

T&E COMMITTEE #1
April 28, 2011

MEMORANDUM

April 26, 2011

TO: Transportation, Infrastructure, Energy & Environment Committee

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

SUBJECT: FY11-16 CIP: selected projects; FY12 Operating Budget: Parking Lot District Funds, Mass Transit Fund; Bradley Noise Abatement District; and Rockville Parking District NDA; Resolution to approve FY11 transportation fees, charges, and fares; Briefing by the Washington Metropolitan Area Transit Authority (WMATA)

Those anticipated to attend this worksession include:

Arthur Holmes, Jr., Director, Department of Transportation (DOT)
Edgar Gonzalez, Deputy Director for Transportation Policy, DOT
Al Roshdieh, Deputy Director, 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
Sandra Brecher, Chief, Commuter Services Section, Division of Transit Services, DOT
Rick Siebert, Chief, Management Services & Property Development Section, Division of Parking Management, DOT
Alison Dollar, Brady Goldsmith, and Amy Wilson, Budget Analysts, OMB

I. FY11-16 Capital Improvements Program: remaining projects

1. **Ride On Bus Fleet** (©1). This is the project through which replacement buses are purchased. The Approved CIP programmed \$7,840,000 to acquire 20 replacement buses in FY12. In January the Executive recommended an amendment to reduce the number to 13, a cut of \$2,808,000 which reflected a \$500,000 drop in Federal aid (from \$2.1 million to \$1.6 million), a \$1.6 million reduction in State aid (from \$2 million to \$400,000), and a \$708,000 drop in Current Revenue from the Mass Transit Fund (from \$3,740,000 to \$3,032,000). The gross reduction of \$2.1 million in Federal and State aid is particularly significant in that it is permanent: the reduction carries through each subsequent CIP year. The Fleet Plan based on the Executive's January recommendation is on ©2.

In March the Executive revised his recommendation to reduce Current Revenue in the Mass Transit Fund by another \$1,914,000 in FY12. Thus, the number of bus replacements would now be further reduced to 8.

A Ride On bus has a useful life of 12 years; after 12 years maintenance costs increase substantially, and buses are more frequently out of service. The originally programmed funds would have replaced all the 19 remaining larger (40'-long) Ride On buses after running for 13 years. If only 8 buses are replaced, then 11 of the 335 buses in the fleet will remain in service for at least a 14th year.

Council staff recommendation: Keep the number of bus replacements at 13; add back \$1,914,000 to the Executive's March 15 recommendation (©3). For reliable Ride On service it is critical to replace buses that are past their useful lives. Even if the Council were to approve this recommendation, there would be 6 overage buses in the fleet, and the FY13-18 CIP will need to find more funds in FY13 to keep from falling further behind.

2. Bus Stop Improvements (©4). FY12 would have marked the completion of this 6-year, \$12 million program to provide significant upgrades to one-third of the County's 5,400 bus stops. About 10% of these funds were for improvements that were not bond-eligible, such as improved crosswalks, signs, and markings at or near these stops. The typical amount programmed annually was \$2 million: \$1.8 million for G.O. bond proceeds and \$200,000 from Current Revenue. A few years ago, however, some of the Current Revenue-funded improvements were delayed to provide more fiscal capacity. Therefore, the Approved CIP has "balloon" Current Revenue spending of \$600,000 in FY12. At the same time, the project was altered to show a continuing expense of \$200,000 annually for subsequent improvements and/or maintenance. The Executive is recommending reducing the FY12 Current Revenue appropriation from \$600,000 to \$200,000, again for fiscal capacity.

Council staff recommendation: Concur with the Executive's recommendations for FYs11-14, but show no expenditures after FY14 in this CIP (©5). Given the fiscal stringencies, spreading the \$600,000 over three years is understandable. However, to the extent that the program of improvements needs to extend beyond the original \$12 million program, they should be identified and compete for resources in a future CIP. Funds for maintenance of these improvements belong in the Operating Budget, not the Capital Improvements Program.

3. Parking: Silver Spring Facility Renovations (©6). This project is for the design and construction of major renovations to the Silver Spring PLD's lots and garages. The Executive recommends not proceeding with the reconstruction of Garage 21 at the intersection of Colesville Road and Spring Street, since there is sufficient parking capacity in the vicinity, reducing the cost by \$12,883,000, all of which would have been funded with Silver Spring PLD Revenue Bonds.

The Executive's conclusion derives not only from the lower parking ratios suggested in the recently completed Parking Policy Study, but also from the conclusions of a recent parking demand study for Silver Spring. The latter study included a comprehensive review of all public and private parking and current utilization numbers. At the time Garage 21 was closed, it was still only about half full, even at the mid-day peak parking period. There is significant parking available in Garage 2 on Cameron Street and Spring Street and in Garage 60 (the Town Square Garage) on Ellsworth Drive and Roeder Road. During the time that Garage 21 has been closed, both of these alternate facilities have

supported the diverted demand and still have hundreds of spaces empty in each facility. In March, the short-term and long-term spaces in Garage 2 were only 59% and 65% occupied, respectively, and the long-term spaces in Garage 60 were only 67% occupied. In Garage 21 a few short term spaces on the ground floor have been reopened; in March its spaces were only 51% occupied.

Council staff recommendation: Concur with the Executive.

4. **Stringtown Road** (©7-8). This project, introduced by Councilmembers Floreen, Leventhal, Rice, and Riemer, would complete the construction of Stringtown Road to a 4-lane arterial between Overlook Park Drive and Snowden Farm Parkway in Clarksburg. The final cross-section would include a median, an 8'-wide shared use path on the northwest side and a 8'-wide shared use path transitioning to a 5'-wide sidewalk on the southeast side. The cost is estimated to be \$9,325,000 and would be completed in FY16.

The northbound two lanes from Overlook Park Drive to Gate Rail Road is not any developer's responsibility. It was, however, included in the package of projects to be funded by the Clarksburg Town Center (CTC) Development, which the Council terminated last fall. The northbound two lanes from Gate Rail Road to Snowden Farm Parkway is Clarksburg Village's responsibility; it has already built most of the length of these lanes, with the northernmost segment yet to be built. (This segment is not included in the proposed project; see David Flanagan's recommendation to include it, on ©9-11. If included, DOT estimates an added cost of \$388,000.) The two southbound lanes from Snowden Farm Parkway to Overlook Park Drive is a condition of the subdivision approval of CTC. However, for several years the Town Center has not proceeded, so the southbound lanes have not been built.

Last fall the Council terminated the CTC Development District that would have funded the scope of this project, and the Council's Clarksburg Infrastructure Working Group recommends not initiating a special taxing district that might have funded it. The four Councilmembers are recommending proceeding with this project to fill in this missing gap to Clarksburg's transportation network.

Council staff cannot recall a condition of an active subdivision approval subsequently being funded with general revenue, so this would break new policy ground. But how "active" is this subdivision? What are there prospects that Newlands (CTC's developer) or a successor-in-interest will complete this road in the foreseeable future? Would this project be an exception, or would the Council now be susceptible to other developers looking for help in meeting their adequate public facilities obligations?

Council staff recommendation: Concur with PDF recommended by the four Councilmembers (©7-8), but with the caveat that this project is a policy exception due to the special circumstances surrounding CTC that will not be repeated—in Clarksburg or elsewhere. The County already is not addressing the massive backlog of capital project needs; adding more projects that are developer responsibilities to the mix will make the backlog grow much larger. This will be especially true as the County produces a smaller FY13-18 CIP next year to address unsustainable and growing debt service payments.

5. **Facility Planning--Transportation.** The Committee will recall that on April 11 it agreed with Council staff's recommendation regarding the White Flint Traffic Analysis and Mitigation project,

supplanting \$342,000 of Impact Tax funding in FY12 with an equal amount of Current Revenue. At the time, Council staff noted that this amount could be balanced out elsewhere in the CIP.

Council staff recommends supplanting \$342,000 in Current Revenue funds in FY12 with Impact Tax funds in Facility Planning—Transportation. There is more than \$342,000 of spending in this project that is for the planning of capacity-adding projects, for which the use of Impact Tax funding is clearly legitimate.

The Executive is also recommending \$250,000 for consulting services to support the Rapid Transit Task Force. The Office of the County Executive has provided for Council staff the scope of work to be performed with these funds (©12): \$150,000 for transportation planning services continuing from the work completed in the \$500,000 Bus Rapid Transit (BRT) Feasibility Study; and \$100,000 for financial advisory services, exploring Federal, State, private, and special tax district options to fund the construction of the future rapid transit in the County—not only BRT, but the County contributions to the Purple Line and Corridor Cities Transitway as well.

Council staff concurs with the need to do both studies. However, only the transportation planning services work belongs in Facility Planning—Transportation; the financial advisory services should be included in the Operating Budget of the appropriate Executive Branch department or office instead. **Council staff recommendation: Shift \$100,000 from Facility Planning—Transportation to the Operating Budget of the Office of the County Executive.** Council staff has conferred with the Office of the County Executive and it has no objection. The revised PDF is on ©13.

6. Montrose Parkway East. The Council recently received correspondence from a Randolph Hills resident concerning noise that would be generated from the project. The writer understood that tractor-trailers would not be prohibited from the road (©14).

In March 2000, the County Council approved an amendment to the County's master plan stipulating that trucks with more than four wheels are prohibited on most of Montrose Parkway, except for trucks allowed for the parkway's maintenance and in emergency situations. This prohibition applies to the segments of Montrose Parkway between Montrose Road and "old" Old Georgetown Road and between Parklawn Drive and Veirs Mill Road. Therefore, tractor-trailer traffic *will* be prohibited in the segment behind Randolph Hills, just as it is today on Montrose Parkway between Montrose Road and "old" Old Georgetown Road.

The master plan amendment was approved to protect adjacent communities from the noise and vibration generated by heavy trucks. In fact, the road is being designed with narrower (11'-wide) lanes in acknowledgement that heavy trucks will not be using it.

DOT staff understands this, so there must have been some miscommunication in this case. However, to provide more clarity for the public, **Council staff recommends adding the following sentence in the text under "OTHER" (©15):**

Consistent with the County's master plan, trucks with more than four wheels are prohibited on Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the parkway's maintenance and in emergency situations.

7. **North County Maintenance Depot.** This project would construct a third transit depot in addition to EMOC in Shady Grove and the Brookville Depot in Silver Spring. The North County Depot will also include a highway maintenance facility that would replace the Gaithersburg West depot and allow for growth. Phase 1 of the project funds the design, land acquisition, and site preparation and access for the full depot, but would construct facilities only for 120 of the ultimate 250 buses to be housed there. Phase 2 would fund the facilities for the remaining 130 buses, 90 pieces of heavy equipment, and the highway maintenance function.

The project has been planned for a site adjacent to Whelan Lane, west of I-270 in Clarksburg. The schematic design is complete, and the land for it has been acquired. However, due to water quality concerns raised by the Planning Board and others, the Executive Branch suspended the design in August of 2008 and has been reviewing alternative sites for nearly three years. In the CIP approved last May, the completion of the project was delayed 3 years, to FY16 (©16).

The PDF recommended by the Executive is on ©17. It delays re-start of design until the end of FY12 but still shows completion of the project by FY16, thus compressing the schedule from design through construction from 6 to 4 years. This may be possible should the Council make the decision to keep the depot on the Whelan Lane site, but should it be moved to one (or more) new sites, the schedule will need to expand to at least 5 years, since design will have to start from scratch. It will more likely take longer, since more land will have to be acquired.

Council staff had hoped that the Executive Branch would finally have completed its evaluation of alternative sites by now, but that is not the case. Within the past few months M-NCPPC proposed 6 additional smaller sites (2 of which were examined and eliminated during the earlier phases of the site selection process), and this evaluation is still underway. As the Council has been told countless times, there is no capability for expanding the Ride On fleet until a third depot is opened. Higher deadheading costs (the costs of operating the bus to and from a depot) are also being incurred due to the lack of a third depot. But until the Council receives the results of the site selection analysis, it is not in a good position to make a decision.

Council staff recommendation: Concur with the Executive's recommended PDF—with great reluctance.

8. **Pedestrian Safety Program** (©18). The Executive is recommending reducing the Current Revenue-funded portion of this project by \$200,000 (from \$850,000 to \$650,000—which is still higher than the \$425,000 programmed for FY11) which will reduce the number of audits and some of the Current Revenue-funded improvements in high incidence areas, such as crosswalks, signs, and signal re-timing. According to DOT, this will not result in any reductions or delays in FY12 for the implementation of improvements previously identified during earlier Pedestrian Road Safety Audits (PRSAs). This is because implementation has not been as quick as originally anticipated due to the complexity of working with SHA to make improvements along State Highways. DOT has streamlined the processes and are implementing with a more realistic timeframe, but because of initial delays many improvements identified and funded in previous years are only now beginning to be accomplished. Therefore the reduction in FY12 will not be felt until several years in the future.

Council staff recommendation: Concur with the Executive.

II. FY12 Transportation Fees, Charges, and Fares

On March 15, 2011 the Executive submitted his FY12 Operating Budget predicated on increasing the following (see ©19):

- Raising the cost of the monthly Ride On pass from \$30 to \$45;
- In the Bethesda Parking Lot District (PLD), raising the fee for long-term parking from \$0.65/hour to \$0.75/hour, the monthly pass from \$120 to \$140, and associated daily and carpool passes;
- In the Bethesda PLD, expanding the parking charge hours to Saturdays from 7 am to 10 pm in lots and garages; and
- In the Silver Spring PLD, raising the fee for long-term parking from \$0.50/hour to \$0.60/hour, the monthly pass from \$95 to \$113, and associated daily and carpool passes.

On March 23, 2011 the Executive forwarded an additional recommendation to charge a fee of 10¢/square foot of gross floor area for commercial space in the unincorporated area of the Greater Shady Grove Transportation Management District, in order to begin the operation of that TMD in FY12. The new fee would raise an estimated \$100,000 in FY12 (©20-21).

In addition, some Councilmembers wish to solicit for public comment the potential, in areas outside of PLDs, to raise the fee for long-term parking from \$0.50/hour to \$0.60/hour, and for the monthly pass from \$95 to \$113: the same increases as the Executive is proposing for the Silver Spring PLD. Traditionally the parking fees in areas outside of PLDs have tracked with those in the Silver Spring PLD.

All these potential changes, which would go into effect on July 1, 2011, appear in Table 1 of the attached draft resolution (©22-29). On April 26 the Council heard testimony on the resolution, and it has received some correspondence as well. Each proposal is addressed in the discussions regarding the Parking District Funds and Mass Transit Fund, below.

III. FY12 Operating Budget: Parking Lot District Funds

Overview. The Executive's recommendations for the Parking Lot District (PLD) Funds are attached on ©30-41. The budget approved last May for FY11 for the Parking Lot District Funds was \$23,738,200. There were no reductions in the FY11 Savings Plan.

For FY12, the Executive recommends total expenditures of \$25,905,580 for the Parking Lot District Funds, a \$2,167,380 (9.1%) increase from the FY11 approved budget. Operating budget workyears would increase by 2.2 wys (4.8%), to 48.0 wys. Virtually all of the workyear increase is due to the restoration of furlough days and small miscellaneous adjustments.

Security. The Executive's recommends exactly the same security complement and cost for each of the three districts which have security details. All the security again will be provided by contract security guards, with the exception of 6,000 hours in the Silver Spring PLD, which will be provided by the Clean & Safe Team. A chart detailing the security in each district is on ©42.

Pay by cell phone. In 2010 DOT successfully tested a pay-by-cell phone system at 1,250 parking meters in the Bethesda PLD. Since the pilot began, 11,500 customers registered to participate in the program and used their cell phones for about 110,000 parking sessions.

The pilot program has now been made permanent for all 5,250 parking meters in the Bethesda PLD, and this summer it will be expanded to include meters in the other three districts, for a total of 11,000 parking meters. Parkers set up an account and indicate which credit card will be used for the parking charges. The step-by-step instructions, printed on each meter, direct parkers to:

- Use a cell phone to call 301-830-7074 or send a text message to 32075.
- Follow the phone/text prompts to enter the meter location number (located on the meter decal).
- Select the amount of time desired for parking.

The patron then receives voice and text messages confirming the start of the parking session. A 35-cent transaction fee is charged in addition to the parking fee. Those who use pay-by-cell will get a text message reminder that their parking time is about to expire. Patrons can extend parking time remotely and view transactions online. Parkers can stop a parking session upon returning to a vehicle, so they only pay for the parking time they have used.

Parking fees and charging hours. The Executive is making the same recommendation he made last year, but which was not approved by the Council: 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. 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. The Executive's budget reflects the fee increases with \$650,000 more revenue in Bethesda and \$700,000 more revenue in Silver Spring.

Just as last year, 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 FY14 they will achieve parity with the current short-term meter rates. (His proposal is to increase the long-term rate by 10¢/hour in both Bethesda and Silver Spring again in FY13, and then, in FY14, by 15¢/hour in Bethesda and 5¢/hour in Silver Spring.) Since the monthly pass rate is calculated based on the long-term meter rate, this means that by FY14 the monthly pass in Bethesda would cost \$190 and in Silver Spring would cost \$142. (In both Wheaton and Montgomery Hills the short-term and long-term meter rates are the same.)

The Executive also is recommending expanding the charging hours to Saturdays from 7 am to 10 pm in lots and garages in the Bethesda PLD, the same charging hours currently in effect on weekdays. This was an option the Council also considered but rejected last year. This proposal would raise \$700,000 more revenue annually. DOT was asked to estimate the added revenue if charging hours were extended from 7 am to 6 pm instead; it reports this option would generate \$588,000 more revenue.

The Greater Bethesda-Chevy Chase Chamber of Commerce registered its objection to these increases (©43). It notes that in the added traffic due to BRAC and the closing of Woodmont Avenue for Garage 31 will make things difficult for employers, employees, and customers in Bethesda; raising

the parking fees and extending hours to Saturday will make Bethesda a less attractive destination. DOT reports the following schedule related to Garage #31:

- The construction of Garage #31 is currently projected to start around November 1, 2011.
- Starting in FY12 the County will float the revenue bonds because funds will be needed to begin making progress payments to the developer.
- Woodmont Avenue will re-open (with limited capacity) 20 months after construction starts - July 1, 2013.
- The developer is required to make payment for the land 24 months after start of construction - November 1, 2013 (FY 14).
- The County will make a "balloon" payment on the revenue bonds within 6 months after receipt of the land proceeds - May 1, 2014 (FY 14).
- The parking garage will be turned over to the County to operate 30 months after start of construction - May 1, 2014.
- Above-grade completion will be 34 months after start of construction - September 1, 2014.

The schedules for the construction of the Bethesda Metro South Entrance and the bike lanes on Bethesda Avenue are still set at times that will not interfere with the Woodmont Avenue closure.

The six-year fund display for the Bethesda PLD Fiscal Plan shows that, over the longer term, the end-of-year reserve will only be in the range of 20%, which is lower than in the past. The first few years are either much higher or lower, owing to the initial effects of funding and building Garage 31: an influx of bond proceeds in FY12 and again in FY14, major expenditures on proceeds in FYs12-14, and the balloon payment in FY14. The County is in the process of negotiating with the developer over the size of the garage; based on the recently released *Parking Policy Report*, the County believes it can reduce the parking in the planned garage by one-half of a deck. The lasting effect would be to reduce the increase in long-term debt service somewhat—the degree to which will not be known until the negotiations are concluded. A CIP amendment likely will be submitted later this year to reflect the results of this negotiation.

Despite the potential of a smaller increase in debt service from Garage 31, Council staff is convinced that the Executive's proposed revenue increases are necessary to protect the fiscal health of the Bethesda PLD. Without the \$1,350,000 from the Executive's recommendations, the PLD's end-of-year reserves would fall 3.5% below the Fiscal Plan's FY13 end-of-year percentage, and 7% below the FY16 percentage. These percentages are similarly low in the Silver Spring PLD.

The proposed increases in the long-term rates represent about a 17% increase in Bethesda and a 19% raise in Silver Spring. In comparison, in the two years since the parking fees were last increased in Bethesda (and three years for Silver Spring), bus fares have increased by 20% and Metrorail fares by even more. Parking fees in other high-demand areas are as high or higher. In the District of Columbia, the fee is \$2.00/hour in the busier commercial areas, and \$0.75/hour elsewhere; in Arlington County the long-term rate is \$0.75/hour, and in Alexandria the rate is at least \$1.25/hour. Even in Rockville the rate is \$1.00/hour. Raising the fee from \$0.65/hour to \$0.75/hour is in line with these comparable areas.

Charging for parking on Saturdays is also a reasonable step for Bethesda, which enjoys very high parking demand on weekends. The jurisdictions noted above also charge on Saturdays with no

discernible negative impacts on their local economies. The parking lots in the Wheaton PLD have been charging on Saturdays for many years. **Council staff recommendation: Concur with the Executive's recommendations.**

Duration of short-term meters. For the last few years a short-term space has been defined as a space with a limit of 3 hours or less. This was not always the case. For years Bethesda had 6-hour meters to which the short-term rate was applied; during the last several years were those meters replaced with the 3-hour limit. However, recently some 4-hour meters were introduced in Garage 57. Although these spaces are clearly for short-term use—they are used by shoppers and diners, not commuters—the cheaper long-term rates have been applied because of the 3-hour definition in the Council's resolution. **Council staff recommends re-defining short-term meters as those with a duration of 4 hours or less; DOT estimates this would generate an additional \$143,500 for the Bethesda PLD.**

In reviewing the Urban District budgets with the PHED Committee, Ms. Michaelson noted that there may be a possibility of supplanting Urban District tax revenue with revenue from the associated PLD, which in turn would allow the General Fund expenditures to be increased by the same amount and yet remain under the Charter's property tax cap. **Council staff recommends using \$77,580 of the above revenue to supplant Bethesda Urban District tax revenue, thereby reducing the Bethesda Urban District property tax by one-sixth: from 1.2¢/\$100 to 1.0¢/\$100 for real property and from 3.0¢/\$100 to 2.5¢/\$100 for personal property (©44). Council staff recommends assigning the \$65,920 balance to the Bethesda PLD's reserve to further alleviate its fiscal condition.**

IV. FY12 Operating Budget: Mass Transit Fund

Overview. The Executive's recommendations for the Mass Transit Fund are attached on ©45-52. The budget approved last May for FY11 for the Mass Transit Fund was \$108,457,800. Since then, reductions totaling \$916,420 were taken in the FY11 Savings Plans:

FY11 Savings Plan	Reduction
Reduction of one replacement bus	-\$426,000
Delay Employer Incentive Program	-\$400,000
Lapse Program Specialist II for 6 months	-\$32,920
Lapse Farebox Technician for 6 months	-\$30,020
Lapse Transit Marketing Specialist for 6 months	-\$27,480
Total reduction, Mass Transit Fund	-\$916,420

For FY12, the Executive recommends total expenditures of \$107,097,250 for the Mass Transit Fund, a \$1,541,280 (1.4%) decrease from the FY11 approved budget. Virtually all the Savings Plan cuts would be sustained through FY11. Operating budget workyears would increase by 28.7 wys (3.6%), to 831.3 wys. Virtually all of this increase is due to the restoration of furlough days and small miscellaneous adjustments.

The most notable aspect of the Mass Transit Fund budget is that no major service cuts are proposed for Ride On. There will be the normal puts and takes at each of the three scheduled "picks" in September, January, and May, but these will be marginal. (The performance data from each route is on ©53-57.) The three significant changes proposed by the Executive are on the revenue side of the ledger:

raising the cost of the monthly Ride On pass from \$30 to \$45, increasing the cost of the second monthly Call-'N'-Ride coupon book, and initiating the Greater Shady Grove Transportation Management District and its associated fees. Each is described below.

Ride On pass. The Council has received several pieces of correspondence objecting to raising the cost, especially by 50%. DOT has pointed out that fewer and fewer riders are using the pass, opting for the SmarTrip Card instead, even though there is a much smaller discount associated with the latter. A regular commuter using the monthly pass pays effectively 75¢/ride (based on 20 round-trips per month), compared to the regular Ride On fare of \$1.70/ride and the SmarTrip fare of \$1.50/ride. Raising the price of the pass to \$45 would raise the regular commuter's cost to about \$1.13/ride, still a marked discount from the regular or SmarTrip fare.

DOT estimates that raising the monthly pass to \$45 would generate \$598,630 more annually, which is needed to help retain current Ride On service. DOT also estimates that the increase would result in a reduction in monthly pass sales of 10%. Many of the former pass-buyers will choose a different method of paying for their trip, paying more than the \$30 per month they are paying now. Some of them will be lost to Ride On and transit in general.

Council staff also asked for the same analysis for raising the price to \$40 or \$35 instead:

Monthly Pass	Annual Revenue Increase	Reduction in Pass Sales
Raise price to \$45	+\$598,630	-10%
Raise price to \$40	+\$417,120	-6%
Raise price to \$35	+\$217,530	-3%

Council staff recommendation: Set the price at \$40, which requires \$181,510 to cover the Mass Transit Fund's lost revenue. A 50% increase is a considerable change; a 33% raise should be more tolerable to the regular users who acquire this pass.

Call 'N Ride coupon book. The Call 'N Ride Program provides subsidized taxi service for low-income seniors (age 67 or older) and low-income persons with disabilities (age 16 or older). To qualify, the individual must earn \$25,000 per year or less for a household of one to buy up to two \$60 coupon books per month. The current subsidy levels are listed below:

- A person earning less than \$14,000 pays \$5.25 per coupon book.
- A person earning \$14,001 to \$17,000 pays \$10 per coupon book.
- A person earning \$17,001 to \$20,000 pays \$20 per coupon book.
- A person earning \$20,001 to \$25,000 pays \$30 per coupon book.

The overwhelming majority of program participants are in the lowest income group. The number of persons buying one or two books by month in FY10, by income category, is shown on ©58.

The cost to clients in the lowest income category has remained the same for over a decade. The cost of books for persons in the second and third tiers was reduced a few years ago, from \$17.50 and \$26.25, respectively. The fourth (highest) income category went into effect in FY08. The Executive is

recommending raising the price of the second book by \$4.75 for the lowest income group and \$5.00 for the other three. DOT estimates this would raise about \$160,680 annually for the Mass Transit Fund.

The Executive's proposal would change the percentage discount on two books, as follows:

Income Category	Value	Current Cost	% Subsidy	Proposed Cost	% Subsidy
Up to \$14,000	\$120.00	\$10.50	91.3%	\$15.25	87.3%
\$14,001-17,000	\$120.00	\$20.00	83.3%	\$25.00	79.2%
\$17,001-20,000	\$120.00	\$40.00	66.7%	\$45.00	63.5%
\$20,001-25,000	\$120.00	\$60.00	50.0%	\$65.00	45.8%

Council staff recommendation: Concur with the Executive. The subsidies will still cover a substantial portion, the cost of two coupon books per month. For those buying only one book, the subsidy is unchanged.

Greater Shady Grove Transportation Management District. This TMD was established five years ago by Council resolution (©59-62), but it has never been funded. The recently approved Great Seneca Science Corridor Master Plan requires this TMD to be funded and begin operating before development in Stage 1 can be approved. The Executive recommended initiating TMD fees at 10¢/sf of Gross Floor Area for commercial space occupied before July 1, 2011 where payment of a TMD fee was a condition of subdivision or optional method approval, and for all commercial space first occupied on or after July 1, 2011. (The 10¢/sf rate is the same charged in the county's four existing TMDs: Bethesda, Friendship Heights, North Bethesda, and Silver Spring.) DOT estimates these fees would generate \$100,000 in FY12.

The Executive's proposed FY12 Budget Adjustments forwarded on April 25 formally recommends adding \$100,000 to the Mass Transit Fund budget for this new TMD. All the FY12 funds would be used for operating expenses: \$90,000 would be for professional services, web design and updates, etc., to promote ridesharing options and to establish the baseline mode share in the non-municipal portion of the TMD; \$10,000 would be for printing, promotional items, and event expenses in support of these activities. During FY12, at least, this TMD would be operated by DOT, as the Friendship Heights and Silver Spring TMDs are, and not by a not-for-profit organization, as in Bethesda and North Bethesda.

Council staff recommendation: Concur with the Executive on the budget and fees for the Greater Shady Grove TMD. Although the typical rule is that a Budget Adjustment is treated as a Reconciliation List item, the only purpose and use of the TMD fee is for the TMD budget, so in this case the \$100,000 should be affirmatively added to the budget.

Even if the TMD budget and fees are approved, there is another procedural step that should be undertaken promptly: an Executive Regulation establishing the representation on the TMD's Citizen Advisory Committee. This regulation would not designate the actual representatives, but the number of representatives and how it would be composed: residents, business persons, etc. The appointments would follow later.

Parking 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 requested DOT to explore opportunities in other commercial areas. Historically these funds have been allocated to the Mass Transit Fund, although they could just as easily be allocated to the General Fund.

For the last several years the fees in the areas outside of the PLDs have 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 \$46,700 more revenue.

Council staff recommendation: If the rates are increased in the Silver Spring PLD, raise the rates outside the PLDs commensurately, adding \$46,700 in revenue for the Mass Transit Fund.

Expanding areas for parking charges. Last year DOT was urged to explore opportunities to expand paid parking elsewhere in Montgomery County. The County Government already has authority to install meters on any street, lot, or garage owned by the County. Parking charges are not only an untapped source of revenue, they also present an incentive for transit and ridesharing. The cost of acquiring and installing meters is modest and can be recouped relatively quickly once implemented.

DOT has been exploring opportunities for metered parking in the Greater Shady Grove Transportation Management District, and in other areas as well. Deputy Director Al Roshdieh will report on the progress DOT has made thus far, and its schedule for implementation. **Council staff recommends that DOT continue to work to identify those commercial areas where metered parking would be viable, with the objective of installing meters and charging for parking in such areas by the spring of 2012.** Because plans are still in the developmental stage, at this time Council staff does not recommend assuming net revenue in the FY12 Operating Budget from expanding metered parking.

Youth Cruiser Pass. This pass is available to County residents 18 years of age or under. It allows unlimited rides on Ride On at all times. It is essentially a Ride On monthly pass for kids that, instead of costing \$30/month (or \$45/month as proposed), is only \$11/month. The Summer Youth Cruiser Pass is nearly half this cost: \$18 for the June-through-August period.

Councilmember Navarro recommends extending the Youth Cruiser Pass to Metrobus within Montgomery County. She notes that many of the neighborhoods in her district are served entirely or primarily by Metrobus. She requested that DOT provide an estimate of the cost of expanding the program (©63). There would be a cost, because WMATA understandably insists on being reimbursed for lost revenue, just as it does on the free midday service provided to seniors and people with disabilities, and as it had for Kids Ride Free Program before it was suspended.

DOT has responded that the annual cost for FY12 would be \$650,000 (©64). DOT points out that there has been little interest among public or private schools in selling the pass: only three public schools currently do. The lack of convenient points of sale is a severe hindrance in marketing this pass.

If the Council were to approve Ms. Navarro's proposal, it would be best if it were to go into effect on September 1. The FY12 Operating Budget will not begin until a month after the 2011 Summer Youth Cruiser Pass goes into effect. Also, DOT could use the time to work out the details of this

extension with WMATA. The cost in FY12 of extending this program to Metrobus by September 1 is \$540,000.

Council staff recommendation: Place \$540,000 on the Reconciliation List to extend the Youth Cruiser Pass to Metrobus service in Montgomery County. While the situation in District 4 is most pronounced, Metrobus service is provided in all parts of the County, and some of the youth in every district is disadvantaged if it happens to be served only by Metrobus. The Council and Executive should work with the Board of Education and private schools to promote the program within their schools by providing points of sale.

V. Bradley Noise Abatement District

The last year for which debt service will be paid for the Bradley and Cabin John Noise Abatement Districts will be FY13, and the last time the surtax will be levied on benefited properties will be FY12. By the end of FY13 the Cabin John District's balance, after paying its debt service, will be virtually zeroed out, as it should be. However, the Bradley District is showing an ending FY13 balance of \$1,530 (©65). By slightly reducing the tax rate for this district in FY12—from 8.0¢/\$100 to 7.7¢/\$100—the overage can be reduced by \$1,170, to \$360. Since revenue from the Bradley District counts against the property tax limitation in the County Charter, this would allow \$1,170 more room under the cap.

Council staff recommendation: Approve a tax rate of 7.7¢/\$100 for the Bradley Noise Abatement District in FY12, creating \$1,170 more room under the property tax cap.

VI. Dump Trucks, Redux

At its April 11 worksession, the T&E Committee agreed to acquire 10 fewer replacement dump trucks than is recommended by the Executive, saving \$840,000 in the purchase price and reducing DOT's charge-back to the Fleet Management Fund by that amount.

The Department of General Services (DGS) reports that this would incur both higher maintenance costs that would also be charged back to DOT, and would result in more dump trucks out of service despite the additional maintenance. DGS estimates that maintaining 10 more 1997-1998 vintage trucks would cost an additional \$177,790 in FY12, and would result in a more than 20% increase in dump truck down time.

Council staff recommendation: Revise the savings from acquiring 14 (instead of 24) replacement dump trucks down to \$662,210, the difference between the \$840,000 procurement savings and the \$177,790 added maintenance cost. Without this revision, DOT's budget will be shorted, since it will be charged for maintenance.

VII. FY12 Operating Budget: Rockville Parking District NDA

The Executive is recommending \$373,640 for this non-departmental account, which is \$7,750 less than the \$381,390 budgeted for FY11 (©66). This NDA pays for three categories of costs associated with parking in the Rockville core:

- There is an annual payment in lieu of taxes to share in the overall expenses of the Parking District, which for FY12 is \$121,330: \$8,670 less than the \$130,000 payment in FY11.
- There is an annual payment of \$180,000 as the County's share in the repayment of outstanding debt for the garages in the Parking District. This commitment will continue for the life of the 30-year bonds issued by the City to fund construction of the garages.
- There is a reimbursement due to the Parking District for revenue lost due to free parking being provided for Rockville Library employees. The estimate of revenue lost in FY12 is \$72,310: \$920 more than the \$71,390 budgeted in FY11.

Council staff recommendation: Concur with the Executive.

VIII. Executive's FY12 Budget Adjustments

The Executive's proposed FY12 Budget Adjustments are on ©67. There are three that affect transportation. The \$100,000 for the Greater Shady Grove TMD has been addressed. The other two are:

Signal maintenance. SHA has agreed to increase its payment to the County for maintaining its traffic signals in the County. The payment will increase from \$1,100 per signal to \$1,500 per signal annually, effective this past April 1. The resulting additional revenue is \$308,500: \$61,700 in FY11 and \$246,000 in FY12. The Executive proposes using these funds to restore two of his earlier recommended cuts: \$152,300 for loop detector replacements (the Committee thus far has recommended either adding this on the Reconciliation List or explicitly funding it) and \$76,000 for traffic signal re-lamping. Furthermore, he recommends enhancing the budget for traffic signal materials by \$80,000.

The Committee has several choices here. Generically, they fall into three categories: (1) concur with the Executive, in which case all three items would go on the Reconciliation List; (2) use these State funds to supplant County funds already being used for signal maintenance, and use those funds for other priorities within or outside the transportation budget; or (3) some combination of (1) and (2).

Highway User Revenue. In the final days of the General Assembly's 2011 session it generated a small amount of additional revenue based on some minor adjustments to fees. This results in \$665,000 more in Highway User Revenue than the \$1,115,000 assumed in the Executive's March 15 budget. Of course this is still well below the regular \$30-40 million in annual Highway User Revenue the County has received historically. The Executive proposes using these funds to add to the Residential Resurfacing Program. The Committee has the same type of choices here as it does for the signal maintenance funds.

IX. Briefing on the Draft FY12 WMATA Budget

The Washington Metropolitan Area Transit Authority is in the midst of developing its FY12 budget. No fare increases are proposed, and no Metrobus service cuts are recommended that would affect Montgomery County. The Board of Directors is considering the possibility of reducing Metrorail frequency late at night and on weekends. WMATA Board Member Michael Barnes, Board Alternate Kathy Porter, and Charlie Scott, WMATA's Maryland Legislative Liaison, will brief the Committee on the ongoing deliberations. The presentation is on ©68.

Ride On Bus Fleet -- No. 500821

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 07, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	101,432	29,624	13,013	58,795	2,100	3,118	7,363	22,249	20,550	3,415	0
Total	101,432	29,624	13,013	58,795	2,100	3,118	7,363	22,249	20,550	3,415	*

FUNDING SCHEDULE (\$000)

Bond Premium	956	956	0	0	0	0	0	0	0	0	0
Contributions	475	0	475	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	0	6,550	0	0	0	0	0	0	0	0
Federal Aid	15,841	1,246	4,995	9,600	1,600	1,600	1,600	1,600	1,600	1,600	0
Mass Transit Fund	47,788	0	993	46,795	100	1,118	5,363	20,249	18,550	1,415	0
Short-Term Financing	22,682	22,682	0	0	0	0	0	0	0	0	0
State Aid	7,140	4,740	0	2,400	400	400	400	400	400	400	0
Total	101,432	29,624	13,013	58,795	2,100	3,118	7,363	22,249	20,550	3,415	0

DESCRIPTION

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

ESTIMATED SCHEDULE

The FY11-16 plan calls for the following:

FY11: 5 full-size
FY12: 8 full-size
FY13: 8 full-size and 11 small
FY14: 24 full-size and 32 small
FY15: 33 full-size and 17 small
FY16: 8 full-size

COST CHANGE

Cost change due to the reduction of federal and state funding in FY11 through FY16; Reduce current revenue by \$2,594,000 in FY12 for fiscal capacity and reductions associated with Federal and State Aid.

JUSTIFICATION

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

FISCAL NOTE

Reduce current revenue by \$426,000 in FY11 for savings plan
Per bus costs based on current contract which expires at the end of FY11.
Replace Mass Transit funding in FY10 with Bond Premium.

OTHER DISCLOSURES

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

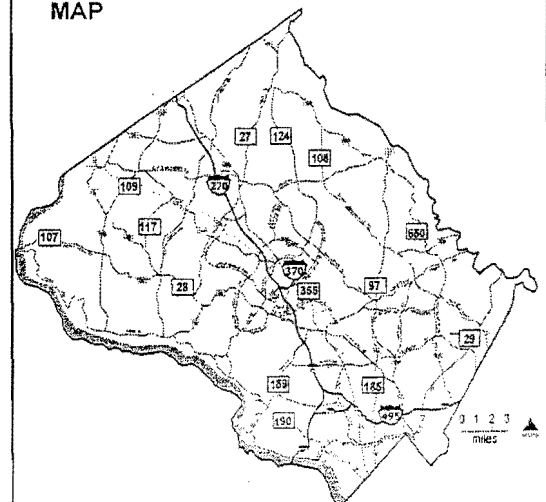
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY12	101,432
Last FY's Cost Estimate		121,484
Appropriation Request	FY12	1,018
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		46,837
Expenditures / Encumbrances		36,315
Unencumbered Balance		10,522
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Department of General Services

MAP



FY 12 Ride On Bus Fleet Plan

<u>Year</u>	<u>Manufacturer</u>	<u>Fuel</u>	<u>Length</u>	<u>Cameras</u>	<u>Lift</u>	<u>Estimated End of Useful Life</u>	<u>Fleet January '11</u>	<u>FY 10/11 Budget</u>	<u>FY 12 Budget Est Delivery by June '13</u>	<u>Fleet June '13</u>
1999	Gillig	Diesel	35	3	Yes	2011	8	-8		0
1999	Orion	Diesel	40	No	Yes	2011	20	-20		0
2000	Orion	CNG	40	No	Yes	2012	19		-13	6
2001	Orion	Diesel	35	21	Yes	2014	44			44
2003	Orion	CNG	35	Yes	Low-Entry	2016	33			33
2005	New Flyer	CNG	40	Yes	Low-Entry	2017	15			15
2006	Orion	CNG	35	Yes	Low-Entry	2018	24			24
2007	Champion	Gas	CA	Yes	Yes	2010	11			11
2006	Gillig	Hybrid	40	Yes	Low-Entry	2018	5			5
2007	Champion	Diesel	CA	Yes	Low-Entry	2014	49			49
2007	Gillig	Hybrid	40	Yes	Low-Entry	2019	9			9
2008	Gillig	*Diesel	30	Yes	Low-Entry	2020	6			6
2009	Gillig	*Diesel	30	Yes	Low-Entry	2021	25			25
2008	Gillig	*Diesel	40	Yes	Low-Entry	2020	21			21
2009	Gillig	*Diesel	40	Yes	Low-Entry	2021	11			11
2009	Gillig	Hybrid	40	Yes	Low-Entry	2021	35			35
2010	Gillig	Hybrid	40	Yes	Low-Entry	2022	0	12		12
2010	Gillig	*Diesel	40	Yes	Low-Entry	2022	0	1		1
2012	Gillig	Hybrid	40	Yes	Low-Entry	2024	0	10		10
2012	Gillig	*Diesel	40	Yes	Low-Entry	2024	0	5		5
2013	Unknown	CNG	40	Yes	Low-Entry	2025	0	0	13	13
Total Fleet							335	335	335	335
Average Age of Full-Size Buses							5.4			5.8
Average Age of Non Full Size Buses							4.5			6.6

* Represents "Clean" Diesel

Ride On Bus Fleet -- No. 500821

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 07, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	101,432	29,624	13,013	58,795	2,100	3,448	7,383	22,249	20,550	3,415	0
Total	101,432	29,624	13,013	58,795	2,100	3,448	7,383	22,249	20,550	3,415	*

FUNDING SCHEDULE (\$000)

Bond Premium	956	956	0	0	0	0	0	0	0	0	0
Contributions	475	0	475	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	0	6,550	0	0	0	0	0	0	0	0
Federal Aid	15,841	1,246	4,995	9,600	1,600	1,600	1,600	1,600	1,600	1,600	0
Mass Transit Fund	47,788	0	993	46,795	100	3,448	7,383	20,249	18,550	1,415	0
Short-Term Financing	22,682	22,682	0	0	0	0	0	0	0	0	0
State Aid	7,140	4,740	0	2,400	400	400	400	400	400	400	0
Total	101,432	29,624	13,013	58,795	2,100	3,448	7,383	22,249	20,550	3,415	0

DESCRIPTION

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

ESTIMATED SCHEDULE

The FY11-16 plan calls for the following:

FY11: 5 full-size
FY12: 13 full-size
FY13: 38 full-size and 11 small
FY14: 24 full-size and 32 small
FY15: 33 full-size and 17 small
FY16: 8 full-size

COST CHANGE

Cost change due to the reduction of federal and state funding in FY11 through FY16; Reduce current revenue by \$2,594,000 in FY12 for fiscal capacity and reductions associated with Federal and State Aid.

JUSTIFICATION

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

FISCAL NOTE

Reduce current revenue by \$426,000 in FY11 for savings plan
Per bus costs based on current contract which expires at the end of FY11.
Replace Mass Transit funding in FY10 with Bond Premium.

OTHER DISCLOSURES

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

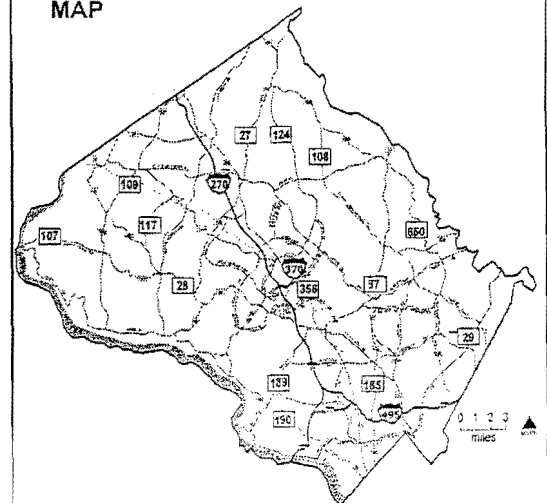
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY12	101,432
Last FY's Cost Estimate		121,484
Appropriation Request	FY12	1,018
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		46,837
Expenditures / Encumbrances		36,315
Unencumbered Balance		10,522
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Department of General Services

MAP



#

Pkg Sil Spg Fac Renovations -- No. 508250

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 11, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,174	0	1,134	2,040	100	240	425	425	425	425	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,113	0	9,633	10,480	510	1,230	2,185	2,185	2,185	2,185	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	23,287	0	10,767	12,520	610	1,470	2,610	2,610	2,610	2,610	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	23,287	0	10,767	12,520	610	1,470	2,610	2,610	2,610	2,610	0
Revenue Bonds	0	0	0	0	0	0	0	0	0	0	0
Total	23,287	0	10,767	12,520	610	1,470	2,610	2,610	2,610	2,610	0

DESCRIPTION

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

COST CHANGE

Decrease due to suspension of work on Garage 21. The department has determined that sufficient parking exists in nearby Parking Garages 2 and 61.

JUSTIFICATION

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

Analysis of deteriorated concrete in Garage 5, in 2006 by SKA Engineers recommended selective deck replacement.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION Facility Planning: Parking	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY83</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY12</td><td>23,287</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>37,700</td></tr> <tr> <td>Appropriation Request</td><td>FY12</td><td>-11,413</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>24,261</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>2,194</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>22,067</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY09</td><td>24,587</td></tr> <tr> <td>New Partial Closeout</td><td>FY10</td><td>1,529</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>26,116</td></tr> </table>	Date First Appropriation	FY83	(\$000)	First Cost Estimate	FY12	23,287	Current Scope			Last FY's Cost Estimate		37,700	Appropriation Request	FY12	-11,413	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		24,261	Expenditures / Encumbrances		2,194	Unencumbered Balance		22,067	Partial Closeout Thru	FY09	24,587	New Partial Closeout	FY10	1,529	Total Partial Closeout		26,116		See Map on Next Page
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Stringtown Road No. XXXXXX

Category Roads
Agency Transportation
Planning Area Clarksburg
Relocation Impact None

Date Last Modified April 12, 2011
Previous PDF Page Number N/A
Required Adequate Public Fac Yes

EXPENDITURE SCHEDULE (\$000)

Cost Element	TOTAL	Thru FY10	Rem. FY10	TOTAL 6 YEARS	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
PDS	1,850	0	0	1,850	0	450	450	0	500	450	0
Land	525	0	0	525	0	0	0	525	0	0	0
SIU	850	0	0	850	0	0	0	0	425	425	0
Construction	6,100	0	0	6,100	0	0	0	0	3,100	3,000	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	9,325	0	0	9,325	0	450	450	525	4,025	3,875	0

FUNDING SCHEDULE (\$000)

GO Bonds	9,325	0	0	9,325	0	450	450	525	4,025	3,875	0
Total	9,325	0	0	9,325	0	450	450	525	4,025	3,875	0

OPERATING BUDGET IMPACTS (\$000)

Maintenance	0	0	0	-	0	0	0	0	0	0	0
Energy	0	0	0	-	0	0	0	0	0	0	0
Net Impact	0	0	0	-	0	0	0	0	0	0	0

DESCRIPTION

This project provides for the design and construction of the 3,200-foot section of Stringtown Road from Overlook Park Drive to Snowden Farm Parkway. This project will construct 1,200' of the four lane divided roadway (from Overlook Park Drive to future Gate Rail Road), an 8-foot wide bikeway along the north side and on the south side an 8-foot bikeway transitioning to a 5-foot sidewalk. From future Gate Rail Road to Snowden Farm Parkway construct 2,000' of the two westbound lanes an 8-foot wide bikeway along the north side. The project will also include street lighting, stormwater management, landscaping and reforestation.

ESTIMATED SCHEDULE

Final design is to start in the fall of 2011; construction will begin in the summer of 2014 and take approximately 20 months to complete.

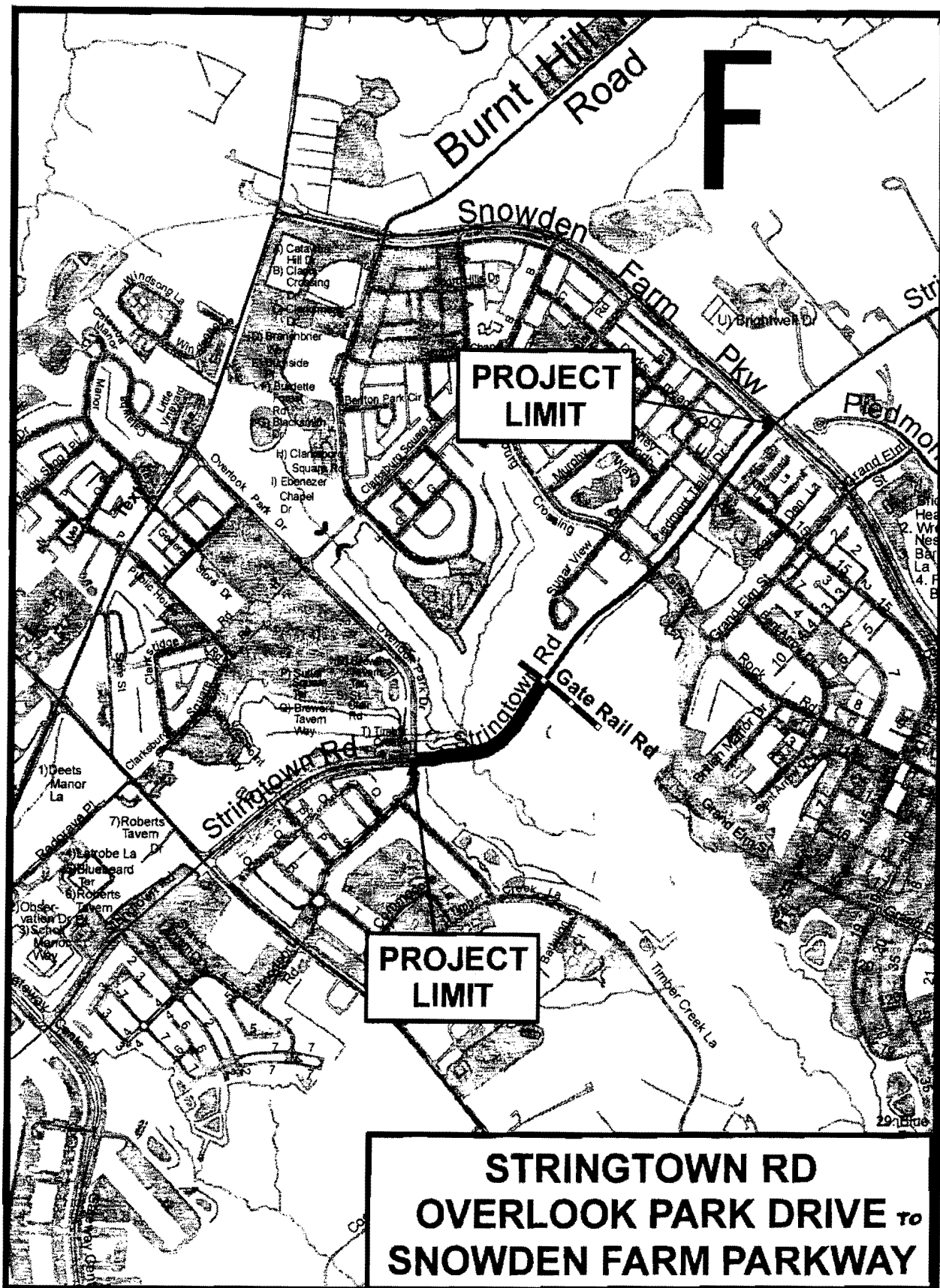
COST CHANGE

N/A

JUSTIFICATION

This project will provide sufficient capacity to handle circulation near the Clarksburg Town Center and adjacent residential neighborhoods, and to eliminate substandard segments of Stringtown Road. The addition of a hiker-biker path and sidewalk along the road will improve pedestrian and bike circulation in the vicinity.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate		
Current Scope FY12 9,325		
Last FY's Cost Estimate		
Appropriation Request FY12 900		
Appropriation Request		
Supplemental 0		
Transfer 0		
Cumulative Appropriation 0		
Expenditures/Encumbran 0		
Unencumbered Balance 0		
Partial Closeout Thru 0		
New Partial Closeout 0		
Total Partial Closeout 0		





April 22, 2011

Montgomery County Council
c/o Dr. Glenn Orlin
100 Maryland Avenue
Rockville, MD 20850

Re: FY11-16 CIP

Dear County Council Members,

I am writing concerning the proposed addition of Stringtown Road to the CIP. Please modify the draft CIP to include the two eastbound lanes of Stringtown Road from Rainbow Arch Drive to Snowden Farm Parkway.

As we have been developing Clarksburg Village, we have tried hard to build infrastructure on a timely basis. While building two lanes of Stringtown Road from Snowden Farm Parkway to Gate Rail Road had always been one of our conditions of approval, there was never any time requirement for its construction. For various reasons, we have now completed two lanes of Stringtown Road between Gate Rail Road and Rainbow Arch Drive, approximately 1800 linear feet. We determined that building the final 500 linear feet from Rainbow Arch Drive to Snowden Farm Parkway was not feasible until the missing westbound lanes were constructed simultaneously. The grading constraints and construction traffic control dictate that construction of all 4 lanes of the new Stringtown Road as it intersects Snowden Farm Parkway be carefully coordinated.

If the County Council determines that Stringtown Road should be included in the CIP, all remaining unbuilt lanes should be included. As drafted, the CIP only addresses those portions of Stringtown Road required to be built by the Clarksburg Town Center developer. It seems practical and only fair that the remaining 500 linear feet of the eastbound lanes and the necessary transition lanes back to two lanes, also be added to the CIP. All of Stringtown Road could then be opened to traffic at the same time.

Also, for your information, a lot of the required engineering for all of Stringtown Road is complete. We coordinated this engineering design work with the developer of Town Center over the past few years. The dirt required for the fill over the future stream culvert has been stockpiled on the Town Center land. I believe that Stringtown can be

☐ **Annapolis**

175 Admiral Cochrane Drive, Suite 112
Annapolis, Maryland 21401
Phone: (410) 266-9700
Fax: (410) 266-9165

☐ **Main Office**

1355 Beverly Road, Suite 240
McLean, Virginia 22101
Phone: (703) 734-9730
Fax: (703) 734-0322

☐ **Ellicott City**

5074 Dorsey Hall Drive, Suite 205
Ellicott City, Maryland 21042
Phone: (410) 720-3021
Fax: (410) 720-3035

(9)

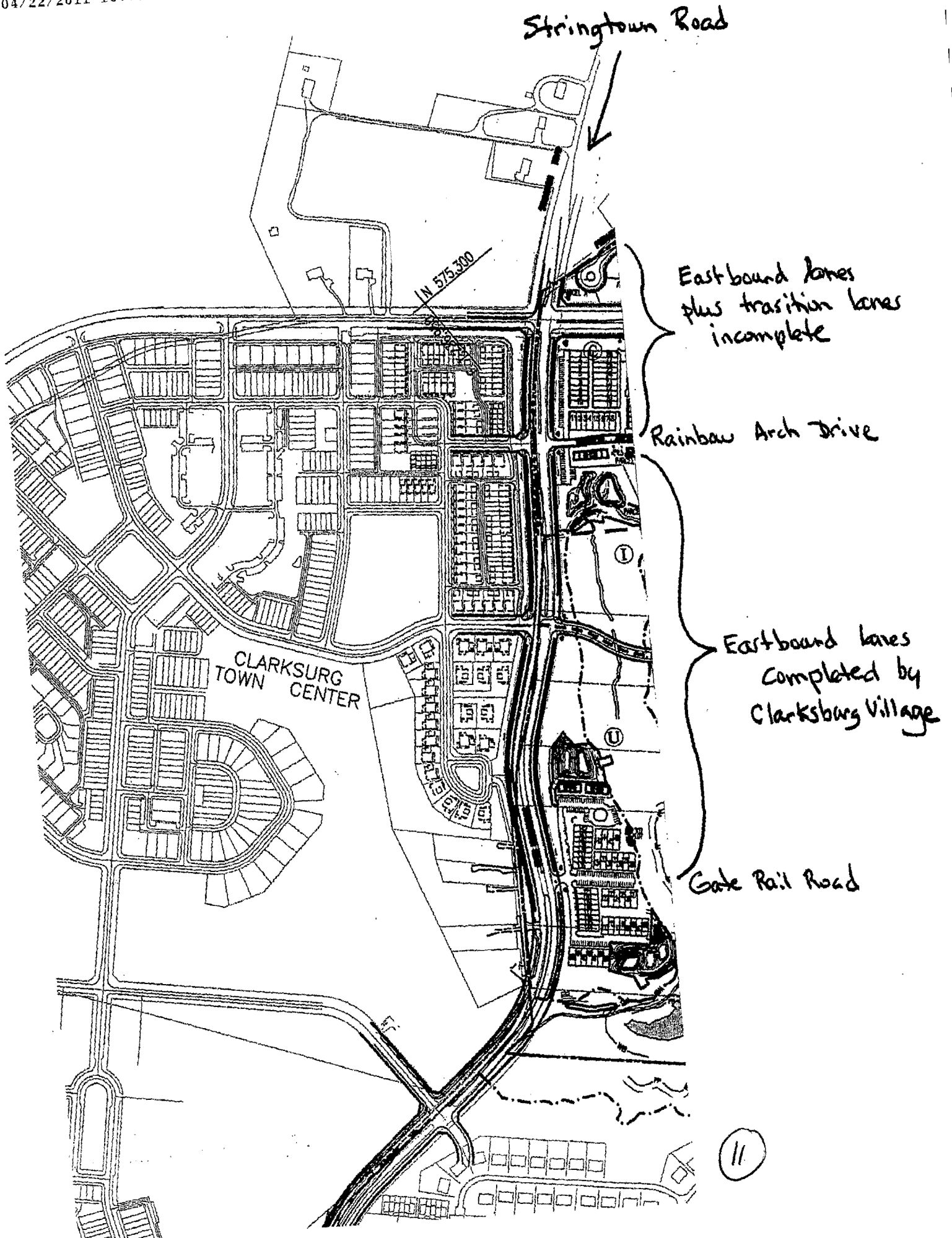
completed for a lot less money than is shown in the draft CIP. I also believe that Stringtown Road construction could easily be finished and open to traffic by the Fall of 2012 if the timing of funding was not an issue.

Thank you much for your consideration of this request to modify the CIP.

Sincerely,

A handwritten signature in black ink, appearing to read "David", with a stylized flourish extending from the end.

David D. Flanagan
President



Transportation Planning Services (\$150,000)

Consulting services are needed to provide transportation planning support services to the County Executive's Transit Task Force. The Task Force's mission is to advise the County Executive and County Council on how to achieve a vision for, and implementation of a world-class, county-wide, transit system that is safe, efficient and effectively moves people throughout the county. Services needed further refinement of the work performed in the Bus Rapid Transit Feasibility Study performed for the Montgomery County Department of Transportation in FY11. Anticipated tasks include:

1. Reviewing the county-wide BRT route system and developing the staging and implementation schedule for each route;
2. Assisting in optimizing multi-modal interconnectivity and coordination (w/ WMATA, Ride On, vanpools, etc.) by developing a comprehensive operating plan.
3. Planning activities to identify fleet requirements, maintenance facilities, additional rights of way needed for intersection improvements and stations, and protect alignments for future development of high-capacity transit services; and
4. Identifying the process and steps needed to pursue federal funding.

Financial Advisory Services (\$100,000)

Financial advisory services are needed to assist with identification of potential funding and financing alternates. Specifically, consultants will:

1. Assist with the development of a plan of finance for the proposed system including identification of potential funding sources (e.g. Federal New Starts and Small Starts Programs, Maryland Department of Transportation, creation of special tax districts, utilization of public-private partnerships, etc.);
2. Develop estimates of operations related revenues (e.g. fare revenues, concessions, advertising, parking tax revenues, etc.);
3. Provide assistance in developing a Request For Expressions of Interest (REOI) for public-private partnerships and evaluating proposals received;
4. Develop alternative funding and financing models including creation of Special Tax Districts and modeling fiscal impacts of various alternatives; and
5. Investigate the utilization of various special purpose agencies in implementing funding/financing alternatives (e.g. Montgomery County Revenue Authority, Maryland Economic Development Corporation, etc.).

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

March 11, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	55,146	34,329	559	20,228	1,538	1,955	4,285	5,570	3,330	3,550	0
Land	411	411	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
Total	55,658	34,971	559	20,228	1,538	1,955	4,285	5,570	3,330	3,550	*

FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	44,536	29,883	15	12,980	878	1,240	3,008	3,988	2,700	3,190	0
Impact Tax	1,895	570	44	1,281	660	270	0	0	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	1,849	0	250	0	250	0	0	0	0	0
Mass Transit Fund	4,705	1,826	479	2,400	0	210	560	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
Total	55,658	34,971	559	20,228	1,538	1,955	4,285	5,570	3,330	3,550	0

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

Reduce project scope and current revenue appropriation by \$340,000 in FY12 for fiscal capacity. Reduce FY12 by \$90,000 and FY13 by \$315,000 to delete phase II funding for the Roberts Tavern Road/MD355 Bypass. Reduce FY16 by \$70,000 for the County's contribution to the City of Takoma Park for the construction of the sidewalk and the rehabilitation of Flower Avenue (MD 787) between Piney Branch Road and Carroll Avenue. Increase FY12 by \$150,000 for consulting services to support the Rapid Transit Task Force.

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. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion in the CIP as a stand-alone project. 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

Project scope and current revenue funding was reduced by \$253,000 in FY11.

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.

The County is working out an agreement with Takoma Park to participate in the construction of the sidewalk and the rehabilitation of Flower Avenue (MD 787) between Piney Branch Road and Carroll Avenue. The County's maximum contribution will be \$70,000 in FY16 and \$130,000 in FY17 for a total of \$200,000.

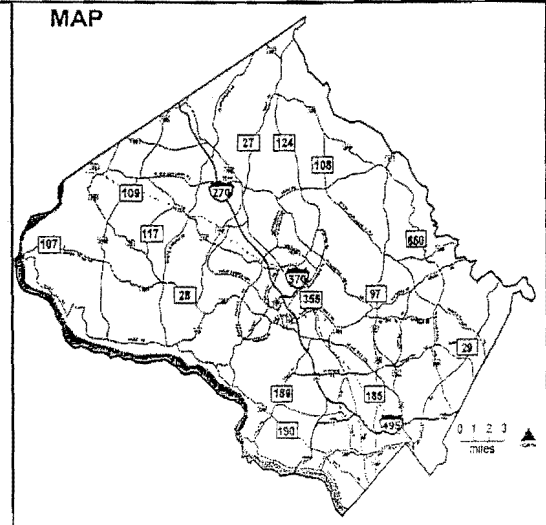
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	FY12	55,658
Current Scope		55,758
Last FY's Cost Estimate		56,576
Appropriation Request	FY12	2,873 2,909
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		37,624
Expenditures / Encumbrances		37,161
Unencumbered Balance		463
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	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



TRAN

GO

Guthrie, Lynn

From: Jason Ott [jasonott74@yahoo.com]

062113

Sent: Friday, April 15, 2011 7:37 PM

To: Andrew's Office, Councilmember; Berliner's Office, Councilmember; Elrich's Office, Councilmember; Ervin's Office, Councilmember; Floreen's Office, Councilmember; Rice's Office, Councilmember; Riemer's Office, Councilmember; Leventhal's Office, Councilmember; Navarro's Office, Councilmember; Montgomery County Council

Subject: Montrose Parkway East

Dear County Council,

I had the opportunity to attend a presentation last evening about noise abatement for the proposed Montrose Parkway East. One issue came up that I would like you to consider.

It was mentioned that Montrose Parkway East will NOT restrict tractor-trailer traffic. I can find no mention on the Montgomery County website referencing this one way or another. If indeed this statement was correct, I would strongly request that you consider restricting this type of heavy-duty vehicle traffic. This definition of a "Parkway" seems to differ significantly from other parkways. Inevitably, large trucks will use Montrose Parkway to cut from I-270 to Viers Mill, significantly changing the dynamic of the current Montrose Parkway West traffic and will pass extremely close to many homes on the East portion of the parkway.

Thanks for your consideration,

Jason Ott

12202 Gaynor Road, Rockville, MD 20852

301-230-2197

RECEIVED
MONTGOMERY COUNTY
COUNCIL

2011 APR 18 AM 8:22

14

Montrose Parkway East -- No. 500717

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 03, 2011
No
Yes.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	9,032	1,322	510	7,200	800	800	1,000	1,000	1,600	2,000	0
Land	12,453	2,006	1,567	8,880	1,890	3,990	3,000	0	0	0	0
Site Improvements and Utilities	2,700	0	0	2,700	0	0	0	0	2,700	0	0
Construction	95,310	10	0	95,300	0	0	20,300	24,800	26,200	24,000	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,495	3,338	2,077	114,080	2,690	4,790	24,300	25,800	30,500	26,000	0

FUNDING SCHEDULE (\$000)

EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	102,493	2,117	2,077	98,299	2,690	2,461	21,673	23,645	21,860	25,970	0
Impact Tax	10,818	717	0	10,101	0	2,329	2,627	2,155	2,990	0	0
Intergovernmental	30	0	0	30	0	0	0	0	0	30	0
Recordation Tax Premium	5,650	0	0	5,650	0	0	0	0	5,650	0	0
Total	119,495	3,338	2,077	114,080	2,690	4,790	24,300	25,800	30,500	26,000	0

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway will be a closed section with a 11-foot wide lanes, a 10-foot wide bikepath on the north side, and 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limit is between the eastern limit of the MD355/Montrose interchange on the west and the intersection of Veirs Mill Road and Parkland Road on the east. The project includes a bridge over CSX, a grade-separated interchange with Parklawn Drive, and a tie-in to Veirs Mill Road. Appropriate stormwater management facilities and landscaping will be included.

CAPACITY

Average daily traffic is projected to be 42,800 vehicles per day by 2020.

ESTIMATED SCHEDULE

Design and right-of-way acquisition phase is expected to be complete in the spring of 2012 followed by a construction period of approximately 3 1/2 years.

JUSTIFICATION

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as A-270. At the completion of the Phase I Facility Planning process, a project prospectus was completed in June 2004. This project will connect to the Montrose Parkway West and SHA MD 355/Randolph Road Relocation project.

OTHER

Design of this project will take into consideration the future Veirs Mill Road Bus Rapid Transit (BRT) service.

FISCAL NOTE

Shift expenditures and funding from FY13 and FY14 to FY16 to reflect current implementation plan.

Reduce Impact Taxes in FY12 through FY15 and increase GO Bonds to offset.

\$9 million for the design of the segment between MD 355/Montrose interchange and Parklawn Drive is in the State Transportation Participation project. Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

Consistent with the County's master plan, trucks with more than four wheels are prohibited from Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the parkway's maintenance and in emergency situations.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY07</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY11</td><td>119,495</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>119,495</td></tr> <tr> <td>Appropriation Request</td><td>FY12</td><td>3,591</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>9,304</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>5,150</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>4,154</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY09</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY10</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY11	119,495	Current Scope			Last FY's Cost Estimate		119,495	Appropriation Request	FY12	3,591	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		9,304	Expenditures / Encumbrances		5,150	Unencumbered Balance		4,154	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0	<p>Department of Fire and Rescue Services Department of Transportation Department of Permitting Services Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Maryland Department of Environment Washington Suburban Sanitary Commission Washington Gas PEPCO Verizon State Transportation Participation Project No. 500722 Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.</p>	<p>See Map on Next Page</p>
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New Partial Closeout	FY10	0																																							
Total Partial Closeout		0																																							

North County Maintenance Depot – No. 500522

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

June 15, 2010
No
None.
Preliminary Design Stage

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	8,788	1,334	925	6,529	2,271	1,437	805	1,056	757	203	0
Land	14,000	8,584	5,416	0	0	0	0	0	0	0	0
Site Improvements and Utilities	23,925	0	0	23,925	0	0	5,209	0	18,716	0	0
Construction	46,082	0	0	46,082	0	0	0	4,535	10,527	31,020	0
Other	1,937	0	0	1,937	0	0	0	0	0	1,937	0
Total	94,732	9,918	6,341	78,473	2,271	1,437	6,014	5,591	30,000	33,160	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	94,732	9,918	6,341	78,473	2,271	1,437	6,014	5,591	30,000	33,160	0
Total	94,732	9,918	6,341	78,473	2,271	1,437	6,014	5,591	30,000	33,160	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				505	0	0	0	0	0	505
Energy				342	0	0	0	0	0	342
Net Impact				847	0	0	0	0	0	847

DESCRIPTION

This project will provide for the planning, design, and construction of Phase I of a new North County Depot for the Departments of Transportation and General Services. The facility will serve as a staging, operations, and maintenance center and will accommodate the planned future growth of the County's transit fleet. Phase I of the new North County facility will accommodate 120 new buses, provide for their maintenance and house the departments' operational and administrative staff. The facility will complement the existing County bus maintenance facilities at Brookville in Silver Spring and Crabbs Branch Way in Rockville. This project will be designed to allow future expansion of the facility to accommodate 250 new buses and almost 90 pieces of heavy duty vehicles and equipment.

ESTIMATED SCHEDULE

Design scheduled to restart in summer of 2010 and be complete in approximately 24 months. Construction will last approximately 36 months.

COST CHANGE

Increased cost is due to revised estimates for design and construction of the project and cost escalation as a result of delay in the project schedule.

JUSTIFICATION

The County proposes to double transit ridership on the "Ride-On" system by 2020. This will require the addition of a new bus maintenance facility as the existing facilities are nearing their maximum capacity. In addition, a new highway maintenance depot is needed in the fast growing Up-County area to better serve County residents. The new depot will relocate a portion of existing Crabbs Branch Way (Gaithersburg West) and Poolesville highway operations to the North County Maintenance Depot.

OTHER

The design of the project will comply with the Department of Transportation, the Department of General Services, and Americans with Disabilities Act (ADA) standards.

Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.

FISCAL NOTE

Project schedule amended to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA

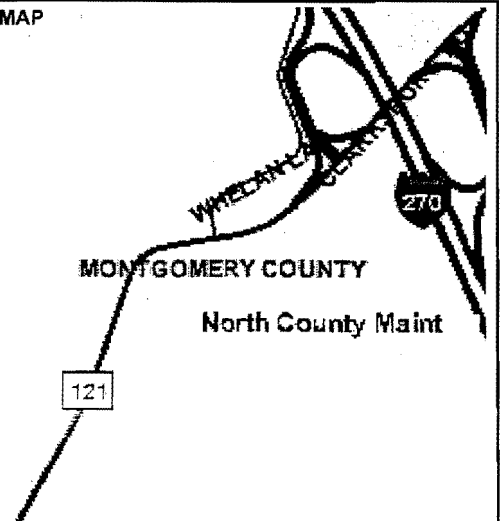
Date First Appropriation	FY06	(\$000)
First Cost Estimate	FY09	74,449
Current Scope		
Last FY's Cost Estimate		84,841
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,553
Expenditures / Encumbrances		14,570
Unencumbered Balance		6,983
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Environmental Protection
Department of Transportation
Department of General Services
Department of Technology Services
Department of Permitting Services
Washington Suburban Sanitary Commission
Upcounty Regional Services Center
Washington Gas
Allegheny Power
State Highway Administration

Special Capital Projects Legislation [Bill No. 10-06] was adopted by Council May 25, 2006.

MAP



16

North County Maintenance Depot -- No. 500522

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 05, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	4,548	2,109	150	2,289	0	37	236	1,056	757	203	0
Land	13,996	8,751	5,245	0	0	0	0	0	0	0	0
Site Improvements and Utilities	22,494	0	0	22,494	0	0	1,578	0	20,916	0	0
Construction	51,752	0	0	51,752	0	0	0	4,535	10,527	36,690	0
Other	1,942	4	0	1,938	0	0	0	0	0	1,938	0
Total	94,732	10,864	5,395	78,473	0	37	1,814	5,591	32,200	38,831	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	94,732	10,864	5,395	78,473	0	37	1,814	5,591	32,200	38,831	0
Total	94,732	10,864	5,395	78,473	0	37	1,814	5,591	32,200	38,831	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				505	0	0	0	0	0	505
Energy				342	0	0	0	0	0	342
Net Impact				847	0	0	0	0	0	847

DESCRIPTION

This project will provide for the planning, design, and construction of Phase I of a new North County Depot for the Departments of Transportation and General Services. The facility will serve as a staging, operations, and maintenance center and will accommodate the planned future growth of the County's transit fleet. Phase I of the new North County facility will accommodate 120 new buses, provide for their maintenance and house the departments' operational and administrative staff. The facility will complement the existing County bus maintenance facilities at Brookville in Silver Spring and Crabbs Branch Way in Rockville. This project will be designed to allow future expansion of the facility to accommodate 250 new buses and almost 90 pieces of heavy duty vehicles and equipment.

ESTIMATED SCHEDULE

Because of concerns raised by the environmental community the project is delayed to provide the County with additional time to review the impacts related to the proposed site of the current project and to research the cost and feasibility of relocating this project to an alternative site. Staff is currently evaluating other sites suggested by Maryland-National Capital Park and Planning Commission staff.

JUSTIFICATION

The County proposes to double transit ridership on the "Ride-On" system by 2020. This will require the addition of a new bus maintenance facility as the existing facilities are nearing their maximum capacity. In addition, a new highway maintenance depot is needed in the fast growing Up-County area to better serve County residents. The new depot will relocate a portion of existing Crabbs Branch Way (Gaithersburg West) and Poolesville highway operations to the North County Maintenance Depot.

OTHER

The design of the project will comply with the Department of Transportation, the Department of General Services, and Americans with Disabilities Act (ADA) standards.

Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.

FISCAL NOTE

Shift expenditures and funding from FY11-13 to FY15-16 to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA

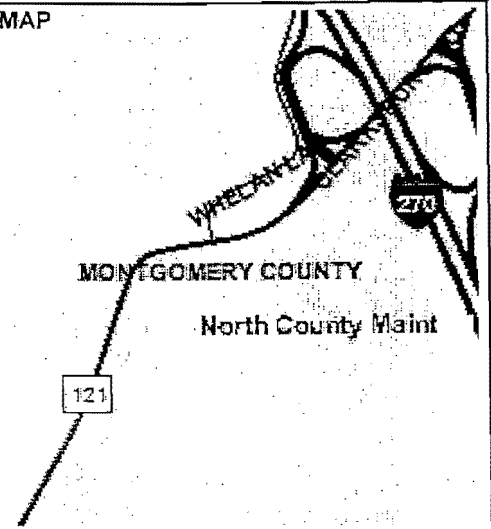
Date First Appropriation	FY06	(\$000)
First Cost Estimate	FY09	74,449
Current Scope		
Last FY's Cost Estimate		94,732
Appropriation Request	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,553
Expenditures / Encumbrances		14,834
Unencumbered Balance		6,719
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Environmental Protection
Department of Transportation
Department of General Services
Department of Technology Services
Department of Permitting Services
Washington Suburban Sanitary Commission
Upcounty Regional Services Center
Washington Gas
Allegheny Power
State Highway Administration

Special Capital Projects Legislation [Bill No. 10-06] was adopted by Council May 25, 2006.

MAP



Pedestrian Safety Program -- No. 500333

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,176	1,576	0	600	100	100	100	100	100	100	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,315	604	211	1,500	250	250	250	250	250	250	0
Construction	8,373	209	1,289	6,875	825	1,050	1,250	1,250	1,250	1,250	0
Other	11	11	0	0	0	0	0	0	0	0	0
Total	12,875	2,400	1,500	8,975	1,175	1,400	1,600	1,600	1,600	1,600	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	6,125	1,165	485	4,475	425	650	850	850	850	850	0
G.O. Bonds	6,066	551	1,015	4,500	750	750	750	750	750	750	0
PAYGO	584	584	0	0	0	0	0	0	0	0	0
State Aid	100	100	0	0	0	0	0	0	0	0	0
Total	12,875	2,400	1,500	8,975	1,175	1,400	1,600	1,600	1,600	1,600	0

DESCRIPTION

This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and the walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas, and implementing identified physical improvements, education and outreach.

COST CHANGE

Reduce project scope and current revenue by \$200,000 in FY12 for fiscal capacity.

JUSTIFICATION

The County Executive's Blue Ribbon Panel on Pedestrian Safety identified the need to improve the walkability along Montgomery County roadways and, in particular, in the Central Business Districts (CBD) where there is high pedestrian concentration and mass transit ridership. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage increased pedestrian activity and safer access to schools and mass transit. The issue of pedestrian safety has been an elevated concern for pedestrians, cyclists, motorists, and public officials. To address this issue the County Executive's Pedestrian Safety Initiative has developed strategies and goals to make our streets walkable and pedestrian friendly. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, motorists, and cyclists.

Various studies for improvements will be done under this project with emphasis on pedestrian safety and traffic circulation. A study of over 200 Montgomery County schools (Safe Route to Schools program) was completed in FY05. This study identified needs and prioritized schools based on need for signing, pavement markings, circulation, and pedestrian accessibility.

OTHER

This project is intended to address the Engineering aspect of the "Three E's" concept (Engineering, Education, and Enforcement), which is one of the recommendations included in the final Blue Ribbon Panel on Pedestrian and Traffic Safety Report. Additional efforts to improve pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring ADA compliance will be addressed under the following projects: Annual Sidewalk Program; Bus Stop Improvements; Intersection and Spot Improvements; Neighborhood Traffic Calming; Transportation Improvements for Schools; ADA Compliance; Transportation; Resurfacing; Primary/Arterial; Sidewalk and Infrastructure Revitalization; Streetlighting; Traffic Signals; and Advanced Transportation Management System.

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.

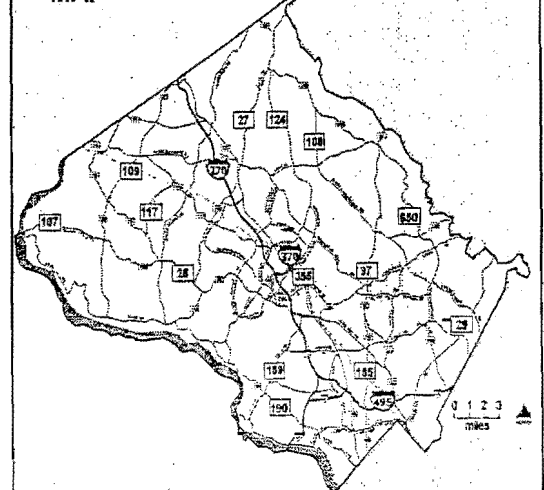
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate	FY12	12,875
Current Scope		
Last FY's Cost Estimate		13,075
Appropriation Request	FY12	1,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,075
Expenditures / Encumbrances		2,968
Unencumbered Balance		2,107
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Washington Metropolitan Area Transit Authority
Maryland-National Capital Park and Planning Commission
Mass Transit Administration
Maryland State Highway Administration
Wheaton Central Business District
Wheaton Regional Services Center
Commission on Aging
Commission on People with Disabilities
Montgomery County Pedestrian Safety Advisory Committee
Citizen's Advisory Boards
Various CIP Projects

MAP






OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

March 15, 2011

TO: Valerie Ervin, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Resolution on Transportation Fees, Charges, and Fares

Attached please find a revised resolution regarding parking fees and transit fares as proposed in my Fiscal Year 2012 Recommended Operating Budget. I recommend approval of this resolution. There are three changes in fees and fares in this resolution.

The first change will raise the long-term parking rates in both Bethesda and Silver Spring by 10 cents. This proposal is estimated to generate \$700,000 annually in the Silver Spring Parking Lot District (PLD) and \$650,000 annually in the Bethesda PLD.

The second change will allow the Montgomery County Department of Transportation (MCDOT) to charge for parking in lots and garages in Bethesda on Saturdays. Currently MCDOT already charges for parking on-street on Saturdays. This proposal is estimated to generate an additional \$700,000 annually.

The third change in this resolution is an increase in the Ride On Monthly Pass from \$30.00 to \$45.00. The current Monthly Pass rate is deeply discounted, 50 percent from the SmartTrip daily rate assuming 20 round trips per month, to encourage the regular rider to continue using Ride On. The revised rate will still provide a 25 percent discount and is still much less expensive than the MetroBus Weekly Pass, which costs \$15. This proposal is estimated to generate \$598,630 annually.

Please contact Arthur Holmes, Jr., Director, Department of Transportation at 240-777-7167 if you have any questions.

Attachment

19

TRAN



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

March 23, 2011

061438

TO: Valerie Ervin, President
Montgomery County Council

FROM: Isiah Leggett, County Executive

SUBJECT: Modified Resolution on Transportation Fees, Charges, and Fares

I previously submitted a resolution that reflected changes in Ride On Fares and parking rates as part of my Fiscal Year 2012 Recommended Budget. Please find attached a modified resolution on transportation fees, charges, and fares. This modification would provide for TMD fees in the Greater Shady Grove Transportation Management District (GSG TMD) by adding that TMD to the proposed resolution. Fees would be applied in the GSG TMD on the same terms as those in other TMDs and would be set at the same rate as proposed for all other TMDs, \$.10 per square foot of commercial development. Implementation of TMD fees in the GSG TMD will provide a dedicated funding stream to enable the TMD to become fully operational during FY12, as required for implementation of Stage 1 of the Great Seneca Science Corridor Master Plan.

The revenue from this fee is currently estimated at \$100,000 in FY12. My April budget amendment will include appropriation to expend the revenues generated.

The GSG TMD was established by County Council by Resolution 15-1432, adopted May 2, 2006. Although that resolution included authority to collect TMD fees, fees for this area have not been included in the annual resolution adopting fees for each of the other TMDs. Consequently, no dedicated funding has been available to help implement this TMD.

Last May, County Council adopted the Great Seneca Science Corridor Master Plan, which provides for a wide range of life sciences and related mixed use development. Before Stage I of that plan can be implemented the GSG TMD is required to be funded and operating. Developments located in the GSG TMD have been approved prior to Stage I with the assumption TMD programs and services will be available to assist them in achieving the traffic mitigation goals for this area. While the Department of Transportation has been providing some services to developments and employers in the GSG TMD area as part of its Commuter Services operations, these efforts have been limited by constraints in staffing and operating budget. Adoption of TMD fees would provide a dedicated revenue stream to undertake a consistent, targeted effort in this TMD.

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MONTGOMERY COUNTY
EXECUTIVE

Valerie Ervin, Council President
March 23, 2011
Page 2

Portions of the municipalities of Rockville and Gaithersburg are included within the boundaries of the GSG TMD. The resolution establishing the GSG TMD expressed the intent that it be multi-jurisdictional. I am inviting the municipalities to coordinate with the County on funding and implementation of this TMD to support provision of services to developments located within their boundaries. However, additional work will be necessary to bring that coordination to fruition, and I do not believe we should delay implementation as that effort proceeds.

The proposed modified resolution would establish TMD fees on commercial development within the unincorporated portions of the GSG TMD. TMD programs and services initially would be provided by the TMD only to developments within those unincorporated areas. Once agreements have been reached with the municipalities of Rockville and/or Gaithersburg regarding funding and provision of programs and services for developments within their boundaries, expansion of GSG TMD activities to include those areas can occur.

It is important that the GSG TMD be implemented in an expeditious manner, especially in view of the ambitious non-auto mode share goals established for that area and the important role the TMD's success plays in staging of development under the adopted Great Seneca Science Corridor Master Plan, including the Life Sciences Center. Providing a dedicated funding stream will enable resources to be dedicated to the GSG TMD so that assistance can be provided both to new and existing developments in that area. I urge County Council to adopt the proposed modified resolution.

My staff will be available to assist in any way needed as the Council and its staff consider this proposal.

IL:SLB

Attachment

cc: Councilmembers
Arthur Holmes, Jr., Director

Resolution: _____
Introduced: March 29, 2011
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

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 16-1410 adopted on June 22, 2010 and approved by the Executive on June 23, 2010.
3. As part of the County Executive's Fiscal Year 2012 Recommended Operating Budget the cost of the Ride On Monthly Pass will increase from \$30.00 to \$45.00.
4. Included in the County Executive's Fiscal Year 2012 Recommended Operating Budget is an increase in the long-term parking rates in Bethesda from \$.65 to \$.75/hour, and in Silver Spring from \$.50 to \$.60/hour, with corresponding increases in the monthly Parking Convenience Sticker, Daily Parking Permit and Carpool Permits. This budget also assumes parking enforcement hours in Bethesda garages and lots expanding to Saturdays from 7am to 10pm.
5. On March 23, 2011 the County Executive recommended charging a fee of 10¢/square foot of gross floor area for commercial space in the unincorporated area of the Greater Shady Grove Transportation Management District in order to begin the operation of that TMD in FY12.
6. The Council is soliciting for public comment an increase to the long-term parking rate in areas outside Parking Lot Districts from \$.50 to \$.60/hour, with a corresponding increase in the monthly Parking Convenience Sticker.
7. A public hearing on this resolution will be advertised and held.

Action

The County Council for Montgomery County approves the following resolution:

Transportation fares, fees, and charges in Resolution 16-1410 are amended as described in Table 1, attached. The amendments increase the Ride On Monthly Pass, increase long-term parking rates in Bethesda, Silver Spring, and areas outside of Parking Lot Districts, expand parking enforcement in Bethesda lots and garages to Saturdays, and established fees for the Greater Shady Grove Transportation Management District. These changes will go into effect July 1, 2011.

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	\$1.70
Regular fare paid with SmarTrip	\$1.50
Route 70 cash fare or token	\$3.85
Route 70 fare paid with SmarTrip	\$3.65
Bethesda 8 [(Route 92)] and VanGo (Route 28) shuttles	Free
Designated routes in Free-Wheeling Days promotion	Free
Give and Ride Program	Free
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	\$1.00
Metrorail-to-Route 70 transfer	\$3.15
Local bus-to-Route 70 transfer	\$2.15
Metrobus weekly pass	Free
MARC weekly and monthly passes	Free
MTA Commuter Bus Pass	Free
Ride On Monthly Pass	[\$30.00] <u>\$45.00</u>
Boarding Route 70 with weekly or monthly pass	\$2.15
Youth Cruiser pass	\$11.00 Per Month
Summer Youth Cruiser pass (for 3-month period of June, July, and August)	\$18.00
‘C’ Pass (for current County employees)	Free
‘U’ Pass (for Montgomery College fee-paying students)	Free
Senior* with identification card from 9:30 am-3:00 pm weekdays	Free
Senior* with identification card except from 9:30 am-3:00 pm weekdays	
with cash fare or token	\$0.85
with SmarTrip card	\$0.75
Metrorail-to-Ride On bus transfer (SmarTrip only)	\$0.25
Local bus transfer (SmarTrip only)	Free
Senior* with identification card for Route 70 except from 9:30 am-3:00 pm weekdays	
with cash fare or token	\$1.90
with SmarTrip card	\$1.80
Metrorail-to-Route 70 with SmarTrip	\$1.30
Local bus-to-Route 70 with SmarTrip	\$1.05
Boarding with weekly or monthly pass	\$1.05

* For the purposes of this resolution, a person with disabilities not certified for MetroAccess service is treated the same as a senior.

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 and garages from 7 am to 10 pm, Monday through [Friday] Saturday [, and in garages from 7 am to 10 pm, Monday through Friday]

Short-Term (First 3 hours)	\$1.00 Per Hour
Long-Term (More than 3 hours)	[\$0.65] <u>\$0.75</u> Per Hour
2. Garage 49

Daily Maximum	\$10.50 Per Day
Lost Ticket	\$10.50 Per Day
3. Special Permits
 - a. Parking permits

Parking Convenience Sticker	[\$120.00] <u>\$140.00</u> Per Month
Daily Parking Permit	[\$10.50] <u>\$11.25</u> Per Day
“AM/PM” Parking Permit	\$20.00 Per Month
 - b. Carpool Permits

2 Persons	[\$90.00] <u>\$100.00</u> Per Month
3 and 4 Persons	[\$50.00] <u>\$55.00</u> Per Month
5 or More Persons	[\$13.00] <u>\$14.00</u> 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, and in lots from 7 am to 7 pm, Monday through Friday, and in garages (except Garages 60 and 61) 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] <u>\$0.60</u> Per Hour
2. Special Permits
 - a. Parking permits

Parking Convenience Sticker	[\$95.00] <u>\$113.00</u> Per Month
Daily Parking Permit	[\$6.00] <u>\$7.20</u> Per Day
“AM/PM” Parking Permit	\$20.00 Per Month
 - b. Carpool Permits

2 Persons	[\$65.00] <u>\$80.00</u> Per Month
3 and 4 Persons	[\$35.00] <u>\$45.00</u> Per Month
5 or More Persons	[\$5.00] <u>\$10.00</u> Per Month
 - c. Townhouse Resident Permit

	\$2.00 Per Month
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3. Garages 60 and 61

Monthly Permit	\$0.75 Per Hour \$140.00 Per Month
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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

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, and in lots from 9 am to 6 pm, Monday through Friday

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] <u>\$0.60</u> Per Hour

2. Special Permits

Parking Convenience Sticker	[\$95.00] <u>\$113.00</u> Per Month
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III. Parking Fines and Other Charges (with County Code Section Citations)**A. Motor vehicles, traffic control and highways, generally**

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

B. Parking regulations generally – on-street

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

(c) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passenger:

- | | | |
|-----|---------------------------------------|---------|
| (1) | within 50 feet of a railroad crossing | \$60.00 |
| (2) | at an official No Parking sign | \$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 | \$60.00 |
| | (2) in a No Parking zone | \$60.00 |
| | (3) not within a designated parking space | \$60.00 |
| | (4) in or on driving aisle/driveway/signwalks | \$60.00 |
| | (5) at a bagged meter/temporary sign/barricade | \$60.00 |
| | (6) blocking another vehicle | \$60.00 |
| | (7) over 24 hours where not authorized | \$60.00 |
| | (8) vehicle unregistered/inoperative | \$60.00 |
| | (9) in violation, front-in-only, posted | \$60.00 |
| | (10) straddling marked parking spaces | \$60.00 |
| | (11) unattended/running | \$60.00 |
| | (12) impeding traffic | \$60.00 |
| 31-27 | (b) Prohibited vehicle/weight/size/type | \$60.00 |
| 31-30(c) | (c) Snow/ice emergency | \$60.00 |

D. Parking meters generally

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

E. Greater Shady Grove Transportation Management District

<u>Commercial space occupied before July 1, 2011 where payment of TMD fee was a condition of subdivision or optional method approval</u>	<u>\$0.10/square foot GFA</u>
<u>Commercial space first occupied on or after July 1, 2011*</u>	<u>\$0.10/square foot GFA</u>

* Between July 1, [2010] 2011 and June 30, [2011] 2012, 2.5 cents/sf GFA will be charged for each full quarter after a use and occupancy permit has been issued.

Parking District Services

MISSION STATEMENT

The mission of Parking District Services is to:

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

BUDGET OVERVIEW

The total recommended FY12 Operating Budget for the Parking Districts Funds is \$25,905,580, an increase of \$2,167,380 or 9.1 percent from the FY11 Approved Budget of \$23,738,200. Personnel Costs comprise 16.0 percent of the budget for 51 full-time positions for 48.0 workyears. Operating Expenses and Debt Service account for the remaining 84.0 percent of the FY12 budget.

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY11 estimates incorporate the effect of the FY11 savings plan. FY12 and FY13 targets assume the recommended FY12 budget and FY13 funding for comparable service levels.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***Began construction of a mixed use development in south Silver Spring on the block that includes Public Parking Lot 16. The project is a public/private partnership that will add street front retail and a mix of affordable and market rate housing to the area. The project also includes a two level 160 space County-owned and operated public parking garage to replace the old surface parking lot.***
- ❖ ***Expanded the "Pay-by-Cell Phone" payment system to all parking meters on-street and in public parking lots and garages County-wide.***
- ❖ ***Initiate a five-year program to replace aging and inefficient lighting systems in public garages with new energy efficient lighting systems. Work will commence with one garage in Bethesda and one garage in Silver Spring.***
- ❖ ***Begin construction of a mixed use development in south Bethesda on the site of Public Parking Lot 31. The project is a public/private partnership that will add street front retail and a mix of affordable and market rate housing to the area. The project also includes a multi-level County-owned and operated public parking garage to provide***

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Management Services and Property Development

This program supports the overall Parking Services program objectives through the management of Information Technology, Budget, Human Resources and Planning staff to optimize organizational effectiveness. The Program strategically plans for the re-development of Parking Lot District real property to promote the economic growth and stability of associated urban districts. It is responsible for the drafting and coordination of Requests for Proposals for property development and provides support in the negotiation and execution of General Development Agreements.

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	677,560	9.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	52,850	0.0
FY12 CE Recommended	730,410	9.0

Financial Management Program

This program is responsible for overall strategic fiscal planning for the four Parking Lot Districts including the revenue bond debt program, fixed costs, utilities and preparation of the 6 year fiscal plan.

The Financial Management Program also has overall responsibility for the recordation and reconciliation of all parking district revenues and the administration of the Ad Valorem tax program.

Program Performance Measures	Actual FY09	Actual FY10	Estimated FY11	Target FY12	Target FY13
Parking Management revenue generated (\$ millions)	39.7	38.3	39.5	41.5	42.5
Parking Operating Expenditures (\$ millions)	24.1	22.8	23.8	25.8	27.5
Parking Management cost efficiency (ratio of expenses to revenues) ¹	\$0.63	\$0.57	\$0.60	\$0.62	\$0.65
Parking Customer Service Survey Ranking ²		3.44	N/A	N/A	N/A

¹ The increasing cost ratio is a result of increasing debt service to support capital projects.

² This measure reports the average customer satisfaction rating for both permit holders and visitor parkers along the following scale (1. Poor; 2. Fair; 3. Good; 4. Excellent) for Montgomery County Public Parking Facilities. Data collection was not funded for FY11.

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	8,925,140	5.4
Increase Cost: Debt Service (Bethesda)	1,182,220	0.0
Increase Cost: Utilities - Electricity (Bethesda)	192,160	0.0
Increase Cost: Utilities - Electricity (Silver Spring)	62,940	0.0
Increase Cost: Utilities - Electricity (Wheaton)	3,520	0.0
Increase Cost: Utilities - Electricity (Montgomery Hills)	90	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	24,110	0.9
FY12 CE Recommended	10,390,180	6.3

Parking Facility Maintenance and Engineering

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

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

integrity of the parking system and its continued service to the public. This program also evaluates energy usage and recommends and implements improvements that reduce the amount of energy used by off-street facilities.

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	4,708,170	19.7
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-62,510	0.1
FY12 CE Recommended	4,645,660	19.8

Parking Operations

This unit has overall responsibility for the collection and processing of all parking revenue, including revenue from individual meters, automated pay stations, cashiered facilities, parking permits, and parking fines. Additionally it provides support to the Mass Transit Fund in the processing of bus revenue for deposit.

The program is also responsible for the management of the parking citation database and provides management of the appeal process for all parking tickets written within the County. Parking Operations maintains regularly scheduled parking enforcement patrols in all Parking Lot Districts (PLD), residential permit areas outside the PLD's and other designated County facilities. In addition, this program provides a comprehensive meter maintenance program to ensure all meter devices function properly.

This unit also provides security services for parking facility patrons to protect against theft, vandalism, and threats to personal security. The goal of the program is a safe environment in parking facilities through the use of contract security guards and the Silver Spring Clean and Safe Team.

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

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	9,427,330	11.7
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines (Silver Spring)	145,130	0.0
Increase Cost: Parking Enforcement Contract (Bethesda)	131,090	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines (Bethesda)	116,850	0.0
Increase Cost: Parking Enforcement Contract (Silver Spring)	93,050	0.0
Increase Cost: Parking Enforcement Contract (Wheaton)	46,140	0.0
Increase Cost: Replace Servers in Garages 60 and 61 (Silver Spring)	24,000	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines (Wheaton)	18,000	0.0
Increase Cost: Replace Server in Garage 11 (Bethesda)	12,000	0.0
Increase Cost: Parking Enforcement Contract (Montgomery Hills)	5,500	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines (Montgomery Hills)	1,830	0.0
Increase Cost: Annualization of FY11 Operating Expenses (Wheaton)	920	0.0
Decrease Cost: Ticket Collection Contract (Montgomery Hills)	-550	0.0
Decrease Cost: Decrease Cost in Ticket Collection Contract (Bethesda)	-18,820	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY11 (Wheaton)	-20,000	0.0
Decrease Cost: Ticket Collection Contract (Parking Management)	-25,520	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY11 (Bethesda)	-35,000	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY11 (Silver Spring)	-52,000	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	269,380	1.2
FY12 CE Recommended	10,139,330	12.9

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BUDGET SUMMARY

	Actual FY10	Budget FY11	Estimated FY11	Recommended FY12	% Chg Bud/Rec
BETHESDA PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	1,467,308	1,341,310	1,221,240	1,374,330	2.5%
Employee Benefits	506,017	507,930	539,340	462,190	-9.0%
Bethesda Parking District Personnel Costs	1,973,325	1,849,240	1,760,580	1,836,520	-0.7%
Operating Expenses	6,550,971	6,286,570	6,286,580	6,870,370	9.3%
Debt Service Other	3,269,335	3,270,240	3,270,240	4,455,360	36.2%
Capital Outlay	875,000	0	0	0	—
Bethesda Parking District Expenditures	12,668,631	11,406,050	11,317,400	13,162,250	15.4%
PERSONNEL					
Full-Time	29	29	29	28	-3.4%
Part-Time	0	0	0	0	—
Workyears	21.7	19.4	19.4	20.4	5.2%
REVENUES					
Property Tax	3,729,688	2,455,590	2,317,340	2,265,990	-7.7%
Parking Fees	10,372,350	10,713,340	10,400,000	11,750,000	9.7%
Parking Fines	5,765,599	6,021,430	6,500,000	6,500,000	7.9%
Investment Income	121,648	133,500	18,100	24,400	-81.7%
Revenue Bond Proceeds	0	0	0	33,510,800	—
Miscellaneous	57,377	284,120	4,470,120	284,120	—
Bethesda Parking District Revenues	20,046,662	19,607,980	23,705,560	54,335,310	177.1%
MONTGOMERY HILLS PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	27,908	27,940	24,310	28,780	3.0%
Employee Benefits	8,896	9,670	11,290	8,940	-7.5%
Montgomery Hills Parking District Personnel Costs	36,804	37,610	35,600	37,720	0.3%
Operating Expenses	76,748	84,070	84,070	91,250	8.5%
Capital Outlay	0	0	0	0	—
Montgomery Hills Parking District Expenditures	113,552	121,680	119,670	128,970	6.0%
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
Workyears	0.4	0.4	0.4	0.4	—
REVENUES					
Property Tax	75,871	82,190	97,330	95,420	16.1%
Investment Income	379	1,800	0	0	—
Parking Fees	27,361	30,000	28,000	28,000	-6.7%
Parking Fines	24,335	34,500	35,000	35,000	1.4%
Montgomery Hills Parking District Revenues	127,946	148,490	160,330	158,420	6.7%
SILVER SPRING PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	1,598,028	1,454,100	1,347,440	1,498,070	3.0%
Employee Benefits	448,397	532,980	544,940	480,780	-9.8%
Silver Spring Parking District Personnel Costs	2,046,425	1,987,080	1,892,380	1,978,850	-0.4%
Operating Expenses	8,204,717	8,982,920	9,270,570	9,340,270	4.0%
Debt Service Other	166,783	0	0	0	—
Capital Outlay	0	0	0	0	—
Silver Spring Parking District Expenditures	10,417,925	10,970,000	11,162,950	11,319,120	3.2%
PERSONNEL					
Full-Time	20	20	20	20	—
Part-Time	0	0	0	0	—
Workyears	25.3	22.8	22.8	23.9	4.8%
REVENUES					
Property Tax	5,702,143	6,915,720	6,795,240	6,632,070	-4.1%
Parking Fees	8,440,948	9,500,000	8,500,000	9,200,000	-3.2%
Parking Fines	1,982,124	3,136,160	2,500,000	2,500,000	-20.3%
Miscellaneous	354,307	0	8,300,000	0	—
Investment Income	19,467	60,000	4,000	21,300	-64.5%
Silver Spring Parking District Revenues	16,498,989	19,611,880	26,099,240	18,353,370	-6.4%
WHEATON PARKING DISTRICT					
EXPENDITURES					

	Actual FY10	Budget FY11	Estimated FY11	Recommended FY12	% Chg Bud/Rec
Salaries and Wages	248,337	223,350	193,590	227,620	1.9%
Employee Benefits	70,579	86,930	102,590	76,480	-12.0%
Wheaton Parking District Personnel Costs	318,916	310,280	296,180	304,100	-2.0%
Operating Expenses	968,019	930,190	930,190	991,140	6.6%
Capital Outlay	0	0	0	0	—
Wheaton Parking District Expenditures	1,286,935	1,240,470	1,226,370	1,295,240	4.4%
PERSONNEL					
Full-Time	3	3	3	3	—
Part-Time	0	0	0	0	—
Workyears	3.5	3.2	3.2	3.3	3.1%
REVENUES					
Property Tax	423,344	477,230	519,700	508,370	6.5%
Parking Fees	763,088	805,000	800,000	800,000	-0.6%
Parking Fines	492,672	650,000	650,000	650,000	—
Investment Income	1,506	4,700	0	0	—
Wheaton Parking District Revenues	1,680,610	1,936,930	1,969,700	1,958,370	1.1%
DEPARTMENT TOTALS					
Total Expenditures	24,487,043	23,738,200	23,826,390	25,905,580	9.1%
Total Full-Time Positions	52	52	52	51	-1.9%
Total Part-Time Positions	0	0	0	0	—
Total Workyears	50.9	45.8	45.8	48.0	4.8%
Total Revenues	38,354,207	41,305,280	51,934,830	74,805,470	81.1%

FY12 RECOMMENDED CHANGES

	Expenditures	WYs
BETHESDA PARKING DISTRICT		
FY11 ORIGINAL APPROPRIATION	11,406,050	19.4
Other Adjustments (with no service impacts)		
Increase Cost: Debt Service (Bethesda) [Financial Management Program]	1,182,220	0.0
Increase Cost: Utilities - Electricity (Bethesda) [Financial Management Program]	192,160	0.0
Increase Cost: Retiree Health Insurance Pre-Funding (Bethesda)	174,230	0.0
Increase Cost: Parking Enforcement Contract (Bethesda) [Parking Operations]	131,090	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines (Bethesda) [Parking Operations]	116,850	0.0
Increase Cost: Restore Personnel Costs - Furloughs	28,330	0.8
Increase Cost: Annualization of FY11 Personnel Costs (Bethesda)	18,820	0.0
Increase Cost: Motor Pool Rate Adjustment	13,420	0.0
Increase Cost: Replace Server in Garage 11 (Bethesda) [Parking Operations]	12,000	0.0
Increase Cost: Risk Management Adjustment	840	0.0
Increase Cost: Printing and Mail Adjustment	500	0.0
Technical Adj: Workyear Adjustment (Bethesda)	0	0.4
Decrease Cost: Occupational Medical Services Adjustment	-570	0.0
Decrease Cost: Retirement Adjustment	-11,740	0.0
Decrease Cost: Annualization of FY11 Lapsed Positions (Bethesda)	-14,280	-0.2
Decrease Cost: Decrease Cost in Ticket Collection Contract (Bethesda) [Parking Operations]	-18,820	0.0
Decrease Cost: Group Insurance Adjustment	-33,850	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY11 (Bethesda) [Parking Operations]	-35,000	0.0
FY12 RECOMMENDED:	13,162,250	20.4
MONTGOMERY HILLS PARKING DISTRICT		
FY11 ORIGINAL APPROPRIATION	121,680	0.4
Other Adjustments (with no service impacts)		
Increase Cost: Parking Enforcement Contract (Montgomery Hills) [Parking Operations]	5,500	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines (Montgomery Hills) [Parking Operations]	1,830	0.0
Increase Cost: Annualization of FY11 Personnel Costs (Montgomery Hills)	550	0.0
Increase Cost: Restore Personnel Costs - Furloughs	500	0.0
Increase Cost: Printing and Mail Adjustment	270	0.0
Increase Cost: Utilities - Electricity (Montgomery Hills) [Financial Management Program]	90	0.0

	Expenditures	WYs
Increase Cost: Motor Pool Rate Adjustment	40	0.0
Increase Cost: Risk Management Adjustment	10	0.0
Decrease Cost: Occupational Medical Services Adjustment	-10	0.0
Decrease Cost: Retirement Adjustment	-280	0
Decrease Cost: Ticket Collection Contract (Montgomery Hills) [Parking Operations]	-550	0
Decrease Cost: Group Insurance Adjustment	-660	0.0
FY12 RECOMMENDED:	128,970	0.4

SILVER SPRING PARKING DISTRICT

FY11 ORIGINAL APPROPRIATION	10,970,000	22.8
Other Adjustments (with no service impacts)		
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines (Silver Spring) [Parking Operations]	145,130	0.0
Increase Cost: Retiree Health Insurance Pre-Funding (Silver Spring)	105,660	0.0
Increase Cost: Parking Enforcement Contract (Silver Spring) [Parking Operations]	93,050	0.0
Increase Cost: Utilities - Electricity (Silver Spring) [Financial Management Program]	62,940	0.0
Increase Cost: Restore Personnel Costs - Furloughs	28,250	1.0
Increase Cost: Annualization of FY11 Personnel Costs (Silver Spring)	25,520	0.0
Increase Cost: Replace Servers in Garages 60 and 61 (Silver Spring) [Parking Operations]	24,000	0.0
Increase Cost: Motor Pool Rate Adjustment	3,090	0.0
Increase Cost: Risk Management Adjustment	940	0.0
Increase Cost: Printing and Mail Adjustment	730	0.0
Technical Adj: Workyear Adjustment (Silver Spring)	0	0.3
Decrease Cost: Occupational Medical Services Adjustment	-670	0.0
Decrease Cost: Retirement Adjustment	-12,100	0.0
Decrease Cost: Annualization of FY11 Lapsed Positions (Silver Spring)	-13,630	-0.2
Decrease Cost: Ticket Collection Contract (Parking Management) [Parking Operations]	-25,520	0.0
Decrease Cost: Group Insurance Adjustment	-36,270	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY11 (Silver Spring) [Parking Operations]	-52,000	0.0
FY12 RECOMMENDED:	11,319,120	23.9

WHEATON PARKING DISTRICT

FY11 ORIGINAL APPROPRIATION	1,240,470	3.2
Other Adjustments (with no service impacts)		
Increase Cost: Parking Enforcement Contract (Wheaton) [Parking Operations]	46,140	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines (Wheaton) [Parking Operations]	18,000	0.0
Increase Cost: Retiree Health Insurance Pre-Funding (Wheaton)	11,910	0.0
Increase Cost: Restore Personnel Costs - Furloughs	4,750	0.1
Increase Cost: Utilities - Electricity (Wheaton) [Financial Management Program]	3,520	0.0
Increase Cost: Annualization of FY11 Operating Expenses (Wheaton) [Parking Operations]	920	0.0
Increase Cost: Motor Pool Rate Adjustment	400	0.0
Increase Cost: Printing and Mail Adjustment	120	0.0
Increase Cost: Risk Management Adjustment	30	0.0
Technical Adj: Workyear Adjustment (Wheaton)	0	0.1
Decrease Cost: Occupational Medical Services Adjustment	-90	0.0
Increase Cost: Annualization of FY11 Personnel Costs (Wheaton)	-920	0.0
Decrease Cost: Annualization of FY11 Lapsed Positions (Wheaton)	-1,940	-0.1
Decrease Cost: Retirement Adjustment	-2,220	0.0
Decrease Cost: Group Insurance Adjustment	-5,850	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY11 (Wheaton) [Parking Operations]	-20,000	0.0
FY12 RECOMMENDED:	1,295,240	3.3

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PROGRAM SUMMARY

Program Name	FY11 Approved		FY12 Recommended	
	Expenditures	WYs	Expenditures	WYs
Management Services and Property Development	677,560	9.0	730,410	9.0
Financial Management Program	8,925,140	5.4	10,390,180	6.3
Parking Facility Maintenance and Engineering	4,708,170	19.7	4,645,660	19.8
Parking Operations	9,427,330	11.7	10,139,330	12.9
Total	23,738,200	45.8	25,905,580	48.0

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY11		FY12	
		Total\$	WYs	Total\$	WYs
BETHESDA PARKING DISTRICT					
Transit Services	Mass Transit	834,630	5.1	803,500	5.4
SILVER SPRING PARKING DISTRICT					
Transit Services	Mass Transit	392,130	5.4	392,130	5.4

FUTURE FISCAL IMPACTS

Title	CE REC.		(\$000's)			
	FY12	FY13	FY14	FY15	FY16	FY17
This table is intended to present significant future fiscal impacts of the department's programs.						
BETHESDA PARKING DISTRICT						
Expenditures						
FY12 Recommended	13,162	13,162	13,162	13,162	13,162	13,162
No inflation or compensation change is included in outyear projections.						
Balloon Payment	0	0	11,500	0	0	0
Principal payment on bonds issued in FY12.						
Bethesda Lot 31 Parking Garage	0	0	583	777	777	777
These figures represent the impacts on the Operating Budget (maintenance and utilities) of projects included in the FY11-16 Recommended Capital Improvements Program.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	13	14	16	17	19
Debt Service	0	1,188	619	623	627	638
These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.						
Emergency Battery Backup in Garages	0	35	0	35	0	35
Replacement every two years.						
Replace Server in Garage 11	0	-12	-12	-12	-12	-12
Retiree Health Insurance Pre-Funding	0	-14	-43	-88	-91	-92
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Utilities	0	100	363	573	796	796
Projected Utilities costs						
Subtotal Expenditures	13,162	14,472	26,186	15,085	15,276	15,323
MONTGOMERY HILLS PARKING DISTRICT						
Expenditures						
FY12 Recommended	129	129	129	129	129	129
No inflation or compensation change is included in outyear projections.						
Subtotal Expenditures	129	129	129	129	129	129
SILVER SPRING PARKING DISTRICT						
Expenditures						
FY12 Recommended	11,319	11,319	11,319	11,319	11,319	11,319
No inflation or compensation change is included in outyear projections.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	15	16	18	20	20
Emergency Backup Batteries in Garages	0	52	0	52	0	52
Replacement every two years.						

Title	CE REC.			(\$000's)		
	FY12	FY13	FY14	FY15	FY16	FY17
Replace Servers in Garages 60 and 61	0	-24	-24	-24	-24	-24
Retiree Health Insurance Pre-Funding	0	-10	-30	-61	-63	-63
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Utilities	0	128	194	263	263	263
Projected utilities costs						
Subtotal Expenditures	11,319	11,480	11,476	11,567	11,515	11,566

WHEATON PARKING DISTRICT

Expenditures						
FY12 Recommended	1,295	1,295	1,295	1,295	1,295	1,295
No inflation or compensation change is included in outyear projections.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	2	2	2	3	3
Emergency Backup Batteries in Garages	0	20	0	20	0	20
Replacement every two years.						
Retiree Health Insurance Pre-Funding	0	-1	-4	-9	-9	-10
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Utilities	0	7	11	11	11	11
Projected cost increase						
Subtotal Expenditures	1,295	1,323	1,304	1,320	1,300	1,319

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FY12-17 PUBLIC SERVICES PROGRAM: FISCAL PLAN				Bethesda Parking Lot District			
FISCAL PROJECTIONS	FY11 ESTIMATE	FY12 REC	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.104	0.104	0.104	0.104	0.104	0.104	0.104
Assessable Base: Real/Improved (000)	1,594,500	1,550,600	1,556,200	1,595,800	1,628,600	1,714,200	1,795,900
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.260	0.260	0.260	0.260	0.260	0.260	0.260
Assessable Base: Personal/Improved (000)	193,900	193,200	194,200	197,400	201,800	205,100	208,700
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%
CPI (Fiscal Year)	2.0%	2.4%	2.7%	3.0%	3.2%	3.4%	3.6%
Investment Income Yield	0.1%	0.4%	0.9%	2.0%	2.8%	3.5%	4.0%
BEGINNING FUND BALANCE	13,929,190	11,634,840	24,950,670	4,524,700	6,410,340	5,334,530	4,384,370
REVENUES							
Taxes	2,317,340	2,265,990	2,275,000	2,328,250	2,377,100	2,482,420	2,584,120
Charges For Services	10,400,000	11,750,000	12,400,000	14,890,500	15,470,600	15,745,600	16,020,600
Fines & Forfeitures	6,500,000	6,500,000	6,240,000	5,990,000	5,750,000	5,625,000	5,500,000
Miscellaneous	4,488,220	33,819,320	4,651,920	36,155,120	562,620	604,320	616,520
Subtotal Revenues	23,705,560	54,335,310	25,566,920	59,363,870	24,160,320	24,457,340	24,721,240
INTERFUND TRANSFERS (Net Non-CIP)	(10,034,510)	(10,112,230)	(9,851,040)	(9,694,040)	(9,561,040)	(9,541,040)	(9,536,040)
Transfers To The General Fund	(448,690)	(254,410)	(231,220)	(231,220)	(231,220)	(231,220)	(231,220)
Indirect Costs	(233,180)	(231,220)	(231,220)	(231,220)	(231,220)	(231,220)	(231,220)
Technology Modernization CIP Project	0	(23,190)	0	0	0	0	0
Transfers To Special Fds: Tax Supported	(9,585,820)	(9,857,820)	(9,619,820)	(9,462,820)	(9,329,820)	(9,309,820)	(9,304,820)
To Transportation Management District	(492,820)	(492,820)	(492,820)	(492,820)	(492,820)	(492,820)	(492,820)
To Bethesda Urban District	(2,593,000)	(2,865,000)	(2,887,000)	(2,980,000)	(3,087,000)	(3,192,000)	(3,312,000)
To Mass Transit [PVN]	(6,500,000)	(6,500,000)	(6,240,000)	(5,990,000)	(5,750,000)	(5,625,000)	(5,500,000)
TOTAL RESOURCES	27,600,240	55,857,920	40,666,550	54,194,530	21,009,620	20,250,830	19,569,570
CIP CURRENT REVENUE APPROP.	(1,688,000)	(1,245,000)	(590,000)	(5,416,000)	(590,000)	(590,000)	(590,000)
OTHER CIP REVENUE APPROP.	(2,960,000)	(16,500,000)	(21,080,000)	(16,182,000)	0	0	0
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(8,047,160)	(8,706,890)	(8,706,890)	(8,706,890)	(8,706,890)	(8,706,890)	(8,706,890)
Debt Service: Other (Non-Tax Funds only)	(3,270,240)	(4,455,360)	(5,643,450)	(5,074,470)	(5,078,100)	(5,082,440)	(5,093,090)
One-Time	n/a	n/a	12,000	12,000	12,000	12,000	12,000
Garage 31 Operating Expenses	n/a	n/a	0	(582,750)	(777,000)	(777,000)	(777,000)
Battery Back-up	n/a	n/a	(35,000)	0	(35,000)	0	(35,000)
Balloon Payment	n/a	n/a	0	(11,500,000)	0	0	0
Debit/Credit Card Fees	n/a	n/a	(12,820)	(14,100)	(15,500)	(17,060)	(18,770)
Retiree Health Insurance Pre-Funding	n/a	n/a	14,310	42,850	87,990	90,810	91,780
Utilities	n/a	n/a	(100,000)	(362,830)	(572,590)	(795,880)	(795,880)
Subtotal PSP Oper Budget Approp / Exp's	(11,317,400)	(13,162,250)	(14,471,850)	(26,186,190)	(15,085,090)	(15,276,460)	(15,322,850)
TOTAL USE OF RESOURCES	(15,965,400)	(30,907,250)	(36,141,850)	(47,784,190)	(15,675,090)	(15,866,460)	(15,912,850)
YEAR END FUND BALANCE	11,634,840	24,950,670	4,524,700	6,410,340	5,334,530	4,384,370	3,656,720
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	42.2%	44.7%	11.1%	11.8%	25.4%	21.7%	18.7%

Assumptions:

1. The cash balance includes funds required to be held by the District to cover Bond Covenants. Bond coverage (annual net revenues over debt service requirements) is maintained at about 290 percent in FY12. The minimum requirement is 125 percent.
2. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
3. Revenue for the air rights lease for Garage 49 is assumed in FY12 through FY17.
4. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY12.
5. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY13-17 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
6. Garage 31 project schedule is based on the latest information from the developer. Discussions are ongoing with the developer regarding the total estimated cost and scope of the project. An amendment will likely be required once those discussions are completed.

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FY12-17 PUBLIC SERVICES PROGRAM: FISCAL PLAN				Montgomery Hills Parking Lot District			
FISCAL PROJECTIONS	FY11 ESTIMATE	FY12 REC	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	28,300	27,500	27,600	28,300	28,900	30,400	31,800
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	3,500	3,500	3,500	3,600	3,700	3,800	3,900
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%
CPI (Fiscal Year)	2.0%	2.4%	2.7%	3.0%	3.2%	3.4%	3.6%
Investment Income Yield	0.1%	0.4%	0.9%	2.0%	2.8%	3.5%	4.0%
BEGINNING FUND BALANCE	153,060	128,210	99,790	87,010	73,790	59,630	46,130
REVENUES							
Taxes	97,330	95,420	95,660	97,930	100,260	104,430	108,670
Charges For Services	28,000	28,000	28,760	29,620	30,570	31,610	32,750
Fines & Forfeitures	35,000	35,000	35,950	37,030	38,210	39,510	40,930
Subtotal Revenues	160,330	158,420	160,370	164,580	169,040	175,550	182,350
INTERFUND TRANSFERS (Net Non-CIP)	(65,510)	(57,870)	(39,570)	(39,320)	(39,360)	(39,440)	(39,730)
Transfers To The General Fund	(30,010)	(22,870)	(22,820)	(23,320)	(23,860)	(24,440)	(25,030)
Indirect Costs	(4,740)	(4,750)	(4,750)	(4,750)	(4,750)	(4,750)	(4,750)
Regional Services Center	(17,230)	(17,640)	(18,070)	(18,570)	(19,110)	(19,690)	(20,280)
Transfers To Special Fds: Tax Supported	(35,500)	(35,000)	(16,750)	(16,000)	(15,500)	(15,000)	(14,700)
To Mass Transit PVN	(34,500)	(35,000)	(16,750)	(16,000)	(15,500)	(15,000)	(14,700)
To Mass Transit	(1,000)	0	0	0	0	0	0
TOTAL RESOURCES	247,880	228,760	220,590	212,270	203,470	195,740	188,750
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(119,670)	(128,970)	(133,200)	(137,980)	(143,230)	(148,980)	(155,260)
Debit/Credit Card Fees	n/a	n/a	(180)	(200)	(220)	(240)	(270)
Utilities	n/a	n/a	(200)	(300)	(390)	(390)	(390)
Subtotal PSP Oper Budget Approp / Exp's	(119,670)	(128,970)	(133,580)	(138,480)	(143,840)	(149,610)	(155,920)
TOTAL USE OF RESOURCES	(119,670)	(128,970)	(133,580)	(138,480)	(143,840)	(149,610)	(155,920)
YEAR END FUND BALANCE	128,210	99,790	87,010	73,790	59,630	46,130	32,830
END-OF-YEAR RESERVES AS A							
PERCENT OF RESOURCES	51.7%	43.6%	39.4%	34.8%	29.3%	23.6%	17.4%

Assumptions:

1. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
 2. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY12.
 3. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget.
- FY13-17 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

FY12-17 PUBLIC SERVICES PROGRAM: FISCAL PLAN
Silver Spring Parking Lot District

FISCAL PROJECTIONS	FY11 ESTIMATE	FY12 REC	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.317	0.317	0.317	0.317	0.317	0.317	0.317
Assessable Base: Real/Improved (000)	1,684,800	1,638,500	1,644,400	1,686,200	1,720,800	1,811,200	1,897,500
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.792	0.792	0.792	0.792	0.792	0.792	0.792
Assessable Base: Personal/Improved (000)	121,100	120,700	121,300	123,300	126,100	128,200	130,400
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%
CPI (Fiscal Year)	2.0%	2.4%	2.7%	3.0%	3.2%	3.4%	3.6%
Investment Income Yield	0.1%	0.4%	0.9%	2.0%	2.8%	3.5%	4.0%
BEGINNING FUND BALANCE	3,781,690	9,408,980	6,793,400	5,674,130	4,875,750	4,370,530	4,420,560
REVENUES							
Taxes	6,795,240	6,632,070	6,657,110	6,817,680	6,959,660	7,289,070	7,605,100
Charges For Services	8,500,000	9,200,000	9,600,000	9,900,000	10,200,000	10,500,000	10,800,000
Fines & Forfeitures	2,500,000	2,500,000	2,400,000	2,300,000	2,200,000	2,150,000	2,100,000
Miscellaneous	8,304,000	21,300	58,100	116,000	153,900	178,900	209,100
Subtotal Revenues	26,099,240	18,353,370	18,715,210	19,133,680	19,513,560	20,117,970	20,714,200
INTERFUND TRANSFERS (Net Non-CIP)	(5,523,000)	(5,303,830)	(5,687,330)	(5,718,260)	(5,762,850)	(5,852,160)	(5,959,400)
Transfers To The General Fund	(405,650)	(276,390)	(254,120)	(259,200)	(264,390)	(269,670)	(275,070)
Indirect Costs	(250,650)	(249,140)	(254,120)	(259,200)	(264,390)	(269,670)	(275,070)
Technology Modernization CIP project	0	(27,250)	0	0	0	0	0
Transfers To Special Fds: Tax Supported	(5,117,350)	(5,027,440)	(5,433,210)	(5,459,060)	(5,498,460)	(5,582,490)	(5,684,330)
To Silver Spring Urban District	(1,805,000)	(1,696,000)	(2,181,400)	(2,283,400)	(2,397,400)	(2,504,400)	(2,628,400)
To Transportation Management District	(812,350)	(831,440)	(851,810)	(875,660)	(901,060)	(928,090)	(955,930)
TOTAL RESOURCES	24,357,930	22,458,520	19,821,280	19,089,550	18,626,460	18,636,340	19,175,360
CIP CURRENT REVENUE APPROP.	(3,786,000)	(4,346,000)	(2,790,000)	(2,820,000)	(2,730,000)	(2,700,000)	(2,700,000)
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(11,162,950)	(11,319,120)	(11,196,487)	(11,236,856)	(11,278,031)	(11,320,031)	(11,362,870)
Annualizations and One-Time	n/a	n/a	24,000	24,000	24,000	24,000	24,000
Retiree Health Insurance Pre-Funding	n/a	n/a	9,880	29,560	60,690	62,630	63,300
Utilities	n/a	n/a	(127,770)	(194,250)	(262,720)	(262,720)	(262,720)
Emergency Backup Batteries	n/a	n/a	(52,000)	0	(52,000)	0	(52,000)
Debit/Credit Card Bank Fees	n/a	n/a	(14,770)	(16,250)	(17,870)	(19,660)	(19,660)
Subtotal PSP Oper Budget Approp / Exp's	(11,162,950)	(11,319,120)	(11,357,147)	(11,393,796)	(11,525,931)	(11,515,781)	(11,609,950)
TOTAL USE OF RESOURCES	(14,948,950)	(15,665,120)	(14,147,147)	(14,213,796)	(14,255,931)	(14,215,781)	(14,309,950)
YEAR END FUND BALANCE	9,408,980	6,793,400	5,674,130	4,875,750	4,370,530	4,420,560	4,865,410
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	38.6%	30.2%	28.6%	25.5%	23.5%	23.7%	25.4%

Assumptions:

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY12.
- These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY13-17 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

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FY12-17 PUBLIC SERVICES PROGRAM: FISCAL PLAN				Wheaton Parking Lot District			
FISCAL PROJECTIONS	FY11 ESTIMATE	FY12 REC	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	165,400	160,900	161,500	165,600	169,000	177,900	186,400
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	16,000	15,900	16,000	16,300	16,700	17,000	17,300
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%
CPI (Fiscal Year)	2.0%	2.4%	2.7%	3.0%	3.2%	3.4%	3.6%
Investment Income Yield	0.1%	0.4%	0.9%	2.0%	2.8%	3.5%	4.0%
BEGINNING FUND BALANCE	634,350	650,830	692,530	672,900	642,510	563,880	490,820
REVENUES							
Taxes	519,700	508,370	510,390	522,560	533,660	557,280	579,940
Charges For Services	800,000	800,000	821,600	846,250	873,330	903,020	935,530
Fines & Forfeitures	650,000	650,000	625,000	600,000	575,000	560,000	550,000
Miscellaneous	0	0	0	0	0	0	0
Subtotal Revenues	1,969,700	1,958,370	1,956,990	1,968,810	1,981,990	2,020,300	2,065,470
INTERFUND TRANSFERS (Net Non-CIP)	(569,850)	(464,430)	(455,610)	(450,610)	(445,610)	(442,610)	(440,610)
Transfers To The General Fund	(82,400)	(42,110)	(38,290)	(38,290)	(38,290)	(38,290)	(38,290)
Indirect Costs	(39,110)	(38,290)	(38,290)	(38,290)	(38,290)	(38,290)	(38,290)
Technology Modernization CIP	0	(3,820)	0	0	0	0	0
Transfers To Special Fds: Tax Supported	(487,450)	(422,320)	(417,320)	(412,320)	(407,320)	(404,320)	(402,320)
To Mass Transit MATS	(130,130)	0	0	0	0	0	0
To Urban District	(292,320)	(292,320)	(292,320)	(292,320)	(292,320)	(292,320)	(292,320)
TOTAL RESOURCES	2,034,200	2,144,770	2,193,910	2,191,100	2,178,890	2,141,570	2,115,680
CIP CURRENT REVENUE APPROP.	(157,000)	(157,000)	(157,000)	(157,000)	(157,000)	(157,000)	(157,000)
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(1,226,370)	(1,295,240)	(1,336,290)	(1,382,750)	(1,433,680)	(1,489,460)	(1,550,500)
Debit/Credit Card Fees	n/a	n/a	(1,860)	(2,050)	(2,250)	(2,500)	(2,500)
Battery Backups	n/a	n/a	(20,000)	0	(20,000)	0	(20,000)
Retiree Health Insurance Pre-Funding	n/a	n/a	1,490	4,400	9,110	9,400	9,500
Utilities	n/a	n/a	(7,350)	(11,190)	(11,190)	(11,190)	(11,190)
Subtotal PSP Oper Budget Approp / Exp's	(1,226,370)	(1,295,240)	(1,364,010)	(1,391,590)	(1,458,010)	(1,493,750)	(1,574,690)
TOTAL USE OF RESOURCES	(1,383,370)	(1,452,240)	(1,521,010)	(1,548,590)	(1,615,010)	(1,650,750)	(1,731,690)
YEAR END FUND BALANCE	650,830	692,530	672,900	642,510	563,880	490,820	383,990
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	32.0%	32.3%	30.7%	29.3%	25.9%	22.9%	18.1%

Assumptions:

1. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
 2. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY12.
 3. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget.
- FY13-17 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

FY11 Adopted Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Park Police	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours	26,281	39,523	8,368	74,172
Cost	\$563,917	\$848,684	\$178,672	\$1,591,273
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	6,000	0	6,000
Cost	\$0	\$104,703	\$0	\$104,703
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	26,281	45,523	8,368	80,172
PLD Cost	\$563,917	\$953,387	\$178,672	\$1,695,976

Change from FY11 Adopted to FY12 CE Recommended Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total Park Police-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change FY10 to FY11	0	0	0	0
PLD Cost-Change FY10 to FY11	\$0	\$0	\$0	\$0

FY12 CE RECOMMENDED PARKING SECURITY BUDGET				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Park Police	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours (estimated)	26,281	39,523	8,368	74,172
Cost	\$563,917	\$848,684	\$178,672	\$1,591,273
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	6,000	0	6,000
Cost	\$0	\$104,703	\$0	\$104,703
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	26,281	45,523	8,368	80,172
PLD Cost	\$563,917	\$953,387	\$178,672	\$1,695,976

* Silver Spring Total Cost includes \$9,019 of Montg H

*cost of 3.0 WY

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**THE GREATER BETHESDA-CHEVY CHASE CHAMBER OF COMMERCE
TESTIMONY ON PROPOSED FY12 OPERATING BUDGET
BEFORE THE MONTGOMERY COUNTY COUNCIL – April 6, 2011**

Good evening. I am Patrick O'Neil, Chairman of The Greater Bethesda-Chevy Chase Chamber of Commerce, representing over 650 member businesses and nonprofit organizations in Montgomery County.

The County Executive's proposed FY12 budget is an important start to a difficult and long overdue County conversation on right-sizing government in order to ensure that long term spending is supported by available revenues. You are poised to make many challenging decisions so that the Montgomery County of the future is a hallmark of sustainable government. We strongly support you in this endeavor. We also empathize with you in making these hard choices, primarily because business has already had to make them and knows all too well the short term human ramifications of responsible leadership.

As you are aware, the Chamber supports the Office of Legislative Oversight's structural deficit reform initiatives, many of which are included in the proposed budget. Changes, such as increasing County employee contributions for defined benefit pension plans and health insurance are painful – but necessary – ones. Private and non-profit industries were forced to implement these changes decades ago when dealing with past recessions. While the County is not yet able to require that these changes be implemented for public school employees, we believe the eventual restructuring of public school employee contributions is equally critical to addressing the County's long-term economic solvency.

We note that the proposed budget also includes several short-sighted proposals that unfairly or unwisely target the Bethesda area. You are aware that this year is a critical turning point for Bethesda's foreseeable economic viability. By September 15, 2011, Walter Reed Hospital, and its 1,500 daily employees and 500,000 annual patients and visitors, will be fully integrated into the National Naval Medical Center. Construction on Lot 31 across from Barnes and Noble, including the elimination of 279 parking spaces and the two-year closure of Woodmont Avenue, is scheduled to begin in October. Despite our best efforts to find funding for BRAC-related road improvements, the Purple Line and the South Entrance to the Metro, there will be no new transportation improvements of any kind in place to ease these major disruptions.

Instead of allowing the community to adjust to these changes by maintaining the status quo (at least), the proposed budget introduces initiatives that make the Bethesda area less attractive to potential employers, employees and consumers. In particular, the budget raises long term parking fees, imposes parking fees in lots and garages on Saturdays, reduces the visibility and effectiveness of the midnight shift at the 2nd District police station in Bethesda, and cuts funds for the BCC Regional Services Center.

These changes ensure that, if you actually make it to Bethesda and find a parking space, you get to pay more for parking and risk increased enforcement from our very able parking enforcement teams. Moreover, one will find a decreased police presence and less effective public/private outreach coordination with the Regional Services Center. In the midst of our anticipated growing pains, these budgetary effects will discourage patronage of the area at precisely the time when we should do everything in our power to attract people. We will all feel the negative economic effects of these short term initiatives if they are included in the final budget.

FY12-17 PUBLIC SERVICES PROGRAM: FISCAL PLAN				Bethesda Urban District			
FISCAL PROJECTIONS	FY11 ESTIMATE	FY12 REC	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real Property	0.012	0.012	0.012	0.012	0.012	0.012	0.012
Assessable Base: Real Property (000)	3,467,100	3,371,700	3,383,800	3,469,900	3,541,200	3,727,300	3,904,900
Property Tax Collection Factor: Real Property	99.1%	99.1%	99.1%	99.1%	99.1%	99.1%	99.1%
Property Tax Rate: Personal Property	0.030	0.025	0.030	0.030	0.030	0.030	0.030
Assessable Base: Personal Property (000)	221,300	220,500	221,600	225,300	230,400	234,200	238,300
Property Tax Collection Factor: Personal Property	97.5%	97.5%	97.5%	97.5%	97.5%	97.5%	97.5%
Indirect Cost Rate	14.29%	14.29%	14.29%	14.29%	14.29%	14.29%	14.29%
CPI (Fiscal Year)	2.0%	2.4%	2.7%	3.0%	3.2%	3.4%	3.6%
Investment Income Yield	0.14%	0.40%	0.90%	2.00%	2.75%	3.50%	4.00%
BEGINNING FUND BALANCE	180,000	12,820	86,000	89,700	91,470	93,510	95,850
REVENUES							
Taxes	477,040	387,880	467,220	478,540	488,510	511,750	534,070
Charges For Services	130,000	130,000	130,000	130,000	130,000	130,000	130,000
Subtotal Revenues	607,040	517,880	597,220	608,540	618,510	641,750	664,070
INTERFUND TRANSFERS (Net Non-CIP)	2,585,090	2,849,210	2,871,210	2,944,210	3,071,210	3,176,210	3,296,210
Transfers To The General Fund	(7,910)	(15,790)	(15,790)	(15,790)	(15,790)	(15,790)	(15,790)
Indirect Costs	(7,910)	(15,790)	(15,790)	(15,790)	(15,790)	(15,790)	(15,790)
Transfers From Special Fds: Non-Tax + ISF	2,593,000	2,865,000	2,887,000	2,980,000	3,087,000	3,192,000	3,312,000
From Bethesda Parking District	2,593,000	2,865,000	2,887,000	2,980,000	3,087,000	3,192,000	3,312,000
TOTAL RESOURCES	3,372,730	3,457,490	3,554,430	3,662,450	3,781,190	3,911,470	4,056,130
PSP OPER. BUDGET APPROP/ EXPS.							
Operating Budget	(3,359,910)	(3,371,490)	(3,464,730)	(3,570,980)	(3,687,680)	(3,815,620)	(3,955,670)
Subtotal PSP Oper Budget Approp / Exp's	(3,359,910)	(3,371,490)	(3,464,730)	(3,570,980)	(3,687,680)	(3,815,620)	(3,955,670)
TOTAL USE OF RESOURCES	(3,359,910)	(3,371,490)	(3,464,730)	(3,570,980)	(3,687,680)	(3,815,620)	(3,955,670)
YEAR END FUND BALANCE	12,820	86,000	89,700	91,470	93,510	95,850	100,460
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	0.4%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Assumptions:

1. Transfers from the Bethesda Parking District are adjusted annually to fund the approved service program and to maintain an ending fund balance of approximately 2.5 percent of resources.
2. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
3. Large assessable base increases are due to economic growth and new projects coming online.
4. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY13-17 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
5. Section 68A-4 of the County Code requires: a) that the proceeds from either the Urban District tax or parking fee transfer must not be greater than 90 percent of their combined total; and b) that the transfer from the Parking District not exceed the number of parking spaces in the Urban District times the number of enforcement hours per year times 20 cents.

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Transit Services

MISSION STATEMENT

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

BUDGET OVERVIEW

The total recommended FY12 Operating Budget for the Division of Transit Services is \$107,097,250, a decrease of \$1,541,280 or 1.4 percent from the FY11 Approved Budget of \$108,638,530. Personnel Costs comprise 54.5 percent of the budget for 794 full-time positions and seven part-time positions for 831.3 workyears. Operating Expenses account for the remaining 45.5 percent of the FY12 budget.

The general obligation bond Debt Service for the Mass Transit Fund is appropriated in the Debt Service Fund and is not displayed in this section. To pay for the Debt Service, a transfer of funds from the Mass Transit Fund to the Debt Service Fund of \$3,489,700 is required.

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY11 estimates incorporate the effect of the FY11 savings plan. FY12 and FY13 targets assume the recommended FY12 budget and FY13 funding for comparable service levels.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***Hosted a Live Near Your Work/Telework seminar for businesses in the County.***
- ❖ ***Transit Services was honored by the Governor's office with the State of Maryland's Smart, Green and Growing Award for encouraging alternative transportation options.***
- ❖ ***Productivity Improvements***
 - ***Implemented Trapeze, a new Scheduling Software system, to modernize technology that will provide Ride On customers the ability to obtain real time information and improved service delivery.***

PROGRAM CONTACTS

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

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PROGRAM DESCRIPTIONS

Medicaid and Senior Programs

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

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	7,571,330	7.9
Increase Cost: Increase in grant funded Medicaid transportation services	314,760	0.0
Increase Cost: Additional Call N Ride Book	136,490	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	63,610	0.0
FY12 CE Recommended	8,086,190	7.9

Ride On

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

Program Performance Measures	Actual FY09	Actual FY10	Estimated FY11	Target FY12	Target FY13
Passengers transported per capita (ratio of the number of passengers boarding a Ride On bus within the fiscal year and the County population) ¹	31.2	29.97	28.64	28.64	28.64
Percent of Ride-On customers who report a satisfactory customer service experience ²					
Passengers per hour of service ³	27.0	25.2	24.8	24.8	24.8
Hours of Service ⁴	1,096,930	1,061,550	1,028,490	1,028,490	1,028,490
Scheduled Ride On roundtrip circuits missed, in whole or in part, per 1,000 roundtrip circuits ⁵	5.02	7.8	7.02	5.9	5.9
Reported Ride-On complaints per 100,000 bus riders ⁶	13.6	15.4	26.6	25	25
Passengers Transported (millions) ⁷	29.6	27.9	26.2	26.2	26.2
Number of reported collisions between Ride On buses and a person or object, per 100,000 miles driven	3.95	4.06	4.0	4.0	4.0

¹ Population data changed for FY11 to 971,600 from 931,000

² New measure; data to be collected in the future.

³ FY10 experienced a drop in ridership; service cuts were implemented in FY11

⁴ FY11 Reduction in service, assumed straight line service level for FY12 and 13

⁵ FY11 based on 2nd quarter assumptions, will be updated with additional information in FY11

⁶ FY11 utilizes MC311 call data which captures a larger intake of calls and complaints

⁷ Service reductions and fare increases in FY11 are assumed for the decrease in ridership

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	88,122,880	733.5
Increase Cost: Motor Pool Rate Adjustment	995,250	0.0
Increase Cost: Maintenance of Trapeze system licenses and system support (\$65,000), Bus Radio maintenance contract (\$89,890)	154,890	0.0
Technical Adj: Reduction of Program Transportation (HHS funded)	0	-1.0
Decrease Cost: Leased Tire Contract	-100,000	0.0
Decrease Cost: Use of Retreads on rear tires	-100,000	0.0
Decrease Cost: Redundant fleet inspections	-942,240	0.0
Decrease Cost: Master Lease payments	-1,225,220	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-949,200	26.1
FY12 CE Recommended	85,956,360	758.6

Commuter Services

The Commuter Services program centralizes commuter services efforts and promotes transportation alternatives to the single occupant vehicle in Silver Spring, Bethesda, Wheaton, North Bethesda, Friendship Heights, and other areas of the County. The program provides efficient and coordinated administrative support for services to employers and employees or residents. It uses

existing organizations, such as Urban Districts, as advisory organizations. The Silver Spring Transportation System Management District, the North Bethesda Transportation Management District (TMD), the Friendship Heights TMD, and the Bethesda TMD were created by County law. In Wheaton, efforts are focused on a transportation policy planning area.

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	3,093,390	12.0
Eliminate: New Employer/Commuter Incentive Pilot Program	-400,000	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	65,400	0.8
FY12 CE Recommended	2,758,790	12.8

Taxi Regulation

The Taxi Regulation program is responsible for issuance, enforcement, renewal, and management of passenger vehicle licenses and taxicab driver IDs. This program administers the taxicab regulation, licensing, and permit activities of chapter 53 of the Montgomery County Code.

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	767,920	6.8
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-49,220	0.2
FY12 CE Recommended	718,700	7.0

Customer Service

The Customer Service program manages the distribution of transit timetables and responses to citizen inquiries. The program conducts marketing and promotional activities to reach potential riders.

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

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	1,341,960	8.2
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-201,990	0.0
FY12 CE Recommended	1,139,970	8.2

Transit Parking Facility Maintenance

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

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	264,990	1.2
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	16,650	0.8
FY12 CE Recommended	281,640	2.0

Transit Operations Planning and Control

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

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	2,195,560	18.1

	Expenditures	WYs
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-169,440	0.0
FY12 CE Recommended	2,026,120	18.1

Passenger Facilities

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

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	1,030,050	3.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-12,000	0.5
FY12 CE Recommended	1,018,050	3.5

Fixed Costs

The Fixed Costs program contains certain cost items that involve long-term funding commitments independent of the annual scope of program costs. Fixed costs included in this category are utility payments and insurance. Casualty insurance for Ride On is provided through the Division of Risk Management. The costs are required or "fixed" based on the existence of the programs, but the actual amount is based on anticipated rates and the proposed size and scope of the related unit or program.

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	2,026,880	0.7
Increase Cost: Risk Management Adjustment	758,850	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	20,700	0.0
FY12 CE Recommended	2,806,430	0.7

Administration

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

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	2,223,570	11.2
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	81,430	1.3
FY12 CE Recommended	2,305,000	12.5

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BUDGET SUMMARY

	Actual FY10	Budget FY11	Estimated FY11	Recommended FY12	% Chg Bud/Rec
MASS TRANSIT					
EXPENDITURES					
Salaries and Wages	45,563,348	42,403,120	44,712,200	43,021,010	1.5%
Employee Benefits	14,821,298	15,495,690	15,371,740	13,683,850	-11.7%
Mass Transit Personnel Costs	60,384,646	57,898,810	60,083,940	56,704,860	-2.1%
Operating Expenses	46,587,923	46,410,650	45,401,310	45,748,560	-1.4%
Capital Outlay	0	0	0	0	—
Mass Transit Expenditures	106,972,569	104,309,460	105,485,250	102,453,420	-1.8%
PERSONNEL					
Full-Time	795	779	779	779	—
Part-Time	4	7	7	7	—
Workyears	829.5	780.1	780.1	808.8	3.7%
REVENUES					
Montgomery College U-Pass	550,000	638,000	638,000	638,000	—
Investment Income	-15,381	140,000	0	0	—
Other	72,485	0	0	0	—
Property Tax	65,986,595	66,227,040	65,362,700	63,651,810	-3.9%
State Aid: Ride On	44,178,084	22,089,040	22,089,040	22,089,040	—
State Aid: Rural Fixed Route	289,112	309,950	309,950	309,950	—
State Aid: Call 'N Ride	422,805	379,110	379,110	379,110	—
State Aid: MARC Shuttle	43,386	37,430	37,430	37,430	—
Bus Shelter Advertising	190,004	230,000	200,000	200,000	-13.0%
Ride On Bus Advertising	267,512	330,000	320,000	320,000	-3.0%
Ride On Fare Revenue	15,636,990	16,010,510	16,010,510	17,809,140	11.2%
Taxicab Licensing	530,958	809,370	809,370	531,000	-34.4%
Metro Police Parking Violations	0	562,500	300,000	300,000	-46.7%
North Bethesda TMD	1,040,406	1,139,990	894,990	894,990	-21.5%
Developer Contributions	166,332	50,000	133,540	133,540	167.1%
Get-In Revenue	37	0	0	0	—
Call 'N Ride & Same Day Access Revenue	427,773	429,970	429,970	590,560	37.3%
TMD Fees	478,643	245,000	413,000	413,000	68.6%
Mass Transit Revenues	130,265,741	109,627,910	108,327,610	108,297,570	-1.2%
GRANT FUND MCG					
EXPENDITURES					
Salaries and Wages	1,236,048	1,222,930	1,222,930	1,271,470	4.0%
Employee Benefits	438,082	479,990	479,990	396,970	-17.3%
Grant Fund MCG Personnel Costs	1,674,130	1,702,920	1,702,920	1,668,440	-2.0%
Operating Expenses	2,422,924	2,626,150	2,629,250	2,975,390	13.3%
Capital Outlay	834,315	0	0	0	—
Grant Fund MCG Expenditures	4,931,369	4,329,070	4,332,170	4,643,830	7.3%
PERSONNEL					
Full-Time	15	15	15	15	—
Part-Time	0	0	0	0	—
Workyears	25.2	22.5	22.5	22.5	—
REVENUES					
Access-To-Jobs	922,948	582,940	582,940	582,950	0.0%
Bus Replacement Grant	139,534	0	0	0	—
COG Grant	158,920	158,990	162,090	162,090	1.9%
Commuter Assistance: Ridesharing	371,990	372,070	372,070	372,070	—
State Medicaid	2,408,705	3,215,070	3,215,070	3,526,720	9.7%
State Transit Grant	230,894	0	0	0	—
COG Special Project	14,999	0	0	0	—
Transit Security Grant	428,333	0	0	0	—
Grant Fund MCG Revenues	4,676,323	4,329,070	4,332,170	4,643,830	7.3%
DEPARTMENT TOTALS					
Total Expenditures	111,903,938	108,638,530	109,817,420	107,097,250	-1.4%
Total Full-Time Positions	810	794	794	794	—
Total Part-Time Positions	4	7	7	7	—
Total Workyears	854.7	802.6	802.6	831.3	3.6%
Total Revenues	134,942,064	113,956,980	112,659,780	112,941,400	-0.9%

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FY12 RECOMMENDED CHANGES

	Expenditures	WYs
MASS TRANSIT		
FY11 ORIGINAL APPROPRIATION	104,309,460	780.1
Changes (with service impacts)		
Reduce: workyears adjustment for charges from parking and grant changes in allocation	0	0.2
Eliminate: New Employer/Commuter Incentive Pilot Program [Commuter Services]	-400,000	0.0
Other Adjustments (with no service impacts)		
Increase Cost: Motor Pool Rate Adjustment [Ride On]	995,250	0.0
Increase Cost: Risk Management Adjustment [Fixed Costs]	758,850	0.0
Increase Cost: Restore Personnel Costs - Furloughs	650,300	29.5
Increase Cost: Maintenance of Trapeze system licenses and system support (\$65,000), Bus Radio maintenance contract (\$89,890) [Ride On]	154,890	0.0
Increase Cost: Additional Call N Ride Book [Medicaid and Senior Programs]	136,490	0.0
Increase Cost: Printing and Mail Adjustment	24,970	0.0
Technical Adj: Reduction of Program Transportation (HHS funded) [Ride On]	0	-1.0
Decrease Cost: Occupational Medical Services Adjustment	-44,290	0.0
Decrease Cost: Leased Tire Contract [Ride On]	-100,000	0.0
Decrease Cost: Use of Retreads on rear tires [Ride On]	-100,000	0.0
Decrease Cost: Retirement Adjustment	-511,810	0.0
Decrease Cost: Redundant fleet inspections [Ride On]	-942,240	0.0
Decrease Cost: Master Lease payments [Ride On]	-1,225,220	0.0
Decrease Cost: Group Insurance Adjustment	-1,253,230	0.0
FY12 RECOMMENDED:	102,453,420	808.8
GRANT FUND MCG		
FY11 ORIGINAL APPROPRIATION	4,329,070	22.5
Other Adjustments (with no service impacts)		
Increase Cost: Increase in grant funded Medicaid transportation services [Medicaid and Senior Programs]	314,760	0.0
FY12 RECOMMENDED:	4,643,830	22.5

PROGRAM SUMMARY

Program Name	FY11 Approved		FY12 Recommended	
	Expenditures	WYs	Expenditures	WYs
Medicaid and Senior Programs	7,571,330	7.9	8,086,190	7.9
Ride On	88,122,880	733.5	85,956,360	758.6
Commuter Services	3,093,390	12.0	2,758,790	12.8
Taxi Regulation	767,920	6.8	718,700	7.0
Customer Service	1,341,960	8.2	1,139,970	8.2
Transit Parking Facility Maintenance	264,990	1.2	281,640	2.0
Transit Operations Planning and Control	2,195,560	18.1	2,026,120	18.1
Passenger Facilities	1,030,050	3.0	1,018,050	3.5
Fixed Costs	2,026,880	0.7	2,806,430	0.7
Administration	2,223,570	11.2	2,305,000	12.5
Total	108,638,530	802.6	107,097,250	831.3

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY11		FY12	
		Total\$	WYs	Total\$	WYs
MASS TRANSIT					
CIP	CIP	0	0.0	264,540	0.0
Health and Human Services	County General Fund	567,690	0.0	494,230	0.0
Total		567,690	0.0	758,770	0.0

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FUTURE FISCAL IMPACTS

Title	CE REC.			(\$000's)		
	FY12	FY13	FY14	FY15	FY16	FY17
This table is intended to present significant future fiscal impacts of the department's programs.						
MASS TRANSIT						
Expenditures						
FY12 Recommended	102,453	102,453	102,453	102,453	102,453	102,453
No inflation or compensation change is included in outyear projections.						
Equipment Maintenance and Operations Center (EMOC)	0	4,551	4,551	4,551	4,551	4,551
These figures represent the impacts on the Operating Budget (maintenance and utilities) of projects included in the FY11-16 Recommended Capital Improvements Program.						
Maryland Transit Administration Management Audit	0	0	50	0	0	0
The Maryland Transit Administration Management Audit is required every four years.						
Master Lease Payments	0	-191	-191	-191	-191	-191
Lease/purchase payments for SmarTrip Fareboxes will end in FY12.						
Montgomery Mall Transit Center	0	45	108	108	108	108
These figures represent the impacts on the Operating Budget (maintenance and utilities) of projects included in the FY11-16 Recommended Capital Improvements Program.						
Motor Pool Rate Adjustment	0	88	88	88	88	88
Subtotal Expenditures	102,453	106,947	107,060	107,010	107,010	107,010

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FY12-17 PUBLIC SERVICES PROGRAM: FISCAL PLAN

Mass Transit Fund

FISCAL PROJECTIONS	FY11 ESTIMATE	FY12 REC	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real Property	0.037	0.037	0.044	0.050	0.049	0.040	0.038
Assessable Base: Real Property (000)	168,334,000	163,704,000	164,292,000	168,470,000	171,930,000	180,963,000	189,585,000
Property Tax Collection Factor: Real Property	99.1%	99.1%	99.1%	99.1%	99.1%	99.1%	99.1%
Property Tax Rate: Personal Property	0.092	0.092	0.110	0.125	0.123	0.100	0.095
Assessable Base: Personal Property (000)	4,057,600	4,042,875	4,062,832	4,130,138	4,222,724	4,292,407	4,367,583
Property Tax Collection Factor: Personal Property	97.5%	97.5%	97.5%	97.5%	97.5%	97.5%	97.5%
Indirect Cost Rate	14.29%	14.29%	14.29%	14.29%	14.29%	14.29%	14.29%
CPI (Fiscal Year)	2.0%	2.4%	2.7%	3.0%	3.2%	3.4%	3.6%
Investment Income Yield	0.14%	0.40%	0.90%	2.00%	2.75%	3.50%	4.00%
BEGINNING FUND BALANCE	0	(1,366,440)	47,190	1,076,470	440,510	748,830	1,315,240
REVENUES							
Taxes	65,362,700	63,651,810	75,995,270	88,510,500	88,531,010	75,918,830	75,439,390
Licenses & Permits	809,370	531,000	545,340	561,700	579,670	599,380	620,960
Charges For Services	19,040,010	20,999,230	21,032,410	21,070,270	21,111,860	21,157,460	21,207,390
Fines & Forfeitures	300,000	300,000	308,100	317,340	327,490	338,620	350,810
Intergovernmental	22,815,530	22,815,530	22,816,540	22,817,690	22,818,960	22,820,390	22,821,870
Subtotal Revenues	108,327,610	108,297,570	120,697,660	133,277,500	133,368,990	120,834,640	120,440,420
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To Debt Service Fund	(3,099,800)	(4,171,520)	(5,329,010)	(5,764,090)	(6,670,300)	(11,282,860)	(14,241,770)
GO Bonds	(7,069,200)	(7,088,970)	(7,283,580)	(7,411,760)	(8,022,870)	(12,496,460)	(15,318,410)
Transfers To The General Fund	(3,266,100)	(3,290,520)	(3,481,930)	(3,609,760)	(4,220,870)	(8,694,660)	(11,517,210)
Indirect Costs	(7,097,710)	(8,103,120)	(8,103,120)	(8,103,120)	(8,103,120)	(8,103,120)	(8,103,120)
Transfers From The General Fund	(7,097,710)	(8,103,120)	(8,103,120)	(8,103,120)	(8,103,120)	(8,103,120)	(8,103,120)
To Mass Transit	531,310	531,310	531,310	531,310	531,310	531,310	531,310
Transfers From Special Fds: Non-Tax + ISF	531,310	531,310	531,310	531,310	531,310	531,310	531,310
From PLD - Wheaton MTA	10,535,800	10,489,260	9,526,380	9,219,480	8,924,380	8,785,410	8,648,450
	130,130	0	0	0	0	0	0
TOTAL RESOURCES	105,227,810	102,759,610	115,415,840	128,589,880	127,139,200	110,300,610	107,513,890
CIP CURRENT REVENUE APPROP.	(1,109,000)	(259,000)	(7,392,000)	(21,089,000)	(19,380,000)	(1,975,000)	0
PSP OPER. BUDGET APPROP/ EXPS.							
Operating Budget	(105,485,250)	(102,453,420)	(102,453,420)	(102,453,420)	(102,453,420)	(102,453,420)	(102,453,420)
Equipment Maintenance and Operations Center	n/a	n/a	(4,551,000)	(4,551,000)	(4,551,000)	(4,551,000)	(4,551,000)
MTA Audit	n/a	n/a	0	(50,000)	0	0	0
Motor Pool Rate Adjustment	n/a	n/a	(88,450)	(88,450)	(88,450)	(88,450)	(88,450)
Master Lease Payments	n/a	n/a	190,500	190,500	190,500	190,500	190,500
Montgomery Mall Transit Center	n/a	n/a	(45,000)	(108,000)	(108,000)	(108,000)	(108,000)
Subtotal PSP Oper Budget Approp / Exp's	(105,485,250)	(102,453,420)	(106,947,370)	(107,060,370)	(107,010,370)	(107,010,370)	(107,010,370)
TOTAL USE OF RESOURCES	(106,594,250)	(102,712,420)	(114,339,370)	(128,149,370)	(126,390,370)	(108,985,370)	(107,010,370)
YEAR END FUND BALANCE	(1,366,440)	47,190	1,076,470	440,510	748,830	1,315,240	503,520
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	-1.3%	0.0%	0.9%	0.3%	0.6%	1.2%	0.5%

Assumptions:

- These projections are based on the Executive's Recommended Budget and include negotiated labor agreements, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include inflation or unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
- The Mass Transit Fund tax rates are adjusted to fund the planned program of public services and maintain a positive fund balance. The County's policy is to maximize tax supported reserves in the General Fund which results in minimizing reserves in the County's tax supported special revenue funds.
- Master Lease payments for SmartTrip Fareboxes end in FY12.

FY11 Route Performance

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	Annual Riders	Annual Rev Miles	Annual Platform Hours	Riders Per Platform Hour FY11
15	Sun	Langley Park-Wayne Ave.-Silver Spring	20	15	15	20	144,134	21,180	2,884	50.0
2	Sat	Lyttonsville-Silver Spring	30	30	30	30	52,912	7,572	1,060	49.9
15	Sat	Langley Park-Wayne Ave.-Silver Spring	12	12	12	20	166,782	24,290	3,445	48.4
2	Sun	Lyttonsville-Silver Spring	30	30	30		41,282	6,897	901	45.8
15	Wkdy	Langley Park-Wayne Ave.-Silver Spring	6	15	7	20	1,001,534	143,325	22,721	44.1
55	Wkdy	GTC-Milestone-MC,G-Lakeforest-Shady Grove-MC,R-Rockville	15	15	15	30	1,965,158	549,494	46,181	42.6
61	Sat	GTC-Lakeforest-Shady Grove	30	30	30	30	125,782	39,538	3,058	41.1
1	Sat	Silver Spring-Leland St.-Friendship Heights	30	30	30	30	68,829	21,431	1,744	39.5
55	Sun	GTC-Milestone-Lakeforest-Shady Grove	30	20	20		174,396	58,761	4,691	37.2
20	Sat	Hillandale-Northwest Park-Silver Spring	15	20	15	30	135,216	31,068	3,699	36.6
59	Wkdy	Montgomery Village-Lakeforest-Shady Grove-Rockville	15	30	15	30	982,175	317,493	27,285	36.0
55	Sat	GTC-Milestone-Lakeforest-Shady Grove-Rockville	15	15	15	30	281,033	97,979	7,855	35.8
61	Wkdy	GTC-Lakeforest-Shady Grove	20	30	20	30	763,343	257,045	21,420	35.6
11	Wkdy	Silver Spring-East/West Hwy-Friendship Heights	8.5		10		221,850	48,774	6,248	35.5
20	Sun	Hillandale-Northwest Park-Silver Spring	30	30	30	30	111,810	29,321	3,181	35.2
48	Wkdy	Wheaton-Bauer Dr.-Rockville	20	25	20	30	605,498	194,596	17,570	34.5
57	Sat	Lakeforest-Washington Grove-Shady Grove	30	20	20	30	91,337	38,315	2,751	33.2
48	Sat	Wheaton-Bauer Dr.-Rockville	20	20	20		104,498	35,687	3,191	32.8
46	Wkdy	Shady Grove-Montgomery College-Rockville Pike-Medical Center	15	15	15	30	1,021,254	323,873	31,238	32.7
59	Sat	Montgomery Village-Lakeforest-Shady Grove-Rockville	30	30	30	30	130,442	49,068	4,028	32.4
1	Sun	Silver Spring - Friendship Heights	30	30	30		55,760	20,019	1,739	32.1
20	Wkdy	Hillandale-Northwest Park-Silver Spring	7	15	10	20	820,484	215,095	26,087	31.5
1	Wkdy	Silver Spring-Leland St.-Friendship Heights	28	20	30	30	420,686	124,731	13,490	31.2
61	Sun	GTC-Lakeforest-Shady Grove	30	30	30	30	98,791	39,860	3,169	31.2
58	Wkdy	Lakeforest-Montgomery Village-East Village-Shady Grove	25	30	25	30	391,765	183,085	12,699	30.9
17	Wkdy	Langley Park-Maple Ave.-Silver Spring	20	25	20	30	367,115	89,079	12,138	30.2
16	Sat	Takoma-Langley Park-Silver Spring	15	15	15	30	177,577	48,169	5,894	30.1
16	Sun	Takoma-Langley Park-Silver Spring	15	15	15	30	164,706	47,174	5,472	30.1
12	Sat	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	30	30	30	30	66,754	18,927	2,221	30.1
60	Wkdy	Montgomery Village-Flower Hill-Shady Grove	30		30		97,431	35,891	3,264	29.9
49	Wkdy	Glenmont-Layhill-Rockville	15	30	15	30	530,294	193,573	17,876	29.7
100	Sat	GTC-Shady Grove	30	30	30	30	41,283	31,200	1,394	29.6
57	Wkdy	Lakeforest-Washington Grove-Shady Grove	20	20	20	30	518,415	209,776	17,519	29.6
54	Wkdy	Lakeforest-Washingtonian Blvd-Rockville	20	30	20	30	537,306	207,555	18,207	29.5
17	Sat	Langley Park-Maple Ave.-Silver Spring	30	30	30	30	52,956	14,400	1,797	29.5

FY11 Route Performance

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 800p	Annual Riders	Annual Rev Miles	Annual Platform Hours	Riders Per Platform Hour FY11
16	Wkdy	Takoma-Langley Park-Silver Spring	10	20	10	20	997,220	256,326	34,170	29.2
12	Wkdy	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	15	30	15	30	436,539	124,662	15,096	28.9
48	Sun	Wheaton-Bauer Dr.-Rockville	30	30	30		66,970	26,099	2,366	28.3
2	Wkdy	Lyttons-ville-Silver Spring	20	30	20	30	235,238	54,080	8,313	28.3
26	Wkdy	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	15	30	15	30	844,560	351,359	30,345	27.8
10	Wkdy	Twinbrook-Glenmont-White Oak-Hillandale	30	30	30	30	571,221	262,902	20,732	27.6
57	Sun	Lakeforest-Washington Grove-Shady Grove	30	20	20		68,937	32,211	2,542	27.1
34	Wkdy	Aspen Hill-Wheaton-Bethesda-Friendship Heights	15	30	15	30	705,606	213,988	26,087	27.0
59	Sun	Montgomery Village-Lakeforest-Shady Grove-Rockville	30	30	30	30	121,244	52,771	4,532	26.8
49	Sat	Glenmont-Layhill-Rockville	30	30	30	30	58,009	28,347	2,173	26.7
58	Sat	Lakeforest-Montgomery Village-East Village-Shady Grove	30	30	30		47,285	28,688	1,786	26.5
100	Wkdy	GTC-Shady Grove	6	15	6	30	575,578	474,262	21,905	26.3
46	Sat	Shady Grove-Montgomery College-Rockville Pike-Medical Center	30	20	20	30	123,048	47,775	4,691	26.2
64	Wkdy	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	30	30	20	30	324,211	182,491	12,368	26.2
9	Wkdy	Wheaton-Four Corners-Silver Spring	20	30	20	30	338,555	134,059	12,954	26.1
26	Sat	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	30	30	30	30	118,398	59,793	4,563	25.9
23	Wkdy	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	25	30	30		226,376	102,701	8,798	25.7
34	Sat	Wheaton-Bethesda-Friendship Heights	30	30	30	30	90,458	30,742	3,540	25.6
47	Wkdy	Rockville-Montgomery Mall-Bethesda	25	30	25	30	437,984	212,400	17,289	25.3
54	Sun	Lakeforest-Washingtonian Boulevard-Rockville	30	30	30		58,596	29,478	2,314	25.3
12	Sun	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	30	30	30	30	55,613	20,265	2,217	25.1
56	Wkdy	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	20	30	25	30	548,484	302,022	22,109	24.8
54	Sat	Lakeforest-Washingtonian Boulevard-Rockville	30	30	30	30	71,320	33,642	2,904	24.6
9	Sun	Wheaton-Four Corners-Silver Spring	30	30	30		31,963	17,816	1,322	24.2
13	Wkdy	Takoma-Manchester Rd.-Three Oaks Dr.-Silver Spring	20		30		78,073	27,257	3,290	23.7
17	Sun	Langley Park-Maple Ave.-Silver Spring	30	30	30	30	39,492	13,395	1,664	23.7
5	Wkdy	Twinbrook-Kensington-Silver Spring	10	30	12	30	533,736	223,342	22,721	23.5
78	Wkdy	Kingsview-Richter Farm-Shady Grove	30		30		94,265	50,235	4,029	23.4
34	Sun	Wheaton-Bethesda-Friendship Heights	30	30	30	30	71,402	33,062	3,089	23.1
9	Sat	Wheaton-Four Corners-Silver Spring	30	30	30	30	34,525	19,644	1,500	23.0
10	Sat	Twinbrook-Glenmont-White Oak-Hillandale	30	30	30	30	88,391	49,014	3,885	22.8
10	Sun	Twinbrook-Glenmont-White Oak-Hillandale	30	30	30		74,304	45,800	3,289	22.6
58	Sun	Lakeforest-Montgomery Village-East Village-Shady Grove	30	30	30		39,397	27,879	1,761	22.4
56	Sat	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	30	30	30		76,241	45,197	3,525	21.6
14	Wkdy	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	30	30	30		209,249	93,251	9,690	21.6
45	Wkdy	Fallsgrove-Rockville Senior Center-Rockville-Twinbrook	20	30	20		301,091	180,155	14,127	21.3

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FY11 Route Performance

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	Annual Riders	Annual Rev Miles	Annual Platform Hours	Riders Per Platform Hour FY11
28	Wkdy	Silver Spring Downtown (VanGo)	7.5	7.5	7.5		205,690	71,726	9,741	21.1
71	Wkdy	Kingsview-Dawson Farm-Shady Grove	30		30		75,331	48,493	3,596	21.0
65	Wkdy	Montgomery Village-Shady Grove	30		30		40,566	18,245	1,964	20.7
41	Wkdy	Aspen Hill-Weller Rd.-Glenmont	30	30	30	30	181,688	70,923	8,823	20.6
74	Wkdy	GTC-Great Seneca Hwy.-Shady Grove	30	30	30		235,726	215,868	11,450	20.6
25	Wkdy	Langley Park-Washington Adventist Hosp-Maple Ave-Takoma	15		15		134,534	37,939	6,554	20.5
97	Wkdy	GTC, Germantown MARC, Waring Station, GTC	15	30	15	30	160,246	81,034	7,829	20.5
93	Wkdy	Twinbrook-HHS-Twinbrook	30		30		21,378	4,317	1,046	20.4
24	Wkdy	Hillandale-Northwest Park-Takoma	25		20		66,109	20,413	3,290	20.1
64	Sun	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	30	30	30		41,368	31,819	2,103	19.7
26	Sun	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	30	30	30	30	100,553	64,306	5,136	19.6
22	Sat	New Hampshire Ave, Colesville Rd, Silver Spring Station	30	30	30		21,739	17,350	1,113	19.5
46	Sun	Shady Grove-Montgomery College-Rockville Pike-Medical Center	30	20	20	30	98,088	60,335	5,045	19.4
64	Sat	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	30	30	30		42,303	30,120	2,189	19.3
5	Sat	Twinbrook-Kensington-Silver Spring	30	30	30	30	56,962	34,693	2,968	19.2
56	Sun	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	30	30	30		63,641	44,412	3,317	19.2
47	Sat	Rockville-Montgomery Mall-Bethesda	30	30	30	30	50,430	36,235	2,692	18.7
97	Sun	GTC, Gunner's Lake, GTC	30	30	30		16,825	9,650	912	18.4
41	Sat	Aspen Hill-Weller Rd.-Glenmont	30	30	30	30	29,269	13,275	1,595	18.3
97	Sat	GTC, Gunner's Lake, GTC	30	30	30	30	18,524	9,587	1,028	18.0
43	Wkdy	Traville TC-Shady Grove-Hospital-Shady Grove	20	30	20	30	191,951	128,732	10,659	18.0
38	Wkdy	Wheaton-White Flint-Montgomery Mall	20	30	20	30	355,661	245,672	20,834	17.1
67	Wkdy	Traville TC-North Potomac-Shady Grove	30		30		36,401	30,835	2,142	17.0
96	Wkdy	Montgomery Mall-Rock Spring-Grosvenor	10	20	10		157,208	97,680	9,359	16.8
5	Sun	Twinbrook-Kensington-Silver Spring	30	30	30	30	50,545	37,117	3,050	16.6
8	Wkdy	Wheaton-Forest Glen-Silver Spring	30	30	30		176,928	114,419	10,761	16.4
51	Wkdy	Norbeck P&R-Hewitt Ave.-Glenmont	25		25		62,921	53,632	3,876	16.2
29	Wkdy	Bethesda-Glen Echo-Friendship Heights	30	30	30	30	196,796	136,030	12,342	15.9
76	Wkdy	Poolesville-Kentlands-Shady Grove	15	30	15		178,925	198,556	11,246	15.9
L8	Sat	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	30	30	30	30	47,700	35,951	3,069	15.5
100	Sun	GTC-Shady Grove	30	30	30	30	28,505	32,489	1,841	15.5
47	Sun	Rockville-Montgomery Mall-Bethesda	30	30	30		38,936	34,186	2,537	15.4
38	Sat	Wheaton-White Flint-Montgomery Mall	30	30	30	30	48,535	38,236	3,201	15.2
49	Sun	Glenmont-Lay hill-Rockville	30	30	30		41,643	26,549	2,816	14.8
66	Wkdy	Shady Grove-Piccard Drive-Shady Grove Hospital-Traville TC	30		30		26,648	17,768	1,836	14.5

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FY11 Route Performance

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	Annual Riders	Annual Rev Miles	Annual Platform Hours	Riders Per Platform Hour FY11
63	Wkdy	Shady Grove-Gaither Road-Piccard Dr.-Rockville	30	30	30		124,079	76,694	8,568	14.5
39	Wkdy	Briggs Chaney-Glenmont	30		30		59,033	49,411	4,131	14.3
41	Sun	Aspen Hill-Weller Rd.-Glenmont	30	30	30		13,538	8,240	952	14.2
44	Wkdy	Twinbrook-Hungerford-Rockville	30		30		39,993	28,598	2,856	14.0
38	Sun	Wheaton-White Flint-Montgomery Mall	30	30	30		41,719	36,636	2,987	14.0
29	Sun	Glen Echo-Friendship Heights	35	35	35		12,412	16,764	895	13.9
70	Wkdy	Milestone-Medical Center-Bethesda Express	12		12		175,100	282,831	12,750	13.7
32	Wkdy	Naval Ship R&D-Cabin John-Bethesda	30		30		59,160	55,218	4,310	13.7
33	Wkdy	Glenmont-Kensington-Medical Center	25		25		86,658	58,064	6,401	13.5
90	Wkdy	Damascus-Woodfield Rd- Airpark Shady Grove	20	30	20		204,361	292,559	15,096	13.5
30	Wkdy	Medical Center-Pooks Hill-Bethesda	30	30	30		166,685	105,343	12,419	13.4
22	Wkdy	Hillandale-White Oak-FDA-Silver Spring	20		20		108,503	77,107	8,262	13.1
81	Wkdy	Rockville-Tower Oaks-White Flint	30		30		54,910	47,249	4,182	13.1
7	Wkdy	Forest Glen-Wheaton	30		30		17,106	6,559	1,326	12.9
23	Sat	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	30	30	30		18,872	18,854	1,479	12.8
18	Wkdy	Langley Park-Takoma-Silver Spring	30	30	30	30	158,461	88,893	12,470	12.7
4	Wkdy	Kensington-Walter Reed-Silver Spring	30	30	30		63,474	46,563	5,024	12.6
43	Sat	Traville TC-Shady Grove-Hospital-Shady Grove	30	30	30		16,805	16,723	1,330	12.6
19	Wkdy	Northwood-Four Corners-Silver Spring	30		30		38,293	22,874	3,060	12.5
14	Sat	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	30	30	30		14,169	12,872	1,161	12.2
83	Wkdy	Germantown MARC-GTC-Waters Landing-Milestone	20	30	20	30	154,339	167,153	13,056	11.8
L8	Sun	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	30	30	30		32,808	33,574	2,816	11.7
83	Sat	GTC-Waters Landing-Milestone	30	30	30	30	21,774	23,384	1,919	11.3
37	Wkdy	Potomac-Tuckerman La.-Grosvenor-Wheaton	30		30		58,098	62,786	5,177	11.2
75	Wkdy	Clarksburg-Correctional Facility-Milestone-GTC	30	30	30		97,261	132,411	8,874	11.0
8	Sat	Wheaton-Forest Glen-Silver Spring	30	30	30		22,870	18,728	2,088	11.0
36	Wkdy	Potomac-Bradley Blvd.-Bethesda	30	30	30		94,945	108,278	8,772	10.8
18	Sat	Langley Park-Takoma-Silver Spring	30	30	30	30	21,465	12,911	2,099	10.2
31	Wkdy	Glenmont-Kemp Mill Rd.-Wheaton	30		30		31,960	28,899	3,137	10.2
6	Wkdy	Grosvenor-Parkside-Montgomery Mall Loop	30	30	30		72,378	71,507	7,115	10.2
T2	Sat	Friendship Hts, River Rd, Falls Rd, Rockville W.	30	30	30		29,680	39,699	2,957	10.0
98	Wkdy	GTC, Wisteria Dr, GTC	30	30	30	30	57,800	71,910	5,814	9.9
45	Sat	Fallsgrove-Rockville-Twinbrook	30	30	30		23,059	28,053	2,364	9.8

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FY11 Route Performance

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	Annual Riders	Annual Rev Miles	Annual Platform Hours	Riders Per Platform Hour FY11
52	Wkdy	MGH-Olney-Rockville	35		35		37,060	46,124	3,800	9.8
79	Wkdy	Clarksburg-Skylark-Scenery-Shady Grove	30		30		60,095	64,607	6,222	9.7
21	Wkdy	Briggs Chaney-Tamarack-Dumont Oaks-Silver Spring	30		30		52,084	48,274	5,610	9.3
29	Sat	Bethesda-Glen Echo-Friendship Heights	30	30	30		10,203	19,944	1,102	9.3
18	Sun	Langley Park-Takoma	30	30	30		14,359	8,428	1,556	9.2
53	Wkdy	Shady Grove-MGH-Olney-Glenmont	30		30		71,506	133,271	7,778	9.2
T2	Sun	Friendship Hts, River Rd, Falls Rd, Rockville W.	30	30	30		25,921	42,695	2,953	8.8
98	Sat	GTC, Wisteria Dr, GTC	30	30	30	30	7,645	11,880	975	7.8
83	Sun	GTC-Waters Landing-Milestone	30	30	30		15,210	23,527	2,012	7.6
3	Wkdy	Takoma-Dale Dr.-Silver Spring	35		36		5,334	8,379	816	6.5

27,115,610		1,086,413	25.0
27,115,610		1,028,493	26.4

Garage- S Silver Spring, G-Gaithersburg, N-Nicholson Ct

Adjustment for meal breaks

Avg Daily Ridership Mar 10-Feb 11-Platform Hours are January 2011

Trapeze data used for first time Sept 2010 (certain meal breaks accounted for within route statistics-previously accounted for in Pay time-only)

Actual Platform Hours-adjusting for Meal breaks are 1,028,493-meal break reductions can not accurately be accounted for at the level due to interlining

Annualized Pay Hours-1,150,349

Route Changes Wkdy Sept 2010-7, 22, 32, 33, 43 & 66

Scheduling Changes Wkdy Sept 2010-7, 15, 17, 22, 23, 24, 29, 30, 31, 32, 33, 34, 39, 41, 43, 45, 46, 47, 48, 49, 51, 56, 57, 60, 61, 66, 70, 83, 93, 97 & 100

Scheduling Changes Sat Sept 2010-1, 15, 17, 34, 46 & T2

Scheduling Changes Sun Sept 2010-15, 34 & T2

Program Transportation hours removed

57

CALL-N-RIDE PROGRAM													
ITEM	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	TOTAL
New Participants	60	61	52	56	55	46	40	38	70	66	52	42	638
Total Certified	4,338	4,379	4352	4,344	4,388	4,415	4,402	4,420	4,455	4,478	4,387	4,397	52,755
1st Book (\$0-14,000 range)	2,789	2,610	2704	2,718	2,653	2,874	2,815	2,590	3,068	2,676	2,813	2,744	33,054
1st Book (\$14-17,000 range)	145	128	135	130	128	136	138	117	145	126	131	141	1,600
1st Book (\$17-20,000 range)	65	58	52	63	55	69	68	57	72	57	66	64	746
1st Book (\$20-25,000 range)	34	32	30	25	29	34	36	28	43	40	37	41	409
TOTAL 1ST Books Sold	3033	2828	2921	2936	2865	3113	3057	2792	3328	2899	3047	2990	35,809
Per cent of clients purchasing 1st book	70%	65%	67%	68%	65%	71%	69%	63%	75%	65%	69%	68%	68%
2nd Book (\$0-14,000 range)	2,701	2,519	2610	2,628	2,568	2,774	2,633	2,408	2844	80	2523	105	26,393
2nd Book (\$14-17,000 range)	127	108	125	117	111	120	116	109	127	3	110	7	1,180
2nd Book (\$17-20,000 range)	51	46	42	53	39	55	50	47	57	1	51	2	494
2nd Book (\$20-25,000 range)	23	18	21	17	23	27	25	22	28	1	19	2	226
TOTAL 2nd Books Sold	2,902	2,691	2,798	2,815	2,741	2,976	2,824	2,586	3,056	85	2,703	116	28,293
Per cent of clients purchasing 2nd book	96%	95%	96%	96%	96%	96%	92%	93%	92%	3%	89%	4%	79%
1ST & 2ND Books Sold	5935	5519	5719	5751	5606	6089	5881	5378	6384	2984	5750	3106	64,102

56

Resolution No.: 15-1432
Introduced: October 18, 2005
Adopted: May 2, 2006

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Executive and County Council

SUBJECT: Establishment of a Transportation Management District in Greater Shady Grove with the Authority Given to Charge a Transportation Management Fee on New or Existing Development

Background

1. Montgomery County Code, 2004 as amended, sections 42A - 10 through 30 provides for transportation management in Metro Station Areas and authorizes the County to create Transportation Management Districts (TMDs). These provisions allow flexibility in terms of establishing boundaries to include Metro station planning areas, appointing advisory committees, reporting annual performance of TMDs, and financing of TMD activities.
2. Section 42A-22 of the Montgomery County Code provides that new development is important to stimulate the local economy and that focusing new development in highly transit serviceable areas is a County land use and economic development objective. Transportation demand management will help provide sufficient transportation capacity, reduce the demand for roads, promote traffic safety and pedestrian access, and help reduce vehicular emissions, energy consumption, and noise levels. Transportation demand management will also equitably allocate responsibility for reducing single-occupancy vehicle trips among government, employers, property owners, and the public.
3. In 1996, Council directed the creation of a TMD in the Shady Grove vicinity as part of its Shady Grove Sectional Map Amendment process. Planning Commission staff recommended TMD boundaries follow those of the Shady Grove Study Area Master Plan of 1990 and include new development in Rockville and Gaithersburg. These boundaries included the Shady Grove Metro Station Policy Area and the R & D Village Policy Area and major areas of commercial development. Planning Commission staff also recommended an initial program of services including carpool/vanpool matching, a transportation demand management educational outreach program with employers and building owners, and monitoring. This resolution implements the Council's directive.

4. The Department of Public Works and Transportation (DPWT) conducted extensive background work for establishment of the Greater Shady Grove TMD. Public forums and briefings were held with the business community, civic representatives, and members of the general community to explain TMD purposes and operations and to apprise them of the progress in implementing the TMD for Shady Grove. Elected officials and appropriate staff from the County, and the cities of Gaithersburg and Rockville were also briefed on several occasions. Negotiations were conducted over an extended period of time with representatives of both municipalities regarding participation in the proposed TMD, including operational and funding mechanisms.
5. The Department of Public Works and Transportation (DPWT) may use a Transportation Management Organization (TMO) to assist it in providing services to implement transportation demand management. In addition to use of the fees authorized in this resolution, the Department may provide additional revenues from other sources to fund these services. The level of transportation management demand services in the Greater Shady Grove TMD will be provided in accordance with the amount of funds available to pay for the services. It is expected that as development, and corresponding revenues, in the TMD increase, the level of services provided will also increase.
6. While the cities of Gaithersburg and Rockville are included within the boundaries of the Greater Shady Grove TMD, their participation in the TMD is intended to be reflected in agreements with each municipality. TMD services will only be provided within the municipalities to the extent that they have entered into agreements with the County and paid their proportionate share of the costs of such services.
7. Montgomery County Code 2004, as amended, Section 42A-24 enables the Council to authorize use of traffic mitigation plans in a TMD. This resolution authorizes the Director of DPWT to require the submission of traffic mitigation plans.
8. DPWT and the Planning Board may jointly impose reasonable transportation demand management measures as conditions on the Board's approval of development in the Greater Shady Grove TMD. These measures can include the requirement of traffic mitigation agreements in accordance with Chapter 42A of the County Code.
9. The TMO must annually monitor transportation demand management in the Greater Shady Grove TMD. A biennial report must be submitted by the TMO to the Director of DPWT by December 1 of each even-numbered year. The Director of DPWT must transmit the report to the Executive, the Greater Shady Grove Transportation Management Advisory Committee, and the Planning Board pursuant to Sector 42A-27 of the County Code, 2004, as amended. The Director of DPWT may recommend to the Executive corrective action if any peak period (the three hours of highest transportation use in the morning and evening) commuting goals set forth in the Annual Growth Policy are not met within a reasonable period of time after the establishment of the TMD.

Action

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

1. Under Chapter 42A-23 of the Montgomery County Code, 2004 as amended, the Greater Shady Grove Transportation Management District (TMD) is established. Its boundaries include the Shady Grove Metro Station Policy Area as well as the R&D Village Policy area and portions of the cities of Rockville and Gaithersburg. Boundary lines are defined on Attachment A of this resolution.
2. Pursuant to Section 42A-29(a)(1) and (2) of the Code, the Department of Public Works and Transportation (DPWT) is hereby authorized to charge a Transportation Management Fee in the Greater Shady Grove TMD to:

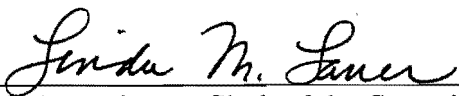
all applicants who file an application for subdivision or optional method development approval in the Greater Shady Grove TMD under the Alternative Review Procedures in the Annual Growth Policy, and each successor in interest; and

all applicants for subdivision or optional method development approved after the Sectional Map Amendment of June 11, 1996, and each successor in interest; and

owners of existing commercial and multi-unit residential development.

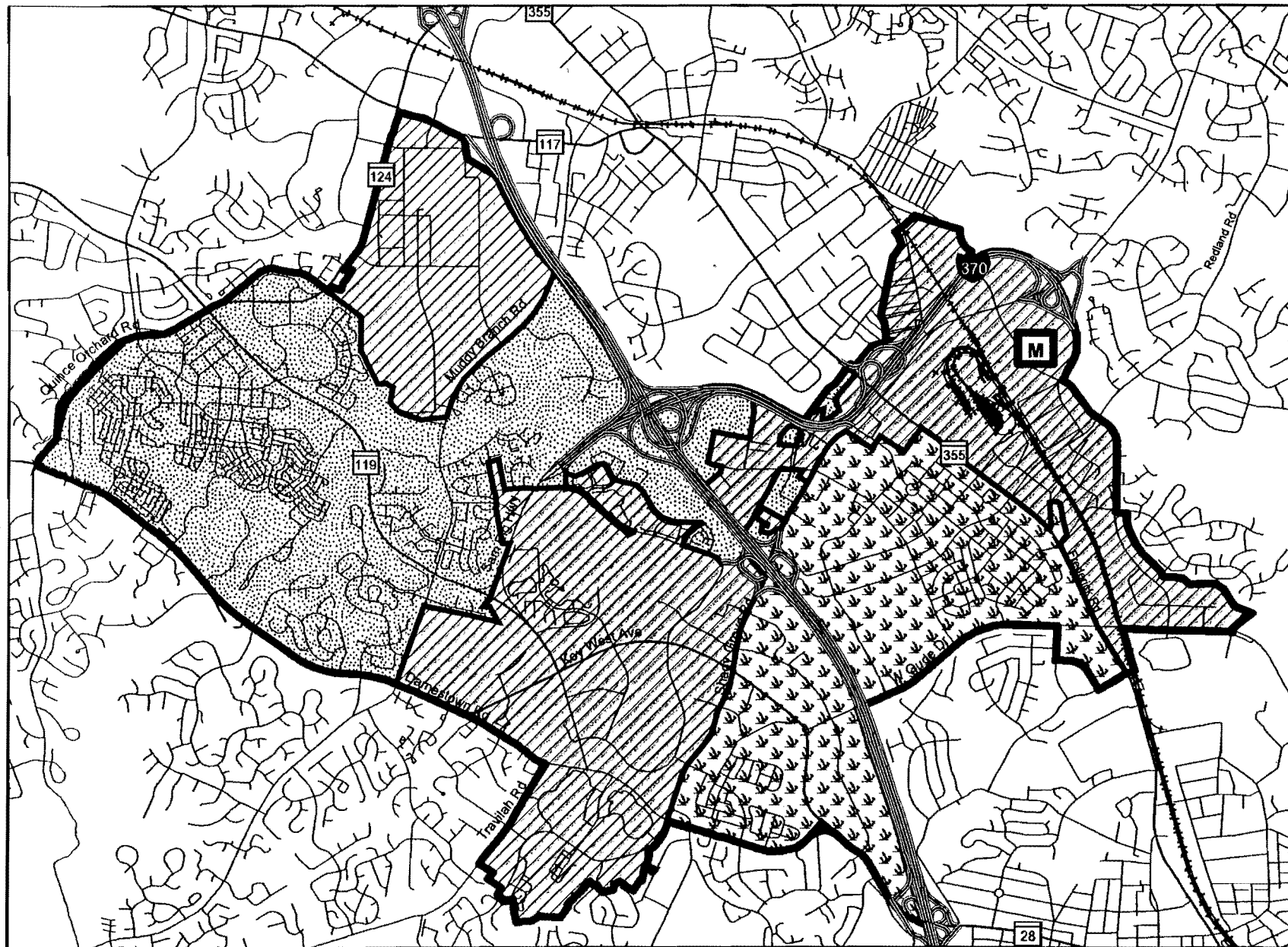
3. The Director of DPWT may require traffic mitigation plans in the Greater Shady Grove TMD in accordance with Section 42A-24 of the County Code.
4. Under authority of Section 42A-23(e) of the County Code, a Greater Shady Grove Transportation Management District Advisory Committee will be appointed by the Executive and confirmed by the Council, according to a structure to be designated by Executive Regulation.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council

Greater Shady Grove Transportation Management District (TMD)



The Greater Shady Grove TMD includes properties within Montgomery County as well as the cities of Rockville and Gaithersburg. TMD services will be provided within the Cities of Rockville and Gaithersburg to the extent that each municipality enters into financial agreements with Montgomery County. Commercial and residential developments will be subject to the laws of each municipality with regard to TMD participation.

Montgomery County
Department of Public Works & Transportation
Office of Project Development
February 28, 2006

0 1,500 3,000 4,500 6,000



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

March 24, 2011

Arthur Holmes, Director
Montgomery County Department of Transportation
101 Monroe Street, 10th floor
Rockville, MD 20850

Dear Director Holmes:

I am writing to you regarding "Youth Cruiser" passes for children under age 18.

As you know, the "Kids Ride Free" program, which allowed Montgomery County students to ride free on weekdays between 2-7 p.m. on either Metrobus or Ride On, was suspended in the FY11 budget. However, monthly Youth Cruiser passes can be purchased by anyone under age 18 for \$11 a month, or \$18 for the summer. While this pass is reasonably priced and helps address students' transportation needs, it is valid only on Ride On buses. Moreover, Youth Cruiser passes are available only by mail. To order a pass, students must print out an online form, fill it out, and mail it in with a check.

Many neighborhoods in my district and across the County are serviced either exclusively or primarily by Metrobus. Because the Youth Cruiser pass works only for Ride On, students who rely on Metrobus do not benefit from the reduced price pass and must pay full fare with a SmarTrip card.

In order to provide reasonably-priced transit access to all students in Montgomery County, I believe that we should expand the Youth Cruiser program to Metrobus routes within Montgomery County. As a first step, I would like an estimate on the reimbursement cost to WMATA for implementing this change for FY12, and I would appreciate receiving it by April 15. In addition, I urge you to work with Montgomery County Public Schools to make Youth Cruiser passes more widely available to students. Increasing the ease of purchase will encourage more students to use transit to get to school and other activities.

Thank you for your assistance with this matter, and I look forward to your response.

Sincerely,

Nancy Navarro
Montgomery County Councilmember

cc: Montgomery County Council

(63)



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

April 25, 2011

The Honorable Nancy Navarro, Councilmember
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Dear Councilmember Navarro:

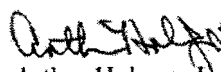
Thank you for your letter of March 24, 2011, in which you requested the cost of providing students in Montgomery County with the ability to use the Ride On Monthly Cruiser Passes on the Washington Metropolitan Area Transit Authority (WMATA)'s buses operating in Montgomery County. You also requested that the Division of Transit Services (DTS) conduct outreach to Montgomery County Public Schools (MCPS) to enable the schools to serve as possible locations where students may purchase the Ride On Cruiser Pass.

The cost of providing Montgomery County students the use of a monthly pass for unlimited rides on Metrobus will be \$650,000, at a minimum, and potentially more for each year. DTS is currently working with WMATA to move our Cruiser and Ride On Monthly Passes onto the SmarTrip technology. There will be additional costs if WMATA agrees to accept the Youth Cruiser pass and potentially with additional staff for sales (although these costs are not in this estimate). There is no way to load a pass on SmarTrip at the bus farebox. Sales have to be performed through a SmarTrip point of sale device at most Giant Food Stores in Montgomery County, some CVS Pharmacy Stores, TRIPs' Stores in Silver Spring and Friendship Heights and Ride On's Headquarters in Rockville.

Currently, students may purchase the Ride On Youth Cruiser Pass online, by mail, or at transit stores located in Silver Spring, Friendship Heights and at Ride On's Headquarters in Rockville. DTS contacted MCPS's Office of School Performance with information on the Cruiser Pass and a request to sell the passes at their school sites in May 2010. DTS contacted all MCPS high schools and middle schools in June and a second time in July, 2010. Our program manager spoke with school principals and business managers to encourage them to become sales outlets for the Youth Cruiser Passes. The following MCPS schools have agreed to sell Ride On Youth Cruiser Passes to their students: Gaithersburg High School, Northwood High School and Parkland Middle School. Also, 36 private and independent schools, six Catholic high schools and 25 middle Catholic schools received information on the Youth Cruiser Pass sales opportunity, but none elected to offer the service of selling passes to their students.

Thank you for your interest in exploring options for students to utilize transit throughout the County.

Sincerely,


Arthur Holmes, Jr.
Director

(64)

AH:de

Office of the Director

FY12-17 PUBLIC SERVICES PROGRAM: FISCAL PLAN				BRADLEY NOISE ABATEMENT			
FISCAL PROJECTIONS	FY11 ESTIMATE	FY12 REC	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real Property	0.080	0.080	0.000	0.000	0.000	0.000	0.000
Assessable Base: Real Property (000)	40,700	39,600	39,700	40,700	41,500	43,700	45,800
Property Tax Collection Factor: Real Property	99.1%	99.1%	99.1%	99.1%	99.1%	99.1%	99.1%
Property Tax Rate: Personal Property	0.200	0.200	0.000	0.000	0.000	0.000	0.000
Assessable Base: Personal Property (000)	-	-	-	-	-	-	-
Property Tax Collection Factor: Personal Property	97.5%	97.5%	97.5%	97.5%	97.5%	97.5%	97.5%
Indirect Cost Rate	14.29%	14.29%	14.29%	14.29%	14.29%	14.29%	14.29%
CPI (Fiscal Year)	2.0%	2.4%	2.7%	3.0%	3.2%	3.4%	3.6%
Investment Income Yield	0.14%	0.40%	0.90%	2.00%	2.75%	3.50%	4.00%
BEGINNING FUND BALANCE	12,470	18,560	25,080	1,530	1,530	1,530	1,530
REVENUES							
Taxes	32,270	31,390	0	0	0	0	0
Subtotal Revenues	32,270	31,390	0	0	0	0	0
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To Debt Service Fund	(26,180)	(24,870)	(23,550)	0	0	0	0
GO Bonds	(26,180)	(24,870)	(23,550)	0	0	0	0
TOTAL RESOURCES	18,560	25,080	1,530	1,530	1,530	1,530	1,530
YEAR END FUND BALANCE	18,560	25,080	1,530	1,530	1,530	1,530	1,530
END-OF-YEAR RESERVES AS A							
PERCENT OF RESOURCES	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Assumptions: 1. The Tax rate is adjusted annually to ensure adequate revenues are collected to cover the debt service obligation. 2. These projections are based on the Executive's Recommended budget and include the revenue and resource assumptions of that budget. The projected future expenditures, revenue, and fund balances may vary based on changes to tax rates.							

purpose in FY08. In May 2008, the County Council passed resolution No. 16-555 which confirmed an eight-year phase-in approach to the ARC. Consistent with this approach and based on the County's economic situation, the County contributed \$14 million to the Trust in FY08, \$19.7 million in FY09, \$3.3 million in FY10, and \$7.3 million in FY11. Due to fiscal constraints, the County did not budget a contribution for the General Fund in FY10 and FY11. For FY12, the County is resuming contributions from the General Fund to the Retiree Health Benefits Trust in the amount of \$26 million.

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	0	0.0
Increase Cost: Retiree Health Insurance Pre-Funding	26,075,000	0.0
FY12 CE Recommended	26,075,000	0.0

Risk Management (General Fund Portion)

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

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	16,861,890	0.0
Increase Cost: Risk Management Adjustment	365,100	0.0
Reduce: Risk Management – Abolish Occupational Health and Safety Program Specialist Position	-99,700	0.0
FY12 CE Recommended	17,127,290	0.0

Notes: Provides for higher required contribution levels. Many factors are used to calculate annual contribution levels, such as: payroll numbers and actual claims experience to derive worker's compensation insurance costs; operating budget and description of operations to derive general liability insurance costs; the number and type of vehicles to derive auto liability and auto physical damage costs; and property value to derive real property insurance costs.

Rockville Parking District

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

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

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	381,390	0.0
Increase Cost: Employee Parking	920	0.0
Decrease Cost: Payment in Lieu of Taxes	-8,670	0.0
FY12 CE Recommended	373,640	0.0

Snow Removal and Storm Cleanup

This NDA funds the snow removal and storm clean up costs for the Department of Transportation and General Services above the budgeted amounts in these departments for this purpose. This program includes the removal of storm debris and snow from County roadways and facilities. This includes plowing, applying salt and sand; equipment preparation and cleanup from snow storms; and wind and rain storm cleanup.

FY12 Recommended Changes	Expenditures	WYs
FY11 Approved	0	0.0
Add: Snow and Storm Cleanup	10,000,000	0.0
FY12 CE Recommended	10,000,000	0.0

State Positions Supplement

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

DETAIL ON RECOMMENDED FY12 CE AMENDMENTS

Tax Supported

RESOURCE AMENDMENTS

DOT-Transit Services

SHADY GROVE TRANSPORTATION MANAGEMENT DISTRICT

100,000

The County anticipates collection of \$100,000 in Shady Grove Transportation Management District fee revenues in FY12. To implement the TMD the fee revenues will be used for various activities including professional services, web design and updates, etc. (\$90,000) and printing, promotional items, and event expenses (\$10,000).

Public Libraries

INCREASE STATE AID FROM FORMULAS - IN GOVERNOR & HOUSE BUDGETS

114,200

The County anticipates receiving an additional \$114,200 as a result of final actions in the General Assembly.

Transportation

INCREASED STATE PAYMENT FOR SIGNAL MAINTENANCE

308,500

The State Highway Administration has agreed to increase the payment to Montgomery County for maintaining state traffic signals within the County. The payment will increase from \$1,100 per signal to \$1,500 per signal effective April 1, 2011. This will result in increased revenues in FY11 of \$61,700 and in FY12 of \$246,800. The Executive recommends using the additional resources as follows:

- Loop Detector Maintenance: \$152,300
- Traffic Signal Relamping: \$76,000
- Traffic Signal Materials: \$80,200

INCREASED HIGHWAY USER REVENUE

665,000

The General Assembly approved an additional allocation of Highway User Revenue to counties and municipalities resulting in an estimated increase of \$665,000 in FY12.

The County Executive recommends using these additional resources for the Residential Resurfacing program. Because of the impact of adverse weather conditions and funding reductions in recent years, the condition of local roads have deteriorated and would benefit from increased funding.

Montgomery County Public Schools

ADDITIONAL STATE AID

6,559,000

Due to final actions in the General Assembly, MCPS will receive additional Foundation Aid to restore the per pupil amount to \$6,694 from \$6,599.

Total Tax Supported Resources

7,746,700

EXPENDITURE AMENDMENTS

Community Engagement

ADD: AMERICORPS STAFFERS TO SUPPORT TWO STRATEGIC PRIORITIES

80,000

The Executive recommends adding funds for 8 Americorps staffers who would: (1) promote volunteerism and community service; and (2) promote the immigrant integration work of the Gilchrist Center.

DOT-Transit Services

ADD: SHADY GROVE TRANSPORTATION MANAGEMENT DISTRICT

100,000



Washington Metropolitan Area Transit Authority

Metro Update

Montgomery County Council
Transportation, Infrastructure, Energy &
Environment Committee

April 28, 2011

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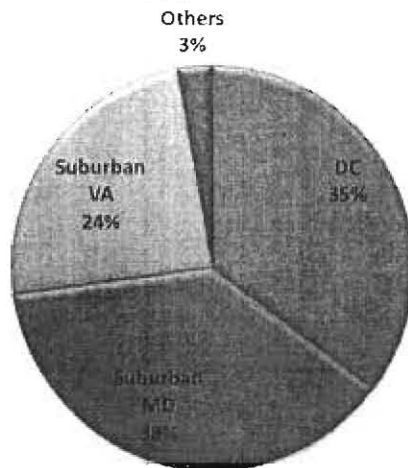


Metro's Regional Role

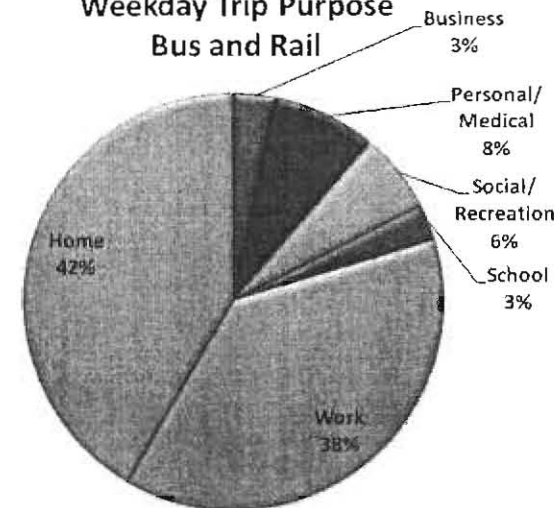
Metro's transit system provides critical mobility to the region's residents and businesses, carrying a projected 343 million trips in FY2011, including:

- Metrorail: 217 million trips
- Metrobus: 124 million trips
- MetroAccess: 2 million trips

69
Jurisdiction of Residence
Bus and Rail



Weekday Trip Purpose
Bus and Rail





FY2012 Initiatives & Going Forward

- Implement the largest capital program since the construction of the Metrorail system
- Continue FY2011 safety investments, including the NTSB recommendations
- Advance the replacement of the 1000 series rail cars
- Promote the use of public transit
- Rehabilitate rail and bus infrastructure to improve safety and reliability
- No Fare Increase for service in Montgomery County



Ongoing Initiatives – Red Line

- The oldest of Metro's rail lines, the Red Line was the first line targeted for Metro's line segment rehabilitation program
- Completed track work repairs between Grosvenor-Strathmore and Medical Center in May 2010
- Welding repairs of Grosvenor aerial structure completed in October 2010
- Rehabilitation of Rockville and Shady Grove platforms should be complete in coming months, with projects ongoing at Twinbrook and White Flint
- Numerous additional projects from Dupont Circle to Silver Spring will improve rider experience
- Future contract will focus on Silver Spring to Glenmont



Proposed FY2012 Budget Structural Cost Changes

Metro's Proposed FY2012 Operating Budget includes \$74.2 million in operating cost reductions:

- Rail - Greenbelt Annex & Brentwood overhaul shops - capitalization - \$9M (costs reclassified to capital budget)
- Bus - Bladensburg & Carmen Turner overhaul shops - capitalization - \$21.5M (costs reclassified to capital budget)
- Health Verification Audit - \$3.3M
- MTPD better resource deployment - \$1.5M
- Fuel and Propulsion Savings - \$6.8M
- Reduction in parking contract - \$1.6M
- Reduction in support services - \$3.4M
- Bus & Rail cost changes - \$1.9M
- Fringe benefit rate adjustment - \$6.3M
- MTPD grant funded positions - \$1.9M
- Track, Systems, Vehicle capital projects - \$5M (costs reclassified to capital budget)
- Overhead allocation and Other - \$7.7M
- Casualty and Liability - \$3.3M
- Planning functions to capital - \$1.1M (costs reclassified to capital budget)



Public Hearings on FY2012 Budget

Wednesday, May 18 - Silver Spring Civic Center

5:30 PM Open House

6:00 PM Town Hall/Q&A

6:45 PM Public Hearing

13 Public Hearing Docket includes Metrobus route changes primarily in the District of Columbia and changes to weekend Metrorail service.

Saturday Metrorail headways could increase from 12 to 18 minutes and Sunday headways from 15 to 20 minutes.

After 9:30 PM, Saturday and Sunday rail headways could widen to 25 minutes.



Budget Adoption Calendar

- January 13 – Proposed budget presented to Board Finance & Administration Committee
- February through May – Finance & Administration Committee review
- May 16-19 – Public Hearings
- June 2011 – Board adoption of the FY2012 Operating and Capital Budgets
- July 1, 2011 – FY2012 begins