Mechanic staff through the position on an acting basis in order to provide experience and interim leadership. This process will result in reduced staffing of the Unit as a whole and may cause delays in meter inspections and extended the time required to perform preventive maintenance procedures.	-550	0
S4	<b>REDUCE: PLANNING SPECIALIST III</b> Planning Specialist III position has been vacant year to date. Hiring process has been extended based on difficulty finding a qualified pool of candidates. The position now has a rated pool of candidates and we have started the interview and selection process. Failure to fill the position to date has resulted in a back log of traffic orders and limited our ability to optimize parking space durations for maximum utilization and customer service.	-560	0
S5	<b>REDUCE: PUBLIC SERVICE WORKER II</b> A Public Service Worker II position in the Parking Maintenance Unit has been vacant year to date. An offer has been made to a candidate and accepted in the last few days. The new employee plans to start in January 2010.	-260	0
S6	<b>ELIMINATE: TRAVEL, EDUCATION AND MEMBERSHIP DUES</b> Freeze remaining balances in travel, education and organizational dues. Staff members may lose professional organizational accreditation. Staff will be encouraged to use no cost internet research to maintain their professional knowledge base.	-100	0
<b>Parking District - Montgomery Hills Total:</b>			<b>0</b>
<b>Parking District - Silver Spring</b>			
<b>DOT-Parking Lot Districts</b>			
S1	<b>REDUCE: CONTRACT JANITORIAL SERVICES</b> In the first phase savings plan janitorial services were cut by 13%. Further reduce contract janitorial services by 11% to a total of 24% for the year. The frequency of litter pickup in garages will be reduced. Trash may remain on the decks for several days and the general appearance of facilities will be adversely impacted.	-48,300	0
S2	<b>REDUCE: CONTRACT GROUNDS MAINTENANCE</b> Reduce grounds maintenance by 40%. Spring ornamental plantings will be eliminated. Shrub and tree trimming will be eliminated. Mowing will be reduced in frequency.	-10,640	0
S4	<b>REDUCE: PRINT AND MAIL</b> Reduce printing and mail to match the mandated FY11 reduction target. The Division will explore increased electronic out reach to replace flyers and other printed matter. Staff will utilize two sided printing whenever feasible. Staff will seek opportunities to use electronic rather than printed records.	-6,370	0
S5	<b>REDUCE: LAPSE METER SHOP SUPERVISOR</b> Lapse the currently vacant Maintenance Unit Supervisor position as a contribution to the budget goal. Circulate the Meter Mechanic staff through the position on an acting basis in order to provide experience and interim leadership. This process will result in reduced staffing of the Unit as a whole and may cause delays in meter inspections and extended the time required to perform preventive maintenance procedures.	-23,250	0
S6	<b>REDUCE: PLANNING SPECIALIST III</b> Planning Specialist III position has been vacant year to date. Hiring process has been extended based on difficulty finding a qualified pool of candidates. The position now has a rated pool of candidates and we have started the interview and selection process. Failure to fill the position to date has resulted in a back log of traffic orders and limited our ability to optimize parking space durations for maximum utilization and customer service.	-25,860	0

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FY10 Savings Plan (2nd Rnd)- Description/Justification **MCG Non-Tax Supported**

Ref No. Title \$ Revenue

**DOT-Parking Lot Districts**

S7	<b>REDUCE: PUBLIC SERVICE WORKER II</b> A Public Service Worker II position in the Parking Maintenance Unit has been vacant year to date. An offer has been made to a candidate and accepted in the last few days. The new employee plans to start in January 2010.	-11,830	0
S8	<b>ELIMINATE: TRAVEL, EDUCATION AND MEMBERSHIP DUES</b> Freeze remaining balances in travel, education and organizational dues. Staff members may lose professional organizational accreditation. Staff will be encouraged to use no cost internet research to maintain their professional knowledge base.	-6,740	0
<b>Parking District - Silver Spring Total:</b>		<b>-132,990</b>	<b>0</b>

Parking District - Wheaton

**DOT-Parking Lot Districts**

S1	<b>REDUCE: CONTRACT PAINTING</b> Contract painting was reduced by 39% in the first savings plan. It will be further reduced by 10% to a total of 49%. The 2 year striping painting cycle will be extended from 2 years to 4 years. Parking customers may find it increasingly difficult to properly identify spaces and facility capacity may be reduced due to vehicles parking across space lines.	-5,000	0
S2	<b>REDUCE: CONTRACT JANITORIAL SERVICES</b> Reduce contract janitorial services by 6% for the year. The frequency of litter pickup in garages and on surface parking lots will be reduced. The general appearance of facilities will be adversely impacted.	-3,620	0
S3	<b>REDUCE: PRINTING AND MAIL</b> Reduce printing and mail to match the mandated FY11 reduction target. The Division will explore increased electronic out reach to replace flyers and other printed matter. Staff will utilize two sided printing whenever feasible. Staff will seek opportunities to use electronic rather than printed records	-990	0
S4	<b>REDUCE: LAPSE METER SHOP SUPERVISOR</b> Lapse the currently vacant Maintenance Unit Supervisor position as a contribution to the budget goal. Circulate the Meter Mechanic staff through the position on an acting basis in order to provide experience and interim leadership. This process will result in reduced staffing of the Unit as a whole and may cause delays in meter inspections and extended the time required to perform preventive maintenance procedures.	-3,320	0
S5	<b>REDUCE: PLANNING SPECIALIST III</b> Planning Specialist III position has been vacant year to date. Hiring process has been extended based on difficulty finding a qualified pool of candidates. The position now has a rated pool of candidates and we have started the interview and selection process. Failure to fill the position to date has resulted in a back log of traffic orders and limited our ability to optimize parking space durations for maximum utilization and customer service.	-3,930	0
S6	<b>REDUCE: PUBLIC SERVICE WORKER II</b> A Public Service Worker II position in the Parking Maintenance Unit has been vacant year to date. An offer has been made to a candidate and accepted in the last few days. The new employee plans to start in January 2010.	-1,830	0
S7	<b>ELIMINATE: TRAVEL, EDUCATION AND MEMBERSHIP DUES</b> Freeze remaining balances in travel, education and organizational dues. Staff members may lose professional organizational accreditation. Staff will be encouraged to use no cost internet research to maintain their professional knowledge base.	-750	0
<b>Parking District - Wheaton Total:</b>		<b>-19,440</b>	<b>0</b>

Permitting Services

**Permitting Services**

S1	<b>DECREASE COST: CREDIT CARD FEE FO REFLECT ACTUAL</b> DPS will reduce the budgeted expense for credit card fees to more appropriately reflect the actual credit card fees being charged. This is a budgetary correction, and would therefore have no impact on operations.	-406,010	0
<b>Permitting Services Total:</b>		<b>-406,010</b>	<b>0</b>

Solid Waste Collection

**DEP-Solid Waste Services**

FY10 Savings Plan (2nd Rnd)- Description/Justification **MCG Non-Tax Supported**

Ref No.	Title	\$	Revenue
<b>DEP-Solid Waste Services</b>			
S1	DECREASE COST: ADDITIONAL SAVINGS IN REFUSE COLLECTION CONTRACT	-49,780	0
<b>Solid Waste Collection Total:</b>		<b>-49,780</b>	<b>0</b>

Solid Waste Disposal

Ref No.	Title	\$	Revenue
<b>DEP-Solid Waste Services</b>			
S1	DECREASE COST: ADDITIONAL SAVINGS IN RRF PROGRAM The Resource Recovery Facility (RRF) is projecting a savings of (\$600,000) due largely to an electricity pilot, higher electricity sales, and lower costs for air pollution reagents.	-600,000	0
S2	DECREASE COST: ADDITIONAL SAVINGS IN OUT-OF-COUNTY PROGRAM Efficiency savings resulting from increasing average load weights and shortening travel distances for rubble recycling (using Maryland facility instead of Virginia facility)	-570,430	0
S3	DECREASE COST: ADDITIONAL SAVINGS IN RESIDENTIAL RECYCLING PROGRAM Savings resulting from FY10 actual contract CPI slightly lower than budgeted.	-188,000	0
<b>Solid Waste Disposal Total:</b>		<b>-1,358,430</b>	<b>0</b>

Water Quality Protection Fund

Ref No.	Title	\$	Revenue
<b>Environmental Protection</b>			
S1	DECREASE COST: CONTRACTUAL COST FOR MISCELLANEOUS STREAM RESTORATION MAINTENANCE There is no service impact. The contractual cost for Miscellaneous Stream Restoration Maintenance in FY10 is less than originally anticipated.	-17,790	0
S2	DECREASE COST: EASEMENT PREPARATION ASSISTANCE There is no service impact. Due to current limited staffing resources for this program, DEP anticipates a lower level of implementation in FY10 and therefore no adverse impact from the reduction in the short-term.	-20,340	0
S3	DECREASE COST: CONTRACTUAL COSTS FOR ABOVE-GROUND STORMWATER MANAGEMENT FACILITIES - MAINTENANCE PROGRAM This budgetary action defers maintenance of the least critical components on above-ground stormwater management facilities.	-27,810	0
S4	REDUCE: CONTRACTUAL COSTS FOR UNDERGROUND STORMWATER MANAGEMENT FACILITIES - MAINTENANCE PROGRAM The savings from underground maintenance assumes that DEP will only perform a cleaning of the facility. Unless absolutely necessary, no replacements of filter media, parts, etc. have been budgeted for the remainder of the year. DEP is not anticipating any major filter media replacements.	-52,530	0
S5	REDUCE: CONTRACTUAL COSTS - LOW IMPACT DEVELOPMENT - RESIDENTIAL Due to installation delays from fall 2009 to spring 2010, the number of projects in Rainscapes Rock Creek Neighborhoods has been reduced from the 15 originally planned to 13. The current reduction of \$6,670 results in a total FY10 reduction of \$13,240 for 2 projects (\$6,670 per project).	-6,670	0
S6	REDUCE: CONTRACTUAL COSTS - STREETSWEeping Projected streetsweeping of arterial routes will be reduced from 12 to 10 sweepings per year. Depending on weather conditions, no sweeping in January and February or March would have minimal impact from an environmental standpoint.	-8,300	0
<b>Water Quality Protection Fund Total:</b>		<b>-133,440</b>	<b>0</b>

<b>MCG Non-Tax Supported Total:</b>	<b>-3,005,460</b>	<b>667,430</b>
<b>Net Savings:</b>	<b>-3,672,890</b>	
<i>(Total Exp. Savings &amp; Revenue Changes)</i>		

Motor Pool

(17)

FY10 Savings Plan (2nd Rnd)- Description/Justification **MCG Internal Service Funds**

Ref No.	Title	\$	Revenue
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**DGS-Fleet Management Services**

S1	<b>REDUCE: NON PUBLIC SAFETY VEHICLE REPLACEMENT DEFERRALS</b>	-970,410	0
	To acheive required savings and maintain CE priorities, Fleet Management will suspend both replacement collections and replacment purchases for non public safety vehicles for the remainder of the fiscal year. Departments affected are all tax-supported agencies.		
	<b>Motor Pool Total:</b>	-970,410	0

Printing & Mail

**General Services**

S1	<b>DECREASE COST: REDUCE PURCHASE OF SOFTWARE</b>	-65,000	0
	We will reduce the purchase of software by \$65,000 which will affect upgrades to existing systems and hamper productivity.		
S2	<b>DECREASE COST: REDUCE PURCHASE OF SUPPLIES</b>	-32,930	0
	We will reduce the purchase of supplies by \$32,930 which will affect our ability to serve customers quickly and efficiently.		
	<b>Printing &amp; Mail Total:</b>	-97,930	0

<b>MCG Internal Service Funds Total:</b>	-1,068,340	0
<b>Net Savings:</b>	-1,068,340	
<i>(Total Exp. Savings &amp; Revenue Changes)</i>		

<b>MCG Total:</b>	-26,982,860	690,740
<b>MCG FY10 Net Savings</b>		
<i>(Total Exp. Savings &amp; Revenue Changes)</i>	-27,673,600	

**TAX SUPPORTED CURRENT REVENUES**

FY10 CIP Reductions			
808494	Restoration of Historic Structures	0.370	Some impact. Some projects, including rehabilitation of the Red Door Store, will be delayed.
838882	Roof Replacement: Non Local Park	0.174	No impact to current program.
<del>968755</del> 998709	PLAR: Non-Local Parks <del>-Play Equipment</del>	0.100	No impact to current program.
<del>998764</del> 998798	Resurfacing Parking Lots and Paths: Non-Local Parks	0.010	No impact to program. Minimal reduction.
	<b>M-NCPPC Total Reduction</b>	<b>2.502</b>	
	<b>TRANSPORTATION FY10 Reductions</b>		
509337	Facility Planning - Transportation	0.500	MD355 Sidewalk - \$120k, MacArthur Boulevard Bikeway Segment 3 - \$180k, and Central Ave. Sidewalk- \$200k moved out of FY10 and into FY11 and beyond.
509399	Advanced Transportation Management Systems	0.350	Some impact. Software development continuity may be impacted.
507596	Annual Bikeway Program	0.104	Some impact. No additional Bikeway Signage will be installed for the remainder of FY10. Staff time in support of the Monthly coordination meetings with MCBAG (Montgomery County Bicycle Action Group) will be eliminated for the remainder of FY10
	<b>Transportation Total Reduction</b>	<b>0.954</b>	
	<b>MCG - GENERAL FY10 Reductions</b>		
508180	Facility Planning: Storm Drains	0.096	Some impact.
809319	Facility Planning: SM	0.500	No impact. Replace with WQPC funding.
500152	Facilities Site Selection: MCG	0.191	Some impact. Site selection activities for projects planned to begin in FY13 and beyond may be delayed.
508768	Facility Planning: MCG	0.550	Minimal impact. Some work will be delayed.
450700	FS Emergency Power System Upgrade	0.992	No impact. Replace with GO Bond from FY10 "set-aside"
710101	Germantown Library	1.299	No impact. Library complete.
710300	Gaithersburg Library Renovation	0.081	No impact. Funds for interim structure has been preserved.

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# Facility Planning-Transportation -- No. 509337

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 14, 2010  
No  
None.  
On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	47,909	28,508	1,033	18,368	1,795	2,229	2,695	3,079	3,660	4,910	0
Land	381	336	45	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	52	52	0	0	0	0	0	0	0	0	0
Other	49	49	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>48,519</b>	<b>29,073</b>	<b>1,078</b>	<b>18,368</b>	<b>1,795</b>	<b>2,229</b>	<b>2,695</b>	<b>3,079</b>	<b>3,660</b>	<b>4,910</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	37,518	26,200	657	10,661	1,405	281	1,875	1,950	2,310	2,840	0
Impact Tax	1,553	184	80	1,289	230	120	660	279	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	1,849	21	0	1,828	0	1,828	0	0	0	0	0
Mass Transit Fund	3,285	1,825	320	1,140	160	0	160	150	200	470	0
Recordation Tax Premium	3,450	0	0	3,450	0	0	0	700	1,150	1,600	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>48,519</b>	<b>29,073</b>	<b>1,078</b>	<b>18,368</b>	<b>1,795</b>	<b>2,229</b>	<b>2,695</b>	<b>3,079</b>	<b>3,660</b>	<b>4,910</b>	<b>0</b>

#### DESCRIPTION

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

#### COST CHANGE

The County Executive recommends and the County Council approves reducing \$500,000 in planned expenditures in FY10 as part of the FY10 savings plan. The FY11-16 PDF will reflect the reduction in expenditures in the project.

#### JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. General Plan; Master Plans; and Master Plan of Highways; and Maryland-National Park and Planning Commission (M-NCPPC) Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

#### FISCAL NOTE

Replace current revenue with land sale proceeds in FY10. Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact tax will continue to be applied to qualifying projects.

#### OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- 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.
- \* Expenditures will continue indefinitely.

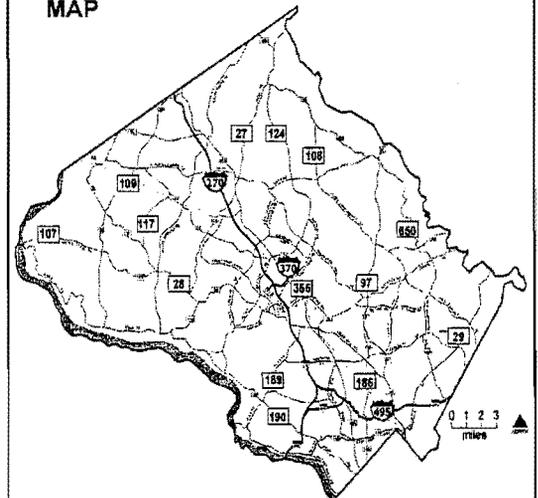
#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate		
Current Scope	FY10	47,709
Last FY's Cost Estimate		47,875
Appropriation Request	FY10	2,159
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,505
Expenditures / Encumbrances		32,198
Unencumbered Balance		3,307
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

#### COORDINATION

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

#### MAP



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**FACILITY PLANNING TRANSPORTATION – No. 509337**

**Studies Underway or to Start in FY09-10:**

**Road/Bridge Projects**

Dedicated but Unmaintained Roads Study  
 Dorsey Mill Road Extended and Bridge (over I-270)  
 East Deer Park Drive Bridge (over CSX Railroad)  
 East Gude Drive Widening (Crabbs Branch Way-MD28)  
 Midcounty Hwy Extended (Mont. Village Ave-MD27)  
 Observation Dr (Waters Discovery -1/4 mi. S. Stringtown)  
 Robert's Tavern Road/MD355 Bypass  
 Seminary Road Intersection  
 Road Code Production of Standards and Specifications

**Sidewalk/Bikeway Projects**

Bradley Boulevard Bikeway (Wilson La-Goldsboro Rd)  
 Central Avenue Sidewalk (MD355-MARC)  
 MD355 Sidewalk (Hyattstown Mill Rd-MC Line)  
 MacArthur Blvd Bike Path Seg #3 (Oberlin Ave-DC Line)  
 Oak Drive/MD27 Sidewalk  
 Seven Locks Road Sidewalk/Bikeway (Montrose-Bradley)  
 Sixteenth Street Sidewalk (Lyttonsville Rd-Spring St)

**Mass Transit Projects**

Takoma/Langley Park Transit Center\*  
 County-wide Bus Rapid Transit Feasibility Study (BRT)

**Other Candidate Studies to Start in FY11-14:**

**Road/Bridge Projects**

Arlington Road Widening (Wilson La-Bradley Blvd)

**Sidewalk/Bikeway Projects**

Dale Drive Sidewalk (MD97-US29)  
 Falls Road Sidewalk-West Side (River Rd-Dunster Rd)  
 Franklin Avenue Sidewalk (US29-MD193)  
 Goldsboro Road Bikeway (MacArthur Blvd-River Rd)  
 Interim Capital Crescent Trail (Stewart Ave-SS Metro)  
 Jones Mill Rd Bikelanes (Beach Dr-Jones Bridge Rd)  
 MacArthur Blvd Bike Path Seg #1 (Stable La - I-495)  
 Midcounty Hwy BW/SW (Woodfield -Shady Grove)  
 NIH Circulation & North Bethesda Trail Extension  
 Tuckerman Lane Sidewalk (Gainsborough-Westlake)

**Mass Transit Projects**

Clarksburg Transit Center  
 New Transit Center/Park-and-Ride

**Other Candidate Studies Proposed after FY14:**

**Road/Bridge Projects**

N/A

**Sidewalk/Bikeway Projects**

Duffief Mill Sidewalk (MD28-Travilah Rd)  
 Forest Glen Bikeway (MD97-Sligo Creek Park)  
 Flower Ave Sidewalk (Piney Branch Rd -Carroll Ave)  
 Strathmore Ave SW (Stillwater Ave-Garrett Park)

**Mass Transit Projects**

Hillandale Transit Center  
 Lakeforest Transit Center Modernization  
 Olney Longwood Park & Ride  
 Olney Transit Center  
 University Boulevard BRT  
 UpCounty Park-and-Ride Expansion

\*State project – County consulting and staff time charged to Facility Planning

# Advanced Transportation Management System -- No. 509399

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 14, 2010  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	6,953	5,829	0	1,124	298	150	169	169	169	169	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	35,702	23,558	1,740	10,404	3,880	1,200	1,331	1,331	1,331	1,331	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	3,734	3,734	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>46,443</b>	<b>33,175</b>	<b>1,740</b>	<b>11,528</b>	<b>4,178</b>	<b>1,350</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Cable TV	2,241	2,196	45	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	14,814	6,139	175	8,500	1,150	1,350	1,500	1,500	1,500	1,500	0
Federal Aid	3,237	2,538	269	430	430	0	0	0	0	0	0
G.O. Bonds	8,396	8,396	0	0	0	0	0	0	0	0	0
Mass Transit Fund	6,064	4,015	351	1,698	1,698	0	0	0	0	0	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
State Aid	8,870	7,070	900	900	900	0	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>46,443</b>	<b>33,175</b>	<b>1,740</b>	<b>11,528</b>	<b>4,178</b>	<b>1,350</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				525	25	50	75	100	125	150
Energy				105	5	10	15	20	25	30
Program-Staff				450	0	50	50	100	100	150
Program-Other				27	0	3	3	6	6	9
<b>Net Impact</b>				<b>1,107</b>	<b>30</b>	<b>113</b>	<b>143</b>	<b>226</b>	<b>256</b>	<b>339</b>
WorkYears					0.0	1.0	1.0	2.0	2.0	3.0

### DESCRIPTION

This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan dated February 2001 and revised September 2005. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring ADA compliance.

### COST CHANGE

The County Executive recommends and the County Council approves reducing \$350,000 in planned expenditures in FY10 as part of the FY10 savings plan. The FY11-16 PDF will reflect the reduction in expenditures in the project.

### JUSTIFICATION

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system.

### OTHER

This project includes the replacement of Ride On's Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) system and on-bus hardware (including radios). The replacement is based on a comprehensive evaluation completed in May 2005 and will provide improved safety and security, more reliable service, better informed scheduling, and a platform for real-time customer information. \$7,540,000 is included in FY07-09 for this replacement.

### 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.
- \* Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY93</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY10</td> <td>46,793</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>46,943</td> </tr> </table>	Date First Appropriation	FY93	(\$000)	First Cost Estimate			Current Scope	FY10	46,793	Last FY's Cost Estimate		46,943	<p>Developers</p> <ul style="list-style-type: none"> <li>Department of Technology Services</li> <li>Department of Police</li> <li>Federal Transit Administration (FTA)</li> <li>Federal Highway Administration (FHWA)</li> <li>Fibernet</li> <li>Maryland State Highway Administration</li> <li>Virginia DOT</li> <li>Other Local Governments</li> <li>Other Private Entities</li> <li>Traffic Signals project</li> <li>Traffic Signal System Modernization Project</li> <li>Montgomery County Pedestrian Safety Advisory Committee</li> <li>Citizen's Advisory Boards</li> <li>Montgomery County Planning Board</li> </ul>	
Date First Appropriation	FY93	(\$000)												
First Cost Estimate														
Current Scope	FY10	46,793												
Last FY's Cost Estimate		46,943												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY10</td> <td>1,350</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY10	1,350	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY10	1,350												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>39,443</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>37,864</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>1,579</td> </tr> </table>	Cumulative Appropriation		39,443	Expenditures / Encumbrances		37,864	Unencumbered Balance		1,579					
Cumulative Appropriation		39,443												
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Unencumbered Balance		1,579												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY07</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY08</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0					
Partial Closeout Thru	FY07	0												
New Partial Closeout	FY08	0												
Total Partial Closeout		0												



# Facility Planning: Storm Drains -- No. 508180

Category  
Subcategory  
Administering Agency  
Planning Area

Conservation of Natural Resources  
Storm Drains  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 14, 2010  
No  
None.  
On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	4,609	3,222	8	1,379	250	129	250	250	250	250	0
Land	119	119	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	32	32	0	0	0	0	0	0	0	0	0
Other	3	2	1	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,763</b>	<b>3,375</b>	<b>9</b>	<b>1,379</b>	<b>250</b>	<b>129</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: General	4,662	3,274	9	1,379	250	129	250	250	250	250	0
G.O. Bonds	101	101	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,763</b>	<b>3,375</b>	<b>9</b>	<b>1,379</b>	<b>250</b>	<b>129</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>0</b>

#### DESCRIPTION

This project provides for the investigation and analysis of various storm drainage assistance requests initiated by private citizens and public agencies. These requests are related to the design, construction, and operation of public drainage facilities where flooding and erosion occur. This project includes expenditures for the preliminary and final design and land acquisition for storm drain projects prior to inclusion in the Storm Drain General project, or as a stand-alone project in the CIP. Prior to its inclusion in the CIP, the Department of Transportation (DOT) will conduct a feasibility study to determine the general and specific features required for the project. Candidate projects currently are evaluated from the "Drainage Assistance Request" list. As part of the facility planning process, DOT considers citizen and public agency requests and undertakes a comprehensive analysis of storm drainage issues and problems being experienced in the County. This analysis is used to select areas where a comprehensive long-term plan for the remediation of a problem may be required. No construction activities are performed in this project. When a design is 35 percent complete, an evaluation is performed to determine if right-of-way is needed. Based on the need for right-of-way, the project may proceed to final design and the preparation of right-of-way plats under this project. The cost of right-of-way acquisition will be charged to the Advanced Land Acquisition Revolving Fund (ALARF). When designs are complete, projects with a construction cost under \$500,000 will be constructed in the Storm Drain General project. Projects with a construction cost over \$500,000 will be constructed in stand-alone projects.

#### CAPACITY

Projects will be designed to accommodate the ten-year storm frequency interval.

#### COST CHANGE

The County Executive recommends and the County Council approves reducing \$96,000 in planned expenditures in FY10 as part of the FY10 savings plan. The FY11-16 PDF will reflect the reduction in expenditures in the project.

#### JUSTIFICATION

Evaluation, justification, and cost-benefit analysis are completed by DOT as necessary. In the case of participation projects, the preparation of drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DOT.

#### OTHER

Before being added as a sub-project, concept studies are evaluated based on the following factors: public safety, damage to private property, frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 benefit cost ratio. In the case of public safety or severe damage to private property, the 5:1 benefit (damage prevented) cost ratio can be waived. Drainage assistance requests are evaluated on a continuing basis in response to public requests. DOT maintains a database of complaints.

Construction Projects Completed: Brookville Rd., Thomlinson Ave., Snider Ln., Beech Ave., Aramat Dr.

Under Construction: Linden Ln., Eldrid Dr., Johnson Ave.

Candidate Projects for FY09 and FY10: Town of Glen Echo, Village of Chevy Chase, Whittier Blvd., Marymount Rd., Springloch Rd., Arrowood Dr.

#### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- \* Expenditures will continue indefinitely.

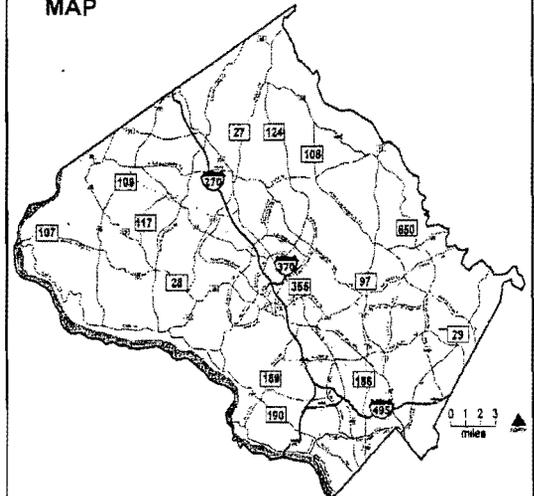
#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
First Cost Estimate		
Current Scope	FY10	4,859
Last FY's Cost Estimate		4,884
Appropriation Request	FY10	225
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,634
Expenditures / Encumbrances		3,414
Unencumbered Balance		220
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

#### COORDINATION

Montgomery County Department of Environmental Protection  
Maryland-National Capital Park and Planning Commission  
Maryland Department of the Environment  
United States Army Corps of Engineers  
Montgomery County Department of Permitting Services  
Utility Companies  
Annual Sidewalk Program

#### MAP



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# Facility Planning: SM -- No. 809319

Category  
Subcategory  
Administering Agency  
Planning Area

Conservation of Natural Resources  
Stormwater Management  
Environmental Protection  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 14, 2010  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	7,595	4,964	193	2,438	738	0	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	0	0	0	0	0	0	0	0	0	0	0
Other	42	42	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,637</b>	<b>5,006</b>	<b>193</b>	<b>2,438</b>	<b>738</b>	<b>0</b>	<b>425</b>	<b>425</b>	<b>425</b>	<b>425</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	6,700	4,069	193	2,438	738	0	425	425	425	425	0
State Aid	140	140	0	0	0	0	0	0	0	0	0
Stormwater Management Waiver Fees	797	797	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,637</b>	<b>5,006</b>	<b>193</b>	<b>2,438</b>	<b>738</b>	<b>0</b>	<b>425</b>	<b>425</b>	<b>425</b>	<b>425</b>	<b>0</b>

### DESCRIPTION

This project provides funds for facility planning and feasibility studies to evaluate watershed conservation needs and identify remedial project alternatives for stormwater management, stormwater retrofit, low impact design (LID), and stream restoration projects. In addition, facility planning serves as a transition stage for a project. Selected projects vary in type including: preparation of watershed conservation plans assessing stream erosion and habitat; inventories of alternative stream restoration and retrofit projects; complementary non-structural measures to help mitigate degraded stream conditions in rural and developed watersheds; identification of potential flood problems and flood damage reduction measures; and hydrologic, hydraulic, and water quality monitoring and analyses as required to quantify impacts of watershed development and projects to be implemented. Facility planning is a decision-making process that investigates critical project elements such as: usage forecasts; economic, social, environmental, and historic impact analyses; public participation; potential non-County funding sources; and detailed project cost estimates. Facility planning represents planning and preliminary design and develops a program of requirements in advance of full programming of a project.

### COST CHANGE

The County Executive recommends and the County Council approves reducing \$500,000 in planned expenditures as part of the FY10 savings plan. The FY11-16 PDF will reflect the reduction in expenditures in the project.

### JUSTIFICATION

Facility planning supports requirements for watershed assessments required in the County's National Pollutant Discharge Elimination System (NPDES) stormwater permit for municipal stormwater discharges and implements the Countywide Stream Protection Strategy (CSPS, 2003). There is a continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. This project establishes the facilities planning data and alternatives analyses needed to identify and set priorities for individual capital projects. Facility planning costs for projects which are ultimately included in stand-alone Project Description Forms (PDFs) are reflected here and not in the resulting individual project. Future individual CIP projects which result from facility planning will each reflect reduced planning and design costs.

The CSPS identified the condition of County watersheds and prioritized subwatersheds for protection and/or restoration. Facility planning studies are targeted based on the CSPS.

### OTHER

Ongoing projects are in the Muddy Branch, and Great Seneca Creek watersheds. Projects planned for FY09-10 include: Continuation of the Great Seneca Creek and Muddy Branch Feasibility studies; initiation of the Anacostia Watershed Restoration Plan, and an automated fixed monitoring station operation required by the National Pollutant Discharge Elimination System permit.

### 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.
- \* Expenditures will continue indefinitely.

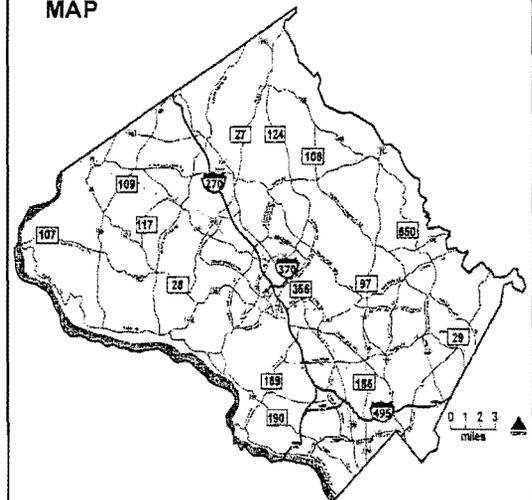
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	FY10	8,137
Current Scope		
Last FY's Cost Estimate		8,179
Appropriation Request	FY10	383
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,054
Expenditures / Encumbrances		5,553
Unencumbered Balance		501
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Maryland-National Capital Park and Planning Commission  
U. S. Army Corps of Engineers  
Washington Suburban Sanitary Commission  
Department of Permitting Services  
Department of Transportation

### MAP



**ATMS (FY10)  
Funding Source Breakdown**

Item #	ATMS Subsystem	FY10 Original	FY10 Revised	Change
		Total	Total	Total
1	Network Surveillance	\$195,000	\$90,000	-\$105,000
2	Surface Street/Freeway Control	\$130,000	\$130,000	\$0
3	Incident Management System	\$25,000	\$25,000	\$0
4	Regional Traffic Control Coordination	\$25,000	\$25,000	\$0
5	HOV and Reversible Lane Management	\$0	\$0	\$0
6	Parking Facility Management System	\$0	\$0	\$0
7	Regional Toll/Fare/Fee Management	\$0	\$0	\$0
8	Traffic Forecast and Demand Management	\$0	\$0	\$0
9	Highway – Rail Intersection Management	\$0	\$0	\$0
10	Operational Information Sharing	\$100,000	\$50,000	-\$50,000
11	Traffic/Traveler Information Dissemination	\$0	\$0	\$0
12	Broadcast/Interactive Traveler Information	\$125,000	\$125,000	\$0
13	Route Guidance System	\$0	\$0	\$0
14	Transit Vehicle Tracking (AVL)	\$0	\$0	\$0
15	Transit Operations - Fixed Route	\$0	\$0	\$0
16	Transit Operations - Demand Responsive	\$0	\$0	\$0
17	Transit Maintenance	\$0	\$0	\$0
18	Transit Security	\$0	\$0	\$0
19	Transportation and Public Safety Operations Coordination	\$10,000	\$10,000	\$0
20	ATMS Central System/Network	\$545,000	\$350,000	-\$195,000
21	Communication Infrastructure	\$50,000	\$50,000	\$0
22	ATMS/ITS Program Development	\$145,000	\$145,000	\$0
TOTAL (All Items)		\$1,350,000	\$1,000,000	-\$350,000
Transit System Improvements		\$0	\$0	\$0
<b>Traffic System Improvements</b>		\$1,350,000	\$1,000,000	-\$350,000

*\$150,000 already reduced as part of FY 10 from the typical LOE of 1.5M*

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January 15, 2010

The Honorable Nancy Floreen  
President  
Montgomery County Council  
100 Maryland Avenue  
Rockville, MD 20850

Dear President Floreen:

The Coalition for a Competitive Taxicab Industry (CCTI) is extremely concerned about the catastrophic impact that the County Executive's proposal to cut the Call 'N Ride program by **fifty percent** will have on our most needy passengers who rely on this program. The proposed cut to this program of more than **\$833,000** for the remainder of this fiscal year would be made by issuing only \$60 in coupons from February 2010 through June 2010 instead of \$120. **"This program provides critical medical and other trips to those low-income seniors or disabled residents and will have dramatic impacts on their ability to travel."** This quote comes from the County Executive's own FY08 Savings Plan Description/Justification, when he last proposed such a drastic cut to the program. CCTI cannot understand the County Executive's logic in proposing such a cut when in his justification two years ago he acknowledged the severe impact on these passengers.

The Call 'N Ride program provides **over 117,000 trips annually** to its participants who are all low-income seniors over age 67 or physically and mentally disabled individuals of any age. Participants are screened to see if they can use other forms of public transportation or have access to other transportation services. Participants rely on this program to see their doctors, buy their groceries, go to senior centers, and maintain some freedom to travel.

The County Executive's proposal to reduce the FY10 budget by an additional 2% or \$70 million may be a necessary evil in view of the budget constraints the county is facing. **However, the Call 'N Ride program is being asked to provide almost 1.2% of the total cuts, when the program only represents 0.1% of the total county budget. This is 10 times its share of the budget. Call 'N Ride makes up only 3.6% of the Mass Transit Budget, yet its proposed cut is over 30% of the proposed cut to the Mass Transit budget. This is an inequitable cut especially considering the vulnerability of Call 'N Ride participants.**

(27)

Unfortunately, the fallout from this proposed cut will not stop with the passengers. Our drivers rely heavily on Call 'N Ride trips for over 12% of their gross income. With the addition of 65 new PVL's last fiscal year and the poor economy, which has resulted in more individuals needing a job, even one as difficult and unrewarding as driving a taxicab, there are now more drivers who, under this proposal, would be chasing many fewer trips. Add in the recent increases at the gas pump and it will be clear that many of these hard-working drivers will be forced to park their cabs and try to find a new job in an economy that appears to be entering a jobless recovery. Almost all taxicab drivers earn less than the median income in the nation, let alone Montgomery County. Many of them would be eligible participants, based on income, in the Call 'N Ride program itself.

Customer service will be significantly impacted as well. All the fleets have worked very hard to get new drivers and we have been successful. However, these new drivers will probably be the first ones to leave when there is a significant drop-off in trips from the loss of Call 'N Ride passengers. These new drivers are unlikely to come back when the passengers come back. With a very slow economic recovery and a distinct possibility of a double dip recession even more drivers could be forced out of the industry. The loss of these drivers could reduce service levels to our remaining passengers.

Please reject this line item in the County Executive's Revised Savings Plan for the FY10 budget. If you find that you must make some cut to the Call 'N Ride program, it should be an equitable cut of 2% of the annual Call 'N Ride budget.

If you would like any additional information please call our Executive Director, Retha Arens, at (301) 258-0431 or on her cell (240) 899-4022. Thank you.

Sincerely,

Via E-mail & Hand Delivery

Reza Raoofi  
President CCTI & Action Taxicab, Inc.

cc.: Councilmember George Leventhal  
Councilmember Roger Berliner

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FY10/FY11 Proposed Service Changes

Route	Day	CD	Route Description	AM Peak Hdwy	Mid-day Hdwy	PM Peak Hdwy	Night Hdwy	# of Trips	Avg Daily Riders	Riders Per Platform Hour	Annual Cost Savings	Annual Lost Revenue	Net Annual Savings	Impacts or Potential Issues	Type of Change	Transit Service Options
18*	Sun		Langley Park-Takoma-Silver Spring	30	30	30		50	186	7.0						
98	Sat	2	Germantown Transit Center, Wisteria Dr, Germantown Transit Center	30	30	30	30	98	124	7.3	\$ 47,178	\$ 3,017	\$ 44,161	Germantown Neighborhoods	Sat Elim	Rt 97 for some
3	Wkdy	5	Takoma-Dale Drive-Silver Spring	33		36		6	38	8.7	\$ 65,278	\$ 4,975	\$ 60,303	Bus stop Improvements	Wkdy Elim	Several Ride On routes within 1 mile walk
79*	Wkdy		Clarksburg-Skylark-Scenery-Shady Grove	30		30		15	191	9.2						
18*	Sat		Langley Park-Takoma-Silver Spring	30	30	30	30	61	347	9.2						
53	Wkdy	2,3,4	Shady Grove-Montgomery General Hospital-Olney-Glenmont	15		15		25	260	9.3	\$ 371,194	\$ 33,813	\$ 337,381	Montgomery General Hospital, Olney	Wkdy Elim	Some WMATA Y bus service
6*	Wkdy		Grosvenor-Parkside-Montgomery Mall Loop	30	30	30		58	286	9.5						
52	Wkdy	2,3,4	MGH-Olney-Rockville	35		35		16	135	9.5	\$ 189,603	\$ 17,557	\$ 172,046	Avery Rd Treatment, Olney	Wkdy Elim	Some WMATA Y bus service
75*	Wkdy		Clarksburg-Correctional Facility-Milestone-Germantown Transit Center	30	30	30		56	323	9.7						
83	Sun	2	Germantown MARC-GTC-Waters Landing-Milestone	30	30	30		58	312	9.8	\$ 95,210	\$ 8,163	\$ 87,047	Germantown Neighborhoods	Sun Elim	Rt 97 for some
43	Sat	3	Traville TC-Falls Grove TC-Shady Grove-Hospital-Shady Grove	30	30	30		50	268	9.9	\$ 75,485	\$ 7,244	\$ 68,241	Shady Grove Hospital	Sat Elim	Rt 56 for some
29	Sat	1	Bethesda-Glen Echo-Friendship Heights	30	30	30		55	197	10.2	\$ 53,839	\$ 5,325	\$ 48,514	Glen Echo	Sat Elim	None
31	Wkdy	5	Glenmont-Kemp Mill Rd.-Wheaton	20		27		22	130	10.5	\$ 165,569	\$ 15,216	\$ 150,353		Wkdy Elim	Rt 9 for some
7	Wkdy	5	Kensington-Forest Glen-Wheaton	30		30		12	88	10.7	\$ 48,543	\$ 4,565	\$ 43,978		Wkdy Restructure	Service retained for most, 1 mile walk for others
45	Sat	3	Falls Grove-Rockville Senior Center-Rockville-Twinbrook	30	30	30		50	433	10.8	\$ 124,267	\$ 10,534	\$ 113,733	City of Rockville	Sat Elim	Rt 55 for some
44*	Wkdy		Twinbrook-Hungerford-Rockville	30		30		25	145	11.0						
22	Wkdy	4,5	Hillandale-White Oak-FDA-Silver Spring	15		15		41	354	11.1	\$ 70,545	\$ 11,510	\$ 59,035	FDA	Wkdy Peak Freq Red, ext Elim	Less Freq, none for Elton Rd

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FY10/FY11 Proposed Service Changes

Route	Day	CD	Route Description	AM Peak Hdwy	Mid-day Hdwy	PM Peak Hdwy	Night Hdwy	# of Trips	Avg Daily Riders	Riders Per Platform Hour	Annual Cost Savings	Annual Lost Revenue	Net Annual Savings	Impacts or Potential Issues	Type of Change	Transit Service Options
32	Wkdy	1	Woodrock-Naval Ship R&D-Cabin John-Bethesda	30		30		27	256	11.3	\$ 50,442	\$ 1,951	\$ 48,491		Wkdy Ext Elim	None
14	Sat	5	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	30	30	30		43	266	11.4	\$ 64,662	\$ 6,471	\$ 58,191		Sat Elim	Several Ride On routes duplicate majority of route
37*	Wkdy		Potomac-Tuckerman La.-Grosvenor-Wheaton	30		30		27	244	11.5			\$ -			
T2	Sat	1,3	Friendship Hts, River Rd, Falls Rd, Rockville West	30	30	30		54	536	12.1	\$ 123,218	\$ 14,488	\$ 108,730		Sat Elim	None-River Rd, Red Line for some
81	Wkdy	3	Rockville-Tower Oaks-White Flint	30		30		31	200	12.2	\$ 244,792	\$ 23,409	\$ 221,383	Tower Oaks	Wkdy Elim	Rt 26 & 38 for some
98*	Wkdy		GTC, Wisteria Dr, GTC	30	30	30	30	39	279	12.4						
L8	Sun	4,5	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	30	30	30		59	576	12.4	\$ 128,769	\$ 15,569	\$ 113,200		Sun Elim	Rt 34 for some, red Line for some
T2	Sun	1,3	Friendship Hts, River Rd, Falls Rd, Rockville W.	30	30	30		52	519	12.5	\$ 124,161	\$ 15,087	\$ 109,074		Sun Elim	None-River Rd, red Line for some
21	Wkdy	4,5	Briggs Chaney-Tamarack-Dumont Oaks-Silver Spring	30		30		14	210	12.7	\$ 220,313	\$ 27,311	\$ 193,003	Tamarack, Tanglewood	Wkdy Elim	Limited WMATA services for some
33	Wkdy	1,4,5	Glenmont-Kensington-Medical Center-Bethesda	20		30		28	374	13.1	\$ 380,541	\$ 48,639	\$ 331,902	Kensington, BRAC	Wkdy Elim	Rt 34 & 37, WMATA L8 for some
29	Sun	1	Bethesda-Glen Echo-Friendship Heights	35	35	35		43	194	13.2	\$ 43,576	\$ 5,640	\$ 37,936	Glen Echo	Sun Elim	None
83	Sat	2	Germantown MARC-GTC-Waters Landing-Milestone	30	30	30	30	62	454	13.4	\$ 93,801	\$ 11,045	\$ 82,756	Germantown Neighborhoods	Sat Elim	Rt 97 for some
18*	Wkdy		Langley Park-Takoma-Silver Spring	30	30	30	30	70	662	13.6						
83	Wkdy	2	Germantown MARC-GTC-Waters Landing-Milestone	20	30	20	30	91	706	13.9	\$ 17,309	\$ 1,431	\$ 15,878	Minor	Late Eve Trip Red	Less freq
36	Wkdy	1	Potomac-Bradley Blvd.-Bethesda	20	30	15		56	455	14.0	\$ 433,950	\$ 59,173	\$ 374,777	Bethesda	Wkdy Elim	Rt 32 & 36, WMATA T2 for some
23	Sat	1	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	30	30	30		53	391	14.2	\$ 76,318	\$ 10,569	\$ 65,749		Sat Elim	None

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FY10/FY11 Proposed Service Changes

Route	Day	CD	Route Description	AM Peak Hdwy	Mid-day Hdwy	PM Peak Hdwy	Night Hdwy	# of Trips	Avg Daily Riders	Riders Per Platform Hour	Annual Cost Savings	Annual Lost Revenue	Net Annual Savings	Impacts or Potential Issues	Type of Change	Transit Service Options
38	Sun	1,5	Wheaton-White Flint-Montgomery Mall	30	30	30		49	740	14.6	\$ 151,619	\$ 21,512	\$ 130,107		Sun Elim	Rt 26 & 47 for some, red Line for some
30	Wkdy	1	Medical Center-Pooks Hill-Bethesda	20	30	25		61	669	15.1	\$ 590,172	\$ 87,003	\$ 503,169	Bethesda, BRAC	Wkdy Elim	Rt 46 & 47, WMATA J2,3 for some with 1 mile walk
L8	Sat	4,5	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	30	30	30	30	68	818	15.5	\$ 146,807	\$ 22,138	\$ 124,669		Sat Elim	Rt 34 for some, Red Line for some
8	Sat		Wheaton-Forest Glen-Silver Spring	30	30	30		42	498	15.5						
70	Wkdy		Milestone-Medical Center-Bethesda Express	10		12		62	927	16.0						
39	Wkdy		Briggs Chaney-Glenmont	30		30		20	256	16.4						
5	Sun		Twinbrook-Kensington-Silver Spring	30	30	30	30	73	921	16.6						
90*	Wkdy		Damascus-Woodfield Rd- Airpark Shady Grove	20	30	20		74	966	16.6						
8	Wkdy		Wheaton-Forest Glen-Silver Spring	30	30	30		54	715	17.3						
4*	Wkdy		Kensington-Walter Reed-Silver Spring	30	30	30		37	346	17.5						
29	Wkdy		Bethesda-Glen Echo-Friendship Heights	20	30	20	30	68	838	17.6						
97	Sun		GTC, Germantown MARC, Gunner's Lake, GTC	30	30	30		29	295	17.6						
25*	Wkdy		Langley Park-Washington Adventist Hosp- Maple Ave-Takoma	10		10		46	416	17.8						
66	Wkdy		Shady Grove-Piccard Drive-Shady Grove Hospital-Traville TC	30		30		12	116	17.9						
45	Wkdy		Fallsgrave-Rockville Senior Center-Rockville-Twinbrook	20	25	20		66	1,070	18.1						
76	Wkdy		Poolesville-Kentlands-Shady Grove	15	30	15		64	696	18.1						
19	Wkdy		Northwood-Four Corners-Silver Spring	30		30		14	200	18.5						
38	Sat		Wheaton-White Flint-Montgomery Mall	30	30	30	30	55	927	18.6						
43	Wkdy	3	Traville TC-Fallsgrave TC-Shady Grove-Hospital-Shady Grove	15	30	15	30	92	870	18.7	\$ 93,466	\$ 6,503	\$ 86,964	Fallsgrave, Shady Grove Hospital	Wkdy Branch Elim/peak freq red	Rt 45 for some, 1/2 mile walk for others
Z2	Sat	4,5	New Hampshire Ave, Colesville Rd, Silver Spring Station	30	30	30		41	414	18.9	\$ 67,530	\$ 11,190	\$ 56,340	Conforms with WMATA change in FY10	Sat Elim	WMATA Z8 for some
100	Sun		GTC-Shady Grove	30	30	30	30	61	508	19.1						
47	Sun		Rockville-Montgomery Mall-Bethesda	30	30	30		50	807	19.1						
64	Sun		Montgomery Village-Quail Valley-Emory Grove-Shady Grove	30	30	30		53	655	19.4						

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FY10/FY11 Proposed Service Changes

Route	Day	CD	Route Description	AM Peak Hdwy	Mid-day Hdwy	PM Peak Hdwy	Night Hdwy	# of Trips	Avg Daily Riders	Riders Per Platform Hour	Annual Cost Savings	Annual Lost Revenue	Net Annual Savings	Impacts or Potential Issues	Type of Change	Transit Service Options
96	Wkdy		Montgomery Mall-Rock Spring-Grosvenor	10	20	10		71	620	19.6						
5	Sat		Twinbrook-Kensington-Silver Spring	30	30	30	30	73	1,166	20.0						
56	Sun		Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	30	30	30		53	1,110	20.2						
78	Wkdy		Kingsview-Richter Farm-Shady Grove	30		30		15	297	20.2						
63*	Wkdy		Shady Grove-Gaither Road-Piccard Dr.-Rockville	26	30	30		57	652	20.8						
26*	Sun		Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	30	30	30	30	72	1,838	21.4						
74	Wkdy		GTC-Great Seneca Hwy.-Shady Grove	30	30	30		57	971	21.5						
28	Wkdy		Silver Spring Downtown (VanGo)	7.5	7.5	7.5		97	830	21.8						
41	Sun		Aspen Hill-Weller Rd.-Glenmont	30	30	30		37	274	21.9						
93	Wkdy	3	Twinbrook-HHS-Twinbrook	15		15		26	157	22.0	\$ 78,630	\$ 8,167	\$ 70,463	15 to 30 mins, walkable	Peak freq red	Less Freq
47	Sat		Rockville-Montgomery Mall-Bethesda	30	30	30	30	57	1,066	22.1						
100	Sat		GTC-Shady Grove	30	30	30	30	63	667	22.2						
34	Sun	1,4,5	Aspen Hill-Wheaton-Bethesda-Friendship Heights	30	30	30	30	75	1,390	22.6	\$ 3,648	\$ 306	\$ 3,342	Minor	Late Eve Trip Red	Less freq
97	Wkdy		GTC, Germantown MARC, Waring Station, GTC	10	30	10	30	62	772	22.8						
38	Wkdy		Wheaton-White Flint-Montgomery Mall	20	26	20	30	71	1,500	22.8						
67	Wkdy		Traville TC-North Potomac-Shady Grove	30		30		12	154	23.1						
46	Sun		Shady Grove-Montgomery College-Rockville Pike-Medical Center	30	20	20	30	86	1,932	23.2						
51	Wkdy	4,5	Norbeck P&R-Hewitt Ave.-Glenmont	20		25		24	295	23.4				Minor	Minor trip time changes	
34	Sat		Aspen Hill-Wheaton-Bethesda-Friendship Heights	30	30	30	30	75	1,502	24.2						
14	Wkdy		Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	30	30	30		65	844	24.2						
97	Sat		GTC, Germantown MARC, Gunner's Lake, GTC	30	30	30	30	31	382	24.4						
65	Wkdy		Montgomery Village-Shady Grove	30		30		11	177	24.7						
41	Sat		Aspen Hill-Weller Rd.-Glenmont	30	30	30	30	64	675	25.4						
5	Wkdy		Twinbrook-Kensington-Silver Spring	10	30	12	30	99	2,111	25.4						
56	Wkdy		Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	20	30	20	30	83	2,358	25.5						
17	Sat	5	Langley Park-Maple Ave.-Silver Spring	20	20	20	30	85	1,242	25.5	\$ 3,238	\$ 216	\$ 3,022	Minor	Late Eve Trip Red	Less freq
10	Sat		Twinbrook-Glenmont-White Oak-Hillandale	30	30	30	30	61	1,755	25.7						
49	Sun		Glenmont-Layhill-Rockville	30	30	30		54	789	25.9						
23	Wkdy		Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	20	30	20		64	985	26.0						

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FY10/FY11 Proposed Service Changes

Route	Day	CD	Route Description	AM Peak Hdwy	Mid-day Hdwy	PM Peak Hdwy	Night Hdwy	# of Trips	Avg Daily Riders	Riders Per Platform Hour	Annual Cost Savings	Annual Lost Revenue	Net Annual Savings	Impacts or Potential Issues	Type of Change	Transit Service Options
10	Sun		Twinbrook-Glenmont-White Oak-Hillandale	30	30	30		53	1,460	26.0						
47	Wkdy		Rockville-Montgomery Mall-Bethesda	20	30	20	30	74	1,732	26.1						
13	Wkdy		Takoma-Manchester Rd.-Three Oaks Dr.-Silver Spring	25		20		20	313	26.2						
41	Wkdy		Aspen Hill-Weller Rd.-Glenmont	22	30	30	30	70	784	26.3						
46	Sat		Shady Grove-Montgomery College-Rockville Pike-Medical Center	20	20	20	30	96	2,364	26.3						
64	Sat		Montgomery Village-Quail Valley-Emory Grove-Shady Grove	30	30	30		54	838	26.6						
56	Sat		Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	30	30	30		58	1,574	26.7						
12	Sun		Takoma-Flower Avenue-Wayne Avenue-Silver Spring	30	30	30	30	76	1,059	26.7						
9	Wkdy		Wheaton-Four Corners-Silver Spring	20	30	15	29	84	1,283	27.3						
34	Wkdy	1,4,5	Aspen Hill-Wheaton-Bethesda-Friendship Heights	15	30	15	30	97	2,782	27.4	\$ 17,309	\$ 1,431	\$ 15,878	Minor	Late Eve Trip Red	Less freq
60	Wkdy		Montgomery Village-Flower Hill-Shady Grove	20		20		20	425	27.5						
26*	Sat		Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	30	30	30	30	72	2,294	27.8						
71	Wkdy		Kingsview-Dawson Farm-Shady Grove	30		30		15	365	27.8						
100	Wkdy		GTC-Shady Grove	5	15	5	30	210	2,349	27.9						
10	Wkdy		Twinbrook-Glenmont-White Oak-Hillandale	30	30	30	30	68	2,203	28.0						
12	Sat		Takoma-Flower Avenue-Wayne Avenue-Silver Spring	30	30	30	30	78	1,288	28.3						
9	Sat		Wheaton-Four Corners-Silver Spring	30	30	30	33	59	831	28.5						
58	Sun		Lakeforest-Montgomery Village-East Village-Shady Grove	30	30	30		47	836	28.6						
17	Sun		Langley Park-Maple Ave.-Silver Spring	30	30	30	30	58	864	28.8						
17	Wkdy	5	Langley Park-Maple Ave.-Silver Spring	15	20	15	30	99	1,583	28.8	\$ 17,309	\$ 1,431	\$ 15,878	Minor	Late Eve Trip Red	Less freq
26	Wkdy		Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	15	30	15	30	89	3,322	28.9						
24	Wkdy		Hillandale-Northwest Park-Takoma	14		20		16	326	29.2						
54	Sun		Lakeforest-Washingtonian Boulevard-Rockville	30	30	30		52	1,168	30.0						
64	Wkdy		Montgomery Village-Quail Valley-Emory Grove-Shady Grove	25	30	20	30	68	1,395	30.4						
16	Sun		Takoma-Langley Park-Silver Spring	15	15	15	30	112	2,995	30.5						
9	Sun		Wheaton-Four Corners-Silver Spring	30	30	30		50	758	30.6						
54	Wkdy		Lakeforest-Washingtonian Blvd-Rockville	15	30	13	30	79	2,118	30.8						
46	Wkdy		Shady Grove-Montgomery College-Rockville Pike-Medical Center	15	15	12	30	132	3,951	30.9						
16	Wkdy		Takoma-Langley Park-Silver Spring	10	20	10	20	136	3,971	31.0						

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FY10/FY11 Proposed Service Changes

Route	Day	CD	Route Description	AM Peak Hdwy	Mid-day Hdwy	PM Peak Hdwy	Night Hdwy	# of Trips	Avg Daily Riders	Riders Per Platform Hour	Annual Cost Savings	Annual Lost Revenue	Net Annual Savings	Impacts or Potential Issues	Type of Change	Transit Service Options
59	Sun		Montgomery Village-Lakeforest-Shady Grove Rockville	30	30	30	30	72	2,162	31.2						
1	Wkdy		Silver Spring-Leland St.-Friendship Heights	22	20	30	30	78	1,495	31.6						
58	Wkdy		Lakeforest-Montgomery Village-East Village-Shady Grove	25	30	25	30	69	1,553	32.0						
57	Sun		Lakeforest-Washington Grove-Shady Grove	30	20	20		68	1,414	32.2						
12	Wkdy		Takoma-Flower Avenue-Wayne Avenue-Silver Spring	10	30	15	30	107	1,806	32.5						
49	Sat		Glenmont-Layhill-Rockville	30	30	30	34	62	1,177	32.5						
20	Wkdy		Hillandale-Northwest Park-Silver Spring	7	15	10	20	138	3,355	32.6						
49	Wkdy	3,4	Glenmont-Layhill-Rockville	12	30	15	30	99	2,136	32.7	\$ 17,309	\$ 1,431	\$ 15,878	Minor	Late Eve Trip Red	Less freq
16	Sat		Takoma-Langley Park-Silver Spring	15	15	15	30	123	3,657	32.8						
2	Wkdy		Lyttonsville-Silver Spring	17	30	20	30	84	942	32.8						
58	Sat		Lakeforest-Montgomery Village-East Village-Shady Grove	30	30	30		52	1,099	33.2						
61	Sun		GTC-Lakeforest-Shady Grove	30	30	30	40	59	1,866	34.5						
54	Sat		Lakeforest-Washingtonian Boulevard-Rockville	30	30	30	30	61	1,632	34.6						
57	Wkdy	3	Lakeforest-Washington Grove-Shady Grove	15	20	15	30	103	2,382	34.9	\$ 17,309	\$ 1,431	\$ 15,878	Minor	Late Eve Trip Red	Less freq
48	Wkdy		Wheaton-Bauer Dr.-Rockville	20	20	20	30	91	2,616	35.4						
2	Sat		Lyttonsville-Silver Spring	30	30	28	30	59	670	35.8						
20	Sun		Hillandale-Northwest Park-Silver Spring	30	30	30	30	86	2,100	35.9						
11	Wkdy		Silver Spring-East/West Hwy-Friendship Heights	7		10		37	874	37.2						
59	Wkdy		Montgomery Village-Lakeforest-Shady Grove Rockville	15	30	15	30	98	3,941	37.7						
61	Wkdy	2,3	GTC-Lakeforest-Shady Grove	20	30	20	30	84	3,120	37.8	\$ 17,309	\$ 1,431	\$ 15,878	Minor	Late Eve Trip Red	Less freq
59	Sat		Montgomery Village-Lakeforest-Shady Grove Rockville	30	30	30	30	72	2,683	38.2						
55	Sat		GTC-Milestone-Lakeforest-Shady Grove-Rockville	15	15	15	30	115	5,359	38.6						
57	Sat	3	Lakeforest-Washington Grove-Shady Grove	30	20	20	30	97	2,158	38.7	\$ 3,238	\$ 216	\$ 3,022	Minor	Late Eve Trip Red	Less freq
1	Sat		Silver Spring-Leland St.-Friendship Heights	20	30	20	30	73	1,667	38.7						
48	Sat		Wheaton-Bauer Dr.-Rockville	20	20	20		75	2,144	40.5						
20	Sat		Hillandale-Northwest Park-Silver Spring	15	20	15	30	98	2,753	41.9						
2	Sun		Lyttonsville-Silver Spring	30	30	28		50	654	42.7						
48	Sun		Wheaton-Bauer Dr.-Rockville	30	30	30		51	1,398	43.6						

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FY10/FY11 Proposed Service Changes

Route	Day	CD	Route Description	AM Peak Hdwy	Mid-day Hdwy	PM Peak Hdwy	Night Hdwy	# of Trips	Avg Daily Riders	Riders Per Platform Hour	Annual Cost Savings	Annual Lost Revenue	Net Annual Savings	Impacts or Potential Issues	Type of Change	Transit Service Options
55	Sun		GTC-Milestone-Lakeforest-Shady Grove-Rockville	30	20	20		88	3,301	43.7						
55	Wkdy		GTC-Milestone-MC,G-Lakeforest-Shady Grove-MC,R-Rockville	12	15	13	30	134	7,735	44.5						
61	Sat		GTC-Lakeforest-Shady Grove	30	30	30	30	63	2,575	45.9						
1	Sun		Silver Spring - Friendship Heights	30	30	30		60	1,429	46.2						
15	Sat	5	Langley Park-Wayne Ave.-Silver Spring	12	12	12	20	153	3,508	49.6	\$ 3,238	\$ 216	\$ 3,022	Minor	Late Eve Trip Red	Less freq
15	Wkdy	5	Langley Park-Wayne Ave.-Silver Spring	4	12	6	15	206	4,665	50.3	\$ 17,309	\$ 1,431	\$ 15,878	Minor	Late Eve Trip Red	Less freq
15	Sun	5	Langley Park-Wayne Ave.-Silver Spring	15	15	15	20	125	3,077	57.0	\$ 3,648	\$ 306	\$ 3,342	Minor	Late Eve Trip Red	Less freq
										26.9	\$4,557,649	\$529,055	\$4,028,594			

Red-Wkdy Elimination

Blue-Sat Elimination

Green-Sun Elimination

Brown-Late Eve trip Reduction (after 900p)

Violet-Restructuring, extension/branch elimination, peak freq reduction

\* These services have had recent productivity improvements. They are allowed 18-24 months to reach maturity.

Avg Daily Riders December-08 through Nov-09

Platform Hours are September 2009

Routes 6, 18, 25 & 37 Sept-Nov ridership due to service change-Wkdy

Route 18 Sept-Nov ridership due to service change-Sat

Route 18 Sept-Nov ridership due to service change-Sun

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