

T&E COMMITTEE #1
April 26, 2013

MEMORANDUM

April 24, 2013

TO: Transportation, Infrastructure, Energy & Environment Committee

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

SUBJECT: FY13-18 Capital Improvements Program – selected amendments; resolution on FY14 transportation fees, charges, and fares; FY14 Operating Budget: Mass Transit Fund, Parking District Funds, and Rockville Parking District NDA; and follow-up from April 17 worksession

Those anticipated to attend this worksession include:

Arthur Holmes, Jr., Director, Department of Transportation (DOT)
Edgar Gonzalez, Deputy Director for Transportation Policy, DOT
Al Roshdieh, Deputy Director, DOT
Carolyn Biggins, Chief, Division of Transit Services, DOT
Rick Siebert, Chief, Division of Parking Management
Bill Selby, DOT Emeritus
Phil McLaughlin, Manager of Operations Planning, Division of Transit Services, DOT
Sandra Brecher, Chief, Commuter Services Section, Division of Transit Services, DOT
Brady Goldsmith and Amy Wilson, Budget Analysts, OMB
Emad Elshafei, Chief of Traffic and Transportation, City of Rockville

I. FY13-18 CIP – selected amendments

1. Projects related to the Purple Line. The Executive has recommended an amendment to the Capital Crescent Trail project that would defer the start of its design and construction by about six months from the schedule in the Approved CIP (©1). He also recommends an amendment to the Bethesda Metro Station South Entrance project that would defer the start of its construction by a similar length of time (©2). The Executive supports the same scopes and costs for these two projects as shown in the Adopted CIP; the issue for both projects is merely when these costs will occur.

The Council has relied upon the Maryland Transit Administration (MTA) for the schedules of these projects, since both projects will be built by MTA as part of the Purple Line's construction. MTA advises that the schedule for the Purple Line has not changed since last spring, and that it is still gearing towards construction beginning in late FY15. **Council staff recommendation: Do not approve the Executive's recommended amendments.**

2. **Rapid Transit System** (©3-4). Earlier this fiscal year the Executive recommended a supplemental appropriation and CIP amendment for \$1,000,000 to fund six planning studies and a dedicated staff position to advance a countywide bus rapid transit system. The Council's concern then was that it should not fund studies before it decides which lines are included in the Countywide Transit Corridors Functional Master Plan.¹ Consequently, last January the Council programmed and appropriated \$500,000 of the Executive's request, funding only those studies that would provide information valuable to the Planning Board and Council in their master plan deliberations—\$350,000 for service planning and integration for Ride On, Metrobus and the new RTS routes, and \$100,000 to plan means for transit signal priority—as well as \$50,000 to fund the dedicated staff position to manage these studies (\$50,000 representing four months of a position that would have an annual salary-plus-benefits cost of \$150,000). The other four studies were considered premature to approval of the master plan, and so the Council did not fund them.

The Executive recommends another amendment totaling \$7,600,000 that would fund Concept Planning for three RTS routes: MD 355 from Lakeforest Mall Transit Center to Bethesda; US 29 from Burtonsville to the Silver Spring Transit Center; and Randolph Road from Rockville Pike to the Prince George's County boundary. Concept Planning is analogous to Phase I Facility Planning for road projects: it is a feasibility study, developing options and settling upon an alternative to carry forward into the next phase, Preliminary Engineering.² The allocation of these funds, by year and study, are shown below (in \$000):

	FY14	FY15	FY16	Total
MD 355 study	1,925	1,900	0	3,825
US 29 study	1,625	750	0	2,375
Randolph Road study	0	0	950	950
Staff position	150	150	150	450
Total	3,700	2,800	1,100	7,600

Once again, however, it is premature to fund these studies. Doing so would presume that the Council has already decided that these routes will be included in the master plan. Furthermore, it is possible that the State will allocate some funds from the recent transportation revenue increase approved by the General Assembly for bus rapid transit in the county. Until we know the amount, timing, and other specifics of such funds (if any), programming County funds would be unwise.

Instead, the Council should be poised to fund this type of work proposed by the Executive once the Master Plan is approved. To that end, either the Executive or Council should prepare a new appropriation/CIP amendment request this fall so it can be reviewed concurrently with the Master Plan amendment. (There could even be a joint public hearing on the master plan and the appropriation/amendment.) As the decision on the master plan is finalized, the

¹ The Planning Board's most recent master plan schedule shows it transmitting the Draft Plan in July, the Council's public hearing in September, and final action in February 2014 (©5). With a September hearing, Council staff sees no reason why the T&E Committee's and Council's review would not be concluded at least two months earlier, in December 2013.

² For comparison, the Purple Line has proceeded beyond Concept Planning and is far along in Preliminary Engineering, the Corridor Cities Transitway has begun Preliminary Engineering, and the Veirs Mill Road BRT and Georgia Avenue Busway projects are funded (by the County) through Preliminary Engineering.

appropriation/amendment should be shaped to be consistent with the plan. By then the Council should also know the State funding situation.

For now, though, there is the need to continue the funding for the dedicated staff position. At this writing no one has yet been hired for the position, and the earliest someone would be brought on board is in May. Therefore, although \$50,000 of the January appropriation action was for the staff position in FY13, only \$25,000 will be needed in FY13, at most. The position should be funded through the first half of FY14; by then the Council will have adopted the master plan and approved the new appropriation/CIP amendment, and the longer-term funding of the staff position also should be included in that appropriation/amendment action. There will be at least \$25,000 of the initial appropriation that can be carried forward from FY13 to FY14, so only an additional \$50,000 appropriation will be needed for the first half of FY14.

Council staff recommendation: Approve an amendment that reduces the funds in FY13 by \$25,000 and shows \$75,000 in FY14 (\$50,000 newly appropriated) to enable the dedicated staff to continue through the first half of FY14 (©6). The appropriate funding source is Mass Transit Fund Current Revenue.

3. Technical changes. The Executive has recommended two technical amendments recognizing that some funds that were programmed in FY13 were spent in FY12. In each case these funds had already been appropriated. The amendments are:

Project	Funds Programmed in FY13 Spent in FY12
Bethesda Bikeway and Pedestrian Facilities (©7)	\$19,000
Montgomery Mall Transit Center (©8)	\$15,000

In both cases, the amendments would change neither the scope, schedule, nor cost of the projects.
Council staff recommendation: Concur with the Executive.

II. FY14 Transportation Fees, Charges, and Fares

According to Section 2-57A of the County Code, all fees, charges, and fares for any transportation or transportation-related service or product provided by DOT must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect. The fees, charges, and fares currently in effect are those in Council Resolution 17-431 adopted on May 16, 2012 and approved by the Executive on May 23, 2012.

On March 15 the Executive submitted his FY14 Operating Budget predicated on revising some transportation fees, charges, and fares. The Executive formally transmitted his proposals on March 26. (The transmittal letter is on ©9, and a resolution incorporating his recommendations is on ©10-17.) His proposals would:

- Revise the Bethesda Parking Lot District rate structure as follows: to \$2.00/hour for on-street meters, \$1.25/hour in any parking lot space and, \$0.80/hour in any space in a parking garage.
- Reduce the daily maximum and lost ticket charge in Bethesda's Garage 49 from \$13.80/day to \$12.00/day.
- Raise the parking rate in Montgomery Hills from \$0.25/hour to \$0.50/hour with a PCS Permit rate increase from \$45.00/month to \$90.00/month.
- Initiate a \$2.00 one-time charge for a Youth SmarTrip card, allowing those who qualify to use SmarTrip for the purchase of their Youth Cruiser monthly pass.
- Change the Residential Parking Permit fee from \$40 biennially to \$20 annually.

Public hearing and correspondence. The Council held its public hearing on the resolution on April 23. The only testimony was from the B-CC Chamber, but its testimony was about the PLD tax rate, not the proposed parking fees. (Its concerns are discussed later in this packet, in the section on the PLD budgets.) During the Operating Budget hearings the Action Committee for Transit advocated charging for parking in evenings and weekends

Transit. The Washington Metropolitan Area Transit Authority has no plans to change Metrobus fares in FY14, and so the Executive is not recommending a change in Ride On fares.³ The only recommended change in transit fares is the \$2 one-time charge for a Youth SmartTrip card, which covers administrative costs. Even this administrative cost is discounted; a regular SmarTrip card with an initial \$5 value costs \$10, so the administrative charge for the card is \$5.

Bethesda PLD. The Executive is recommending a fundamental change to the parking charge regime in the Bethesda Parking Lot District. There would no longer be a distinction between the rates for long-term and short-term parking; instead, where one parks would determine the rate. The logic of the proposed rate structure is that on-street parking is likely to be the most convenient to the customer, so the rate is higher—double, in fact, what short-term parking has been charged in Bethesda. Parking in open-air lots is usually less convenient, often requiring a customer to walk a block or two before reaching the destination. Garage parking generally is considered to be the least desirable, because it requires both a “vertical” and a “horizontal” component of the walk to/from a destination. Also, an enclosed garage feels less secure for many patrons—even with the presence of lighting and security officers—although it may be more desirable in inclement weather.

The proposed rates constitute a net increase to parking charges in Bethesda, raising an estimated \$941,000 more (+7.6%) in FY14. The only parkers paying on an hourly basis who would pay less would be short-term parkers in garages: \$0.80/hour rather than the current \$1.00/hour. Long-term parkers in garages would pay the same; everyone parking in lots or on-street would pay more. However, parkers with permits—which include most commuters who use public parking—would continue to pay the current rate of \$150/month. The rates for carpool permits, the overnight AM/PM permits, and others would also remain unchanged.

Montgomery Hills PLD. Doubling the rate in Montgomery Hills would still leave it with the lowest of the rates among the four PLDs. The higher rates would generate about \$25,000 more

³ Typically, the County sets Ride On fares to match Metrobus fares for simplicity for bus patrons and also for an equity reason: most of the bus service in the East County is provided by Metrobus, and County residents there should not be paying more or less than residents elsewhere.

annually, which is needed to keep the PLD fund from falling into arrears, which it would do within two years without this increase. The rate increase should not be a surprise. Last year Council staff pointed out that the rates should be doubled, but because such an increase was not advertised for the public hearing, the recommendation was that it should happen in FY14. And so it is now before the Council.

Parking charging hours. The Executive is not recommending expanding parking charging hours this year in any of the PLDs, or in areas outside the PLDs. The fiscal situation in each PLD is good enough that expanding the hours will not be necessary in FY14. However, it should be noted again that there is a wide disparity in charging hours among the PLDs:

	On-street	Off-street
Bethesda	9am-10pm, Monday-Saturday	7am-10pm, Monday-Friday
Montgomery Hills	9am-6pm, Monday-Friday	9am-6pm, Monday-Friday
Silver Spring	9am-6pm, Monday-Friday	7am-7pm, Monday-Friday
Wheaton	9am-6pm, Monday- Saturday	9am-6pm, Monday-Saturday*

* Except Garage 45: 9am-6pm, Monday-Friday

The Maryland Economic Development Corporation (MEDCO) agreement that prohibits paid parking in the Silver Spring Town Center garages (Garages 60 and 61) nights and weekends will expire on May 7, 2014. The argument throughout Silver Spring is that night and weekend parking should not be allowed unless it is allowed in the Town Center. So, should the fiscal situation and/or policy dictate, expanding hours into the evening in Silver Spring remains an option in FY15 or later. So is the option of extending charging hours to Saturdays in Bethesda, Silver Spring, and Montgomery Hills, as has been the case in Wheaton for many years.

Council staff recommendation: Concur with the Executive's recommendations.

III. FY14 Operating Budget: Mass Transit Fund

Overview. The Executive's recommendations for the Mass Transit Fund are attached on ©18-24. The Executive recommends total expenditures of \$121,225,531 for the Mass Transit Fund, a \$2,682,664 (2.3%) increase from the FY13 approved budget. Operating Budget workyears would increase by 0.65 Full Time Equivalents (FTEs), to 815.06 FTEs, a net 0.1% increase.

Bus service. There are no significant additions or reductions proposed. An additional cost of \$563,400 is for the annualization of three services that were initiated in January 2013:

- *Germantown Transit Center to Dawson Farm, Richter Farm, and the Soccerplex.* Newly expanded Route 98 connects the Town Center to South Germantown via Father Hurley Boulevard Extended, terminating at the Soccerplex. It runs both on weekdays and weekends.
- *Extend Routes 38 and 47 to Parc Potomac.* Both routes, which had passed near Parc Potomac along Montrose and Seven Locks Roads, now divert into Parc Potomac. The service is provided both on weekdays and weekends.
- *Extend service to near the new Kaiser-Permanente clinic on Watkins Mill Road.* Route 58 was diverted to serve this regional health facility and nearby buildings.

The table on ©25-28 displays—in descending order—the effectiveness of existing Ride On routes on weekdays, Saturdays and Sundays. Most routes meet Ride On’s minimum performance standards: 15 riders per platform hour for peak-period-only routes that are served by full-size Ride On buses; 12 riders per platform hour for peak-period-only routes served by small buses; and 10 riders per platform hour for all-day routes.⁴ Those routes that fall consistently or significantly below these minimum standards should be curtailed or eliminated. The buses on the underperforming routes would be better deployed to supplement other routes that are currently oversubscribed.

The following routes should be watched closely over the next year. If they do not improve during that time frame, they should be curtailed or eliminated, and the buses and drivers should be assigned to other routes where more frequent service is warranted:

- *Route 94.* This is a shuttle between the Kingsview Village Park & Ride Lot and the Germantown MARC Station (©29). It makes three trips to MARC in the morning peak and nine trips from MARC in the evening peak, all on weekdays. Last year, when it was a new service, Council staff noted that it barely had a pulse, carrying only 1.6 riders per platform hour. A year later and, rather than improving, it’s on life support, carrying only 0.9 riders per hour. This route is entirely State-funded, however, so unless this route improves dramatically and soon, its funding should be re-directed to another “meet the MARC” service. One possible alternative would be a shuttle from Clarksburg to the Germantown MARC Station.
- *Route 98.* Until this past January this route operated only on weekdays and served as a collector route through the Churchill Town Sector of Germantown. In 2012 it carried 9.9 riders/hour, just below the minimum standard for an all-day route. Last year, however, the Council approved the Executive’s proposal to extend the route to South Germantown, and to run it on Saturdays and Sundays to the Soccerplex (see route on ©30). So far, the route is operating more poorly than before: it is now carrying only 6.7 riders/hour on weekdays and 4.3 and 4.1 rider/hour on Saturdays and Sunday, respectively.
- *Routes 52 and 53.* These routes run from Montgomery General Hospital/Olney Town Center to Rockville Metro (Route 52) and Shady Grove Metro (Route 53). The route maps are on ©31-32. Historically they have been inefficient, but over the past year their riders/hour have dropped from 9.3 apiece to 7.2 and 8.1, respectively. This is after both routes were restructured this past January.

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

Following the directives from the consultant, DOT calculated the recommended partially allocated cost of Ride On for FY14 to be \$89.31/hour, compared to \$89.56/hour in FY13. This is the rate that should be used in deciding whether it would be more cost effective to add Ride On or Metrobus service. The corresponding partially-allocated rate for Metrobus is \$110.19/hour for FY14, which is up from \$105.74 from FY13. Therefore, at the margin, it is still generally more cost-effective for the

⁴ Currently, the Ride On system’s average is 23.7 riders/hour.

County to add Ride On service rather than Metrobus service. DOT has provided a more detailed breakdown of Ride On's \$89.31/hour partially allocated and \$105.92/hour fully allocated costs (©33).

Call 'N' Ride. The Call 'N' Ride Program provides subsidized taxi service for low-income seniors (age 67 or older) and low-income persons with disabilities (age 18 or older). To qualify, the individual has had to earn \$25,000 per year or less for a household of one to buy up to two \$60 coupon books per month. Over 90% of program participants earn less than \$14,000 annually. Traditionally the subsidy levels have been as follows:

- A person earning less than \$14,000 pays \$5.25 for \$60 of rides (91.3% subsidy).
- A person earning \$14,001-\$17,000 pays for \$10 for \$60 of rides (83.3% subsidy).
- A person earning \$17,001-\$20,000 pays for \$20 for \$60 of rides (66.7% subsidy).
- A person earning \$20,001-\$25,000 pays for \$30 for \$60 of rides (50.0% subsidy).

The data on ©34-35 show the month-by-month purchases by income category for FY12 and through the first 8 months of FY13. At any one time there are about 4,600 persons who are certified to receive the benefit, of which about 62% use the benefit in a given month. About 90% who have bought a first \$60 coupon book have bought a second book. Also, over 90% are in the lowest of the four income categories.

The operation of the program began a transition as of April 1. There are no longer coupons; instead clients will use automated swipe cards, carrying as much as \$240 of value at any one time. Money added to the swipe card—which can be added by check, money order, or credit card—must be used within three months. DOT believes this method will be simpler for the user and cut down on fraud (©36-40). DOT staff has been requested to provide a short briefing on how the transition is occurring.

Kids Ride Free. The Commission on Children and Youth testified for expanding the hours during which the program is available to students. The free rides are now available from 2-7 pm on weekdays. The Commission would like to have the free rides be available during the early morning hours for afterschool activities and employment that occur in the evening. An excerpt from the Commission's testimony is on ©41. Council staff has requested that DOT and OMB develop what the cost would be of expanding these hours—both the higher lost revenue to Ride On and the higher appropriation to WMATA to reimburse it for its additional lost revenue.

The needs cited by the Commission are already largely served by the Youth Cruiser Pass, which costs only \$11/month. Holders of the pass have unlimited use of Ride On any time, including weekends.

IV. FY14 Operating Budget: Parking Lot District Funds

Overview. The Executive's recommendations for the Parking Lot District (PLD) Funds are attached on ©42-53. For FY14, the Executive recommends total expenditures of \$25,856,395 for the Parking Lot District Funds, a \$425,638 (1.7%) increase from the FY13 approved budget. Operating Budget FTEs would decrease by a net of 0.20 (-0.4%), to 48.59 FTEs.

Security. The Executive's recommends exactly the same spending for parking garage and lot security as in FY12 and FY13. All the security again will be provided by contract security guards, with the exception of 6,000 hours in the Silver Spring PLD, which will be provided by the Clean & Safe Team. The costs/hour for contract security and the Clean & Safe Team are unchanged, and the number of annual patrol hours is also unchanged. A chart detailing the security in each district is on ©54.

South Silver Spring permit pilot. Last year the Council piloted a special Parking Convenience Sticker for residents of South Silver Spring (the area bounded by Blair Mill Road, Georgia Avenue, and Eastern Avenue) whereby they could pay for a pass for unlimited parking in Garages 9 or 16 for \$95/month, \$28/month less than the regular \$123/month Silver Spring PCS. The program started last fall; so far, about 60-65 permits have been sold each month, about a third less than was anticipated. The lower rate will remain in effect at least through June 2014. By next budget season DOT will have evaluated this special permit, and the Executive will recommend whether or not to continue it.

Advertising in parking garages. Last year the Council urged DOT to develop a program to display advertising in PLD garages in FY14. In 2012 DOT hired RMR Associates to research the feasibility for several types of ads, and RMR is currently working on a pilot that will have display ads installed in Garages 7 and 11 in Bethesda, and Garages 57 and 61 in Silver Spring. The pilot will run until October 1. Since the program is only being piloted at this time, the Executive has not assumed a net revenue from display advertising as part of the PLDs' FY14 Operating Budget. DOT staff has been asked to give a short briefing on this effort.

Smart meters in Bethesda. During four months of FY13 DOT tested 41 "smart" meters in the Woodmont Triangle of Bethesda. The new meters accept credit and debit cards as well as pay-by-cellphone. The recommended budget includes \$277,200 to install these meters throughout the Bethesda PLD during the first few months of FY14.

Fiscal health of the PLDs. A reasonable objective is to have each PLD's end-of-year reserve exceed 25% of resources in each year. In most years the PLDs meet that objective. A chart summarizing these ratios is shown below:

	FY14	FY15	FY16	FY17	FY18
Bethesda PLD	26.9%	36.4%	34.0%	27.3%	22.0%
Montgomery Hills PLD	25.0%	26.7%	27.1%	26.5%	24.8%
Silver Spring PLD	47.1%	45.8%	44.4%	42.2%	39.6%
Wheaton PLD ⁵	34.5%	30.4%	33.3%	30.8%	28.4%

The longer term prospects in Bethesda are not as bright as they have been, partly because its assessable base is not anticipated to climb as fast as it has. The table below shows the forecasts of the real property assessable base for the Bethesda PLD in last year's Public Services Program (PSP) and this year's forecast (in \$ millions):

⁵ The Recommended Public Services Program (PSP) assumes that Lot 13 would be closed starting in FY14 and remain closed throughout the PSP period, resulting in a reduction of 10% in Wheaton's parking fee revenue. Given the current state of the Wheaton Redevelopment Program project, however, it is likely now that Lot 13 will continue in service through FY16, be closed in FYs17-18, and be replaced with a greater amount of public parking (i.e., more revenue) thereafter. This string of percentages assumes this latter scenario.

	FY13	FY14	FY15	FY16	FY17	FY18	FY19
March 2012 PSP	1,539.8	1,572.1	1,605.9	1,676.5	1,771.6	1,886.0	N/A
March 2013 PSP	1,417.9	1,431.0	1,482.2	1,536.2	1,602.9	1,670.9	1,742.5

To address this turndown, the Recommended PSP assumes that 10% of Bethesda's fine revenue will be retained in the PLD's budget in FY14: \$482,900. (The 90% balance would continue to be transferred to the Mass Transit Fund.) Furthermore, the Recommended PSP assumes that 20% of Bethesda's fine revenue would be retained by the PLD in FY15 and each successive year: \$965,800/year.

The B-CC Chamber recommends raising the Bethesda PLD real property tax rate by 4.0¢/\$100, to 16.4¢/\$100 (©55). This, along with a complementary increase in the PLD's personal property tax rate (the two are always linked), would generate an additional \$800,000 in revenue for the PLD. However, as noted above, the Bethesda PLD is not in bad fiscal shape.

Conversely, the Silver Spring PLD is healthier than it's been in years, and the prospects are even better over time. Unlike Bethesda, its forecast of real property assessable base is rising faster than last year's forecast (in \$ millions):

	FY13	FY14	FY15	FY16	FY17	FY18	FY19
March 2012 PSP	1,537.2	1,569.4	1,603.2	1,673.7	1,768.7	1,882.9	N/A
March 2013 PSP	1,671.7	1,687.2	1,747.6	1,811.2	1,889.8	1,970.0	2,054.4

Oftentimes the perception of an area changes more slowly than the facts on the ground. The facts are that the Silver Spring PLD, like the Silver Spring CBD itself, is prospering. For two decades the County has invested hundreds of millions of dollars into downtown Silver Spring to reverse the downturn it had experienced over the prior two-to-three decades, and by most accounts this effort has succeeded. It is time—probably past time—to stop treating the Silver Spring CBD as an area that needs aid, and start treating it as an area that can generate positive revenue for other parts of the County (like Wheaton) that need aid.

Therefore, for the FY14 budget, the Council should reduce the resources for the Silver Spring PLD. Council staff recommends reducing for FY14 its real property tax rate by enough to allow the County's General Fund tax rate to be increased by 0.1¢/\$100 and still remain under the Charter's property tax cap, thus generating an additional \$1,668,359 for items on the Council's Reconciliation List or other issues in the budget.

Council staff recommendation: For FY14, reduce the Silver Spring PLD's real property tax rate by 8.1¢/\$100, from 31.7¢/\$100 to 23.6¢/\$100—and its personal property tax rate by 20.25¢/\$100, from 79.25¢/\$100 to 59.0¢/\$100—reducing its tax revenue by 1,697,054. Increase the General Fund property tax by 0.1¢/\$100, generating \$1,668,359 more for other issues in the budget. (No changes in the tax rates in FY15 or later should be assumed in the PSP at this time.) Even with these resources drawn off, the Silver Spring PLD will be in excellent fiscal shape: its end-of-year reserve in FY14 would be 43.5% of resources (instead of 47.1%), still well above the 25% minimum objective. As for the forecast, as long as the PLD's property tax rates go back to their FY13 level from FY15 on, the end-of-year by FY18 will be no lower than about 35%.

Parking outside of the PLDs. For several years the County has charged for parking in North Bethesda, both in White Flint and Rock Spring Park. The County Government has authority to install meters on any street, lot, or garage owned by the County. Parking charges are not only an untapped source of revenue—they also present an incentive for transit and ridesharing. The cost of acquiring and installing meters is modest and can be recouped relatively quickly once implemented.

Last year the Council approved nearly 300 potential new meter locations in the Life Science Center area of the Greater Shady Grove Transportation Management District. The meters are being installed now, and all will be operational by the beginning of June. The Division of Transit Services performed outreach to the businesses in the Life Sciences Center to alert them of the change.

The Council also approved the Executive's recommendation to install 145 parking meters on certain streets that lie south of the Bethesda PLD, but within the Bethesda CBD Sector Plan boundary: 100 meters on Bradley Boulevard, 28 on Chevy Chase Drive, and 17 on Offutt Lane. DOT had noted that visitors to Bethesda were using these free on-street spaces just outside the PLD's boundary and thus evading its fees. However, when DOT started to implement these meters, the residents of the neighboring garden apartments and townhouses complained that it took away free parking upon which they depended for overflow parking and visitors. Subsequently DOT suspended installing these meters.

Finally, last year the Council also approved about 90 metered spaces to be installed along the south side of Cedar Lane between Old Georgetown Road and Rockville Pike, abutting the National Institutes of Health. The meters were to be purchased from the Silver Spring PLD. DOT did not follow through on these meters, though, citing the negative reaction from the residents on Bradley Boulevard, Chevy Chase Drive, and Offutt Lane.

Cedar Lane's situation, though, is very different. First, there are no houses fronting the south side of the road, where the meters would be installed. Second, the Maplewood neighborhood on the north side consists of single-family detached homes, and of those that front on Cedar Lane, all have driveways. Third, where parking is allowed, there is a 2-hour limit from 9am-5pm weekdays, so the parking restriction is geared towards NIH visitors.

If implemented in January 2014, the FY14 operating budget for the DOT General Fund would require an increase of \$13,690 for six months of operating costs and estimated revenue of \$27,380 for six months of operation. A transfer of \$13,690 will need to be made from the General Fund to the Silver Spring PLD to partially pay the capital costs, resulting in no net impact to the General Fund in FY14. In FY15 the estimated revenue would be \$54,760 with operating costs of \$27,380 (not assuming inflation or increased rates). A transfer to the Silver Spring PLD should be made for \$13,690 to complete the purchase of the meters, resulting in a small net revenue of \$13,690 to the General Fund in FY15. By FY16 these meters would generate a net revenue of \$27,380 annually.

Council staff recommendation: Install 90 metered spaces along the south side of Cedar Lane between Old Georgetown Road and Rockville Pike by January 2014; for the General Fund, add \$13,690 expenditure (operating expense), transfer \$13,690 to the Silver Spring PLD, and assume \$27,380 in added revenue. At the same time, DOT should explore installing meters on the north side of Cedar Lane as well (where 2-hour parking is now allowed).

V. FY14 Operating Budget: Rockville Parking District NDA

The Executive is recommending \$382,250 for this non-departmental account, which is \$7,250 more than the \$375,000 budgeted for FY13 (©56-57). This NDA pays for three categories of costs associated with parking in the Rockville core:

- There is an annual payment in lieu of taxes to share in the overall expenses of the Parking District, which for FY14 is \$118,875, the same as for FY13.
- There is an annual payment of \$180,000 as the County's share in the repayment of outstanding debt for the garages in the Parking District. This commitment will continue for the life of the 30-year bonds issued by the City to fund construction of the garages.
- There is a reimbursement due to the Parking District for revenue lost due to free parking being provided for County employees in the Rockville Library building. The estimate of revenue that will be lost in FY14 is \$83,375: \$7,250 more than the \$76,125 budgeted in FY13. This is due primarily to a higher number of part-time hours assumed in FY14 than FY13.

Council staff recommendation: Concur with the Executive.

VI. Follow-up from April 17 worksession

1. Maryland/Dawson Extended and Rockville Sidewalk Extensions (©58-59). The City of Rockville has requested that the County fund the design of the extension of Dawson Avenue east from North Washington Street to Hungerford Drive (MD 355) and the extension of Maryland Avenue north from Beall Avenue to Dawson Avenue. These would be the core streets of Phase II of the Town Center development to the north of the existing center. The City has asked that the \$500,000 cost, spread over FYs14-15, be funded with impact tax revenues collected within the City.

The City is also requesting approximately \$532,000 to be funded from the Rockville Impact Tax account for three sidewalk connectors: along the east side of Avery Road between MCPS's Blair Ewing Center and DHHS's Avery House; along the west side of Wootton Parkway between Fairwood Court and Hurley Avenue; and along the west side of Falls Road between Wootton Parkway and Kersey Lane. Under the County Code, designing and building sidewalk connectors are eligible to be funded with impact tax revenue. There are sufficient funds in the Rockville District impact tax account to cover these costs. The request from Rockville's Mayor is on ©60-62.

Several years ago the City requested that the County and State each contribute \$6,000,000 towards the cost of infrastructure for the first phase of the Rockville Town Center between Middle Lane and Beall Avenue. The County agreed, and fulfilled its commitment by contributing \$6,000,000 from the Rockville District impact tax account towards the construction of Maryland Avenue Extended between Middle Lane and Beall Avenue.

Council staff recently requested a letter from the City outlining its total "ask" will be for Phase II; such a letter from the Mayor was received on April 23 (©63-64). She points out that there is not a

specific cost estimate for the construction phase of the extensions of Maryland and Dawson Avenues, but that the \$500,000 for design will determine the cost. Significantly, the Mayor states that “The City will continue to work with private entities on this project and *more impact tax funds will be requested to fund the construction of this project in subsequent years*” (*emphasis mine*).

Council staff’s concern has been that the Phase II “ask” might ultimately be larger require more than impact tax funds that are available, thus requiring the use of the County’s general CIP revenue. However, if the “ask” is understood to be limited to how much funds are available in the Rockville impact tax account, then Council staff has no concern.

Council staff recommendation: Approve these two proposed CIP amendments with the understanding that any future County financial contribution to Phase II of the Town Center be limited to the funds that may be available in the Rockville Impact Tax account.

2. FY14 Operating Budget: General Fund—tree removals and pruning. The Committee asked for more information about this item in its last worksession. The FY14 recommended budget provides contractual resources of \$2,124,393 for this effort. This should allow for DOT to remove about 1,500 trees and prune another 1,300. While it is difficult to predict because of weather and other factors, DOT believes this funding is sufficient to maintain the current backlog at about 11 months for both tree removals and hazard pruning. DOT actually removed about 2,700 trees in FY12, but many of those were emergencies due to storm damage and hence the funding came from the snow and storm supplemental appropriation. DOT also pruned about 2,600 trees in FY12 but this includes those pruned through the Street Tree Preservation project in the CIP.

3. Bikesharing improvements. At the last worksession the Committee requested that DOT prepare a time-frame for identifying bikeway improvements in the vicinity of the 29 bikesharing stations to be installed downcounty in FY14, and the schedule for implementing those improvements. At this writing DOT is preparing this timetable; it will be available at the meeting.

Capital Crescent Trail (P501316)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

1/8/13
No
None
Preliminary Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,000	0	0	5,500	0	0	1,500	1,500	1,000	1,500	500
Land	1,400	0	0	0	0	0	0	0	0	0	1,400
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	42,100	0	0	15,780	0	0	0	2,160	5,480	8,140	26,320
Other	0	0	0	0	0	0	0	0	0	0	0
Total	49,500	0	0	21,280	0	0	1,500	3,660	6,480	9,640	28,220
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	49,500	0	0	21,280	0	0	1,500	3,660	6,480	9,640	28,220
Total	49,500	0	0	21,280	0	0	1,500	3,660	6,480	9,640	28,220

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 13 49,500
Last FY's Cost Estimate	49,500

Description

This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring as a largely 12'-wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

Estimated Schedule

The interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsville will be upgraded to a permanent trail between FY16 and FY18, concurrent with the Purple Line construction schedule in that segment. The new extension of the trail on the northeast side of the Metropolitan Branch Trail between Lyttonsville and the Silver Spring Transit Center will be built in FY19 and FY20. The Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2020.

Cost Change

Reflects a delay of six months in the production schedule due to fiscal capacity. No impact on the schedule is expected due to the current lack of state construction funding for the Purple Line project. Also shifted \$1,000,000 in expenditures and funding from FY18 to Beyond 6 Years to offset Goshen Road South (CIP #501107) Subdivision Staging Policy adjustment.

Justification

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan.

Other

The County will continue to coordinate with the Maryland Transit Administration (MTA) to identify options to build a sidewalk or path alongside the Purple Line beneath Wisconsin Avenue and the Air Rights and Apex buildings in Bethesda. If the County and the MTA identify feasible options, the County will consider adding them to the scope of this project in the future.

Coordination

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority

Bethesda Metro Station South Entrance (P500929)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 1/5/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,296	1,096	0	8,200	4,000	3,200	1,000	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	70,800	0	0	53,800	0	0	0	6,550	18,300	28,950	17,000
Other	404	0	404	0	0	0	0	0	0	0	0
Total	80,500	1,096	404	62,000	4,000	3,200	1,000	6,550	18,300	28,950	17,000

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	74,705	301	4	57,400	0	2,600	1,000	6,550	18,300	28,950	17,000
PAYGO	795	795	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	0	400	4,600	4,000	600	0	0	0	0	0
Total	80,500	1,096	404	62,000	4,000	3,200	1,000	6,550	18,300	28,950	17,000

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,100
Expenditure / Encumbrances		1,096
Unencumbered Balance		15,004

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 13	80,500
Last FY's Cost Estimate		80,500

Description

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail station has one entrance, near East West Highway. The Metrorail station was built with accommodations for a future southern entrance. The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch right-of-way. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street right-of-way, which would require narrowing the street and extending the sidewalk. The station would include a new south entrance to the Metrorail station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

Estimated Schedule

Design: Fall FY10 through FY15. Construction: To take 30 months but must be coordinated and implemented as part of the State Purple Line project that is dependent upon State and Federal funding. Project schedule has been delayed as implementation plan is subject to the construction of the Purple Line.

Cost Change

Due to MTA's updated estimates for design and construction of the project.

Other

Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

Fiscal Note

Reflects delay of six months for fiscal capacity; however, this funding shift is not likely to delay the project since the State has not yet identified construction funding.

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. The Maryland Transit Authority (MTA) publicly announced in October 2011 that the original cost estimate has increased to \$80.5 million based upon a construction mid-point in FY18. The construction date for the project remains uncertain and is directly linked to the Purple Line construction at the Bethesda Station.

Coordination

Maryland Transit Administration, WMATA, M-NCPPC, Bethesda Lot 31 Parking Garage project, Department of Transportation, Department of General Services, , Special Capital Projects Legislation [Bill No. 19-08] was adopted by Council June 10, 2008.

Rapid Transit System (P501318)

Category Transportation
Sub Category Mass Transit
Administering Agency Transportation (AAGE30)
Planning Area Countywide

Date Last Modified 3/5/13
Required Adequate Public Facility No
Relocation Impact None
Status Planning Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	8,100	0	0	8,100	500	3,700	2,800	1,100	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	8,100	0	0	8,100	500	3,700	2,800	1,100	0	0	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	7,600	0	0	7,600	0	3,700	2,800	1,100	0	0	0
Mass Transit Fund	500	0	0	500	500	0	0	0	0	0	0
Total	8,100	0	0	8,100	500	3,700	2,800	1,100	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	6,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		500
Expenditure / Encumbrances		0
Unencumbered Balance		500

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	0

Description

This project provides funding for three of the corridors identified in Phase 1 of the County Executive's Transit Task Force (TTF) Report of May, 2012. Phase I of the Transit Task Force is comprised of 7 corridors for a total of 74.7 miles to include: the Intercounty Connector, the Corridor Cities Transitway, Rt. 355 South, Rt. US 29/Colesville Road, Georgia Avenue North, Viers Mill Road, and Randolph Road. The requested funds will allow completion of conceptual design studies for Rt. 355 South, Rt. 29/Colesville Road, and Randolph Road. Engineering and construction costs and timing will be added after reliable information on right of way needs, utility relocation and construction costs are better known as a result of these initial studies.

Location

MD 355 South: 12.1 miles between Lakeforest Mall Transit Center and Bethesda.

US 29: 10.7 miles between Burtonsville and the Silver Spring Transit Center.

Randolph Road: 12.5 miles between MD 355 and the County Line.

Three other corridors: the CCT, Georgia Avenue North and Veirs Mill are under study by the MDOT.

Finally, the ICC mainline is already built and operational. Additional funding will be needed at a later date to establish adequate station and transfer locations.

Estimated Schedule

The schedules shown on this PDF reflect the estimated technical implementation dates; however, actual construction schedules will have to be developed at a later date based on funding availability.

MD 355 South: Concept planning in FY14 and FY15; preliminary engineering in FY16 and 17; and design/ build during FY18 thru FY21.

US 29: Concept planning in FY14 and FY15; preliminary engineering during FY15 through part of FY17; and design/build in FY17 through FY20

Randolph Road: Concept planning in FY16; preliminary engineering during FY17 and 18; and design/ build in FY19 thru FY21.

Implementation of the remaining corridors will depend on the State and Federal funding availability.

Other

Two other RTS Corridors are under conceptual and preliminary engineering study by the MDOT with funds from the County: Veirs Mill Road from the Wheaton Metro Station to the Rockville Metro Station; and the Georgia Avenue Busway from Olney to Wheaton. Currently, there is no funding for any other activity on those two corridors. The CCT is under preliminary engineering and is expected to be funded with State and federal monies.

Rapid Transit System (P501318)

Fiscal Note

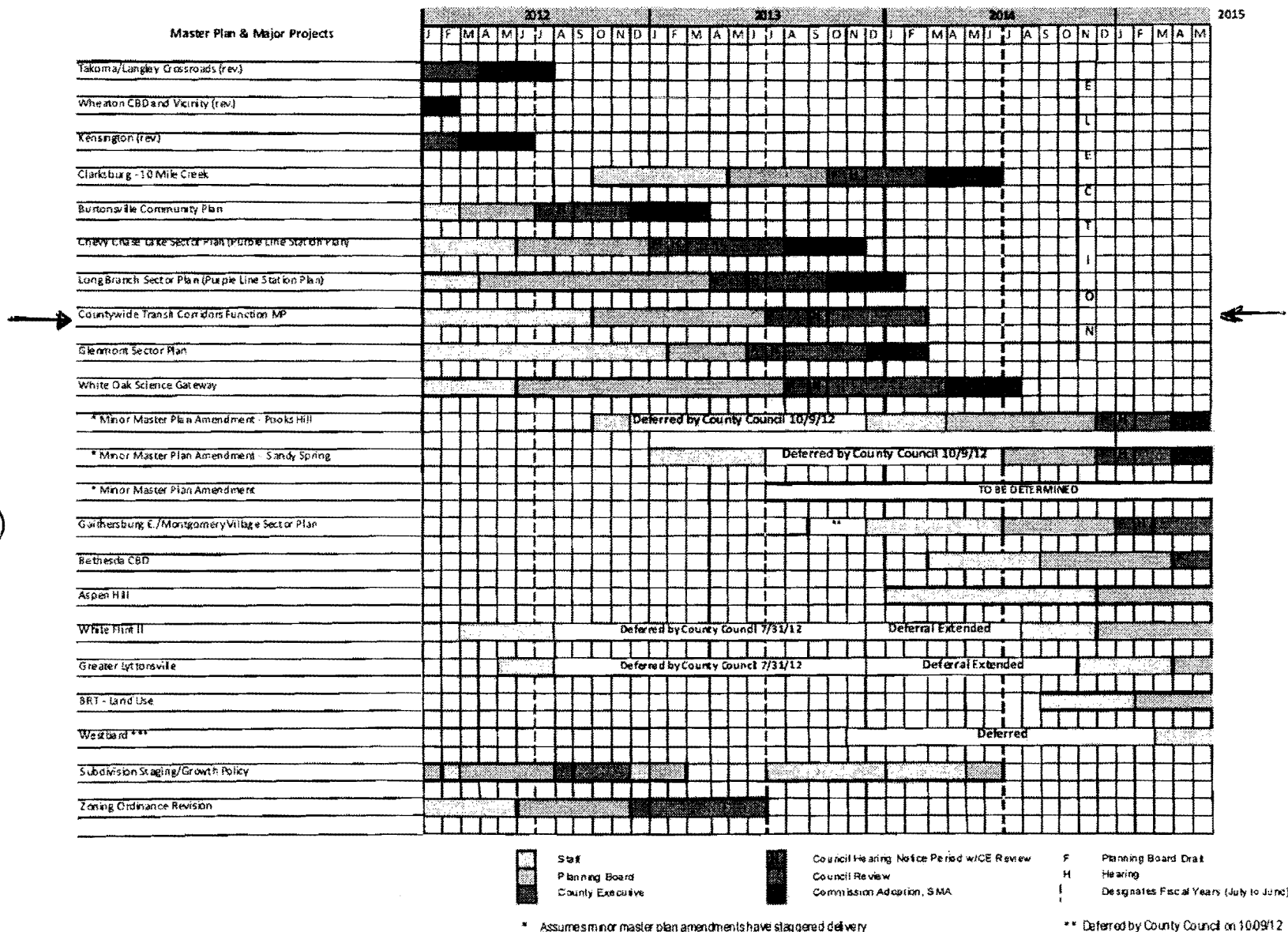
Additional County funds are envisioned for engineering, the right of way acquisition, utility relocation and construction of the MD 355, US 29 and Randolph Road Corridors. Costs will be added after the studies progress to completion. The CCT will be funded 100 percent with State and Federal money. The Veirs Mill Road and Georgia Avenue Corridors are following federal procedures to allow them to compete for federal funding under the Small Starts Program. Funding for stations off the ICC will be added at a future time.

In FY13, \$500,000 funds a manager position and addresses studies covering 1) service planning and integration and 2) transit signal priority. An FY14 supplemental will be needed to address remaining studies covering 1) pedestrian and bike access to stations, 2) park and ride lots, 3) organizational study, and 4) right of way/operational agreements with the Maryland Department of Transportation.

Disclosures

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

5



Rapid Transit System (P501318)

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 22, 2012
No
None
Planning Stage

Cost Element	Total	Thru FY12	Rem. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000)											
Planning, Design, and Supervision	550 500	0	0	550 500	475 500	75 0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	550 500	0	0	550 500	475 500	75 0	0	0	0	0	0
FUNDING SCHEDULE (\$000s)											
Mass Transit Fund	550 500	0	0	550 500	475 500	75 0	0	0	0	0	0
Total	550 500	0	0	550 500	475 500	75 0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation Request	FY14	50 0
Supplemental Approp. Request	FY13	500
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0

Date First Appropriation	FY13	(\$000)
First Cost Estimate Current Scope (FY14)	550 500	
Current Scope		0
Last FY's Cost Estimate		0

Description

This project provides for the initial steps and detailed studies related to a bus rapid transit system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The ultimate extent of this Rapid Transit System (RTS) will be determined once the County Council approves an amendment to the Master Plan of Highways and Transportation, anticipated in late 2013.

Justification

The proposed RTS will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The RTS will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); Report and Recommendations of the County Executive's Transit Task Force (May 2012).

Other

The County has programmed funds for the Maryland Department of Transportation to conduct preliminary engineering for master-planned RTS lines on Veirs Mill Road between the Rockville and Wheaton Metro Stations (\$6 million) and for Georgia Avenue between Olney and the Glenmont Metro Station (\$5 million). These two studies are funded in the State Transportation Participation project, PDF #500722 and are underway. The FY13 appropriation provides funds for studies of service planning and integration and of transit signal priority for the Purple Line, CCT, and the two master-planned RTS lines, plus the following potential master-planned RTS lines: MD 355 between Montgomery Village Avenue and the Bethesda Metro Station; US 29 between Burtonsville and the Silver Spring Metro Station; Randolph Road between Rockville Pike and FDA Boulevard, and an extension of the master-planned Georgia Avenue line from Glenmont to the Wheaton Metro Station. The FY13 appropriation also includes funds to staff these two studies. No funding is included at this time for preliminary engineering for these latter four routes, nor for the final design, right-of-way acquisition, utility relocation, construction, or operation of the RTS routes.

Coordination

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, M-NCPPC, City of Rockville, City of Gaithersburg, County Executive's Transit Task Force, State Transportation Participation project (#500722).

→ The additional FY14 appropriation would continue staffing through the first half of FY14.

(6)

Bethesda Bikeway and Pedestrian Facilities (P500119)

Category	Transportation	Date Last Modified	1/7/13
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,454	1,126	0	328	0	241	87	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	200	80	0	120	0	60	60	0	0	0	0
Construction	1,865	1,256	0	609	0	0	609	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	3,520	2,463	0	1,057	0	301	756	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,520	2,463	0	1,057	0	301	756	0	0	0	0
Total	3,520	2,463	0	1,057	0	301	756	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,420
Expenditure / Encumbrances		2,473
Unencumbered Balance		947

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	3,520

Description

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda Central Business District (CBD) Sector Plan to complete the requirements of Stage I development.

Estimated Schedule

The development of the Bethesda Lot 31 Parking Garage (No. 500932) is expected to be complete in Winter 2014 (FY15). The design and construction for the remaining projects (Bethesda Avenue, 47th Street, and Willow Lane bike facilities) is expected to be complete in FY15.

Cost Change

Cost change due to escalation in construction costs and overhead charges.

Justification

The Bethesda CBD has little net remaining capacity for employment under the current Stage I development restrictions. It is desirable to get the Bethesda CBD into Stage II development to increase employment capacity. The Bethesda CBD Sector Plan of 1994 recommends that certain bikeway and pedestrian improvements be implemented (see Table 5.2 of the Sector Plan) to allow the area to go to Stage II development. Bethesda Central Business District Sector Plan, July 1994.

Other

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process.

Fiscal Note

Reflects acceleration of \$19,000 from FY13 into FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Bethesda Chevy Chase Regional Services Center (BCC), Bethesda Urban Partnership, Montgomery Bicycle Action Group, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Bethesda CBD Streetscaping , Hard Surface Trail Design and Construction, Resurfacing Park Roads - Bridges , Maryland Mass Transit Administration, Washington Metropolitan Area Transit Authority

Montgomery Mall Transit Center (P500714)

Category Transportation
Sub Category Mass Transit
Administering Agency General Services (AAGE29)
Planning Area Potomac-Travilah

Date Last Modified 1/5/13
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	190	27	0	163	0	163	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,152	2	0	1,150	0	1,150	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,342	29	0	1,313	0	1,313	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Mass Transit Fund	1,342	29	0	1,313	0	1,313	0	0	0	0	0
Total	1,342	29	0	1,313	0	1,313	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				56	0	0	14	14	14	14	
Maintenance				60	0	0	15	15	15	15	
Net Impact				116	0	0	29	29	29	29	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,292
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		50
Expenditure / Encumbrances		29
Unencumbered Balance		21

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 12 1,342
Last FY's Cost Estimate	1,342

Description

This project provides for the County portion of the new Montgomery Mall Transit Center. Mall owners will develop the land and construct all bus and passenger foundation structures including utilities. The County will design and fund construction, as well as maintain the patron waiting area with weather/wind protected sides, passenger seating, a transit center canopy to protect patrons, and a driver restroom. This project also includes construction oversight.

Estimated Schedule

The Montgomery Mall Transit Center project construction is scheduled to start in FY14 along with Montgomery Mall expansion by the developer.

Justification

On January 27, 2005, the Planning Board granted Westfield Montgomery Mall conditional approval for a 500,000 square foot mall expansion. This expansion requires Westfield to participate in construction of a new and expanded Montgomery Mall Transit Center adjacent to the I-270 right-of-way. Westfield will provide construction of all base infrastructure, valued at \$2 million. Westfield will pay for design and construction of drives, ramps, platform pads, and utility access. The County will pay for the transit center canopy and all passenger and bus operator amenities on the passenger waiting pad.

Other

The construction of the County portion is expected to start in FY14 in order to coordinate with the Montgomery Mall expansion by the developer. The design of this project has been completed through Facility Planning: Transportation.

Fiscal Note

Reflects \$15,000 in acceleration into FY12

Disclosures

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

Coordination

Department of Transportation, Westfield, Inc., Utilities, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Department of Economic Development, Facility Planning: Transportation

Trans



GO
CE
SOF
LL

OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

071971

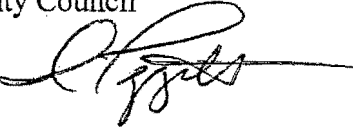
MEMORANDUM

March 26, 2013

RECEIVED
MONTGOMERY COUNTY
COMMUNITY
DEVELOPMENT

2013 MAR 26 PM 2:58

TO: Nancy Navarro, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Resolution on Transportation Fees, Charges, and Fares

The purpose of this memorandum is to transmit for introduction by the County Council a resolution authorizing changes to transportation fees and charges that are included in my FY14 Recommended Operating Budget. My recommended budget changes the parking rate structure in Bethesda from a duration-based to location-based system, increases parking rates in the Montgomery Hills Parking District, establishes a new \$2.00 one-time fee for a Youth SmarTrip card for those who qualify to use this for their monthly Youth Cruiser pass, and changes the residential parking permit from a biennial to an annual fee. I urge the Council to review and adopt this resolution as part of its deliberations on the FY14 Operating Budget.

IL:ae

Attachment

c: Timothy L. Firestine, Chief Administrative Officer
Jennifer A. Hughes, Director, Office of Management and Budget
Arthur Holmes, Jr., Director, Department of Transportation
Joseph F. Beach, Director, Department of Finance
Kathleen Boucher, Assistant Chief Administrative Officer

9

Resolution: _____
Introduced: April 2, 2013
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

SUBJECT: Setting transportation fees, charges, and fares

Background

1. According to Section 2-57A of the Montgomery County Code, as of July 22, 2004 all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect.
2. The fees, charges, and fares currently in effect are those in Council Resolution 17-431 adopted on May 16, 2012 and approved by the Executive on May 23, 2012.
3. The County Executive's Fiscal Year 2014 Recommended Operating Budget included a change in the parking rate structure for Bethesda from duration based rates to location based rates. The current parking rates in Bethesda are: \$1.25/hour for parking up to 4 hours and \$0.80/hour for parking in excess of 4 hours. The proposed rates are \$2.00/hour on-street, \$1.25/hour in any parking lot space and \$0.80/hour in any space in a parking garage. The PCS Permit rate would remain at \$150.00/month and permits would still be honored at any long term parking space regardless of location. The new rate system would be effective on July 1, 2013. In addition, the parking rate in Montgomery Hills is recommended to be increased from \$0.25/hour to \$0.50/hour with a PCS Permit rate increase from \$45.00/month to \$90.00/month. The Executive does not recommend any other changes in either parking rates or the hours requiring payment.
4. No major changes are recommended in Ride On fares but added to this resolution is a \$2.00 one-time charge for a Youth SmarTrip card, allowing those who qualify to use SmarTrip for the purchase of their Youth Cruiser monthly pass.
5. A public hearing on this resolution is expected to be scheduled by Council.

Action

The County Council for Montgomery County approves the following resolution:

Transportation fares, fees, and charges in Resolution 17-431 are amended as described in Table 1, attached. The amendment changes the rate structure in the Bethesda Parking Lot District from a duration based to location based system and increases the parking rates in the Montgomery Hills Parking Lot District. These rate changes become effective July 1, 2013.

Resolution No.: _____

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

Date

Approved

Isiah Leggett, County Executive

Date

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

Regular cash fare or token	\$1.80
Regular fare paid with SmarTrip	\$1.60
Route 70 cash fare or token	\$4.00
Route 70 fare paid with SmarTrip	\$3.65
VanGo (Route 28) and Route 94 shuttles	Free
Designated routes in Free-Wheeling Days promotion	Free
Kids Ride Free Program (2-7 pm weekdays)	Free
Give and Ride Program	Free
MetroAccess Certified and/or Conditional Customer with ID	Free
MetroAccess – companion of Certified and/or Conditional customer with ID	Free
Children under age 5	Free
Local bus-to-bus transfer (SmarTrip only)	Free
Metrorail-to-Ride On bus transfer with SmarTrip	\$1.10
Metrorail-to-Route 70 transfer with SmarTrip	\$3.15
Local bus-to-Route 70 transfer	\$2.05
Metrobus weekly pass	Free
MARC weekly, monthly, and TLC passes transfer to Ride On	Free
MTA Commuter Bus Pass transfer to Ride On	Free
Ride On Monthly Pass	\$45.00
Boarding Route 70 with weekly or monthly pass	\$2.05
Youth Cruiser Pass	\$11.00 Per Month
<u>Youth SmarTrip Card (one-time fee)</u>	<u>\$2.00</u>
Summer Youth Cruiser pass (for 3-month period of June, July, and August)	\$18.00
‘C’ Pass (for current County employees)	Free
‘U’ Pass (for Montgomery College transportation fee-paying students)	Free
except express bus	Free
Senior* with identification card from 9:30 am-3:00 pm weekdays	Free
Senior* with identification card except from 9:30 am-3:00 pm weekdays	
with cash fare or token	\$0.90
with SmarTrip card	\$0.80
Metrorail-to-Ride On bus transfer (SmarTrip only)	\$0.30
Local bus transfer (SmarTrip only)	Free
Senior* with identification card for Route 70 except from 9:30 am-3:00 pm weekdays	
with cash fare or token	\$2.00
with SmarTrip card	\$1.80
Metrorail-to-Route 70 with SmarTrip	\$1.30
Local bus-to-Route 70 with SmarTrip	\$1.00
Boarding with weekly or monthly pass	\$1.00

* For the purposes of this resolution, a person with disabilities not certified for MetroAccess with no condition service is treated the same as a senior.

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

A. Bethesda Parking Lot District and Bethesda CBD Sector Plan Area

1. Meters on-street from 9 am to 10 pm, Monday through Saturday, and in lots from 7 am to 10 pm, Monday through Friday, and in garages from 7 am to 10 pm, Monday through Friday.

[Short-Term (First 4 hours)]	\$1.25 Per Hour]
[Long-Term (More than 4 hours)]	\$0.80 Per Hour]
<u>Parking in spaces within the right of way of public streets</u>	<u>\$2.00 Per Hour</u>
<u>Parking in spaces on a surface parking lot</u>	<u>\$1.25 Per Hour</u>
<u>Parking in spaces in a parking garage</u>	<u>\$0.80 Per Hour</u>
2. Garage 49

Daily Maximum	\$[13.80] <u>12.00</u> Per Day
Lost Ticket	\$[13.80] <u>12.00</u> Per Day
3. Special Permits
 - a. Parking permits

Parking Convenience Sticker	\$150.00 Per Month
Daily Parking Permit	\$12.00 Per Day
“AM/PM” Parking Permit	\$20.00 Per Month
 - b. Carpool Permits

2 Persons	\$107.00 Per Month
3 and 4 Persons	\$58.00 Per Month
5 or More Persons	\$15.00 Per Month
 - c. Townhouse Resident Permit

	\$2.00 Per Month
--	------------------
4. Bethesda Library parking lot

	\$1.00 Per Hour
--	-----------------

B. Silver Spring Parking Lot District

1. Meters on-street from 9 am to 6 pm, Monday through Friday, and in lots and garages from 7 am to 7 pm, Monday through Friday, and in garages (except Garages 60 and 61) from 7 am to 7 pm, Monday through Friday

Short-Term (First 4 hours)	\$1.00 Per Hour
Long-Term (More than 4 hours)	\$0.65 Per Hour
2. Special Permits
 - a. Parking permits

Parking Convenience Sticker	\$123.00 Per Month
Daily Parking Permit	\$7.80 Per Day
“AM/PM” Parking Permit	\$20.00 Per Month
 - b. Carpool Permits

2 Persons	\$87.00 Per Month
3 and 4 Persons	\$49.00 Per Month
5 or More Persons	\$11.00 Per Month
 - c. Townhouse Resident Permit

	\$2.00 Per Month
--	------------------

- | | |
|--|--------------------|
| d. Permit in Garages 9 and 16 for residents in the area bounded by
Blair Mill Road, Eastern Avenue and Georgia Avenue | \$95.00 Per Month |
| 3. Garages 60 and 61 | \$1.00 Per Hour |
| Monthly Permit | \$189.00 Per Month |

C. Wheaton Parking Lot District

- | | |
|--|--------------------|
| 1. Meters on-street from 9 am to 6 pm, Monday through Saturday, and in lots from 9 am to 6 pm, Monday through Saturday, and in garages from 9 am to 6pm, Monday through Friday | |
| Short-Term (First 4 hours) | \$0.75 Per Hour |
| Long-Term (More than 4 hours) | \$0.60 Per Hour |
| 2. Special Permits | |
| Parking Convenience Sticker | \$113.00 Per Month |
| Townhouse Resident Permit | \$2.00 Per Month |

D. Montgomery Hills Parking Lot District

- | | |
|--|----------------------------------|
| 1. Meters on-street from 9 am to 6 pm, Monday through Friday, and in lots from 9 am to 6 pm, Monday through Friday | |
| Short-Term (First 4 hours) | \$[0.25] <u>0.50</u> Per Hour |
| Long-Term (More than 4 hours) | \$[0.25] <u>0.50</u> Per Hour |
| 2. Special Permits | |
| Parking Convenience Sticker | \$[45.00] <u>90.00</u> Per Month |
| Townhouse Resident Permit | \$2.00 Per Month |

E. Areas Outside Parking Lot Districts (not including Bethesda CBD Sector Plan Area)

- | | |
|--|--------------------|
| 1. Meters on-street and in lots from 7 am to 7 pm, Monday through Friday | |
| Short-Term (First 4 hours) | \$1.00 Per Hour |
| Long-Term (More than 4 hours) | \$0.65 Per Hour |
| 2. Special Permits | |
| Parking Convenience Sticker | \$123.00 Per Month |

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

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

B. Parking regulations generally – on-street

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

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

C. Off-street public parking regulations

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

D. Parking meters generally

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

E. Administration, enforcement, penalties, and collection

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

F. Residential Parking Permits

- | | |
|---------------------------------------|------------------------|
| 31-48(h) [Biennial] <u>Annual</u> fee | \$[40.00] <u>20.00</u> |
|---------------------------------------|------------------------|

IV. Transportation Management District (TMD) annual fees

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

A. Bethesda Transportation Management District

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

B. Friendship Heights Transportation Management District

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

C. North Bethesda Transportation Management District

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

D. Silver Spring Transportation Management District

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

E. Greater Shady Grove Transportation Management District

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

* Between July 1, [2012] 2013 and June 30, [2013] 2014, 2.5 cents/sf GFA will be charged for each full quarter after a use and occupancy permit has been issued.

Transit Services

MISSION STATEMENT

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

BUDGET OVERVIEW

The total recommended FY14 Operating Budget for the Division of Transit Services is \$121,225,531, an increase of \$2,682,664 or 2.3 percent from the FY13 Approved Budget of \$118,542,867. Personnel Costs comprise 53.8 percent of the budget for 804 full-time positions. A total of 815.06 FTEs includes these positions as well as any seasonal, temporary, and positions charged to or from other departments or funds. Operating Expenses account for the remaining 46.2 percent of the FY14 budget.

The general obligation bond Debt Service for the Mass Transit Fund is appropriated in the Debt Service Fund and is not displayed in this section. To pay for the Debt Service, a transfer of funds from the Mass Transit Fund to the Debt Service Fund of \$14,015,110 is required.

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY13 estimates reflect funding based on the FY13 approved budget. The FY14 and FY15 figures are performance targets based on the FY14 recommended budget and funding for comparable service levels in FY15.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***All refunds from County riders utilizing SmarTrip will be done by the Washington Metropolitan Area Transit Authority regional service center in coordination with Montgomery County. This will reduce the wait time from four to six weeks to three days for customer refunds and will autoloan the refund back on their SmarTrip card instead of sending a check from the County.***
- ❖ ***Transitioning from paper monthly passes to SmartTrip and Youth Cruiser SmarTrip cards that can be loaded from home, most CVS and Giant stores***
- ❖ ***All paper vouchers for participants in Call-n-Ride program moved to a debit card system.***
- ❖ ***The Transit Task Force provided support to the County Executive's Rapid Transit System Initiative***

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Medicaid and Senior Programs

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

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	8,254,195	7.85
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	-28,355	0.00
FY14 CE Recommended	8,225,840	7.85

Ride On

Fixed-route bus service is provided by the Ride On system throughout the County. Ride On operates primarily in neighborhoods and provides a collector and distributor service to the major transfer points and transit centers in the County. Ride On supplements and coordinates the County's mass transit services with Metrobus and Metrorail service which is provided by the Washington Metropolitan Area Transit Authority. The Ride On transit system operates and manages more than 78 routes; maintains a strategic plan for replacement of the bus fleet; trains new bus operators and provides continuing safety, remedial and refresher instruction for existing operators; coordinates activities with a state of the art Central Communications Center; which also operates Ride On's computer-aided dispatch/automatic vehicle location system.

Program Performance Measures	Actual FY11	Actual FY12	Estimated FY13	Target FY14	Target FY15
Number of Reported Collisions Between Ride On Buses and a Person or Object, per 100,000 miles driven	4.20	4.0	4.0	4.0	4.0
Scheduled Ride On Roundtrip Circuits Missed, in Whole or in Part, per 1,000 Roundtrip Circuits ¹	10.28	8.30	8.3	8.3	8.3
Passengers Transported Per Capita (Ratio of the Number of Passengers Boarding a Ride On bus Within the Fiscal Year and the County Population) ²	27.50	27.9	26.79	26.8	26.94
Passengers Per Hour of Service ³	24.83	25.40	24.25	24.15	24.1
Hours of Service ⁴	1,076,192	1,072,287	1,083,876	1,094,393	1,105,331
Reported Ride On Complaints Per 100,000 Bus Riders ⁵	26.90	27.1	27	25	22
Passengers Transported (millions) ⁶	26.70	27.90	26.286	26.434	26.698

¹ Ride On will be fully staffed in operator positions for service operation.

² FY13 decreased 3.5% in ridership

³ Service Hours are defined as platform hours-these are hours that the bus is providing service including non-revenue trips

⁴ FY13-Annualized route 94 (1,100) also includes new FY13 service

FY14-Annualized FY13 service

⁵ FY13 push to hire new operators

⁶ Assume annualization of FY13 new service in FY14 and growth of 1.0% in FY15

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	96,444,337	746.53
Increase Cost: Annualization of FY13 Lapsed Positions	581,440	0.00
Increase Cost: Annualization of FY13 Operating Expenses- New service	207,775	0.00
Decrease Cost: Elimination of One-Time Items Approved in FY13	-118,140	0.00
Increase Cost: Annualization of FY13 Personnel Costs	-357,249	0.70
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	1,145,798	-0.05
FY14 CE Recommended	97,903,961	747.18

Commuter Services

The Commuter Services Section promotes alternatives to the single occupant-- including transit, car/vanpooling, biking, walking and telework--to reduce traffic congestion and improve air quality. Programs and services are concentrated in the County's five Transportation Management Districts: Silver Spring, Friendship Heights, Bethesda, North Bethesda and Greater Shady Grove, and in the Wheaton Transportation Planning & Policy area. Commuting information and assistance is also provided to businesses, employees, and residents throughout the County. Program are developed to support use of transportation options and the section coordinates with other local, state and regional agencies on efforts to improve effectiveness of those options.

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	3,156,780	16.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	174,960	0.00
FY14 CE Recommended	3,331,740	16.60

Taxi Regulation

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

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	766,811	7.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	31,479	0.00
FY14 CE Recommended	798,290	7.00

Customer Service

The Customer Service program is the interface between Ride On's service delivery and customer information. In addition to managing the distribution of paper transit timetables, web sites are maintained and updated as well as real time information is provided through various media (phone, web, mobile apps and signs). In addition, system information is provided by way of electronic system maps and informational displays inside and outside of buses and bus stop shelters. As needed, public forums are arranged for proposed service changes.

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	1,045,110	6.00
Increase Cost: Kids Ride Free due to WMATA reported ridership increase	221,730	0.00
Increase Cost: Quadrennial Review required by State regarding Ride On performance	90,000	0.00
Increase Cost: Seniors Ride Free due to WMATA reported ridership increase	49,020	0.00
Increase Cost: Regional SmarTrip Operating Funding agreement increase	43,670	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.	10,690	0.00
FY14 CE Recommended	1,460,220	6.00

Transit Parking Facility Maintenance

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

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	308,820	1.32
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	-15,700	0.00
FY14 CE Recommended	293,120	1.32

Transit Operations Planning

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

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	2,379,040	17.70
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	-193,970	0.00
FY14 CE Recommended	2,185,070	17.70

20

Passenger Facilities

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

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	1,047,980	4.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	-88,110	0.00
FY14 CE Recommended	959,870	4.00

Fixed Costs

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

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	2,681,830	0.67
Increase Cost: Risk Management Adjustment	779,380	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.	15,240	0.00
FY14 CE Recommended	3,476,450	0.67

Administration

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

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	2,457,964	6.74
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	133,006	0.00
FY14 CE Recommended	2,590,970	6.74

(21)

BUDGET SUMMARY

	Actual FY12	Budget FY13	Estimated FY13	Recommended FY14	% Chg Bud/Rec
MASS TRANSIT					
EXPENDITURES					
Salaries and Wages	43,227,012	45,626,432	45,969,667	46,407,743	1.7%
Employee Benefits	14,078,022	16,602,555	15,819,052	17,067,723	2.8%
Mass Transit Personnel Costs	57,305,034	62,228,987	61,788,719	63,475,466	2.0%
Operating Expenses	51,717,767	51,625,706	53,813,056	53,061,896	2.8%
Debt Service Other	190,498	0	0	0	—
Capital Outlay	0	0	0	0	—
Mass Transit Expenditures	109,213,299	113,854,693	115,601,775	116,537,362	2.4%
PERSONNEL					
Full-Time	778	789	789	789	—
Part-Time	7	0	0	0	—
FTEs	807.80	799.25	799.25	799.95	0.1%
REVENUES					
Bus Advertising	1,004,039	520,000	520,000	520,000	—
Investment Income	39	0	0	0	—
Miscellaneous Revenues	72,676	0	0	0	—
Motor Pool Charges/Fees	471,169	0	0	0	—
Parking Fees	634,743	1,315,645	1,315,645	1,315,645	—
Parking Fines	621,778	300,000	300,000	300,000	—
Property Tax	64,491,423	79,269,463	79,386,262	70,071,096	-11.6%
Ride On Fare Revenue	21,275,638	21,428,840	21,428,840	21,358,898	-0.3%
State Aid: Call N' Ride	379,391	379,110	379,110	379,110	—
State Aid: Damascus Fixed Route	383,193	309,950	309,950	309,950	—
State Aid: Ride On	22,187,263	22,126,470	27,126,470	33,737,398	52.5%
Taxi Licensing Fees	645,395	531,000	531,000	531,000	—
Other Charges/Fees	1,290,227	1,068,170	1,068,170	1,068,174	0.0%
Other Fines/Forfeitures	15,495	0	0	0	—
Mass Transit Revenues	113,472,469	127,248,648	132,365,447	129,591,271	1.8%
GRANT FUND MCG					
EXPENDITURES					
Salaries and Wages	1,182,899	1,267,512	1,267,512	1,321,898	4.3%
Employee Benefits	440,590	473,093	473,093	393,251	-16.9%
Grant Fund MCG Personnel Costs	1,623,489	1,740,605	1,740,605	1,715,149	-1.5%
Operating Expenses	2,845,159	2,947,569	2,947,569	2,973,020	0.9%
Capital Outlay	0	0	0	0	—
Grant Fund MCG Expenditures	4,468,648	4,688,174	4,688,174	4,688,169	0.0%
PERSONNEL					
Full-Time	15	15	15	15	—
Part-Time	0	0	0	0	—
FTEs	22.50	15.16	15.16	15.11	-0.3%
REVENUES					
Federal Grants	2,061,846	1,785,532	1,785,532	1,763,357	-1.2%
State Grants	2,156,802	2,902,642	2,902,642	2,924,812	0.8%
Grant Fund MCG Revenues	4,218,648	4,688,174	4,688,174	4,688,169	0.0%
DEPARTMENT TOTALS					
Total Expenditures	113,681,947	118,542,867	120,289,949	121,225,531	2.3%
Total Full-Time Positions	793	804	804	804	—
Total Part-Time Positions	7	0	0	0	—
Total FTEs	830.30	814.41	814.41	815.06	0.1%
Total Revenues	117,691,117	131,936,822	137,053,621	134,279,440	1.8%

FY14 RECOMMENDED CHANGES

	Expenditures	FTEs
MASS TRANSIT		
FY13 ORIGINAL APPROPRIATION	113,854,693	799.25
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: FY14 Compensation Adjustment	1,786,151	0.00
Increase Cost: Risk Management Adjustment [Fixed Costs]	779,380	0.00
Increase Cost: Annualization of FY13 Lapsed Positions [Ride On]	581,440	0.00
Increase Cost: Group Insurance Adjustment	470,266	0.00
Increase Cost: Retirement Adjustment	257,309	0.00
Increase Cost: Kids Ride Free due to WMATA reported ridership increase [Customer Service]	221,730	0.00
Increase Cost: Annualization of FY13 Operating Expenses- New service [Ride On]	207,775	0.00
Increase Cost: Motor Pool Adjustment	147,423	0.00
Increase Cost: Other Labor Contract Costs	107,865	0.00
Increase Cost: Quadrennial Review required by State regarding Ride On performance [Customer Service]	90,000	0.00
Increase Cost: Seniors Ride Free due to WMATA reported ridership increase [Customer Service]	49,020	0.00
Increase Cost: Regional SmartTrip Operating Funding agreement increase [Customer Service]	43,670	0.00
Increase Cost: Printing and Mail Adjustment	15,332	0.00
Decrease Cost: Elimination of One-Time Items Approved in FY13 [Ride On]	-118,140	0.00
Increase Cost: Annualization of FY13 Personnel Costs [Ride On]	-357,249	0.70
Decrease Cost: Elimination of FY13 \$2,000 Lump Sum	-1,599,303	0.00
FY14 RECOMMENDED:	116,537,362	799.95
GRANT FUND MCG		
FY13 ORIGINAL APPROPRIATION	4,688,174	15.16
<u>Other Adjustments (with no service impacts)</u>		
Technical Adj: Grant adjustment	-5	-0.05
FY14 RECOMMENDED:	4,688,169	15.11

PROGRAM SUMMARY

Program Name	FY13 Approved		FY14 Recommended	
	Expenditures	FTEs	Expenditures	FTEs
Medicaid and Senior Programs	8,254,195	7.85	8,225,840	7.85
Ride On	96,444,337	746.53	97,903,961	747.18
Commuter Services	3,156,780	16.60	3,331,740	16.60
Taxi Regulation	766,811	7.00	798,290	7.00
Customer Service	1,045,110	6.00	1,460,220	6.00
Transit Parking Facility Maintenance	308,820	1.32	293,120	1.32
Transit Operations Planning	2,379,040	17.70	2,185,070	17.70
Passenger Facilities	1,047,980	4.00	959,870	4.00
Fixed Costs	2,681,830	0.67	3,476,450	0.67
Administration	2,457,964	6.74	2,590,970	6.74
Total	118,542,867	814.41	121,225,531	815.06

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY13		FY14	
		Total\$	FTEs	Total\$	FTEs
MASS TRANSIT					
CIP	CIP	264,540	0.00	0	0.00
Health and Human Services	County General Fund	567,694	0.00	425,194	0.00
Total		832,234	0.00	425,194	0.00

FUTURE FISCAL IMPACTS

Title	CE REC.			(\$000's)		
	FY14	FY15	FY16	FY17	FY18	FY19
This table is intended to present significant future fiscal impacts of the department's programs.						
MASS TRANSIT						
Expenditures						
FY14 Recommended	116,537	116,537	116,537	116,537	116,537	116,537
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	2,544	3,311	3,311	3,311	3,311
These figures represent the estimated cost of general wage adjustments, new service increments, and associated benefits.						
Labor Contracts - Other	0	-3	-60	-60	-60	-60
These figures represent other negotiated items included in the labor agreements.						
Subtotal Expenditures	116,537	119,079	119,788	119,788	119,788	119,788

FY13 Ride On Route Profile

Route	Ser	Route Description	Annual Riders	Annual Platform Miles	Annual Platform Hours	Riders Per Plat Hour
1	Wkdy	Silver Spring-Leland St.-Friendship Heights	627,300	145,156	12,342	50.8
55	Wkdy	GTC-Milestone-MC,G-Lakeforest-Shady Grove-MC,R-Rockville	2,063,205	630,921	45,492	45.4
2	Sun	Lyttons-ville-Silver Spring	31,122	7,315	718	43.3
15	Wkdy	Langley Park-Wayne Ave.-Silver Spring	906,525	190,776	22,109	41.0
15	Sat	Langley Park-Wayne Ave.-Silver Spring	134,832	29,015	3,472	38.8
2	Sat	Lyttons-ville-Silver Spring	32,224	7,776	864	37.3
59	Wkdy	Montgomery Village-Lakeforest-Shady Grove-Rockville	1,004,190	354,057	28,535	35.2
15	Sun	Langley Park-Wayne Ave.-Silver Spring	105,336	24,383	3,021	34.9
55	Sun	GTC-Milestone-Lakeforest-Shady Grove	161,196	65,737	4,674	34.5
48	Wkdy	Wheaton-Bauer Dr.-Rockville	582,165	210,161	16,907	34.4
48	Sat	Wheaton-Bauer Dr.-Rockville	93,598	34,925	2,735	34.2
20	Sat	Hillandale-Northwest Park-Silver Spring	127,624	34,407	3,731	34.2
11	Wkdy	Silver Spring-East/West Hwy-Friendship Heights	206,040	70,760	6,069	33.9
61	Wkdy	GTC-Lakeforest-Shady Grove	748,935	293,270	22,364	33.5
2	Wkdy	Lyttons-ville-Silver Spring	232,050	56,523	7,013	33.1
49	Wkdy	Glenmont-Layhill-Rockville	569,925	220,476	17,417	32.7
55	Sat	GTC-Milestone-Lakeforest-Shady Grove-Rockville	269,505	110,924	8,353	32.3
57	Wkdy	Lakeforest-Washington Grove-Shady Grove	584,205	216,727	18,309	31.9
61	Sat	GTC-Lakeforest-Shady Grove	115,858	44,823	3,641	31.8
20	Wkdy	Hillandale-Northwest Park-Silver Spring	811,410	246,050	26,112	31.1
60	Wkdy	Montgomery Village-Flower Hill-Shady Grove	88,740	47,152	2,856	31.1
20	Sun	Hillandale-Northwest Park-Silver Spring	105,564	32,781	3,460	30.5
46	Wkdy	Shady Grove-Montgomery College-Rockville Pike-Medical Center	972,060	326,589	31,977	30.4
58	Wkdy	Lakeforest-Montgomery Village-East Village-Shady Grove, Watkins Mill & MD355	447,270	238,657	15,504	28.8
100	Wkdy	GTC-Shady Grove	596,700	501,014	20,757	28.7
48	Sun	Wheaton-Bauer Dr.-Rockville	62,187	29,026	2,172	28.6
24	Wkdy	Hillandale-Northwest Park-Takoma	81,090	31,742	2,856	28.4
54	Sun	Lakeforest-Washingtonian Boulevard-Rockville	71,022	31,553	2,514	28.3
49	Sat	Glenmont-Layhill-Rockville	63,441	33,173	2,258	28.1
16	Wkdy	Takoma-Langley Park-Silver Spring	869,550	277,743	31,034	28.0
59	Sun	Montgomery Village-Lakeforest-Shady Grove-Rockville	120,612	57,058	4,389	27.5
17	Wkdy	Langley Park-Maple Ave.-Silver Spring	334,815	101,980	12,215	27.4
1	Sat	Silver Spring-Leland St.-Friendship Heights	61,162	22,783	2,237	27.3
54	Sat	Lakeforest-Washingtonian Boulevard-Rockville	74,836	35,339	2,740	27.3
16	Sat	Takoma-Langley Park-Silver Spring	160,643	53,534	5,899	27.2
59	Sat	Montgomery Village-Lakeforest-Shady Grove-Rockville	121,635	52,813	4,468	27.2
1	Sun	Silver Spring - Friendship Heights	54,435	21,924	2,001	27.2
34	Wkdy	Aspen Hill-Wheaton-Bethesda-Friendship Heights	711,450	267,500	26,189	27.2
12	Wkdy	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	448,800	143,626	16,550	27.1
57	Sat	Lakeforest-Washington Grove-Shady Grove	83,104	39,770	3,079	27.0
100	Sat	GTC-Shady Grove	41,287	32,775	1,542	26.8
54	Wkdy	Lakeforest-Washingtonian Blvd-Rockville	531,420	217,732	19,890	26.7
65	Wkdy	Montgomery Village-Shady Grove	56,100	26,821	2,117	26.5
12	Sat	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	57,081	20,574	2,231	25.6
58	Sat	Lakeforest-Montgomery Village-East Village-Shady Grove	55,703	33,194	2,226	25.0
16	Sun	Takoma-Langley Park-Silver Spring	135,204	50,415	5,483	24.7
9	Sun	Wheaton-Four Corners-Silver Spring	44,403	19,472	1,818	24.4

FY13 Ride On Route Profile

Route	Ser	Route Description	Annual Riders	Annual Platform Miles	Annual Platform Hours	Riders Per Plat Hour
26	Wkdy	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	796,620	396,551	32,717	24.3
61	Sun	GTC-Lakeforest-Shady Grove	86,298	44,540	3,585	24.1
10	Wkdy	Twinbrook-Glenmont-White Oak-Hillandale	558,705	293,949	23,384	23.9
56	Wkdy	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	538,050	323,536	22,542	23.9
64	Wkdy	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	336,855	204,783	14,127	23.8
58	Sun	Lakeforest-Montgomery Village-East Village-Shady Grove	45,600	31,137	1,967	23.2
12	Sun	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	54,948	21,348	2,400	22.9
17	Sat	Langley Park-Maple Ave.-Silver Spring	43,778	15,925	1,913	22.9
13	Wkdy	Takoma-Manchester Rd.-Three Oaks Dr.-Silver Spring	77,010	30,893	3,366	22.9
26	Sat	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	108,756	63,408	4,754	22.9
41	Wkdy	Aspen Hill-Weller Rd.-Glenmont	189,720	89,372	8,466	22.4
56	Sat	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	73,829	47,829	3,307	22.3
34	Sat	Wheaton-Bethesda-Friendship Heights	82,309	34,794	3,694	22.3
57	Sun	Lakeforest-Washington Grove-Shady Grove	56,601	31,470	2,559	22.1
46	Sat	Shady Grove-Montgomery College-Rockville Pike-Medical Center	106,371	49,721	4,812	22.1
5	Wkdy	Twinbrook-Kensington-Silver Spring	502,350	260,987	22,848	22.0
78	Wkdy	Kingsview-Richter Farm-Shady Grove	100,470	82,181	4,616	21.8
9	Wkdy	Wheaton-Four Corners-Silver Spring	299,370	146,839	14,000	21.4
49	Sun	Glenmont-Lay hill-Rockville	48,564	31,717	2,274	21.4
47	Wkdy	Rockville-Montgomery Mall-Bethesda	402,390	243,928	18,870	21.3
71	Wkdy	Kingsview-Dawson Farm-Shady Grove	84,660	83,972	3,978	21.3
14	Wkdy	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	204,510	101,424	9,639	21.2
56	Sun	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	71,307	48,404	3,392	21.0
97	Wkdy	GTC, Germantown MARC, Waring Station, GTC	164,220	107,095	7,854	20.9
17	Sun	Langley Park-Maple Ave.-Silver Spring	39,672	15,240	1,932	20.5
97	Sat	GTC, Gunner's Lake, GTC	20,352	12,682	996	20.4
23	Wkdy	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	174,420	113,462	8,568	20.4
46	Sun	Shady Grove-Montgomery College-Rockville Pike-Medical Center	100,263	59,721	5,033	19.9
74	Wkdy	GTC-Great Seneca Hwy.-Shady Grove	259,335	247,541	13,031	19.9
43	Wkdy	Traville TC-Shady Grove-Hospital-Shady Grove	207,570	130,759	10,481	19.8
10	Sun	Twinbrook-Glenmont-White Oak-Hillandale	69,882	51,293	3,534	19.8
41	Sun	Aspen Hill-Weller Rd.-Glenmont	18,012	10,574	912	19.8
10	Sat	Twinbrook-Glenmont-White Oak-Hillandale	76,214	54,165	3,906	19.5
63	Wkdy	Shady Grove-Gaither Road-Piccard Dr.-Rockville	158,355	84,831	8,160	19.4
28	Wkdy	Silver Spring Downtown (VanGo)	191,505	89,638	9,920	19.3
67	Wkdy	Traville TC-North Potomac-Shady Grove	36,210	34,320	1,938	18.7
66	Wkdy	Shady Grove-Piccard Drive-Shady Grove Hospital-Traville TC	28,815	22,432	1,581	18.2
34	Sun	Wheaton-Bethesda-Friendship Heights	70,680	38,820	3,882	18.2
38	Wkdy	Wheaton-White Flint	199,614	131,029	11,093	18.0
76	Wkdy	Poolesville-Kentlands-Shady Grove	225,165	244,820	12,674	17.8
19	Wkdy	Northwood-Four Corners-Silver Spring	43,860	29,101	2,474	17.7
41	Sat	Aspen Hill-Weller Rd.-Glenmont	28,090	16,029	1,595	17.6
5	Sat	Twinbrook-Kensington-Silver Spring	53,424	37,716	3,053	17.5
9	Sat	Wheaton-Four Corners-Silver Spring	33,867	20,406	1,961	17.3
26	Sun	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	90,858	68,111	5,312	17.1
25	Wkdy	Langley Park-Washington Adventist Hosp-Maple Ave-Takoma	115,515	53,910	6,758	17.1
96	Wkdy	Montgomery Mall-Rock Spring-Grosvenor	152,745	103,785	9,053	16.9

FY13 Ride On Route Profile

Route	Ser	Route Description	Annual Riders	Annual Platform Miles	Annual Platform Hours	Riders Per Plat Hour
64	Sat	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	41,128	34,560	2,449	16.8
100	Sun	GTC-Shady Grove	27,132	34,478	1,664	16.3
97	Sun	GTC, Gunner's Lake, GTC	15,561	12,979	969	16.1
22	Wkdy	Hillandale-White Oak-FDA-Silver Spring	107,865	84,510	6,885	15.7
90	Wkdy	Damascus-Woodfield Rd- Airpark Shady Grove	230,010	312,913	14,765	15.6
18	Wkdy	Langley Park-Takoma-Silver Spring	188,445	100,376	12,215	15.4
45	Wkdy	Fallsgrove-Rockville Senior Center-Rockville-Twinbrook	244,545	198,308	16,040	15.2
8	Wkdy	Wheaton-Forest Glen-Silver Spring	170,340	130,955	11,424	14.9
30	Wkdy	Medical Center-Pooks Hill-Bethesda	163,455	117,774	10,965	14.9
51	Wkdy	Norbeck P&R-Hewitt Ave.-Glenmont	61,455	59,810	4,182	14.7
14	Sat	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	18,868	14,015	1,288	14.7
29	Wkdy	Bethesda-Glen Echo-Friendship Heights	178,245	152,092	12,240	14.6
47	Sat	Rockville-Montgomery Mall-Bethesda	49,237	41,083	3,381	14.6
8	Sat	Wheaton-Forest Glen-Silver Spring	29,892	21,893	2,067	14.5
L8	Sat	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	42,506	39,150	2,963	14.3
33	Wkdy	Glenmont-Kensington-Medical Center	87,975	68,587	6,146	14.3
5	Sun	Twinbrook-Kensington-Silver Spring	45,315	40,994	3,226	14.0
70	Wkdy	Milestone-Medical Center-Bethesda Express	187,935	343,347	13,643	13.8
75	Wkdy	Clarksburg-Correctional Facility-Milestone-GTC	111,945	157,656	8,160	13.7
38	Sat	Wheaton-White Flint	25,265	21,314	1,850	13.7
32	Wkdy	Naval Ship R&D-Cabin John-Bethesda	57,885	73,277	4,284	13.5
29	Sun	Glen Echo-Friendship Heights	12,198	18,434	906	13.5
39	Wkdy	Briggs Chaney-Glenmont	57,630	70,423	4,335	13.3
38	Sun	Wheaton-White Flint	22,469	21,068	1,744	12.9
64	Sun	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	30,951	33,517	2,497	12.4
4	Wkdy	Kensington-Walter Reed-Silver Spring	60,945	51,982	5,024	12.1
T2	Sat	Friendship Hts, River Rd, Falls Rd, Rockville W.	31,588	42,881	2,613	12.1
81	Wkdy	Rockville-Tower Oaks-White Flint	49,980	50,059	4,208	11.9
23	Sat	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	17,914	20,185	1,516	11.8
31	Wkdy	Glenmont-Kemp Mill Rd.-Wheaton	38,250	35,279	3,264	11.7
L8	Sun	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	32,661	38,673	2,793	11.7
36	Wkdy	Potomac-Bradley Blvd.-Bethesda	94,095	119,192	8,492	11.1
44	Wkdy	Twinbrook-Hungerford-Rockville	31,875	32,474	2,882	11.1
47	Sun	Rockville-Montgomery Mall-Bethesda	38,133	40,504	3,460	11.0
37	Wkdy	Potomac-Tuckerman La.-Grosvenor-Wheaton	75,225	89,852	6,834	11.0
42	Wkdy	White Flint-Montgomery Mall	136,476	166,064	12,903	10.6
79	Wkdy	Clarksburg-Skylark-Scenery-Shady Grove	58,140	122,624	5,712	10.2
7	Wkdy	Forest Glen-Wheaton	14,790	10,113	1,454	10.2
43	Sat	Traville TC-Shady Grove-Hospital-Shady Grove	14,840	17,591	1,468	10.1
T2	Sun	Friendship Hts, River Rd, Falls Rd, Rockville W.	27,075	46,528	2,742	9.9
18	Sat	Langley Park-Takoma-Silver Spring	21,147	16,018	2,152	9.8
29	Sat	Bethesda-Glen Echo-Friendship Heights	10,918	20,713	1,118	9.8
93	Wkdy	Twinbrook-HHS-Twinbrook	9,945	4,939	1,020	9.8
83	Wkdy	Germantown MARC-GTC-Waters Landing-Milestone	126,225	215,789	13,668	9.2
83	Sat	GTC-Waters Landing-Milestone	16,377	28,615	1,908	8.6
6	Wkdy	Grosvenor-Parkside-Montgomery Mall Loop	64,515	77,535	7,548	8.5
42	Sat	White Flint-Montgomery Mall	20,527	28,477	2,406	8.5

FY13 Ride On Route Profile

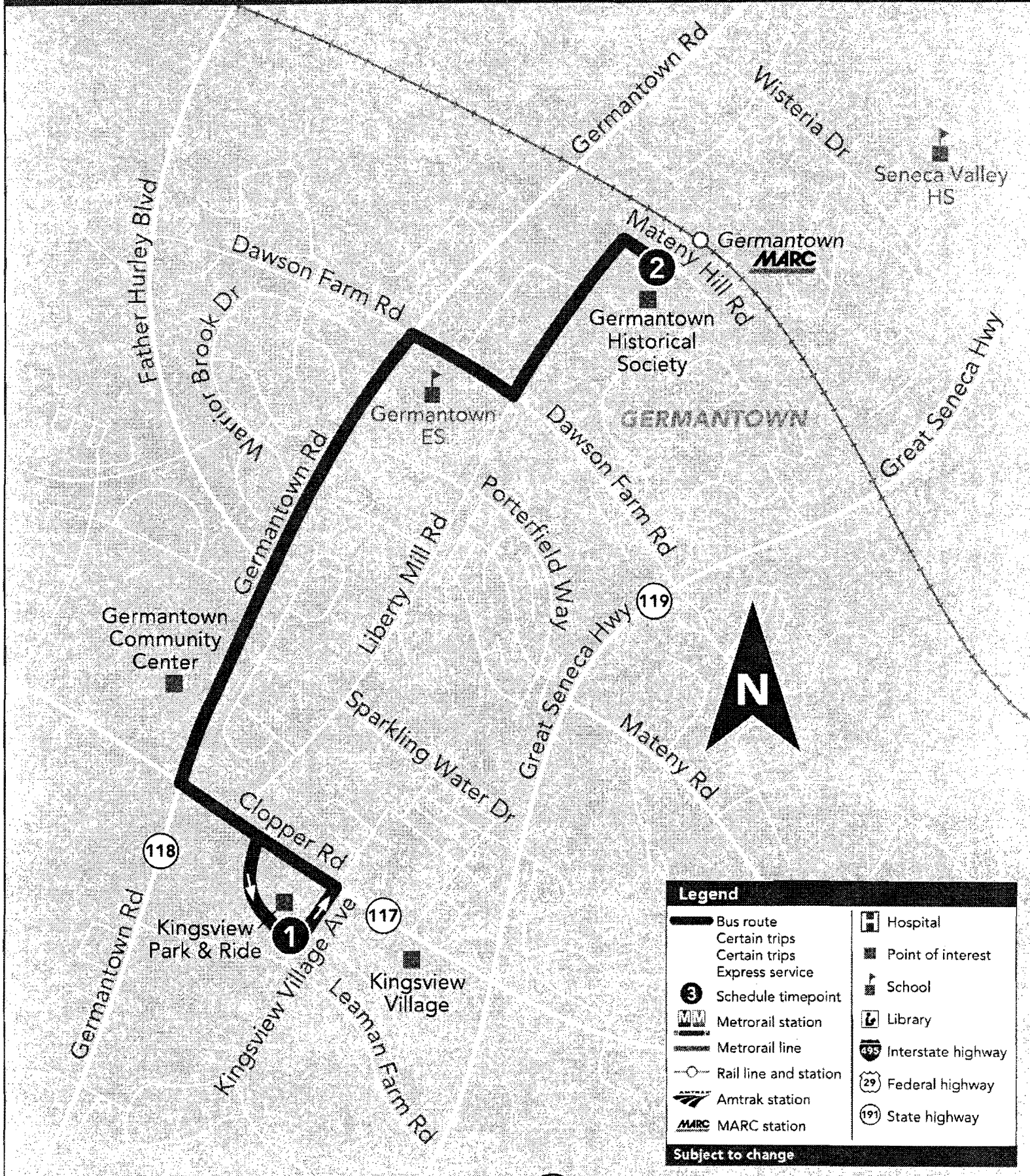
Route	Ser	Route Description	Annual Riders	Annual Platform Miles	Annual Platform Hours	Riders Per Plat Hour
21	Wkdy	Briggs Chaney-Tamarack-Dumont Oaks-Silver Spring	52,785	116,346	6,452	8.2
53	Wkdy	Shady Grove-MGH-Olney-Glenmont	75,480	200,351	9,359	8.1
18	Sun	Langley Park-Takoma	12,825	10,790	1,619	7.9
45	Sat	Fallsgrove-Rockville-Twinbrook	18,179	30,395	2,369	7.7
3	Wkdy	Takoma-Dale Dr.-Silver Spring	11,220	19,439	1,479	7.6
83	Sun	GTC-Waters Landing-Milestone	15,162	29,150	2,052	7.4
52	Wkdy	MGH-Olney-Rockville	39,015	82,136	5,406	7.2
42	Sun	White Flint-Montgomery Mall	18,229	28,303	2,633	6.9
98	Wkdy	GTC, Kingsview, GCC, Cinnamon Woods	113,220	243,048	16,983	6.7
98	Sat	GTC, Kingsview, Soccerplex	13,091	45,597	3,032	4.3
98	Sun	GTC, Kingsview, Soccerplex	11,970	46,518	2,907	4.1
94	Wkdy	Germantown MARC-parking overflow shuttle-Kingsview P&R	1,530	20,808	1,632	0.9

26,867,872 14,549,593 1,134,630 23.7

All resources are January 2013 service change-assumes annual resources
FY13 ridership projected-rts 38, 42, 52, 53 & 98

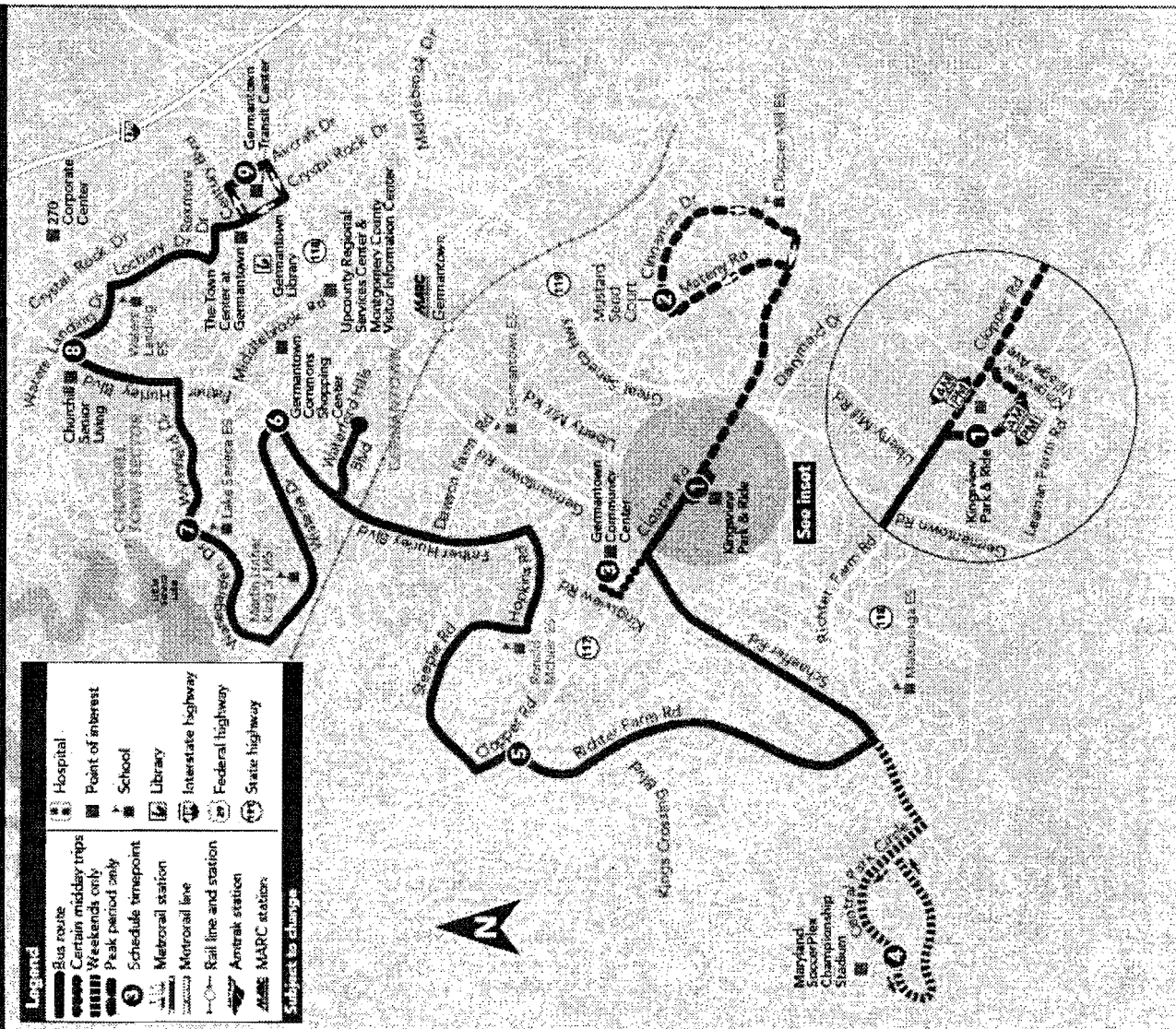
Route Notes:

- 21 Wkdy-added resources (RT & span) September 2012
- 37 Wkdy-added resources (RT & span) September 2012
- 42 Wkdy, Sat & Sun-new route January 2013
- 45 Sat-added resources (RT) September 2012
- 52 Wkdy-new resources (RT, span & restruct) January 2013
- 53 Wkdy-new resources (restruct) January 2013
- 79 Wkdy-added resources (span) January 2013
- 94 Wkdy-State funded
- 98 Wkdy, Sat & Sun-new resources (Ext) January 2013



Legend	
	Bus route
	Certain midday trips
	Weekends only
	Peak period only
	Schedule timepoint
	Metrolink station
	Metrolink line
	Rail line and station
	Amtrak station
	MARC station
	Hospital
	Point of interest
	School
	Library
	Interstate highway
	Federal highway
	State highway

Subject to change



52

Montgomery General Hospital - Hines Rd - Emory Ln -
Muncaster Mill Rd - Norbeck Rd - Rockville Metro Station

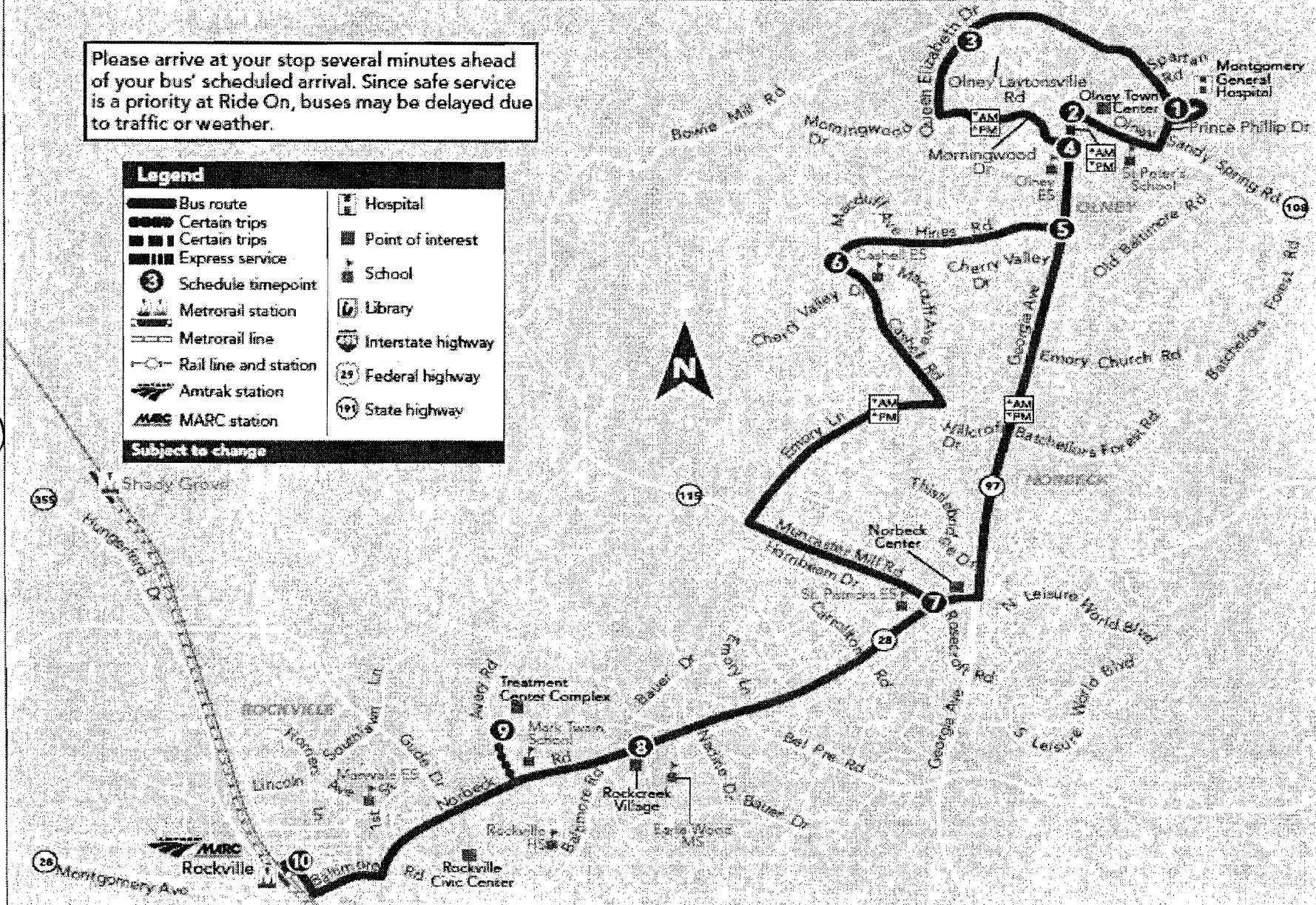
Ride On
Montgomery County Transit

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

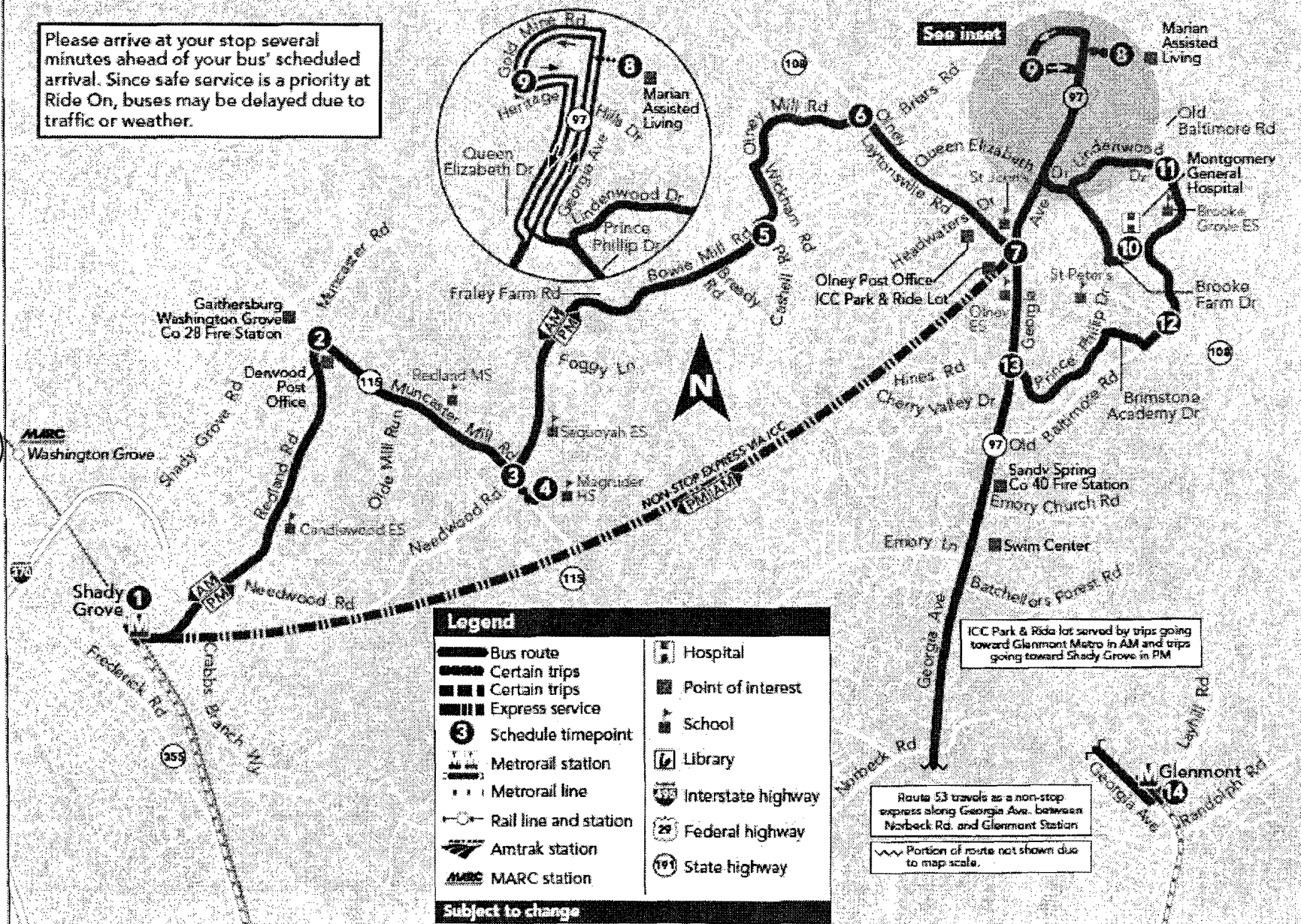
Legend

- | | |
|-----------------------|--------------------|
| Bus route | Hospital |
| Certain trips | Point of interest |
| Express service | School |
| Schedule timepoint | Library |
| Metrorail station | Interstate highway |
| Metrorail line | Federal highway |
| Rail line and station | State highway |
| Amtrak station | |
| MARC station | |

Subject to change



31



FY14 CE Recommended Budget Operating Cost of Ride On Bus Service

<u>Cost Element</u>	<u>Cost/Hour</u> <u>FY14 Dollars</u>		
	<u>Cost</u>	<u>Cumulative</u>	
Bus Operators	\$45.09	\$45.09	
Motor Pool	\$34.71	\$79.79	Rate for any new service added
Coordinators	\$2.72	\$82.51	
Other Operating Labor	\$3.77	\$86.29	
Schedule/Communications	\$3.02	\$89.31	WMATA Non- Regional Rate \$110.19 (fy13)
Customer Service/Safety	\$2.09	\$91.40	
Other Non-labor Oper/Mgmt Svcs/ General Administration/Other	\$6.64	\$98.04	
Indirect	\$7.88	\$105.92	
Fully Allocated Cost	<u>\$105.92</u>		

33

Excel Para/Data/Doc/Public/Stat FY12															
	STATISTICS FY 2012														
ITEM	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	TOTAL	Average	
CALLER RIDE															
New Participants	45	40	55	50	38	56	30	40	64	37	58	31	544	45	
Total Certified	4,618	4,627	4,692	4,755	4,698	4,431	4,534	4,555	4,563	4,553	4,540	4,585	55,151	4,596	
1st Book (@91.3% County subsidy)	2,694	2,841	2,864	3,378	2,832	2,935	2,766	2,716	2,883	2,760	2,753	2,746	34,168	2,847	
1st Book (@83.3% County subsidy)	123	133	129	175	140	133	140	129	149	147	149	147	1,694	141	
1st Book (@66.7% County subsidy)	80	77	82	88	85	89	85	71	80	82	76	78	973	81	
1st Book (@ 50% County subsidy)	51	51	43	65	51	47	49	46	40	50	44	47	584	49	
TOTAL 1ST Books Sold	2,948	3,102	3,118	3,706	3,108	3,204	3,040	2,962	3,152	3,039	3,022	3,018	37,419	3,118	
Per cent of clients purchasing 1st book	64%	67%	66%	78%	66%	72%	67%	65%	69%	67%	67%	66%	68%	68%	
2nd Book Sold - 91.3% County subsidy	2,163	2,285	2,292	1,577	2,301	2,714	2,228	2,343	2,362	2,239	2,277	2,288	27,069	2,707	
2nd Book Sold - 83.3% County subsidy	86	96	90	67	105	106	100	88	112	102	112	104	1,168	117	
2nd Book Sold - 66.7% County subsidy	48	43	44	29	41	64	46	39	43	41	35	42	515	52	
2nd Book Sold - 50% County subsidy	35	31	26	23	34	32	29	22	21	24	18	23	318	32	
TOTAL 2nd Books Sold	2,332	2,455	2,452	1,696	2,481	2,916	2,403	2,492	2,538	2,406	2,442	2,457	29,070	2,907	
Percent of clients purchasing 2nd book	79%	79%	79%	46%	80%	91%	79%	84%	81%	79%	81%	81%	78%	78%	
1ST & 2ND Books Sold	5,280	5,557	5,570	5,402	5,589	6,120	5,443	5,454	5,690	5,445	5,464	5,475	66,489	5,541	

34

FY13 CALL-n-RIDE STATISTICAL REPORT
(July 2012 thru Feb 2013)

		STATISTICS FY 2013												
ITEM	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	TOTAL	Average
CALL-n-RIDE														
New Participants	53	40	43	33	25	54	39	43					330	41
Total Certified	4,623	4,700	4,703	4,478	4,478	4,478	4,478	4,478					36,416	4,552
1st Book (@91.3% County subsidy)	2,768	2,747	2,532	2,122	3,143	2,570	2,624	2,354					20,860	2,608
1st Book (@83.3% County subsidy)	151	146	135	115	160	134	137	141					1,119	140
1st Book (@66.7% County subsidy)	85	81	77	52	86	71	72	71					595	74
1st Book (@ 50% County subsidy)	48	44	43	47	51	48	40	40					361	45
TOTAL 1ST Books Sold	3,052	3,018	2,787	2,336	3,440	2,823	2,873	2,606					22,935	2,867
Per cent of clients purchasing 1st book	66%	64%	59%	52%	77%	63%	64%	58%					63%	62%
2nd Book Sold - 91.3% County subsidy	2,304	2,435	2,269	1,863	2,846	2,326	2,376	2,132					18,551	2,319
2nd Book Sold - 83.3% County subsidy	109	113	102	86	121	107	104	109					851	106
2nd Book Sold - 66.7% County subsidy	41	46	47	31	37	44	38	38					322	40
2nd Book Sold - 50% County subsidy	24	25	20	27	25	26	20	20					187	23
TOTAL 2nd Books Sold	2,478	2,619	2,438	2,007	3,029	2,503	2,538	2,299					19,911	2,489
Per cent of clients purchasing 2nd book	81%	87%	87%	86%	88%	89%	88%	88%					87%	86%
1ST & 2ND Books Sold	5,530	5,637	5,225	4,343	6,469	5,326	5,411	4,905					42,846	5,356

35

Trans



072050

GO
CE
S&S
LL

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

MEMORANDUM

March 22, 2013

TO: Nancy Navarro, President
Montgomery County Council

FROM: Arthur Holmes, Jr., Director *Arthur Holmes, Jr.*
Department of Transportation

SUBJECT: Call-n-Ride Program Transition to Automated Swipe Card

RECEIVED
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION

2013 APR -2 PM 1:41

On April 1, 2013 the Call-n-Ride program will transition from the use of coupon books to the use of automated swipe cards. The elimination of the coupons will make the program more user-friendly for both participants and transportation providers, by eliminating the bulky coupon vouchers and replacing them with an automated swipe card.

All Call-n-Ride program participants received a letter informing them of this change along with the updated program guidelines. Most participants have received their new swipe cards, complete with instructions on how to add value to the card by check, money order or credit card. The Department coordinated with MC311 to revise the existing Call-n-Ride Knowledge Based Article, which is now used to assist participants when they call for clarification of the new automated swipe card system's policies and procedures.

The basic change in the program is the elimination of the coupons. The new automated swipe card system keeps up with technological advancement and provides a more efficient and convenient way to manage the Call-n-Ride program. The new system will also increase the Department's ability to better monitor the program, eliminate the issue of fraudulent coupons which have occasionally made their way into circulation, and ensure that this program is available only to those for whom it is intended. The new system will also help monitor the activities of some participants who may have been able to utilize the program in ways the program was not intended.

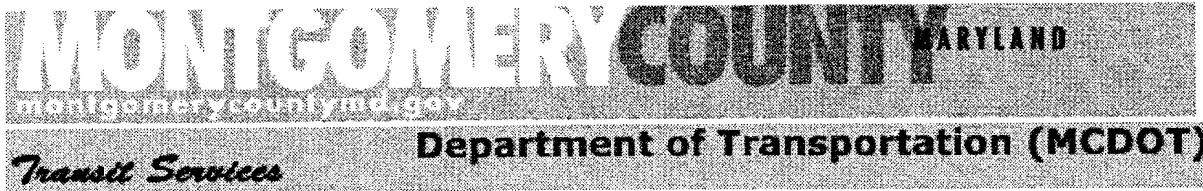
Please be assured that we will continue to coordinate a smooth transition to make the Call-n-Ride program more efficient. Please feel free to contact Carolyn Biggins, Chief, Division of Transit Services at 240-777-5806 if you have any questions.

AH:kmm

cc: Carolyn Biggins, Chief

36

Office of the Director



**MONTGOMERY COUNTY Call-n-Ride PARTICIPANTS' GUIDE
SERVICE POLICY FOR NEW AUTOMATED PROGRAM
EFFECTIVE: April 1, 2013**

*This Policy supersedes all previous versions, and may be amended
by
the Montgomery County Call-n-Ride Program as deemed necessary.*

1. ABOUT THE Call-n-Ride PROGRAM ELIGIBILITY:

The Call-n-Ride (CNR) Transportation Program is a County and state subsidized program, designed specifically as a supplement to Montgomery County's local transportation services. CNR Program provides assistance with alternative taxicab service, on a sliding fee scale based on household income, to Montgomery County low-income seniors, (67 years and older) and low-income people with disabilities (18 years and older) to get to local medical and/or personal appointments within the Montgomery County and designated service area.

2. DESIGNATED SERVICE AREA:

All trips must begin or end in Montgomery County. Special exceptions are made only for medical facilities at the following designated locations: Johns Hopkins medical facilities in Baltimore (601 N. Caroline Street, 600 N. Wolfe Street, E. monument Street, N. Broadway and Jefferson Street), Inova medical facilities in northern Virginia (3300 Gallows Road, 6930 Little River Turnpike, 8501 Arlington Blvd, Townsend Court, Woodburn Village Drive, 4320 Seminary Road, N. Johnson Street, and N. Gaillard Street), and medical facilities in the Northwest area of Washington, D.C. (including Washington Hospital Center). Trips made beyond the parameters specified in these guidelines are the financial responsibility of the participant. Failure to pay the taxicab company for the total meter fare for any trips outside of the above-referenced service area will result in a temporary suspension or permanent removal from the Call-n-Ride program.

36A

3. PROGRAM OPERATIONS:

- (a) **Application Process:** The application must be completed in its entirety. You must submit the following with your application:

Proof of Montgomery County residence (PO Box not acceptable), Proof of age, Proof of household income, Passport Photo (2" x 2"), and photo copy of government issued photo identification. *For more details, please refer to the Call-n-Ride Application and other pertinent forms.*

Your application takes approximately 10 business days to process. Within the specified time, if you meet the criteria and are approved for the program, you will receive a welcome packet that will include the amount you will need to pay to participate, together with your non-transferable CNR swipe card and information on using the program. You will need to mail a check or money order made out to Montgomery County, MD for the full amount to:

**MONTGOMERY COUNTY MARYLAND
PO Box 824871
PHILADELPHIA, PA 19182-4871**

You may also add value to your CNR swipe card by using a credit card via the Internet at www.montgomerycountymd.gov/dot, click on Senior Transportation, click on Call-n-Ride, and click on order online.

Your CNR swipe card will be activated upon receipt of your check, money order or credit card order. The maximum value allowed to be carried on the CNR swipe card at any given time is \$240. Money placed on your CNR swipe card is only active for three months. The full amount or any remaining balance aged 90 days with no taxi use will be removed from your CNR swipe card. You will not be refunded the balance.

PLEASE NOTE: If we receive a returned check from our bank for a payment you made, you will be invoiced for the \$35 returned check bank fee. You will not be able to use or add money to your CNR swipe card until you make that payment. For future orders money orders will be required, no personal checks will be accepted.

- (b) **Recertification:** All participants are required to re-certify every two years in order to be reconsidered for the program.

- (c) **Arranging Your Taxicab:** All eligible participants will be issued a non-transferable automated CNR swipe card. You must have your valid CNR swipe card in your possession at all times to identify yourself while making a reservation for your trip and also to provide your CNR swipe card to the driver when you board the taxi. Participants having CNR swipe cards without their photograph on it must additionally provide a valid photo identification to the taxi driver. You may schedule your trip with any participating taxicab company of your choice (as listed on your order form). At the time of your call, you must

identify yourself to the taxicab company dispatcher as a CNR participant; provide your name and CNR swipe card number, your pick-up and destination location, pick-up time, and any other required or relevant information. Do not call any taxicab driver directly to book a CNR trip. Only calls placed directly with the taxicab company dispatch are valid. The County strictly prohibits personal drivers. **ANY ABUSE OF THE CNR SWIPE CARD OR ABUSE OF THE SERVICES MAY RESULT IN TEMPORARY SUSPENSION OR PERMANENT REMOVAL FROM THE PROGRAM.**

(d) **Wheelchair Accessible Transport:** Because of the limited number of wheelchair accessible taxis, you must call several hours ahead of your trip to provide the taxi company dispatcher sufficient time to arrange an accessible taxicab pick-up. If you use a folding wheelchair and are unable to independently transfer to the vehicle, you must also inform the dispatcher while scheduling your trip so that the Taxicab Company dispatcher can dispatch an appropriate accessible vehicle. The Taxicab Company will provide you with the average time the taxi will be dispatched to pick you up. Trip information, once booked, cannot be altered after the taxicab arrives to transport you.

(e) You must be ready to travel about 15 minutes before your scheduled pick-up time. If the driver is late, up to 10 minutes after your scheduled pick-up time, call the taxicab company to report the delay.

(f) When you enter the vehicle, you must present your CNR swipe card; the driver will electronically swipe your card to check your eligibility and account balance.

(g) The County will not pay for "wait time". You must not have a taxicab wait for you on any trip. The County will not pay for rides scheduled directly with taxicab drivers. Also, participants must not flag taxicabs on the street under any circumstances. All CNR trips must be scheduled by calling the dispatch office of the participating taxi company; participants must not be assigned a personal driver, the same taxi driver on every trip, or request a specific driver. Customers must not alter trip destination upon arrival of the cab. All changes must be processed through the taxicab company's dispatcher.

(h) Upon arrival at your destination, you will approve the amount on the meter **ONLY IF IT IS ACCURATE**. The driver will again swipe your card to electronically record the payment and create a paper receipt. You may give the driver a tip, not to exceed 15% of your taxi fare, **ONLY** if you are satisfied with the service. You must receive a copy of your signed receipt from the driver to validate your trip. Keep the receipt for your records. Be sure to receive your CNR swipe card together with your receipt from the driver. Do not leave the taxi without your CNR swipe card. **NEVER SIGN A BLANK OR INCORRECT RECEIPT**. If the receipt was blank or incorrect, do not sign the receipt and contact MJ Management Services at 1-800-980-6564 within 24 hours of your trip. Should you fail to notify MJ Management Services, your participation in the program may be subject to suspension or termination. Your complete receipt should contain all of the following:

38

Date, Cab #, Start Time, End Time, Trip #, Distance (Miles), Rate/Fare Amount, Extra Fees, Tip amount (if provided), Total Fare, CNR Swipe Card # (last four digits), CNR Swipe Card Balance, Authorization/Approval Number and a signature line.

(i) **Replacement of CNR swipe cards:** Lost or stolen CNR swipe cards must be reported immediately by calling Call-n-Ride/MJ Management Services at 1-800-980-6564. Cards reported lost or stolen are immediately cancelled and deemed invalid by Call-n-Ride/MJ Management Services and any remaining balances on the lost or stolen card will be transferred to your replacement card. There is a \$5 replacement fee, payable to MJ Management Services for lost or stolen cards. Do not attempt to use a CNR swipe card that is reported lost, damaged or stolen.

4. TEMPORARY SUSPENSION OR PERMANENT REMOVAL FROM PROGRAM:

The following will result in permanent removal from the program:

Any form of program fraud or abuse; such as, allowing someone else the use of your CNR Swipe card; providing false information on the Call-n-Ride eligibility application forms; illegal selling or transferring of CNR ID cards.

The following will result in temporary suspension from the program and may lead to permanent removal:

Abuse of CNR service or any violation of the Program Guidelines set forth herein. Engaging in disruptive, abusive, threatening or disrespectful behavior to CNR program staff, taxicab drivers, or taxicab companies.

Any participant or other persons involved in the CNR transportation program that engages in fraudulent program activities will be prosecuted to the fullest extent of the law.

MONTGOMERY COUNTY **Call-n-Ride** **TRANSPORTATION PROVIDERS**

Please feel free to call any one of the following participating Montgomery County Taxicab Companies in the Call-n-Ride Program:

Action Taxi. Inc.

301/840-1000

Barwood Taxi, Inc.	301/984-1900
Regency Cab, Inc.	301/990-9000

We are hoping to add more Montgomery County Taxicab Companies to this list of participating providers.

All taxicab companies listed herein have wheelchair accessible vehicles, and are available 24 hours a day and seven days a week. All Companies are required to charge the meter rate. Fares: Initial charge \$4.00. Travel cost: \$2.00 for each trip mile. In traffic congestion, the charge is 48 cents a minute. An extra passenger: \$1.00. Personal service for loading items: \$1. Pick up and delivery service: \$2.00. In the event that a snow emergency is declared by the State of Maryland for the County, a charge of \$2.50 is added to the meter rate. No charge for service animals. Passengers are responsible for all tolls while traveling.

40

The youth we hear from – both on the Commission, like me, and those who participate in our well-known roundtables – have consistently expressed their concerns about social and emotional well-being for several years.

The Commission recently hosted its 6th *Annual Youth Having a Voice Roundtable*. Approximately 50 middle and high school youth gathered to talk about issues important to them, including social and emotional health, as well as the availability and awareness of resources to address their needs. There was almost unanimous agreement that teens today face a lot of stress and that school counselors are not able to fully provide the social and emotional support that children need in the community. Many students related that they relied on the adults in their respective afterschool programs for social and emotional support. This highlights the importance of continuing to support out-of-school time programs and providers. We also recommend that the County Council and the Executive Branch investigate the potential to link social workers to recreation and other out-of-school time programs.

The Commission has also heard from youth that they would benefit from increased access to free Ride On and Metrobus services. The Department of Public Works and Transportation currently allows all school-age children to ride free on Ride On and Metrobus between 2:00PM and 7:00PM, Monday through Friday. Teens would like the services extended to the early morning hours and evenings. Students often miss the morning school bus due to the early hour and need alternate transportation. Afterschool activities and employment often prevent students from utilizing the afternoon buses. The ability to use public transportation free of charge during these additional hours would hopefully decrease tardiness and allow students to increase their participation in prosocial afterschool activities and employment. An expansion of this program would also give peace of mind to parents of all income levels who know that their children have a safe way to and from school and home.

Please do not hesitate to call on me, or the Commission, if we can be of any assistance to you. Thank you for your time.

Parking District Services

MISSION STATEMENT

The mission of Parking District Services is to:

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

BUDGET OVERVIEW

The total recommended FY14 Operating Budget for the Parking Districts Funds is \$25,856,395, an increase of \$425,638 or 1.7 percent from the FY13 Approved Budget of \$25,430,757. Personnel Costs comprise 16.9 percent of the budget for 52 full-time positions. A total of 48.59 FTEs includes these positions as well as any seasonal, temporary, and positions charged to or from other departments or funds. Operating Expenses and Debt Service account for the remaining 83.1 percent of the FY14 budget.

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY13 estimates reflect funding based on the FY13 approved budget. The FY14 and FY15 figures are performance targets based on the FY14 recommended budget and funding for comparable service levels in FY15.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***Monitored the construction of the public garage component of a major mixed use development in south Bethesda on the former site of Public Parking Lots 31 and 31A. The project is a public/private partnership that will add street front retail and a mix of affordable and market rate housing to the area. The project also includes a four level County-owned and operated public parking garage to provide parking supply in this economically vibrant area. The new parking garage is scheduled to open in the fall of 2014.***
- ❖ ***Break ground on a new public/private partnership re-development project on the current site of Public Parking 3 in the Fenton Street Village area of Silver Spring. Phase 1 of the project would involve a mix of market rate and affordable housing and street front retail above a two level County owned public parking garage. The project also involves a significantly sized area of green space as a public amenity.***

- ❖ **Replace the current individual parking meters on-street in Bethesda with new Smart meters. The new meters will provide a number of customer service enhancements and provide the opportunity for future advances in performance pricing of parking based on demonstrated demand.**
- ❖ **Replace paper permits in the residential parking permit program with a virtual license plate system.**
- ❖ **Continue the upgrade of lighting in our public parking garages through the introduction of new energy efficient fluorescent and LED lighting systems. These upgrades will provide better illumination levels for our customers and ultimately reduce utility costs.**
- ❖ **Installed new energy efficient fluorescent lighting systems in 11 out of 18 garages in Bethesda, Silver Spring and Wheaton. In addition, Public Parking Lots 34 in Wheaton and Lot 44 in Bethesda were refitted with new energy efficient LED lighting systems under a Federal grant.**
- ❖ **Tested new Smart parking meters on-street in the Bethesda Triangle. Testing was done as a 120 day pilot using 41 meters. The Smart meters accept bank issued credit and debit cards, display pay by cell phone time on the meter, and interact with individual in-ground sensors to provide real time data on space availability and utilization. Based on the success of the pilot, an FY14 budget initiative was prepared to install the new meters for on-street through out Bethesda.**
- ❖ **Rolled out a web-based monthly parking permit application process. The new process provides another option for purchasing a permit in addition to mail and over the counter sales. The system allows a customer to create a password protected online account that provides for better management of their purchases.**

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Management Services and Property Development

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

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	2,772,475	9.74
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	11,970	0.76
FY14 CE Recommended	2,784,445	10.50

Financial Management Program

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

It is also responsible for the management of the encumbrance and invoice payment process for all Division appropriated funds. Within this process it is directly responsible for revenue bond debt, fixed costs and utilities programs.

Program Performance Measures	Actual FY11	Actual FY12	Estimated FY13	Target FY14	Target FY15
Parking Management Revenue Generated (\$ millions)	38.4	40.3	41.5	42.5	42.5
Parking Operating Expenditures (\$ millions)	23.9	25.9	24.7	25.8	25.8
Parking Management Cost Efficiency (ratio of expenses to revenues) ¹	\$0.62	\$0.64	\$0.60	\$0.61	\$0.61
Parking Customer Service Survey Ranking ²	3.41	NA	TBD	NA	TBD

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

² This measure reports the average customer satisfaction rating for both permit holders and visitor parkers along the following scale (1. Poor; 2. Fair; 3. Good; 4. Excellent) for Montgomery County Public Parking Facilities. A survey will be conducted semiannually.

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	7,754,044	6.10
Increase Cost: Utilities - Bethesda	192,160	0.00
Increase Cost: Utilities - Silver Spring	66,480	0.00
Increase Cost: Utilities - Wheaton	3,840	0.00
Increase Cost: Utilities - Montgomery Hills	100	0.00
Decrease Cost: Debt Service Adjustment - Bethesda	-221,141	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.	-153,090	-0.79
FY14 CE Recommended	7,642,393	5.31

Parking Facility Maintenance and Engineering

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

Additionally, the program supports a balanced system of public parking which promotes the economic stability and growth of the County's central business districts. This is implemented through the design and construction of new parking facilities, including mixed-use projects. The program also includes renovating and improving existing parking facilities to ensure the preservation and integrity of the parking system and its continued service to the public. This program also evaluates energy usage and recommends and implements improvements that reduce the amount of energy used by off-street facilities.

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	5,188,600	16.53
Increase Cost: Maintenance Inventory Control - Silver Spring	75,629	0.00
Increase Cost: Parking Maintenance Inventory Control - Bethesda	44,866	0.00
Increase Cost: Maintenance Inventory Control - Wheaton	6,411	0.00
Increase Cost: Maintenance Inventory Control - Montgomery Hills	1,280	0.00
Decrease Cost: Emergency Backup Batteries in Garages - Wheaton	-22,000	0.00
Decrease Cost: Emergency Battery Backup in Garages - Bethesda	-38,500	0.00
Decrease Cost: Emergency Battery Backup in Garages - Silver Spring	-57,200	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.	22,846	0.15
FY14 CE Recommended	5,221,932	16.68

Parking Operations

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

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

Augmenting the public safety mission of the County Police, this unit also provides contract security guard services for parking facilities to detect and report theft, vandalism, and threats to personal security. Security support is also provided by the Silver Spring Clean and Safe Team.

Parking Operations also manages and executes the Parking Outside the Parking Districts Program funded by the County's General Fund.

(44)

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	9,715,638	16.42
Add: Single Space Smart Meters - Bethesda	277,200	0.00
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines - Silver Spring	101,820	0.00
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines - Bethesda	88,390	0.00
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines - Wheaton	12,840	0.00
Add: Performance Pricing - Bethesda	2,400	0.00
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines - Montgomery Hills	1,260	0.00
Decrease Cost: Increase Hourly Rates from \$0.25 to \$0.50; Increase PCS Permit from \$45 to \$95 per Month - Montgomery Hills	150	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.	7,927	-0.32
FY14 CE Recommended	10,207,625	16.10

BUDGET SUMMARY

	Actual FY12	Budget FY13	Estimated FY13	Recommended FY14	% Chg Bud/Rec
BETHESDA PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	1,351,446	1,429,260	1,361,186	1,382,866	-3.2%
Employee Benefits	438,263	519,656	466,736	529,231	1.8%
Bethesda Parking District Personnel Costs	1,789,709	1,948,916	1,827,922	1,912,097	-1.9%
Operating Expenses	6,146,657	6,849,232	6,799,227	7,376,145	7.7%
Debt Service Other	3,273,135	4,235,080	4,235,080	4,010,939	-5.3%
Capital Outlay	0	0	0	0	—
Bethesda Parking District Expenditures	11,209,501	13,033,228	12,862,229	13,299,181	2.0%
PERSONNEL					
Full-Time	28	29	29	29	—
Part-Time	0	0	0	0	—
FTEs	20.40	20.70	20.70	20.40	-1.4%
REVENUES					
Investment Income	16,543	24,400	24,400	55,300	126.6%
Miscellaneous Revenues	27,736,890	27,208,510	568,240	33,455,620	23.0%
Parking Fees	11,201,980	12,373,730	12,373,730	12,998,730	5.1%
Parking Fines	5,199,779	5,085,000	5,085,000	4,829,000	-5.0%
Property Rentals	20,952	0	40,000	40,000	—
Property Tax	2,024,199	2,632,533	2,460,851	2,478,318	-5.9%
Residential Parking Permits	-22	0	0	0	—
Smart Meters	0	0	0	316,000	—
Bethesda Parking District Revenues	46,200,321	47,324,173	20,552,221	54,172,968	14.5%
MONTGOMERY HILLS PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	29,849	29,598	31,444	32,716	10.5%
Employee Benefits	7,823	10,156	9,450	11,951	17.7%
Montgomery Hills Parking District Personnel Costs	37,672	39,754	40,894	44,667	12.4%
Operating Expenses	83,631	92,613	92,606	92,232	-0.4%
Capital Outlay	0	0	0	0	—
Montgomery Hills Parking District Expenditures	121,303	132,367	133,500	136,899	3.4%
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	0.40	0.47	0.47	0.47	—
REVENUES					
Miscellaneous Revenues	-3,443	0	0	0	—
Parking Fees	27,836	27,000	27,000	52,000	92.6%
Parking Fines	21,212	26,000	26,000	25,000	-3.8%
Property Tax	75,888	76,230	78,479	78,955	3.6%
Montgomery Hills Parking District Revenues	121,493	129,230	131,479	155,955	20.7%
SILVER SPRING PARKING DISTRICT					
EXPENDITURES					

	Actual FY12	Budget FY13	Estimated FY13	Recommended FY14	% Chg Bud/Rec
Salaries and Wages	1,408,026	1,547,210	1,495,898	1,505,965	-2.7%
Employee Benefits	468,352	547,611	484,946	581,991	6.3%
Silver Spring Parking District Personnel Costs	1,876,378	2,094,821	1,980,844	2,087,956	-0.3%
Operating Expenses	6,552,003	8,852,521	8,335,690	9,009,878	1.8%
Debt Service Other	83,391	0	0	0	—
Capital Outlay	0	0	0	0	—
Silver Spring Parking District Expenditures	8,511,772	10,947,342	10,316,534	11,097,834	1.4%
PERSONNEL					
Full-Time	20	20	20	20	—
Part-Time	0	0	0	0	—
FTEs	23.90	24.23	24.23	24.23	—
REVENUES					
Investment Income	71	21,300	0	58,100	172.8%
Miscellaneous Revenues	7,576,160	0	0	0	—
Parking Fees	8,982,507	9,850,300	9,850,300	10,550,000	7.1%
Parking Fines	2,987,286	2,375,000	2,375,000	2,256,250	-5.0%
Property Tax	6,001,573	6,209,091	6,588,739	6,641,556	7.0%
Residential Parking Permits	-136	0	0	0	—
Silver Spring Parking District Revenues	25,547,461	18,455,691	18,814,039	19,505,906	5.7%
WHEATON PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	226,710	235,003	233,835	240,190	2.2%
Employee Benefits	74,850	88,422	86,305	94,522	6.9%
Wheaton Parking District Personnel Costs	301,560	323,425	320,140	334,712	3.5%
Operating Expenses	799,361	994,395	994,393	987,769	-0.7%
Capital Outlay	0	0	0	0	—
Wheaton Parking District Expenditures	1,100,921	1,317,820	1,314,533	1,322,481	0.4%
PERSONNEL					
Full-Time	3	3	3	3	—
Part-Time	0	0	0	0	—
FTEs	3.30	3.39	3.39	3.49	2.9%
REVENUES					
Investment Income	6	0	0	0	—
Miscellaneous Revenues	-68,412	0	0	0	—
Parking Fees	824,382	1,028,800	1,028,000	925,200	-10.1%
Parking Fines	551,991	562,600	562,600	546,000	-3.0%
Property Tax	401,562	415,690	410,209	413,542	-0.5%
Wheaton Parking District Revenues	1,709,529	2,007,090	2,000,809	1,884,742	-6.1%
DEPARTMENT TOTALS					
Total Expenditures	20,943,497	25,430,757	24,626,796	25,856,395	1.7%
Total Full-Time Positions	51	52	52	52	—
Total Part-Time Positions	0	0	0	0	—
Total FTEs	48.00	48.79	48.79	48.59	-0.4%
Total Revenues	73,578,804	67,916,184	41,498,548	75,719,571	11.5%

FY14 RECOMMENDED CHANGES

	Expenditures	FTEs
BETHESDA PARKING DISTRICT		
FY13 ORIGINAL APPROPRIATION	13,033,228	20.70
<u>Changes (with service impacts)</u>		
Add: Single Space Smart Meters - Bethesda [Parking Operations]	277,200	0.00
Add: Performance Pricing - Bethesda [Parking Operations]	2,400	0.00
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Utilities - Bethesda [Financial Management Program]	192,160	0.00
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines - Bethesda [Parking Operations]	88,390	0.00
Increase Cost: FY14 Compensation Adjustment - Bethesda	56,184	0.00
Increase Cost: Parking Maintenance Inventory Control - Bethesda [Parking Facility Maintenance and Engineering]	44,866	0.00
Increase Cost: Group Insurance Adjustment - Bethesda	12,615	0.00
Increase Cost: Retirement Adjustment - Bethesda	11,263	0.00
Increase Cost: Annualization of FY13 Lapsed Positions - Bethesda	5,420	0.00
Increase Cost: Risk Management Adjustment - Bethesda	2,000	0.00
Increase Cost: Other Labor Contract Costs - Bethesda	1,613	0.00
Increase Cost: Printing and Mail - Bethesda	1,007	0.00
Technical Adj: FTE adjustment - Bethesda	0	-0.30
Decrease Cost: Elimination of One-Time Items Approved in FY13 - Bethesda	-2,500	0.00
Decrease Cost: Elimination of FY13 \$2,000 Lump Sum - Bethesda	-37,785	0.00
Decrease Cost: Emergency Battery Backup in Garages - Bethesda [Parking Facility Maintenance and Engineering]	-38,500	0.00
Decrease Cost: Retiree Health Insurance Pre-Funding - Bethesda	-43,110	0.00
Increase Cost: Annualization of FY13 Personnel Costs	-86,129	0.00
Decrease Cost: Debt Service Adjustment - Bethesda [Financial Management Program]	-221,141	0.00
FY14 RECOMMENDED:	13,299,181	20.40
MONTGOMERY HILLS PARKING DISTRICT		
FY13 ORIGINAL APPROPRIATION	132,367	0.47
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Maintenance Inventory Control - Montgomery Hills [Parking Facility Maintenance and Engineering]	1,280	0.00
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines - Montgomery Hills [Parking Operations]	1,260	0.00
Increase Cost: FY14 Compensation Adjustment - Montgomery Hills	1,207	0.00
Increase Cost: Group Insurance Adjustment - Montgomery Hills	471	0.00
Increase Cost: Retirement Adjustment - Montgomery Hills	254	0.00
Decrease Cost: Increase Hourly Rates from \$0.25 to \$0.50; Increase PCS Permit from \$45 to \$95 per Month - Montgomery Hills [Parking Operations]	150	0.00
Increase Cost: Annualization of FY13 Lapsed Positions - Montgomery Hills	120	0.00
Increase Cost: Utilities - Montgomery Hills [Financial Management Program]	100	0.00
Increase Cost: Printing and Mail Adjustment - Montgomery Hills	91	0.00
Increase Cost: Other Labor Contract Costs - Montgomery Hills	38	0.00
Increase Cost: Risk Management Adjustment - Montgomery Hills	20	0.00
Decrease Cost: Elimination of FY13 \$2,000 Lump Sum - Montgomery Hills	-459	0.00
FY14 RECOMMENDED:	136,899	0.47
SILVER SPRING PARKING DISTRICT		
FY13 ORIGINAL APPROPRIATION	10,947,342	24.23
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines - Silver Spring [Parking Operations]	101,820	0.00
Increase Cost: Maintenance Inventory Control - Silver Spring [Parking Facility Maintenance and Engineering]	75,629	0.00
Increase Cost: Utilities - Silver Spring [Financial Management Program]	66,480	0.00
Increase Cost: FY14 Compensation Adjustment - Silver Spring	59,332	0.00
Increase Cost: Retirement Adjustment - Silver Spring	11,488	0.00

	Expenditures	FTEs
Increase Cost: Group Insurance Adjustment - Silver Spring	10,298	0.00
Increase Cost: Annualization of FY13 Lapsed Positions - Silver Spring	5,200	0.00
Increase Cost: Other Labor Contract Costs - Silver Spring	1,761	0.00
Increase Cost: Risk Management Adjustment - Silver Spring	1,460	0.00
Increase Cost: Printing and Mail Adjustment - Silver Spring	1,298	0.00
Decrease Cost: Elimination of One-Time Items Approved in FY13 - Silver Spring	-2,400	0.00
Decrease Cost: Retiree Health Insurance Pre-Funding - Silver Spring	-29,730	0.00
Decrease Cost: Elimination of FY13 \$2,000 Lump Sum - Silver Spring	-38,808	0.00
Increase Cost: Annualization of FY13 Personnel Costs	-56,136	0.00
Decrease Cost: Emergency Battery Backup in Garages - Silver Spring [Parking Facility Maintenance and Engineering]	-57,200	0.00
FY14 RECOMMENDED:	11,097,834	24.23

WHEATON PARKING DISTRICT

FY13 ORIGINAL APPROPRIATION	1,317,820	3.39
Other Adjustments (with no service impacts)		
Increase Cost: Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines - Wheaton [Parking Operations]	12,840	0.00
Increase Cost: FY14 Compensation Adjustment - Wheaton	9,601	0.00
Increase Cost: Maintenance Inventory Control - Wheaton [Parking Facility Maintenance and Engineering]	6,411	0.00
Increase Cost: Utilities - Wheaton [Financial Management Program]	3,840	0.00
Increase Cost: Retirement Adjustment - Wheaton	2,015	0.00
Increase Cost: Group Insurance Adjustment - Wheaton	836	0.00
Increase Cost: Annualization of FY13 Lapsed Positions - Wheaton	810	0.00
Increase Cost: Other Labor Contract Costs - Wheaton	282	0.00
Increase Cost: Risk Management Adjustment - Wheaton	230	0.00
Increase Cost: Printing and Mail Adjustment - Wheaton	85	0.00
Technical Adj: FTE adjustment - Wheaton	0	0.10
Decrease Cost: Elimination of One-Time Items Approved in FY13 - Wheaton	-300	0.00
Decrease Cost: Retiree Health Insurance Pre-Funding - Wheaton	-4,450	0.00
Decrease Cost: Elimination of FY13 \$2,000 Lump Sum - Wheaton	-5,539	0.00
Decrease Cost: Emergency Backup Batteries in Garages - Wheaton [Parking Facility Maintenance and Engineering]	-22,000	0.00
FY14 RECOMMENDED:	1,322,481	3.49

PROGRAM SUMMARY

Program Name	FY13 Approved		FY14 Recommended	
	Expenditures	FTEs	Expenditures	FTEs
Management Services and Property Development	2,772,475	9.74	2,784,445	10.50
Financial Management Program	7,754,044	6.10	7,642,393	5.31
Parking Facility Maintenance and Engineering	5,188,600	16.53	5,221,932	16.68
Parking Operations	9,715,638	16.42	10,207,625	16.10
Total	25,430,757	48.79	25,856,395	48.59

FUTURE FISCAL IMPACTS

Title	CE REC.			(\$000's)		
	FY14	FY15	FY16	FY17	FY18	FY19
This table is intended to present significant future fiscal impacts of the department's programs.						
BETHESDA PARKING DISTRICT						
Expenditures						
FY14 Recommended	13,299	13,299	13,299	13,299	13,299	13,299
No inflation or compensation change is included in outyear projections.						
Elimination of One-Time Items Recommended in FY14	0	-19	-19	-19	-19	-19
Items recommended for one-time funding in FY14, including vehicle for inventory control and meter plates for Performance Pricing, will be eliminated from the base in the outyears.						
Labor Contracts	0	77	98	98	98	98
These figures represent the estimated cost of general wage adjustments, new service increments, and associated benefits.						

Title	CE REC. FY14	FY15	FY16	(5000's) FY17	FY18	FY19
Labor Contracts - Other These figures represent other negotiated items included in the labor agreements.	0	0	-2	-2	-2	-2
Bethesda Lot 31 Parking Garage These figures represent the impacts on the Operating Budget of projects included in the FY13-18 Recommended Capital Improvements Program.	0	607	677	677	677	677
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	-4	-7	-12	-12	-12
Debt Service These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.	0	949	950	952	953	954
Emergency Battery Backup in Garages Replacement every two years.	0	39	0	39	0	39
Retiree Health Insurance Pre-Funding These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.	0	-5	-13	-19	-27	-38
Subtotal Expenditures	13,299	14,943	14,984	15,014	14,968	14,997

MONTGOMERY HILLS PARKING DISTRICT

Expenditures						
FY14 Recommended No inflation or compensation change is included in outyear projections.	137	137	137	137	137	137
Elimination of One-Time Items Recommended in FY14 Items recommended for one-time funding in FY14, including vehicle for inventory control and meter plates, will be eliminated from the base in the outyears.	0	-1	-1	-1	-1	-1
Labor Contracts These figures represent the estimated cost of general wage adjustments, new service increments, and associated benefits.	0	2	2	2	2	2
Subtotal Expenditures	137	138	138	138	138	138

SILVER SPRING PARKING DISTRICT

Expenditures						
FY14 Recommended No inflation or compensation change is included in outyear projections.	11,098	11,098	11,098	11,098	11,098	11,098
Elimination of One-Time Items Recommended in FY14 Items recommended for one-time funding in FY14, including vehicle for inventory control, will be eliminated from the base in the outyears.	0	-28	-28	-28	-28	-28
Labor Contracts These figures represent the estimated cost of general wage adjustments, new service increments, and associated benefits.	0	82	104	104	104	104
Labor Contracts - Other These figures represent other negotiated items included in the labor agreements.	0	0	-2	-2	-2	-2
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	-4	-8	-13	-13	-13
Emergency Backup Batteries in Garages Replacement every two years.	0	57	0	57	0	57
Retiree Health Insurance Pre-Funding These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.	0	-4	-9	-13	-18	-26
Silver Spring Lot 3 Parking Garage These figures represent the impacts on the Operating Budget of projects included in the FY13-18 Amended Capital Improvements Program.	0	0	6	62	62	62
Subtotal Expenditures	11,098	11,201	11,161	11,265	11,203	11,253

WHEATON PARKING DISTRICT

Expenditures						
FY14 Recommended No inflation or compensation change is included in outyear projections.	1,322	1,322	1,322	1,322	1,322	1,322
Elimination of One-Time Items Recommended in FY14 Items recommended for one-time funding in FY14, including vehicle for inventory control, will be eliminated from the base in the outyears.	0	-2	-2	-2	-2	-2
Labor Contracts These figures represent the estimated cost of general wage adjustments, new service increments, and associated benefits.	0	13	17	17	17	17
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	-1	-1	-2	-2	-2
Emergency Backup Batteries in Garages Replacement every two years.	0	22	0	22	0	22
Retiree Health Insurance Pre-Funding These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.	0	-1	-1	-2	-3	-4
Subtotal Expenditures	1,322	1,354	1,334	1,355	1,332	1,353

FY14-19 PUBLIC SERVICES PROGRAM: FISCAL PLAN				Bethesda Parking District			
FISCAL PROJECTIONS	FY13 ESTIMATE	FY14 REC	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION	FY18 PROJECTION	FY19 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.124	0.124	0.124	0.124	0.124	0.124	0.124
Assessable Base: Real/Improved (000)	1,417,900	1,431,000	1,482,200	1,536,200	1,602,900	1,670,900	1,742,500
Property Tax Collection Factor: Real Property	99.2%	99.2%	99.2%	99.2%	99.2%	99.2%	99.2%
Property Tax Rate: Personal/Improved	0.310	0.310	0.310	0.310	0.310	0.310	0.310
Assessable Base: Personal/Improved (000)	176,600	176,600	176,600	176,600	176,600	176,600	176,600
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.13%	15.69%	15.69%	15.69%	15.69%	15.69%	15.69%
CR (Fiscal Year)	2.3%	2.3%	2.4%	2.7%	3.2%	3.5%	3.7%
Investment Income Yield	0.16%	0.19%	0.36%	0.75%	1.35%	1.80%	2.15%
BEGINNING FUND BALANCE	33,057,753	3,575,410	13,387,862	9,984,213	8,257,786	6,177,060	4,733,786
REVENUES							
Taxes	2,460,851	2,478,318	2,546,526	2,618,424	2,707,236	2,797,770	2,893,101
Charges For Services	12,373,730	13,314,730	13,989,730	14,247,730	14,247,730	14,247,730	14,247,730
Fines & Forfeitures	5,085,000	4,829,000	4,829,000	4,829,000	4,829,000	4,829,000	4,829,000
Miscellaneous	632,640	33,550,920	360,380	391,720	428,340	1,433,230	3,407,640
Subtotal Revenues	20,552,221	54,172,968	21,725,636	22,086,874	22,212,306	23,307,730	25,377,471
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To The General Fund	(260,840)	(317,640)	(326,587)	(315,100)	(315,100)	(315,100)	(315,100)
Indirect Costs	(236,560)	(300,010)	(312,080)	(315,100)	(315,100)	(315,100)	(315,100)
Technology Modernization CIP project	(24,280)	(17,630)	(14,507)	0	0	0	0
Transfers To Special Fds: Tax Supported	(8,392,820)	(7,770,920)	(7,362,020)	(7,451,020)	(7,553,020)	(7,666,020)	(7,801,020)
To Transportation Management District	(492,820)	(492,820)	(492,820)	(492,820)	(492,820)	(492,820)	(492,820)
To Bethesda Urban District	(2,815,000)	(2,932,000)	(3,006,000)	(3,095,000)	(3,197,000)	(3,310,000)	(3,445,000)
To Mass Transit (PVN)	(5,085,000)	(4,346,100)	(3,863,200)	(3,863,200)	(3,863,200)	(3,863,200)	(3,863,200)
Transfers From The General Fund	43,325	67,225	0	0	0	0	0
Shady Grove Meters	43,325	67,225	0	0	0	0	0
TOTAL RESOURCES	44,999,639	49,727,043	27,424,891	24,304,967	22,601,972	21,503,670	21,995,137
CIP CURRENT REVENUE APPROP.	(3,239,000)	10,120,000	(2,321,000)	(590,000)	(590,000)	(590,000)	(590,000)
OTHER CIP REVENUE APPROP.	(23,423,000)	(33,160,000)	0	0	0	0	0
PRIOR YEAR APPROP	0	0	0	0	0	0	0
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(8,811,860)	(9,288,242)	(9,465,272)	(9,761,912)	(10,109,462)	(10,500,352)	(10,936,422)
Debt Service: Other (Non-Tax Funds only)	(4,050,369)	(4,010,939)	(4,959,789)	(4,960,917)	(4,963,008)	(4,963,470)	(4,965,220)
Labor Agreement	n/a	0	(76,947)	(96,162)	(96,162)	(96,162)	(96,162)
Annualizations and One-Time	n/a	n/a	18,850	18,850	18,850	18,850	18,850
Debit/Credit Card Fees	n/a	n/a	3,500	7,390	11,620	11,620	11,620
Emergency Battery Backup	n/a	n/a	(38,500)	0	(38,500)	0	(38,500)
Retiree Health Insurance Pre-Funding	n/a	n/a	5,480	12,570	18,750	26,630	37,550
Garage 31	n/a	n/a	(607,000)	(677,000)	(677,000)	(677,000)	(677,000)
Subtotal PSP Oper Budget Approp / Exp's	(12,862,229)	(13,299,181)	(15,119,678)	(15,457,181)	(15,834,912)	(16,179,884)	(16,645,284)
OTHER CLAIMS ON FUND BALANCE	(1,900,000)	0	0	0	0	0	0
TOTAL USE OF RESOURCES	(41,424,229)	(36,339,181)	(17,440,678)	(16,047,181)	(16,424,912)	(16,769,884)	(17,235,284)
YEAR END FUND BALANCE	3,575,410	13,387,862	9,984,213	8,257,786	6,177,060	4,733,786	4,759,853
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	7.9%	26.9%	36.4%	34.0%	27.3%	22.0%	21.6%

Assumptions:

1. The cash balance includes funds required to be held by the District to cover Bond Covenants. Bond coverage (annual net revenues over debt service requirements) is maintained at about 225 percent in FY14. The minimum requirement is 125 percent.
2. Real/Improved property tax revenue is assumed to increase over the six years based on an improved assessable base.
3. Revenue for the air rights lease for Garage 49 is assumed in FY13 through FY19.
4. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY15-19 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

(50)

FY14-19 PUBLIC SERVICES PROGRAM: FISCAL PLAN				Montgomery Hills Parking Lot District			
FISCAL PROJECTIONS	FY13 ESTIMATE	FY14 REC	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION	FY18 PROJECTION	FY19 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	26,200	26,400	27,300	28,300	29,500	30,800	32,100
Property Tax Collection Factor: Real Property	99.2%	99.2%	99.2%	99.2%	99.2%	99.2%	99.2%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	2,600	2,600	2,600	2,600	2,600	2,600	2,600
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.13%	15.69%	15.69%	15.69%	15.69%	15.69%	15.69%
CPI (Fiscal Year)	2.3%	2.3%	2.4%	2.7%	3.2%	3.5%	3.7%
Investment Income Yield	0.16%	0.19%	0.36%	0.75%	1.35%	1.80%	2.15%
BEGINNING FUND BALANCE	64,407	39,036	45,681	51,066	53,982	54,355	51,693
REVENUES							
Taxes	78,479	78,955	81,097	83,478	86,335	89,430	92,525
Charges For Services	27,000	52,000	52,000	52,000	52,000	52,000	52,000
Fines & Forfeitures	26,000	25,000	25,000	25,000	25,000	25,000	25,000
Subtotal Revenues	131,479	155,955	158,097	160,478	163,335	166,430	169,525
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To The General Fund	(23,350)	(12,410)	(12,599)	(12,340)	(12,340)	(12,340)	(12,340)
Indirect Costs	(4,870)	(7,010)	(7,270)	(7,340)	(7,340)	(7,340)	(7,340)
Regional Services Center	(18,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)
TOTAL RESOURCES	172,536	182,580	191,180	199,204	204,977	208,445	208,879
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(133,500)	(136,899)	(139,109)	(143,799)	(149,269)	(155,399)	(162,229)
Labor Agreement	n/a	0	(1,675)	(2,143)	(2,143)	(2,143)	(2,143)
Annualizations and One-Time	n/a	n/a	620	620	620	620	620
Debit/Credit Card Fees	n/a	n/a	50	100	170	170	170
Subtotal PSP Oper Budget Approp / Exp's	(133,500)	(136,899)	(140,114)	(145,222)	(150,622)	(156,752)	(163,582)
TOTAL USE OF RESOURCES	(133,500)	(136,899)	(140,114)	(145,222)	(150,622)	(156,752)	(163,582)
YEAR END FUND BALANCE	39,036	45,681	51,066	53,982	54,355	51,693	45,297
END-OF-YEAR RESERVES AS A							
PERCENT OF RESOURCES	22.6%	25.0%	26.7%	27.1%	26.5%	24.8%	21.7%

Assumptions:

1. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
2. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY15-19 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

51

FY14-19 PUBLIC SERVICES PROGRAM: FISCAL PLAN

Silver Spring Parking Lot District

FISCAL PROJECTIONS	FY13 ESTIMATE	FY14 REC	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION	FY18 PROJECTION	FY19 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.317	0.317	0.317	0.317	0.317	0.317	0.317
Assessable Base: Real/Improved (000)	1,671,700	1,687,200	1,747,600	1,811,200	1,889,800	1,970,000	2,054,400
Property Tax Collection Factor: Real Property	99.2%	99.2%	99.2%	99.2%	99.2%	99.2%	99.2%
Property Tax Rate: Personal/Improved	0.793	0.793	0.793	0.793	0.793	0.793	0.793
Assessable Base: Personal/Improved (000)	110,800	110,800	110,800	110,800	110,800	110,800	110,800
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.13%	15.69%	15.69%	15.69%	15.69%	15.69%	15.69%
CPI (Fiscal Year)	2.3%	2.3%	2.4%	2.7%	3.2%	3.5%	3.7%
Investment Income Yield	0.16%	0.19%	0.36%	0.75%	1.35%	1.80%	2.15%
BEGINNING FUND BALANCE	11,685,114	12,449,458	12,334,243	11,984,153	11,530,611	10,843,670	9,956,708
REVENUES							
Taxes	6,588,739	6,641,556	6,847,636	7,064,719	7,332,891	7,606,564	7,894,541
Charges For Services	9,850,300	10,550,000	10,550,000	10,550,000	10,550,000	10,550,000	10,550,000
Fines & Forfeitures	2,375,000	2,256,250	2,256,250	2,256,250	2,256,250	2,256,250	2,256,250
Miscellaneous	0	58,100	43,570	87,850	149,180	183,760	192,560
Subtotal Revenues	18,814,039	19,505,906	19,697,456	19,958,819	20,288,321	20,596,574	20,893,351
INTERFUND TRANSFERS (Net Non-CIP)	(5,013,161)	(5,753,287)	(5,856,469)	(5,991,198)	(6,125,319)	(6,274,802)	(6,448,062)
Transfers To The General Fund	(282,700)	(348,236)	(357,411)	(343,680)	(343,680)	(343,680)	(343,680)
Indirect Costs	(254,260)	(327,600)	(340,430)	(343,680)	(343,680)	(343,680)	(343,680)
Technology Modernization CIP	(28,440)	(20,636)	(16,981)	0	0	0	0
Transfers To Special Fds: Tax Supported	(4,758,810)	(5,437,430)	(5,499,058)	(5,647,518)	(5,781,639)	(5,931,122)	(6,104,382)
To Mass Transit (PVN)	(2,375,000)	(2,256,250)	(2,256,250)	(2,256,250)	(2,256,250)	(2,256,250)	(2,256,250)
To Silver Spring Urban District	(1,532,000)	(2,405,000)	(2,448,000)	(2,575,000)	(2,683,000)	(2,803,000)	(2,944,000)
To Transportation Management District	(851,810)	(776,180)	(794,808)	(816,268)	(842,389)	(871,872)	(904,132)
Transfers From The General Fund	28,349	32,379	0	0	0	0	0
Sale of Meters for use in Bethesda	28,349	32,379	0	0	0	0	0
TOTAL RESOURCES	25,485,992	26,202,077	26,175,230	25,951,774	25,693,613	25,165,441	24,401,997
CIP CURRENT REVENUE APPROP.	(2,720,000)	(2,770,000)	(2,800,000)	(2,750,000)	(2,700,000)	(2,700,000)	(2,700,000)
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(10,316,534)	(11,097,834)	(11,287,674)	(11,607,554)	(11,982,284)	(12,403,704)	(12,873,824)
Labor Agreement	n/a	0	(81,753)	(102,479)	(102,479)	(102,479)	(102,479)
Annualizations and One-Time	n/a	n/a	27,730	27,730	27,730	27,730	27,730
Debit/Credit Card Bank Fees	n/a	n/a	4,040	8,480	13,360	13,360	13,360
Emergency Back-Up Batteries	n/a	n/a	(57,200)	0	(57,200)	0	(57,200)
Retiree Health Insurance Pre-Funding	n/a	n/a	3,780	8,660	12,930	18,360	25,890
Lot 3 Parking Garage	n/a	n/a	0	(6,000)	(62,000)	(62,000)	(62,000)
Subtotal PSP Oper Budget Approp / Exp's	(10,316,534)	(11,097,834)	(11,391,077)	(11,671,163)	(12,149,943)	(12,508,733)	(13,028,523)
TOTAL USE OF RESOURCES	(13,036,534)	(13,867,834)	(14,191,077)	(14,421,163)	(14,849,943)	(15,208,733)	(15,728,523)
YEAR END FUND BALANCE	12,449,458	12,334,243	11,984,153	11,530,611	10,843,670	9,956,708	8,673,474
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	48.8%	47.1%	45.8%	44.4%	42.2%	39.6%	35.5%

Assumptions:

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- Large assessable base increases are due to economic growth and new projects coming online.
- These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY15-19 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

52

FY14-19 PUBLIC SERVICES PROGRAM: FISCAL PLAN				Wheaton Parking Lot District			
FISCAL PROJECTIONS	FY13 ESTIMATE	FY14 REC	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION	FY18 PROJECTION	FY19 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	147,500	148,900	154,200	159,800	166,700	173,800	181,200
Property Tax Collection Factor: Real Property	99.2%	99.2%	99.2%	99.2%	99.2%	99.2%	99.2%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	8,300	8,300	8,300	8,300	8,300	8,300	8,300
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.13%	15.69%	15.69%	15.69%	15.69%	15.69%	15.69%
CPI (Fiscal Year)	2.3%	2.3%	2.4%	2.7%	3.2%	3.5%	3.7%
Investment Income Yield	0.16%	0.19%	0.36%	0.75%	1.35%	1.80%	2.15%
BEGINNING FUND BALANCE	873,873	842,549	675,084	463,340	468,460	418,478	351,149
REVENUES							
Taxes	410,209	413,542	426,161	439,493	455,921	472,824	490,442
Charges For Services	1,028,000	925,200	925,200	925,200	925,200	925,200	925,200
Fines & Forfeitures	562,600	546,000	546,000	546,000	546,000	546,000	546,000
Subtotal Revenues	2,000,809	1,884,742	1,897,361	1,910,693	1,927,121	1,944,024	1,961,642
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To The General Fund	(560,600)	(572,727)	(574,266)	(347,390)	(347,390)	(347,390)	(347,390)
Indirect Costs	(43,280)	(55,407)	(56,946)	(55,070)	(55,070)	(55,070)	(55,070)
Technology Modernization CIP	(39,350)	(52,520)	(54,570)	(55,070)	(55,070)	(55,070)	(55,070)
Transfers To Special Fds: Tax Supported	(3,930)	(2,887)	(2,376)	0	0	0	0
To Mass Transit PVN	(517,320)	(517,320)	(517,320)	(292,320)	(292,320)	(292,320)	(292,320)
To Urban District	(225,000)	(225,000)	(225,000)	0	0	0	0
	(292,320)	(292,320)	(292,320)	(292,320)	(292,320)	(292,320)	(292,320)
TOTAL RESOURCES	2,314,082	2,154,565	1,998,178	2,026,643	2,048,191	2,015,112	1,965,401
CIP CURRENT REVENUE APPROP.							
PSP OPER. BUDGET APPROP/ EXP'S.	(157,000)	(157,000)	(157,000)	(157,000)	(157,000)	(157,000)	(157,000)
Operating Budget	(1,314,533)	(1,322,481)	(1,346,191)	(1,389,631)	(1,440,411)	(1,497,481)	(1,561,111)
Labor Agreement	n/a	0	(13,077)	(16,282)	(16,282)	(16,282)	(16,282)
Annualizations and One-Time	n/a	n/a	2,350	2,350	2,350	2,350	2,350
Retiree Health Insurance Pre-funding	n/a	n/a	570	1,310	1,940	2,760	3,890
Debit/Credit Card Bank Fees	n/a	n/a	510	1,070	1,690	1,690	1,690
Emergency Batteries	n/a	n/a	(22,000)	0	(22,000)	0	(22,000)
Subtotal PSP Oper Budget Approp / Exp's	(1,314,533)	(1,322,481)	(1,377,838)	(1,401,183)	(1,472,713)	(1,506,963)	(1,591,463)
TOTAL USE OF RESOURCES	(1,471,533)	(1,479,481)	(1,534,838)	(1,558,183)	(1,629,713)	(1,663,963)	(1,748,463)
YEAR END FUND BALANCE	842,549	675,084	463,340	468,460	418,478	351,149	216,938
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	36.4%	31.3%	23.2%	23.1%	20.4%	17.4%	11.0%
Assumptions: 1. Property tax revenue is assumed to increase over the six years based on an improved assessable base. 2. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY15-19 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.							

53

FY13 Adopted Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Park Police	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours	25,519	38,402	8,085	72,006
Cost	\$563,971	\$848,684	\$178,672	\$1,591,327
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	6,000	0	6,000
Cost	\$0	\$104,703	\$0	\$104,703
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	25,519	44,402	8,085	78,006
PLD Cost	\$563,971	\$953,387	\$178,672	\$1,696,030

Change from FY13 Adopted to FY14 CE Recommended Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total Park Police-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change FY12 to FY13	0	0	0	0
PLD Cost-Change FY12 to FY13	\$0	\$0	\$0	\$0

FY14 CE RECOMMENDED PARKING SECURITY BUDGET				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Park Police	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours (estimated)	25,519	38,402	8,085	72,006
Cost	\$563,971	\$848,684	\$178,672	\$1,591,327
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	6,000	0	6,000
Cost	\$0	\$104,703	\$0	\$104,703
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	25,519	44,402	8,085	78,006
PLD Cost	\$563,971	\$953,387	\$178,672	\$1,696,030

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

*cost of 3.0 WY

54

**THE GREATER BETHESDA-CHEVY CHASE CHAMBER OF COMMERCE
TESTIMONY ON RESOLUTION TO AMEND
TRANSPORTATION FEES, CHARGES AND FARES
BEFORE THE MONTGOMERY COUNTY COUNCIL – April 23, 2013**

Good afternoon. My name is Andrew Shulman with McShea & Company, and I am appearing before you as Chair-Elect of The Greater Bethesda-Chevy Chase Chamber of Commerce, representing more than 650 member businesses and over 40,000 employees.

I am here before you today to ask for one thing, and one thing only on behalf of Bethesda's Parking Lot District. I'm glad that you're all sitting, because when I ask, I don't want you to fall over and hit your head. Are you ready? The Bethesda-Chevy Chase Chamber wants you to raise taxes! Ok, it's just "a" tax. We want you to increase Bethesda's PLD tax . . .

Now, I'm going to come back to that in a moment, but while I have your attention, I want to remind you of the purpose of the PLD tax and what has transpired in Bethesda's PLD over the previous five fiscal years.

The PLD tax is paid primarily by commercial tenants and residents at sites where the on-site parking was not sufficient to meet the parking ratios mandated by the County when those buildings were constructed. Those owners agreed to have their sites taxed by the PLD on an annual basis with the monies collected to be used by the County to provide and maintain sufficient parking for their employees, residents and visitors within the District.

In FY2009, the PLD was flush with cash and had ample reserves. The tax rate was \$0.28 and the County collected over **\$5M** to run the PLD that year. But by FY2010, we were in full "Great Recession" mode and the County needed to raise taxes elsewhere under the Charter limit, so the PLD's tax rate was slashed by 36% to \$0.18. The rate was further reduced to \$0.104 FY11 and FY12. The rate is currently at \$0.124 for FY13. Left at that same rate for FY14, the County estimates it will collect **\$1.4M** for the PLD. **That is over 70% less than was collected to run the PLD in FY2009.**

If your income dropped by 70% would you have trouble paying the bills? Is it clear why the PLD is running a deficit and every year the Department of Transportation wants to charge higher parking rates in Bethesda to make up the difference? But raising rates is treating the symptom, not fixing The Problem.

DOT presented the Chamber with a \$2M deficit for FY14 about two months ago. The Chamber agreed to support parking rate increases valued at \$600k for FY14 if the County would address The Problem. So now, the Chamber is asking you to raise the PLD tax – not back to the FY2009 level, not even to the FY2010 level. We are asking that you increase the PLD tax rate by \$0.04 – each penny of tax equates to \$250k of PLD income.

Bethesda's PLD has provided for others throughout the County during this recessionary time of need. It has come at a cost to Bethesda's PLD, residents, employees and consumers. Please consider raising this rate to keep the PLD out of red and help begin to build it back to be sufficient to stand on its own.

On behalf of the Greater Bethesda-Chevy Chase Chamber of Commerce, thank you for the opportunity to share our comments.

(55)

manner as the pension fund, not only is a prudent and responsible approach, but will result in significant savings over the long term.

As a first step in addressing the future costs of retiree health benefits, County agencies developed current estimates of the costs of health benefits for current and future retirees. These estimates, made by actuarial consultants, concluded that the County's total future cost of retiree health benefits if paid out today, and in today's dollars, is \$1.9 billion – approximately forty percent of the total FY budget for all agencies.

One approach used to address retiree health benefits funding is to determine an amount which, if set aside on an annual basis and actively invested through a trust vehicle, will build up over time and provide sufficient funds to pay future retiree health benefits and any accrued interest on unfunded liability. This amount, known as an Annual OPEB Cost or "AOC", is estimated at \$142.9 million. This amount consists of two pieces – the annual amount the County would usually pay out for health benefits for current retirees (the pay as you go amount), plus the additional amount estimated as needed to fund retirees' future health benefits (the pre-funding portion). The pay as you go amount can be reasonably projected based on known facts about current retirees, and the pre-funding portion is estimated on an actuarial basis.

The County has committed to an approach of "ramping up" to the AOC amount over several years, with the amount set aside each year increasing steadily until the full AOC is reached. A total of \$31.9 million for all tax supported agencies was budgeted for this purpose in FY08. In May 2008, the County Council passed resolution No. 16-555 which confirmed an eight-year phase-in approach to the AOC. Consistent with this approach and based on the County's economic situation, the County contributed \$14.0 million to the Trust in FY08, \$19.7 million in FY09, \$3.3 million in FY10, and \$7.3 million in FY11. Due to fiscal constraints, the County did not budget a contribution for the General Fund in FY10 and FY11, but did resume contributions in FY12. For FY12, the County contributed \$26.1 million from the General Fund to the Retiree Health Benefits Trust. In addition, on June 26, 2011, the County Council enacted Bill 17-11 which established the Consolidated Retiree Health Benefits Trust. The bill amended existing law and provided a funding mechanism to pay for other post employment benefits for employees of Montgomery County Public Schools and Montgomery County College. In FY12, the County appropriated \$20 million and \$1 million for contributions on behalf of MCPS and the College, respectively. In FY13, these contributions grew to \$41.4 million (County General Fund), \$58.9 million (MCPS Consolidated Trust), and \$1.8 million (Montgomery College Consolidated Trust). A detailed breakdown of FY14 recommended contributions to the Consolidated Retiree Health Benefit Trust for County Government tax supported agencies, participating agencies, Montgomery County Public Schools, and Montgomery College is displayed in the table above. The Council and the Executive have mutually committed to the County's rating agencies to achieve full pre-funding by FY15.

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	41,386,568	0.00
Increase Cost: Additional Contribution (Year Seven of Eight-Year Funding Schedule)	9,932,472	0.00
FY14 CE Recommended	51,319,040	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.

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	17,282,930	0.00
Increase Cost: Risk Management Adjustment	3,281,412	0.00
FY14 CE Recommended	20,564,342	0.00

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.

56

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	375,000	0.00
Increase Cost: Adjustment Based On Actual PILOT Payment and Revised Estimate For Employee Parking	7,250	0.00
FY14 CE Recommended	382,250	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.

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	5,884,990	0.00
FY14 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.

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	85,113	0.00
Decrease Cost: Annualization of FY13 Personnel Costs	-40,451	0.00
FY14 CE Recommended	44,662	0.00

State Property Tax Services

This NDA reimburses the State for three programs that support the property tax billing administration conducted by the Department of Finance: the Montgomery County's Homeowners Credit Supplement, the Homestead Credit Certification Program, and the County's share of the cost of conducting property tax assessments by the State Department of Assessments and Taxation (SDAT).

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	5,339,430	0.00
Reduce: State reduction to the SDAT reimbursement payment	-2,090,432	0.00
FY14 CE Recommended	3,248,998	0.00

State Retirement Contribution

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

- Maryland State Retirement System: Unfunded accrued liability, as established by the Maryland State Retirement System (MSRS), for employees hired prior to July 1, 1984, who are members of the MSRS (including former Department of Social Services employees hired prior to July 1, 1984), and for those who have retired (all County employees participated in the State Retirement System until 1965.) The County's contribution for this account is determined by State actuaries. Beginning in FY81, the amount due was placed on a 40-year amortization schedule.
- State Library Retirement: Accrued liability for retirement costs for three Montgomery County Public Library retirees who are receiving a State retirement benefit. These were County employees prior to 1966 who opted to stay in the State plan.

FY14 Recommended Changes	Expenditures	FTEs
FY13 Approved	1,135,590	0.00
Increase Cost: Amortized amount owed to the State Retirement based on actuarial cost to the plan	56,590	0.00
FY14 CE Recommended	1,192,180	0.00

Takoma Park Library Annual Payment

The annual amount provided in this NDA is a function of County expenditures for the Montgomery County Public Libraries (as a share of property tax-funded spending) and the City of Takoma Park's assessable base. The payment is authorized by Section 2-53 of

Maryland/Dawson Extended (P501405)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Roads
Transportation (AAGE30)
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

3/11/13
No
None
Preliminary Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	500	0	0	500	0	250	250	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	500	0	0	500	0	250	250	0	0	0	0
FUNDING SCHEDULE (\$000s)											
Impact Tax	500	0	0	500	0	250	250	0	0	0	0
Total	500	0	0	500	0	250	250	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	0

Description

This project provides funding to the City of Rockville to complete design work for Maryland/Dawson Extended (Rockville CIP 420-850-5C11). This project includes curbs and gutters, pavement, drainage, utility relocation, stormwater management, sidewalks, street lighting, landscaping, and traffic signal improvements.

Justification

This project is listed in the City Master Plan for the design of the extension of Maryland Avenue between Beall Avenue and Dawson Avenue, as well as Dawson Avenue between North Washington Street and MD 355. It supports existing and future Phase II Town Center Development.

Fiscal Note

Under County Code sections 52-49 and 52-53, the County is required to deposit transportation impact taxes collected from developments within the city limits into a designated account. Funds from this account may only be used for projects identified in the MOU or by other agreement between the County and Rockville.

Coordination

Department of Transportation, Department of Permitting Services, Department of Finance, Office of Management and Budget, City of Rockville

Rockville Sidewalk Extensions (P501430)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

3/12/13
No
None
Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	76	0	0	76	0	76	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	456	0	0	456	0	456	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	532	0	0	532	0	532	0	0	0	0	0
FUNDING SCHEDULE (\$000s)											
Impact Tax	532	0	0	532	0	532	0	0	0	0	0
Total	532	0	0	532	0	532	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	532
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	532

Description

This project provides funding to the City of Rockville to complete the following capital projects identified in a Memorandum of Understanding (MOU) between the County and Rockville: 1. Avery Road (Rockville Sidewalks CIP 420-850-6B21): Located along the east side of Avery Road, between the Montgomery County Public Schools (MCPS) Blair G. Ewing Center and the Montgomery County Department of Health and Human Services Avery House facility, this 6-foot wide asphalt path (with a length of 680 linear feet) will extend an existing asphalt bike path from the MCPS facility to the Avery House facility. 2. Wootton Parkway (Rockville Sidewalks CIP 420-850-6B21): Located along the west side of Wootton Parkway, between Fairwood Court and Hurley Avenue, this 5-foot wide sidewalk (with a length of 2,000 linear feet) will extend an existing sidewalk network along Wootton Parkway to connect a neighborhood that is currently inaccessible by pedestrians. 3. Falls Road (MD 189) West Side (Rockville Pedestrian Safety CIP 420-850-4B71): Located along the west side of Falls Road, between Wootton Parkway and Kersey Lane, this 5-foot wide sidewalk (with a length of 1,500 linear feet) will extend an existing sidewalk network along Falls Road.

Justification

Avery Road is used extensively by pedestrians travelling between the bus stop on MD 28 and the Avery House. Completion of the project will directly improve pedestrian safety along Avery Road. Completion of Wootton Parkway represents one of the highest-ranked missing sidewalk links as identified through the City's Sidewalk Prioritization Program. The Falls Road West Side project will connect a neighborhood that is currently inaccessible to pedestrians.

Other

The City of Rockville and the County Department of General Services will coordinate to address any potential impact to the County's Avery House facility.

Fiscal Note

Under County Code sections 52-49 and 52-53, the County is required to deposit transportation impact taxes collected from developments within the city limits into a designated account. Funds from this account may only be used for projects identified in the MOU or in other agreements between the County and Rockville.

Coordination

Department of Transportation, Department of Permitting Services, Department of General Services, Department of Finance, Office of Management and Budget, City of Rockville



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

240-314-5000
TTY 240-314-8137

MAYOR
Phyllis Marcuccio

COUNCIL
John F. Hall, Jr.
Tom Moore
Bridget Donnell Newton
Mark Pierzchala

CITY MANAGER
Barbara B. Matthews

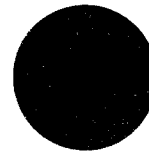
CITY CLERK
Doug Barber

CITY ATTORNEY
Debra Yerg Daniel

Beid, Fin + Econ
Dw.

February 13, 2013

071635



RECEIVED
MONTGOMERY COUNTY

2013 FEB 19 AM 9:28

MF
CC
SBF
L

The Honorable Isiah Leggett
County Executive
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Mrs. Nancy Navarro
Council President
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Subject: Impact Tax Request

Dear Mr. Leggett & Mrs. Navarro,

I am sending this letter to request \$1,031,770.51 from the County's Impact Tax Account allocated for the City of Rockville. City staff met with County staff during the last few months and discussed projects eligible to receive funds and they are described in this letter. These projects are also included in the Memorandum of Understanding signed between the City of Rockville and Montgomery County in 2006 regarding the improvements eligible for funding with development impact tax for transportation improvements revenue collected in the City of Rockville.

The City designs and constructs new sidewalks each year to improve pedestrian safety, accessibility, and connectivity throughout the community. This work is completed through the City's Sidewalk Capital Improvement Program (CIP) and includes sidewalks/ bike paths for fiscal year 2013. The cost estimate of \$531,770.51 is based on estimates associated with 95% design. Another \$500,000 is requested to design the Maryland Avenue and Dawson Avenue extensions in Rockville Town Center, which is another CIP project listed in the Memorandum of Understanding between the City and the County. Details about these projects are listed below:

1. Avery Road - (Listed in the Sidewalks CIP 420-850-6B21)

Located along the east side of Avery Road, between the Montgomery County Public Schools (MCPS) Blair G. Ewing Center and the Montgomery County Department of Health Avery House, this 6-foot asphalt path will extend an existing asphalt bike path from the MCPS facility to the Avery House facility. This corridor is used extensively by pedestrians travelling between the bus stop on MD 28 and the Avery House. Completion of this project will directly improve pedestrian safety along Avery Road:

Length (Linear Feet): 680
Design (Base Survey/ Engineering): \$19,229.86
Design (Base + Contingent Items): \$28,112.48
95% Construction Cost Estimate (KCI): \$142,637.96
Total: \$170,750.44

(60)

The Honorable Isiah Leggett
Mrs. Nancy Navarro
2/13/13
Page 2

2. Wootton Parkway - (Listed in the Sidewalks CIP 420-850-6B21)

Located along the west side of Wootton Parkway, between Fairwood Court and Hurley Avenue, this 5-foot sidewalk will extend an existing sidewalk network along Wootton Parkway to connect a neighborhood that is currently inaccessible by pedestrians. Completion of this project also represents one of the highest ranked missing sidewalk links, identified through the City's Sidewalk Prioritization program.

Length (Linear Feet): 2,000
Design (Base Survey/ Engineering): \$24,643.86
Design (Base + Contingent Items): \$40,990.31
95% Construction Cost Estimate (KCI): \$233,196.21
Total: \$257,840.07

3. Falls Road (MD 189) West Side - (Listed in the Pedestrian Safety CIP 420-850-4B71)

Located along the west side of Falls Road, between Wootton Parkway and Kersey Lane, this 5-foot sidewalk will extend an existing sidewalk network along Falls Road to connect a neighborhood that is currently inaccessible to pedestrians.

Length (Linear Feet): 1,500
Design \$23,180.00
Construction Cost Estimate: \$80,000.00
Total: \$103,180.00

4. Maryland/Dawson Extended - CIP 420-850-5C11

This project is listed in the City Master Plan and designs and constructs the extension of Maryland Avenue between Beall Avenue and Dawson Avenue, as well as Dawson Avenue between North Washington Street and MD 355. It supports existing and future Phase II Town Center development. This project includes curbs and gutters, pavement, drainage, utility relocation, stormwater management, sidewalks, street lighting, landscaping and traffic signal modifications.

Design Estimate: \$500,000.00
Total: \$500,000.00


If you have any questions regarding this request, please feel free to contact me or Mr.

(61)

The Honorable Isiah Leggett
Mrs. Nancy Navarro
2/13/13
Page 3

Craig Simoneau, Director of Public Works, at csimoneau@rockvillemd.gov or via telephone at 240-314-8502.

Sincerely,



Phyllis Marcuccio,
Mayor, City of Rockville

Cc: Rockville City Councilmembers
Arthur Holmes, Jr., Director, Montgomery County DPW&T
Jennifer Hughes, Director of OMB, Montgomery County
Joseph Beach, Director of Finance, Montgomery County
Emil Wolanin, Chief, Traffic Engineering & Operations, Montgomery County
DPW&T
David Moss, Traffic Engineering & Operations
Barbara Matthews, City Manager, City of Rockville
Craig Simoneau, Director of Public Works, City of Rockville
Emad Elshafei, Chief, Traffic and Transportation Division



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

240-314-5000
TTY 240-314-8137

April 22, 2013

The Honorable, Isiah Leggett
County Executive
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Mrs. Nancy Navarro
Council President
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Subject: Impact Tax Request

Dear Mr. Leggett & Mrs. Navarro:

I am sending this letter to thank you for including the Rockville Sidewalk Extensions (#P501430) and Maryland/Dawson Extended (#P501405) projects in the amendments to the County's Recommended FY 2014 Capital Budget and Amendments to the FY13-18 CIP. I also am taking this opportunity to further explain the City's position on these two projects and on the impact tax funds in general.

At this time, the funds requested for the sidewalk projects (\$531,770.51) should be sufficient to fund the construction of these projects, which is scheduled for FY14. It is recommended that the City and the County coordinate before the next budget cycle to include the City's future projects in the County's FY15 Capital Budget. This will minimize the need to add new projects with an amendment in the middle of the cycle. The City plans to continue building new sidewalks to improve pedestrian accessibility and safety, an initiative shared by both the City and the County.

The \$500,000 requested for the Maryland/Dawson Extended Road project is for the design and the right-of-way acquisition services. This work is scheduled for FY14 as well. The City will continue to work with private entities on this project and more impact tax funds will be requested to fund the construction of this project in subsequent years. A specific schedule and cost estimate for the construction phase of this project has not been determined at this time, as they will largely depend on the outcome of the design phase and the timing of private development.

Since there is a 6-year time limit on using the impact tax funds, the City will make an effort to request these funds as soon as projects are identified, even if the impact tax account does not have enough to cover the full cost of the project at the time the request is submitted. While the Maryland/Dawson Extended Road project is our highest priority, we are not confident construction will occur before the 6-year limit

MAYOR
Phyllis Mazzeo

COUNCIL
John F. Hall, Jr.
Tom Moore
Bridget Donnell Newton
Mark Pierzchala

CITY MANAGER
Barbara B. Matthews

CITY CLERK
Doug Barber

CITY ATTORNEY
Debra Yerg Daniel

(63)

The Honorable Isiah Leggett
April 22, 2013
Page 2

on some already-collected impact tax is reached. Therefore, the City will seek impact tax funds for other projects such as sidewalks.

Thank you again for your cooperation in this matter. If you have questions regarding this request, please feel free to contact me or Mr. Craig Simoneau, Director of Public Works, via e-mail at csimoneau@rockvillemd.gov or via telephone at 240-314-8502.

Sincerely,



Phyllis Marcuccio,
Mayor, City of Rockville

cc: Rockville City Councilmembers
Arthur Holmes, Jr., Director, Montgomery County MCDOT
Jennifer Hughes, Director of OMB, Montgomery County
Joseph Beach, Director of Finance, Montgomery County
Emil Wolanin, Chief, Traffic Engineering & Operations, Montgomery County MCDOT
David Moss, Traffic Engineering & Operations
Barbara Matthews, City Manager, City of Rockville
Craig Simoneau, Director of Public Works, City of Rockville
Emad Elshafei, Chief of Traffic and Transportation, City of Rockville
Day file

64

T&E COMMITTEE #1
April 26, 2013
Addendum

MEMORANDUM

April 25, 2013

TO: Transportation, Infrastructure, Energy & Environment Committee
60
FROM: Glenn Orlin, Deputy Council Staff Director
SUBJECT: **Addendum**--FY13-18 Capital Improvements Program – selected amendments and follow-up from April 17 worksession

1. Resurfacing: Residential/Rural Roads (©65) and Traffic Signals (©66-67). On April 25 the Executive transmitted adjustments to his Recommended Operating and Capital Budgets. None of his Operating Budget adjustments pertain to transportation. When he submitted his last set of CIP amendments in March, he recommended all but \$2,981,000 left in the G.O. Bond reserve for that year. Now he proposes programming the \$2,981,000 in these two projects (see excerpt on ©68).

First, he recommends a net additional \$2,681,000 for Resurfacing: Residential/Rural Roads (\$2,981,000 more in FY13 and \$300,000 less in FY14). This would provide funds for patching and asphalt overlays for 20.5 more lane miles of neighborhood streets. Second, he recommends \$300,000 more in the Traffic Signals project to install Accessible Pedestrian signal retrofits at 10 additional intersections. The current CIP projects funds 5 such signal retrofits annually.

Council staff recommendation: Concur with the Executive's recommendations for now, subject to the Council's CIP Reconciliation on May 16.

2. Bicycle infrastructure in bikeshare service areas. In response to the Council's request, DOT proposes using some of the \$250,000 on the Reconciliation List for bikeway improvements and bike trail maintenance to hire a consultant to help it develop a specific list of improvements, with cost estimates, by this September. Then the Council could take up an appropriation request to decide how much of these improvements to fund. The DOT Director's memo is on ©69-72.

Resurfacing: Residential/Rural Roads (P500511)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 4/6/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,845	58	899	5,888	2,344	280	706	1,058	750	750	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	67,976	38,995	0	28,981	10,937	1,308	3,294	4,942	4,250	4,250	0
Other	45	45	0	0	0	0	0	0	0	0	0
Total	74,866	39,098	899	34,869	13,281	1,588	4,000	6,000	5,000	5,000	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	72,940	37,172	899	34,869	13,281	1,588	4,000	6,000	5,000	5,000	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	74,866	39,098	899	34,869	13,281	1,588	4,000	6,000	5,000	5,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,588
Supplemental Appropriation Request		3,481
Transfer		0
Cumulative Appropriation		49,297
Expenditure / Encumbrances		39,100
Unencumbered Balance		10,197

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	74,866
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,143 lane miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

Cost Change

\$2,681,000 added to allocate funds to a core transportation infrastructure project. This addresses a portion of the \$27 million annual backlog in residential/rural resurfacing and will prevent the need for 20.5 lane miles of road rehabilitation work, which is three times more costly than road resurfacing.

Justification

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The latest 2011 survey indicated that 2,480 lane miles (60 percent) require significant levels of rehabilitation. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Other

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

Fiscal Note

\$1.3 million shifted from FY14 to FY13, and \$1 million shifted from FY15 to FY16 due to fiscal capacity.

Disclosures

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Post Office

Traffic Signals (P507154)

Category Transportation
Sub Category Traffic Improvements
Administering Agency Transportation (AAGE30)
Planning Area Countywide

Date Last Modified 4/6/13
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	7,893	2,563	0	5,330	780	830	780	780	1,080	1,080	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	27,128	2,404	661	24,063	4,445	4,695	3,445	3,445	3,895	4,138	0
Construction	7	7	0	0	0	0	0	0	0	0	0
Other	78	0	78	0	0	0	0	0	0	0	0
Total	35,106	4,974	739	29,393	5,225	5,525	4,225	4,225	4,975	5,218	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	16,057	4,974	739	10,344	2,730	3,116	804	817	158	2,719	0
Recordation Tax Premium	19,049	0	0	19,049	2,495	2,409	3,421	3,408	4,817	2,499	0
Total	35,106	4,974	739	29,393	5,225	5,525	4,225	4,225	4,975	5,218	0
OPERATING BUDGET IMPACT (\$000s)											
Energy				504	24	48	72	96	120	144	
Maintenance				252	12	24	36	48	60	72	
Program-Staff				450	50	50	50	100	100	100	
Net Impact				1,206	86	122	158	244	280	316	
Full Time Equivalent (FTE)					0.0	1.0	1.0	1.0	2.0	2.0	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	5,525
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,006
Expenditure / Encumbrances		5,345
Unencumbered Balance		5,661

Date First Appropriation	FY 71
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	39,390
Partial Closeout Thru	74,276
New Partial Closeout	4,974
Total Partial Closeout	79,250

Description

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction/replacement of aged and obsolete signals and components; auxiliary signs; Accessible Pedestrian Signals (APS); upgrades of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system

Cost Change

\$300,000 added in FY14 for the installation of Accessible Pedestrian Signals at 10 additional intersections to improve pedestrian safety for persons with disabilities. This will provide more easily accessible, raised buttons to press when crossing the road. Also, this effort provides audio cues to indicate when it is safe to cross.

Justification

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. As a result, congestion levels and the number of accidents increase. This requires a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies. Studies include: The December 2007 Pedestrian Safety Initiative and the March 2010 Report of the Infrastructure Maintenance Task Force which identified traffic signals in need of lifecycle replacement.

Other

Approximately 40 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features - crosswalks, curb ramps, countdown pedestrian signals, APS, and applicable signing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. The fiber optic interconnection of traffic signals is done through the Fibernet project.

Fiscal Note

As of FY97, \$700,000 per year is redirected to the Fibernet project and is to continue through the implementation of Fibernet. Reflects funding switch in FY13-18 from GO Bonds to Recordation Tax Premium.

Disclosures

Traffic Signals (P507154)

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

Expenditures will continue indefinitely.

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

Coordination

Advanced Transportation Management System, Verizon, Fibernet CIP (No. 509651), Maryland State Highway Administration, Potomac Electric Power Company, Washington Gas and Light, Washington Suburban Sanitary Commission, Montgomery County Pedestrian Safety Advisory Committee, Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission

Finally, included is a budget adjustment for the Department of Housing and Community Affairs funded by anticipated FY13 Recordation Tax Premium carryover. This adjustment provides funds to permanently write-down rents for the senior housing project in Silver Spring and to support transitional housing for the medically vulnerable and families.

There are several technical changes in appropriations, including two Economic Development Fund grants totaling \$2.25 million. As required by Bill 14-12, I will transmit supplemental appropriation requests to fund these EDF grants for the Council's consideration.

FY13 Capital Budget

Attached are two CIP amendments which are needed to prevent further deterioration of core transportation infrastructure, to reduce long-term capital costs, and improve pedestrian safety for persons with disabilities. I am recommending that these project amendments and revised supplemental amount be funded with the \$2.981 million remaining in the FY13 General Obligation bond set-aside and by reallocating bonds between FY13 and FY14.

Resurfacing: Residential/Rural Roads (\$2,681,000)

During the last year, MC311 received 1,560 calls from throughout the County regarding pothole repairs. This is not surprising given the continued deterioration of our roads as measured by the Pavement Condition Index. Although the additional funding requested here represents less than a tenth of the funds needed to address the current \$27 million backlog, this investment of additional funds will prevent the need for 20.5 lane miles of road rehabilitation work – which is three times more costly than road resurfacing.

Traffic Signals (\$300,000)

The recommended \$300,000 amendment will fund Accessible Pedestrian signal retrofits at 10 additional intersections to improve pedestrian safety for persons with disabilities. The amendment expedites the schedule for providing improved accessibility and audio cue intersection crossing safety features.

White Flint Redevelopment Projects

Work continues to progress on White Flint redevelopment. With Council approval of the requested FY14 appropriation, sufficient funding will exist in the White Flint District West PDF to complete the planning, engineering, and design work necessary to advance the Western Workaround projects to the construction phase.

Preliminary results of the Greenhorne & O'Mara traffic study indicated much higher critical-lane volumes than those forecasted by M-NCPPC during the White Flint Sector Plan approval process. These results and follow up analysis and solutions caused the Maryland State Highway Administration to delay approval of intersection configurations for several months and resulted in a major delay of the design process.



DEPARTMENT OF TRANSPORTATION

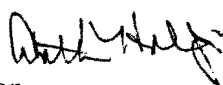
Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

MEMORANDUM

April 24, 2013

TO: Roger Berliner, Chair
Nancy Floreen, Councilmember
Hans Riemer, Councilmember
Transportation, Infrastructure, Energy and Environment Committee
Montgomery County Council

FROM: Arthur Holmes, Jr, Director 
Department of Transportation

SUBJECT: Bicycle Infrastructure in the Bikeshare Service Areas

Thank you for your memorandum of April 18, 2013, regarding bicycle infrastructure in the County's Capital Bikeshare service areas. MCDOT has structured the proposed bikeshare system with safety and proximity to existing bicycle infrastructure as our top priorities. We have developed a site selection approach which concentrates on those concerns. Our consultant, an internationally recognized bikeshare expert, conducts assessments of sites for review by the site selection team – on his bicycle. As a result of this approach, he becomes keenly aware of, and tracks, opportunities and constraints within the existing bike infrastructure network. The site selection team consists of the consultant, a traffic engineer, a civil engineer, and transportation planners, and assesses all sites for safety and connectivity, as well as many other site selection criteria. This team makes field visits to each of the potential sites and adjustments or relocations are made as determined in the field. This approach has been used successfully for siting of all bikeshare stations in the Rockville/Shady Grove program, funded by the Job Access Reverse Commute (JARC) Grant from the Federal Transit Administration.

Maryland law prohibits bicycle riding in the travel lanes of any roadway where the posted maximum speed limit is more than 50 mph; however, bicycles may be operated on the shoulder of these roadways. In addition, Montgomery County permits bicycle riding on sidewalks. As such, the locations of Bikeshare stations are adjacent to roadways where there are existing sidewalks, bikepaths, and on-road features that include either bike lanes, wider outside travel lanes and appropriate bicycle signing. Specific site selection for the Downcounty bikeshare program is now underway as a result of the recent Notice to Proceed received from the Maryland Department of Transportation (MDOT). This site selection process will follow the same approach as used for the Rockville/Shady Grove stations, as described above. As a result of our consultants efforts, opportunities and constraints in existing infrastructure will be tracked which will enable future enhancements to the safety of users of Capital Bikeshare and bicyclists in general.

Office of the Director

69

Roger Berliner, Councilmember
April 24, 2013
Page 2

The bikeshare program does provide funding for bicycle safety education and training, including development of a course at Montgomery College, as well as production of materials. The Capital Bikeshare website also includes extensive safety information, and the bicycles themselves have safety decals as reminders to users. In addition, MCDOT is planning to use some of the bikeshare signage funds appropriated for the Downcounty Bikeshare program to hire a consulting firm to produce a bicycle wayfinding plan that designates specific bicycle routes and directions to bikeshare stations, in order to promote safe routing options. The remaining signage funds will be dedicated to the manufacturing and installation of signs recommended in this wayfinding plan.

As you requested, we are prepared to undertake a study of improvements to bicycle infrastructure to support Bikeshare and safe bicycling in general. With additional funding, MCDOT could hire a consultant to assess and identify changes to cycling infrastructure in the County's Capital Bikeshare service areas. For example, re-striping changes that are feasible could be funded and implemented with additions to the Pedestrian Safety, Intersection Spot Improvements, and Bikeway Program – Minor Projects CIP projects. We will provide you with an initial decision for improvements to certain roadways by September, 1, 2013.

Finally, in response to the brief discussion at the T&E session regarding bike infrastructure in CBDs, and where cyclists are able to ride, we have attached information listing State and County regulations regarding on-road and off-road bicycle access.

AH:tt

Attachment: State/County Bike Regulations

Below are the State and County regulations pertaining to on-road/off-road bicycle access as we consider the development of short/long range plans for Capital Bikeshare:

Maryland General Policy for On-Road Bicycle Access

Under the Maryland State Highway Administration (SHA) General Bicycle Policy, every state highway where bicycles are not prohibited should have one of five bicycle configurations:

1. Wide shoulder
2. Bike lane
3. Wide outside lane (and possibly sharrows) for side-by-side lane sharing
4. Narrow lane with "Bicycles May Use Full Lane" signs (and possibly sharrows)
5. Sidepath

Maryland State Laws for Bicycles on Roadways

Maryland's traffic laws states the following (TR § 21-1202):

- ☐ Bicycles are vehicles and as such must obey all the same traffic laws, including stopping at red lights, stop signs, etc. (TR § 21-1202)
- ☐ A person riding a bicycle shall ride as close to the right side of the road as practicable and safe, except when making a left hand turn. (TR § 21-1205)
- ☐ Bicycles, motor scooters and EPAMDs are not permitted on any roads where the speed limit is 50 mph or higher. (TR § 21-1205.1)
- ☐ Where there is a bike lane or paved shoulder, a person must use those and not ride a bicycle or motor scooter in the roadway except: (TR § 21-1205.1):
 - If passing safely cannot be done within the bike lane or shoulder;
 - When preparing for a left turn;
 - To avoid hazards;

Montgomery County Regulations for Bicycles on Sidewalks

Bicycle riding on sidewalks is illegal in MD except where it is specifically allowed, like Montgomery County.

From the Montgomery County Code:

Sec. 31-5. Driving over curbs, sidewalks or drainage structures.

...

(b) Bicycles which are not motorized and special vehicles used by handicapped persons may be operated upon sidewalk areas and appurtenant drainage structures designed for pedestrian use except where, in the judgment of the county executive, it is necessary for the safety or control of vehicular and pedestrian traffic to prohibit riding of such vehicles. Whenever any person is riding upon a sidewalk, such person shall give an audible signal and yield the right-of-way to any pedestrian. The county executive may, by regulation adopted under method (3) of section 2A-15 of this Code, define "special vehicle" and "handicapped;" establish licensing requirements; and establish hours during which special vehicles may be operated upon sidewalk areas.

Bikes May Use Full Lane

When lanes are too narrow for a car to pass a bike safely, too many drivers try to pass bikes within the lane anyway. o on those roads, it is safer for a cyclist to ride near the center of the lane, according to Maryland's Driver Manual.

Section 21-1205(a)(6) of the Maryland Transportation Code says that a cyclist may ride in the center of a narrow lane.