

T&E COMMITTEE #1-3  
April 29, 2010

**MEMORANDUM**

April 27, 2010

TO: Transportation, Infrastructure, Energy & Environment Committee

FROM: ~~GO~~ Glenn Orlin, Deputy Council Staff Director

SUBJECT: Briefing by the Washington Metropolitan Area Transit Authority (WMATA); Resolution to approve FY11 transportation fees, charges, and fares; FY11 Operating Budget: Department of Transportation; FY 11-16 CIP: Facility Planning-Transportation and Executive's April 22 FY09-14 CIP amendments

Those anticipated to attend this worksession include:

Peter Benjamin, Chair, Board of Directors, Washington Metropolitan Area Transit Authority  
Charles Scott, Maryland Liaison, WMATA  
Arthur Holmes, Jr., Director, Department of Transportation (DOT)  
Edgar Gonzalez, Deputy Director for Transportation Policy, DOT  
Al Roshdieh, Deputy Director, DOT  
Bruce Johnston, Chief, Division of Transportation Engineering, DOT  
Carolyn Biggins, Chief, Division of Transit Services, DOT  
Steve Nash, Chief, Division of Parking Management, DOT  
Bill Selby, Chief, Management Services, DOT  
Holger Serrano, Engineering Services Specialist, Division of Transportation Engineering, DOT  
Sogand Seirafi, Chief, Design Section, Division of Transportation Engineering, DOT  
Phil McLaughlin, Manager of Operations Planning, Division of Transit Services, DOT  
Rick Siebert, Chief, Management Services & Property Development Section, Division of Parking Management, DOT  
Brady Goldsmith, Adam Damin, and Alison Dollar, Budget Analysts, OMB  
(Legislative Analyst Jean Arthur contributed research for this packet.)

**I. WMATA Briefing**

WMATA Board Chair Benjamin and Mr. Scott will brief the Committee on the ongoing deliberations over WMATA's FY11 budget, and will address special issues of concern to the County, including the Glenmont Garage, the Red Line's rehabilitation, and the Shady Grove Metro Access Bike Trail. Background material on the draft budget are on ©1-7 and the special issues are on ©8-12.

**II. Summary of Council staff recommendations on transportation fees, charges, and fares, the FY11 Operating Budget, and the FY11-16 CIP:**

- **Raise most parking fines by \$5 effective July 1, generating net revenue of \$1,071,420 to the Mass Transit Fund and \$239,710 to the General Fund.**
- **Raise the parking fees in the Bethesda and Silver Spring PLDs as recommended by the Executive. Raise the short-term meter fee in Silver Spring by \$0.10/hour (to \$0.85/hour), generating \$458,450 more in revenue. Raise the long-term, short-term, and monthly parking fees outside the PLDs to \$0.60/hour, \$0.85/hour, and \$113/month, respectively (the same as for Silver Spring), generating \$86,100 more for the Mass Transit Fund.**
- **Of the \$458,450 collected from raising the short-term meter fee in Silver Spring, use \$63,680 of this amount to pay back the balance of what the Silver Spring PLD owes to the General Fund from advances made earlier this decade. Use the \$394,770 balance to substitute for Urban District tax revenue in the Silver Spring Urban District budget, reducing the Silver Spring UD tax for real property to 9.7 cents/\$100 (down from the Executive's recommended 24 cents) and its tax for personal property to 24.3 cents (down from the Executive's recommended 60 cents). Raise the countywide General Fund and/or Mass Transit Fund property tax rates to raise an additional \$394,770.**
- **Extend the hours for parking charges to Saturday for all lots and garages in the Bethesda and Wheaton PLDs, generating net revenues for these PLDs of \$720,410 and \$27,800, respectively. Use the \$27,800 to substitute for General Funds in the Wheaton Urban District budget.**
- **Defer first debt service payment for the Bethesda Lot 31 Garage from FY11 to FY12, a reduction of \$1,693,040 of expenditures for the Bethesda PLD in FY11.**
- **Reduce the Bethesda PLD tax for real property to 5.2 cents/\$100 (down from the Executive's recommended 15 cents) and its tax for personal property to 15.6 cents (down from the Executive's recommended 45 cents); raise the countywide General Fund and/or Mass Transit Fund property tax rates to raise an additional \$2,314,560.**
- **Approve the Executive's recommended increases to the regular and express Ride On fares, the Metrorail-to-Ride On transfer, the Youth Cruiser and Summer Youth Cruiser Passes, and the elimination of the One-Day Pass. However, if WMATA subsequently selects a different set of fares for Metrobus, the Council should revise Ride On fares to be comparable with those on Metrobus.**
- **Suspend free rides for seniors and persons with disabilities in FY11, a reduction of \$158,440 (operating expense) and a \$290,000 increase in revenue.**
- **Suspend the Kids Ride Free Program in FY11, a reduction of \$100,000 (operating expense) and a \$276,000 increase in revenue.**
- **Do not add or accelerate into FY11 five planning studies under the Facility Planning-Transportation project, reducing the Current Revenue appropriation by \$1,413,000.**

The recommended revenue increases and spending reduction for FY11 would generate an additional \$6,534,470 above the Executive's recommendations. Council staff recommends using these funds as follows:

- **Use \$787,210 to restore the Call 'N Ride Program to three \$60 books of taxi vouchers per client every two months (the program level in effect now).**

- Use \$2,523,880 to retain all Ride On Service until Labor Day (the regularly scheduled September pick), but take the Executive’s more surgical recommended cuts at that time (noted by an ‘→’ on ©27-28).
- Use the remaining \$3,223,380 for other purposes in the FY11 Operating Budget.

### III. Transportation Fees, Charges, and Fares; FY11 Operating Budget

The Executive has recommended several increases in parking fees and transit fares, and has included revenue in this Recommended Operating Budget assuming they are adopted and implemented by the beginning of FY11. The Council has solicited public comment on these as well as other increases in parking fees, parking fines, and transit fares. The draft resolution displaying all potential changes is on ©13-20. On April 22 the T&E Committee heard testimony on the resolution, and the Council has received some correspondence as well. Each proposal is addressed below.

**A. Parking fees and hours.** The Executive recommends raising the fees at long-term meters (those allowing more than 3 hours of parking) in Bethesda and Silver Spring by \$0.10 cents/hour, to \$0.75/hour and \$0.60/hour, respectively. Monthly passes would increase in Bethesda by \$20 (to \$140) and in Silver Spring by \$18 (to \$113). The lesser-used Daily Parking Permits and Carpool Permits would also be increased commensurately (see ©16). The cost of the monthly ‘AM/PM’ Permits, which are used by business district residents parking overnight in PLD lots and garages, would remain unchanged at \$20. DOT estimates that the fee increase would generate \$670,600 more in Bethesda and \$798,000 more in Silver Spring.

The Executive’s recommendations are part of a plan to raise the long-term meter rates incrementally over a three-year period, so that by FY13 they will be equal to the current short-term meter rates. Since the monthly pass rate is calculated based on the long-term meter rate, this means that by FY13 the monthly pass in Bethesda will cost \$190 and in Silver Spring will cost \$142. (In both Wheaton and Montgomery Hills the short-term and long-term meter rates are the same.)

The Council also solicited comment on the potential of charging for the use of on-street spaces, parking lots and garages in the four PLDs on Saturdays. On Saturdays on-street spaces are already charged in Bethesda and Wheaton, as are the parking lots in Wheaton. Extending charging hours to Saturdays would generate some offsetting cost for enforcement and fare collection. DOT estimates the following added revenue, cost, and net revenue for expanding to Saturdays in each PLD:

#### Added Revenue and Cost due to Charging on Saturdays

PLD	Added Revenue	Added Cost	Added Net Revenue
Bethesda	\$872,700	\$152,290	\$720,410
Silver Spring	\$408,590	\$67,350	\$341,240
Wheaton	\$28,780	\$980	\$27,800
Montgomery Hills	\$1,510	\$3,220	-\$1,710

*Bethesda.* The Bethesda Chamber of Commerce opposes both increasing the fees and extending them to Saturdays in the lots and garages. The Chamber notes the fees are higher in Bethesda than elsewhere, that businesses are struggling (citing two that have left), and that the proposed monthly pass

of \$140 is higher than the cost of private parking garages (©21-23). However, the demand for parking in Bethesda is higher than elsewhere, including on Saturdays. Furthermore, private parking providers generally “follow the market”: if the County’s rates go up, so will theirs.

The notion that the higher fees and their extension to Saturdays will cause some additional hardship can be addressed by what the Council did last year and what the Executive is recommending this year: reducing the Bethesda PLD tax rate. Last year the Council lowered the rate from \$0.28/\$100 valuation to \$0.18, and with his higher proposed fees the Executive is recommending reducing the rate to \$0.15. Council staff would recommend the same (see discussion below).

*Silver Spring.* The situation in Silver Spring is more complex due to the 10-year agreement to hold parking hours constant at Town Center Garages #60 and #61. (The restriction ends in November 2012.) The Silver Spring Chamber notes that charging on Saturdays would put businesses away from the Town Center at a disadvantage (©24). The Fenton Street Market is concerned about the negative effect that charging \$0.75/hour will cause to its businesses (©25-26).

An option suggested by the Chamber is instead to raise short-term fees in Silver Spring by \$0.10/hour, to \$0.85 (©24). DOT estimates that this would raise an additional \$464,450, offset by \$6,000 for new rate plates and signing, for a net revenue increase of \$458,450. This is more than the net revenue of \$341,240 from charging on Saturdays, and it would avoid the equity issue. These funds could be used to pay the balance of the PLD’s outstanding debt to the General Fund (\$63,680) and to substitute for Urban District tax revenue (\$394,770), thus reducing the Silver Spring Urban District taxes by about 60%, and raising the countywide General Fund and/or Mass Transit Fund property taxes slightly to generate the \$394,770, yet stay within the Charter limit.

*Wheaton and Montgomery Hills.* In Wheaton the only change would be to charge on Saturdays in Garage #45, since all the on-street meters and parking lots are already charged. There would be no additional cost of enforcement and collection (the garage can be fit into the current collection and enforcement schedules) and only a token added cost for printing tickets. In Montgomery Hills, however, the small added revenue from charging on street meters and its two parking lots is less than the cost of collection and enforcement, so expanding charging hours to Saturday would result in a small net *loss* for the PLD.

*Outside of PLDs.* The Council also sets the parking fees for meters on-street and in lots outside of PLDs. These are primarily now in North Bethesda, although the Committee has also requested DOT to explore opportunities in other commercial areas. It would also apply to the lot in the Bethesda Library, as it is (just) outside the Bethesda PLD.

For the last several years the fees in the areas outside of the PLDs has been pegged to the fees charged in the Silver Spring PLD. DOT estimates that such a rate increase—including the higher short-term meter rate now proposed for Silver Spring—would generate \$72,140 in North Bethesda, offset by a cost of \$2,000 for new rate plates and signage. In the Bethesda Library parking lot, DOT estimates raising \$135,960 (\$15,960 higher than recommended by the Executive), offset by \$15,000 cost for new signage and reinstalling the meters there. Therefore, the net additional revenue from meters outside of PLDs would generate net added revenue of \$86,100.

**Council staff recommendations:**

- **Concur with the Executive's recommended fee increases in the Bethesda and Silver Spring PLDs.**
- **Raise the short-term meter fee in Silver Spring by \$0.10 per hour, generating an additional \$458,450. Use the \$63,680 of this amount to pay back the balance of what the Silver Spring PLD owes to the General Fund from advances made earlier this decade. Use the \$394,770 balance to substitute for Urban District tax revenue in the Silver Spring Urban District budget, bringing the Silver Spring UD tax for real property down to 9.7 cents/\$100 (down from the Executive's recommended 24 cents) and its tax for personal property down to 24.3 cents (down from the Executive's recommended 60 cents); raise the countywide General Fund and/or Mass Transit Fund property tax rates to raise an additional \$394,770.**
- **Expand charging hours to lots and garages in Bethesda and to Garage #45 in Wheaton, generating an additional \$720,410 and \$27,800, respectively, but do not expand charging hours in Silver Spring or Montgomery Hills.**
- **Use the \$27,800 generated in Wheaton to substitute for General Funds in the Wheaton Urban District budget.**
- **Raise the fee schedule for the areas outside of PLDs to match those in the Silver Spring PLD, generating an additional \$88,100.**

**B. Parking fines.** Earlier this year the Council approved a nearly across-the-board increase of \$5 per fine, effective April 1. The exceptions were for parking in a handicapped space or a fire lane (\$250 fine) or for illegal parking of heavy commercial vehicles, recreational vehicles, or buses (\$75 fine). The Council solicited reaction to a proposal to raise these same fines another \$5, effective July 1. By policy, all parking fine revenue from the PLDs and in North Bethesda is allocated to the Mass Transit Fund, and the balance to the General Fund.

Most of the fine revenue comes from parking at an expired meter (now a \$40 fine, it would be raised to \$45), or overtime parking at a meter (now \$45, it would be raised to \$50). Most public safety-related parking fines are now \$55, and they would be raised to \$60.

The Council has received a few comments in opposition to increasing these fines. A common concern is that fines that are too high will add to the misperception that the PLDs are unfriendly places to park. However, with the success of the cell-phone pilot and its extension to all on-street meters, lots, and garages in FY11, there is more likelihood for compliance. Despite that, DOT estimates that another \$5 would generate \$1,076,150 more for the Mass Transit Fund and \$250,830 more for the General Fund. These revenues would be offset by additional costs of \$4,730 to the Mass Transit Fund and \$11,020 to the General Fund for the cost of printing new ticket books.

**Council staff recommendation: Raise the fines by \$5 as recommended in the resolution, generating net revenue of \$1,071,420 to the Mass Transit Fund and \$239,710 to the General Fund.**

**C. Transit fares.** The Executive is recommending raising regular Ride On fares by \$0.15 per ride—to \$1.50 with a SmarTrip Card and \$1.60 with cash—which is the same as that proposed for Metrobus by WMATA's Interim General Manager. He also recommends raising the fare for Ride On

Route 70 (the Germantown-to-Bethesda express) bus service by \$0.55 per ride to \$3.65 with SmarTrip and to \$3.75 with cash, again comparable to WMATA's proposal for express Metrobus routes.

Typically the Council adopts Ride On fares that are the same as for comparable Metrobus service, for two reasons: (1) simplicity, so that transit riders using both Ride On and Metrobus do not have to deal with different fare policies; and (2) equity, since the northeastern portion of the County is served predominately by Metrobus, while the rest of the county is served mostly by Ride On. It appears likely that the WMATA Board will not make its fare decisions this year until after the Council approves the County's FY11 budget, however.

The Executive is also recommending increasing the Metrorail-to-Ride On transfer by \$0.15—from \$0.85 to \$1.00—eliminating the one-day regional pass, and increasing the Youth Cruiser Pass by \$1/month (from \$10 to \$11) and the 3-month Summer Youth Cruiser Pass by \$3 (from \$15 to \$18). The Council has received some testimony and correspondence opposed to raising the fares, but most grudgingly concur if it means not cutting bus service as much.

**Council staff recommendation: Approve the Executive's recommended increases to the regular and express Ride On fares, the Metrorail-to-Ride On transfer, the Youth Cruiser and Summer Youth Cruiser Passes, and the elimination of the One-Day Pass. However, if WMATA subsequently selects a different set of fares for Metrobus, the Council should revise Ride On fares to be comparable with those on Metrobus.**

*Senior and disabled fares.* For decades seniors and people with disabilities were charged no more than half the regular transit fare in Montgomery County, and in most places generally. In 2006 Councilmember Andrews proposed, and the Council approved, allowing seniors and the disabled to ride free on Ride On and Metrobus mid-day on weekdays, between the end of the morning rush period and the start of the evening rush period. The purpose was to provide free accessibility to locations frequented by these groups, especially to senior centers, doctors' offices, and libraries. A secondary benefit was to encourage some senior or disabled patrons to ride in the off-peak rather than the peak, mitigating a bit of the overcrowding on some routes during rush hours.

In 2007 the Executive recommended, and the Council approved, extending this free service to all times, starting in January 2008. Therefore, the full-time free fare has been in effect now for 28 months. DOT estimates that the cost of the program in FY11 will be \$448,440: \$290,000 in lost revenue to Ride On and \$158,440 in reimbursements to WMATA for fares foregone on Metrobus.

The Council has received considerable testimony and correspondence opposing suspending the free service in FY11. A minority of seniors and persons with disabilities expressed a willingness to return to paying a half-fare if the funds were used to restore bus service.

Montgomery County is alone in the region in providing free service for seniors and the disabled on both Metrobus and its local bus service. Prince George's County provides free service on its County-run bus system (The Bus), but it comprises only roughly 10% of the bus service that Metrobus provides there. Metrobus charges half-fare in Prince George's County, the District of Columbia, and all Northern Virginia jurisdictions. The local bus services in Frederick County (TransIT), Arlington County (ART), Fairfax County (Fairfax Connector), and Prince William County (Omnilink) all charge half-fares, as

does the Mass Transit Administration buses in the Baltimore region. Alexandria's DASH system charges full fare.

Even without this program bus service for seniors and disabled persons would remain heavily subsidized. The average cost for Ride On to carry a passenger in FY11 is projected to be \$3.11; a senior or disabled person paying the discounted 75-cent fare (with SmarTrip) would still be receiving an 76% subsidy—a higher subsidy than all but low-income Call 'N Ride customers.

**Council staff recommendation: Suspend free rides for seniors and persons with disabilities in FY11, a reduction of \$158,440 (operating expense) and a \$290,000 increase in revenue.** If approved, this decision should be revisited next spring; if the budget situation brightens, the free service should be reinstated in FY12. **Furthermore, the Executive Branch should explore means for providing free Ride On service to very low-income seniors and persons with disabilities.** Call 'N Ride clients have ID cards; these could be honored on Ride On and Metrobus.

*Student fares.* The Kids Ride Free Program provides for free rides on Ride On and Metrobus from 2-7 pm weekdays. This program has existed on Ride On for more than a decade and was extended to Metrobus a few years later. DOT estimates the cost of the program in FY11 to be \$366,000: \$266,000 in lost revenue to Ride On and \$100,000 in reimbursements to WMATA for fares foregone on Metrobus. The Council received no testimony and few letters in favor of retaining the free service.

Montgomery County is the only jurisdiction in the metropolitan area providing free student rides. Prince George's County discontinued its Kids Ride Free on Metrobus in FY11. A few, like Montgomery, have a discounted pass for students, but most have no discounts for students (see below).

### Student Bus Fares in the Washington Region

Bus System (Jurisdiction)	Fare
Ride On (Montgomery)	Free (2-7 pm); \$11 for monthly pass
Metrobus (WMATA) in Montgomery County	Free (2-7 pm)
The Bus (Prince George's County)	Full Fare
Metrobus (WMATA)	Full Fare
Metrobus (DC)	\$26 monthly pass
Metrobus (Virginia jurisdictions)	Full fare
TransIT (Frederick County)	\$30 for monthly pass
Howard Transit (Howard County)	One-Third fare
DASH (Alexandria)	Full fare
ART (Arlington County)	Half fare
Fairfax Connector (Fairfax County)	Full fare
Omnalink (Prince William County)	Full fare

**Council staff recommendation: Suspend the Kids Ride Free Program in FY11, a reduction of \$100,000 (operating expense) and a \$276,000 increase in revenue.** A good alternative to Kids Ride Free is the Youth Cruiser Pass, allowing unlimited rides on Ride On at *all* times, not just 2-7 pm weekdays. The Executive Cruiser Pass will cost only \$11/month and only about half that much in the

summer: \$18 for the June-through-August Summer Youth Cruiser Pass. DOT could work with WMATA to develop a comparable pass for Metrobus within Montgomery County.

**D. FY 11 Operating Budget.** Several aspects of the Operating Budget are discussed below:

*Bethesda PLD.* The start of construction of the Bethesda Lot 31 Garage project is now likely to be delayed until the late winter/early spring of 2011, which means the first debt service payment of \$1,693,040 will be deferred from FY11 to FY12. **Council staff recommendation: Reduce the appropriation for the Bethesda PLD by a further \$1,693,040 in FY11.**

Together with the additional \$720,410 fee revenue from for charging on Saturdays, offset by an increase of \$98,890 in the energy tax payment, the need for PLD tax revenue would be reduced by \$2,314,560. **Council staff recommendation: Bring the Bethesda PLD tax for real property down to 5.2 cents/\$100 (down from the Executive's recommended 15 cents) and its tax for personal property down to 15.6 cents (down from the Executive's recommended 45 cents); raise the countywide General Fund and/or Mass Transit Fund property tax rates to raise this additional \$2,314,560.** In this way the Bethesda PLD will be made whole, in that the resources taken from it for other purposes is effectively translated into a lower tax rate for PLD taxpayers. This very low rate may also entice new development to pay the PLD tax rather than to construct its own Code-required parking, resulting in more shared parking and efficient and effective use of resources.

*Ride On.* In the Executive's April 22 budget revisions, the most significant change regarding transportation would be to reduce Ride On service further. The Executive's March 15 cuts are ©27, his additional April 22 cuts are on ©28. The April 22 reductions would cut the net cost of Ride On by \$787,140 by:

- eliminating midday service on Route 30 between the Medical Center and Bethesda Metro Stations via the Pooks Hill neighborhood;
- eliminating the southern leg of Route 33 between the Medical Center and Bethesda Metro Stations via the East Bethesda neighborhood; and
- reducing frequency on 16 weekday routes and 3 Saturday routes.

Some of the cuts recommended on March 15 and most of those recommended on April 22 either would lop off nearly unused portions of routes, or reduce frequency where and when the current headways are not warranted. Even in good economic times these surgical cuts would be made in order to redirect resources to other new or existing routes that need the resources. Council staff has identified these cuts with an '→' on ©27-28. The other cuts, however, would eliminate service on an entire route, either on a weekday, Saturday, or Sunday. These are not recommended; once a route is eliminated entirely, it will be very difficult to bring the ridership back in the future.

Because the Executive is now recommending further cuts, the earliest *any* cut can be implemented is July 18. This two-week deferral of cuts means that \$116,520 of the savings realized by the cuts would be lost; so the net savings from this round of cuts is \$670,620. *If the Council were to decide to make cuts differently than the Executive, then there will be a further premium of about \$407,000, since no cuts will be possible until Labor Day, seven weeks after July 18.*

Therefore, the Council has four general alternatives:

1. Accept the Executive's recommendations as proposed.
2. Reject the Executive's recommendations entirely, and retain all existing Ride On service. This will require \$3,098,150.
3. Retain all Ride On service until September 5, but introduce the more surgical of the Executive's cuts at that time. This will require an additional \$2,523,880 in resources.
4. Retain all Ride On service until December 19, but introduce the more surgical of the Executive's cuts at that time. This will require an additional \$2,726,560 in resources.

**Council staff recommendation: Retain all Ride On service until Labor Day, but introduce the more surgical of the Executive's cuts—noted by the '→' on ©27-28—at that time (Option 3, above). Therefore, Council staff recommends using \$2,523,880 of the added resources identified earlier in this packet to restore this service.**

*Call 'N Ride.* The Executive is again recommending limiting the sale of Call 'N Ride taxi vouchers to one \$60 book per month. Through February 2010 clients could buy up to 2 books per month—and 95% did. But when the Executive recommended cutting sales back to one book/month starting in March, the Council found funds to continue to allow the sale of 3 books every 2 months through the end of FY10.

The Coalition for a Competitive Taxicab Industry (CCTI) has raised significant concerns about this cut (©29-30). Beyond the impact on the poor elderly and disabled, CCTI maintains that Call 'N Ride customers comprise 12% of their drivers' gross income, which means that cutting nearly half the coupon books sold could reduce their gross income by 6%. As CCTI points out, the cut could significantly damage the taxi business, which would affect all residents. DOT reports that in FY09 about 6.3% of all taxi trips were for Call 'N Ride, but that the average Call 'N Ride fare was \$29.83, compared to \$17.27 for all other taxi trips. This corroborates CCTI's estimate.

The more pressing concern is the impact on the participants themselves. 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. A \$60 book of coupons may suffice for a few short trips during a month, but oftentimes clients will save up coupons for longer trips to doctor's offices or other destinations that are beyond their neighborhood. (The coupons are good for 18 months after issuance.)

To restore the status quo—3 books every 2 months—requires an additional appropriation of \$887,310, plus \$2,470 for voucher printing costs, for a total of \$889,710. However, this would be offset a bit with payments from Call 'N Ride customers: \$102,500. Therefore, the net amount needed to reach the status quo would be \$787,210. **Council staff recommends using \$787,210 of the added resources identified earlier in this packet to restore this service to its current (reduced) level.**

*Other proposed reductions.* In his April 22 budget revisions, the Executive is recommending several other reductions.

- Abolish a vacant transit supervisor position at the Silver Spring Depot (-\$100,040).

- Replace temporary staff at the Friendship Heights Fare Media Store with two Public Administration Aides that are already employed for media sales and complaint management. The Friendship Heights Media Store would remain open; it is strongly endorsed by the Friendship Heights TMD Advisory Board (-\$50,000).
- Suspend Silver Spring Super Fare Share (-\$155,000). With one exception, all the other Super Fare Share and Fare Share Programs would be suspended in FY11. The Bethesda program will be reconstituted into a new commuter benefit program that will be piloted jointly with WMATA.
- Increase lapse in the Division of Transit Services, holding position vacancies open for a longer period of time (-\$155,000).
- Reduce \$483,010 in certain pedestrian safety programs: Regional Street Smart Campaign contribution (-\$22,000); Pedestrian Timing Initiative (-\$137,250); Safe Route to School Program (-\$173,760); and contractual crosswalk marking (-\$150,000).
- Increase lapse in the General Fund (-\$177,220).

There would be some offsetting increases: \$261,210 for higher energy tax payments by the PLDs and the Mass Transit Fund, and \$15,000 for installing the signs and meters at the Bethesda Library.

**Council staff recommendation: Concur with the Executive.**

#### **IV. Facility Planning-Transportation and FY09-14 CIP amendments**

**A. Facility Planning-Transportation** (©31-32). This project funds the planning and preliminary engineering of road, transit, bikeway, and major sidewalk projects: it is the ‘gatekeeper’ for all new major transportation projects, except bridge replacements and rehabilitations. Facility planning is conducted in two phases: a feasibility study (Phase I), and a preliminary engineering study (Phase II). Once a project has proceeded through the preliminary engineering (a.k.a., 35% design) phase, its scope is well defined and its cost estimate is reliable. When facility planning is completed is the appropriate point for elected officials to decide whether the project should proceed as planned or with revisions, or be rejected.

For FY11-16 the Executive is recommending spending \$21,256,000, a \$2,388,000 (12.7%) increase compared to the approved funding level for the FY09-14 period. Nearly all the studies he is recommending are those which appeared in the last Approved CIP. A few of the study schedules are recommended to be accelerated into FY11, and two new studies would be initiated in FY11.

Facility planning studies are funded with Current Revenue, which is cash that competes directly with the Operating Budget for resources. *In a year when many existing operating programs throughout the budget will be cut, new facility studies should not be undertaken in FY11 (although they could be added to a later year in the CIP), nor should existing studies be accelerated into FY11.* With this principle in mind, **Council staff recommends the following changes to the Executive’s proposals for Facility Planning-Transportation, reducing the FY11 appropriation by \$1,413,000.**

- *East Gude Drive widening.* In the Approved CIP Phase II facility planning was to be completed in FY14. The Recommended CIP shows Phase I finished in FY11 and Phase II starting in FY11 and finishing in FY13. **Council staff recommendation: Start Phase II in FY12 rather than**

**FY11, and finish Phase II in FY14 as per the current schedule.** Reduction in FY11 appropriation: \$320,000.

- *Bradley Boulevard dual bikeway.* In the Approved CIP Phase II facility planning was to be completed in FY14. The Recommended CIP shows Phase I finished in FY11 and Phase II starting in FY11 and finishing in FY13. **Council staff recommendation: Start Phase II in FY12 rather than FY11, and finish Phase II in FY14 as per the current schedule.** Reduction in FY11 appropriation: \$312,000.
- *Dale Drive sidewalk.* This new study, recommended by Councilmember Ervin (©33-34), would plan a sidewalk along Dale Drive between Georgia Avenue and Colesville Road. The full study would cost \$1,050,000, and the Executive recommends starting Phase I in FY11 and completing Phase II FY15. It is very unusual, however, for a study to jump as the queue of studies that are already programmed for facility planning. In this case it would jump ahead of several other bikeway and sidewalk studies that are already programmed, each of which has its own constituency: Franklin Avenue sidewalk; Falls Road sidewalk; Goldsboro Road bikeway/sidewalk; MacArthur Boulevard bikeway improvements, Segment 1 (Old Angler's Inn to I-495) and Segment 3 (Oberlin Avenue to DC line); and NIH Trail Extension. **Council staff recommendation: Program this new study to start in FY13 rather than FY11, which would place it concurrent with—but not earlier than—these already programmed studies.** Reduction in FY11 appropriation: \$270,000.
- *Seven Locks sidewalk/bikeway.* In the Approved CIP Phase II facility planning was to be completed in FY15. The Recommended CIP shows Phase II finishing two years sooner, in FY13. **Council staff recommendation: Finish Phase II in FY15 as per the current schedule.** Reduction in FY11 appropriation: \$441,000.
- *Germantown Transit Center expansion.* This new study, a Phase II study costing \$70,000 in FY11, would plan for the addition of 2 or 3 bus bays to the current 6-bay transit center. There are 8 bus routes serving the center; DOT would like to add more bays so that timed transfers can occur among all the routes, not just most of them. **Council staff recommendation: Conduct this study in FY13 rather than FY11.** The Facility Planning—Transportation project has \$70,000 set aside in FY11 for undetermined miscellaneous studies; if DOT believes the transit center expansion to be a high enough priority, it could use these funds instead.

**B. Executive's April 22 CIP budget adjustments.** The Executive recommended several FY09-14 CIP amendments to free up Current Revenue in FY10. Three apply to DOT, and none of them have a significant effect. The three projects are highlighted on ©35.

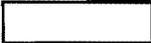
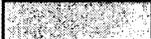
- Ride On Bus Fleet. The estimate of revenue from the \$22.7 million short-term financing was about \$956,000 more than anticipated. The Executive is recommending substituting this “bond premium” for Mass Transit Fund Current Revenue.
- Bus Stop Improvements. The six-year program for installing these improvements will be finished in FY12. However, DOT is planning a lower implementation in FYs10 and 11 and a higher amount in the final year.
- Resurfacing: Residential/Rural Roads. The current PDF has \$24,000 in Current Revenue in FY10; the Executive recommends substituting \$24,000 from the FY10 G.O. Bond reserve.

**Council staff recommendation: Concur with the Executive.**



# General Manager's Recommendation to Close the Budget Gap

(millions)		Previous 1/6/08	Current
\$4.3	Bus service changes		1% (\$4.3M of \$429.7 baseline)
\$3.7	Rail service changes		1% (\$3.7M of \$534.6 baseline)
\$64.2	Rail fare increases	Peak Base: 22%: \$1.35 to \$1.65 Off Peak Base 0%: \$1.35 to \$1.35	Peak Base: 15%: \$1.65 to \$1.90 Off Peak Base 15%: \$1.35 to \$1.55
\$23.7	Bus fare increases	Cash: 8%, \$1.25 to \$1.35 SmarTrip: 0%: \$1.25 to \$1.25	Cash: 19%, \$1.35 to \$1.60 SmarTrip: 20%: \$1.25 to \$1.50
\$0.2	Bicycle locker fee increase		From \$70 to \$200 per year
\$6.8	Parking fee increases		Varies, Increase of \$0.50
\$6.8	Other increases		Varies, \$0.25 for paper card use, flat fare of \$4 for rail from 12-2 on weekends, etc.
\$16.3	Departmental Reductions		3% of baseline budget, excluding bus, rail and Access
\$30.1	Borrowing Preventive Maintenance		Anticipated to be paid back
\$7.2	MetroAccess Initiatives		6% from baseline
\$26.0	Request for additional jurisdictional subsidy	FY08: 8% over FY07 Budget FY09: 7% over FY08 Budget FY10: 2% over FY09 Budget	5% over FY10 Budget
<b>\$189.2</b>	<b>Total</b>		

 = General Manager's Proposed Budget  
 = Proposed revisions to the Proposed Budget



# Rail Changes

Service Changes (in millions)		Description	Annual Cost Savings	Annual Revenue Loss	Annual Subsidy Savings	Rail Riders Lost
1	Reduce service on holidays and holiday season	For days during the holiday season (the day after Thanksgiving and the week between Christmas and New years) ridership drops to 40-60% of a normal weekday. The proposed reduction is to operate all 6 car trains and reduce peak service by not operating the extra tripper services. Non-peak hour headways will remain unchanged.	\$0.14	\$0.00	\$0.14	0.00
2	Restructure peak service on Red Line - 3 min. headways from Grosvenor to Silver Spring; and 6 min. from Silver Spring to Glenmont and Grosvenor to Shady Grove	This change will add the necessary running time to the Red Line and will improve reliability throughout the day. The capacity on the line will remain constant as the number of 8 car trains will be increased.	\$0.30	\$0.00	\$0.30	0.00
3	Close 4 mezzanines at 8 pm on weekdays at station with multiple entrances: King St. North, Stadium Armory North*, Friendship Hts. South and McPherson Sq. West (*will remain open for stadium events)	The stations will remain open as only one entrance is being closed. Patron will have to walk an additional 1-3 blocks. ( Note: As a result of comments received at the public hearing one entrance closing was removed from the list - Shaw Howard U.)	\$0.16	\$0.00	\$0.16	0.00
4	Close rail system at 2:00am on Friday and Saturday nights	Between 2:00 AM and 3:00 AM, ridership is currently averages 3,200 riders on Friday or Saturday night, representing a 25% cost recovery ratio (compared to 80% for the overall rail system).	\$2.58	\$0.48	\$2.11	0.24
5	Close 8 additional mezzanines on weekends at station with multiple entrances: Anacostia North, Stadium Armory North*, Navy Yard West, New York Ave South, Friendship Hts.South, L'Enfant Plaza West, King St North and Silver Spring North (*will remain open for stadium events)	The stations will remain open as only one entrance is being closed. Patron will have to walk an additional 1-3 blocks. ( Note: As a result of comments received at the public hearing two entrance closing was removed from the list - Shaw Howard U. and U Street)	\$0.54	\$0.00	\$0.54	0.00
6	Reduce weekday early morning service on all lines between 6:00 and 6:30 AM by widening headways from 6 to 8 minutes	Service on all lines will be reduced by one trip in each direction during this time period.	\$0.46	\$0.00	\$0.46	0.00
<b>Totals for all changes</b>			<b>\$4.18</b>	<b>\$0.48</b>	<b>\$3.71</b>	<b>0.24</b>

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# Bus Changes

System Efficiencies		DC	MD	VA	FY11 Cost Savings	FY11 Revenue Loss	FY11 Subsidy Savings	Bus Riders Loss/Gains
1	Holiday services on 4 days	\$862,019	\$661,747	\$648,793	\$2,682,172	\$509,613	\$2,172,559	441,515
2	Weekend night service reduced to 2AM	\$260,580	\$41,384	\$21,962	\$399,910	\$75,983	\$323,927	67,921
3	Seasonal services in late December	\$180,154	\$138,298	\$120,069	\$541,385	\$102,863	\$438,522	27,595
4	Service efficiency projects	\$616,769	\$125,324	\$89,945	\$1,027,206	\$195,169	\$832,037	172,422
5	Service reductions	\$0	\$269,157	\$255,096	\$647,226	\$122,973	\$524,253	109,919
	<b>Subtotal Subsidy Savings</b>	<b>\$1,919,522</b>	<b>\$1,235,910</b>	<b>\$1,135,866</b>	<b>\$5,297,899</b>	<b>\$1,006,601</b>	<b>\$4,291,298</b>	<b>819,371</b>
		45%	29%	26%			100%	100%
<b>System Management and Performance</b>								
6	Restructures and plans	\$1,221,767	\$968,882	\$233,176	\$2,992,376	\$568,551	\$2,423,825	418,048
7	Alternate proposals	\$95,998	\$0	\$109,477	\$253,672	\$48,197	\$205,475	39,675
8	Running-time and crowding	(\$750,000)	(\$375,000)	(\$375,000)	(\$1,851,852)	(\$351,852)	(\$1,500,000)	(337,500)
9	Facilities events and construction	(\$200,000)	(\$75,000)	(\$187,500)	(\$570,988)	(\$108,488)	(\$462,500)	(66,250)
10	Enhancement recommendations	(\$262,500)	(\$225,000)	(\$187,500)	(\$833,333)	(\$158,333)	(\$675,000)	(135,000)
	<b>Subtotal Service Adjustments</b>	<b>\$105,265</b>	<b>\$293,882</b>	<b>(\$407,348)</b>	<b>(\$10,125)</b>	<b>(\$1,924)</b>	<b>(\$8,201)</b>	<b>(81,027)</b>
	<b>Totals for all changes</b>	<b>\$2,024,787</b>	<b>\$1,529,792</b>	<b>\$728,518</b>	<b>\$5,287,774</b>	<b>\$1,004,677</b>	<b>\$4,283,097</b>	<b>738,344</b>

(2)



# Bus Service Changes

Docket Item Number	State	R/ N-R	Priority	Line	Routes	CHANGE	DAY	June 2010	Sept 2010	Later	Revised Annual SUBSIDY SAVINGS
7.01	DC	R/N-R	1.0	Various	System Holiday Service	Reduced service on MLK, Presidents, Columbus, Veterans holidays	WK	X			\$862,019
8.01	DC	R/N-R	1.0	Various	System Weekend Night Service	Revise proposal to eliminate trips associated with extended service hours on Friday and Saturday nights after 2AM	WKSA	X			\$260,580
9.01	DC	R/N-R	1.0	Various	System Seasonal Services	Change from Wkday to Holiday schedule on last Nov Fri and weekdays between Xmas and New Years	WK		X		\$180,154
10.01	DC	R/N-R	1.0	Various	Bus Stop Review U8, 63, 80, 68, and others	Reduce bus stops to 5 per mile on four lines	WKSASU		X		\$616,769
2.10	MD	R	1.0	J1	Bethesda - Silver Spring	Eliminate segment between Medical Center Sta. and Mont Mall	WK	X			\$269,157
7.02	MD	R/N-R	1.0	Various	System Holiday Service	Reduced service on MLK, Presidents, Columbus, Veterans holidays	WK	X			\$661,747
8.02	MD	R	1.0	Various	System Weekend Night Service	Eliminate trips associated with extended service hours on Friday and Saturday nights after 2AM	WKSA	X			\$41,384
9.02	MD	R/N-R	1.0	Various	System Seasonal Services	Change from Wkday to Holiday schedule on last Nov Fri and weekdays between Xmas and New Years	WK		X		\$138,298
10.02	MD	R/N-R	1.0	Various	Bus Stop Review K6 and others	Impact of bus stop reduction	WKSASU		X		\$125,324
2.16	VA	R	1.0	23C	McLean - Crystal City	Discontinue Walter Reed Dr./Four Mile Run Dr. segment. Keep McLean-Langley segment.	WK	X			\$255,096
7.03	VA	R/N-R	1.0	Various	System Holiday Service	Reduced holiday service on 20 lines for MLKing, Presidents, Columbus, Veterans	WK	X			\$648,793
8.03	VA	R	1.0	1F,7A,16E	System Weekend Night Service	Revise proposal to eliminate trips associated with extended service hours on Friday and Saturday nights after 2AM	WKSA	X			\$21,962
9.03	VA	R/N-R	1.0	Various	System Seasonal Services	Change from Wkday to Holiday schedule on last Nov Fri and weekdays between Xmas and New Years	WK		X		\$120,069
10.03	VA	R/N-R	1.0	Various	Bus Stop Review 23 Line and others	Impact of bus stop reduction	WKSASU		X		\$89,945
			1.1	Subtotal Service Efficiency Actions							

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# Bus Service Changes

Docket Item Number	State	R/ N-R	Priority	Line	Routes	CHANGE	DAY	June 2010	Sept 2010	Later	Revised Annual SUBSIDY SAVINGS
A	DC	R	4.0	Various	52,53,54; B2; D8; E2,3,4; H8; L1,2,4; P6; W4 and others	Revise trip schedules and running times to ensure safe operations and respond to changes in traffic conditions and passenger loading.	WKSASU		X		-\$750,000
B	MD	R	4.0	Various	D12,13,14; T2; J1,2,3; 84; 81,83,86 and others	Revise trip schedules and running times to ensure safe operations and respond to changes in traffic conditions and passenger loading.	WKSASU		X		-\$375,000
C	VA	R	4.0	Various	2ACG; 10AB; 28A and others	Revise trip schedules and running times to ensure safe operations and respond to changes in traffic conditions and passenger loading.	WKSASU		X		-\$375,000
			4.1	<b>Subtotal Safety, Running-time and Crowding</b>							
D	DC	R	5.0	Various	Center City DC and PA Ave SE	Provide resource to improve service performance during special event-detours, construction on Pennsylvania Ave SE and during snow emergencies	WKSASU	X			-\$200,000
E	MD	R	5.0	Various	Silver Spring Transit Center	Provide staffing and support for start-up of new Silver Spring Transit Center in spring of 2011	WKSASU		X		-\$75,000
F	VA	R	5.0	Various	Rosslyn Station Construction	Implement service detour and alternate terminal plan during construction of new Rosslyn station elevator and other projects	WKSASU		X		-\$187,500
			5.1	<b>Subtotal Facilities, Events and Construction</b>							
H	DC	R	6.0	B2; 37; 39	Various	Implement study recommendations to respond to ridership growth and service enhancement strategies	WKSASU		X		-\$262,500
I	MD	R	6.0	D12,13,14; W15	Various	Implement study recommendations to respond to ridership growth and service enhancement strategies	WKSASU		X		-\$225,000
J	VA	R	6.0	22A; 23AC	Various	Implement study recommendations to respond to ridership growth and service enhancement strategies	WKSASU		X		-\$187,500
			6.1	<b>Subtotal Enhancement Recommendations</b>							
39				<b>TOTALS</b>				13	26	0	\$4,283,097

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# MetroAccess Initiatives

- Continue to charge twice the bus fare for MetroAccess trips
- Limit trips outside of the ADA-defined service area, grandfathering current participants.
  - For trips outside the  $\frac{3}{4}$  mile area, increase each of the zone fees by 1.00 (Zone 1 from \$1 to \$2, etc.)

	Current	Recommended
Within 3/4 mile	\$2.50	\$3.00
Zone 1	$\$2.50 + \$1.00 = \$3.50$	$\$3.00 + \$2.00 = \$5.00$

Note: Current is prior to \$0.10 increase

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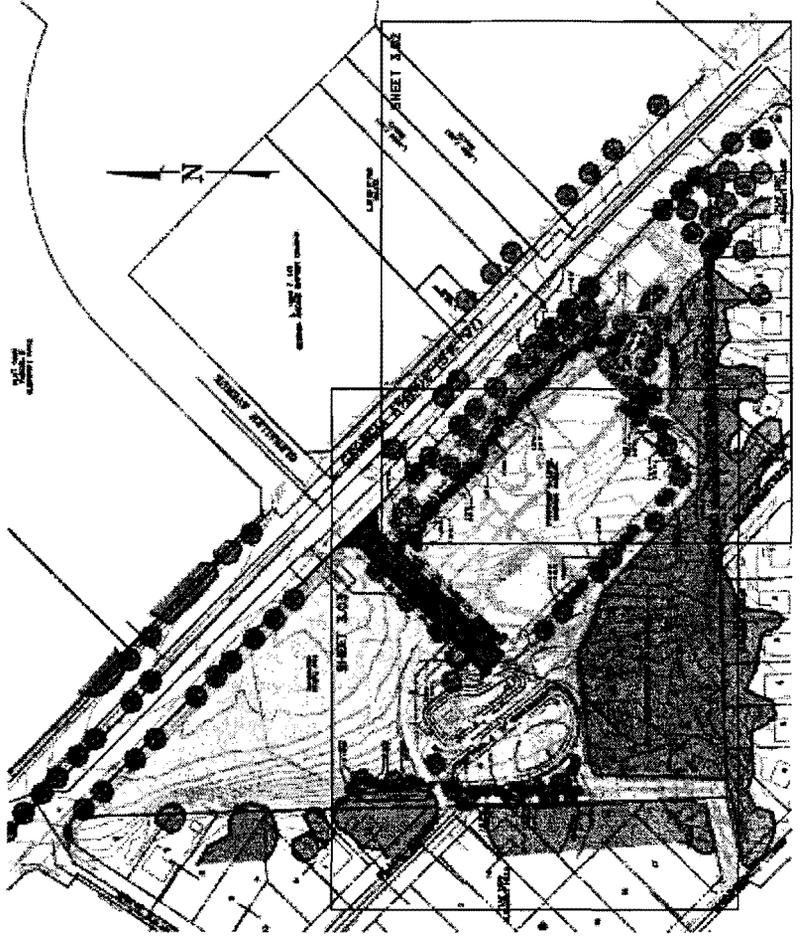
# Proposed Fare Increases

Fare Category	Current	Proposed	Change	%	Revenue (\$M)	Ridership (M)
<b>METRO RAIL</b>						
<b>Increase Regular (Peak) fares</b>						
Increase peak period boarding charge (less than 3 miles)	\$ 1.65	\$ 1.90	\$ 0.25	15%		
Increase 1st Tier of peak period mileage charge (3 to 6 miles)	\$ 0.260	\$ 0.299	\$ 0.039	15%		
Increase 2nd Tier of peak period mileage charge (6 miles to peak)	\$ 0.230	\$ 0.265	\$ 0.035	15%		
Increase the Max peak period fare	\$ 4.50	\$ 5.00	\$ 0.50	11%		
<b>Sub-total</b>					\$ 42.00	(2.9)
Implement Peak-of-the-Peak pricing 7:30 to 9:00 in AM peak 4:30 to 6:00 in PM peak			\$ 0.10		\$ 5.00	(0.4)
<b>Increase Discounted (Off-peak) fares</b>						
Boarding Charge (First 7 miles)	\$ 1.35	\$ 1.55	\$ 0.20	15%	\$ 7.80	(1.6)
1st Tier (7 to 10 miles)	\$ 1.85	\$ 2.10	\$ 0.25	14%	\$ 3.50	(0.4)
2nd Tier (over 10 miles)	\$ 2.35	\$ 2.70	\$ 0.35	15%	\$ 3.50	(0.4)
<b>Sub-total</b>					\$ 14.80	
Increase pass prices consistent with the boarding charges, no higher than 15 percent to deal with rounding and consistent with federal and other requirements				15%	\$ 0.60	
Reduce the Rail-to-bus transfer period from 3 hrs. to 2 hrs.					\$ 1.80	(1.2)
<b>TOTAL:</b>					\$ 64.20	(6.9)
<b>METROBUS</b>						
Increase the boarding charge with 10 cents cash/Smartertrip differential	\$ 1.25	\$ 1.50	\$ 0.25	20%	\$ 11.00	(3.5)
Increase the cash/Smartertrip boarding charge on express buses	\$ 3.00	\$ 3.65	\$ 0.65	22%	\$ 1.50	(0.1)
Increase the bus fare on the Dulles (5A) and BWI shuttles (B30)	\$ 3.10	\$ 6.00	\$ 2.90	94%	\$ 1.20	(0.2)
Increase the weekly bus pass price	\$ 11.00	\$ 15.00	\$ 4.00	36%	\$ 6.00	(1.0)
Reduce bus-to-bus transfer period from 3 hrs to 2 hrs.					\$ 4.00	(3.4)
Continue practice of fare buy-downs per Compact					N/A	
<b>Total:</b>					\$ 23.70	(8.2)
<b>METROACCESS</b>						
Increase the MetroAccess fare (comparable to bus fare increase)					\$ 1.10	
<b>Total:</b>					\$ 1.10	
<b>OTHER</b>						
Increase bicycle locker yearly rental fee (1,200 lockers)	\$ 70.00	\$ 200.00	\$ 130.00	186%	\$ 0.20	
<b>Total:</b>					\$ 0.20	
<b>TOTAL</b>					\$ 89.20	(15.1)
<b>OTHER INCREASES</b>						
Raise all parking fees by \$0.50	varies	\$ 0.50			\$ 6.50	
Increase reserved parking fee*	\$ 55.00	\$ 60.00	\$ 5.00	9%	\$ 0.25	
*Implement Variable Reserved Parking Pricing per General Manager						
Increase the boarding charge for E&D on express buses	\$ 0.60	\$ 1.85	\$ 1.25	208%	\$ 0.01	
Institute special fares for special events						
Implement special surcharge of \$0.05 for specific capital needs						
Implement a special surcharge of \$0.25 for non-Smartertrip rail transactions	\$ 0.00	\$ 0.25	\$ 0.25		\$ 4.50	
Implement Flat Fare for boardings 12 AM-2 AM on Saturday/Sunday	\$ 2.35	\$ 4.00	\$ 1.65	70%	\$ 2.25	
<b>TOTAL:</b>					\$ 13.51	
<b>GRAND TOTAL</b>					\$ 102.71	
<b>GRAND TOTAL, Excluding MetroAccess</b>					\$ 101.61	
<b>METRO ACCESS</b>						
Increase the supplemental fare for service provided in Zone 1	\$ 1.00	\$ 2.00	\$ 1.00	100%	\$ 0.071	
Increase the supplemental fare for service provided in Zone 2	\$ 2.00	\$ 3.00	\$ 1.00	50%	\$ 0.005	
Increase the supplemental fare for service provided in Zone 3	\$ 3.00	\$ 4.00	\$ 1.00	33%	\$ 0.001	
Increase the supplemental fare for service provided in Zone 4	\$ 4.00	\$ 5.00	\$ 1.00	25%	\$ -	
<b>Total:</b>					\$ 0.0765	
<b>Total Metro Access (Including \$1.1 above)</b>					\$ 1.1765	
<b>GRAND TOTAL</b>					\$ 102.78	

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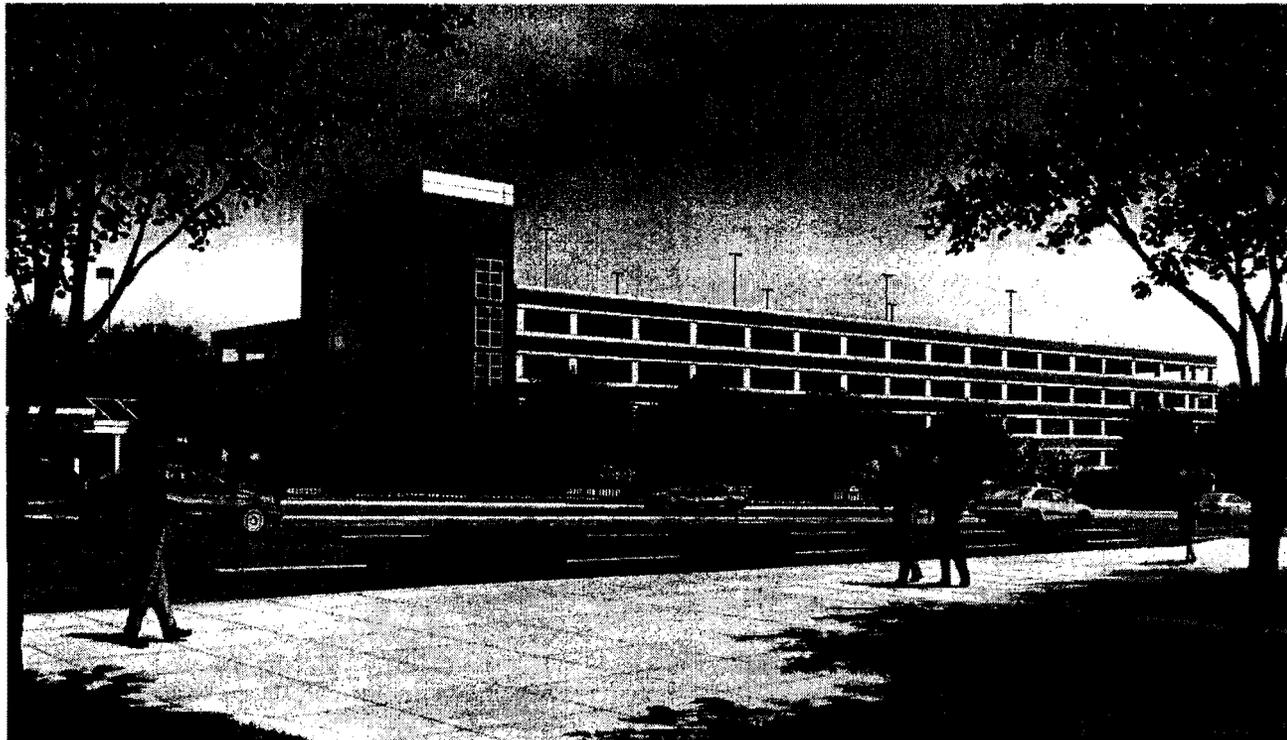
# Design-Build Contract awarded to Forrester Construction Design is 99% complete



8

**Maryland Dept. of Environment permit delayed due to potential “waters of the state” on the site**

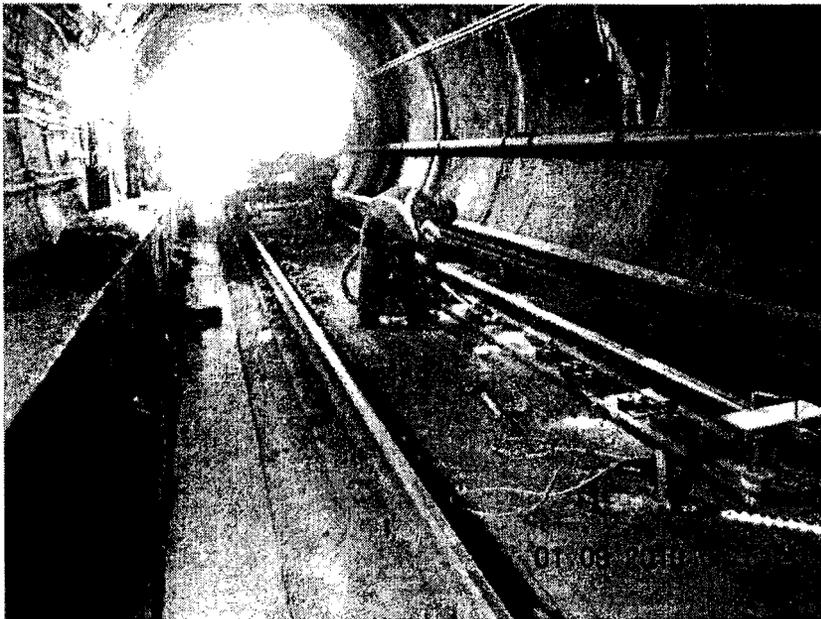
**Groundbreaking TBD; construction will last 12-14 months**



3

## Trackwork – Medical Center to Grosvenor

- **Completion date – May 23, 2010**
- **Single tracking during weekends of May 7 and 21**



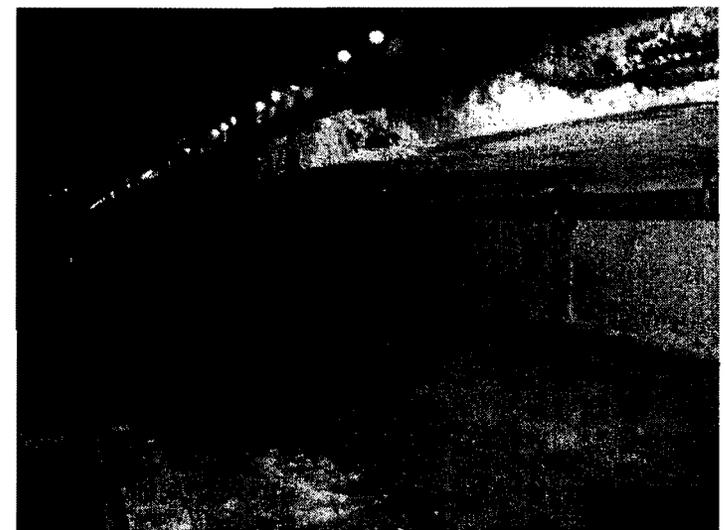
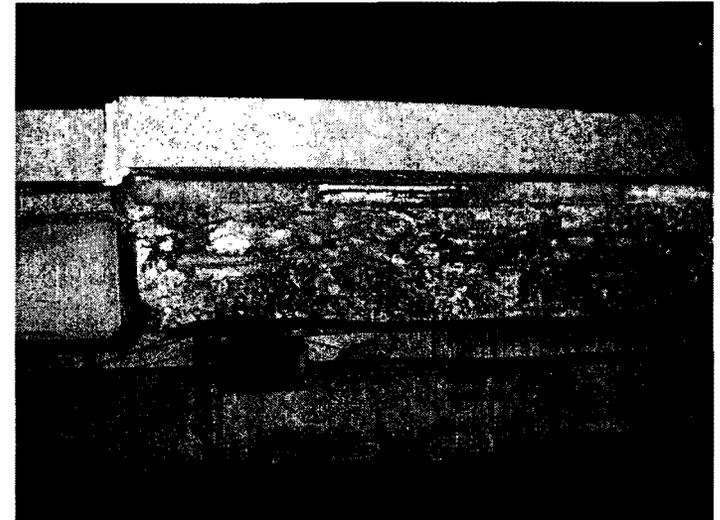
## **Platform Rehabilitation – White Flint to Shady Grove**

- **Project starts at Rockville station  
June 18, 2010**

- **Replacement of deteriorated  
sections of structural platform  
edges**

- **Work done after peak hours on  
weeknights and during weekend  
single tracking**

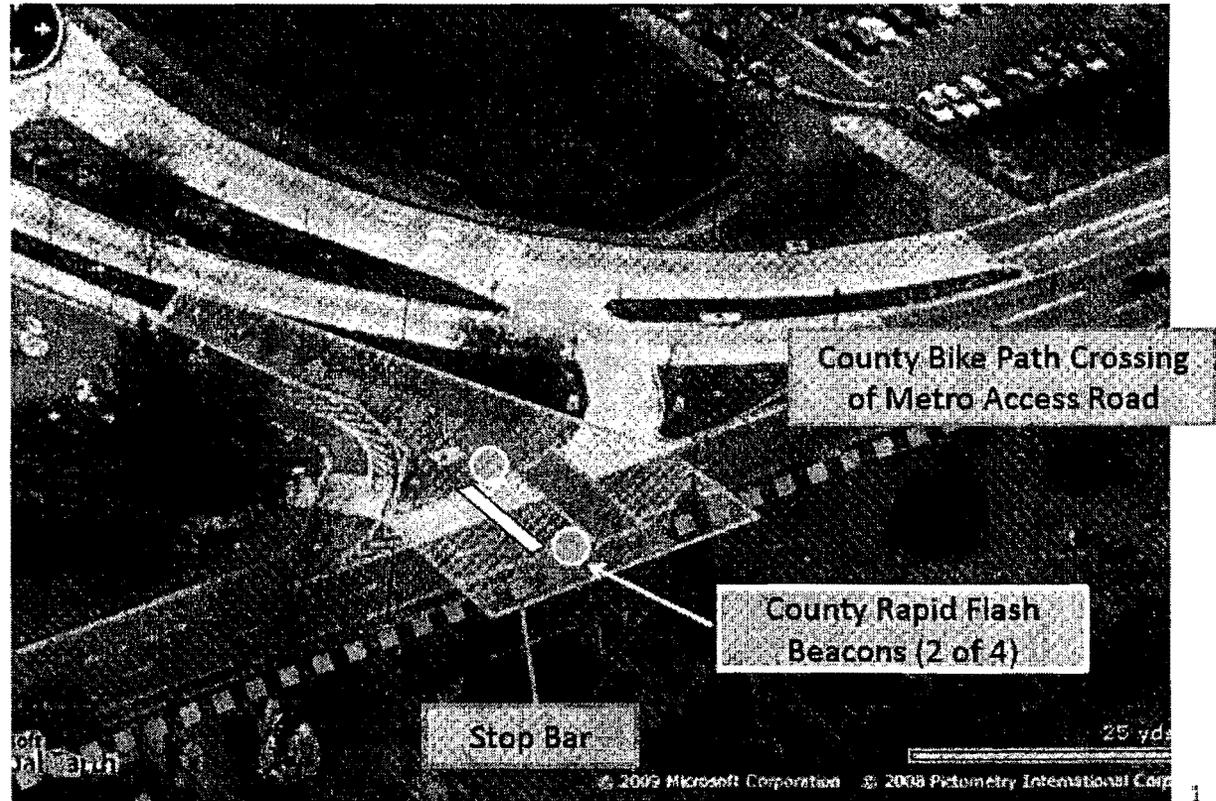
- **Twinbrook and White Flint will  
follow and project will finish with  
Shady Grove in February 2011**





## Metro and Montgomery DOT recently finalized real estate for County to proceed with bikepath

(12) Inclusion of rapid flash beacons addresses safety concerns for bicyclists and pedestrians crossing the Metro Access Road



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

**COUNTY COUNCIL**  
**FOR MONTGOMERY COUNTY, MARYLAND**

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By: County Council

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**SUBJECT:** Setting transportation fees, charges, and fares

**Background**

1. According to Section 2-57A of the Montgomery County Code, as of July 22, 2004 all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect.
2. The fees, charges, and fares currently in effect are those in Council Resolution 16-1260 adopted on February 9, 2010 and approved by the Executive on February 22, 2010.
3. On March 15, 2010 the Executive submitted his FY 2011 Operating Budget predicated on increasing the following Ride On fares: the price of the regular cash fare or token to \$1.60, the regular fare paid with SmarTrip to \$1.50, the regular cash fare or token on Route 70 to \$3.20, and the regular fare paid with SmarTrip on Route 70 to \$3.10, the Metrorail-to-Ride On bus transfer to \$1.00, the Youth Cruiser Pass to \$11.00, the Summer Youth Cruiser Pass to \$18.00, and eliminating the regional one day bus pass.
4. The Washington Metropolitan Area Transit Authority has advertised for public comment a wide range of Metrobus fares that it will consider for its FY 2011 Budget. Because the County's policy has been to charge the same fares for Ride On, the following Ride On fare increases are also submitted for public comment: the price of the regular cash fare or token to \$1.70, the regular fare paid with SmarTrip to \$1.60, the regular cash fare or token on Route 70 to \$4.10, and the regular fare paid with SmarTrip on Route 70 to \$4.00, and the Metrorail-to-Ride On bus transfer to \$1.10.
5. On March 15, 2010 the Executive submitted his FY 2011 Operating Budget predicated on increasing the parking fees in the Bethesda and Silver Spring Parking Lot Districts as shown in Table 1, Part II, attached.
6. The Council is soliciting for public comment the following additional potential changes: eliminating the Kids Ride Free Program, charging half-fare (up to \$0.80 per ride) for seniors and the disabled, raising the parking fees in areas outside of parking lot districts to match the proposed fees in the Silver Spring Parking Lot District, extending parking charging hours to Saturday for all lots, garages, and on-street meters in Parking Lot Districts, and raising all parking fines by \$5 except those for parking in a fire lane or handicapped space, or illegal commercial vehicle parking,
7. A public hearing on this resolution was advertised and held.

**Action**

The County Council for Montgomery County approves the following resolution:

Transportation fares, fees, and charges in Resolution 16-1260 are amended as described in Table 1, attached. These increases go into effect on July 1, 2010.

This is a correct copy of Council action.

\_\_\_\_\_  
Linda M. Lauer, Clerk of the Council

\_\_\_\_\_  
Date

*Approved*

\_\_\_\_\_  
Isiah Leggett, County Executive

\_\_\_\_\_  
Date

**TABLE 1: TRANSPORTATION FARES, FEES, AND CHARGES****I. Transit Fares**

Regular cash fare or token	[ <del>\$1.45</del> ] <u>\$1.70</u>
Regular fare paid with SmarTrip	[ <del>\$1.35</del> ] <u>\$1.60</u>
Route 70 cash fare or token	[ <del>\$3.20</del> ] <u>\$4.10</u>
Route 70 fare paid with SmarTrip	[ <del>\$3.10</del> ] <u>\$4.00</u>
Bethesda 8 (Route 92) and VanGo (Route 28) shuttles	Free
Designated routes in Free-Wheeling Days promotion	Free
[Kids Ride Free Program (2-7 pm weekdays)]	Free]
Code Red days	Free
Give and Ride Program	Free
Senior/Disabled with identification card	
attendant accompanying customer	[Free] <u>\$0.80</u>
with Attendant-Eligible card	[Free] <u>\$0.80</u>
MetroAccess Certified Customer with ID	Free
MetroAccess – companion	Free
Children under age 5	Free
Local bus transfer (SmarTrip only)	Free
Metrorail-to-Ride On bus transfer	[ <del>\$0.85</del> ] <u>\$1.10</u>
Senior/Disabled transfer	Free
Metrobus weekly pass	Free
MARC weekly and monthly passes	Free
MTA Commuter Bus Pass	Free
[Regional One Day bus pass	\$3.20]
Ride On Monthly Pass	\$30.00
Youth Cruiser pass	[ <del>\$10.00</del> ] <u>\$11.00</u> Per Month
Summer Youth Cruiser pass (for 3-month period of June, July, and August)	[ <del>\$15.00</del> ] <u>\$18.00</u>
‘C’ Pass (for current County employees)	Free
‘U’ Pass (for Montgomery College fee-paying students)	Free

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

**A. Bethesda Parking Lot District**

- 1. Meters on-street from 9 am to 10 pm, Monday through Saturday, and in lots from 7 am to 10 pm, Monday through ~~[Friday]~~ Saturday, and in garages from 7 am to 10 pm, Monday through ~~[Friday]~~ Saturday
  - Short-Term (First 3 hours) \$1.00 Per Hour
  - Long-Term (More than 3 hours) [~~\$0.65~~] \$0.75 Per Hour
- 2. Garage 49
  - Daily Maximum [~~\$10.50~~] \$12.00 Per Day
  - Lost Ticket [~~\$10.50~~] \$12.00 Per Day
- 3. Special Permits
  - a. Parking permits
    - Parking Convenience Sticker [~~\$120.00~~] \$140.00 Per Month
    - Daily Parking Permit [~~\$10.50~~] \$11.25 Per Day
    - “AM/PM” Parking Permit \$20.00 Per Month
  - b. Carpool Permits
    - 2 Persons [~~\$90.00~~] \$105.00 Per Month
    - 3 and 4 Persons [~~\$50.00~~] \$55.00 Per Month
    - 5 or More Persons [~~\$13.00~~] \$14.00 Per Month
  - c. Townhouse Resident Permit \$2.00 Per Month

**B. Silver Spring Parking Lot District**

- 1. Meters on-street from 9 am to 6 pm, Monday through ~~[Friday]~~ Saturday, and in lots from 7 am to 7 pm, Monday through ~~[Friday]~~ Saturday, and in garages (except Garages 60 and 61) from 7 am to 7 pm, Monday through ~~[Friday]~~ Saturday
  - Short-Term (First 3 hours) \$0.75 Per Hour
  - Long-Term (More than 3 hours) [~~\$0.50~~] \$0.60 Per Hour
- 2. Special Permits
  - a. Parking permits
    - Parking Convenience Sticker [~~\$95.00~~] \$113.00 Per Month
    - Daily Parking Permit [~~\$6.00~~] \$7.20 Per Day
    - “AM/PM” Parking Permit \$20.00 Per Month
  - b. Carpool Permits
    - 2 Persons [~~\$65.00~~] \$77.00 Per Month
    - 3 and 4 Persons [~~\$35.00~~] \$42.00 Per Month
    - 5 or More Persons [~~\$5.00~~] \$6.00 Per Month
  - c. Townhouse Resident Permit \$2.00 Per Month
- 3. Garages 60 and 61
  - Monthly Permit \$0.75 Per Hour
  - Monthly Permit \$140.00 Per Month

**C. Wheaton Parking Lot District**

- 1. Meters on-street from 9 am to 6 pm, Monday through Saturday, and in lots from 9 am to 6 pm, Monday through Saturday, and in garages from 9 am to 6 pm, Monday through [Friday] Saturday
  - Short-Term (First 3 hours) \$0.50 Per Hour
  - Long-Term (More than 3 hours) \$0.50 Per Hour
- 2. Special Permits
  - Parking Convenience Sticker \$95.00 Per Month
  - Townhouse Resident Permit \$2.00 Per Month

**D. Montgomery Hills Parking Lot District**

- 1. Meters on-street from 9 am to 6 pm, Monday through [Friday] Saturday, and in lots from 9 am to 6 pm, Monday through [Friday] Saturday
  - Short-Term (First 3 hours) \$0.25 Per Hour
  - Long-Term (More than 3 hours) \$0.25 Per Hour
- 2. Special Permits
  - Parking Convenience Sticker \$45.00 Per Month
  - Townhouse Resident Permit \$2.00 Per Month

**E. Areas Outside Parking Lot Districts**

- 1. Meters on-street and in lots from 7 am to 7 pm, Monday through Friday
  - Short-Term (First 3 hours) \$0.75 Per Hour
  - Long-Term (More than 3 hours) [~~\$0.50~~] \$0.60 Per Hour
- 2. Special Permits
  - Parking Convenience Sticker [~~\$95.00~~] \$113.00 Per Month

**III. Parking Fines and Other Charges (with County Code Section Citations)****A. Motor vehicles, traffic control and highways, generally**

31-6(b)(2)	Snow emergency – Parked in Right-of-Way	[ <del>\$80.00</del> ]	<u>\$85.00</u>
31-7	Unregistered vehicle/parking prohibited	[ <del>\$55.00</del> ]	<u>\$60.00</u>
31-8	Impeding traffic, threaten public safety	[ <del>\$55.00</del> ]	<u>\$60.00</u>

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

31-11(b)	Emergency/Temporary no parking sign	[ <del>\$55.00</del> ]	<u>\$60.00</u>
31-12	Violation of official sign (except residential permit parking)	[ <del>\$55.00</del> ]	<u>\$60.00</u>
31-12	Residential permit parking violation	[ <del>\$45.00</del> ]	<u>\$50.00</u>
31-13	Parking of vehicle – snow accumulation	[ <del>\$55.00</del> ]	<u>\$60.00</u>
31-14	Parking of heavy commercial vehicles, recreational vehicles, or buses		\$75.00
31-16	Over 24 hours	[ <del>\$55.00</del> ]	<u>\$60.00</u>
31-17	Within 35 feet of intersection	[ <del>\$55.00</del> ]	<u>\$60.00</u>
31-18	Posted time limit	[ <del>\$55.00</del> ]	<u>\$60.00</u>
31-19	Obstructing driveways (within 5 feet)	[ <del>\$55.00</del> ]	<u>\$60.00</u>
31-20	No person will:		
	(a) Stop, stand or park a vehicle whether occupied or not:		
	(1) Impeding traffic	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(2) On a sidewalk	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(3) Within an intersection	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(4) On a crosswalk	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(5) Alongside street repair	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(6) On bridge/ in tunnel	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(7) On any highway ramp	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(8) Official school board/Montgomery College sign	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(9) Rush hour restriction	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(10) Behind Official sign in Right-of-Way	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(b) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger:		
	(1) within 15 feet of fire hydrant	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(2) within 20 feet of painted crosswalk	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(3) within 30 feet of traffic control signal/device	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(4) at a firehouse entrance clearance	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(5) at a No Standing sign	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(6) double parking	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(7) at a posted/marked fire lane		\$250.00
	(8) in front of theaters, posted	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(9) more than 12 inches from curb	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(10) opposite the flow of traffic	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(11) blocking another vehicle	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(12) not within designated parking space	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(13) at a posted bus stop	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(14) at a posted taxi stand	[ <del>\$55.00</del> ]	<u>\$60.00</u>
	(15) in a handicapped parking space		\$250.00

- (c) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passenger:
  - (1) within 50 feet of a railroad crossing [\\$55.00] \\$60.00
  - (2) at an official No Parking sign [\\$55.00] \\$60.00

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

- 31-26 (a) No person shall park a vehicle on a public parking facility:
  - (1) in violation of an official sign [\\$55.00] \\$60.00
  - (2) in a No Parking zone [\\$55.00] \\$60.00
  - (3) not within a designated parking space [\\$55.00] \\$60.00
  - (4) in or on driving aisle/driveway/signwalks [\\$55.00] \\$60.00
  - (5) at a bagged meter/temporary sign/barricade [\\$55.00] \\$60.00
  - (6) blocking another vehicle [\\$55.00] \\$60.00
  - (7) over 24 hours where not authorized [\\$55.00] \\$60.00
  - (8) vehicle unregistered/inoperative [\\$55.00] \\$60.00
  - (9) in violation, front-in-only, posted [\\$55.00] \\$60.00
  - (10) straddling marked parking spaces [\\$55.00] \\$60.00
  - (11) unattended/running [\\$55.00] \\$60.00
  - (12) impeding traffic [\\$55.00] \\$60.00
- 31-27 (b) Prohibited vehicle/weight/size/type [\\$55.00] \\$60.00
- 31-30(c) (c) Snow/ice emergency [\\$55.00] \\$60.00

**D. Parking meters generally**

- 31-35 Expired parking meter [\\$40.00] \\$45.00
- 31-36 Overtime parking at parking meter [\\$45.00] \\$50.00
- 31-37 More than 3 feet from parking meter [\\$40.00] \\$45.00
- 31-38 More than 1 vehicle in parking space except motorcycles [\\$40.00] \\$45.00

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

- 31-62 (c) Impoundment or immobilization fee \$115.00
- 31-52 (e) Fee for withholding the registration of a vehicle \$10.00
- 31-57(a) First late penalty for failure to fully pay fine or appeal citation within 15 days \$25.00
- 31-59 Second late penalty for failure to fully pay the original fine and penalties within 45 days of the original issuance of the citation \$25.00

**F. Residential Parking Permits**

- 31-48(h) Biennial fee \$35.00

**IV. Transportation Management District (TMD) annual fees**

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

**A. Bethesda Transportation Management District**

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

**B. Friendship Heights Transportation Management District**

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

**C. North Bethesda Transportation Management District**

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

**D. Silver Spring Transportation Management District**

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

\* Between July 1, [2009] 2010 and June 30, [2010] 2011, 2.5 cents/sf GFA will be charged for each full quarter after a use and occupancy permit has been issued.

**THE GREATER BETHESDA-CHEVY CHASE  
CHAMBER OF COMMERCE  
TESTIMONY ON RESOLUTION TO AMEND  
TRANSPORTATION FEES, CHARGES AND FARES  
BEFORE THE MONTGOMERY COUNTY COUNCIL – April 22, 2010**

Good evening. My name is Heather Dlhopsky, and I am the Co-Chair of the Economic Development and Government Relations Committee of The Greater Bethesda-Chevy Chase Chamber of Commerce, representing more than 700 member businesses and 45,000 employees.

On behalf of the Chamber, I am here to express our strong opposition to the proposed resolution to increase transportation fees, charges, and fares that is before you this evening. Specifically, the Chamber strongly opposes the proposal to impose fees on Saturdays in off-street parking garages and surface lots. The Chamber recognizes the difficult economic times and budget shortfall facing the County. However, we would like to remind the County Council that businesses, particularly our small businesses and retailers, are feeling the economic downturn just as acutely.

We are very concerned that the Saturday parking fees will serve to drive customers (who are also concerned about their own economic well-being and expenditures) away from downtown Bethesda to any number of other areas where patrons can park for free for as long as they like. There is no compelling reason to impose such a fee at this time. This is illustrated by the fact that the County Executive's proposed budget did not include the proposal and the Saturday parking fee is not necessary to fund the FY2011 operating budget for the Bethesda Parking Lot District.

Additionally, we are opposed to proposals which further increase the disparity between parking rates charged in Bethesda and rates charged in other PLDs and the rest of the County, disproportionately impacting downtown Bethesda, which is negatively impacted by this economy just like everywhere else. With the notable departures of Hanger Orthopedics and CoStar, the Bethesda CBD is struggling as much as any area of the County, if not more so. Our employers are very concerned about the recommendation that long-term monthly parking rates go up to \$140 a month, when just one year ago it was \$95. These rates do not match the current market rates in Bethesda. Attached to my testimony is a comparative analysis of local private garages in the BCC area – they currently average \$120 a month.

Regarding the parking fine increase, the Chamber notes that the charge for expired meters already increased recently from \$35 to \$40, and this proposal increases it again to \$45. We oppose this measure because areas such as downtown Bethesda already suffer from the misconception that it is an unfriendly place to park. This increase will exacerbate that perception.

The BCC Chamber recognizes that in this budget crisis, we cannot simply say no to all proposed fee increases without offering any constructive and proactive solutions for cutting costs and/or raising additional revenue. In the Chamber's testimony to the Council two weeks ago on the FY11 Operating Budget, we sought to offer some constructive and creative solutions for helping to alleviate the budget gap, and again reiterate that the County should look closely at its property and resources to determine what may be divested and what can be managed more efficiently, in the hopes that fee increases to our businesses and residents can be minimized.

Thank you for the opportunity to present these comments.

**MONTHLY PARKING RATES IN PRIVATE GARAGES IN THE  
BETHESDA-CHEVY CHASE AREA  
APRIL 2010**

<b>PARKING COMPANY</b>	<b>LOCATION</b>	<b>RATE (\$ PER MONTH)</b>
<b>DOWNTOWN BETHESDA</b>		
<b>Colonial</b>	Francis G. Newlands Building 2 & 3 Bethesda Metro, Bethesda	\$120
"	Hampden Square 4800 Montgomery Lane	\$120
"	Clark Building 7500 Old Georgetown Rd	\$125
"	Chevy Chase Bank Building 7501 Wisconsin Ave, Bethesda	\$120
"	Woodmont Avenue Lot 7255 Wisconsin Ave (@ Elm St.)	\$150
<b>Central</b>	7735 Old Georgetown Road (4994 Fairmont Ave)	\$135
"	Air Rights Center 7315 Wisconsin Avenue	\$125
<b>Impark</b>	4600 East West Highway (East-West & Waverly St)	\$135
"	7475 Wisconsin Avenue (Wisconsin & Montgomery)	\$135
<b>Monument</b>	Arlington-Bradley 6933 Arlington Rd	\$95
"	Bethesda Metro Center 3 Bethesda Metro	\$135
"	7316 Wisconsin Ave	\$120
"	Cornerstone of Bethesda 4605 Bradley Dr.	\$85
"	East West Towers 4350 East West Highway	\$115
<b>AVERAGE DOWNTOWN BETHESDA</b>		<b>\$122.50</b>
<b>OUTSIDE DOWNTOWN BETHESDA</b>		
<b>Monument</b>	Beco Building 11140 Rockville Pike (white fl.)	\$70
"	Edson/White Flint 11200 Rockville Pike	\$85
<b>Colonial</b>	5425 Wisconsin Ave, CC	\$125
"	4145 Willard, CC	\$140
"	2 Wisconsin Circle, CC	\$125
"	5307 Friendship Blvd	\$145
"	5252 Wisconsin Ave, FH, DC	\$115
<b>AVERAGE OUTSIDE BETHESDA</b>		<b>\$115</b>
<b>AVERAGE PARKING RATE – BETHESDA-CHEVY CHASE AREA</b>		<b>\$120</b>



Testimony Submitted for the Record  
The Greater Silver Spring Chamber of Commerce  
Public Hearing – FY11 Transportation Fees, Charges, and Fares  
Montgomery County Council  
Transportation, Infrastructure, Energy & Environment Committee  
Thursday, April 22, 2010

Council President Floreen, members of the Council, on behalf of the Greater Silver Spring Chamber of Commerce, I am submitting this testimony for the record in opposition to the suggested elimination of free Saturday parking in Silver Spring.

Members of the Council will surely recall that just two years ago, after tremendous outcry from residents and businesses, this Council had to reverse itself on a decision to extend parking enforcement hours to evenings and weekends in Silver Spring. The issue here in Silver Spring is, as you know, one of equity.

In Silver Spring, per a contract between the County and the developer, Saturday parking is free in the two garages that are part of the original redevelopment (Garages 60 and 61). Under the agreement, the developer pays certain fees to the County in exchange for, among other things, free weekend and evening parking in these two garages.

A decision to extend parking enforcement hours to Saturdays in all County garages and lots, except Garages 60 and 61) puts businesses located in other parts of Silver Spring at a distinct disadvantage, especially since so many of them rely heavily on Saturday patrons.

We recognize that the Council faces a budget deficit of historic proportions and understand that it will need to look for another source of revenue if Saturday parking enforcement hours are not implemented. As alternative, we suggest the Council consider a slight increase in the short-term hourly rates to make up the difference. While we are not experts on the matter, we believe that an increase of perhaps 10 cents per hour for short term parking would more than cover the expected revenues that would be generated by eliminating free Saturday parking.

We thank you for your consideration of our concerns and would be happy to work with you to find a more equitable solution.

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# FENTON STREET MARKET

TESTIMONY before Montgomery County Council Committee on Transportation

April 22, 2010

Re: Parking fees on Saturdays in downtown Silver Spring and Wheaton

Hannah McCann  
Founder  
Fenton Street Market

The coffee shop, the butcher’s shop, the music store: for the last hundred years and more, these kinds of small, independent businesses have been the kinds of places that people walk to, meet their neighbors, and build a sense of community. All over the country, and throughout Montgomery County, developers have spent a lot of money trying to artificially create the kind of mixed-use, walkable, live-work communities we all think of as ideal. In downtown Silver Spring, we’ve got it organically, homegrown. It’s real. Within walking distance of my house, there is a coffee shop, a butcher, three record stores, a bookshop, and much more. Each business is run by someone from a different part of the world who is dedicated to bringing something of value to our community.

Now, at a time when independent businesses are facing unprecedented challenges to survival , the Council is weighing the prospect of exacting a serious blow: extending parking meter operations to Saturdays. As the founder of a new Saturday public market in the Fenton Village area of downtown Silver Spring—and as a dedicated neighborhood resident—I strongly oppose extending meter operations to Saturdays.

>> Extending parking meters to Saturdays will **unfairly benefit the new Downtown Silver Spring development** and the many franchise stores and restaurants based there, since the Peterson Development Companies will continue to subsidize free parking on Saturdays. This inequity will hurt the many new and existing small businesses and restaurants in the Fenton Village and South Silver Spring area of downtown, which rely heavily on on-street and surface lot parking to serve their customers. The council agreed in 2007, when they voted against charging for parking in these areas. It is absolutely essential that small, independent businesses that have thus far survived the recession are not handed any more obstacles to overcome than the weakened economy has already created.

>> Fenton Street Market depends on free public parking in the lot across the street from the market. More than 60 artists, collectors, importers, inventors, and other entrepreneurs exhibit at the market every Saturday. The market is an incubator for small businesses that want to test the waters in Silver Spring, build a customer base, and develop their product before one day opening a storefront. It is a grueling operation. Vendors arrive at 6 a.m. and leave at 4. Currently the meters cost \$.75/hour up to three hours. Paying \$7.50 or more—and having to hire additional staff to man their booths while they go to feed the meters repeatedly—is **simply cost-prohibitive for most vendors**. Without the vendors, the market will be forced to shut down.

>> Like Eastern Market on Capitol Hill, the Fenton Street Market is poised to invigorate the neighborhood as a magnet drawing shoppers from near and far every week. We heard at our opening markets that **visitors were coming from other suburbs** to check out the offerings. "This is the first time I've seen this part of Silver Spring!" many said. Until the underserved areas of Silver Spring can draw on their own—and we're doing our part to make that happen—we need to provide free parking as an incentive to stay and check out all that we have to offer in our neighborhood.

>> The first day of the Fenton Street Market, it looked like the neighborhood was waking up after a long slumber. The sidewalks were full of people walking the four-block stretch between the farm market on Ellsworth Drive in downtown Silver Spring and the Fenton Street Market in the Fenton Village area. This was all according to plan: **the market is part of a larger marketing concept to get people walking between the Fenton Street Market and Downtown Silver Spring** to encourage them to experience other businesses in Fenton Village and spend the day in Silver Spring. If people are feeding a meter, they will likely drive after an hour at the market and park free in Downtown Silver Spring, thus defeating the "feet on the street" concept and miss the approximately 100 businesses between Fenton Village and Downtown.

>> Silver Spring is a true "mixed use" community where residential and commercial entities work together and add value to each other's existence. Expanding meters to Saturdays would seriously hamper this important balance of business and commercial interests in these neighborhoods. At the Fenton Street Market, a public parking lot is one side of the street, and a residential neighborhood—my neighborhood—is on the other. We all know that people will try to get what they can for free. Cars will overcrowd residential streets on Saturday to park for free without concern of feeding a meter. In no time, neighbors will begin to protest: protest the Fenton Street Market for bringing traffic to residential streets, and protest the county for not requiring permit parking on Saturdays. **Is the Transportation Committee including in their revenue projections the cost of changing all of the residential streets in the dense mixed-use downtown Silver Spring to permit parking Mon-Sat? And of hiring additional staff to enforce it?** Otherwise, a schism will erupt between neighborhood residents and businesses.

In conclusion, we urge the County Council to avoid harming the viability of small, independent businesses in Silver Spring. What we need is more proactive efforts to help strengthen these businesses and more commercial-residential partnerships that make these neighborhoods some of the most unique the County has to offer.

FY11  
CE Recommended

Route	Ser	Route Description	Change Description	Annual Riders Lost	Annual Platform Hours Savings	Annual Savings (\$58.18 per hour)	FY10 Riders Per Plat Hour-Route
Late Eve	Sat	15, 17, 34, & 57	Reduce service after 900p	1,643	222.6	\$ 12,951	-
Late Eve	Sun	15 & 34	Reduce service after 900p	1,140	125.4	\$ 7,296	-
ST	Wkdy	3 Strategics	Eliminate	-	4,768.5	\$ 277,431	-
Late Eve	Wkdy	15, 17, 34, 49, 57, 61 & 83	Reduce service after 900p	17,340	1,785.0	\$ 103,851	-
98	Sat	GTC, Wisteria Dr, GTC	Eliminate service	5,915	810.9	\$ 47,178	7.3
3	Wkdy	Takoma-Dale Dr.-Silver Spring	Eliminate route	9,690	1,122.0	\$ 65,278	8.7
52	Wkdy	MGH-Olney-Rockville	Eliminate route	34,425	3,258.9	\$ 189,603	9.5
83	Sun	Germantown MARC-GTC-Waters Landing-Milestone	Eliminate service	16,006	1,636.5	\$ 95,210	9.8
43	Sat	Traville TC-Fallsgrove TC-Shady Grove-Hospital-Shady Grove	Eliminate service	14,204	1,297.4	\$ 75,485	9.9
29	Sat	Bethesda-Glen Echo-Friendship Heights	Eliminate service	10,441	925.4	\$ 53,839	10.2
31	Wkdy	Glenmont-Kemp Mill Rd.-Wheaton	Eliminate route	26,520	2,845.8	\$ 165,569	10.5
7	Wkdy	Kensington-Forest Glen-Wheaton	Restructure-reduce resources	8,951	834.4	\$ 48,543	10.7
45	Sat	Fallsgrove-Rockville Senior Center-Rockville-Twinbrook	Eliminate service	20,654	2,135.9	\$ 124,267	10.8
22	Wkdy	Hillandale-White Oak-FDA-Silver Spring	Eliminate Elton ext/Reduce freq to 20 from 15	18,054	1,212.5	\$ 70,545	11.1
32	Wkdy	Woodrock-Naval Ship R&D-Cabin John-Bethesda	Eliminate Woodrock ext	3,570	867.0	\$ 50,442	11.3
14	Sat	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	Eliminate service	12,688	1,111.4	\$ 64,662	11.4
T2	Sat	Friendship Hts, River Rd, Falls Rd, Rockville W.	Eliminate service	28,408	2,117.9	\$ 123,218	12.1
L8	Sun	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	Eliminate service	30,528	2,213.3	\$ 128,769	12.4
T2	Sun	Friendship Hts, River Rd, Falls Rd, Rockville W.	Eliminate service	29,583	2,134.1	\$ 124,161	12.5
29	Sun	Bethesda-Glen Echo-Friendship Heights	Eliminate service	11,058	749.0	\$ 43,576	13.2
83	Sat	Germantown MARC-GTC-Waters Landing-Milestone	Eliminate service	21,656	1,612.3	\$ 93,801	13.4
36	Wkdy	Potomac-Bradley Blvd.-Bethesda	Eliminate Midday only	23,205	1,785.0	\$ 103,851	14.0
23	Sat	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	Eliminate service	20,723	1,311.8	\$ 76,318	14.2
38	Sun	Wheaton-White Flint-Montgomery Mall	Eliminate service	42,180	2,606.0	\$ 151,619	14.6
L8	Sat	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	Eliminate service	43,407	2,523.3	\$ 146,807	15.5
43	Wkdy	Traville TC-Fallsgrove TC-Shady Grove-Hospital-Shady Grove	Eliminate Fallsgrove branch/reduce freq	12,750	1,606.5	\$ 93,466	18.7
Z2	Sat	New Hampshire Ave, Colesville Rd, Silver Spring Station	Eliminate service	21,942	1,160.7	\$ 67,530	18.9
93	Wkdy	Twinbrook-HHS-Twinbrook	Reduce freq to 30	16,014	1,351.5	\$ 78,630	22.0
				502,694	46,131	\$2,683,895	

Round 2  
FY11 Savings

Route	Ser	Route Description	Change Description	Annual Riders Lost	Implement July 18 FY11 Revenue	Implement July 18 Expenditure	July 18 Net FY11
Option 2	All	CE Recommended	Delay by 2 weeks		\$ (12,306)	\$ (128,827)	\$ (116,521)
30	Wkdy	Medical Center-Pooks Hill-Bethesda	Elim Midday	23,715	\$ 11,514	\$ 128,526	\$ 117,012
33	Wkdy	Glenmont-Kensington-Medical Center-Bethesda	Elim E Bethesda-Minimal BRAC impact	16,575	\$ 8,047	\$ 91,098	\$ 83,051
Freq	Sat	Reduce freq-1,17,46	Reduce freq variable where data supports	3,774	\$ 1,833	\$ 48,409	\$ 46,577
Freq	Wkdy	Reduce freq-15,17,23,29,30,48,47,48,49,56,57,60,70,83,97,100	Reduce freq variable where data supports	153,243	\$ 74,403	\$ 614,900	\$ 540,498
				197,307	\$ 83,491	\$ 754,107	\$ 670,616



April 16, 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 devastating impact that the County Executive's proposal to cut the Call 'N Ride program by **fifty percent** will have on our most vulnerable passengers who rely on this program.

In the FY10 Budget, Call 'N Ride expenditures were approximately **3%** of the total Mass Transit Budget. The proposed cut of almost \$1.8 million from the Call 'N Ride program is **24%** of the total cut of \$7.4 million from the Mass Transit Budget. This is clearly an inequitable cut.

While no one can dispute that the County is facing an unprecedented budget shortfall, both this Council and the County Executive have made it clear that a major priority is to preserve the safety net for the most vulnerable.

Call 'N Ride only serves the most vulnerable. Well over **90% of Call 'N Ride participants** are seniors or the disabled with incomes **under \$14,000 per year**. **"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."** These are the County Executive's own words when he proposed a similar cut in the FY08 Savings Plan.

The program allows these individuals to purchase subsidized coupon books to use for taxicab trips. Prior to the recent savings plan cuts, these individuals could purchase \$120 worth of coupons per month or 2 coupon books. In the FY10 Savings Plan, the County Executive proposed a 50% cut to the program. The Council determined that this was an excessive cut to this vital program. A cut of 25% was enacted. This allowed Call 'N Ride participants to receive one \$60 book in April and June, and two \$60 books in March and May.

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Call 'N Ride has allowed these individuals to make over 117,000 trips annually. Many of these trips are for doctor appointments, dialysis treatments or simply to buy the necessities of life. Many, if not most of these individuals, have no access to other means of transportation and do not start to have the income to pay for unsubsidized transportation.

Taxi drivers rely on this program for approximately 12% of their gross income. A cut of 50% in the program could cause a loss of drivers that could impact customer service to other County residents and visitors.

CCTI asks that the Council not approve this drastic, totally inequitable cut to this vital program that only serves the most vulnerable residents of this County.

Sincerely,

Retha Arens  
CCTI Executive Director

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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 10, 2010  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	56,196	31,490	3,450	21,256	2,417	3,139	3,950	5,080	3,470	3,200	0
Land	359	359	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	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>56,786</b>	<b>32,080</b>	<b>3,450</b>	<b>21,256</b>	<b>2,417</b>	<b>3,139</b>	<b>3,950</b>	<b>5,080</b>	<b>3,470</b>	<b>3,200</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	46,156	29,206	692	16,258	1,687	2,650	2,743	3,498	2,840	2,840	0
Impact Tax	1,553	184	430	939	660	279	0	0	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	1,849	21	1,828	0	0	0	0	0	0	0	0
Mass Transit Fund	4,705	1,826	479	2,400	70	210	490	640	630	360	0
Recordation Tax Premium	1,659	0	0	1,659	0	0	717	942	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>56,786</b>	<b>32,080</b>	<b>3,450</b>	<b>21,256</b>	<b>2,417</b>	<b>3,139</b>	<b>3,950</b>	<b>5,080</b>	<b>3,470</b>	<b>3,200</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, Infrastructure, Energy, and Environment (T&E) 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

Cost increase due to adjustments to schedules and estimates, higher consultant costs, and the addition of FY15 and FY16 to this ongoing project, which were offset by other adjustments to fiscal capacity.

### 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; Master Plan of Highways; and Maryland-National Capital Park and Planning Commission (M-NCPPC) Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

### OTHER

As part of the Midcounty Highway Study, one option to be evaluated is a 4-lane parkway with a narrow median, a 40 mph design speed, a prohibition of heavy trucks, 11-foot wide travel lanes, and other parkway features.

### FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Replace current revenue with land sale proceeds in FY10. Impact tax will continue to be applied to qualifying projects. Appropriation adjustment reflects fiscal capacity. Expenditures and project schedule to be amended.

### 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.

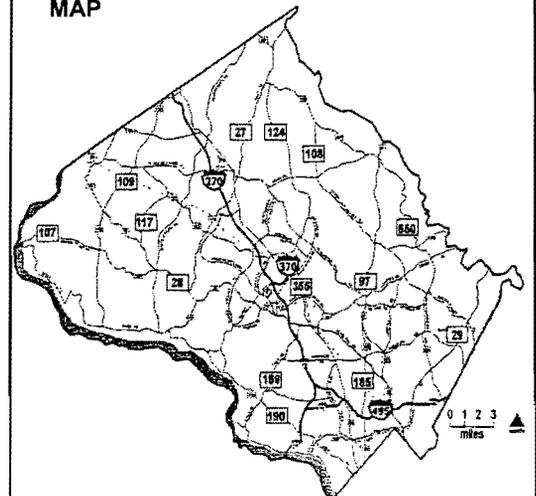
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	FY11	56,786
Current Scope		
Last FY's Cost Estimate		49,019
Appropriation Request	FY11	1,626
Appropriation Request Est.	FY12	2,526
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		37,664
Expenditures / Encumbrances		36,103
Unencumbered Balance		1,561
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	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



**FACILITY PLANNING TRANSPORTATION – No. 509337  
FY11-16 PDF Project List**

**Studies Underway or to Start in FY11-12:**

**Road/Bridge Projects**

Dorsey Mill Road Extended and Bridge (over I-270)  
 East Gude Drive Widening (Crabbs Branch Way – MD28)  
 Midcounty Hwy Extended (Mont. Village Ave – MD27)  
 Observation Dr (Waters Discovery La – 1/4 mi. S. Stringtown Rd)  
 Roberts Tavern Road/MD355 Bypass  
 Seminary Road Intersection

**Sidewalk/Bikeway Projects**

Bradley Boulevard Bikeway (Wilson La – Goldsboro Rd)  
 Dale Drive Sidewalk (MD97 – US29)  
 Jones Mill Rd Bikelanes (Stoneybrook Rd – MD410)  
 MacArthur Blvd Bikeway Improvements Segment 3 (Oberlin Ave – DC Line)  
 Oak Drive/MD27 Sidewalk  
 Seven Locks Road Sidewalk/Bikeway (Montrose Rd – Bradley Blvd)

**Mass Transit Projects**

Germantown Transit Center Expansion  
 Lakeforest Transit Center Modernization  
 Upcounty Park-and-Ride Expansion

**Candidate Studies to Start in FY13-16:**

**Road/Bridge Projects**

Arlington Road Widening (Wilson La – Bradley Blvd)  
 Oakmont Avenue Improvement (Shady Grove Rd – Railroad St)

**Sidewalk/Bikeway Projects**

Falls Road Sidewalk-West Side (River Rd – Dunster Rd)  
 Flower Ave Sidewalk (Piney Branch Rd – Carroll Ave)  
 Franklin Avenue Sidewalk (US29 – MD193)  
 Goldsboro Road Bikeway (MacArthur Blvd – River Rd)  
 Good Hope Rd/Bonifant Rd Bike Facilities (Briggs Chaney Rd – Layhill Rd)  
 MacArthur Blvd Bikeway Improvements Segment 1 (Stable La – I-495)  
 Midcounty Hwy BW/SW (Woodfield Rd – Shady Grove Rd)  
 NIH Circulation & North Bethesda Trail Extension  
 Sixteenth Street Sidewalk (Lyttonsville Rd – Spring St)  
 Strathmore Ave Sidewalk (Stillwater Ave – Garrett Park)  
 Tuckerman Lane Sidewalk (Gainsborough RD – Old Georgetown Road)

**Mass Transit Projects**

Clarksburg Transit Center  
 Hillendale Bus Layover  
 Milestone Transit Center Expansion  
 New Transit Center/Park-and-Ride

**Other Candidate Studies Proposed after FY16:**

**Road/Bridge Projects**

N/A

**Sidewalk/Bikeway Projects**

Dufief Mill Sidewalk (MD28 – Travilah Rd)  
 Fairland Road Sidewalk (Randolph Rd – Old Columbia Pike)  
 MD355 Sidewalk (Hyattstown Mill Rd – MC Line)

**Mass Transit Projects**

Olney Longwood Park-and-Ride  
 University Boulevard BRT



MONTGOMERY COUNTY COUNCIL  
ROCKVILLE, MARYLAND

VALERIE ERVIN  
COUNCILMEMBER  
DISTRICT 5

June 29, 2009

To: Isiah Leggett, County Executive

From: Valerie Ervin, Councilmember – District 5

Subject: Request that Dale Drive CIP Projects be accelerated to improve pedestrian and bicycle safety and connectivity and decrease vehicular speeds.

Over the past two years, I have been working with the residents who live in the communities surrounding Dale Drive to identify methods of decreasing speeding and improving pedestrian and bicycle safety and connectivity along Dale Drive between Wayne and Georgia Avenue.

In October 2007, I requested that Chief Manger conduct a study of vehicular speeds on Dale Drive and consider the implementation of speed cameras. The study revealed that 49.3 percent of vehicles on Dale Drive exceeded the speed limit by more than 11 miles per hour. The Department of Police investigated the installation of permanent speed cameras; however, due to the Dale Drive's design, the only effective devices were mobile speed cameras.

In addition to speed cameras, staff from your department, including transit services, traffic engineering, and pedestrian safety, met with residents who live in the communities surrounding Dale Drive and implemented improvements to bus stops and added crosswalks, pedestrian refuge islands, and curb extensions in an effort to improve pedestrian safety and connectivity and reduce speeding.

These efforts are much appreciated and are a great start; however, I believe that Dale Drive needs a more permanent long-term solution. I am writing to make two requests:

- 1) That the Dale Drive Sidewalk Project (MD97 to MD29) listed under Other Candidate Studies to Start in FY11-14 (No. 509337) be selected for facility planning in FY 2011.
- 2) That the portion of Dale Drive between Colesville Road and Wayne Avenue is added to the Intersection and Spot Improvements CIP, #207017, so that safety and access for pedestrians and bicyclists can be improved.

Dale Drive is an especially dangerous stretch of roadway commonly traversed by walkers, joggers and cyclists. I believe that we need to promote greener transportation and that these two projects will improve pedestrian and bicycle traffic, access to public transportation, and encourage people to leave their cars at home when making the short trip to Sligo Creek Park or downtown Silver Spring.

As the Councilmember representing District 5, a neighborhood resident, and the Council's lead representative for pedestrian safety, I feel that there is an urgent need for these projects to proceed as soon as possible.

I look forward to your response and to continue working with you and your staff on this issue.

Sincerely,



Valerie Ervin

- c: Arthur Holmes, Jr., Director, Department of Transportation
- Chief Thomas Manger, Chief of Police, Department of Police
- Bee Ditzler, President, Woodside Park Civic Association
- Phil Curtin, President, Woodside Forest Civic Association
- Mark Gabriele, President, Seven-Oaks Evanswood Civic Association
- Alan Bowser, President, Park Hills Civic Association
- Darian Unger, Chair, Silver Spring Citizens Advisory Board
- Captain John Damskey, Director, Traffic Division, Department of Police
- Sergeant Tom Harmon, 3<sup>rd</sup> District Traffic, Department of Police
- Bruce Johnston, Chief, Division of Capital Development, Department of Transportation
- Emil Wolanin, Chief, Division of Traffic Engineering and Operations, Department of Transportation
- Jeff Dunckel, Pedestrian Safety Coordinator, Department of Transportation
- Glenn Orlin, Deputy Staff Director, Montgomery County Council

**FY11-16 RECOMMENDED CIP  
BUDGET ADJUSTMENTS ('\$000)  
APRIL 22, 2010**

DEPT	PROJECT NAME	EXPLANATION OF ADJUSTMENT (Note 1)	TOTAL REDUCTION (\$000)	FUNDING SOURCES
<b>FY11 ADJUSTMENTS/REDUCTIONS</b>				
DTS	Fibernet	Defer and revise implementation plan	(1,497)	Cable TV
COLL	Student Learning Support System	Reduce project scope	(500)	Current Revenue - General
COLL	Network Operating Center	Reduce project scope	(1,000)	Recordation Tax
COLL	Network Infrastructure and Support	Reduce project scope	(1,000)	Recordation Tax
COLL	Information Technology: College	Reduce project scope	(3,000)	Recordation Tax
REC	Public Arts Trust	Reduce project scope	(100)	Current Revenue - General
M-NCPPC	Planned Lifecycle Replacement (PLAR) Non-Local Parks	Reduce project scope	(250)	Current Revenue - General
<b>FY10 AMENDMENTS/REDUCTIONS</b>				
DOT	Ride On Bus Fleet	Substitute bond premium revenue for Mass Transit revenue ( <del>\$956K</del> )	-	Bond Premium, Mass Transit
DOT	Bus Stop Improvements	Shift to FY12 to reflect current implementation plan	(380)	Mass Transit
DTS	Voice Mail Replacement System (Pending Closeout)	Reduce to reflect current implementation plan	(44)	Current Revenue - General
M-NCPPC	Facility Planning Local Parks	Reduce project scope	(100)	Current Revenue - P&P
HHS	School Based Health & Linkages to Learning	Northwood High School planning complete - funds not required	(100)	Current Revenue - General
DPL	Rockville Library ( Pending Closeout)	Project complete - funds not required	(325)	Current Revenue - General
REC	Public Arts Trust	Reduce project scope	(40)	Current Revenue - General
FRS	Rockville Fire Station	Defer to FY13 to reflect current implementation plan	(500)	Fire Consolidated
DGS	Judicial Center Annex	Substitute GO bonds for current revenue (\$25K)	-	GO Bonds, Current Revenue - General
DOT	Resurfacing: Residential/Rural Roads	Substitute GO bonds for current revenue ( <del>\$24K</del> )	-	GO Bonds, Current Revenue - General
DGS	Planned Lifecycle Replacement (PLAR) (MCG)	Substitute GO bonds for current revenue (15K)	-	GO Bonds, Current Revenue - General

Note (1) See details in attached PDFs

**Total Tax-Supported Resources**

FY10

2,509

FY11

7,347