

T&E COMMITTEE #1
April 19, 2012

MEMORANDUM

April 17, 2012

TO: Transportation, Infrastructure, Energy & Environment Committee

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

SUBJECT: FY13-18 CIP—Parking Lot District and other selected projects
FY13 Operating Budget: General Fund (transportation),
Vacuum Leaf Collection Fund, Homeowners Association Road
Reimbursement NDA, and Snow Removal and Storm Cleanup NDA

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
Keith Compton, Chief, Division of Highway Services, DOT
Bruce Johnston, Chief, Division of Transportation Engineering, DOT
Emil Wolanin, Chief, Division of Traffic Engineering and Operations, DOT
Bill Selby, Chief, Management Services, DOT
Adam Damin, Budget Analyst, OMB

I. FY13-18 CIP—Parking Lot District and other selected projects

1. 'Consent' Parking Lot District projects.

Consent Parking Lot District projects	Funding Change	Timing Change
Facility Planning Parking: Bethesda PLD (©1)	None	N/A
Facility Planning Parking: Silver Spring PLD (©2)	None	N/A
Facility Planning Parking: Wheaton PLD (©3)	None	N/A
Parking Bethesda Facility Renovations (©4)	None	N/A
Parking Silver Spring Facility Renovations (©5)	None	N/A
Parking Wheaton Facility Renovations (©6)	None	N/A

Council staff recommendation: Concur with the Executive.

2. **Bethesda Lot 31 Parking Garage** (©7-9). This project will pay for the construction of a new public garage beneath a private development consisting of 250 dwelling units and 40,000 sf of retail space to be built atop Lots 31 and 31A in the Bethesda CBD.

The Approved CIP calls for a 5-level, 1,100-space garage at a cost of \$88,819,000. However, based on a more recent parking demand study and the Parking Policies Study conducted jointly with M-NCPPC, the Executive now proposes reducing the size of the garage to 4 levels and 940 spaces. The pre-bid cost estimate included in the Recommended CIP was \$62,915,000 (©7), but now the bids have come in and the Executive has transmitted a revised recommendation that reduces the cost further, to \$60,507,000, which is \$28,312,000 (31.9%) less than the cost in the Approved CIP (©8-9).

The Executive is recommending approval of a resolution that would authorize the sale of bonds for this garage (approximately \$28 million for the project, debt service reserve, and other costs of issuance) and “refunding” bonds to refund the County’s outstanding Bethesda PLD Series 2002A bonds (approximately \$18 million) with an anticipated competitive sale and settlement in May, 2012 (©10-17). The County and developer plan to break ground on the garage in mid April. The Executive is recommending an expedited approval of the resolution, for the following reasons:

- Refunding the series 2002A bonds will result in significant future debt service savings estimated on a net present value basis as approximately \$2 million dollars over the next nine years; and
- To provide financing for the garage as soon as feasible given the project implementation plan.

Given the current favorable interest rate environment delaying the bond issue will make the County more vulnerable to interest rate risk which could increase debt service costs. Specifically, primarily due to the unique redemption features of the bond series to be refunded, a delay until even mid-June is estimated to reduce savings by approximately \$300,000. Furthermore, if bond proceeds are not available to fund the project on a timely basis, County cash or short-term commercial paper costs will be required. **Council staff recommendation: Concur with the Executive on both the project (©8-9) and the bond authorization resolution (©12-17).**

3. **Silver Spring Lot 3 Parking Garage** (©18). A private development partner will be building a 152-space garage on this lot west of Fenton Street. The County’s exposure is the cost of reviewing the plans and supervising construction: \$240,000. The garage has been delayed due to litigation, which has been resolved. The garage is now scheduled to be completed in the spring of 2016. **Council staff recommendation: Concur with the Executive.**

4. **White Flint District East: Transportation** (©19-21) **and** **White Flint District West: Transportation** (©22-24). These projects fund, respectively, the east-side and west-side “work-arounds” in White Flint, prior to the reconstruction of Rockville Pike. The projects are funded entirely with White Flint Special Taxing District revenue.

Each project is funded exactly with the same scope and schedule as in the Approved CIP. During the winter DOT noted that the Executive might wish to revise his recommendations based on new information, which is why the review of these projects was postponed until now. However, more

recently Executive staff has indicated that no changes are being proposed this year. **Council staff recommendation: Concur with the Executive.**

5. Snouffer School Road North (Webb Tract). The Executive proposed this project to widen Snouffer School Road between Ridge Heights Drive and Centerway Drive. It is currently a 2-lane road; this project would widen it to a 4-lane divided arterial roadway. It would have two northbound lanes, two southbound lanes, and a raised median, along with a 5'-wide sidewalk on the west side and an 8'-wide shared-use trail on the east side. The cost estimate has increased by \$3,880,000 (23.1%) since the last CIP, and its completion has been delayed one year, to FY16. The additional cost is mainly associated with the need to replace the current bridge over Cabin Branch. The total cost would be \$20,680,000, funded with Interim Finance.

This winter the T&E Committee recommended a project with a smaller scope, addressing the need generated by the County's development on the Webb Tract, which is far less intense than what had been assumed in the prior subdivision approval. The Committee's recommendation would cost \$7,244,000 (also funded with Interim Finance), and would:

- Modify the timing of the traffic signal at Snouffer School Road and MD 124 (Woodfield Road), which is about 1.2 miles away. This would be done by DOT's Division of Traffic Engineering and Operations when conditions warrant.
- At the Snouffer School Road/Centerway Road intersection: (1) re-designate the southbound right-turn lane (to be constructed by a developer as part of the Centerway Plaza development) to become a shared through/right lane, and extend this lane 450' to the north; and (2) re-stripe the southern leg of this intersection so that Snouffer School Road will have two receiving lanes to a point about 1,000' south. The County's consultant notes that these improvements will reduce the southbound queues on Snouffer School Road that would block the Webb Tract's entrance at Fessenden Lane (formerly Turkey Thicket Drive).
- Install a traffic signal at the intersection of Snouffer School Road and Alliston Hollow Way.

At the Council's March 13 worksession a motion to approve the Executive's recommendation failed on a 4-4 vote. Councilmember Elrich indicated that he would be interested in a compromise proposal that would address DOT's basic safety concerns and would provide the better connection for bikers and pedestrians. Council staff subsequently has worked with DOT to develop an alternative costing \$12,099,000, which is described on ©25. This option would:

- Extend the 4-lane divided highway cross-section north to Fessenden Lane.
- Resurface the existing lanes between Fessenden Lane and Alliston Hollow Way and grade the ground for the other two master-planned lanes in that segment.
- Extend the hiker-biker path and sidewalk north to Alliston Hollow Way.
- Add a traffic signal at the intersection of Snouffer School Road and Alliston Hollow Way, as in the other options.

Council staff recommendation: Approve the revised PDF on ©25. This addresses DOT's safety concerns for traffic entering and exiting the Webb Tract and provides the key bicycle and pedestrian improvements, yet still reduces the Interim Finance cost by \$8,581,000.

II. FY13 Operating Budget: General Fund and Vacuum Leaf Collection Fund

The Executive's recommendations for the transportation programs in the General Fund and for the Vacuum Leaf Collection Fund are attached on ©26-38.

A. General Fund

The budget approved last May for FY12 for the transportation programs in the General Fund was \$36,094,540. For FY13, the Executive recommends total expenditures of \$38,844,443 for the transportation programs in the General Fund, a \$2,749,903 (7.6%) increase from the FY12 Budget. Operating budget workyears would rise by 16.4 wys (7.9%), to 224.2 wys from 207.8 wys. Most of the workyear changes are in Roadway Maintenance Program and are associated with an anticipated 93.4% increase in State Highway User Revenue: from \$1,718,300 in the FY12 Budget to \$3,323,900 in the proposed FY13 Budget. The Council should recognize that even with this increase, Highway User Revenue would be well below its historic level of \$30-40 million that the County received through FY08.

The Executive's recommended changes are on ©35-36. The most notable proposed changes would:

- *Increase in Residential Resurfacing with slurry seal (+\$850,000).* Slurry seal is applied as a form of preventive maintenance for streets where the pavement is in tolerable shape. The March 2012 Infrastructure Maintenance Task Force (IMTF) Report calls for \$4,185,482 each year in the Operating Budget to meet annual needs of this program. In FY12 the Operating Budget meets only 22% of annual needs. The FY13 CE Recommended Budget would increase funding to \$1,789,410 in FY 13, 43% of annual need.
- *Increase funds for materials in the Roadway Patching Program (+\$250,000).* The increase represents a 20% increase over FY12 amount. In FY13, the proposed budget amount represents 95% of the total annual IMTF need (\$1,561,185); it is 79% of IMTF requirement in FY12.
- *Increase Traffic Signing and Marking Program for centerline re-painting and road signage (+\$243,900).* The contractual centerline paint budget was \$379,920 in FY12, and it is proposed to be \$529,920 in FY13. The \$150,000 increase represents a 40% increase over FY12 amount. In FY13, the proposed budget amount represents 59% of the total annual IMTF need (\$900,000); it is 42% of IMTF requirement in FY12.
The signing budget was \$268,260 in FY12, and it is proposed to be \$362,160 in FY13. The \$93,900 increase represents a 35% increase over FY12 amount. In FY13, the proposed budget amount represents 45% of the total annual IMTF need (\$800,000); it is 34% of the IMTF requirement in FY12.
- *Increase Traffic Signing and Marking Program for crosswalk re-painting (+200,000).* The crosswalk maintenance budget was \$73,990 in FY12, and it is proposed to be \$273,990 in FY 13. The \$200,000 increase represents a 370% increase over FY 12 amount. In FY13, the proposed budget amount represents 74% of the total annual IMTF need (\$370,500); it is funded at only 20% of IMTF requirement in FY12.
- *Add funds to maintain Uninterruptible Power Supply (UPS) units (+\$45,000).* Uninterruptible Power Supply (UPS) systems are used to power the intersection traffic signals that have Light Emitting Diode (LED) signal modules, in case of a power failure. DOT has installed UPS units

at 90 intersections, but funding is needed to repair or replace a unit where the signal cabinet is struck during an accident or if the unit itself dies.

- *Suspend the replacement of failed loop detectors (-\$152,300).* Faulty loop detectors result in inefficient traffic flow at intersections, adding to needless travel delay as well as pollution from idling. The Executive had recommended this same cut as part of his FY11 Savings Plan and again in his Recommended FY12 Budget, but each time the Council did not accept the cut.

Loop detectors embedded in the pavement are the primary means for detecting vehicles on side streets and left turn lanes at traffic signals. These detectors, when operating properly, place calls into the intersection controller that operates the signal and controls the amount of green time allocated to these movements. When loops are not operational, the failsafe mode is to act as if there is always a vehicle present, thus resulting in a fixed amount of time provided to that movement. When no vehicles are actually present, the result is inefficient allocation of traffic signal green time, which causes delay and congestion by requiring the mainline traffic movement to be stopped longer than necessary.

In FY11 and FY12, the loop detector maintenance budget was \$152,300 per year, which provided funds to address 22 locations/per year. With the funding eliminated for FY 13, the backlog will grow to 172 by the end of FY13. If funding were to be restored to the FY 12 level (\$152,300) the backlog will be approximately 150 at the end of FY13. **Council staff recommendation: Retain this expenditure; add \$152,300 to the Reconciliation List.**

- *Reduce the funds to re-time pedestrian signals by half (-\$56,195).* As part of the Pedestrian Safety Initiative, every signalized intersection in the county would have its timing changed so that the pedestrian signal phase is based on an average crossing speed of 3.5 feet/second, rather than the traditional 4.0 feet/second. 3.5 fps is the new Federal and State standard and is being implemented to allow all pedestrians, especially the elderly and young children, to have more time to cross a road at a light. The cost of re-timing the pedestrian signals at an intersection averages \$1,500. To date about 42% of the intersections (mostly in business districts) have been re-timed; re-timing the rest of the intersections will cost about \$650,000 more. At a rate of \$112,390/year, it will take 6 more years—until FY18—to finish the re-timing.

Through FY12, \$474,390 will have been spent, which covers 317 traffic signals (see below):

Fiscal Year	Intersections Re-timed	Budget
FY09	117	\$175,000
FY10	58	\$87,000
FY11	67	\$100,000
FY12	75	\$112,390
Total, FYs09-12	317	\$474,390

The Executive's proposal would fund the re-timing of signals at 37 intersections in FY13. If funds are kept at the FY 12 level, a total of 75 intersections could have their signals re-timed in FY13, 38 more intersections than would be conducted at the Recommended Budget level. **Council staff recommendation: Restore this program to the FY12 level; add \$56,195 to the Reconciliation List.**

Raised Pavement Markers (RPMs). RPMs supplement painted lane markings and provide increased positive guidance to motorists during nighttime and wet pavement conditions. They are effective in reducing traffic accidents, especially at night and in wet weather. RPMs project very

slightly above the road surface and are not covered with water when the road surface is wet. The State Highway Administration estimates that RPMs reduce accidents at night by 20% and during wet nights by 25%.

RPMs were last funded in FY09 with a budget of \$100,000. (Note: RPMs were budgeted in FY10, but the item was eliminated as part of DOT's FY10 Savings Plan.) The \$100,000 funding level provided for the purchase and installation of RPMs along approximately 20 miles of roadways in the county. Actual mileage installed each year did vary due to individual road characteristics (such as variances with number of travel lanes, increased spacing for turn lanes and curves). **Council staff recommendation: Restart this program with \$100,000; add \$100,000 to the Reconciliation List.**

Traffic studies. Many studies are conducted by County staff, and these would continue. With short-term consultant assistance the backlog dropped from 441 in 2005 to 179 in 2009. The current backlog (as of April 1) is 199. For more detail, see ©39.

Other items. The Executive recommends expanding parking meters to certain streets outside the Bethesda CBD where commuters are currently parking for free and thus evading the Bethesda PLDs parking charges. There are other areas where on-street parking can be expanded. This item will be taken up when the Committee addresses the PLD budget and parking charges on April 30.

Each year part of DOT's General Fund budget is to pay charge-backs to the Motor Pool Fund for replacement vehicles: dump trucks and other heavy equipment, as well as administrative cars. Susan Farag will take up these issues as part of the Committee's review of the Motor Pool Fund on April 26.

B. Vacuum Leaf Collection Fund

This fund pays for two vacuum leaf collections during the late fall/early winter each year. The Executive's recommended budget of \$5,444,505 reflects a small change for FY13. The budget would increase by \$171,585 (+3.3%). The workforce would decrease by 16.8 wys, due equally to reducing season temporary positions and the universal conversion to no longer associating overtime and lapse to workyears. The household charges in FY13 would remain as they were in FY12: \$88.91 for single-family dwellings and \$3.83 for townhouses and multi-family units. However, major increases in the charges are projected in FYs14-18 in the Fund's Fiscal Plan (©38). **Council staff recommendation: Concur with the Executive.**

III. FY13 Operating Budget: Snow Removal and Storm Cleanup NDA

For the FY12 Budget the Council appropriated \$5,884,990 for this NDA, which supplements the amounts budgeted for this work within the Departments of Transportation and General Services. This was in addition to the \$3,115,010 explicitly included in DOT's budget for Snow Removal/Wind/Rain Storms Program, bringing the FY12 total to an even \$9,000,000. For FY13 the Executive recommends the same \$5,884,990 figure (©40), which would supplement the \$3,271,988 that he is proposing for DOT's Snow Removal/Wind/Rain Storms Program, which would bring the FY13 total to \$9,156,978.

The chart on ©41 shows the original budget, the supplemental appropriations and the final expenditure on snow removal and storm cleanup in each of the last eleven fiscal years. In some years, part of the costs was reimbursed by FEMA. The costs in FY10 and FY11, of course, were beyond extraordinary: they were, respectively, roughly five times and twice the expenditure of the average year. The average annual expenditure over the past eleven years was \$17,167,674. Not including FY10 and FY11, the average annual expenditure was \$10,853,892. Although OMB has not yet tallied the expenditures for FY12 to date, in contrast this has been a very mild weather year. (Knock wood: the wind-and-rain storm season is still upon us.)

Council staff recommendation: Concur with the Executive.

IV. FY13 Operating Budget: Homeowners Association Road Maintenance Reimbursement NDA

The Executive's recommendation for this nondepartmental account is \$25,600, which is for the State reimbursement program for private roads. He recommends no funding for the program to partially reimburse HOAs from County resources (©42).

The "State" program reimburses HOAs for roads eligible to be counted for State Highway User Revenue; the funds associated with these roads are sent to the County and then passed through to the HOAs. Most of the 50-odd miles of eligible roads under this program are in Montgomery Village, but there are a few miles in Olney and Germantown as well. Once the State budget is finalized, the per-mile reimbursement rate will be recalculated and the appropriation for this NDA will be changed accordingly. But since these are pass-through State funds, this change will not help contribute the County's General Fund budget gap.

The "County" program is supposed to reimburse HOAs for eligible roads at roughly the cost that the County spends to maintain its own roads, subject to the availability of appropriations. However, for two decades the Council has limited the reimbursement to around \$1,000 per eligible mile, a fraction of the cost of maintaining a County road. For the FY10 budget, the Council reduced the appropriation to only about \$250 per eligible mile, and for FY11 and FY12 the Council suspended funding for this program altogether. The Executive recommends extending this suspension through FY13.

Council staff recommendation: Concur with the Executive. This would be the third year with no funding for the "County" program, but even if it were funded at the FY10 level, the aid is hardly worth the paperwork and the associated staff time by the HOAs, DOT, and OMB. The Council should consider amending the County Code to delete the "County" program altogether. **Change the "State" program appropriation commensurate with the Highway User Revenue formula once the distribution from the State's FY13 budget is known.**

Facility Planning Parking: Bethesda PLD -- No. 501313

Category Transportation
Subcategory Parking
Administering Agency Transportation
Planning Area Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 29, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	540	0	0	540	90	90	90	90	90	90	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	0	0	0	0	0	0	0	0	0	0	0
Total	540	0	0	540	90	90	90	90	90	90	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	540	0	0	540	90	90	90	90	90	90	0
Total	540	0	0	540	90	90	90	90	90	90	0

DESCRIPTION

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

JUSTIFICATION

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

OTHER

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

FISCAL NOTE

Facility Planning: Parking (509525) is being broken out into three individual CIP projects (one for each PLD fund) to improve fund accountability and oversight.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY13	(\$000)
First Cost Estimate		
Current Scope	FY13	540
Last FY's Cost Estimate		0
Appropriation Request	FY13	90
Appropriation Request Est.	FY14	90
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP

See Map on Next Page

Facility Planning Parking: Silver Spring PLD -- No. 501314

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 29, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	540	0	0	540	90	90	90	90	90	90	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	0	0	0	0	0	0	0	0	0	0	0
Total	540	0	0	540	90	90	90	90	90	90	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	540	0	0	540	90	90	90	90	90	90	0
Total	540	0	0	540	90	90	90	90	90	90	0

DESCRIPTION

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APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY13	(\$000)
First Cost Estimate	FY13	540
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY13	90
Appropriation Request Est.	FY14	90
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP

See Map on Next Page

Facility Planning Parking: Wheaton PLD -- No. 501312

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 29, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	270	0	0	270	45	45	45	45	45	45	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	0	0	0	0	0	0	0	0	0	0	0
Total	270	0	0	270	45	45	45	45	45	45	0

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Wheaton	270	0	0	270	45	45	45	45	45	45	0
Total	270	0	0	270	45	45	45	45	45	45	0

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FISCAL NOTE

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OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY13	(\$000)
First Cost Estimate	FY13	270
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY13	45
Appropriation Request Est.	FY14	45
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP

See Map on Next Page

Pkg Beth Fac Renovations -- No. 508255

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 16, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	986	92	444	450	75	75	75	75	75	75	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,832	732	3,550	2,550	425	425	425	425	425	425	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,818	824	3,994	3,000	500	500	500	500	500	500	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	7,818	824	3,994	3,000	500	500	500	500	500	500	0
Total	7,818	824	3,994	3,000	500	500	500	500	500	500	0

DESCRIPTION

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

COST CHANGE

FY17 and FY18 added to this continuing level of effort project.

JUSTIFICATION

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

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY83	(\$000)
First Cost Estimate	FY13	7,818
Current Scope		
Last FY's Cost Estimate		6,818
Appropriation Request	FY13	500
Appropriation Request Est.	FY14	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,818
Expenditures / Encumbrances		2,454
Unencumbered Balance		2,364
Partial Closeout Thru	FY10	22,348
New Partial Closeout	FY11	0
Total Partial Closeout		22,348

COORDINATION

Facility Planning Parking: Bethesda PLD

MAP

See Map on Next Page

(4)

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

December 16, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	4,024	124	1,350	2,550	425	425	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	24,483	1,112	10,261	13,110	2,185	2,185	2,185	2,185	2,185	2,185	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	28,507	1,236	11,611	15,660	2,610	2,610	2,610	2,610	2,610	2,610	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	28,507	1,236	11,611	15,660	2,610	2,610	2,610	2,610	2,610	2,610	0
Total	28,507	1,236	11,611	15,660	2,610	2,610	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

FY17 and FY18 added to this continuing level of effort project.

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.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY83	(\$000)
First Cost Estimate	FY13	28,507
Current Scope		
Last FY's Cost Estimate		23,287
Appropriation Request	FY13	2,610
Appropriation Request Est.	FY14	2,610
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,848
Expenditures / Encumbrances		5,771
Unencumbered Balance		7,077
Partial Closeout Thru	FY10	28,116
New Partial Closeout	FY11	0
Total Partial Closeout		28,116

COORDINATION

Facility Planning Parking: Silver Spring PLD

MAP

See Map on Next Page

5

Pkg Wheaton Fac Renovations -- No. 509709

Category Transportation
Subcategory Parking
Administering Agency Transportation
Planning Area Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 16, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	80	0	20	60	10	10	10	10	10	10	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,339	636	91	612	102	102	102	102	102	102	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,419	636	111	672	112	112	112	112	112	112	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Wheaton	1,419	636	111	672	112	112	112	112	112	112	0
Total	1,419	636	111	672	112	112	112	112	112	112	0

DESCRIPTION

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

COST CHANGE

FY17 and FY18 added to this continuing level of effort project.

JUSTIFICATION

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

Lot re-paving will be performed on most parking lot district lots, as well as lighting upgrades, and follow-through on recommendation per consultant's analysis done in FY08.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION Facility Planning Parking: Wheaton PLD	MAP																																																			
<table border="1" style="width: 100%;"> <tr> <td>Date First Appropriation</td><td>FY97</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY13</td><td>1,419</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>1,196</td></tr> <tr> <td> </td><td> </td><td> </td></tr> <tr> <td>Appropriation Request</td><td>FY13</td><td>112</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY14</td><td>112</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> </td><td> </td><td> </td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>747</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>636</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>111</td></tr> <tr> <td> </td><td> </td><td> </td></tr> <tr> <td>Partial Closeout Thru</td><td>FY10</td><td>2,320</td></tr> <tr> <td>New Partial Closeout</td><td>FY11</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>2,320</td></tr> </table>	Date First Appropriation	FY97	(\$000)	First Cost Estimate	FY13	1,419	Current Scope			Last FY's Cost Estimate		1,196				Appropriation Request	FY13	112	Appropriation Request Est.	FY14	112	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		747	Expenditures / Encumbrances		636	Unencumbered Balance		111				Partial Closeout Thru	FY10	2,320	New Partial Closeout	FY11	0	Total Partial Closeout		2,320	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">6</div>	<p>See Map on Next Page</p>
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Bethesda Lot 31 Parking Garage -- No. 500932

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
Yes
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	5,465	19	4,416	1,030	670	340	20	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,000	2,435	1,565	0	0	0	0	0	0	0	0
Construction	48,750	0	7,894	40,856	25,187	15,443	226	0	0	0	0
Other	4,700	3	3,320	1,377	757	600	20	0	0	0	0
Total	62,915	2,457	17,195	43,263	26,614	16,383	266	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	4,186	274	3,912	0	0	0	0	0	0	0	0
Current Revenue: Parking - Bethesda	2,183	2,183	0	0	0	0	0	0	0	0	0
Land Sale - Bethesda PLD	33,000	0	0	33,000	16,351	16,383	266	0	0	0	0
Revenue Bonds	23,546	0	13,283	10,263	10,263	0	0	0	0	0	0
Total	62,915	2,457	17,195	43,263	26,614	16,383	266	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				468	0	0	117	117	117	117
Energy				484	0	0	121	121	121	121
Program-Other				1,686	0	0	369	439	439	439
Offset Revenue				-3,474	0	0	-675	-933	-933	-933
Net Impact				-836	0	0	-68	-256	-256	-256

DESCRIPTION

This project provides for the construction of a new, underground public parking garage under the land previously used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 940 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

CAPACITY

The garage will consist of 940 County operated spaces with the private developer building and owning an additional 295 spaces.

ESTIMATED SCHEDULE

In accordance with the current General Development Agreement, construction will begin in FY12 and the new garage will open in July 2014 (FY15).

COST CHANGE

The public parking garage has been re-sized from a 5-level, 1,100 space garage to a 4-level, 940 space garage. Cost figures reflect the reduction in garage size. The 940 public parking spaces in the re-sized garage provide for adequate public parking and are consistent with the parking management strategies being incorporated into updated zoning requirements for parking associated with land use.

JUSTIFICATION

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above. Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005. Master Plan: Bethesda CBD Sector Plan July 1994

OTHER

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

FISCAL NOTE

The project schedule is based on the executed General Development Agreement.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

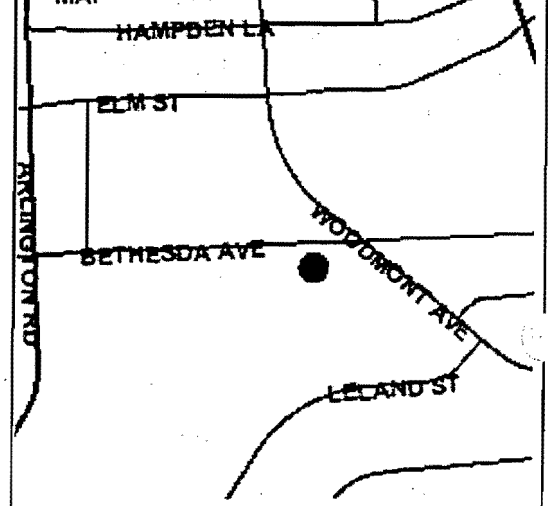
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY13	62,915
Current Scope		
Last FY's Cost Estimate		88,819
Appropriation Request	FY13	-25,904
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		88,819
Expenditures / Encumbrances		2,547
Unencumbered Balance		86,272
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Bethesda Urban District
Bethesda-Chevy Chase Regional Services Center
Verizon
PN Hoffman/Stonebridge Associates
Department of General Services
Bethesda Metro Station South Entrance project

Special Capital Projects Legislation [Bill No. 20-08] was adopted by Council June 10, 2008.

MAP



Bethesda Lot 31 Parking Garage -- No. 500932

Category Transportation
Subcategory Parking
Administering Agency Transportation
Planning Area Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 14, 2012
Yes
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	5,565	19	3,130	2,416	1,040	1,040	336	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,768	2,435	333	0	0	0	0	0	0	0	0
Construction	48,336	0	2,054	46,282	24,313	20,736	1,233	0	0	0	0
Other	3,838	3	2,279	1,556	720	674	162	0	0	0	0
Total	60,507	2,457	7,796	50,254	26,073	22,450	1,731	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	2,850	274	2,576	0	0	0	0	0	0	0	0
Current Revenue: Parking - Bethesda	1,073	2,183	5,220	-6,330	2,649	-10,710	1,731	0	0	0	0
Land Sale -- Bethesda PLD	33,160	0	0	33,160	0	33,160	0	0	0	0	0
Revenue Bonds	23,424	0	0	23,424	23,424	0	0	0	0	0	0
Total	60,507	2,457	7,796	50,254	26,073	22,450	1,731	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				468	0	0	117	117	117	117
Energy				484	0	0	121	121	121	121
Program-Other				1,686	0	0	369	439	439	439
Offset Revenue				-3,474	0	0	-675	-933	-933	-933
Net Impact				-836	0	0	-68	-256	-256	-256

DESCRIPTION

This project provides for the construction of a new, underground public parking garage under the land previously used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 940 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

CAPACITY

The garage will consist of 940 County operated spaces with the private developer building and owning an additional 295 spaces.

ESTIMATED SCHEDULE

In accordance with the current General Development Agreement, construction will begin in FY12 and the new garage will open in September 2014 (FY15).

COST CHANGE

The public parking garage has been re-sized from a 5-level, 1,100 space garage to a 4-level, 940 space garage. Cost figures reflect the reduction in garage size. The 940 public parking spaces in the re-sized garage provide for adequate public parking and are consistent with the parking management strategies being incorporated into updated zoning requirements for parking associated with land use. Prior cost estimates were based on an initial Guaranteed Maximum Price (GMP) for the delivery of the public garage to the County on a turnkey basis, as defined by the General Development Agreement (GDA). The GDA provides for a final GMP to be established once the construction has been bid. The project has now advanced to that stage and the expenditures are now based on the final GMP.

JUSTIFICATION

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above. Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005. Master Plan: Bethesda CBD Sector Plan July 1994.

OTHER

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

FISCAL NOTE

The project schedule is based on the executed General Development Agreement.

APPROPRIATION AND EXPENDITURE DATA

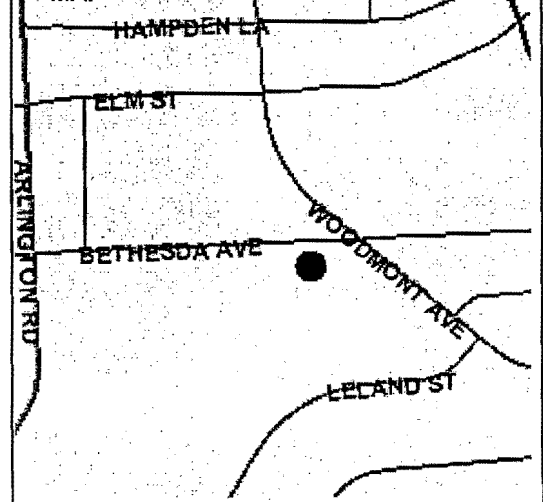
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY13	60,507
Current Scope		
Last FY's Cost Estimate		88,819
Appropriation Request	FY13	-28,312
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		88,819
Expenditures / Encumbrances		2,547
Unencumbered Balance		86,272
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Bethesda Urban District
Bethesda-Chevy Chase Regional Services Center
Verizon
PN Hoffman/Stonebridge Associates
Department of General Services
Bethesda Metro Station South Entrance project

Special Capital Projects Legislation [Bill No. 20-08] was adopted by Council June 10, 2008.

MAP



Bethesda Lot 31 Parking Garage -- No. 500932 (continued)

OTHER DISCLOSURES

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



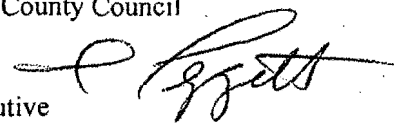
OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

April 9, 2012

TO: Roger Berliner, President
Montgomery County Council

FROM: Isiah Leggett 
County Executive

SUBJECT: Resolution Related to Special Obligation Bonds Financed by the Bethesda Parking Lot District Revenues

I am transmitting the attached resolution to authorize the issuance of revenue bonds by the County to finance the construction of a new, Bethesda Lot 31, underground public parking garage as recommended in the FY13-18 CIP (PDF#500932). The resolution also provides for the refunding of certain outstanding Bethesda Parking Lot (PLD) revenue bonds to achieve debt service savings.

The County plans to issue both "new money" Bethesda PLD revenue bonds to finance the Bethesda Lot 31 Garage project (approximately \$28 million for the project, debt service reserve, and other costs of issuance) and "refunding" bonds to refund the County's outstanding Bethesda PLD Series 2002A bonds (approximately \$18 million) with an anticipated competitive sale and settlement in May, 2012. The County and developer plan to break ground on the garage in mid April.

We are requesting expedited approval of the resolution by the County Council because refunding the series 2002A bonds will result in significant future debt service savings estimated on a net present value basis at approximately \$2 million dollars over the next nine years. Further, we need to provide financing for the garage as soon as feasible given the project implementation plan. Given the current favorable interest rate environment, delaying the bond issue will make the County more vulnerable to interest rate risk which could increase debt service costs. Specifically, primarily due to the unique redemption features of the bond series to be refunded, a delay until even mid-June is estimated to reduce savings by approximately \$300,000. Further if bond proceeds are not available to fund the project on a timely basis, the temporary use of County cash or short-term commercial paper costs will be required.

The Bonds will be special obligations of the County, secured by the Bethesda PLD revenues, and will not constitute a pledge of the full faith and credit and unlimited taxing power of the County.

I am requesting that the County Council introduce the attached resolution on April 17th in order to comply with the need for an early May 2012 bond issue.

If you have any questions please contact Joseph F. Beach at extension 7-8870.

IL:jc

Attachments

cc: Arthur Holmes, Director DOT

Jennifer Hughes, Director, OMB

Resolution No.: _____

Introduced: _____

Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: To authorize Montgomery County, pursuant to and in accordance with Chapter 20 of the Montgomery County Code, Section 24 of Article 31 of the Annotated Code of Maryland (2010 Replacement Volume and 2011 Supplement), Section 5(P)(2) and 5(P)(3) of Article 25A of the Annotated Code of Maryland (2011 Replacement Volume) to issue and sell its parking revenue bonds at one time or from time to time, in one or more series, and not upon the faith and credit of Montgomery County, in an amount sufficient to finance and refinance the costs of a public parking garage to be located in the Bethesda Parking Lot District and to refund certain outstanding parking revenue bonds the proceeds of which financed and refinanced certain projects in the Bethesda Parking Lot District; to provide for the sale of such bonds; and generally providing for and determining various matters in connection with the such bonds.

Background

1. Pursuant to the provisions of Chapter 60 of the Montgomery County Code ("Chapter 60"), Montgomery County, Maryland (the "County") has established a special taxing district known as the Bethesda Parking Lot District (as further defined in Chapter 60, the "Bethesda PLD").
2. Sections 5(P)(2) and 5(P)(3) of Article 25A of the Annotated Code of Maryland (2011 Replacement Volume) and Sections 20-47 through 20-54 of Chapter 20 of the Montgomery County Code, as amended (collectively, the "Revenue Bond Act") authorize the issuance from time to time of revenue bonds or other obligations of the County, payable as to principal, interest and premium, if any, only from the funds or revenues received from or in connection with any project, all or part of which is financed from the proceeds of revenue bonds or other obligations. Such bonds may be sold on a negotiated basis without solicitation of competitive bids if the County determines that the procedure is in the public interest.
3. The County has previously issued its Parking Revenue Bonds (the "Parity Bonds") under the provisions of the Revenue Bond Act, which Parity Bonds (i) are payable from the

revenues of the Bethesda PLD and (ii) are subject to the terms and conditions specified in Order No. B160-92, executed and delivered by the County Executive of Montgomery County (the "County Executive") on February 28, 1992 and amended by Order No. B161-92, executed and delivered by the County Executive on April 16, 1992, Order No. B239-02, executed and delivered by the County Executive on June 4, 2002 and Order No. B272-05, executed and delivered by the County Executive on August 31, 2005 (as the same may be further amended from time to time, the "Bond Order").

4. Pursuant to the Revenue Bond Act, the County expects to issue its parking revenue bonds in the aggregate principal amount not to exceed \$46,000,000, a portion of the proceeds in an amount not to exceed \$28,000,000 will be applied to finance and refinance the costs of a parking garage to be located in the Bethesda PLD which will be built as an underground parking garage under land previously used as two County public parking lots containing approximately 940 parking spaces and related facilities owned and operated by the County ("Public Spaces") and an additional approximately 295 with related facilities will be built and financed by a private developer ("Private Spaces" together with the Public Spaces the "Lot 31 Parking Garage") (the "2012 Bethesda PLD Bonds") and the proceeds in an amount not to exceed \$18,000,000 will be applied to refund the Refunded Bonds (as defined below).
5. Pursuant to the Revenue Bond Act and Resolution No. 14-921 adopted by the County Council on June 12, 2001, the County previously issued its \$26,000,000 Parking Revenue Bonds (Bethesda Parking Lot District), Series 2002A (the "Refunded Bonds"), the proceeds of which were applied to finance and refinance the costs of parking structures and related facilities located in the Bethesda PLD.
6. Section 24 of Article 31 of the Annotated Code of Maryland (2010 Replacement Volume and 2011 Supplement) (the "State Refunding Act") provides that any county in the State of Maryland that has the power under any public general or public local law to borrow money and evidence the borrowing by the issuance of its revenue bonds for the purpose of refunding any of its bonds then outstanding, including the payment of any redemption premium and any interest accrued or to accrue to the date of redemption, purchase or maturity of the bonds. Refunding bonds issued under the authority of the State Refunding Act may be issued for public purposes which include realizing savings in the aggregate cost of debt service on either a direct comparison or present value basis. Refunding bonds may be sold on a negotiated basis without solicitation of competitive bids if the County determines that the procedure is in the public interest.
7. By the terms of the State Refunding Act, the power to issue refunding bonds under the State Refunding Act is additional and supplemental to the County's existing borrowing power.
8. Refunding bonds may be issued in one or more series, each series being in whatever principal amount the County determines to be required to achieve the purpose for the issuance of the refunding bonds, which amount may be in excess of the principal amount

of the outstanding Refunded Bonds (the "Refunding Bonds" and, together with the 2012 Bethesda PLD Bonds, the "Series 2012 Bonds").

9. The Director of Finance of the County (the "Director of Finance") has recommended that all or a part of the Refunded Bonds be refunded under the authority of the State Refunding Act in order to realize savings to the County in the aggregate cost of debt service on either a direct comparison or present value basis.
10. The Director of Finance has recommended that, in light of current market conditions, the County Executive of the County have the authority to determine whether the Series 2012 Bonds should be sold on a competitive basis following the solicitation of bids or on a private (negotiated) basis.

Action

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

Section 1. All capitalized terms used herein shall have the meanings given such terms in the Background section of this Resolution

Section 2. The County is hereby authorized to issue, sell and deliver revenue bonds of the County, at one time or from time to time, and in one or more series, under the authority of Sections 5(P)(2) and 5(P)(3) of Article 25A of the Annotated Code of Maryland (2011 Replacement Volume), Sections 20-47 through 20-54 of Chapter 20 of the Montgomery County Code and the State Refunding Act in the aggregate principal amount not to exceed \$46,000,000 for the purpose of (a) financing and refinancing the costs the Public Spaces in a parking garage to be constructed and located within the Bethesda PLD in a principal amount not to exceed \$28,000,000 (the "2012 Bethesda PLD Bonds") and (b) refunding all or a part of the County's outstanding Parking Revenue Bonds (Bethesda Parking Lot District), Series 2002A (the "Refunded Bonds") in a principal amount not to exceed \$18,000,000. Any refunding bonds issued to refund the Refunded Bonds issued in accordance with this Resolution (the "Refunding Bonds" and, together with the 2012 Bethesda PLD Bonds, the "Series 2012 Bonds") may be issued in such amount as shall be sufficient to pay the redemption price of and accrued interest on the Refunded Bonds on the date on which the Refunded Bonds are to be redeemed. The Series 2012 Bonds may also be issued to (i) fund all or a portion of a required debt service reserve fund with respect to the Series 2012 Bonds and (ii) to pay any and all other costs permitted to be paid from the proceeds of such Series 2012 Bonds under the State Refunding Act and the Revenue Bond Act (as the case may be), including (without limitation) the costs of issuance of such Series 2012 Bonds and applicable underwriting fees.

Section 3. The County hereby determines that Lot 31 Parking Garage is a "project" within the meaning of the Revenue Bond Act and it is in the public interest to construct Lot 31 Parking Garage containing the Public Spaces and related facilities and to participate with the private

developer in the development and financing by the private developer of the Private Spaces. Lot 31 Parking Garage will be located on Woodmont Avenue.

Section 4. The Series 2012 Bonds may be sold for a price at, above or below par, plus accrued interest to the date of delivery. Authority is hereby conferred on the County Executive to sell the Series 2012 Bonds through a public sale or through a private (negotiated) sale without solicitation of competitive bids, as the County Executive by executive order, upon consultation with the Director of Finance and the County's financial advisor, shall determine to be in the best interests of the County. Any sale of Series 2012 Bonds by private negotiation is hereby determined to be in the County's best interest.

Section 5. The County Executive is hereby authorized to cause to be prepared and distributed a preliminary official statement and a final official statement respecting the Series 2012 Bonds. The County Executive may determine, by executive order or otherwise, in his sole and absolute discretion, to issue the Series 2012 Bonds in one or more series from time to time in an aggregate principal amount not to exceed the amount authorized by this Resolution. The Series 2012 Bonds will be designated, dated, bear interest, be in such denominations, be payable at such times and at such places, mature in such amounts and on such dates, be subject to redemption prior to maturity, have such other provisions, be in such forms and be executed and sealed as the County Executive, in his sole and absolute discretion, determines, by executive order or otherwise. The execution and delivery of the Series 2012 Bonds shall be conclusive evidence of the approval of the form of such Series 2012 Bonds on behalf of the County.

Section 6. The County Executive may, by executive order or otherwise, provide for the deposit of any proceeds from the Series 2012 Bonds in trust with a trust company or other banking institution and the investment of such proceeds in such manner as will provide for the payment when due of the principal of and premium (if any) and interest on the Refunded Bonds with the proceeds of such Refunding Bonds, and the acquisition, construction and equipping of the Public Spaces and related facilities as a part of Lot 31 Parking Garage, all in accordance with the provisions of the State Refunding Act.

Section 7. So long as the Series 2012 Bonds or any of them are outstanding and unpaid, the County hereby covenants to levy within the Bethesda PLD the special taxes payable pursuant to Section 60-3 of the Montgomery County Code, as amended, in rate and amount which shall be sufficient in each fiscal year to maintain Net Revenues (as defined in the Bond Order) in such amount as shall be determined by the County Executive by Executive Order or otherwise.

Section 8. The County hereby covenants that the timely payment of the principal of and interest on the Series 2012 Bonds and any Parity Bonds issued to finance projects within or operated by the Bethesda PLD shall be secured equally and ratably by the Net Revenues of the Bethesda PLD without priority by reason of number or time of sale or delivery; and the Net Revenues of the Bethesda PLD are hereby irrevocably pledged to the timely payment of both principal, premium (if any) and interest on the Series 2012 Bonds and Parity Bonds issued to finance projects within or operated by the Bethesda PLD as set forth in the Bond Order or any other orders of the County Executive passed subsequent to the adoption of this Resolution.

Section 9. The County Executive may, by executive order or otherwise, specify, prescribe, determine, provide for, approve, execute and deliver (where applicable) such other matters, details, forms, documents or procedures, including (without limitation) notices of sale, forms of proposal, bond purchase agreements, escrow deposit agreements, escrow letter agreements, trust agreements, and continuing disclosure agreements, as are necessary, proper or expedient to consummate the authorization, sale, security, issuance, delivery or payment of or for the Series 2012 Bonds.

Section 10. The State Refunding Act provides that refunding bonds may be issued thereunder by the County for certain public purposes specified therein, including realizing savings to the County in the aggregate cost of debt service on either a direct comparison or present value basis. The County is hereby authorized to borrow money and incur indebtedness evidenced by the Refunding Bonds to refinance the Refunded Bonds. Such Refunding Bonds may be issued pursuant to this Resolution in an aggregate principal amount that exceeds the principal amount of the Refunded Bonds refinanced thereby in order to fund any reserve fund and to pay any and all costs of issuance of such refunding bonds and applicable underwriting or other fees. The issuance of the Refunding Bonds will effectuate and accomplish the public purpose of realizing savings to the County in the aggregate cost of debt service on a direct comparison or a present value basis. Such refunding bonds issued hereunder in accordance with Section 5(P)(2) of Article 25A of the Annotated Code of Maryland (2011 Replacement Volume) and this Resolution are hereby specifically exempted from the provisions of Sections 10 and 11 of Article 31 of the Annotated Code of Maryland.

Section 11. The County hereby covenants that if it issues the Series 2012 Bonds as tax-exempt obligations it will take, or refrain from taking, any and all actions necessary to comply with the provisions of Section 103 and Sections 141 through 150, inclusive, of the Internal Revenue Code of 1986, as amended (the "Code"), applicable to the Series 2012 Bonds in order to preserve the excludability of the interest on the Series 2012 Bonds from gross income for Federal income tax purposes. Without limiting the generality of the preceding sentence, the County will (a) not use or permit the use of any of the proceeds of the Series 2012 Bonds in such manner as would cause the interest on the Series 2012 Bonds to be includable in gross income for Federal income tax purposes, (b) make periodic determinations of the rebate amount (if any) and timely pay any rebate amount, or installment thereof, to the United States of America, and (c) prepare and timely file Internal Revenue Service Form 8038-G, Information Return for Tax-Exempt Governmental Obligations, or any successor or additional form required by the Internal Revenue Service.

Section 12. In accordance with the provisions of Section 211 of the Charter of the County, the County Executive is hereby authorized to delegate to the Chief Administrative Officer the power and authority to take any and all actions required or permitted to be taken by the County Executive pursuant to this Resolution.

Section 13. The members of the County Council, the County Executive, the Chief Administrative Officer of the County, the County Attorney, the Director of Finance of the County and the Clerk of the Council and their respective designees, for and on behalf of the County, are hereby authorized and empowered to do all things, execute all instruments, and

otherwise take all such action as may be necessary, proper or expedient to carry out the authority conferred by this Resolution, including (without limitation) the execution of certificates of the County, including (without limitation) documents, elections, statements and reports pursuant to application provisions of the Code and the Treasury Regulations prescribed thereunder, subject to the limitations set forth in the Revenue Bond Act, the State Refunding Act and this Resolution.

Section 14. This Resolution shall take effect upon approval of the President for the County Council.

President, County Council for
Montgomery County, Maryland

Date

This is a correct copy of Council action:

Linda M. Lauer, Clerk of the County Council

Silver Spring Lot 3 Parking Garage -- No. 501111

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Shady Grove Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 29, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	240	0	0	240	20	70	100	50	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	0	0	0	0	0	0	0	0	0	0	0
Total	240	0	0	240	20	70	100	50	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	240	0	0	240	20	70	100	50	0	0	0
Total	240	0	0	240	20	70	100	50	0	0	0

OPERATING BUDGET IMPACT (\$000)

Energy				25	0	0	0	3	11	11
Program-Other				105	0	0	0	3	51	51
Net Impact				130	0	0	0	6	62	62

DESCRIPTION

This project provides for an underground, 152 space public parking garage on the current site of Public Parking Lot #3, located at 8206 Fenton Street in Silver Spring. The underground, public parking garage will be designed and constructed by a private development partner the County selected through a competitive Request for Proposal (RFP) process. The private development has received Project Plan approval from the Planning Board. The specific mix of uses and numbers of private parking spaces to be constructed are currently being determined within the Site Plan approval process.

CAPACITY

The underground, public parking garage will consist of 152 County owned and operated public parking spaces.

ESTIMATED SCHEDULE

Completion of the County garage is estimated for April 2016.

JUSTIFICATION

Public Parking Lot #3 is being redeveloped in accordance with the Silver Spring Sector Plan. Based on an analysis conducted by the Department of Transportation's Division of Parking Management, the underground, public parking garage is appropriately sized to meet the needs of the planned private redevelopment project and the current parking needs of the service area. Mandatory referral to Maryland-National Capital Park and Planning Commission (M-NCPPC) for the County's underground, public parking garage has been completed.

FISCAL NOTE

The County has completed a General Development Agreement (GDA) that obligates the developer to construct the parking garage and title it to the County as a condominium on a turn key basis in exchange for fee simple title to the County land. The only costs to the County are estimated to involve review of the garage design and construction inspection to ensure the facility is constructed in accordance with County standards.

OTHER DISCLOSURES

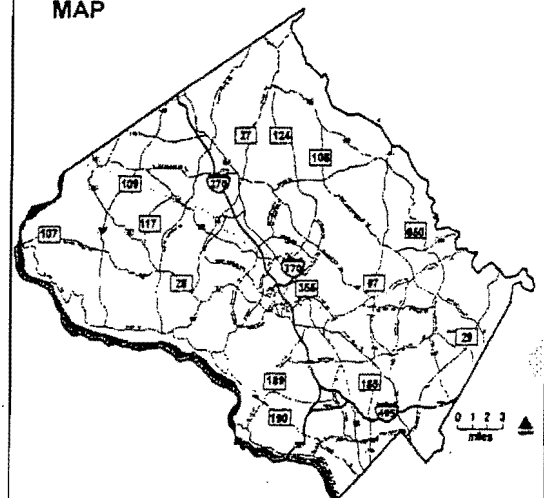
- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
First Cost Estimate	FY11	240
Current Scope		
Last FY's Cost Estimate		240
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		90
Expenditures / Encumbrances		0
Unencumbered Balance		90
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

MAP



White Flint District East: Transportation -- No. 501204

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,360	0	1,200	3,400	1,000	1,050	650	700	0	0	1,760
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,860	0	0	3,520	0	100	0	3,420	0	0	2,340
Construction	17,180	0	0	3,000	0	3,000	0	0	0	0	14,180
Other	0	0	0	0	0	0	0	0	0	0	0
Total	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	18,280

FUNDING SCHEDULE (\$000)

White Flint - Special Tax District	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	18,280
Total	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	18,280

DESCRIPTION

This project provides for completing preliminary engineering to 35% plans, for three new roads and one bridge in the White Flint District East side area, as follows:

Executive Boulevard Extended East (B-7) – Rockville Pike MD 355 to New Private Street - construct 1100' of 4 lane roadway.
Executive Boulevard Extended East (B-7) – New Private Street to new Nebel Street Extended - construct 600' of 4 lane roadway.
Nebel Street (B-5) – Nicholson Lane South to combined property - construct 1,200' of 4 lane roadway.
Bridge across White Flint Metro Station – on future MacGrath Blvd. between MD 355 and future Station St.- construct 80' long 3 lane bridge.

All the roadway segments will be designed in FY 12-13. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping.

This project also includes the estimated final design and construction costs for a bridge across the White Flint Metro Station, which is included in Resolution#16-1570, White Flint Sector Plan Implementation Strategy and Infrastructure Improvement List, Action item #12.

These projects will become stand-alone projects once preliminary engineering up to 35% is complete and final construction costs can be determined.

It is assumed that the developers will dedicate the land needed for this project.

ESTIMATED SCHEDULE

Design is expected to commence on all road projects in the Summer of 2011 (FY12) and to conclude in the Spring of 2013 (FY13). Design for the bridge across the White Flint Metro Station will be completed in the Spring of 2013 (FY13) and go to construction in the Summer of 2013 (FY14).

JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

OTHER

Expenditure schedule provided below:

	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Total
Executive Blvd Ext East (B-7)	\$250	\$250	\$250	\$250	\$1,000	\$0	\$0	\$9,800
Executive Blvd Ext East (B-7)	\$150	\$150	\$200	\$200	\$1,570	\$0	\$0	\$6,900
Nebel St (B-5)	\$200	\$200	\$200	\$200	\$1,550	\$0	\$0	\$8,200
MacGrath Blvd Bridge over WMATA	\$600	\$400	\$3,500	\$0	\$0	\$0	\$0	\$4,500
TOTALS	\$1,200	\$1,000	\$4,150	\$650	\$4,120	\$0	\$0	\$29,400

FISCAL NOTE

Funding Sources:

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																										
<table> <tr> <td>Date First Appropriation</td><td>FY12</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY12</td><td>29,400</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>29,400</td></tr> <tr> <td>Appropriation Request</td><td>FY13</td><td>0</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY14</td><td>0</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>2,200</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>673</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>1,527</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY10</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY11</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY12	(\$000)	First Cost Estimate	FY12	29,400	Current Scope			Last FY's Cost Estimate		29,400	Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		2,200	Expenditures / Encumbrances		673	Unencumbered Balance		1,527	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>M-NCPPC White Flint Sector Plan WMATA City of Rockville Maryland State Highway Administration Federal Agencies including Nuclear Regulatory Commission Developers Department of Environmental Protection Department of Permitting Services</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY12	(\$000)																																										
First Cost Estimate	FY12	29,400																																										
Current Scope																																												
Last FY's Cost Estimate		29,400																																										
Appropriation Request	FY13	0																																										
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Partial Closeout Thru	FY10	0																																										
New Partial Closeout	FY11	0																																										
Total Partial Closeout		0																																										

White Flint District East: Transportation -- No. 501204 (continued)

The ultimate funding source for these projects will be White Flint Development District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues.

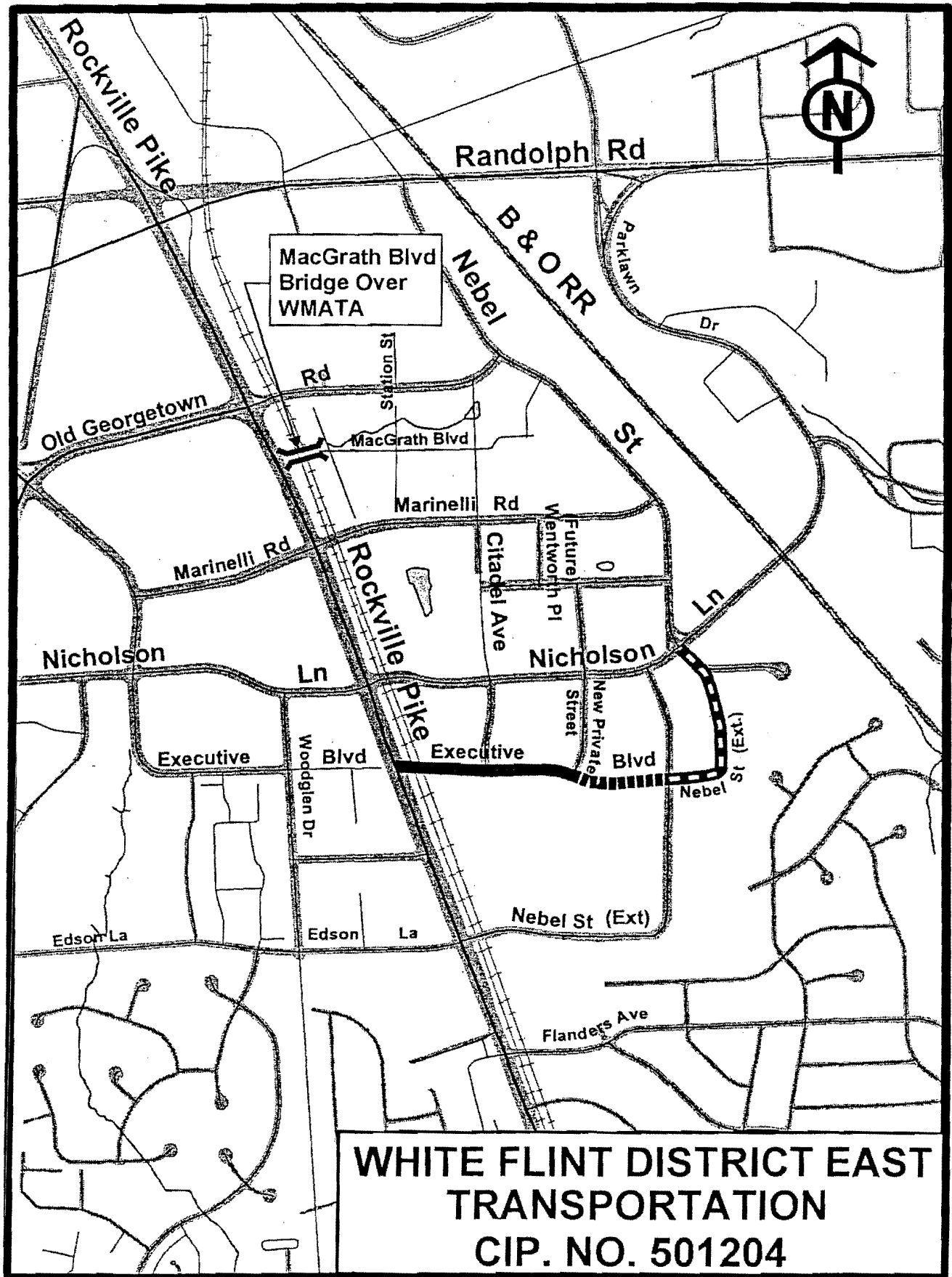
Cost Estimation:

Project cost estimates are in FY12 dollars and have been projected with very limited definition of the project scope of work and without any engineering design having been performed. Construction cost estimates are based on concepts, projected from unit length costs of similar prior projects and are not based on quantity estimates or engineering designs. Final construction costs will be determined after the preliminary engineering (35%) phase.

FY17 and FY18 expenditures will be added when more refined cost estimates are available.

OTHER DISCLOSURES

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



White Flint District West: Transportation -- No. 501116

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	14,064	189	1,711	11,474	500	2,900	2,950	3,535	1,589	0	690
Land	11,000	0	0	1,000	600	0	200	200	0	0	10,000
Site Improvements and Utilities	3,162	0	0	2,351	0	0	0	1,741	610	0	811
Construction	70,381	0	0	69,539	0	0	0	6,069	4,681	58,789	842
Other	35	0	35	0	0	0	0	0	0	0	0
Total	98,642	189	1,746	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343

FUNDING SCHEDULE (\$000)

Current Revenue: General	0	189	-189	0	0	0	0	0	0	0	0
White Flint - Special Tax District	98,642	0	1,935	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343
Total	98,642	189	1,746	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343

DESCRIPTION

This project provides for completing preliminary engineering, to 35% plans, and initial land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping.

The proposed projects for preliminary engineering are as follows:

1. Main Street/Market Street (B-10)-Old Georgetown Rd. (MD 187) to Rockville Pike (MD 355) -New 2 lane 1,700 foot roadway (\$500k PDS + \$217k Land).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Rockville Pike (MD 355) - 1,700 feet of bikeway (\$100k PDS).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187) -New 900 feet of 4 lane roadway (\$520k PDS + \$200k Land).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive - 6,300 feet of 6-8 lane roadway (\$9.6m PDS + \$412k Land).
5. Old Georgetown Rd. (MD 187) (M-4)-Nicholson Ln./Tilden Ln. to Executive Blvd. - 1,600 feet of 6 lane roadway (\$700k PDS + \$200k Land).
6. Hoya St. (formerly 'Old' Old Georgetown Rd.) (M-4A)-Executive Blvd. to Montrose Parkway - 1,100 feet of 4 lane roadway (\$615k PDS).

This project also includes the estimated final design, construction, and land acquisition costs for the projects approved in Resolution #16-1570, White Flint Sector Plan Implementation Strategy and Infrastructure Improvement List, Action Items #7 and #10.

The proposed projects for construction are:

1. Main Street/Market Street (B-10)-Old Georgetown Rd. (MD 187) to Woodglenn Rd. (MD 355)- New 2 lane 1,700 foot roadway (\$5,008,000).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Woodglenn Rd. (MD 355)-Construct 1,700 feet of bikeway (\$1,738,000).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187)-New 900 feet of 4 lane roadway (\$23,536,000).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive- Reconstruct 6,300 feet of 6-8 lane roadway (\$68,113,000).

These projects will become stand-alone projects once preliminary engineering up to 35% is complete and final construction costs can be determined.

This project also provides for consulting fees for the analysis and studies necessary to implement the district, which are programmed in the "Other" cost element for FY11. Effective FY12 consulting fees are programmed in the White Flint Redevelopment Program project #151200.

ESTIMATED SCHEDULE

Design began on all projects with the exception of the Rockville Pike segment and will conclude in the Spring of 2013. Some property acquisition may occur in 2012-2013 (FY13). Design of the Rockville Pike section will begin in the Fall of 2013 (FY14) and be complete in the Spring of 2016 (FY16). Some property acquisition may occur on this section in 2015 (FY15) and 2016 (FY16).

COST CHANGE

Cost increase due to moving expenditures into FY17 and FY18 from beyond the 6 years.

JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY11	(\$000)	WMATA	City of Rockville	
First Cost Estimate	FY12	98,642	MSHA	Town of Garrett Park	See Map on Next Page
Current Scope			Neighborhood Civic Associations	Developers	
Last FY's Cost Estimate		98,642			
Appropriation Request	FY13	0			
Appropriation Request Est.	FY14	0			
Supplemental Appropriation Request		0			
Transfer		0			
Cumulative Appropriation		2,435			
Expenditures / Encumbrances		272			
Unencumbered Balance		2,163			
Partial Closeout Thru	FY10	0			22
New Partial Closeout	FY11	0			
Total Partial Closeout		0			

White Flint District West: Transportation -- No. 501116 (continued)

plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

OTHER

The expenditure schedule for the proposed projects is as follows:

	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Beyond	TOTAL
Main St/ Market St (B-10)	\$0	\$400	\$200	\$250	\$200	\$1,606	\$2,177	\$0	\$0	\$4,833
Main St/ Market St (LB-1)	\$0	\$0	\$0	\$50	\$50	\$1,513	\$0	\$0	\$0	\$1,613
Executive Blvd (B-15)	\$0	\$200	\$450	\$400	\$500	\$5,926	\$3,631	\$0	\$12,343	\$23,450
Old Georgetown Rd (M-4A)	\$0	\$450	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Rockville Pike MD 355 (M-6)	\$0	\$0	\$0	\$2,200	\$2,400	\$2,500	\$1,072	\$58,789	\$0	\$66,961
Hoya St (M-4A)	\$0	\$500	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$600
Analysis & Studies	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35
TOTAL	\$35	\$1,550	\$1,100	\$2,900	\$3,150	\$11,545	\$6,880	\$58,789	\$12,343	\$98,292

The 35% design of the Main Street/Market Street projects (projects 1 and 2 from the above list) will be from Old Georgetown to MD 355. The final design and construction will be from Old Georgetown Rd to Woodglen Drive. Construction of Woodglen Drive to MD 355 will be funded by the developer.

FISCAL NOTE

Funding Sources:

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed 10% of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." With an overall goal of providing infrastructure financing to allow implementation in a timely manner, the County will conduct feasibility studies to determine the affordability of special obligation bond issues prior to the funding of the projects 1, 2, 3 and 4 listed in the Description section above. If district revenues are not sufficient to fund these projects then the County will utilize forward funding, advance funding, and management of debt issuance or repayment in a manner to comply with the goal.

Current Revenue: General in FY11 will be repaid by White Flint Development District Tax funding sources in FY12.

Programming:

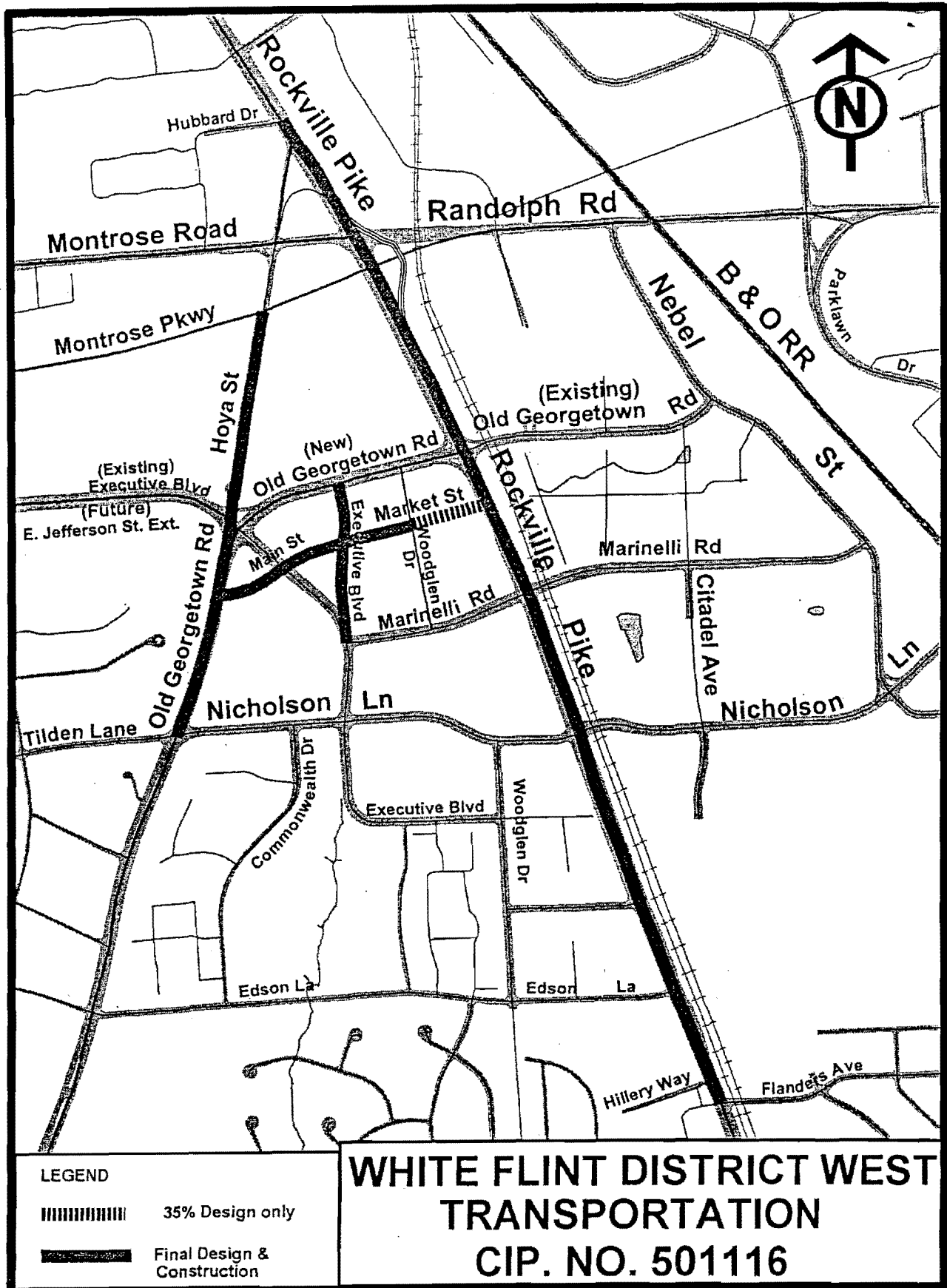
As each of the infrastructure items to be designed under this Project reach the 35% design level and are programmed for construction in a stand-alone PDF, the details of the financing plan and any repayment plan in accordance with the implementation strategy will be determined and reflected in the individual PDF.

Cost Estimation:

Project cost estimates are in FY10 dollars and have been projected with very limited definition of the project scope of work and without any engineering design having been performed. Furthermore, construction cost estimates are projected from unit length of road costs of similar prior projects and are not based on quantity estimates. Final construction costs will be determined after the preliminary engineering (35%) phase.

OTHER DISCLOSURES

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



Snouffer School Road North (Webb Tract) -- No. 501119

3/23/12 HOS

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,169,339	0	669	1,502,370	450	558	450	530	300	494	0
Land	105	0	0	105	105	0	0	0	0	0	0
Site Improvements and Utilities	525,916	0	0	525,916	0	0	525	0	916	0	0
Construction	9,300,468	0	0	46,626	1,300	0	9,200	9,310	1,007	319	0
Other	0	0	0	11,230	0	0	0	0	0	0	0
Total	20,600	0	669	20,011	555	763	450	588	9,940	8,729	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	19,390	0	0	0	0	0	0	0	0	0	19,390
Interim Finance	1,290	0	669	20,011	763	588	9,940	8,720	0	0	-19,390
Total	12,079	20,600	0	669	20,011	555	763	450	588	9,940	8,729

OPERATING BUDGET IMPACT (\$000)

Maintenance				2	0	0	0	0	1	1
Energy				2	0	0	0	0	1	1
Net Impact				4	0	0	0	0	2	2

DESCRIPTION

This project provides for the design, land acquisition, and construction of 3,400 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Ridge Heights Drive and a new traffic signal at Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes in each direction separated by a raised median, an 8-foot shared use path on the northern side and a 5-foot sidewalk on the southern side within a 100 foot right-of-way. The project will include a bridge for the northbound traffic lanes and replacement of the existing bridge for the southbound traffic lane over Cabin Branch, street lights, storm drainage, stormwater management, landscaping, and utility relocations.

CAPACITY

Average daily traffic is projected to be 15,000 vehicles per day by 2015. The sidewalk and the shared use path will extend for a distance of 2,500 linear feet from Centerway Road to Alliston Hollow Way.

ESTIMATED SCHEDULE

Final design is to be completed in the Winter of 2014, utility relocations are anticipated to be complete in the Winter of 2014, and construction will begin in the Fall of 2014, and take approximately 18 months.

COST CHANGE

Cost increase due to the need to replace the existing bridge over Cabin Branch in its entirety, inflation, and overhead charges.

JUSTIFICATION

This project is part of the County's Smart Growth Initiative for the relocation of the Public Safety Training Academy and the Montgomery County Public School (MCPS) Food Services Facility to the Webb Tract and will provide improved access to the new facilities. This project is also needed to meet the existing and future traffic and pedestrian demands in the area. The Airport Project Area of the Gaithersburg Vicinity Planning Area is experiencing growth with plans for commercial and residential development. This project meets the recommendations of the area master plan and enhances regional connectivity. It will improve traffic flow by providing additional traffic lanes and encourage alternative means of mobility through proposed bicycle and pedestrian facilities.

OTHER

Special Capital Projects Legislation will be proposed by the County Executive.

FISCAL NOTE

Interim financing will be used in the short term, with permanent funding sources to include G.O. Bonds. These improvements will be constructed as a design/build, therefore the entire project needs to be programmed.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	(\$000)
First Cost Estimate	FY13	12,079
Current Scope		20,600
Last FY's Cost Estimate		16,800
Appropriation Request	FY13	19,390
Appropriation Request Est.	FY14	10,425
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,290
Expenditures / Encumbrances		868
Unencumbered Balance		424
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Snouffer School Road CIP Project No. 501109
Public Services Training Academy Relocation
CIP No. 471102
Washington Suburban Sanitary Commission
M-NCPPC
Department of Permitting Services
Department of General Services
Maryland Department of the Environment

MAP

See Map on Next Page

Transportation

MISSION STATEMENT

The mission of the Department of Transportation (DOT) programs supported by the General Fund is to provide an effective and efficient transportation system to ensure the safe and convenient movement of persons and vehicles on County roads; to plan, design, and coordinate development and construction of transportation and pedestrian routes to maintain the County's transportation infrastructure; to operate and maintain the traffic signal system and road network in a safe and efficient manner; and to develop and implement transportation policies to maximize efficient service delivery. The General Fund supports programs in the Division of Traffic Engineering and Operations, the Division of Parking Management, the Division of Highway Maintenance, the Division of Transportation Engineering, the Division of Transit Services, and the Director's Office.

BUDGET OVERVIEW

The total recommended FY13 Operating Budget for the Department of Transportation is \$44,288,938, an increase of \$2,921,478 or 7.1 percent from the FY12 Approved Budget of \$41,367,460. Personnel Costs comprise 49.6 percent of the budget for 441 full-time positions and eight part-time positions for 257.69 FTEs. Operating Expenses account for the remaining 50.4 percent of the FY13 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**
- ❖ **Healthy and Sustainable Neighborhoods**
- ❖ **Safe Streets and Secure 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 FY12 estimates reflect funding based on the FY12 approved budget. The FY13 and FY14 figures are performance targets based on the FY13 recommended budget and funding for comparable service levels in FY14.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ **The tree maintenance program removed 1,466 dead trees; planted 347 street trees; and pruned 328 trees.**
- ❖ **Under the residential resurfacing program slurry seal method was used on 17 lane miles of the following neighborhoods: Democracy Boulevard, Observation Drive, Potomac Falls subdivision, and Shakespeare Road.**
- ❖ **Pedestrian Safety**
According to 2011 Pedestrian Collision Data for the first half of the calendar year, there was a 15 percent decline in pedestrian collisions and a continued decline in the severity of pedestrian collisions in 2011 compared with the previous year.
Projects and programs related to pedestrian safety continued to progress through the FY12. These efforts will continue in FY13. Much of the administration and project development of long-term pedestrian safety projects, including coordination with the Maryland State Highway Administration, is well underway. The Department of Transportation has also continued to design and construct pedestrian safety improvements of various scale in high incidence areas (HIA's) on County-maintained roadway.

- ❖ As of March 2012, 126 of the total 791 traffic signals had been outfitted with Uninterruptible Power Supplies/Battery Back-Up (UPS/BBU). This includes 101 County owned and 25 State owned signals.
- ❖ As of March 2012, a total of 773 signals had been successfully converted to the new system (98 percent of the total) for the Traffic Signal System Modernization project.
- ❖ A significant amount of construction has been completed in the CIP in FY11 and the first six months of FY12, including: the Woodfield Road Extended, Father Hurley Blvd Extended, Clarksburg Road Bridge, Watkins Mill Road Extended, and Cedar Lane Bridge stand alone projects; 2.63 miles of sidewalk completed under the Annual Sidewalk Program; .64 miles of non-compliant sidewalk and ramp construction under the ADA Program; and 22 Drainage Assistance spot improvements.
- ❖ Productivity Improvements
 - Enhanced Infrastructure Maintenance initiative in FY13 to include residential resurfacing, crosswalks, patching, and sign and marking materials to address deferred maintenance and improve pedestrian safety.
 - Continued to coordinate the relocation of utility infrastructure that conflicts with proposed roadway improvements in advance of construction, thereby mitigating potential construction delays associated with untimely relocation by utility owners.
 - Within the last year, the Transportation Construction Section has continued ongoing measures to enhance performance. These include: Continued requirements for Critical Path Method (CPM) scheduling by contractors in monthly project reports to enable efficient review of contractor progress, allow early identification of potential delays, and enhance the ability to develop recovery schedules in the event of slippage.
 - Gain-sharing Program: the Division of Traffic Engineering had two teams working on productivity improvement concepts during FY11 and FY12. One team developed a concept by which the County can get reimbursed for traffic accidents that result in damage to traffic signals and associated equipment (i.e., poles, cabinets). The other team developed a concept for selling scrap metal.

PROGRAM CONTACTS

Contact William Selby of the Department of Transportation at 240.777.7180 or Adam Damin of the Office of Management and Budget at 240.777.2794 for more information regarding this department's operating budget.

PROGRAM DESCRIPTIONS

Automation

The Automation Program provides staffing, material, and support to develop and maintain information systems in support of the Department's business operations. This includes purchase and maintenance of IT equipment, service and support for major business systems, strategic visioning and analysis for planned IT investments, and day-to-day end use support. In addition, this program provides for coordination with the County Department of Technology Services.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	429,880	2.90
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	21,305	0.00
FY13 CE Recommended	451,185	2.90

Bridge Maintenance

This program provides for the basic maintenance of bridges and box culverts along County-maintained roadways, including removal of debris under and around bridges; wall and abutment repainting; trimming trees and mowing banks around bridge approaches; and guardrail repair. Minor asphalt repairs and resurfacing of bridges and bridge approaches are also included.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	177,740	1.30
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	6,102	-0.30
FY13 CE Recommended	183,842	1.00

Transportation Engineering and Management Services

This program oversees a portion of the transportation programs, monitors and evaluates standards, investigates complaints, and implements strategies to maximize cost savings. This program is also responsible for the personnel, budget, and finance functions of several divisions in the Department of Transportation, providing essential services to the Department and serving as a point of contact for other departments.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	404,300	2.80
Decrease Cost: Turn Over Savings- Directors Office Management Positions	-100,235	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	10,751	0.20
FY13 CE Recommended	314,816	3.00

Noise Abatement Districts

The Bradley and Cabin John Noise Abatement Special Taxation Districts were created in 1991 to levy a tax to defray certain ineligible State costs associated with the construction of noise barriers along the Capital Beltway that will benefit the properties in the districts. Proceeds of the tax are used to reimburse the County for debt service related to the general obligation bond proceeds which were initially used to finance the construction. The program also involves evaluation and negotiations with new communities that desire to explore their eligibility for establishment of new Noise Abatement Districts and coordination with the State Highway Administration.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	0	0.00
FY13 CE Recommended	0	0.00

Parking Outside the Parking Districts

This program administers, operates, and maintains the parking program outside the Parking Districts. Included in this program are residential permit parking and peak hour traffic enforcement. The residential permit parking program is responsible for the sale of parking permits and parking enforcement in these areas. Participation in the program is requested through a petition of the majority of the citizens who live in that area. The program is designed to mitigate the adverse impact of commuters parking in residential areas. Peak hour traffic enforcement in the Bethesda and Silver Spring Central Business Districts assures the availability of travel lanes during peak traffic periods. The program is also responsible for the management of County employee parking in the Rockville core.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	905,080	1.50
Add: Paid Parking Outside the Parking Districts	32,172	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	9,684	0.10
FY13 CE Recommended	946,936	1.60

Resurfacing

This program provides for the contracted pavement surface treatment of the County's residential and rural roadway infrastructure.

Program Performance Measures	Actual FY10	Actual FY11	Estimated FY12	Target FY13	Target FY14
Percentage of annual requirement for residential resurfacing funded ¹	71%	64%	44%	50%	63%
Percent of primary/arterial road quality rated fair or better	62%	67%	64%	69%	73%
Percent of rural/residential road quality rated fair or better	40%	41%	44%	48%	52%

¹ Based upon the Pavement Management System, the percentages shown above are based on funding needs to maintain the current Pavement Condition Index (PCI).

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	939,410	0.00
Enhance: Highway User Revenue Increase- Residential Resurfacing (Slurry Seal)	850,000	0.00
FY13 CE Recommended	1,789,410	0.00

Roadway and Related Maintenance

Roadway maintenance includes hot mix asphalt road patching (temporary and permanent roadway repairs, skin patching, and crack sealing); shoulder maintenance; and storm drain maintenance, including erosion repairs, roadway ditch and channel repairs, cleaning enclosed storm drains, and repair and/or replacement of drainage pipes. Related activities include: mowing; roadside vegetation clearing and grubbing; traffic barrier repair and replacement; street cleaning; regrading and reshaping dirt/gravel roads; and temporary maintenance of curbs, gutters, and sidewalks.

Starting in FY07, DOT began providing routine maintenance of roadway, bridges, and storm drain surfaces and other miscellaneous items for Park roads.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	15,002,370	97.30
Enhance: Highway User Revenue Increase- Roadway Patching Program	250,000	0.00
Increase Cost: Operating Budget Impact from Roads CIP	98,750	0.00
Increase Cost: Newly Accepted Subdivision Roads	15,440	0.00
Shift: Storm Drain Costs to Water Quality Protection Fund	-327,451	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	951,223	13.95
FY13 CE Recommended	15,990,332	111.25

Snow Removal/Wind/Rain Storms

This program includes the removal of storm debris within right of ways and snow from County roadways. This includes plowing and applying salt and sand; equipment preparation and cleanup from snow storms; and wind and rain storm cleanup. Efforts to improve the County's snow removal operation have included public snow plow mapping, snow summit conferences; equipping other County vehicles with plows; and using a variety of contracts to assist in clearing streets. Expenditures over the budgeted program amount for this purpose will be covered by the Snow Removal and Storm Cleanup NDA.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	3,115,010	23.80
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	156,978	-0.10
FY13 CE Recommended	3,271,988	23.70

Streetlighting

This program includes investigation of citizen requests for new or upgraded streetlights; design or review of plans for streetlight installations on existing roads, bikeways and pedestrian facilities, and projects that are included in the CIP; coordination and inspection of streetlight installations and maintenance by utility companies; maintenance of all County-owned streetlights by contract; and inspection of contractual maintenance and repair work.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	527,700	0.90
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	-13,170	-0.40
FY13 CE Recommended	514,530	0.50

Traffic Planning

This program provides for traffic engineering and safety review of road construction projects in the CIP; review of master plans, preliminary development plans, and road geometric standards from a pedestrian, bicycle, and traffic engineering and safety standpoint. The program also includes studies to identify small scale projects to improve the capacity and safety of intersections at spot locations throughout the County, the design of conceptual plans for such improvements, as well as the review of development

plans and coordination of all such reviews within the Department of Transportation; review of traffic and pedestrian impact studies for the Local Area Review process; and development, review, approval, and monitoring of development-related transportation mitigation agreements.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	358,980	2.90
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	-3,492	-0.10
FY13 CE Recommended	355,488	2.80

Traffic and Pedestrian Safety

This program provides for engineering studies to evaluate and address concerns about pedestrian and traffic safety and parking issues on neighborhood streets, arterial, and major roadways. Data on speed, vehicular and pedestrian volumes, geometric conditions and collision records are collected and analyzed. Plans are developed to enhance neighborhood and school zone safety, maintain livable residential environments, and provide safe and efficient traffic flow as well as safe pedestrian access on arterial and major roads.

Program Performance Measures	Actual FY10	Actual FY11	Estimated FY12	Target FY13	Target FY14
Average number of days to respond to requests for traffic studies ¹	43	49	55	61	67
Number of traffic studies pending	210	225	240	255	270

¹ Reflects reduction in consultant services.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	1,139,380	6.80
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	400,837	4.60
FY13 CE Recommended	1,540,217	11.40

Traffic Sign & Marking

This program includes conducting engineering investigations of citizen complaints about traffic signs, street name signs, pavement markings (centerlines, lane lines, edge lines, crosswalks, raised pavement markers, etc.), and inadequate visibility at intersections. It also includes design, review, and field inspection of traffic control plans for CIP road projects and for permit work performed in right-of-ways. The program includes fabrication and/or purchase of signs; installation and maintenance of all traffic and pedestrian signs, and street name signs (including special advance street name signs); repair or replacement of damaged signs; installation and maintenance of all pavement markings; safety-related trimming of roadside foliage obstructing traffic control devices; and day-to-day management of the traffic materials and supplies inventory. This program is also responsible for the issuance of permits for use of County roads and rights-of-ways for special events such as parades, races, and block parties.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	1,915,080	13.10
Enhance: Highway User Revenue Increase- Sign and Marking Materials	243,900	0.00
Enhance: Highway User Revenue Increase- Crosswalks	200,000	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	-418,757	-1.80
FY13 CE Recommended	1,940,223	11.30

Traffic Signals & Advanced Transportation Mgmt. Syst.

This program provides for the general engineering and maintenance activities associated with the design, construction, and maintenance of traffic signals, the Advanced Transportation Management System (ATMS), and the communication infrastructure that supports these programs and the County's fiber optic based network. Included in this program are proactive and reactive maintenance of the field devices and related components such as traffic signals, flashers, traffic surveillance cameras, variable message signs, travelers' advisory radio sites, twisted pair copper interconnect, and fiber optic cable and hub sites; and support of the Traffic Signal, ATMS, and FiberNet CIP projects. This program also includes provision of testimony for the County in court cases involving traffic signals.

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Program Performance Measures	Actual FY10	Actual FY11	Estimated FY12	Target FY13	Target FY14
The backlog of signalized intersections with a malfunctioning sensor ¹	81	74	112	172	210

¹ Assumes no funding in FY 13. Funding resumes in FY 14.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	2,388,890	10.30
Reduce: Signal Maintenance	-45,000	0.00
Reduce: Pedestrian Signal Re-timing Initiative	-56,195	0.00
Eliminate: Loop Detectors	-152,300	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	-216,472	-3.90
FY13 CE Recommended	1,918,923	6.40

Transportation Community Outreach

The Transportation Community Outreach program objective is to inform County residents of DOT's services, programs, and procedures; enhance their understanding of the department's organization and responsibilities; enhance their ability to contact directly the appropriate DOT office; and provide feedback so DOT can improve its services. Staff works with the Public Information Office to respond to media inquiries. Staff refers and follows up on residents' concerns; attends community meetings; and convenes action group meetings at the request of the Regional Services Center directors. Significant components of this program are the coordination of Renew Montgomery, a neighborhood revitalization program, and the Keep Montgomery County Beautiful program, which includes the Adopt-A-Road program, a beautification grants program, and annual beautification awards.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	192,930	1.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	14,466	0.00
FY13 CE Recommended	207,396	1.00

Property Acquisition

This program is responsible for acquiring land for transportation capital projects and includes land acquisitions for other departments on an as-needed basis. This program includes administering the abandonment of rights-of-ways which have been or currently are in public use.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	87,050	0.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	5,623	0.00
FY13 CE Recommended	92,673	0.60

Transportation Planning and Design

This program provides for the development of engineering construction plans and specifications for all transportation-related projects in the County's Capital Improvements Program (CIP). This includes planning, surveying, designing of roads, bridges, traffic improvements, pedestrian, bicycle and mass transit facilities, and storm drains; as well as the inventory, inspection, renovation, preservation and rehabilitation of existing bridges. All of these plans are environmentally sound and aesthetically pleasing and meet applicable local, State, and Federal laws and regulations.

Program Performance Measures	Actual FY10	Actual FY11	Estimated FY12	Target FY13	Target FY14
Linear feet of sidewalk construction completed (000) ¹	40	31	34	34	34
Percentage of customers satisfied with new capital projects ²	92.0	90.0	90.0	90.0	90.0

¹ Sidewalk Construction is funded by CIP.

² Outreach is for CIP projects.

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FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	423,130	1.90
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	7,309	0.00
FY13 CE Recommended	430,439	1.90

Transportation Construction

This program provides overall construction administration and inspection of the Department's transportation CIP projects. This includes preparing and awarding construction contracts, monitoring construction expenditures and schedules, processing contract payments, providing construction inspection, and inspecting and testing materials used in capital projects. It measures and controls the quality of manufactured construction materials incorporated into the transportation infrastructure. This program also includes materials (manufacturing) plant inspections and testing of materials for work performed by private developers under permit with the County.

Program Performance Measures	Actual FY10	Actual FY11	Estimated FY12	Target FY13	Target FY14
Transportation Capital Improvement Projects completed within 10% of the cost estimate in the original Project Description Form	85	75	75	75	75
Transportation Capital Improvement Projects completed within 3 months of projected timeline on Project Description Form	50	75	75	75	75

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	237,400	0.80
Add: Materials Testing	20,000	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	10,778	0.00
FY13 CE Recommended	268,178	0.80

Transportation Management and Operations

This program provides for the daily operations of the County's transportation management program to include operations of the Transportation Management Center (TMC), the computerized traffic signal system, the aerial surveillance sub-program, and multi-agency incident management response and special event traffic management. This program also provides hardware and software support for the TMC's computer and network infrastructure, and investigation of citizen complaints about traffic signal timing, synchronization and optimization.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	864,130	4.30
Add: Traffic Signal System Modernization and UPS Unit Maintenance	45,000	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	452,689	3.60
FY13 CE Recommended	1,361,819	7.90

Transportation Policy

This program provides for the integration of all transportation plans, projects, and programs to ensure Department-wide coordination and consistency. The program provides a strategic planning framework for the identification and prioritization of new capital and operating transportation projects and programs for implementation at the County and State levels. The program advocates and explains the County's transportation priorities to the Council and State Delegation. This program also includes a liaison role and active participation with local and regional bodies such as WMATA, M-NCPPC, the Metropolitan Washington Council of Governments (COG), the Transportation Planning Board (TPB), and the Maryland Department of Transportation. This program involves active participation in the master planning process in order to advance transportation priorities and ensure the ability to implement proposed initiatives. The development of transportation policy, legislation, and infrastructure financing proposals are included in this program, including administration of the Impact Tax Program, development and negotiation of participation agreements with private developers, and the Development Approval Payment program.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	399,040	2.50
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	41,154	0.00
FY13 CE Recommended	440,194	2.50

Tree Maintenance

The operating budget portion of the Tree Maintenance program provides for emergency tree maintenance services in the public rights-of-way. The program provides priority area-wide emergency tree and stump removal and pruning to ensure the safety of pedestrians and cyclists, minimize damage to property, and provide adequate road clearance and sign, signal, and streetlight visibility for motorists.

Starting in FY07, the street tree planting function was transferred to DOT as part of the overall Tree Maintenance program. The Department of Environmental Protection will continue to identify priority tree planting areas.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	3,452,340	13.30
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	73,404	-1.70
FY13 CE Recommended	3,525,744	11.60

Vacuum Leaf Collection

The Vacuum Leaf Collection program provides two vacuum leaf collections to the residents in the Leaf Vacuuming District during the late fall/winter months. Vacuum leaf collection is an enhanced service which complements homeowner responsibilities related to the collection of the high volume of leaves generated in this part of the County. This program is supported by a separate leaf vacuum collection fee that is charged to property owners in the Leaf Vacuuming District.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	5,272,920	50.30
Increase Cost: Contractual Services Leafing	994,310	0.00
Increase Cost: Overtime	428,000	0.00
Decrease Cost: Assigned Motor Pool	-621,120	0.00
Decrease Cost: Seasonal Temps positions	-801,574	-8.46
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	171,969	-8.30
FY13 CE Recommended	5,444,505	33.54

Administration

The Director's Office provides overall leadership for the Department, including policy development, planning, accountability, service integration, customer service, and the formation of partnerships. It also handles administration of the day-to-day operations of the Department, including direct service delivery, budget and fiscal management oversight (capital and operating), training, contract management, logistics and facilities support, human resources management, and information technology. In addition, administration staff coordinates the departmental review of proposed State legislation and provides a liaison between the County and WMATA. The Department consists of five divisions: the Division of Traffic Engineering and Operations, the Division of Parking Management, the Division of Highway Maintenance, the Division of Transportation Planning, and the Division of Transit Services. The Administration program includes efforts of staff from all divisions of the Department.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	3,134,700	19.80
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	165,400	2.20
FY13 CE Recommended	3,300,100	22.00

BUDGET SUMMARY

	Actual FY11	Budget FY12	Estimated FY12	Recommended FY13	% Chg Bud/Rec
COUNTY GENERAL FUND					
EXPENDITURES					
Salaries and Wages	19,602,810	12,512,330	12,358,605	12,931,769	3.4%
Employee Benefits	7,048,733	5,073,530	5,715,903	6,019,668	18.6%
County General Fund Personnel Costs	26,651,543	17,585,860	18,074,508	18,951,437	7.8%
Operating Expenses	27,402,132	18,473,170	19,218,305	19,857,486	7.5%
Capital Outlay	0	0	0	0	—
County General Fund Expenditures	54,053,675	36,059,030	37,292,813	38,808,923	7.6%
PERSONNEL					
Full-Time	450	441	441	441	—
Part-Time	7	8	8	8	—
FTEs	252.20	207.30	207.30	223.65	7.9%
REVENUES					
Federal Grants	740,400	0	0	0	—
Miscellaneous Revenues	56,996	0	0	0	—
Motor Pool Charges/Fees	4,176	0	0	0	—
Parking Fees	63,994	155,000	123,000	123,000	-20.6%
Parking Fines	1,175,239	0	0	0	—
Residential Parking Permits	438,012	185,000	185,000	185,000	—
State Aid: Highway User	2,352,970	1,718,300	1,795,596	3,323,900	93.4%
Subdivision Plan Review	214,615	150,000	315,000	225,000	50.0%
Traffic Signals Maintenance	0	994,000	994,000	994,000	—
Other Fines/Forfeitures	20,391	0	0	0	—
County General Fund Revenues	5,066,793	3,202,300	3,412,596	4,850,900	51.5%
BRADLEY NOISE ABATEMENT					
EXPENDITURES					
Salaries and Wages	0	0	0	0	—
Employee Benefits	0	0	0	0	—
Bradley Noise Abatement Personnel Costs	0	0	0	0	—
Operating Expenses	0	0	0	0	—
Capital Outlay	0	0	0	0	—
Bradley Noise Abatement Expenditures	0	0	0	0	—
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	0.00	0.00	0.00	0.00	—
REVENUES					
Investment Income	6	0	0	0	—
Property Tax	33,049	30,220	30,450	0	—
Bradley Noise Abatement Revenues	33,055	30,220	30,450	0	—
CABIN JOHN NOISE ABATEMENT					
EXPENDITURES					
Salaries and Wages	0	0	0	0	—
Employee Benefits	0	0	0	0	—
Cabin John Noise Abatement Personnel Costs	0	0	0	0	—
Operating Expenses	0	0	0	0	—
Capital Outlay	0	0	0	0	—
Cabin John Noise Abatement Expenditures	0	0	0	0	—
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	0.00	0.00	0.00	0.00	—
REVENUES					
Investment Income	1	0	0	0	—
Property Tax	9,025	8,560	8,640	1,050	-87.7%
Cabin John Noise Abatement Revenues	9,026	8,560	8,640	1,050	-87.7%
GRANT FUND MCG					
EXPENDITURES					
Salaries and Wages	47,440	26,000	26,000	23,825	-8.4%
Employee Benefits	12,613	9,510	9,510	11,685	22.9%
Grant Fund MCG Personnel Costs	60,053	35,510	35,510	35,510	—

	Actual FY11	Budget FY12	Estimated FY12	Recommended FY13	% Chg Bud/Rec
Operating Expenses	0	0	0	0	—
Capital Outlay	0	0	0	0	—
Grant Fund MCG Expenditures	60,053	35,510	35,510	35,510	—
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	0.70	0.50	0.50	0.50	—
REVENUES					
State Grants	60,053	35,510	35,510	35,510	—
Grant Fund MCG Revenues	60,053	35,510	35,510	35,510	—
VACUUM LEAF COLLECTION					
EXPENDITURES					
Salaries and Wages	2,200,857	2,656,660	1,196,294	2,087,479	-21.4%
Employee Benefits	518,811	765,240	305,445	881,706	15.2%
Vacuum Leaf Collection Personnel Costs	2,719,668	3,421,900	1,501,739	2,969,185	-13.2%
Operating Expenses	1,845,508	1,851,020	3,659,950	2,475,320	33.7%
Capital Outlay	0	0	0	0	—
Vacuum Leaf Collection Expenditures	4,565,176	5,272,920	5,161,689	5,444,505	3.3%
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	50.30	50.30	50.30	33.54	-33.3%
REVENUES					
Investment Income	664	4,000	4,000	4,000	—
Leaf Vacuum Collection Fees	6,531,237	6,530,750	6,530,750	6,545,529	0.2%
Systems Benefit Charge	-11	0	0	0	—
Other Charges/Fees	13,321	0	0	0	—
Vacuum Leaf Collection Revenues	6,545,211	6,534,750	6,534,750	6,549,529	0.2%
DEPARTMENT TOTALS					
Total Expenditures	58,678,904	41,367,460	42,490,012	44,288,938	7.1%
Total Full-Time Positions	450	441	441	441	—
Total Part-Time Positions	7	8	8	8	—
Total FTEs	303.20	258.10	258.10	257.69	-0.2%
Total Revenues	11,714,138	9,811,340	10,021,946	11,436,989	16.6%

FY13 RECOMMENDED CHANGES

	Expenditures	FTEs
COUNTY GENERAL FUND		
FY12 ORIGINAL APPROPRIATION	36,059,030	207.30
Changes (with service impacts)		
Enhance: Highway User Revenue Increase- Residential Resurfacing (Slurry Seal) [Resurfacing]	850,000	0.00
Enhance: Highway User Revenue Increase- Roadway Patching Program [Roadway and Related Maintenance]	250,000	0.00
Enhance: Highway User Revenue Increase- Sign and Marking Materials [Traffic Sign & Marking]	243,900	0.00
Enhance: Highway User Revenue Increase- Crosswalks [Traffic Sign & Marking]	200,000	0.00
Add: Traffic Signal System Modernization and UPS Unit Maintenance [Transportation Management and Operations]	45,000	0.00
Add: Paid Parking Outside the Parking Districts [Parking Outside the Parking Districts]	32,172	0.00
Add: Materials Testing [Transportation Construction]	20,000	0.00
Reduce: Signal Maintenance [Traffic Signals & Advanced Transportation Mgmt. Syst.]	-45,000	0.00
Reduce: Pedestrian Signal Re-timing Initiative [Traffic Signals & Advanced Transportation Mgmt. Syst.]	-56,195	0.00
Eliminate: Loop Detectors [Traffic Signals & Advanced Transportation Mgmt. Syst.]	-152,300	0.00
Other Adjustments (with no service impacts)		
Increase Cost: Lump Sum Wage Adjustment	511,527	0.00
Increase Cost: Group Insurance Adjustment	500,017	0.00
Increase Cost: Retirement Adjustment	411,653	0.00
Increase Cost: Motor Pool Rate Adjustment	224,120	0.00
Increase Cost: Operating Budget Impact from Roads CIP [Roadway and Related Maintenance]	98,750	0.00
Increase Cost: Longevity Adjustment	42,615	0.00
Increase Cost: Newly Accepted Subdivision Roads [Roadway and Related Maintenance]	15,440	0.00

	Expenditures	FTEs
Technical Adj: Conversion of WYs to FTEs in the New Hyperion Budgeting System; FTEs are No Longer Measured for Overtime and Lapse	0	16.35
Decrease Cost: Printing and Mail Adjustment	-6,710	0.00
Shift: Help Desk - Desk Side Support to the Desktop Computer Modernization NDA	-7,410	0.00
Decrease Cost: Turn Over Savings- Directors Office Management Positions [Transportation Engineering and Management Services]	-100,235	0.00
Shift: Storm Drain Costs to Water Quality Protection Fund [Roadway and Related Maintenance]	-327,451	0.00
FY13 RECOMMENDED:	38,808,923	223.65
GRANT FUND MCG		
FY12 ORIGINAL APPROPRIATION	35,510	0.50
FY13 RECOMMENDED:	35,510	0.50
VACUUM LEAF COLLECTION		
FY12 ORIGINAL APPROPRIATION	5,272,920	50.30
Other Adjustments (with no service impacts)		
Increase Cost: Contractual Services Leafing [Vacuum Leaf Collection]	994,310	0.00
Increase Cost: Overtime [Vacuum Leaf Collection]	428,000	0.00
Increase Cost: Group Insurance Adjustment	66,739	0.00
Increase Cost: Lump Sum Wage Adjustment	66,119	0.00
Increase Cost: Retirement Adjustment	38,308	0.00
Shift: Remove Occupational Medical Services Chargeback from OHR	420	0.00
Increase Cost: Longevity Adjustment	383	0.00
Technical Adj: Conversion of WYs to FTEs in the New Hyperion Budgeting System; FTEs are No Longer Measured for Overtime and Lapse	0	-8.30
Decrease Cost: Assigned Motor Pool [Vacuum Leaf Collection]	-621,120	0.00
Decrease Cost: Seasonal Temps positions [Vacuum Leaf Collection]	-801,574	-8.46
FY13 RECOMMENDED:	5,444,505	33.54

PROGRAM SUMMARY

Program Name	FY12 Approved		FY13 Recommended	
	Expenditures	FTEs	Expenditures	FTEs
Automation	429,880	2.90	451,185	2.90
Bridge Maintenance	177,740	1.30	183,842	1.00
Transportation Engineering and Management Services	404,300	2.80	314,816	3.00
Noise Abatement Districts	0	0.00	0	0.00
Parking Outside the Parking Districts	905,080	1.50	946,936	1.60
Resurfacing	939,410	0.00	1,789,410	0.00
Roadway and Related Maintenance	15,002,370	97.30	15,990,332	111.25
Snow Removal/Wind/Rain Storms	3,115,010	23.80	3,271,988	23.70
Streetlighting	527,700	0.90	514,530	0.50
Traffic Planning	358,980	2.90	355,488	2.80
Traffic and Pedestrian Safety	1,139,380	6.80	1,540,217	11.40
Traffic Sign & Marking	1,915,080	13.10	1,940,223	11.30
Traffic Signals & Advanced Transportation Mgmt. Syst.	2,388,890	10.30	1,918,923	6.40
Transportation Community Outreach	192,930	1.00	207,396	1.00
Property Acquisition	87,050	0.60	92,673	0.60
Transportation Planning and Design	423,130	1.90	430,439	1.90
Transportation Construction	237,400	0.80	268,178	0.80
Transportation Management and Operations	864,130	4.30	1,361,819	7.90
Transportation Policy	399,040	2.50	440,194	2.50
Tree Maintenance	3,452,340	13.30	3,525,744	11.60
Vacuum Leaf Collection	5,272,920	50.30	5,444,505	33.54
Administration	3,134,700	19.80	3,300,100	22.00
Total	41,367,460	258.10	44,288,938	257.69

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CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY12		FY13	
		Total\$	FTEs	Total\$	FTEs
COUNTY GENERAL FUND					
Cable Television	Cable Television	244,610	0.50	696,525	0.75
CIP	CIP	16,033,380	151.20	17,106,467	148.98
Environmental Protection	Water Quality Protection Fund	2,050,070	30.00	3,285,540	30.00
Solid Waste Services	Solid Waste Disposal	241,990	2.90	241,990	2.90
Transit Services	Mass Transit	171,270	1.00	171,270	1.00
Urban Districts	Bethesda Urban District	15,000	0.00	25,000	0.00
Urban Districts	Silver Spring Urban District	30,000	0.00	30,000	0.00
Urban Districts	Wheaton Urban District	12,900	0.00	12,900	0.00
Total		18,799,220	185.60	21,569,692	183.63

FUTURE FISCAL IMPACTS

Title	CE REC.	(\$000's)				
	FY13	FY14	FY15	FY16	FY17	FY18
This table is intended to present significant future fiscal impacts of the department's programs.						
COUNTY GENERAL FUND						
Expenditures						
FY13 Recommended	38,809	38,809	38,809	38,809	38,809	38,809
No inflation or compensation change is included in outyear projections.						
Elimination of One-Time Lump Sum Wage Adjustment	0	-512	-512	-512	-512	-512
This represents the elimination of the one-time lump sum wage increases paid in FY13.						
Longevity Adjustment	0	1	1	1	1	1
This represents the annualization of longevity wage increments paid during FY13.						
Operating Budget Impacts for Selected Transportation Projects	0	51	106	148	170	288
These figures represent the impacts on the Operating Budget of projects included in the FY13-18 Recommended Capital Improvements Program.						
Subtotal Expenditures	38,809	38,350	38,405	38,447	38,469	38,587
VACUUM LEAF COLLECTION						
Expenditures						
FY13 Recommended	5,445	5,445	5,445	5,445	5,445	5,445
No inflation or compensation change is included in outyear projections.						
Elimination of One-Time Lump Sum Wage Adjustment	0	-66	-66	-66	-66	-66
This represents the elimination of the one-time lump sum wage increases paid in FY13.						
Subtotal Expenditures	5,445	5,378	5,378	5,378	5,378	5,378

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FY13-18 PUBLIC SERVICES PROGRAM- FISCAL PLAN
Vacuum Leaf Fund

FISCAL PROJECTIONS	FY12 ESTIMATE	FY13 REC	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION	FY18 PROJECTION
ASSUMPTIONS							
Indirect Cost Rate	12.59%	12.13%	12.13%	12.13%	12.13%	12.13%	12.13%
CPI (Fiscal Year)	3.1%	2.7%	2.9%	2.9%	2.7%	2.7%	2.7%
Investment Income Yield	0.15%	0.25%	0.35%	0.85%	1.60%	2.35%	2.85%
Charge Per Single-Family Household	\$88.91	\$88.91	\$95.15	\$105.00	\$105.15	\$112.85	\$115.85
Charge Per Multi-Family Unit and Townhome Unit	\$3.83	\$3.83	\$4.10	\$4.53	\$4.53	\$4.86	\$4.99
Single-Family Households in Leaf Collection District	71,431	71,520	71,520	71,520	71,520	71,520	71,520
Multi-Family Units in Leaf Collection District	46,950	48,743	48,743	48,743	48,743	48,743	48,743
% of leaves attributed to multi-family units and townhome unit	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%
BEGINNING FUND BALANCE	1,276,760	1,321,740	737,180	506,990	509,830	506,550	501,320
REVENUES							
Charges For Services	6,530,750	6,545,529	7,005,021	7,730,186	7,741,230	8,308,110	8,528,972
Miscellaneous	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Subtotal Revenues	6,534,750	6,549,529	7,009,021	7,734,186	7,745,230	8,312,110	8,532,972
INTERFUND TRANSFERS (Net Non-CIP)	(1,328,080)	(1,312,432)	(1,563,559)	(1,761,271)	(1,481,905)	(1,741,413)	(1,630,505)
Transfers To The General Fund	(490,940)	(420,020)	(403,910)	(396,160)	(360,160)	(360,160)	(360,160)
Indirect Costs	(430,820)	(360,160)	(360,160)	(360,160)	(360,160)	(360,160)	(360,160)
Technology Modernization CIP	(60,120)	(59,860)	(43,750)	(36,000)	0	0	0
Transfers To Special Fds: Non-Tax + ISF	(837,140)	(892,412)	(1,159,649)	(1,365,111)	(1,121,745)	(1,381,253)	(1,270,345)
To Solid Waste Disposal Fund for Compost Facility	(837,140)	(892,412)	(1,159,649)	(1,365,111)	(1,121,745)	(1,381,253)	(1,270,345)
TOTAL RESOURCES	6,483,430	6,558,837	6,182,642	6,479,905	6,773,155	7,077,247	7,403,787
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(5,161,690)	(5,444,505)	(5,444,505)	(5,444,505)	(5,444,505)	(5,444,505)	(5,444,505)
Elimination of One-Time Lump Sum Wage Adjustment	n/a	n/a	60,000	66,000	66,000	66,000	66,000
Subtotal PSP Oper Budget Approp / Exp's	(5,161,690)	(5,444,505)	(5,675,649)	(5,970,072)	(6,266,604)	(6,575,925)	(6,903,336)
OTHER CLAIMS ON FUND BALANCE	0	(377,150)	0	0	0	0	0
TOTAL USE OF RESOURCES	(5,161,690)	(5,821,655)	(5,675,649)	(5,970,072)	(6,266,604)	(6,575,925)	(6,903,336)
YEAR END FUND BALANCE	1,321,740	737,180	506,990	509,830	506,550	501,320	500,450
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	20.4%	11.2%	8.2%	7.9%	7.5%	7.1%	6.8%

Assumptions:

1. Leaf vacuuming charges are adjusted to achieve cost recovery.
2. The rates have been set to establish a fund balance of at least \$250,000, consistent with the fund balance policy developed in August 2004. In future years, rates will be adjusted annually to fund the approved service program and maintain the appropriate ending fund balance.

TRAFFIC STUDIES PROGRAM
As of 4/1/2012

Pending Traffic Studies

	As of 4/1/2012	As of 4/1/2011	As of 4/2/2010	As of 4/2/2009	As of 4/7/2008	As of 4/11/2007	As of 3/27/2006	As of 4/1/2005
Access Restrictions	11	10	15	14	13	15	16	13
Arterial Traffic Safety/Calming	8	1	9	9	14	16	23	34
Business District Parking	2	1	2	3	3	5	4	5
CBD Street Safety	0	0	0	0	1	1	3	4
Intersection Safety	14	17	15	16	21	33	40	47
Uncategorized Issues	4	5	7	10	9	14	16	18
Ped/Bike Safety	5	6	5	4	6	12	15	12
Permit Parking	4	0	2	1	2	6	7	6
Residential Parking	17	13	11	15	9	49	71	79
Residential Traffic Safety/Calming	28	30	32	29	40	49	51	59
Sight Distance Investigations	2	0	2	1	1	2	4	5
Speed Hump Studies	6	7	6	6	6	10	9	16
Signalized Intersection Operations	2	2	3	3	3	-	-	-
Speed Limit Review	1	1	3	2	2	4	5	7
Residential Stop Signs	4	3	5	6	10	27	43	60
Site Plan Review	12	5	3	3	1	0	0	1
School Zone Safety	20	25	21	18	23	16	31	23
Traffic Signal Request	8	11	13	13	10	10	15	20
Traffic Signal Study	47	33	29	16	9	-	-	-
Crosswalks	4	15	12	10	12	18	28	32
Total	199	185	195	179	195	287	381	441

Completed Traffic Studies

Traffic Studies Completed In

FY12 (thru 4/1/12)	149
FY11	242
FY10	207
FY09	265
FY08	390
FY07	451
FY06	409
FY05	322
FY04	310
FY03	165

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FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	26,075,000	0.00
Increase Cost: Additional OPEB contribution	17,476,010	0.00
FY13 CE Recommended	43,551,010	0.00

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.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	17,127,290	0.00
Increase Cost: Risk Management Adjustment	155,640	0.00
FY13 CE Recommended	17,282,930	0.00

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

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

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	373,640	0.00
Increase Cost: Adjustment based on actual PILOT payment and revised estimate for employee parking.	1,360	0.00
FY13 CE Recommended	375,000	0.00

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.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	5,884,990	0.00
FY13 CE Recommended	5,884,990	0.00

State Positions Supplement

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

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	77,270	0.00
Increase Cost: Annualization of FY12 Personnel Costs	7,953	0.00
Decrease Cost: Group Insurance Adjustment	-110	0.00
FY13 CE Recommended	85,113	0.00

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Snow Removal/Wind/Rain Storms Expenditures vs. Snow and Storm Budgets

Fiscal Year	Total Expenditures	Snow and Storm Budget (1)	Difference	Supplemental Amount	Notes
FY01	\$5,093,250	\$2,811,530	\$2,281,720	\$1,859,660	(2)
FY02	\$2,081,670	\$2,489,830	(\$408,160)	\$0	(3)
FY03	\$14,854,951	\$2,596,151	\$12,258,800	\$8,311,770	(4)
FY04	\$16,550,495	\$2,654,243	\$13,896,252	\$6,203,680	(5)
FY05	\$10,549,283	\$2,903,963	\$7,645,320	\$7,645,320	
FY06	\$8,816,030	\$3,058,330	\$5,757,700	\$5,957,700	
FY07	\$15,203,575	\$3,297,525	\$11,906,050	\$9,656,890	(6)
FY08	\$11,750,600	\$3,316,130	\$8,434,470	\$8,434,470	(7)
FY09	\$12,785,170	\$3,528,630	\$9,256,540	\$9,256,540	
FY10	\$64,097,250	\$3,243,000	\$60,854,250	\$60,073,600	(8)
FY11	\$27,062,140	\$3,649,210	\$23,412,930	\$23,412,930	
Average, FYs01-11	\$17,167,674	\$3,049,867	\$14,117,807	\$12,801,142	

FY10 FEMA Reimbursements

December Storm	\$3,396,845
February Storm	\$7,825,096
	\$11,221,941

Notes:

- (1) These figures were derived from the budget information included in the Council supplemental resolutions.
- (2) Total unbudgeted snow removal and storm cleanup costs were \$2,281,720 but only \$1,859,660 was needed for a supplemental because DPWT was able to identify \$422,060 in Lease savings related to the Juvenile Assessment Center.
- (3) The actual cost for snow removal and storm cleanup for FY02 was less than the amount budgeted and a supplemental was not necessary for this fiscal year. The budgeted amounts only includes highway services for FY02 and excludes facility expenditures.
- (4) Only \$8,311,770 was needed in the Council supplemental because through FY03 Savings plan and encumbrance liquidations the department identified \$3,947,030 in savings reducing the amount of the supplemental.
- (5) Wind and Rain Storm budget for FY04 was \$417,053, actual expenditures for this category was \$7,692,572 because of Hurricane Isabel in September of FY04. This amount was not included in the supplemental because it was covered in a FEMA reimbursement. Amount of FEMA reimbursement is unavailable at this time but the matter is being pursued.
- (6) Supplemental includes \$978,790 which was a FY07 FEMA reimbursement.
- (7) Total amount of FY08 supplemental was \$9,700,470 which included costs of \$833,000 for underground storage tanks, \$408,000 for project civic access, and \$25,000 for safe routes to schools program in addition to snow/storm costs.
- (8) Actual costs were \$64,097,250 but the supplemental amount matched the set aside for snow costs. The remaining balance was covered with end of year transfers.

retirement. The cost sharing election process has been completed.

The budget does not include employer contributions from participating outside agencies.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	32,462,450	0.00
FY13 CE Recommended	32,462,450	0.00

Historical Activities

This NDA contains a General Fund appropriation of \$287,090 and provides funding for the following agencies and programs:

- **Historic Preservation Commission:** The Historic Preservation Commission's main responsibility is to administer the historic preservation ordinance including recommending Montgomery County sites of potential historical significance. These efforts are administered by the Maryland-National Capital Park and Planning Commission (M-NCPPC).
- **Historical Society:** Funding for the Montgomery County Historical Society provides support for the Society's Education Program staff, educational and outreach programs for County residents, and to maintain the Historical Society's research library and museums.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	287,090	0.00
FY13 CE Recommended	287,090	0.00

Homeowners' Association Road Maintenance Reimburse.

This NDA provides a partial reimbursement to homeowners' associations (HOAs) for their maintenance of certain privately-owned roadways. The payment is currently restricted to through roadways, accessible to the public, which are one-quarter mile or longer and which provide vehicular access to more than four dwelling units. In FY97, an Executive Regulation was enacted allowing homeowners' associations to request that their roadways be deemed "private maintenance roads." This designation qualifies the HOAs for State reimbursement of their roadway maintenance costs. The County annually submits to the State its estimate of reimbursable miles, including those accepted as private maintenance roads. The State then reimburses the County and, subsequently, the County forwards the funds to HOAs.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	25,600	0.00
FY13 CE Recommended	25,600	0.00

Housing Opportunities Commission

The Housing Opportunities Commission of Montgomery County (HOC) is a public body corporate and politic duly organized under Division II of the Housing Community Development Article of the Annotated Code of Maryland, as amended, known as the Housing Authorities Law. As such, the Commission act as a builder, developer, financier, owner, and manager of housing for people of low- and moderate- (eligible) income. The Commission also provides eligible families and individuals with affordable housing and supportive services.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	5,513,840	0.00
Increase Cost: Annualization of FY12 Personnel Costs	69,390	0.00
FY13 CE Recommended	5,583,230	0.00

Inauguration & Transition

The Montgomery County Charter provides for the quadrennial election of a County Executive and County Council. This NDA provides for a ceremony and smooth transition of the County Executive and County Council every four years.

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