

**MEMORANDUM**

May 5, 2008

TO: County Council

FROM: <sup>GO</sup> Glenn Orlin, Deputy Council Staff Director

SUBJECT: **Worksession:** FY09 Operating Budget, Transportation (General Fund);  
FY09 Operating Budget, Homeowners Association Road Reimbursement NDA;  
FY09 Operating Budget, Mass Transit Fund;  
FY09 Operating Budget, Parking Lot District Funds;  
FY09-14 CIP, Parking District projects;  
FY09-14 CIP, Executive's adjustments, and other follow-up;  
FY09 Operating Budget, Rockville Parking District NDA

*Those expected to attend this worksession are:*

Arthur Holmes, Jr., Director, Department of Public Works and Transportation (DPWT)  
Edgar Gonzalez, Deputy Director for Transportation Policy, DPWT  
Al Roshdieh, Deputy Director, DPWT  
Carolyn Biggins, Chief, Division of Transit Services, DPWT  
Bruce Johnston, Chief, Division of Capital Development, DPWT  
Steve Nash, Chief, Division of Operations, DPWT  
Maria Henline, Bruce Meier and Linda Wise, Budget Coordinators, DPWT  
Jacqueline Carter, Capital Budget Coordinator, Office of Management and Budget (OMB)  
Alison Dollar, Brady Goldsmith, and Alexandra Shabelski, Budget Analysts, OMB

The Transportation, Infrastructure, Energy and Environment (T&E) Committee held worksessions on the Department of Transportation budget on April 14, April 28, and May 2. The Committee recommends a net appropriation increase of \$329,700 to the Executive's recommended \$190,895,420.

<b>Item</b>	<b>Dollars</b>	<b>Page(s)</b>
Shift Deputy Director to Executive's office (no net change)	-\$193,430	3-4
Delete Road Code position	-\$120,000	4
Raise 20-trip Ride On pass to \$25, not \$27 (lost revenue)	+\$61,580	9-10
Increase Silver Spring PLD transfer to Silver Spring Urban District, releasing General Funds for other uses	-\$241,630	12
Increase Wheaton PLD transfer to Wheaton Urban District, releasing General Funds for other uses	-\$248,490	12

The Committee also recommends increasing the Bethesda PLD transfer to the Bethesda Urban District by \$153,010, allowing the Bethesda Urban District Tax rate to be reduced by 25% in FY09 (page 13).

The Committee recommends adding \$1,418,620 to the Reconciliation List (one of the items would result in \$133,000 more revenue):

Item	Dollars	Page(s)
Bikeway maintenance – first part	\$250,000	4-5
Bikeway maintenance – second part	\$250,000	4-5
Increase parking enforcement outside parking districts (Note: this results in \$133,000 more revenue)	\$53,500	5
Reassessment of pedestrian signal timing – first part	\$200,000	5-6
Reassessment of pedestrian signal timing – second part	\$175,000	5-6
Restore Fare Share and Super Fare Share to FY08 level	\$490,120	9

### I. FY09 Operating Budget: General Fund

The Executive’s recommendation for the Transportation programs in the General Fund is attached at ©1-11.

#### Overview

For FY09, the Executive recommends total expenditures of \$48,599,650 for the Transportation programs in the General Fund, a 7.2% increase from the FY08 approved budget of \$45,353,280.

	FY08 Approved	FY09 CE Recommended	% Change FY08-FY09
<b>Expenditures</b>	<b>\$45,353,280</b>	<b>\$48,599,650</b>	<b>7.2%</b>
<b>Positions</b>			
Full-time	N/A	474	N/A
Part-time	N/A	6	N/A
<b>TOTAL Positions</b>	<b>N/A</b>	<b>480</b>	<b>N/A</b>
<b>Workyears</b>			
Workyears charged to Op. Budget	313.7	315.5	0.6%
Workyears charged to others	166.8	160.9	-3.5%
<b>TOTAL Workyears</b>	<b>480.5</b>	<b>476.4</b>	<b>-0.9%</b>

The FY09 CE recommendation is an increase of \$3,246,370; 93.3% of this increase comes from same services adjustments shown under ‘Other Adjustments (with no service impacts)’ on ©10. About 55% (\$1,789,850) of the total increase is due solely to compensation-related adjustments

for same services. The remaining changes, netting to an additional \$218,320 are shown under 'Changes (with service impacts)' on ©10 and are displayed below:

<b>Changes (with service impacts):</b>	
3 subdivision review positions	\$280,860
3 highway inspector positions charged to the CIP	241,110
Road Code Position	120,000
Training funds for capital project engineers	(520)
Eliminate 0.5 wy for Planning Specialist	(27,000)
Eliminate 1.0 wy for Office Services Worker	(60,750)
Eliminate one-time items approved for FY08	(73,030)
Eliminate funds for Bikeway Maintenance	(100,000)
Eliminate 3.4 wys for Public Service Workers	(162,350)
<b>TOTAL</b>	<b>\$218,320</b>

### FY09 Expenditure Issues

There are virtually no new initiatives in the General Fund budget for transportation. During FY08 the Pedestrian Safety position was shifted from the Executive's Office to DPWT; its charges to the Office of the County Executive and the Police Department have also been shifted to DPWT (0.3 wy is still charged to the Silver Spring Urban District). Three new positions to improve the turnaround of subdivision reviews were approved as an FY08 supplemental appropriation and are carried forward into the FY09 Budget. Some realignment of charges is occurring which will have 4.1 wys be charged to the CIP instead of the Operating Budget. Generally, the effort has been to try to keep most programs budgeted at near the same level as in FY08, although, given inflation, this likely means that the level of effort in such areas as roadway repairs, tree maintenance, traffic signing and marking, streetlight maintenance, etc., will be slightly reduced.

*1. Deputy Directors.* Until FY93 the Department did not have a Deputy Director, and for several years subsequently it had one. In FY01 the Office of Project Development (the Department's planning office) was eliminated and its Chief was replaced by a new position, Deputy Director for Transportation Policy. In FY03 County Executive Duncan created the Go Montgomery! Director position and it was funded at a level comparable to a Deputy Director. When the incumbent became the department head later in the term, the Go Montgomery! Director position was left vacant. In FY07, after County Executive Leggett took office, the Go Montgomery! Director position was morphed into a new Deputy Director for Special Projects position. Therefore, DPWT currently has three Deputy Directors.

Last year Council staff recommended against filling a vacant Deputy Director position, believing that the Department, despite its size, could be adequately managed without it. Now that the Department is about to be downsized with the loss of Facilities and Services, Solid Waste, and perhaps Fleet Management (which Council staff opposes), there is even less of a reason to carry such a top-heavy organizational structure. The Department's budget and workyears will drop significantly:

	FY08 Budget	FY09 Budget	% Change FY08-09	FY09 Budget w/Fleet	% Change FY08-09
Budget	\$381,309,090	\$190,895,420	-50.0%	\$258,570,200	-32.2%
Workyears	1,638.4	1,236.7	-24.5%	1,442.2	-12.0%

Among the three incumbents the average total compensation is about \$201,500. The estimated cost for motor pool and cell phone charges is about \$3,500. Therefore, the cost of a deputy Director position now averages about \$205,000.

*Council staff recommendation: Delete one of the three Deputy Director positions, a savings of \$205,000 (-\$201,500 in personnel cost, -\$3,500 in operating expense). The new Department of Transportation, even if it includes Fleet Management Services, will be as small as the Department was (in workyears and inflation-adjusted budget dollars) in the early 1990s when it had only one Deputy Director.*

**T&E Committee recommendation (3-0): Shift the position of the Deputy Director for Special Projects to the Office of the County Executive as a Special Projects Manager (shifting \$189,930 in personnel cost and \$3,500 in operating expense from DOT to OCE).**

**2. Road Code position.** The fiscal impact statement for last year's Road Code bill indicated the need for a new, full-time position to flesh out the detailed specifications from the Road Code standards to be developed in the forthcoming Executive regulation. The position was created last fall, but it has not been filled due to the Executive's hiring freeze. The position is recommended to be budgeted for a full workyear in FY09, costing \$120,000.

Executive staff has informed us that the Executive will be requesting that the Council extend the deadline for transmitting the Executive regulation by 3 months: from July 15 to October 15. Assuming the Council will pass a resolution approving the extension, this means that the Council is not likely to act on the Executive regulation until near the end of this calendar year. Therefore, there is no need to fill this position until January 2009.

*Council staff recommendation: Lapse the position by 6 months, a savings of \$60,000 (-0.5 wy).*

**T&E Committee recommendation (3-0): Delete the position, a savings of \$120,000 (1.0 wy).**

**3. Bikeway maintenance.** The Executive recommends eliminating funding for the maintenance of hiker-biker trails that are the responsibility of DPWT. These are trails that are not immediately adjacent to roads (which are maintained as part of the roadway maintenance budget). This item was budgeted at \$100,000 in FY08. The Silver Spring Citizens Advisory board recommends restoring funds for hiker-biker trail maintenance.

Many of the calls for maintenance are from users of the North Bethesda Trail and the Georgetown Branch Interim Trail between Bethesda and West Silver Spring. However there are hundreds of other small paths trails that together could potentially outweigh the complaints from

these three. Requests are generally for sweeping, brush removal, drainage, tree removal and potholes. Trash complaints and foot bridge maintenance have been on the increase.

DPWT staff believes the program is much under-funded; one estimate is that proper maintenance of all trails together would cost \$1.5-1.8 million annually. Most of the maintenance, including sweeping, clearing and grubbing, paving, and trash removal, would be contracted out. Emergencies, such as removing downed trees, would be done by in-house crews.

One idea that should be explored is for the Parks Department to take over the maintenance of these trails, since it has better equipment and expertise to the job than DPWT. Since DPWT has recently taken over the maintenance of park roads and bridges, having Parks maintain DPWT's trails would be an apt quid pro quo.

*Council staff recommendation: Add \$100,000 (operating expense) to the Reconciliation List to restore the same level of funding for bikeway maintenance. Paltry as this amount is compared to the need, it is still better than no program at all. DPWT and Parks should explore shifting this program to the Parks Department starting in FY10.*

**T&E Committee recommendation (2-1): Councilmembers Floreen and Berliner recommend adding \$500,000 (operating expense) for bikeway maintenance to the Reconciliation List in two parts of \$250,000. Councilmember Leventhal concurs with the Executive.**

**4. *Parking Outside the Parking Districts.*** This program mainly administers the residential parking permit program (RPP). The Executive is recommending increasing the enforcement contract cost by \$53,500 to increase the frequency by which neighborhoods are patrolled for violators.

Currently this program pays for 2 contractor-wys to provide enforcement in the 55 RPP areas: this translates to an average of one pass-by each week for each street within the RPP areas. The Executive's proposal would increase enforcement by about 25%, to 2½ contractor-wys: still not much more than one pass-by per street per week. This program more than pays for itself in fine revenue; the Executive's anticipates an increase of \$133,500 in fines as a result of the stepped-up enforcement, a net gain of \$80,000 to the General Fund.

**T&E (and Council staff) recommendation (3-0): Add another \$53,500 (operating expense) to the Reconciliation List, which would raise fine revenue by another \$133,500, resulting in a further net gain of \$80,000 to the General Fund.** This would bring the number of contractor-wys to 3, and would increase enforcement to a pass-by of every street every 3-to-4 weekdays.

**5. *Pedestrian Safety Initiative.*** In December the Executive announced a major pedestrian safety initiative which called for \$32,439,000 more over the next six-year period: \$22,140,000 in the CIP and \$10,299,000 in the Public Services Program (the six-year operating budget), \$3,154,000 of which would be in the FY09 Operating Budget. A summary of his funding proposal is on ©12.

However, in January the Executive recommended programming only \$60,000 of the CIP portion (planning for SHA streetlighting). The Council has tentatively added \$4,000,000 to enhance the sidewalk construction program (adding \$1,000,000 annually to the Annual Sidewalk Program starting in FY11). In his CIP revisions the Executive recommends a further \$4,800,000 (\$800,000 annually) to address high incidence areas (see below). If the Council ultimately approves these proposals, it would have programmed \$8,860,000 towards the CIP portion of the initiative: 40% of what was proposed in December.

Furthermore, *none* of the \$3,154,000 proposed last December to be funded in the FY09 Operating Budget is in the Executive's recommended budget (although the Council may soon receive an appropriation request from the Executive for the "Safe Routes to Schools" program).

**T&E Committee recommendation (3-0): Add to the Reconciliation List \$375,000 for the reassessment of pedestrian signal timing, in two parts of \$200,000 and \$175,000.**

### **Status of Certain Programs**

Certain General Fund programs have held particular interest for the Council over the past few years.

- *Service patrol.* The two roving crews that pull disabled vehicles from the travel lanes have towed an average of 77 vehicles/month during the first nine months of FY08, which is higher than the 57 vehicles/month reported last year. See ©13.
- *Backlog of traffic studies.* Three years ago there were 441 citizen-generated requests for traffic studies that were in DPWT's queue to complete. The Council approved \$63,600 in consultant assistance to reduce this backlog, and since then DPWT has made steady progress. Although DPWT has been receiving an increasingly larger number of requests, the backlog of pending studies has been reduced to 195 at present. See ©14.
- *Pedestrian countdown signals.* Last year the Council doubled the budget for installing pedestrian countdown signals (from \$80,000 to \$160,000) so that they could be installed at all County signalized intersections by FY12, and that there also would be enough funds to replace them in the years beyond. (They have a 5-year life span.) The Executive recommends continuing this level of funding, which will allow 50 new countdown signals to be installed in FY09.

Measures assessing the performance of some other General Fund programs are displayed on ©1, and departmental accomplishments and productivity improvements are noted on ©1-2.

## **II. Homeowners Association Road Maintenance Reimbursement NDA**

The Executive's recommendation for this nondepartmental account includes \$330,850 for both the State reimbursement program for private roads and \$40,000 for the program to partially

reimburse HOAs from County resources (©15-16). Montgomery Village is still anticipated to be the only HOA to be eligible for the State program in FY09, as it was in the past several years. The County program is supposed to reimburse HOAs for eligible roads at roughly the cost that County spends to maintain its own roads, subject to the availability of appropriations. For over 15 years the Council has limited the reimbursement to around \$1,000 per eligible mile, a fraction of the cost of maintaining County roads. However, during the currently tight fiscal situation, it is difficult to justify a higher reimbursement.

**T&E (and Council staff) recommendation (3-0): Concur with the Executive.**

### III. FY09 Operating Budget: Mass Transit Fund

The Executive's recommendation for the Mass Transit Fund is attached at ©17-24.

#### Overview

For FY09, the Executive recommends total expenditures of \$117,443,650 for the Mass Transit Fund, a -0.2% decrease from the FY08 approved budget of \$117,682,400. However, the Executive is recommending shifting the State and Federal grants for bus replacements from the Operating Budget to the Capital Budget; if these items had remained in the Operating Budget, it would have increased by \$4,661,250, a 4.1% increase.

	<b>FY07 Actual</b>	<b>FY08 Approved</b>	<b>FY09 CE Recommended</b>	<b>% Change FY08-FY09</b>
Mass Transit Fund	\$103,046,777	\$109,277,580	\$113,321,770	+3.7%
Mass Transit Grant Fund	\$8,524,205	\$8,404,820	\$4,121,880	-51.0%
<b>TOTAL Expenditures</b>	<b>\$111,570,982</b>	<b>\$117,682,400</b>	<b>\$117,443,650</b>	<b>-0.2%</b>
Full-time positions	605	794	780	-1.8%
Part-time positions	110	112	122	+8.9%
<b>TOTAL Positions</b>	<b>715</b>	<b>906</b>	<b>902</b>	<b>-0.4%</b>
<b>Workyears</b>	<b>679.6</b>	<b>762.2</b>	<b>871.4</b>	<b>+14.3%</b>

The Executive's recommendation for FY09 includes \$4.7 million due solely to compensation-related adjustments for same services. The changeover of the small bus service from contract-provided to employee-provided increases the costs of that service by about 16%, not including the General Wage, group insurance, and retirement adjustments in FY09 for these new employees.

The reductions with service impacts, totaling a reduction of \$1,811,870 are shown under 'Changes (with service impacts)' on ©23 and are displayed below:

<b>Changes (with service impacts):</b>	
Eliminate Police Department Ride-Along program	-\$68,470
Eliminate Senior Outreach Specialist	-78,690
Abolish two program managers at bus depots	-192,710
Abolish Fare Share; reduce Super Fare Share	-491,120
Annualize FY08 Savings Plan service cuts	-980,880
<b>TOTAL</b>	<b>-\$1,811,870</b>

### Issues

**1. Bus service.** The table on ©25-27 displays—from worst to best—the effectiveness of Ride On routes on weekdays, Saturdays and Sundays in terms of riders per platform hour. (Platform hours include the amount of time the buses on a route are in revenue service plus deadheading to and from the depot.) Most routes meet Ride On's performance standards: 15 riders per revenue hour for peak-period-only routes that are served by full-size Ride On buses; 12 riders per revenue hour for peak-period-only routes served by small buses; and 10 riders per revenue hour for all-day routes. If the under-performing routes do not improve significantly they should be curtailed or eliminated. The buses running on such routes would be better deployed on other routes that are overcrowded.

Council staff recommends no further major cuts to Ride On service, other than the annualization of the FY08 Savings Plan. Most of the under-performing routes have been eliminated or significantly altered as a result of the FY08 Savings Plan. A few others are relatively new and so are still in their shakedown period.

**2. Bus shelters.** According to the agreement with Clear Channel, 400 new shelters (with advertising) were to be in place by June 2007, but initial delays in shipment and installation meant that Clear Channel had fallen about a year behind schedule. Shelters have been installed at a regular pace since then, however, so all 400 should be in place later this calendar year. At that point Clear Channel will begin to install the 100 non-ad shelters required under the agreement. A summary of the bus shelter installation status is on ©28.

Providing electricity, route maps and schedules for the shelters has occurred much slower than anticipated. By June about 160 of the shelters will have been electrified, and about 90 shelters will have maps and route information installed in them.

The FY08 budget assumed \$450,000 in cost-sharing revenue from the ads, but the current estimate is that \$538,000 will be generated this fiscal year. The Executive's budget anticipates revenue rising to \$600,000 in FY09. This, of course, is in addition to Clear Channel's responsibilities to maintain the shelters.

**3. Bus advertising.** Bus advertising on and in Ride On buses started in the middle of this fiscal year. Currently only one ad is displayed on the outside of a score or so of the buses. Neither DPWT nor Council staff has yet heard complaints from the public about advertising on Ride On buses.

The FY08 budget assumes \$50,000 in revenue, but the Executive's budget expects that to grow to \$225,000 in FY09. The County is entitled to 60% of the total ad revenue, but there is a minimum guaranteed revenue of \$200,000 in Year 1 of the contract, rising \$50,000 annually until it reaches \$400,000 in Year 5 of the contract.

**4. Fare Share/Super Fare Share.** Fare Share and Super Fare Share are programs by which the County helps buy down the cost of transit fares if an employer is willing to buy down a portion as well. The basic Fare Share program is a 3-year program during which the County initially matches the employer's discount, but in Years 2 and 3 the County's share is steadily phased out and absorbed by the employer. This program is available to any private sector employer in the county (see top of ©29). A somewhat more generous variant of Fare Share is available in Wheaton and Montgomery Hills, where there are Parking Lot Districts that can contribute to transportation management, but where there are no Transportation Management Districts (see bottom of ©29). Finally, the Super Fare Share program is the most generous of all, although it is available only where there is an operating TMD: Bethesda, North Bethesda, Friendship Heights, and Silver Spring (see ©30).

The Executive recommends eliminating all funding for the regular Fare Share program (\$319,850), for the Wheaton variant of Fare Share (\$43,270), and the Super Fare Share program in Friendship Heights (\$128,000). He recommends retaining Super Fare Share in Bethesda, North Bethesda, and Silver Spring; and the Fare Share variant in Montgomery Hills, because there is enough parking revenue available in each of these districts to support them.

Currently 50 companies and about 500 of their employees are benefiting from the Fare Share program. There are 8 companies and about 20 employees in Wheaton who benefit from its Fare Share variant, and there are 44 companies and about 470 employees in Friendship Heights benefiting from Super Fare Share. These are important programs that help establish the transit commuting habit, and they should be continued.

**T&E Committee (and Council staff) recommendation (3-0): Add \$490,120 (operating expense) to the Reconciliation List to restore Fare Share and Super Fare Share funding to FY08 levels.**

**5. Transit passes.** The Executive recommends replacing the Ride On 2-week unlimited-ride pass ('Ride About'), which now costs \$10, with an unlimited-ride Monthly Pass costing \$25. Assuming that many regular patrons use Ride On twice each weekday—20 rides per fortnight—the current \$10 pass cost is a 60% discount compared to 20 Smart Card fares (\$25), and a 63% discount compared to 20 cash fares (\$27). For those who ride more frequently, the discount is even deeper.

The Executive's proposal would reduce the discount, but it would still be significant. Assuming an average of 22 weekdays per month, many regular patrons would use Ride On 44 times each month. The proposed \$25 monthly pass would represent a 55% discount compared to 44 Smart Card fares (\$55), and a 58% discount compared to 44 cash fares (\$59.40). Again, for those who ride more frequently, the discount would be deeper still.

The reasons for this change is to reduce the administrative cost of issuing the pass (only about half as many would need to be printed and sold), to simplify enforcement for drivers (who only would need to know what month it is rather than what two-week pass period is in effect), and to increase convenience for patrons, who now would only have to purchase a pass monthly rather than bi-weekly. The downside is that it would require more of a cash outlay at one time: \$25 versus \$10. If the Council approves the monthly pass as recommended by the Executive, then Transit Services should observe whether the higher outlay has a negative effect on ridership.

The Executive's other proposal is to raise the Ride On 20-trip Ticket from \$20 to \$27. This change effectively would end this pass's discount, which is precisely the point. The Executive would prefer that these patrons purchase a Smart Card instead, on which 20 rides cost \$25. For patrons who would otherwise pay a cash fare, the 20-trip ticket would be like the Parking Convenience Sticker is for regular parkers: it would provide the convenience of not shelling out exact change for each ride, but would cost the same.

**T&E Committee recommendation (3-0): Raise the cost of the 20-trip ticket to \$25, the same price as 20 rides with a Smart Card; this would reduce projected Mass Transit Fund revenue by \$61,580.**

**6. Bus cost allocation.** Several years 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, DPWT calculated the recommended partially allocated cost of Ride On for FY09 to be \$83.75/hour, compared to \$81.49/hour in FY08. 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 \$102.41/hour, compared to \$88.48/hour in FY08. Therefore, at the margin, it is still generally more cost-effective for the County to add Ride On service rather than Metrobus service. DPWT has provided a more detailed breakdown of the \$83.75/hour partially allocated and \$97.51/hour fully allocated costs (©31).

#### **IV. FY09 Operating Budget: Parking Lot District Funds**

The Executive's recommendations for the total of the four Parking Lot District Funds (Bethesda, Montgomery Hills, Silver Spring and Wheaton) are attached at ©32-44.

##### **Overview**

For FY09, the Executive recommends total expenditures of \$24,852,120 for the four Parking Lot District Funds, a 2.6% increase from the FY08 approved budget of \$24,223,100.

	<b>FY07 Actual</b>	<b>FY08 Approved</b>	<b>FY09 CE Recommended</b>	<b>% Change FY08-FY09</b>
Bethesda PLD	\$12,124,468	\$12,094,150	\$12,506,180	+3.4%
Montgomery Hills PLD	103,361	119,840	113,310	-5.4%
Silver Spring PLD	10,867,548	10,830,090	11,001,690	+1.6%
Wheaton PLD	1,031,098	1,179,020	1,230,940	+4.4%
<b>TOTAL Expenditures</b>	<b>\$24,126,475</b>	<b>\$24,223,100</b>	<b>\$24,852,120</b>	<b>+2.6%</b>
Full-time positions	39	42	44	-1.8%
Part-time positions	0	0	0	+8.9%
<b>TOTAL Positions</b>	<b>39</b>	<b>42</b>	<b>44</b>	<b>+4.8%</b>
<b>Workyears (including CIP charges)</b>	<b>45.3</b>	<b>47.7</b>	<b>49.8</b>	<b>+4.4%</b>

The Executive's recommendation for FY09 includes \$276,210 due solely to compensation-related adjustments for same services. The increases with service impacts, totaling \$427,170 are shown under 'Changes (with service impacts)' on ©29-30 and are displayed below:

<b>Changes (with service impacts):</b>	
Self-release booting program	\$220,000
Enhance customer service – parking operations	119,910
Enhance elevator maintenance	87,260
<b>TOTAL</b>	<b>\$427,170</b>

### Issues

**1. Security.** The Executive proposes no change in FY09 to the number of parking security patrol hours provided by sworn officers or by the Urban Service Corps in Silver Spring. He does recommend marginal increases in security in Bethesda and Wheaton provided by contract guards. He is proposing a 15% increase in the hours of security provided by contract guards in Silver Spring, which represents an 11% increase in security hours overall. The increase in Silver Spring is for a doubling of hours in the Town Center garages (#60 and #61) and a 31% increase in the Cameron Street garage (#7).

The cost for contract security is projected to increase from \$19.81/hour in FY08 to \$20.30/hour in FY09. The cost for police and park police security would be unchanged: \$45.21/hour and \$43.10/hour, respectively. A table describing these changes is on ©45.

**2. Self-release booting program.** The County Code provides for the collection of delinquent parking fines from scofflaws through impoundment (towing) or immobilization (booting). A scofflaw is here defined as the owner of a vehicle with three or more outstanding delinquent tickets. That means that the most current unpaid ticket must be at least 15 days overdue. There are currently nearly 14,000 scofflaws owing nearly \$5.8 million in delinquent tickets. About 38% of the scofflaws are from out of state.

Currently scofflaws' vehicles are towed. When the scofflaw returns to where his vehicle was parked he must go to a police station, pay his delinquent tickets in cash, pay a \$10 administrative tow fee in cash and receive a license to claim his vehicle from the tow company. He must then make his way to the impoundment lot on Gude Drive, pay the tow company \$100 for the tow in cash and pay any storage fees in cash.

Under the proposed self-release booting program, the scofflaw would return to his vehicle and see that it is booted with a notice on his windshield. The notice provides a toll-free telephone number to a call center that is staffed all day, every day. He can pay the operator with a credit card (or during bank business hours with a bank account number and draft permission) for the outstanding fines and penalties and a \$115 boot-release fee. He then receives a code that he can punch into the boot to release it. He releases it, puts it in his trunk (it weighs less than 15 pounds) and returns it to the Bethesda or Silver Spring Sales Store before the end of the next business day.

The cost to the scofflaw is typically the same or less than he would pay if towed. It is estimated he could go through the entire transaction and drive away in less than 10 minutes. The \$115 boot fee is paid to the boot company, and the PLD owes nothing to the boot company and overdue fines and penalties are collected for the County.

**3. *Parking reserves.*** The Planning, Housing, and Economic Development Committee, when it reviewed the proposed budgets of the Urban Districts, noted that the T&E Committee would examine the degree to which the cross-subsidy from the respective Parking Districts could be increased. While the revenue for the parking fee increases in Silver Spring and Wheaton should be used primarily to shore up their finances, some portion of this revenue could also be used to increase payments to their respective Urban Districts and reduce the General Fund appropriation. The Committee directed staff to develop a recommendation that would generate enough resources to restore the Fare Share and Super Fare Share programs to their FY08 funding levels: \$490,120.

**T&E Committee (and Council staff) recommendation (3-0):**

- **Increase the cross-subsidy from the Silver Spring PLD to the Silver Spring Urban District by \$241,630, and eliminate the \$241,630 General Fund baseline services contribution to the Silver Spring Urban District in FY09.** For the Silver Spring PLD the projected end-of-year balance as a percent of resources is 25.4% for FY09 and 22.0% for FY10, before rising in subsequent years. This added transfer—all else held constant—would reduce these percentages to 24.2% and 20.9%, respectively, still an adequate balance each year.
- **Increase the cross-subsidy from the Wheaton PLD to the Wheaton Urban District by \$248,490, and reduce the General Fund (non-baseline) contribution to the Wheaton Urban District by \$248,490.** For the Wheaton PLD the projected end-of-year balance as a percent of resources is 34.3% for FY09 and 38.6% for FY10, rising higher in subsequent years. This added transfer—all else held constant—would reduce these percentages to 23.6% and 28.0%, respectively, still an adequate balance each year.

The Bethesda PLD would have no transfers to the General Fund except for \$244,180 in charge-backs for administrative services performed by County offices (primarily the Office of the County Attorney, the Office of Human Resources, and Procurement within the Department of General Services) and \$38,070 for its share of the Technology Modernization: MCG project. For accounting purposes, these transfers should remain.

However, the Bethesda PLD could contribute a larger share of the funding for the Bethesda Urban District, with a correspondingly lower amount from the Bethesda Urban District tax. The latter would be achieved by lowering the Bethesda Urban District Tax rate. This would not free up General Fund revenue, but would reduce the aggregate property tax (thus getting slightly closer to the Question F cap.) Given the rise of assessments during the past few years in Bethesda, and that the Urban District Tax rate has not declined in that time, Bethesda Urban District residents and businesses could arguably use one-time tax relief.

**T&E Committee (and Council staff) recommendation (3-0): Increase the cross-subsidy from the Bethesda PLD to the Bethesda Urban District by \$153,010, and reduce the Bethesda Urban District Tax rates by one quarter in FY09: from 1.6¢ to 1.2¢ for real property and from 4.0¢ to 3.0¢ for personal property.** For the Bethesda PLD the projected end-of-year balance as a percent of resources is 48.2% for FY09 and 57.6% for FY10, rising higher in subsequent years. This added transfer—all else held constant—would reduce these percentages to 47.7% and 57.1%, respectively, still an adequate balance in each year.

**4. Bethesda 8.** For several years the cost of the Bethesda 8 shuttle has been paid by a transfer from the Bethesda PLD to the Mass Transit Fund. However, recently the responsibility for operating the Bethesda 8 was transferred from the Division of Transit Services to the Bethesda Urban Partnership. During this fiscal year, therefore, the funds for the Bethesda 8 have been included as part of the commuter services grant from the Mass Transit Fund to Bethesda Transportation Solutions, which is part of the Partnership.

Subsequent to the last T&E meeting, OMB has suggested that the funds for the Bethesda 8 be transferred instead from the Bethesda PLD to the Bethesda Urban District, which would include the funds in its grant to the Partnership. This would streamline the accounting of these funds.

**T&E Committee (and Council staff) recommendation (3-0): Concur with OMB.** This streamlining does not change anything about the service itself.

## **V. FY09-14 CIP: Parking Lot District projects**

**1. Bethesda Lot 31 Garage** (©46). The Executive is recommending this new garage south of Bethesda Avenue at Woodmont Avenue, at a cost of \$88,819,000. (The detailed breakdown of the costs is on ©47-48.) The new garage would replace Lots #31 and #31A and their 279 spaces with a garage of about 1,158 public spaces and 300 private spaces as part of a joint development consisting of 332,500sf of condominium space and 40,000sf of retail. The

cost per public space—discounting the \$4.2 million contribution from the developer for the relocation of utilities in FY10—is about \$73,000, and the cost per net additional public space is about \$96,000.

The estimates of parking demand in the southern part of the Bethesda PLD have changed as more information is known about prospective developments. DPWT has provided more background about the history of these estimates and the most recent one, which shows a deficit of 1,606 spaces (©49-51). A portion of this deficit is an estimate of the existing deficit: 290 spaces. The other 1,316 spaces are the spaces that are required of the development as per the County’s Zoning Ordinance (1,037 spaces) and the spaces to replace Lots #31 and #31A (279 spaces).

The Coalition for Smarter Growth has submitted a letter opposing this garage and advocating alternatively for better parking management (©52-57). The Coalition cites the analogy of a recent garage that cost about \$44 million (about \$37,000/space) built for the DC USA retail center at the Columbia Heights Metro Station. DPWT subsequently provided a comparison of the “hard” costs of the two garages. Its analysis demonstrates that the garage on Lot 31 would cost only about \$6,000/space more, and the facility would be of a higher quality (©58-59).

Councilmember Trachtenberg forwarded several questions about this project to the Committee shortly before its May 2 meeting (©60-61). Department of Public Works and Transportation did not have time to research all of these questions prior to the Committee worksession, but was asked to be prepared to provide a response for this worksession.

Council staff concurs with the Executive’s recommendation, for the following reasons:

- The new garage would provide a net additional 879 parking spaces, but not as much as the 1,037 spaces called for in the Zoning Ordinance, thus maintaining a constrained parking supply that is an incentive for some Bethesda commuters and customers to find alternative means of access—i.e., transit, ridesharing, biking, and walking.
- The cost is to be paid entirely by Bethesda PLD resources: future fees and fines and the value of the lots themselves. The project does not use resources available for use elsewhere.
- The cost/space is high because the spaces would be underground rather than above ground. To provide the same number of spaces above ground would require a structure four storeys higher, which would be incompatible with the neighboring Saks residential subdivision. It also allows for ground-floor retail and for the housing to be less removed from the street.

**T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive, include the Bethesda Metro Station South Entrance project in the coordination box, and add the following text to the PDF:**

**Part of Woodmont Avenue south of Bethesda Avenue will be closed for a period during construction. Every effort will be taken so that this temporary road closure does not**

coincide with the temporary closure of Elm Street during the construction of the Bethesda Metro Station South Entrance project.

2. **Facility Planning: Parking** (©62). The Executive is recommending a 30% increase in funding for this project over the six-year period, from \$1,143,000 in the Approved CIP to \$1,482,000 in the Recommended CIP. DPWT describes the increases as follows:

1. Operations "Top-to-Bottom" Analysis: \$132,000 in FY09  
This is to enable a complete review of the policies and procedures used to execute the parking program. This contracted evaluation will provide recommendations for more effective & efficient operations.
2. Electronic Drawings SS Garages: \$10,000 in FY09  
To move from pencil drawings of garage layouts to CAD drawings (contracted).
3. Electronic Drawings Beth Garages: \$10,000 in FY09  
To move from pencil drawings of garage layouts to CAD drawings (contracted).
4. PLD Studies: Increases in FY09-14  
In addition to the specific increases noted above, it appears that DPWT is going through a period of unprecedented interest in the joint development of PLD properties. As a result, it is finding it necessary to commission demand studies more frequently than in the past. To address this situation, expenditures for study updates in the PLDs have been increased from previous estimates. This is reflected in FY09, as well as each of the other six-year expenditures.

**T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.**

3. **Facility Renovations projects** (©63-65). The respective projects in Bethesda, Silver Spring, and Wheaton are recommended for somewhat higher spending in FY09 (and, in the case of Silver Spring, FY10) than in the Approved CIP. This is often the case: as the next year approaches, particular renovation needs become more evident.

**T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive's recommendations for these projects.**

## **VI. CIP Adjustments and other CIP follow-up**

1. **Dale Drive Sidewalk** (23-5). This new project would build a 1,900'-long sidewalk along the north side of Dale Drive between Mansfield Road and Hartford Avenue in East Silver Spring, near Sligo Creek Park. There are currently no sidewalks on either side of this segment of Dale Drive, which is an arterial roadway. The sidewalk would be 5' wide with a 3'-wide landscape panel between it and the roadway in several locations. The project also includes installation of curb and gutter and a storm drain by the sidewalk.

The Executive's recommendation has had a price tag of \$6,000,000, a high price for its length and for the benefits it will provide. The reason is largely because the sidewalk has been planned to be located off of the existing right-of-way, requiring \$1,000,000 for land and \$1,000,000 for retaining walls. The Committee asked DPWT to review the design of the project to find ways to significantly reduce the cost, such as to eliminate the landscape panel and place the sidewalk up against the new curb, and to reduce the width of the parking lanes.

DPWT has revised the design of the project by eliminating the landscape panel between the sidewalk and the curb (same as the existing sidewalk on Dale Drive just west of the project) and by reducing the parking lane from 9' to 7'. This, in turn, has reduced the length of retaining wall by more than half (from 800' down to 360') and reduced the right-of-way impacts and cost by 38%. The revised project would cost \$4.9 million: \$1.1 million (18.3%) less than as originally proposed.

Councilmember Ervin notes the difficulty for many East Silver Spring residents to find a safe walking route to Nolte Park. She recommends adding text to the PDF stating: "An improved pedestrian crossing should be studied and implemented, concurrently with this project, at or near the Dale/Mansfield intersection to allow for safe access to Nolte Park" (see ©66). An improved crossing would not necessarily be funded with the \$4.9 million in this specific capital project, but it would give policy direction to the Executive to create an improved crossing simultaneously with the creation of this sidewalk.

**T&E Committee (and Council staff) recommendation (3-0): Approve the revised project description form (PDF) on ©67.**

2. **Pedestrian Safety Program** (25-10). The Executive has transmitted a revision to his January recommendation that would add \$800,000 annually to this project, bringing its total to \$1,000,000 annually (©68-69). The added \$800,000 would address four high incidence areas: three in downtown Silver Spring and one on Georgia Avenue between Wheaton and Glenmont: \$600,000 for capital improvements and \$200,000 for education, outreach, and speed monitoring. The additional funding recommended is a mix of G.O. Bonds and Current Revenue.

**T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive's revised PDF on ©68-69, with the understanding that the mix of funding types may change as a result of Final CIP Reconciliation in May.**

3. **Watkins Mill Road Extended** (24-36). The Executive recommends revising the funding source for this project in FY09, substituting \$1,150,000 in G.O. Bonds with Transportation Impact Tax funds collected in the City of Gaithersburg.

**T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive's revised PDF on ©70.** Council staff made this same recommendation to the Council on March 11 but it was not taken up during the worksession then.

4. **Street Tree Preservation** (20-12). The Executive had initially recommended \$1,000,000 annually for this project—the same as in the Approved CIP—but he is now recommending reducing the amount in FY09 by \$147,000 (©71). However, the Council has already tentatively agreed to maintain the \$1,000,000 level in FYs09-10, and to raise it to \$2,000,000 in FYs11-12 and \$3,000,000 in FYs13-14.

**T&E Committee (and Council staff) recommendation (3-0): Retain the Council's tentatively approved PDF.**

5. **Projects with Land Sale revenue.** The Executive is now recommending replacing the FY09 Current Revenue in the Sidewalk and Infrastructure Revitalization project with Land Sale proceeds (\$1,655,000) and G.O. Bonds (©72). He also recommends a different mix of funding for Traffic Signal System Modernization (©73-74) and Advanced Transportation Management System (©75-76), including new Land Sale revenue of \$850,000 and \$129,000, respectively. In each of these three cases the scope of the project and the amount of funding by year is unchanged.

**T&E Committee (and Council staff) recommendation (3-0): Do not make these changes now, but recognize that the \$2,634,000 in Land Sale revenue is available to be allocated during Final CIP Reconciliation.**

6. **Technical revisions.** The Executive now concurs with the Council to cancel the US 29 Sidewalk – West Side project, but his revised PDF more accurately reflects the spending-to-date in the project (©77). His recommendations for Montrose Parkway West (©78-79) and Rural & Residential Road Rehabilitation (©80) reflect different mixes of funding sources for these projects; in neither case is there a change in the scope of the project or the amount of funding by year. But in the Council's reconciliation other projects are used to achieve this mix.

**T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive's revised US 29 Sidewalk – West Side PDF. Do not change the other two projects.**

7. **Bethesda Metro Station South Entrance.** When this project was discussed at the Council in March, Councilmember Berliner wished to add text noting that its construction should be coordinated with the Bethesda Lot 31 Parking Garage project such that both Woodmont Avenue and Elm Street will not be closed at the same time.

**T&E Committee (and Council staff) recommendation (3-0): Include Bethesda Lot 31 Parking Garage project to the coordination box, and add the following text on the PDF:**

**Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction. Every effort will be taken so that this temporary road closure does not coincide with the temporary closure of Woodmont Avenue during the construction of the Bethesda Lot 31 Parking Garage project.**

Councilmember Floreen wants to ensure that the State and County will jointly acknowledge the County's \$60 million South Entrance project is supportive of—although not

part of—the Purple Line project. Council staff has spoken with staff of the Maryland Transit Administration who agree they can and will produce a letter to that effect. She also requested that the PDF note that the source of the \$60 million for this project was the State Transportation Participation project.

**T&E Committee (and Council staff) recommendation (3-0): Include the following text on PDF:**

**The funds for this project were initially programmed in the State Transportation Participation project.**

**8. Montrose Parkway East.** This project is meant to mirror Montrose Parkway West in function and design, according to the Montrose Parkway amendment to the North Bethesda Garrett Park Master Plan. According to the amendment, this is to be a ‘true’ parkway, with a prohibition on heavy trucks (except for emergency vehicles and trucks needed to maintain the road itself). Therefore, Montrose Parkway West includes text directing that its lanes be 11’ wide, not 12’. The default table in Bill 48-06 also calls for Parkways to have 11’-wide lanes.

**T&E Committee (and Council staff) recommendation (3-0): Amend the second sentence under ‘Description’ to read:**

**The roadway (5,100 linear feet) will be a closed section with 11-foot wide lanes, a 10-foot wide bikepath on the north side and a 5-foot wide sidewalk on the south side.**

## **VII. Rockville Parking District Nondepartmental Account (NDA)**

The Executive is recommending \$461,500 for this non-departmental account (©81) which would pay for three categories of costs associated with parking in the Rockville core:

- An annual payment in lieu of taxes to share in the overall expenses of the Parking District, which in FY08 is \$130,000. The amount could change in future years, however.
- 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.
- Reimbursement to the Parking District for revenue lost due to free parking being provided for Rockville Library employees and patrons. The estimate of revenue lost annually due to free employee parking is \$67,500 and due to free patron parking is \$84,000.

This NDA was only funded at a lower level for FY08 because it was anticipated that the Council would take up during this fiscal year the issue of whether the County should subsidize library patron parking. The issue was never scheduled, but for much of the year it was a moot point, since Rockville also postponed initiation of the parking fees. The fees were finally initiated on March 10, so there are ample funds in the NDA’s FY08 budget to cover its costs.

For a library patron, the routine is: park in a garage, note the number of the space, and go to the pay station *in the library*, enter the space number, and get a receipt displaying when the 2

free hours of parking would expire. The patron can extend the free parking time by re-entering the space number in the library's pay station before the 2 hours were used up. The patron can repeat this procedure several times.

This system deters Metro park-and-riders from using these spaces, since they are not able to return to the pay station during the day. But abuse of the system is relatively easy, either by Town Center employees who can arrange to return to the pay station frequently, and even more likely by shoppers or restaurant patrons whose stay in the Town Center is less than 2 hours. The incentive is great to abuse the system, since the parking fee in the Town Center is \$1.00/hour. The only straightforward means of accommodating patrons driving to the library is to charge them for parking, just as any other visitor to the Town Center would be charged. But that would require retracting a policy the past Council adopted two years ago in Resolution 15-1396.

Neither the DPWT nor Council staff can conceive of an efficient and effective means of providing free patron parking that would not allow for abuse, especially since library employees do not validate parking. Although the Council adopted a policy of free patron parking at all County libraries, Council staff believes the Council should retract that policy. Citizens are accustomed to paying for parking in urban centers, whether they are shopping, visiting their doctor's office, or attending a day-time Planning Board hearing in Silver Spring, a meeting at their Regional Service Center in Silver Spring, Bethesda, or Wheaton, or even a daytime hearing or worksession of their County Council (after the first hour, which is free).

**T&E Committee (and Council staff) recommendation (2-1): Councilmembers Leventhal and Berliner recommend deleting the \$84,000 reimbursement for free patron parking for the Rockville Library (operating expense). Councilmember Floreen concurs with the Executive.**

# Transportation

## MISSION STATEMENT

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

## County Government Reorganization

In February, 2008, the County Executive announced a detailed Montgomery County Government Reorganization in order to improve effectiveness, customer service, accessibility, and efficiency. As part of this plan, the Department of Transportation was created to provide more focus for transportation programs. The new Department of Transportation will include transportation capital projects design and construction, traffic engineering and operations, highway maintenance, parking management, and transit services functions previously housed in the Department of Public Works and Transportation. Due to the scale of operations, Parking Management, and Transit Services are displayed separately.

## BUDGET OVERVIEW

The total recommended FY09 Operating Budget for the Department of Transportation is \$48,599,650. Personnel Costs comprise 55.1 percent of the budget for 474 full-time positions and 6 part-time position for 315.5 workyears. Operating Expenses and Capital Outlay account for the remaining 44.9 percent of the FY09 budget. The FY09 budget reflects costs that would have previously been included in the Department of Public Works and Transportation. FY08 program descriptions, costs and workyears have been restated under the new organizational structure to make it easier to compare FY08 and FY09 program expenditures and staffing. In the budget summary, FY07 actuals, FY08 budget and FY08 estimated figures reflect the old organizational structure, while FY09 figures reflect the new organizational structure.

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

## PERFORMANCE MEASURES

This table presents what the department estimates and projects will be the FY08 through FY10 data for its performance measures if there are no changes in funding.

Measure	Actual FY06	Actual FY07	Estimated FY08	Projected FY09	Projected FY10
Number of traffic studies pending	441	381	274	250	225
Percentage of annual requirement for residential resurfacing funded <sup>1</sup>	33.0	39.0	47.0	47.0	47.0
Implementation rate for transportation projects in the capital budget	87.0	84.0	85.0	85.0	85.0
Percentage of customers satisfied with new capital projects <sup>2</sup>	90.0	90.0	92.0	92.0	92.0
Linear feet of sidewalk construction completed (000) <sup>3</sup>	30.4	25.5	25.0	20.0	20.0

<sup>1</sup>Program is transitioning to a Pavement Management System.

<sup>2</sup>Outreach is for CIP projects.

<sup>3</sup>Sidewalk Construction is funded by CIP.

## ACCOMPLISHMENTS AND INITIATIVES

- ❖ *Cut congestion by sending Service Patrol teams out with specially-equipped trucks to respond to accidents and other problems that block travel lanes. By removing disabled vehicles from traffic lanes, Montgomery County can quickly restore normal traffic flow. In FY07, the Service Patrols responded to 604 roadway incidents.*
- ❖ *Improved Pedestrian Safety by using new signals. An additional 33 intersections were outfitted with pedestrian countdown displays in FY07, bringing the total number of County-owned intersections with these devices to 95.*
- ❖ *Initiated part of the Pavement Management System to assess the condition of roadway pavements Countywide. Final results of the pavement management study will be available by October 2008.*

❖ **Productivity Improvements**

- Completed the third year of a five-year initiative to install Light Emitting Diodes (LED) lights in all County-owned traffic signals. LEDs are more reliable, brighter, last longer and use less energy. As of FY07, 178 intersections were completed.
- Reduced traffic study backlog by 28%. There were 381 studies at the start of 2007 and 274 at end of 2007. Since FY05, the overall studies backlog has been reduced by 48%.
- Improved efficiency and effectiveness in responding to seasonal storms by centralizing communication technologies at a single location along with key storm management personnel. The Storm Center utilizes intelligence from 185-traffic cameras, an 800 megahertz radio system and a web based weather forecasting service. Additionally, the department has access to the Maryland State Highway Administration's (MSHA) pavement sensors and weather stations located throughout the State.
- Expanded Master Plan reviews and active participation in State project development to expand services, and reduce duplication. Examples include:
  - Expanded pedestrian and bicycle networks as part of State constructed projects
  - Expanded emphasis on pedestrian safety on State constructed projects (more continuous lighting, more provision of crosswalks, increased attention to safe bus stop locations, etc.)
  - Better coordination of State and County projects to avoid duplication from possible overlapping project limits (e.g., Fairland Road near US 29), and to improve communication (i.e., ensuring that the State's MD 121 project in Clarksburg is consistent with the County's Stringtown Road extension project).
- Created an Adopt A Road website where information about the program, the application, and clean-up reporting can be easily accessed by residents.

**PROGRAM CONTACTS**

Contact Linda Wise of the Department of Transportation at 240.777.7164 or Alexandra Shabelski of the Office of Management and Budget at 240.777.2785 for more information regarding this department's operating budget.

**PROGRAM DESCRIPTIONS**

**Automation**

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>495,940</b>	<b>2.5</b>
Reduce: Reduction of Training Funds for Capital Project Engineers	-520	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-37,440	0.0
<b>FY09 CE Recommended</b>	<b>457,980</b>	<b>2.5</b>

**Bridge Maintenance**

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>192,770</b>	<b>1.3</b>

	Expenditures	WYs
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	11,780	0.0
<b>FY09 CE Recommended</b>	<b>204,550</b>	<b>1.3</b>

### **Transportation Engineering and Management Services**

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

#### **FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>594,800</b>	<b>6.6</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-3,970	0.0
<b>FY09 CE Recommended</b>	<b>590,830</b>	<b>6.6</b>

### **Noise Abatement Districts**

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

#### **FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>0</b>	<b>0.0</b>
<b>FY09 CE Recommended</b>	<b>0</b>	<b>0.0</b>

### **Parking Outside the Parking Districts**

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

#### **FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>907,710</b>	<b>1.5</b>
Increase Cost: Parking Outside the PLDs to increase revenues	53,500	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-70	0.0
<b>FY09 CE Recommended</b>	<b>961,140</b>	<b>1.5</b>

### **Resurfacing**

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

**FY09 Recommended Changes**

	<b>Expenditures</b>	<b>WYs</b>
<b>FY08 Approved</b>	<b>2,536,930</b>	<b>4.9</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	91,270	0.0
<b>FY09 CE Recommended</b>	<b>2,628,200</b>	<b>4.9</b>

**Roadway and Related Maintenance**

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

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

**FY09 Recommended Changes**

	<b>Expenditures</b>	<b>WYs</b>
<b>FY08 Approved</b>	<b>18,690,950</b>	<b>165.4</b>
Increase Cost: Cost Adjustment - Asphalt Contracts	150,000	0.0
Increase Cost: OBI: Maintenance of New Roads	114,000	0.0
Eliminate: Public Service Worker II Positions	-162,350	-3.4
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	1,366,490	2.2
<b>FY09 CE Recommended</b>	<b>20,159,090</b>	<b>164.2</b>

**Snow Removal/Wind/Rain Storms**

This program includes the removal of storm debris and snow from County roadways. This includes plowing and applying salt and sand; equipment preparation and cleanup from snow storms; and wind and rain storm cleanup. Efforts to improve the County's snow removal operation have included snow summit conferences; equipping other County vehicles with plows; and using a variety of contracts to assist in clearing streets.

**FY09 Recommended Changes**

	<b>Expenditures</b>	<b>WYs</b>
<b>FY08 Approved</b>	<b>3,316,130</b>	<b>26.9</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	188,420	-0.4
<b>FY09 CE Recommended</b>	<b>3,504,550</b>	<b>26.5</b>

**Streetlighting**

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

**FY09 Recommended Changes**

	<b>Expenditures</b>	<b>WYs</b>
<b>FY08 Approved</b>	<b>427,770</b>	<b>0.6</b>

	Expenditures	WYs
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	12,420	0.0
<b>FY09 CE Recommended</b>	<b>440,190</b>	<b>0.6</b>

### Traffic Planning

This program provides for traffic engineering and safety review of road construction projects in the CIP; review of master plans, preliminary development plans, and road geometric standards from a pedestrian, bicycle, and traffic engineering and safety standpoint. The program also includes studies to identify small scale projects to improve the capacity and safety of intersections at spot locations throughout the County, the design of conceptual plans for such improvements, as well as the review of development plans and coordination of all such reviews within the Department of Transportation; review of traffic and pedestrian impact studies for the Local Area Review process; and development, review, approval, and monitoring of development-related transportation mitigation agreements.

### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>370,660</b>	<b>3.5</b>
Enhance: Subdivision Review Positions	280,860	3.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	24,710	0.0
<b>FY09 CE Recommended</b>	<b>676,230</b>	<b>6.5</b>

### Traffic and Pedestrian Safety

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

### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>1,189,900</b>	<b>6.5</b>
Shift: Transfer Pedestrian Safety Position	42,000	0.4
Eliminate: Planning Specialist	-27,000	-0.5
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	14,280	-0.4
<b>FY09 CE Recommended</b>	<b>1,219,180</b>	<b>6.0</b>

### Traffic Sign & Marking

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

### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>2,420,750</b>	<b>15.7</b>

	Expenditures	WYs
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	83,800	0.0
<b>FY09 CE Recommended</b>	<b>2,504,550</b>	<b>15.7</b>

### Traffic Signals & Advanced Transportation Mgmt. Syst.

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

#### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>2,356,560</b>	<b>14.5</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	130,210	0.0
<b>FY09 CE Recommended</b>	<b>2,486,770</b>	<b>14.5</b>

### Bikeway Maintenance

This program provides general maintenance activities for bikeways and trails that are included in the County's inventory. Activities include, but are not limited to, resurfacing, mowing, clearing/grubbing, and tree maintenance. Grading for drainage control of the shoulders and the path itself is also part of this program. Funding for this program has been eliminated in FY09.

#### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>100,000</b>	<b>0.0</b>
Eliminate: Bikeway Maintenance	-100,000	0.0
<b>FY09 CE Recommended</b>	<b>0</b>	<b>0.0</b>

### Transportation Community Outreach

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

#### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>316,730</b>	<b>1.0</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	7,180	0.0
<b>FY09 CE Recommended</b>	<b>323,910</b>	<b>1.0</b>

### Property Acquisition

This program is responsible for acquiring land for transportation capital projects and includes land acquisitions for other department on an as-needed basis. This program includes administering the abandonment of rights-of-ways which have been or currently are in public use. Another component of this program is the acquisition of properties and buildings for public use and the disposition of public properties to public or quasi-public agencies and to members of the public at large.

### **FY09 Recommended Changes**

	<b>Expenditures</b>	<b>WYs</b>
<b>FY08 Approved</b>	<b>222,020</b>	<b>1.9</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-35,910	-0.5
<b>FY09 CE Recommended</b>	<b>186,110</b>	<b>1.4</b>

### **Transportation Planning and Design**

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

### **FY09 Recommended Changes**

	<b>Expenditures</b>	<b>WYs</b>
<b>FY08 Approved</b>	<b>542,700</b>	<b>2.3</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	225,230	0.4
<b>FY09 CE Recommended</b>	<b>767,930</b>	<b>2.7</b>

### **Transportation Construction**

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

### **FY09 Recommended Changes**

	<b>Expenditures</b>	<b>WYs</b>
<b>FY08 Approved</b>	<b>386,000</b>	<b>1.8</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	40,390	-0.3
<b>FY09 CE Recommended</b>	<b>426,390</b>	<b>1.5</b>

### **Transportation Management and Operations**

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

### **FY09 Recommended Changes**

	<b>Expenditures</b>	<b>WYs</b>
<b>FY08 Approved</b>	<b>1,527,140</b>	<b>7.6</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-7,900	0.0
<b>FY09 CE Recommended</b>	<b>1,519,240</b>	<b>7.6</b>

### **Transportation Policy**

This program provides for the integration of all transportation plans, projects, and programs to ensure Department-wide coordination and consistency. The program provides a strategic planning framework for the identification and prioritization of new capital and

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>533,190</b>	<b>3.5</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	99,130	0.0
<b>FY09 CE Recommended</b>	<b>632,320</b>	<b>3.5</b>

**Tree Maintenance**

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

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>4,225,220</b>	<b>16.5</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	133,040	0.0
<b>FY09 CE Recommended</b>	<b>4,358,260</b>	<b>16.5</b>

**Administration**

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>3,999,410</b>	<b>29.2</b>
Increase Cost: DataStream - Maintenance	14,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	538,820	1.3
<b>FY09 CE Recommended</b>	<b>4,552,230</b>	<b>30.5</b>

# BUDGET SUMMARY

	Actual FY07	Budget FY08	Estimated FY08	Recommended FY09	% Chg Bud/Rec
<b>COUNTY GENERAL FUND</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	0	0	0	18,871,930	--
Employee Benefits	0	0	0	7,896,760	--
<b>County General Fund Personnel Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26,768,690</b>	<b>--</b>
Operating Expenses	0	0	0	21,830,960	--
Capital Outlay	0	0	0	0	--
<b>County General Fund Expenditures</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48,599,650</b>	<b>--</b>
<b>PERSONNEL</b>					
Full-Time	0	0	0	474	--
Part-Time	0	0	0	6	--
Workyears	0.0	0.0	0.0	315.5	--
<b>REVENUES</b>					
Subdivision Review	0	0	0	529,160	--
Residential Parking Permits	0	0	0	125,000	--
Maintenance of Traffic Signals	0	0	0	846,500	--
Highway User State Aid	0	0	0	39,672,000	--
Rockville Visitor Parking	0	0	0	65,000	--
<b>County General Fund Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41,237,660</b>	<b>--</b>
<b>BRADLEY NOISE ABATEMENT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	0	0	0	0	--
Employee Benefits	0	0	0	0	--
<b>Bradley Noise Abatement Personnel Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>--</b>
Operating Expenses	0	0	0	0	--
Capital Outlay	0	0	0	0	--
<b>Bradley Noise Abatement Expenditures</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>--</b>
<b>PERSONNEL</b>					
Full-Time	0	0	0	0	--
Part-Time	0	0	0	0	--
Workyears	0.0	0.0	0.0	0.0	--
<b>REVENUES</b>					
Property Tax	15,593	28,220	26,880	29,970	6.2%
Investment Income	1,539	0	0	0	--
<b>Bradley Noise Abatement Revenues</b>	<b>17,132</b>	<b>28,220</b>	<b>26,880</b>	<b>29,970</b>	<b>6.2%</b>
<b>CABIN JOHN NOISE ABATEMENT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	0	0	0	0	--
Employee Benefits	0	0	0	0	--
<b>Cabin John Noise Abatement Personnel Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>--</b>
Operating Expenses	0	0	0	0	--
Capital Outlay	0	0	0	0	--
<b>Cabin John Noise Abatement Expenditures</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>--</b>
<b>PERSONNEL</b>					
Full-Time	0	0	0	0	--
Part-Time	0	0	0	0	--
Workyears	0.0	0.0	0.0	0.0	--
<b>REVENUES</b>					
Property Tax	330	8,010	7,850	8,720	8.9%
Investment Income	572	0	0	0	--
<b>Cabin John Noise Abatement Revenues</b>	<b>902</b>	<b>8,010</b>	<b>7,850</b>	<b>8,720</b>	<b>8.9%</b>
<b>DEPARTMENT TOTALS</b>					
<b>Total Expenditures</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48,599,650</b>	<b>--</b>
<b>Total Full-Time Positions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>474</b>	<b>--</b>
<b>Total Part-Time Positions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>--</b>
<b>Total Workyears</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>315.5</b>	<b>--</b>
<b>Total Revenues</b>	<b>18,034</b>	<b>36,230</b>	<b>34,730</b>	<b>41,276,350</b>	<b>13828.7%</b>

# FY09 RECOMMENDED CHANGES

	Expenditures	WYs
<b>COUNTY GENERAL FUND</b>		
<b>FY08 ORIGINAL APPROPRIATION</b>	<b>0</b>	<b>0.0</b>
<b>Changes (with service impacts)</b>		
Enhance: Subdivision Review Positions [Traffic Planning]	280,860	3.0
Enhance: Three Highway Inspector Positions charged to the CIP	241,110	2.4
Add: Road Code Position	120,000	1.0
Reduce: Reduction of Training Funds for Capital Project Engineers [Automation]	-520	0.0
Eliminate: Planning Specialist [Traffic and Pedestrian Safety]	-27,000	-0.5
Eliminate: Office Services Coordinator	-60,750	-1.0
Reduce: Elimination of one-time items approved in FY08	-73,030	0.0
Eliminate: Bikeway Maintenance [Bikeway Maintenance]	-100,000	0.0
Eliminate: Public Service Worker II Positions [Roadway and Related Maintenance]	-162,350	-3.4
<b>Other Adjustments (with no service impacts)</b>		
Shift: FY08 DPWT Approved Base Budget to Transportation	45,353,280	317.0
Increase Cost: General Wage and Service Increment Adjustments	1,251,660	0.0
Increase Cost: Motor Pool Rate Adjustment	813,280	0.0
Increase Cost: Group Insurance Adjustment	542,720	0.0
Increase Cost: CPI Cost Adjustment - Non-Asphalt contracts	221,930	0.0
Increase Cost: OBI: Maintenance of Newly Accepted Subdivision Roads	171,350	0.0
Increase Cost: Cost Adjustment - Asphalt Contracts [Roadway and Related Maintenance]	150,000	0.0
Increase Cost: OBI: Maintenance of New Roads [Roadway and Related Maintenance]	114,000	0.0
Increase Cost: Retirement Adjustment	72,870	0.0
Increase Cost: Parking Outside the PLDs to increase revenues [Parking Outside the Parking Districts]	53,500	0.0
Shift: Transfer Pedestrian Safety Position [Traffic and Pedestrian Safety]	42,000	0.4
Increase Cost: Pedestrian Safety Position	30,240	0.3
Increase Cost: DataStream - Maintenance [Administration]	14,000	0.0
Increase Cost: Printing and Mail Adjustments	7,100	0.0
Increase Cost: Central Duplicating Recovery Charges	4,800	0.0
Increase Cost: Workforce Adjustment	0	0.4
Decrease Cost: Annualization of FY08 Personnel Costs	-77,400	0.0
Decrease Cost: Alignment of Personnel Costs to Capital Project Work	-175,020	-1.7
Shift: Three Highway Inspector Positions to the Capital Improvements Program	-208,980	-2.4
<b>FY09 RECOMMENDED:</b>	<b>48,599,650</b>	<b>315.5</b>
<b>BRADLEY NOISE ABATEMENT</b>		
<b>FY08 ORIGINAL APPROPRIATION</b>	<b>0</b>	<b>0.0</b>
<b>FY09 RECOMMENDED:</b>	<b>0</b>	<b>0.0</b>
<b>CABIN JOHN NOISE ABATEMENT</b>		
<b>FY08 ORIGINAL APPROPRIATION</b>	<b>0</b>	<b>0.0</b>
<b>FY09 RECOMMENDED:</b>	<b>0</b>	<b>0.0</b>

## PROGRAM SUMMARY

	FY08 Approved		FY09 Recommended	
	Expenditures	WYs	Expenditures	WYs
Automation	495,940	2.5	457,980	2.5
Bridge Maintenance	192,770	1.3	204,550	1.3
Transportation Engineering and Management Services	594,800	6.6	590,830	6.6
Noise Abatement Districts	0	0.0	0	0.0
Parking Outside the Parking Districts	907,710	1.5	961,140	1.5
Resurfacing	2,536,930	4.9	2,628,200	4.9
Roadway and Related Maintenance	18,690,950	165.4	20,159,090	164.2
Snow Removal/Wind/Rain Storms	3,316,130	26.9	3,504,550	26.5
Streetlighting	427,770	0.6	440,190	0.6
Traffic Planning	370,660	3.5	676,230	6.5
Traffic and Pedestrian Safety	1,189,900	6.5	1,219,180	6.0

(10)

Traffic Sign & Marking	2,420,750	15.7	2,504,550	15.7
Traffic Signals & Advanced Transportation Mgmt. Syst.	2,356,560	14.5	2,486,770	14.5
Bikeway Maintenance	100,000	0.0	0	0.0
Transportation Community Outreach	316,730	1.0	323,910	1.0
Property Acquisition	222,020	1.9	186,110	1.4
Transportation Planning and Design	542,700	2.3	767,930	2.7
Transportation Construction	386,000	1.8	426,390	1.5
Transportation Management and Operations	1,527,140	7.6	1,519,240	7.6
Transportation Policy	533,190	3.5	632,320	3.5
Tree Maintenance	4,225,220	16.5	4,358,260	16.5
Administration	3,999,410	29.2	4,552,230	30.5
<b>Totals</b>	<b>45,353,280</b>	<b>313.7</b>	<b>48,599,650</b>	<b>315.5</b>

## CHARGES TO OTHER DEPARTMENTS

Recipient Department	Recipient Fund	FY08		FY09	
		Total\$	WYs	Total\$	WYs
<b>GENERAL FUND</b>					
Cable Communications Plan	Cable Television	249,290	0.5	243,950	0.5
CIP	CIP	15,258,750	151.4	1,678,720	154.5
DEP-Solid Waste Services	Solid Waste Disposal	398,530	4.9	406,950	4.9
DOT-Transit Services	Mass Transit	154,010	1.0	160,780	1.0
Urban Districts	Urban District - Bethesda	35,000	0.0	35,000	0.0
Urban Districts	Urban District - Silver Spring	25,000	0.0	25,000	0.0
Urban Districts	Urban District - Wheaton	20,000	0.0	20,000	0.0

## FUTURE FISCAL IMPACTS

Title	CE REC. (\$000's)					
	FY09	FY10	FY11	FY12	FY13	FY14
This table is intended to present significant future fiscal impacts of the department's programs.						
<b>COUNTY GENERAL FUND</b>						
<b>Expenditures</b>						
<b>FY09 Recommended</b>	<b>48,600</b>	<b>48,600</b>	<b>48,600</b>	<b>48,600</b>	<b>48,600</b>	<b>48,600</b>
No inflation or compensation change is included in outyear projections.						
<b>Annualization of Positions Recommended in FY09</b>	<b>0</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
New positions in the FY09 budget are generally lapsed due to the time it takes a position to be created and filled. Therefore, the amounts above reflect annualization of these positions in the outyears.						
<b>Elimination of One-Time Items Recommended in FY09</b>	<b>0</b>	<b>-75</b>	<b>-75</b>	<b>-75</b>	<b>-75</b>	<b>-75</b>
Items approved for one-time funding in FY09, including consulting fees, will be eliminated from the base in the outyears.						
<b>Labor Contracts</b>	<b>0</b>	<b>1,849</b>	<b>1,964</b>	<b>1,964</b>	<b>1,964</b>	<b>1,964</b>
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
<b>Central Duplicating Deficit Recovery Charge</b>	<b>0</b>	<b>-8</b>	<b>-8</b>	<b>-8</b>	<b>-8</b>	<b>-8</b>
This per employee charge will be eliminated in FY10.						
<b>Operating Budget Impacts for Selected Transportation Projects</b>	<b>0</b>	<b>405</b>	<b>599</b>	<b>896</b>	<b>952</b>	<b>1,157</b>
<b>Subtotal Expenditures</b>	<b>48,600</b>	<b>50,822</b>	<b>51,132</b>	<b>51,429</b>	<b>51,485</b>	<b>51,690</b>

## ANNUALIZATION OF PERSONNEL COSTS AND WORKYEARS

	FY09 Recommended		FY10 Annualized	
	Expenditures	WYs	Expenditures	WYs
Enhance: Three Highway Inspector Positions charged to the CIP	208,980	2.4	261,210	3.0
<b>Total</b>	<b>208,980</b>	<b>2.4</b>	<b>261,210</b>	<b>3.0</b>

//

# Summary Budget Table

This budget summary table identifies the funding requirements associated with each strategy. It identifies the source of funds and whether they are existing, one-time, or recurring funds. All funds shown are in thousands of dollars.

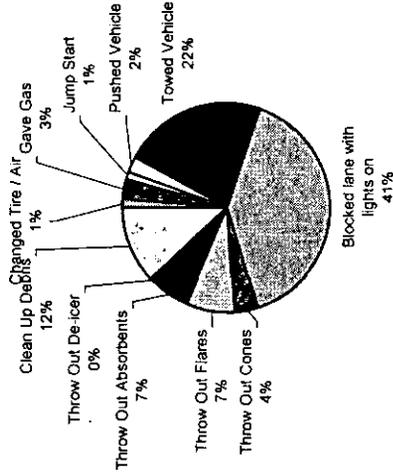
Project Description	Operating or Capital Budget	Existing Annual Funding*	New Funding	
			One-Time	Annual Recurring
<b>Strategy 1: High Incidence Areas</b>				
High incidence areas (HIAs)	Capital			\$1,200
Education and outreach for HIAs	Operating			\$100
Speed monitoring & survey for HIAs	Operating			\$100
Subtotal Strategy 1				\$1,400
<b>Strategy 2: Pedestrian Network &amp; Connectivity</b>				
Pedestrian network facility plan	Operating		\$500	
Accelerate "Safe Routes to Schools" program	Operating	\$80		\$521
Enhanced sidewalk construction program	Capital	\$1,350		\$1,000
Enhanced crosswalk installation/maintenance	Operating	\$200		\$100
Enforcement of pedestrian accommodations in work zones	Operating			\$174
Subtotal Strategy 2		\$1,630	\$500	\$1,795
<b>Strategy 3: Increase Planning Emphasis</b>				
Increase emphasis on pedestrians by Planning Department	Operating		\$0	\$0
Subtotal Strategy 3			\$0	\$0
<b>Strategy 4: Corridor &amp; Intersection Modifications</b>				
Redesign/reconstruct roads and intersections	Capital			\$500
Subtotal Strategy 4				\$500
<b>Strategy 5: Upgrade Pedestrian Signals</b>				
Reassess pedestrian signal timings	Operating		\$1,125	
Accessible pedestrian signals (APS)	Capital			\$150
Subtotal Strategy 5			\$1,125	\$150
<b>Strategy 6: Enhance Street Lighting</b>				
Lighting evaluation	Operating		\$100	
New street lighting: major lighting projects	Capital			\$500
New street lighting: MSHA projects	Capital		\$2,040	
Biannual streetlight inspection	Operating			\$75
Subtotal Strategy 6			\$2,140	\$575
<b>Strategy 7: Enforcement &amp; Education</b>				
Enhance County-wide enforcement operations	Operating			\$100
Regional Street Smart campaign	Operating	\$45		\$45
Expand crash analysis and data collection capability	Operating			\$71.5
Enhance education and awareness among at-risk populations	Operating			\$50
Distribute reflective materials	Operating	\$8		\$72.5
Annual Countywide survey	Operating			\$20
Subtotal Strategy 7		\$53		\$359
<b>Total Expenditures</b>		\$1,683	\$3,765	\$4,779

\* Current funding levels for initiative items. Does not include CIP funding of about \$30 million/year in other CIP projects.

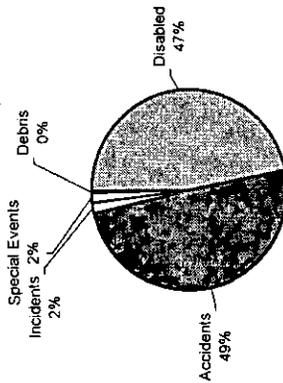
# Service Patrol Statistics FY 2008

	Disabled	Accidents	Incidents	Special Events	Debris	Totals
July 2007	38	33	0	0	0	71
August 2007	34	35	1	6	0	76
September 2007	31	35	1	1	0	68
October 2007	32	47	2	0	1	82
November 2007	30	39	2	1	0	72
December 2007	43	51	0	3	0	97
January 2008	51	38	2	1	0	92
February 2008	40	39	2	1	0	82
March 2008	29	26	2	0	0	57
April 2008	0	0	0	0	0	0
May 2008	0	0	0	0	0	0
June 2008	0	0	0	0	0	0
	328	343	12	13	1	697

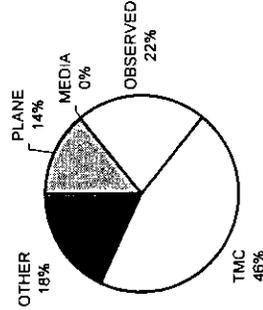
Distribution of Service Patrol Assistance Performed FY 08



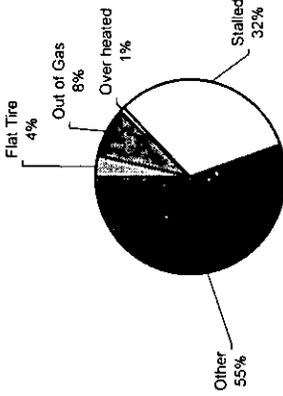
Distribution of Service Calls by Category FY 08



Distribution of Service Calls by Detection Source FY 08



Distribution of Driver Assistance Requests FY 08



**TRAFFIC STUDIES PROGRAM**  
**As of 4/5/2008**

**Pending Traffic Studies**

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

**Completed Traffic Studies**

<b>Traffic Studies Completed In</b>	
FY08 (thru 4/7)	303
FY07	451
FY06	409
FY05	322
FY04	310
FY03	165

County group insurance plan for 15 or more years as active employees. Minimum participation eligibility of five years as an active employee is necessary to be eligible for the lifetime plan. The County will pay 50 percent of the premium for retirees with five years of participation as an active employee. The County contribution to the payment of the premium increases by two percent for each additional year of participation up to the 70 percent maximum.

On March 5, 2002, the County Council approved a one-time opportunity for retirees still under the 20/80 arrangement with an expiration date to elect the lifetime cost sharing arrangement. The new percentage paid by the County for those electing this arrangement ranges from 50 percent to 68 percent, depending upon years of active eligibility under the plan and years since retirement. The cost sharing election process has been completed.

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>24,810,190</b>	<b>0.0</b>
Increase Cost: Group Insurance for Retirees - estimated revenue increase	2,223,670	0.0
Decrease Cost: Prescription drug claims cost savings	-1,308,530	0.0
<b>FY09 CE Recommended</b>	<b>25,725,330</b>	<b>0.0</b>

**Historical Activities**

This NDA contains a General Fund (\$355,340) and a State (\$25,000) appropriation and provides funding for the following agencies and programs:

- **Historic Preservation Commission:** The Historic Preservation Commission's main responsibility is to administer the historic preservation ordinance including recommending Montgomery County sites of potential historical significance. These efforts are administered by the Maryland-National Capital Park and Planning Commission (M-NCPPC).
- **Historic Preservation Grant Fund:** The Historic Preservation Grant Fund is administered through the Historic Preservation Commission. The Historic Preservation Commission accepts proposals from County historical groups which compete for grant funding for historically significant or educational projects. Currently, historic preservation grant awards are recommended by the Historic Preservation Commission and executed by M-NCPPC.
- **Historical Society:** Funding for the Montgomery County Historical Society provides support for the Society's Education Program staff, educational and outreach programs for County residents, and to maintain the Historical Society's research library and museums.
- **Maryland Historic Grant:** The Maryland Historic Grant is a matching grant whereby the State of Maryland provides funds for historic preservation, and Montgomery County contributes matching funds totaling 25 percent of the State grant. These grant funds are passed through the County to M-NCPPC, which uses the dollars in its historic activity endeavors.

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>371,280</b>	<b>0.0</b>
Increase Cost: Annualization of FY08 Operating Expenses	9,060	0.0
<b>FY09 CE Recommended</b>	<b>380,340</b>	<b>0.0</b>

**Homeowners' Association Road Maintenance Reimburse.**

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

(15)

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>370,850</b>	<b>0.0</b>
<b>FY09 CE Recommended</b>	<b>370,850</b>	<b>0.0</b>

**Housing Opportunities Commission**

The Housing Opportunities Commission is a public corporation established by Maryland law to act as a builder, developer, financier, owner, and manager of housing for people of low- and moderate- (eligible) income. The Commission also provides eligible families and individuals with affordable housing and supportive services.

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>5,731,290</b>	<b>0.0</b>
Increase Cost: Compensation Adjustment	309,950	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-600	0.0
<b>FY09 CE Recommended</b>	<b>6,040,640</b>	<b>0.0</b>

**Inauguration & Transition**

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>0</b>	<b>0.0</b>
<b>FY09 CE Recommended</b>	<b>0</b>	<b>0.0</b>

**Independent Audit**

Section 315 of the County Charter requires the County Council to contract with a Certified Public Accountant for an independent post audit of all financial records and actions of the County, its officials, and employees. By County Resolution, the Office of Legislative Oversight is the designated administrator for this contract, which also includes an independent audit of the basic financial statement of the Employee Retirement Plans; additional services related to reviews, tests, and certifications; and audits of tax-funded expenditures by the independent Fire and Rescue Corporations.

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>342,500</b>	<b>0.0</b>
Increase Cost: Annualization of FY08 Operating Expenses	51,500	0.0
<b>FY09 CE Recommended</b>	<b>394,000</b>	<b>0.0</b>

**Interagency Technology, Policy, & Coordinating Comm.**

This NDA supports the operation of the Interagency Technology, Policy, and Coordination Committee (ITPCC). The ITPCC was chartered by the Montgomery County Council to promote strategic planning and coordination in the use of information technology among County agencies. The ITPCC reports biannually to the County Council. By regularly convening the agencies' chief executive and chief information officers, the ITPCC provides an effective forum for the coordinated implementation of technology policies and guidelines. Additionally, the ITPCC facilitates interagency communication, the evaluation and sharing of new technologies, and advises policy makers on the strategic uses of technology.

**FY09 Recommended Changes**

16

# 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.

## County Government Reorganization

In February, 2008, the County Executive announced a detailed Montgomery County Government Reorganization in order to improve effectiveness, customer service, accessibility, and efficiency. As part of this plan, the Department of Transportation was created to provide more focus for transportation programs. The new Department of Transportation will include the transportation capital projects design and construction, traffic engineering and operations, highway maintenance, parking management, and transit services functions previously housed in the Department of Public Works and Transportation. Due to the scale of operations, the Transit Services budget is displayed separately.

## BUDGET OVERVIEW

The total recommended FY09 Operating Budget for the Division of Transit Services is \$117,443,650, a decrease of \$238,750 or 0.2 percent from the FY08 Approved Budget of \$117,682,400. Personnel Costs comprise 52.6 percent of the budget for 780 full-time positions and 122 part-time positions for 871.4 workyears. Operating Expenses account for the remaining 47.4 percent of the FY09 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 \$2,259,520 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*

## PERFORMANCE MEASURES

This table presents what the department estimates and projects will be the FY08 through FY10 data for its performance measures if there are no changes in funding.

Measure	Actual FY06	Actual FY07	Estimated FY08	Projected FY09	Projected FY10
Passengers per hour of Service	26.1	26.0	27.6	28.3	29.0
Hours of Service	1,044,470	1,085,469	1,092,175	1,079,625	1,079,625
Service Reliability - Missed Trips (thousands)	3.9	3.7	4.0	3.6	3.5
Service Quality (Complaints per 100K Riders)	10.8	12.3	13	11.0	10.0
Passengers Transported (millions)	27.3	28.2	30.1	30.6	31.3
Accidents per 100,000 Miles	4.3	4.2	4.0	3.9	3.8

## ACCOMPLISHMENTS AND INITIATIVES

- ❖ *Ride On boardings increased by nearly 1 million in FY07 and are estimated to increase another 2 million in FY08 to more than 30 million boardings. Ride On now regularly has over 100,000 boardings on a weekday. This accomplishment is due to many factors, including excellent service and reliability.*

(17)

- ❖ *As part of the Bus Stop Improvement CIP project, there were 219 stops improved in FY07 with over 300 more improved in the first half of FY08. We expect to improve another 100 in the remainder of FY 08. In addition to these improvements we continue with our bus shelter program that has seen about 300 new shelters installed to date with another 100 expected in the next 12 months.*
- ❖ *Ride On lowered its accident rate in FY07 from 4.33 accidents per 100,000 miles to 3.98. Traffic congestion in the area has increased the accident rate over the years so a reduction in light of increased traffic is a significant accomplishment.*
- ❖ *Continue the College U-Pass Program which allows Montgomery College students to travel on Ride On buses free with their Montgomery College identification card.*
- ❖ *Continue the Kids Ride Free program which allows children, grade 12 and under, to use Ride On and Metrobus in Montgomery County free from 2pm to 7pm, Monday through Friday.*
- ❖ *Continue free Ride On service for seniors and people with disabilities.*
- ❖ *Continue expansion of Call 'N Ride program initiated in January 2008 that allows more low income seniors and low income residents with disabilities to participate in the program by increasing the maximum annual income level from \$20,000 to \$25,000.*
- ❖ *Transitioned small bus service from contract to in-house provision for improved customer service.*

## PROGRAM CONTACTS

Contact Bill Selby 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

### Special Transportation Programs

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

### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>7,646,730</b>	<b>8.9</b>
Increase Cost: Medicaid - wage increase	8,910	0.0
Reduce: Senior Outreach Specialist	-78,690	-1.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	793,160	0.0
<b>FY09 CE Recommended</b>	<b>8,370,110</b>	<b>7.9</b>

### Ride On

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

### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>94,896,390</b>	<b>681.6</b>
Increase Cost: Motor Pool Rate Adjustment	1,737,080	0.0
Increase Cost: Ride On Service Adjustments	174,470	3.9
Increase Cost: Funds for attendance bonuses in Ride On depots	89,000	0.0

	Expenditures	WYs
Increase Cost: Occupational Medical Services (OMS) Adjustment	52,010	0.0
Increase Cost: Charges from Operations for Counting Room	4,050	-0.5
Decrease Cost: Create new Ride On Monthly Pass - Raise Fare	-3,000	0.0
Eliminate: Montgomery County Police Department Ride-Along Program	-68,470	-0.7
Decrease Cost: Lease payments on capital equipment	-98,920	0.0
Decrease Cost: Funds for Germantown parking	-100,000	0.0
Decrease Cost: Risk Management Adjustment	-126,460	0.0
Shift: Funds for Montgomery College to operate Ride On Route 127	-179,820	0.0
Reduce: Abolish two Program Managers for Management of Ride On Bus Depots	-192,710	-2.0
Reduce: Annualize FY08 Savings Plan Ride On Service Cuts	-980,880	-10.3
Shift: Federal Bus Grant to CIP	-2,086,420	0.0
Shift: State Bus Grant to CIP	-2,740,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	3,314,910	119.2
<b>FY09 CE Recommended</b>	<b>93,691,230</b>	<b>791.2</b>

### Commuter Services

The Commuter Services program centralizes commuter services efforts and promotes transportation alternatives to the single occupant vehicle in Silver Spring, Bethesda, Wheaton, North Bethesda, Friendship Heights, and other areas of the County. The program provides efficient and coordinated administrative support for services to employers and employees or residents. It uses existing organizations, such as Urban Districts, as advisory organizations. The Silver Spring Transportation System Management District, the North Bethesda Transportation Management District (TMD), the Friendship Heights TMD, and the Bethesda TMD were created by County law. In Wheaton, efforts are focused on a transportation policy planning area.

#### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>5,514,060</b>	<b>15.5</b>
Reduce: Fare Share / Super Fare Share Program	-491,120	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-4,460	-0.1
<b>FY09 CE Recommended</b>	<b>5,018,480</b>	<b>15.4</b>

### 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.

#### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>768,800</b>	<b>6.9</b>
Increase Cost: Background checks	16,500	0.0
Decrease Cost: Taxi Mystery Rider Program	-23,020	0.0
Decrease Cost: Taxi Code Writer	-104,310	-1.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	61,320	-0.5
<b>FY09 CE Recommended</b>	<b>719,290</b>	<b>5.4</b>

### Customer Service

The Customer Service program operates the Transit Information Center (TIC) to provide bus route and rail information to the public. The TIC manages the distribution of transit timetables and responses to citizen inquiries. The program conducts marketing and promotional activities to reach potential riders and provides the public and employers with easier access to fare media to encourage ridership.

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>1,549,080</b>	<b>11.9</b>
Increase Cost: Bus Advertising Program Coordinator	136,430	1.0
Increase Cost: Increased Get-In participants	15,200	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	278,230	-1.6
<b>FY09 CE Recommended</b>	<b>1,978,940</b>	<b>11.3</b>

**Transit Parking Facility Maintenance**

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>311,930</b>	<b>1.1</b>
Increase Cost: Transit Centers Maintenance	6,110	0.1
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	10,510	0.0
<b>FY09 CE Recommended</b>	<b>328,550</b>	<b>1.2</b>

**Transit Operations Planning and Control**

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>2,080,020</b>	<b>19.8</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-287,720	2.6
<b>FY09 CE Recommended</b>	<b>1,792,300</b>	<b>22.4</b>

**Passenger Facilities**

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

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>930,590</b>	<b>3.1</b>
Increase Cost: Litter collection, signs and materials for bus stops	67,300	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	270	-1.1
<b>FY09 CE Recommended</b>	<b>998,160</b>	<b>2.0</b>

**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.

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>1,727,620</b>	<b>0.7</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	71,030	0.0
<b>FY09 CE Recommended</b>	<b>1,798,650</b>	<b>0.7</b>

**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.

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>2,257,180</b>	<b>12.7</b>
Increase Cost: Central Duplication Charges	8,930	0.0
Increase Cost: WSTC Payment	6,580	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	475,250	1.2
<b>FY09 CE Recommended</b>	<b>2,747,940</b>	<b>13.9</b>

# BUDGET SUMMARY

	Actual FY07	Budget FY08	Estimated FY08	Recommended FY09	% Chg Bud/Rec
<b>MASS TRANSIT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	32,820,822	37,133,870	38,448,750	43,979,650	18.4%
Employee Benefits	10,858,924	13,278,150	12,947,460	16,144,580	21.6%
<b>Mass Transit Personnel Costs</b>	<b>43,679,746</b>	<b>50,412,020</b>	<b>51,396,210</b>	<b>60,124,230</b>	<b>19.3%</b>
Operating Expenses	52,574,406	58,288,250	56,318,960	53,197,540	-8.7%
Capital Outlay	6,792,625	577,310	577,310	0	—
<b>Mass Transit Expenditures</b>	<b>103,046,777</b>	<b>109,277,580</b>	<b>108,292,480</b>	<b>113,321,770</b>	<b>3.7%</b>
<b>PERSONNEL</b>					
Full-Time	589	778	778	764	-1.8%
Part-Time	110	122	122	122	—
Workyears	656.3	738.9	738.9	848.1	14.8%
<b>REVENUES</b>					
Montgomery College U-Pass	550,000	550,000	550,000	550,000	—
Investment Income	846,553	410,000	700,000	450,000	9.8%
Other	551,135	500,000	508,540	500,000	—
Property Tax	72,419,741	87,399,460	87,469,710	66,863,890	-23.5%
State Aid: Smart Trip Card Implementation	0	0	2,558,000	0	—
State Aid: Ride On	22,089,042	22,092,540	22,092,540	27,092,540	22.6%
State Aid: CNG Bus Contribution	1,200,000	0	0	0	—
State Aid: Rural Fixed Route	261,366	286,000	286,000	286,000	—
State Aid: Call 'N Ride	376,849	379,110	379,110	379,110	—
State Aid: MARC Shuttle	47,425	47,430	44,960	37,430	-21.1%
Bus Shelter Advertising	201,244	450,000	538,000	600,000	33.3%
Ride On Bus Advertising	0	0	50,000	225,000	—
Ride On Fare Revenue	13,016,235	13,073,230	13,470,470	14,003,300	7.1%
Taxicab Licensing	559,323	325,100	292,180	538,950	65.8%
Metro Police Parking Violations	0	300,000	500,000	500,000	66.7%
North Bethesda TMD	1,230,042	1,145,860	1,122,010	980,260	-14.5%
Developer Contributions	220,608	350,000	47,250	50,000	-85.7%
Get-In Revenue	25,861	51,700	22,330	31,200	-39.7%
Call 'N Ride & Same Day Access Revenue	374,580	756,800	754,450	1,083,580	43.2%
TMD Fees	214,218	0	171,150	171,500	—
<b>Mass Transit Revenues</b>	<b>114,184,222</b>	<b>128,117,230</b>	<b>131,556,700</b>	<b>114,342,760</b>	<b>-10.8%</b>
<b>GRANT FUND MCG</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	1,115,896	1,158,960	1,159,700	1,212,620	4.6%
Employee Benefits	410,821	420,770	420,770	447,160	6.3%
<b>Grant Fund MCG Personnel Costs</b>	<b>1,526,717</b>	<b>1,579,730</b>	<b>1,580,470</b>	<b>1,659,780</b>	<b>5.1%</b>
Operating Expenses	2,639,937	2,502,400	3,274,440	2,462,100	-1.6%
Capital Outlay	4,357,551	4,322,690	6,153,350	0	—
<b>Grant Fund MCG Expenditures</b>	<b>8,524,205</b>	<b>8,404,820</b>	<b>11,008,260</b>	<b>4,121,880</b>	<b>-51.0%</b>
<b>PERSONNEL</b>					
Full-Time	16	16	16	16	—
Part-Time	0	0	0	0	—
Workyears	23.3	23.3	23.3	23.3	—
<b>REVENUES</b>					
Access-To-Jobs	672,948	582,210	922,950	582,210	—
Bus Replacement Grant	4,156,243	2,740,000	2,782,000	0	—
CNG Bus Replacement Grant	75,000	0	0	0	—
COG Grant	152,706	151,400	151,400	151,400	—
Commuter Assistance: Ridesharing	436,896	372,070	372,070	372,070	—
Federal Capital Bus Grant	-40,358	1,582,690	3,371,350	0	—
State Medicaid	2,654,103	2,976,450	3,268,810	3,016,200	1.3%
Transit Security Grant	0	0	139,680	0	—
COG CNG Grant	166,667	0	0	0	—
<b>Grant Fund MCG Revenues</b>	<b>8,274,205</b>	<b>8,404,820</b>	<b>11,008,260</b>	<b>4,121,880</b>	<b>-51.0%</b>
<b>DEPARTMENT TOTALS</b>					
Total Expenditures	111,570,982	117,682,400	119,300,740	117,443,650	-0.2%
Total Full-Time Positions	605	794	794	780	-1.8%
Total Part-Time Positions	110	122	122	122	—
Total Workyears	679.6	762.2	762.2	871.4	14.3%

	Actual FY07	Budget FY08	Estimated FY08	Recommended FY09	% Chg Bud/Rec
<b>Total Revenues</b>	122,458,427	136,522,050	142,564,960	118,464,640	-13.2%

## FY09 RECOMMENDED CHANGES

	Expenditures	WYs
<b>MASS TRANSIT</b>		
<b>FY08 ORIGINAL APPROPRIATION</b>	<b>109,277,580</b>	<b>738.9</b>
<b>Changes (with service impacts)</b>		
Eliminate: Montgomery County Police Department Ride-Along Program [Ride On]	-68,470	-0.7
Reduce: Senior Outreach Specialist [Special Transportation Programs]	-78,690	-1.0
Reduce: Abolish two Program Managers for Management of Ride On Bus Depots [Ride On]	-192,710	-2.0
Reduce: Fare Share / Super Fare Share Program [Commuter Services]	-491,120	0.0
Reduce: Annualize FY08 Savings Plan Ride On Service Cuts [Ride On]	-980,880	-10.3
<b>Other Adjustments (with no service impacts)</b>		
Increase Cost: Annualization of FY08 Personnel Costs	6,559,450	119.0
Increase Cost: General Wage and Service Increment Adjustments	2,539,260	0.0
Increase Cost: Motor Pool Rate Adjustment [Ride On]	1,737,080	0.0
Increase Cost: Group Insurance Adjustment	874,120	0.0
Increase Cost: Retirement Adjustment	369,210	0.0
Increase Cost: Ride On Service Adjustments [Ride On]	174,470	3.9
Increase Cost: Bus Advertising Program Coordinator [Customer Service]	136,430	1.0
Increase Cost: Funds for attendance bonuses in Ride On depots [Ride On]	89,000	0.0
Increase Cost: Annualization of FY08 Lapsed Positions	69,760	0.8
Increase Cost: Litter collection, signs and materials for bus stops [Passenger Facilities]	67,300	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment [Ride On]	52,010	0.0
Increase Cost: Printing and Mail Adjustments	29,640	0.0
Increase Cost: Background checks [Taxi Regulation]	16,500	0.0
Increase Cost: Increased Get-In participants [Customer Service]	15,200	0.0
Increase Cost: Central Duplication Charges [Administration]	8,930	0.0
Increase Cost: WSTC Payment [Administration]	6,580	0.0
Increase Cost: Transit Centers Maintenance [Transit Parking Facility Maintenance]	6,110	0.1
Increase Cost: Charges from Operations for Counting Room [Ride On]	4,050	-0.5
Decrease Cost: Technical Adjustment	0	-0.1
Decrease Cost: Create new Ride On Monthly Pass - Raise Fare [Ride On]	-3,000	0.0
Decrease Cost: Taxi Mystery Rider Program [Taxi Regulation]	-23,020	0.0
Decrease Cost: Reduce County funds towards purchase of buses	-27,110	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY08	-49,830	0.0
Decrease Cost: Lease payments on capital equipment [Ride On]	-98,920	0.0
Decrease Cost: Funds for Germantown parking [Ride On]	-100,000	0.0
Decrease Cost: Taxi Code Writer [Taxi Regulation]	-104,310	-1.0
Decrease Cost: Risk Management Adjustment [Ride On]	-126,460	0.0
Shift: Funds for Montgomery College to operate Ride On Route 127 [Ride On]	-179,820	0.0
Shift: Bus Replacement to CIP	-550,200	0.0
Decrease Cost: Annualization of FY08 Operating Expenses	-5,636,370	0.0
<b>FY09 RECOMMENDED:</b>	<b>113,321,770</b>	<b>848.1</b>
<b>GRANT FUND MCG</b>		
<b>FY08 ORIGINAL APPROPRIATION</b>	<b>8,404,820</b>	<b>23.3</b>
<b>Other Adjustments (with no service impacts)</b>		
Increase Cost: Increase In Federal Earmark Grant	503,730	0.0
Increase Cost: Medicaid Grant Service Increment	29,820	0.0
Increase Cost: Medicaid - wage increae [Special Transportation Programs]	8,910	0.0
Increase Cost: Mail Charges Adjustment	1,020	0.0
Shift: Federal Bus Grant to CIP [Ride On]	-2,086,420	0.0
Shift: State Bus Grant to CIP [Ride On]	-2,740,000	0.0
<b>FY09 RECOMMENDED:</b>	<b>4,121,880</b>	<b>23.3</b>

# PROGRAM SUMMARY

	FY08 Approved		FY09 Recommended	
	Expenditures	WYs	Expenditures	WYs
Special Transportation Programs	7,646,730	8.9	8,370,110	7.9
Ride On	94,896,390	681.6	93,691,230	791.2
Commuter Services	5,514,060	15.5	5,018,480	15.4
Taxi Regulation	768,800	6.9	719,290	5.4
Customer Service	1,549,080	11.9	1,978,940	11.3
Transit Parking Facility Maintenance	311,930	1.1	328,550	1.2
Transit Operations Planning and Control	2,080,020	19.8	1,792,300	22.4
Passenger Facilities	930,590	3.1	998,160	2.0
Fixed Costs	1,727,620	0.7	1,798,650	0.7
Administration	2,257,180	12.7	2,747,940	13.9
<b>Totals</b>	<b>117,682,400</b>	<b>762.2</b>	<b>117,443,650</b>	<b>871.4</b>

# FUTURE FISCAL IMPACTS

Title	CE REC.					
	FY09	FY10	FY11	(5000's)		FY14
	FY12	FY13				
<b>This table is intended to present significant future fiscal impacts of the department's programs.</b>						
<b>MASS TRANSIT</b>						
<b>Expenditures</b>						
<b>FY09 Recommended</b>	<b>113,322</b>	<b>113,322</b>	<b>113,322</b>	<b>113,322</b>	<b>113,322</b>	<b>113,322</b>
No inflation or compensation change is included in outyear projections.						
<b>Labor Contracts</b>	<b>0</b>	<b>2,765</b>	<b>2,992</b>	<b>2,992</b>	<b>2,992</b>	<b>2,992</b>
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
<b>Central Duplicating Deficit Recovery Charge</b>	<b>0</b>	<b>-10</b>	<b>-10</b>	<b>-10</b>	<b>-10</b>	<b>-10</b>
This per employee charge will be eliminated in FY10.						
<b>Maryland Transit Administration Management Audit</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
The Maryland Transit Administration Management Audit is required every four years.						
<b>Master Lease Payments</b>	<b>0</b>	<b>-61</b>	<b>-368</b>	<b>-1,593</b>	<b>-1,784</b>	<b>-1,784</b>
Lease/purchase payments for two CNG buses, 12 gas-fueled buses, three CNG buses, five hybrid buses, and SmorTrip Fareboxes will end in FY10, FY11, FY11, FY11, and FY12, respectively.						
<b>Subtotal Expenditures</b>	<b>113,322</b>	<b>116,067</b>	<b>115,935</b>	<b>114,710</b>	<b>114,520</b>	<b>114,520</b>

Ride On Route Performance Report  
January 2008

Route	Ser	Gar	Annual Rev Hours	Annual Plat Hours	Annual Plat Miles	Annual Riders	Riders Per Plat Hour	Annual Cost @ Incremental Rate	Status
82	WK	N	2,855	3,304	47,628	18,648	5.6	\$ 243,055	
21	WK	S	3,170	4,040	69,602	28,476	7.0	\$ 297,190	Matures January '09
30	SA	N	1,512	1,528	19,184	11,055	7.2	\$ 112,448	Eliminated April '08
124	WK	G	2,157	2,351	52,340	17,388	7.4	\$ 172,975	Eliminated March '08
98	SU	N	867	867	9,570	6,840	7.9	\$ 63,785	Eliminated April '08
90	SA	N	2,405	2,405	60,500	22,000	9.1	\$ 176,947	Reduced span April '08
75	WK	N	7,908	7,908	161,078	75,348	9.5	\$ 581,774	
36	SA	N	954	954	17,837	9,185	9.6	\$ 70,204	Eliminated April '08
7	WK	N	1,676	1,764	22,050	18,144	10.3	\$ 129,777	
37	WK	S	4,019	4,894	81,043	51,660	10.6	\$ 360,040	Reduce frequency May '08
53	WK	N	5,952	5,952	115,945	63,756	10.7	\$ 437,906	
22	WK	N/S	6,345	6,980	91,350	76,104	10.9	\$ 513,548	
45	SA	N	2,034	2,034	30,525	22,275	10.9	\$ 149,674	
98	SA	N	850	850	9,378	9,460	11.1	\$ 62,516	
83	SU	N	1,728	1,728	24,012	19,440	11.3	\$ 127,129	
4	WK	N	6,469	6,469	75,827	73,332	11.3	\$ 475,913	
52	WK	N	2,628	2,880	53,510	33,012	11.5	\$ 211,908	
29	SA	N	1,007	1,007	13,008	11,715	11.6	\$ 74,089	
79	WK	N	2,515	3,102	67,662	36,288	11.7	\$ 228,223	
127	WK	S	5,184	5,877	116,978	70,308	12.0	\$ 432,344	Eliminate May '08
31	WK	N	2,545	2,628	31,152	32,508	12.4	\$ 193,368	
33	WK	N	6,466	6,572	67,133	82,656	12.6	\$ 483,514	
6	WK	N	7,817	8,089	108,776	105,840	13.1	\$ 595,122	
83	WK	N	13,046	13,046	195,804	171,864	13.2	\$ 959,797	
T2	SU	S	2,183	2,338	50,010	31,140	13.3	\$ 171,977	
98	WK	N	6,514	6,514	72,072	87,696	13.5	\$ 479,250	
32	WK	N	4,523	4,821	56,045	65,016	13.5	\$ 354,663	
14	SA	N	1,114	1,124	13,437	15,235	13.6	\$ 82,667	
8	SA	N	1,702	1,702	19,635	23,155	13.6	\$ 125,194	
25	SU	N	717	717	4,296	9,900	13.8	\$ 52,750	
30	WK	N/S	10,571	11,353	124,337	159,264	14.0	\$ 835,211	
44	WK	N	2,981	2,999	26,888	42,336	14.1	\$ 220,622	
23	SA	N	1,370	1,370	17,666	19,415	14.2	\$ 100,795	
29	SU	N	866	866	12,384	12,420	14.3	\$ 63,697	
81	WK	N	3,883	3,883	31,815	56,952	14.7	\$ 285,696	
3	WK	N	680	723	8,845	10,836	15.0	\$ 53,209	
83	SA	N	1,694	1,694	23,529	25,410	15.0	\$ 124,628	
T2	SA	S	2,146	2,284	49,352	34,320	15.0	\$ 168,004	
76	WK	G	8,870	10,294	207,799	155,988	15.2	\$ 757,344	
100	SU	G	1,517	1,591	36,294	24,540	15.4	\$ 117,065	
42	SU	N	1,568	1,568	10,440	24,720	15.8	\$ 115,387	
90	WK	G	15,480	16,262	347,382	260,316	16.0	\$ 1,196,363	
38	SU	N	2,878	2,878	39,984	46,380	16.1	\$ 211,749	
43	SA	N	1,049	1,049	16,225	17,160	16.4	\$ 77,164	
18	SA	N	1,123	1,123	10,934	18,480	16.5	\$ 82,586	
38	SA	N/S	3,025	3,182	44,374	53,350	16.8	\$ 234,081	
70	WK	G	8,828	11,045	318,125	190,008	17.2	\$ 812,592	
39	WK	N	2,986	2,986	48,888	51,408	17.2	\$ 219,695	
5	SU	N/S	3,197	3,308	50,442	57,000	17.2	\$ 243,355	
67	WK	G	1,678	1,855	35,633	32,256	17.4	\$ 136,452	
42	SA	N	1,863	1,863	12,540	32,450	17.4	\$ 137,090	
36	WK	N	6,854	6,854	115,416	119,448	17.4	\$ 504,278	
L8	SU	S	2,051	2,146	38,082	37,560	17.5	\$ 157,852	
19	WK	N/S	1,991	2,664	33,793	47,124	17.6	\$ 197,447	
65	WK	G	1,706	2,260	32,634	40,068	17.7	\$ 166,301	
78	WK	G	2,734	3,591	77,843	63,756	17.8	\$ 264,190	
18	WK	N	11,206	11,579	109,015	207,396	17.9	\$ 851,896	

Ride On Route Performance Report  
January 2008

Route	Ser	Gar	Annual Rev Hours	Annual Plat Hours	Annual Plat Miles	Annual Riders	Riders Per Plat Hour	Annual Cost @ Incremental Rate	Status
66	WK	G	1,479	1,605	19,832	29,232	18.2	\$ 118,098	
8	WK	N	9,437	9,526	115,643	173,628	18.2	\$ 700,798	
38	WK	N/S	18,421	19,971	275,486	367,920	18.4	\$ 1,469,266	
63	WK	G	8,918	9,510	108,143	176,400	18.5	\$ 699,686	
43	WK	G	13,311	13,694	159,012	255,024	18.6	\$ 1,007,444	
25	SA	N	824	824	5,022	15,510	18.8	\$ 60,614	
47	SA	S	2,489	2,749	24,822	52,415	19.1	\$ 202,237	
56	SU	G	3,148	3,310	54,306	63,960	19.3	\$ 243,531	
45	WK	N	13,099	13,107	172,091	261,324	19.9	\$ 964,247	
47	SU	S	2,268	2,405	40,308	48,060	20.0	\$ 176,921	
71	WK	G	2,873	3,780	78,271	75,600	20.0	\$ 278,095	
29	WK	N	10,680	10,823	139,180	219,240	20.3	\$ 796,278	
97	SU	N	864	864	9,912	17,700	20.5	\$ 63,564	
41	SU	S	808	877	10,224	18,000	20.5	\$ 64,536	
L8	SA	S	2,536	2,713	42,081	55,715	20.5	\$ 199,606	
Z2	SA	S	1,126	1,221	20,658	25,135	20.6	\$ 89,829	
42	WK	S	9,299	10,231	75,424	213,696	20.9	\$ 752,709	
64	SU	G	1,931	2,011	34,674	42,360	21.1	\$ 147,964	
96	WK	N	7,789	7,986	133,938	169,344	21.2	\$ 587,521	
5	SA	N/S	3,018	3,106	36,581	66,495	21.4	\$ 228,497	
34	SU	S	1,547	1,694	20,778	36,780	21.7	\$ 124,613	
14	WK	N/S	7,825	8,324	100,624	182,952	22.0	\$ 612,364	
74	WK	G	9,783	10,168	215,072	228,816	22.5	\$ 748,074	
60	WK	G	3,263	4,100	58,262	94,752	23.1	\$ 301,640	
49	SU	S	1,786	1,969	31,962	45,840	23.3	\$ 144,874	
23	WK	N/S	8,266	9,110	114,887	213,948	23.5	\$ 670,208	
26	SU	S	4,585	4,898	75,276	115,380	23.6	\$ 360,375	
100	WK	G	19,931	20,997	538,448	499,968	23.8	\$ 1,544,723	
97	WK	N	7,883	7,883	93,366	188,748	23.9	\$ 579,920	
64	SA	G	1,903	1,951	31,823	46,750	24.0	\$ 143,564	
93	WK	N	1,630	1,630	9,828	39,816	24.4	\$ 119,951	
41	SA	S	1,231	1,489	19,817	36,465	24.5	\$ 109,575	
13	WK	S	2,943	3,195	29,156	78,624	24.6	\$ 235,083	
97	SA	N	847	847	9,708	20,845	24.6	\$ 62,314	
47	WK	S	15,599	17,131	265,457	427,140	24.9	\$ 1,260,325	
9	WK	S	12,477	13,132	155,358	331,128	25.2	\$ 966,101	
41	WK	S	6,786	7,500	85,680	191,016	25.5	\$ 551,740	
46	SU	G	4,839	4,926	67,692	125,820	25.5	\$ 362,406	
25	WK	N	6,411	6,454	39,413	167,580	26.0	\$ 474,800	
46	SA	G	4,914	5,069	57,437	131,890	26.0	\$ 372,952	
51	WK	S	2,699	3,309	54,608	86,184	26.0	\$ 243,425	
24	WK	S	2,313	2,911	35,860	76,356	26.2	\$ 214,133	
10	SA	S	3,399	3,725	62,964	98,450	26.4	\$ 274,019	
5	WK	N/S	20,175	21,763	249,732	576,072	26.5	\$ 1,601,083	
100	SA	G	1,327	1,376	33,853	36,685	26.7	\$ 101,199	
10	SU	S	3,077	3,227	55,740	86,400	26.8	\$ 237,440	
12	SU	S	2,188	2,315	23,232	63,120	27.3	\$ 170,300	
17	SU	S	1,714	1,789	15,324	48,840	27.3	\$ 131,631	
9	SA	S	1,707	1,790	24,596	49,445	27.6	\$ 131,709	
34	WK	S	15,460	17,824	201,449	493,416	27.7	\$ 1,311,309	
56	WK	G	22,201	23,222	357,487	644,112	27.7	\$ 1,708,428	
26	WK	S	27,498	30,240	401,386	843,192	27.9	\$ 2,224,757	
9	SU	S	1,536	1,629	22,794	45,540	28.0	\$ 119,846	
17	WK	S	12,398	13,356	119,549	385,812	28.9	\$ 982,601	
34	SA	S	1,592	1,748	22,204	50,985	29.2	\$ 128,593	
64	WK	G	12,096	12,948	200,491	378,000	29.2	\$ 952,567	
26	SA	S	4,341	4,560	67,513	133,155	29.2	\$ 335,483	

Ride On Route Performance Report  
January 2008

Route	Ser	Gar	Annual Rev Hours	Annual Plat Hours	Annual Plat Miles	Annual Riders	Riders Per Plat Hour	Annual Cost @ Incremental Rate	Status
58	SU	G	1,644	1,721	30,804	50,700	29.5	\$ 126,599	
56	SA	G	3,091	3,248	54,549	95,920	29.5	\$ 238,937	
2	SU	S	874	907	7,452	26,820	29.6	\$ 66,743	
10	WK	S	18,623	20,054	316,739	595,476	29.7	\$ 1,475,385	
12	SA	S	2,278	2,405	21,846	71,775	29.8	\$ 176,906	
46	WK	G	31,702	33,307	377,698	1,025,892	30.8	\$ 2,450,384	
12	WK	S	13,895	14,865	139,280	463,680	31.2	\$ 1,093,653	
54	SU	G	2,179	2,343	37,668	73,860	31.5	\$ 172,375	
54	WK	G	16,579	17,517	242,676	553,644	31.6	\$ 1,288,690	
17	SA	S	2,081	2,234	21,445	70,620	31.6	\$ 164,363	
49	SA	S	1,833	2,022	33,462	65,450	32.4	\$ 148,784	
16	WK	S	30,951	32,689	286,247	1,058,652	32.4	\$ 2,404,962	
49	WK	S	15,052	16,670	228,992	542,556	32.5	\$ 1,226,397	
28	WK	N	6,111	6,111	73,332	199,080	32.6	\$ 449,586	
2	WK	S	6,607	6,688	50,627	222,012	33.2	\$ 492,042	
58	WK	G	11,453	12,015	192,982	401,436	33.4	\$ 883,970	
1	WK	S	11,849	12,837	139,129	439,488	34.2	\$ 944,409	
57	WK	G	17,653	18,414	223,776	636,048	34.5	\$ 1,354,691	
59	SU	G	3,892	4,146	62,592	143,520	34.6	\$ 305,021	
16	SU	S	5,346	5,583	54,372	193,320	34.6	\$ 410,741	
20	WK	S	23,759	26,107	263,995	908,712	34.8	\$ 1,920,707	
48	WK	G	17,408	18,787	240,887	661,248	35.2	\$ 1,382,130	
16	SA	S	5,599	5,877	55,050	209,165	35.6	\$ 432,352	
54	SA	G	2,441	2,587	40,937	93,115	36.0	\$ 190,300	
58	SA	G	1,878	1,932	30,679	72,710	37.6	\$ 142,108	
20	SU	S	3,175	3,482	36,996	131,340	37.7	\$ 256,200	
59	WK	G	25,427	27,347	361,192	1,034,208	37.8	\$ 2,011,922	
59	SA	G	3,754	3,969	57,096	151,800	38.2	\$ 292,025	
61	WK	G	19,638	20,621	295,420	790,020	38.3	\$ 1,517,099	
57	SU	G	2,581	2,672	34,434	102,780	38.5	\$ 196,608	
2	SA	S	857	949	8,740	36,520	38.5	\$ 69,840	
61	SU	G	2,875	2,986	44,142	117,240	39.3	\$ 219,651	
11	WK	S	4,680	5,655	69,880	236,376	41.8	\$ 416,030	
48	SA	G	2,765	2,919	40,893	122,265	41.9	\$ 214,740	
20	SA	S	3,456	3,813	39,820	162,140	42.5	\$ 280,493	
55	SA	G	7,205	7,631	112,805	325,215	42.6	\$ 561,431	
57	SA	G	2,769	2,856	39,908	125,290	43.9	\$ 210,127	
55	WK	G	42,870	45,758	612,284	2,020,284	44.2	\$ 3,366,428	
1	SU	S	1,759	1,940	23,904	85,980	44.3	\$ 142,755	
1	SA	S	2,240	2,422	27,176	110,440	45.6	\$ 178,161	
55	SU	G	4,257	4,474	68,064	205,140	45.8	\$ 329,167	
48	SU	G	1,847	1,937	29,706	90,300	46.6	\$ 142,490	
15	WK	S	20,949	24,812	233,276	1,182,888	47.7	\$ 1,825,413	
61	SA	G	2,840	2,949	43,780	150,150	50.9	\$ 216,965	
15	SU	S	3,102	3,440	29,412	190,080	55.3	\$ 253,066	
15	SA	S	3,326	3,685	32,725	216,645	58.8	\$ 271,105	
<b>Totals</b>			1,005,302	1,075,629	14,631,339	29,248,585	27.2	\$ 79,134,017	

Service levels are January 2008  
Ridership-1 year avg Feb-07 through Jan-08  
Incremental rate is average cost per hour of Bus Operator and Motor Pool costs  
N-Nicholson  
S-Silver Spring  
G-Gaithersburg

**Advertising Shelter Status  
(as of April 18, 2008)**

	June 1, 04* - May 31, 05 Contract Year 1	June 1, 05- May 31, 06 Contract Year 2	June 1, 06 - May 31, 07 Contract Year 3	June 1, 07 - May 31, 08*** Contract Year 4
Total shelters installed	24**	181	269	364
Total ad shelter per Franchise Agreement	125	275	400	--
New ad shelters	24	157	88	92
New non-ad shelters	--	--	--	3
Total non-ad shelters per Franchise Agreement	--	--	--	20

\*Franchise Agreement signed May 5, 2004, effective June 1, 2004.

\*\* Due to initial delivery problems, no shelters were received by the installer until April 2005.

\*\*\* Forecast



Fare Share now offers matched dollars - up to \$30,000 each year for three years - to each contributing organization for employees' public transportation to and from your workplace. Transit options include: Ride On, Metrorail, Metrobus, MARC train and vanpool.

In Year One, the participating employer pays up to \$57.50 per month for each employee who commutes by transit. Montgomery County matches that amount up to \$57.50 per month.

In Year Two, the employer pays up to \$69.00 per month for each employee commuting by transit. The County matches the employer's contribution up to \$46.00 per month.

In Year Three, the employer pays up to \$80.50 per month for each employee commuting by transit. The County matches the employer's contribution up to \$34.50 per month.

This combined amount of up to \$115.00 is tax-free to the employee and a tax deduction for the employer under Federal tax law.

### **Fare Share: Wheaton and Montgomery Hills**

This is a now a three-year transit discount program that will give your employees a "raise," attract quality staff, and save parking spaces for your customers

Your company may be entitled to up to \$30,000 in matching dollars from Montgomery County. More than \$600 is available for each transit-using employee during the year.

For the first six months, the employer pays \$1.00 per transit user per month. Montgomery County provides up to \$114.00 per transit user per month; the employee gets a total of \$115.00 per month tax free to cover transit costs.

In the second half of the first year, the County will match the employer dollar-for-dollar up to \$57.50 for each employee's monthly transit costs. This combined amount of \$115.00 is tax-free to the employee and eligible for tax deductions and tax credits for the employer.

During Year 2, your company would pay up to \$69.00 per employee per month, and the County matches your contribution up to \$46.00 per month. During Year 3, your company would pay up to \$80.50 per employee per month, and the County matches your contribution up to \$34.50 per month.



If your business is located in one of Montgomery County's Transportation Management Districts – downtown Bethesda, North Bethesda, Friendship Heights, or downtown Silver Spring-- **you could be eligible for up to \$270,000 in transit benefits during the next nine years.**

Super Fare Share will encourage your staff to take transit to work. You will be providing a valuable benefit to your employees who help reduce traffic congestion, and in turn you'll be rewarded with improved recruiting and retention for your business. And you may be eligible for a 50% tax credit from the State of Maryland for your out-of-pocket costs!

Changes to Super Fare Share include longer program length, a new annual maximum subsidy for employers, an increase in the tax-free benefit available each month to employees and a progressive employer contribution.

The newly enhanced Super Fare Share is now a nine year program. In Year One, the employer pays \$1.00 per participating employee and the County pays up to \$114.00 per month per employee. The employer distributes up to \$115.00 in Metrocheks and/or Ride On passes – “for free” – to its transit-using employees.

In Years Two to Five, your company would pay up to \$57.50 per month per employee, and the County matches your contribution up to \$57.50 per month. You will then distribute up to \$115 in Metrocheks and/or Ride On passes to each transit commuter each month. In Years Six to Nine, your company's contribution increases as the County's matching contribution declines. The following table summarizes Super Fare Share:

Program Year	Employer Share	County Share	Remarks
1	\$1	\$114.00	County provides up to \$114.00/month/employee
2-5	50%	50%	County provides up to \$57.50/month/employee
6	60%	40%	County provides up to \$46.00/month/employee
7	70%	30%	County provides up to \$34.50/month/employee
8	80%	20%	County provides up to \$23.00/month/employee
9	90%	10%	County provides up to \$11.50/month/employee

# FY09 CE RECOMMENDED BUDGET

## Operating Cost of Ride On Bus Service

<u>Cost Element</u>	<u>Cost/Hour</u> FY09 Dollars	
<u>Cost Element</u>	<u>Cost</u>	<u>Cumulative</u>
Bus Operators	\$41.19	\$41.19
Motor Pool	\$32.25	\$73.45
Coordinators	\$3.33	\$76.77
Other Operating Labor	\$4.05	\$80.82
Schedule/Communications	\$2.93	\$83.75
Customer Service/Safety	\$2.66	\$86.41
Other Non-labor Oper/Mgmt Svcs/ General Administration/Other	\$4.49	\$90.90
Indirect	\$6.61	\$97.51
Fully Allocated Cost	<u>\$97.51</u>	

Rate for any new service added

WMATA Non-Regional Rate \$102.41

# 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.

## County Government Reorganization

In February, 2008, the County Executive announced a detailed Montgomery County Government Reorganization in order to improve effectiveness, customer service, accessibility, and efficiency. As part of this plan, the Department of Transportation was created to provide more focus for transportation programs. The new Department of Transportation will include the transportation capital projects design and construction, traffic engineering and operations, highway maintenance, parking management, and transit services functions previously housed in the Department of Public Works and Transportation. Due to the scale of operations, the Parking District Services budget is displayed separately.

## BUDGET OVERVIEW

The total recommended FY09 Operating Budget for the Parking Districts Funds is \$24,852,120, an increase of \$629,020 or 2.6 percent from the FY08 Approved Budget of \$24,223,100. Personnel Costs comprise 17.1 percent of the budget for 44 full-time positions for 49.8 workyears. Operating Expenses, Capital Outlay, and Debt Service account for the remaining 82.9 percent of the FY09 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:

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

32

## PERFORMANCE MEASURES

This table presents what the department estimates and projects will be the FY08 through FY10 data for its performance measures if there are no changes in funding.

Measure	Actual FY06	Actual FY07	Estimated FY08	Projected FY09	Projected FY10
Operating Expenses per Revenue Dollar	\$0.37	\$0.35	\$0.35	\$0.33	\$0.32
Parking Revenues (\$ millions)	32.0	36.7	37.4	40.8	42.2
Parking Operating Expenditures (\$ millions)	11.8	13.0	13.2	13.4	13.4

## ACCOMPLISHMENTS AND INITIATIVES

- ❖ *Implement self-release booting program which will allow the public to remove a boot from their vehicle by paying delinquent tickets by credit card over the telephone.*
- ❖ *Add position to monitor performance and maintenance for the elevators in various parking garages.*
- ❖ *A system for the electronic audit of individual parking meters is currently being installed and implemented. This system will provide a tool to compare actual meter route collections to an independent report of actual cash and CashKey deposits to individual parking meters.*

## 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

### Parking Operations

This program includes the management of the collection of all parking revenue from individual meters, automated pay stations, cashiered facilities, sale of parking permits, parking fines, and the parking ad valorem tax. The program has overall responsibility for the accurate recordation of all parking revenue in the County accounting system.

The program is responsible for establishing and monitoring policy and expenditure levels to support the current and future operating and capital costs of Parking District Services while maintaining fund levels to ensure compliance with revenue bond covenants and to protect the fiscal integrity of the Parking District funds.

The program is responsible for the management of all parking databases and the appeal process for all parking tickets written within the County. Parking Operations maintains regularly scheduled parking enforcement patrols in all Parking Districts, residential permit areas and other designated County facilities. In addition, this program provides routine preventive maintenance to ensure all meter devices function properly.

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

### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>6,851,750</b>	<b>17.7</b>
Add: Self-Release Booting Program - Bethesda	100,000	0.0
Add: Self-Release Booting Program - Silver Spring	100,000	0.0
Enhance: Customer Service: Parking Operations Management - Silver Spring	58,940	0.4
Enhance: Customer Service: Parking Operations Management - Bethesda	49,190	0.3
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule	28,110	0.0
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule	22,490	0.0
Add: Self-Release Booting Program - Wheaton	20,000	0.0
Enhance: Customer Service: Parking Operations Management - Wheaton	11,780	0.1
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule	4,220	0.0
Increase Cost: Pay-on-Foot Maintenance - Silver Spring	2,540	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Silver Spring	2,490	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Bethesda	2,350	0.0
Increase Cost: Printing and Mail Adjustments - Bethesda	1,900	0.0
Increase Cost: Pay-on-Foot Maintenance - Bethesda	1,270	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Silver Spring	1,240	0.0

	Expenditures	WYs
Increase Cost: Printing and Mail Adjustments - Montgomery Hills	840	0.0
Increase Cost: Printing and Mail Adjustments - Silver Spring	500	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Bethesda	450	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Wheaton	340	0.0
Increase Cost: Central Duplicating Deficit Recovery Charge - Bethesda	300	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Wheaton	230	0.0
Increase Cost: Printing and Mail Adjustments - Wheaton	160	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Montgomery Hills	50	0.0
Decrease Cost: Enforcement Hours Reduction - Montgomery Hills	-9,870	0.0
Decrease Cost: Enforcement Hours Reduction - Wheaton	-14,030	0.0
Decrease Cost: Enforcement Hours Reduction - Bethesda	-44,530	0.0
Decrease Cost: Enforcement Hours Reduction - Silver Spring	-291,860	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	1,105,080	0.2
<b>FY09 CE Recommended</b>	<b>8,005,930</b>	<b>18.7</b>

### Parking Facility Maintenance

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 groundskeeping services.

### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>3,831,540</b>	<b>17.7</b>
Enhance: Elevator Maintenance - Silver Spring	43,680	0.4
Enhance: Elevator Maintenance - Bethesda	34,870	0.3
Increase Cost: Vehicle Acquisition for Maintenance Crews - Silver Spring	13,970	0.0
Increase Cost: Vehicle Acquisition for Maintenance Crews - Bethesda	11,170	0.0
Enhance: Elevator Maintenance - Wheaton	8,710	0.1
Increase Cost: Vehicle Acquisition for Maintenance Crews - Wheaton	2,790	0.0
Decrease Cost: Motor Pool Rate Adjustment - Montgomery Hills	-200	0.0
Increase Cost: Motor Pool Rate Adjustment - Wheaton	-1,940	0.0
Decrease Cost: Motor Pool Rate Adjustment - Bethesda	-10,170	0.0
Increase Cost: Motor Pool Rate Adjustment - Silver Spring	-14,830	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	360,450	0.3
<b>FY09 CE Recommended</b>	<b>4,280,040</b>	<b>18.8</b>

### Parking Facility Planning and Engineering

This 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.

The program also provides for the collection and analysis of information necessary for evaluating and resolving parking issues in designated areas, maintaining inventories of public and private parking spaces, and statistics for projecting County parking needs and responding to inquiries.

### FY09 Recommended Changes

	Expenditures	WYs
<b>FY08 Approved</b>	<b>787,310</b>	<b>6.0</b>

34

	Expenditures	WYs
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-107,390	0.0
<b>FY09 CE Recommended</b>	<b>679,920</b>	<b>6.0</b>

### **Parking Facility Security and Safety**

This program provides security services for parking facility patrons to protect against theft, vandalism, and threats to personal security. The goal of the program is a safe environment in parking facilities through the use of County law enforcement agencies, contract security guards, and the Clean and Safe Teams (in Silver Spring and Wheaton).

#### **FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>1,808,020</b>	<b>6.3</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	146,300	0.0
<b>FY09 CE Recommended</b>	<b>1,954,320</b>	<b>6.3</b>

### **Fixed Costs**

This program contains 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, insurance, and the long-term operating lease for Garage 58 in the Silver Spring Parking Lot District. The budgeted amount is based on anticipated rates and the proposed size and scope of the related unit or program.

#### **FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>4,312,850</b>	<b>0.0</b>
Increase Cost: Headquarters Lease Increase - Silver Spring	6,370	0.0
Increase Cost: Headquarters Lease Increase - Bethesda	5,230	0.0
Increase Cost: Headquarters Lease Increase - Wheaton	1,090	0.0
Increase Cost: Headquarters Lease Increase - Montgomery Hills	170	0.0
Decrease Cost: Risk Management Adjustment - Wheaton	-110	0.0
Decrease Cost: Risk Management Adjustment - Montgomery Hills	-820	0.0
Decrease Cost: Risk Management Adjustment - Bethesda	-5,440	0.0
Decrease Cost: Risk Management Adjustment - Silver Spring	-5,820	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-144,140	0.0
<b>FY09 CE Recommended</b>	<b>4,169,380</b>	<b>0.0</b>

### **Debt Service**

This program provides the annual payment of principal and interest on bonded indebtedness for construction of parking facilities. Issuing long-term debt spreads the cost of a facility over a long period of time, usually 20 years, and enables the users, taxpayers, or ratepayers that benefit from the facility to pay for it over its useful life. Debt service is generally fixed for past bond issues, but future debt service is affected by current program decisions, interest rates, and the amount of bonds to be issued. The Bethesda and Silver Spring Parking Districts are the only districts with debt obligations.

#### **FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>6,631,630</b>	<b>0.0</b>
Increase Cost: Debt Service - Bethesda	22,150	0.0
Increase Cost: Debt Service - Silver Spring	15,750	0.0

	Expenditures	WYs
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-907,000	0.0
<b>FY09 CE Recommended</b>	<b>5,762,530</b>	<b>0.0</b>

## BUDGET SUMMARY

	Actual FY07	Budget FY08	Estimated FY08	Recommended FY09	% Chg Bud/Rec
<b>BETHESDA PARKING DISTRICT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	1,133,797	1,292,720	1,298,920	1,416,170	9.5%
Employee Benefits	328,881	418,190	418,190	479,650	14.7%
<b>Bethesda Parking District Personnel Costs</b>	<b>1,462,678</b>	<b>1,710,910</b>	<b>1,717,110</b>	<b>1,895,820</b>	<b>10.8%</b>
Operating Expenses	5,258,959	5,498,800	7,698,800	5,685,210	3.4%
Debt Service Other	5,398,185	4,884,440	4,884,440	4,906,590	0.5%
Capital Outlay	4,646	0	0	18,560	—
<b>Bethesda Parking District Expenditures</b>	<b>12,124,468</b>	<b>12,094,150</b>	<b>14,300,350</b>	<b>12,506,180</b>	<b>3.4%</b>
<b>PERSONNEL</b>					
Full-Time	20	20	20	21	5.0%
Part-Time	0	0	0	0	—
Workyears	19.4	20.4	20.4	21.3	4.4%
<b>REVENUES</b>					
Property Tax	4,534,680	5,199,650	5,162,550	5,636,190	8.4%
Parking Fees	8,823,171	8,535,900	8,745,000	8,745,000	2.4%
Parking Fines	4,583,750	4,346,700	4,700,000	4,800,000	10.4%
Investment Income	1,358,958	850,500	932,400	866,100	1.8%
Miscellaneous	755,179	0	0	284,120	—
<b>Bethesda Parking District Revenues</b>	<b>20,055,738</b>	<b>18,932,750</b>	<b>19,539,950</b>	<b>20,331,410</b>	<b>7.4%</b>
<b>MONTGOMERY HILLS PARKING DISTRICT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	23,530	27,100	27,100	28,510	5.2%
Employee Benefits	9,727	9,060	9,060	9,390	3.6%
<b>Montgomery Hills Parking District Personnel Costs</b>	<b>33,257</b>	<b>36,160</b>	<b>36,160</b>	<b>37,900</b>	<b>4.8%</b>
Operating Expenses	70,104	83,680	83,680	75,410	-9.9%
Capital Outlay	0	0	0	0	—
<b>Montgomery Hills Parking District Expenditures</b>	<b>103,361</b>	<b>119,840</b>	<b>119,840</b>	<b>113,310</b>	<b>-5.4%</b>
<b>PERSONNEL</b>					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
Workyears	0.4	0.4	0.4	0.4	—
<b>REVENUES</b>					
Property Tax	55,740	70,730	62,030	68,120	-3.7%
Investment Income	36,512	9,500	17,300	9,500	—
Parking Fees	22,721	46,450	35,500	35,500	-23.6%
Parking Fines	15,752	39,000	27,500	27,500	-29.5%
<b>Montgomery Hills Parking District Revenues</b>	<b>130,725</b>	<b>165,680</b>	<b>142,330</b>	<b>140,620</b>	<b>-15.1%</b>
<b>SILVER SPRING PARKING DISTRICT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	1,156,048	1,399,410	1,405,590	1,538,880	10.0%
Employee Benefits	337,714	429,180	429,180	501,710	16.9%
<b>Silver Spring Parking District Personnel Costs</b>	<b>1,493,762</b>	<b>1,828,590</b>	<b>1,834,770</b>	<b>2,040,590</b>	<b>11.6%</b>
Operating Expenses	6,847,311	8,161,310	8,161,310	8,084,160	-0.9%
Debt Service Other	2,521,829	840,190	840,190	855,940	1.9%
Capital Outlay	4,646	0	0	21,000	—
<b>Silver Spring Parking District Expenditures</b>	<b>10,867,548</b>	<b>10,830,090</b>	<b>10,836,270</b>	<b>11,001,690</b>	<b>1.6%</b>
<b>PERSONNEL</b>					
Full-Time	16	19	19	20	5.3%
Part-Time	0	0	0	0	—
Workyears	22.5	23.8	23.8	24.9	4.6%
<b>REVENUES</b>					

	Actual FY07	Budget FY08	Estimated FY08	Recommended FY09	% Chg Bud/Rec
Property Tax	4,582,703	5,750,650	5,402,120	5,929,320	3.1%
Parking Fees	7,294,472	7,639,830	7,804,610	9,312,000	21.9%
Parking Fines	2,431,354	2,031,520	2,400,000	2,600,000	28.0%
Miscellaneous	210,040	0	0	0	
Investment Income	333,847	81,800	329,000	317,700	288.4%
<b>Silver Spring Parking District Revenues</b>	<b>14,852,416</b>	<b>15,503,800</b>	<b>15,935,730</b>	<b>18,159,020</b>	<b>17.1%</b>
<b>WHEATON PARKING DISTRICT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	169,122	192,560	194,600	202,290	5.1%
Employee Benefits	56,069	65,620	65,610	72,480	10.5%
<b>Wheaton Parking District Personnel Costs</b>	<b>225,191</b>	<b>258,180</b>	<b>260,210</b>	<b>274,770</b>	<b>6.4%</b>
Operating Expenses	802,809	920,840	920,840	952,070	3.4%
Capital Outlay	3,098	0	0	4,100	—
<b>Wheaton Parking District Expenditures</b>	<b>1,031,098</b>	<b>1,179,020</b>	<b>1,181,050</b>	<b>1,230,940</b>	<b>4.4%</b>
<b>PERSONNEL</b>					
Full-Time	3	3	3	3	—
Part-Time	0	0	0	0	—
Workyears	3.0	3.1	3.1	3.2	3.2%
<b>REVENUES</b>					
Property Tax	389,469	645,540	497,570	543,800	-15.8%
Parking Fees	714,091	1,012,850	725,000	1,035,000	2.2%
Parking Fines	456,108	493,120	493,120	513,120	4.1%
Investment Income	116,582	33,200	58,800	45,400	36.7%
<b>Wheaton Parking District Revenues</b>	<b>1,676,250</b>	<b>2,184,710</b>	<b>1,774,490</b>	<b>2,137,320</b>	<b>-2.2%</b>
<b>DEPARTMENT TOTALS</b>					
Total Expenditures	24,126,475	24,223,100	26,437,510	24,852,120	2.6%
Total Full-Time Positions	39	42	42	44	4.8%
Total Part-Time Positions	0	0	0	0	—
Total Workyears	45.3	47.7	47.7	49.8	4.4%
Total Revenues	36,715,129	36,786,940	37,392,500	40,768,370	10.8%

## FY09 RECOMMENDED CHANGES

	Expenditures	WYs
<b>BETHESDA PARKING DISTRICT</b>		
<b>FY08 ORIGINAL APPROPRIATION</b>	<b>12,094,150</b>	<b>20.4</b>
<b>Changes (with service impacts)</b>		
Add: Self-Release Booting Program - Bethesda [Parking Operations]	100,000	0.0
Enhance: Customer Service: Parking Operations Management - Bethesda [Parking Operations]	49,190	0.3
Enhance: Elevator Maintenance - Bethesda [Parking Facility Maintenance]	34,870	0.3
<b>Other Adjustments (with no service impacts)</b>		
Increase Cost: Contracts CPI	99,510	0.0
Increase Cost: General Wage and Service Increment Adjustments	72,080	0.0
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule [Parking Operations]	28,110	0.0
Increase Cost: Debt Service - Bethesda [Debt Service]	22,150	0.0
Increase Cost: Group Insurance Adjustment	18,950	0.0
Increase Cost: Annualization of FY08 Lapsed Positions	13,510	0.2
Increase Cost: Vehicle Acquisition for Maintenance Crews - Bethesda [Parking Facility Maintenance]	11,170	0.0
Increase Cost: Retirement Adjustment - Bethesda	8,340	0.0
Increase Cost: Headquarters Lease Increase - Bethesda [Fixed Costs]	5,230	0.0
Increase Cost: Annualization of FY08 Personnel Costs	2,790	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Bethesda [Parking Operations]	2,350	0.0
Increase Cost: Printing and Mail Adjustments - Bethesda [Parking Operations]	1,900	0.0
Increase Cost: Pay-on-Foot Maintenance - Bethesda [Parking Operations]	1,270	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Bethesda [Parking Operations]	450	0.0
Increase Cost: Central Duplicating Deficit Recovery Charge - Bethesda [Parking Operations]	300	0.0
Increase Cost: Technical Adjustment	0	0.1
Decrease Cost: Risk Management Adjustment - Bethesda [Fixed Costs]	-5,440	0.0
Decrease Cost: Motor Pool Rate Adjustment - Bethesda [Parking Facility Maintenance]	-10,170	0.0

	Expenditures	WYs
Decrease Cost: Enforcement Hours Reduction - Bethesda [Parking Operations]	-44,530	0.0
<b>FY09 RECOMMENDED:</b>	<b>12,506,180</b>	<b>21.3</b>

### MONTGOMERY HILLS PARKING DISTRICT

<b>FY08 ORIGINAL APPROPRIATION</b>	<b>119,840</b>	<b>0.4</b>
<b><u>Other Adjustments (with no service impacts)</u></b>		
Increase Cost: Contracts CPI	1,560	0.0
Increase Cost: General Wage and Service Increment Adjustments	1,470	0.0
Increase Cost: Printing and Mail Adjustments - Montgomery Hills [Parking Operations]	840	0.0
Increase Cost: Group Insurance Adjustment	380	0.0
Increase Cost: Retirement Adjustment - Montgomery Hills	210	0.0
Increase Cost: Headquarters Lease Increase - Montgomery Hills [Fixed Costs]	170	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Montgomery Hills [Parking Operations]	50	0.0
Decrease Cost: Motor Pool Rate Adjustment - Montgomery Hills [Parking Facility Maintenance]	-200	0.0
Decrease Cost: Annualization of FY08 Personnel Costs	-320	0.0
Decrease Cost: Risk Management Adjustment - Montgomery Hills [Fixed Costs]	-820	0.0
Decrease Cost: Enforcement Hours Reduction - Montgomery Hills [Parking Operations]	-9,870	0.0
<b>FY09 RECOMMENDED:</b>	<b>113,310</b>	<b>0.4</b>

### SILVER SPRING PARKING DISTRICT

<b>FY08 ORIGINAL APPROPRIATION</b>	<b>10,830,090</b>	<b>23.8</b>
<b><u>Changes (with service impacts)</u></b>		
Add: Self-Release Booting Program - Silver Spring [Parking Operations]	100,000	0.0
Enhance: Customer Service: Parking Operations Management - Silver Spring [Parking Operations]	58,940	0.4
Enhance: Elevator Maintenance - Silver Spring [Parking Facility Maintenance]	43,680	0.4
<b><u>Other Adjustments (with no service impacts)</u></b>		
Increase Cost: Contracts CPI	90,670	0.0
Increase Cost: General Wage and Service Increment Adjustments	74,880	0.0
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule [Parking Operations]	22,490	0.0
Increase Cost: Group Insurance Adjustment	20,370	0.0
Increase Cost: Annualization of FY08 Lapsed Positions	18,760	0.3
Increase Cost: Debt Service - Silver Spring [Debt Service]	15,750	0.0
Increase Cost: Vehicle Acquisition for Maintenance Crews - Silver Spring [Parking Facility Maintenance]	13,970	0.0
Increase Cost: Retirement Adjustment - Silver Spring	9,270	0.0
Increase Cost: Headquarters Lease Increase - Silver Spring [Fixed Costs]	6,370	0.0
Increase Cost: Pay-on-Foot Maintenance - Silver Spring [Parking Operations]	2,540	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Silver Spring [Parking Operations]	2,490	0.0
Increase Cost: Annualization of FY08 Personnel Costs	2,190	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Silver Spring [Parking Operations]	1,240	0.0
Increase Cost: Printing and Mail Adjustments - Silver Spring [Parking Operations]	500	0.0
Decrease Cost: Risk Management Adjustment - Silver Spring [Fixed Costs]	-5,820	0.0
Increase Cost: Motor Pool Rate Adjustment - Silver Spring [Parking Facility Maintenance]	-14,830	0.0
Decrease Cost: Enforcement Hours Reduction - Silver Spring [Parking Operations]	-291,860	0.0
<b>FY09 RECOMMENDED:</b>	<b>11,001,690</b>	<b>24.9</b>

### WHEATON PARKING DISTRICT

<b>FY08 ORIGINAL APPROPRIATION</b>	<b>1,179,020</b>	<b>3.1</b>
<b><u>Changes (with service impacts)</u></b>		
Add: Self-Release Booting Program - Wheaton [Parking Operations]	20,000	0.0
Enhance: Customer Service: Parking Operations Management - Wheaton [Parking Operations]	11,780	0.1
Enhance: Elevator Maintenance - Wheaton [Parking Facility Maintenance]	8,710	0.1
<b><u>Other Adjustments (with no service impacts)</u></b>		
Increase Cost: Contracts CPI	19,380	0.0
Increase Cost: General Wage and Service Increment Adjustments	10,790	0.0
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule [Parking Operations]	4,220	0.0

	Expenditures	WYs
Increase Cost: Annualization of FY08 Lapsed Positions	3,470	0.1
Increase Cost: Group Insurance Adjustment	3,060	0.0
Increase Cost: Vehicle Acquisition for Maintenance Crews - Wheaton [Parking Facility Maintenance]	2,790	0.0
Increase Cost: Retirement Adjustment - Wheaton	1,590	0.1
Increase Cost: Headquarters Lease Increase - Wheaton [Fixed Costs]	1,090	0.0
Increase Cost: Occupational Medical Services (OMS) Adjustment - Wheaton [Parking Operations]	340	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-By-Space Machines - Wheaton [Parking Operations]	230	0.0
Increase Cost: Printing and Mail Adjustments - Wheaton [Parking Operations]	160	0.0
Decrease Cost: Technical Adjustment	0	-0.2
Decrease Cost: Risk Management Adjustment - Wheaton [Fixed Costs]	-110	0.0
Decrease Cost: Technical Adjustment	-1,420	0.0
Increase Cost: Motor Pool Rate Adjustment - Wheaton [Parking Facility Maintenance]	-1,940	0.0
Decrease Cost: Enforcement Hours Reduction - Wheaton [Parking Operations]	-14,030	0.0
Decrease Cost: Annualization of FY08 Personnel Costs	-18,190	0.0
<b>FY09 RECOMMENDED:</b>	<b>1,230,940</b>	<b>3.2</b>

## PROGRAM SUMMARY

	FY08 Approved		FY09 Recommended	
	Expenditures	WYs	Expenditures	WYs
Parking Operations	6,851,750	17.7	8,005,930	18.7
Parking Facility Maintenance	3,831,540	17.7	4,280,040	18.8
Parking Facility Planning and Engineering	787,310	6.0	679,920	6.0
Parking Facility Security and Safety	1,808,020	6.3	1,954,320	6.3
Fixed Costs	4,312,850	0.0	4,169,380	0.0
Debt Service	6,631,630	0.0	5,762,530	0.0
<b>Totals</b>	<b>24,223,100</b>	<b>47.7</b>	<b>24,852,120</b>	<b>49.8</b>

## FUTURE FISCAL IMPACTS

Title	CE REC.					
	FY09	FY10	FY11	FY12	FY13	FY14
(5000's)						
This table is intended to present significant future fiscal impacts of the department's programs.						
<b>BETHESDA PARKING DISTRICT</b>						
<b>Expenditures</b>						
<b>FY09 Recommended</b>	12,506	12,506	12,506	12,506	12,506	12,506
No inflation or compensation change is included in outyear projections.						
<b>Annualization of Positions Recommended in FY09</b>	0	22	22	22	22	22
New positions in the FY09 budget are generally lapsed due to the time it takes a position to be created and filled. Therefore, the amounts above reflect annualization of these positions in the outyears.						
<b>Elimination of One-Time Items Recommended in FY09</b>	0	-20	-20	-20	-20	-20
Items approved for one-time funding in FY09, including vehicles for new staff, will be eliminated from the base in the outyears.						
<b>Labor Contracts</b>	0	77	82	82	82	82
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
<b>Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines</b>	0	0	1	2	2	2
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
<b>Debt Service</b>	0	-1,637	-1,636	-1,633	-1,628	-1,628
These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.						
<b>Pay-On-Foot Maintenance</b>	0	1	3	-44	-44	-44
Maintenance costs per contract.						
<b>Retiree Health Insurance Pre-Funding</b>	0	37	75	112	121	130
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
<b>Subtotal Expenditures</b>	<b>12,506</b>	<b>10,986</b>	<b>11,032</b>	<b>11,027</b>	<b>11,041</b>	<b>11,050</b>
<b>MONTGOMERY HILLS PARKING DISTRICT</b>						
<b>Expenditures</b>						
<b>FY09 Recommended</b>	113	113	113	113	113	113
No inflation or compensation change is included in outyear projections.						

Title	CE REC.						
	FY09	FY10	FY11	(\$000's)		FY13	FY14
<b>Labor Contracts</b>	0	2	2	2	2	2	2
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.							
<b>Subtotal Expenditures</b>	113	115	115	115	115	115	115

### SILVER SPRING PARKING DISTRICT

Expenditures						
<b>FY09 Recommended</b>	11,002	11,002	11,002	11,002	11,002	11,002
No inflation or compensation change is included in outyear projections.						
<b>Annualization of Positions Recommended in FY09</b>	0	22	22	22	22	22
New positions in the FY09 budget are generally lapsed due to the time it takes a position to be created and filled. Therefore, the amounts above reflect annualization of these positions in the outyears.						
<b>Elimination of One-Time Items Recommended in FY09</b>	0	-23	-23	-23	-23	-23
Items approved for one-time funding in FY09, including vehicles for new staff, will be eliminated from the base in the outyears.						
<b>Labor Contracts</b>	0	80	86	86	86	86
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
<b>Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines</b>	0	1	3	4	4	4
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
<b>Debt Service</b>	0	-856	-856	-856	-856	-856
These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.						
<b>Garage 16 Renovation</b>	0	1,375	1,500	125	0	0
Anticipated renovation of Garage 16						
<b>Pay-On-Foot Maintenance</b>	0	3	5	-87	-87	-87
Maintenance costs per contract.						
<b>Retiree Health Insurance Pre-Funding</b>	0	30	60	90	97	104
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
<b>Subtotal Expenditures</b>	11,002	11,633	11,798	10,362	10,243	10,251

### WHEATON PARKING DISTRICT

Expenditures						
<b>FY09 Recommended</b>	1,231	1,231	1,231	1,231	1,231	1,231
No inflation or compensation change is included in outyear projections.						
<b>Elimination of One-Time Items Recommended in FY09</b>	0	-5	-5	-5	-5	-5
Items approved for one-time funding in FY09, including vehicles for new staff, will be eliminated from the base in the outyears.						
<b>Labor Contracts</b>	0	12	12	12	12	12
These figures represent the estimated cost of general wage adjustments, service increments, and associated benefits.						
<b>Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines</b>	0	0	0	1	1	1
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
<b>Retiree Health Insurance Pre-Funding</b>	0	6	11	17	18	19
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
<b>Subtotal Expenditures</b>	1,231	1,244	1,251	1,256	1,258	1,259

### ANNUALIZATION OF PERSONNEL COSTS AND WORKYEARS

	FY09 Recommended		FY10 Annualized	
	Expenditures	WYs	Expenditures	WYs
Enhance: Customer Service: Parking Operations Management - Bethesda [Parking Operations]	47,160	0.3	61,900	0.4
Enhance: Customer Service: Parking Operations Management - Silver Spring [Parking Operations]	58,940	0.4	73,680	0.5
Enhance: Elevator Maintenance - Bethesda [Parking Facility Maintenance]	22,080	0.3	28,970	0.4
Enhance: Elevator Maintenance - Silver Spring [Parking Facility Maintenance]	27,590	0.4	34,490	0.5
<b>Total</b>	155,770	1.4	199,040	1.8

FY09-14 PUBLIC SERVICES PROGRAM: FISCAL PLAN		BETHESDA PARKING LOT DISTRICT					
FISCAL PROJECTIONS	FY08 ESTIMATE	FY09 REC	FY10 PROJECTION	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION
<b>ASSUMPTIONS</b>							
Property Tax Rate: Real/Improved	0.280	0.280	0.280	0.280	0.280	0.280	0.280
Assessable Base: Real/Improved (000)	1,384,500	1,543,400	1,688,900	1,825,600	1,949,700	2,086,500	2,235,800
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.700	0.700	0.700	0.700	0.700	0.700	0.700
Assessable Base: Personal/Improved (000)	161,600	164,100	165,300	167,200	169,100	171,000	172,900
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.56%	12.88%	12.88%	12.88%	12.88%	12.88%	12.88%
CPI (Fiscal Year)	3.6%	2.8%	2.4%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.04	0.025	0.035	0.04	0.045	0.0475	0.05
<b>BEGINNING CASH BALANCE</b>	<b>19,747,170</b>	<b>13,886,390</b>	<b>13,365,030</b>	<b>15,917,200</b>	<b>18,758,810</b>	<b>21,935,310</b>	<b>25,495,670</b>
<b>REVENUES</b>							
Taxes	5,162,550	5,636,190	6,062,020	6,467,530	6,836,860	7,242,660	7,684,210
Charges For Services	8,745,000	8,745,000	8,850,000	8,850,000	8,850,000	8,850,000	8,850,000
Fines & Forfeitures	4,700,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000
Miscellaneous	932,400	1,150,220	1,190,990	1,342,720	1,522,710	1,722,850	1,937,350
<b>Subtotal Revenues</b>	<b>19,539,950</b>	<b>20,331,410</b>	<b>20,903,010</b>	<b>21,460,250</b>	<b>22,009,570</b>	<b>22,615,510</b>	<b>23,271,560</b>
<b>INTERFUND TRANSFERS (Net Non-CIP)</b>							
Transfers To The General Fund	(6,263,380)	(6,495,590)	(6,655,330)	(6,784,140)	(6,914,930)	(7,033,690)	(7,173,910)
Indirect Costs	(214,890)	(244,180)	(254,110)	(254,760)	(254,760)	(254,760)	(254,760)
Technology Modernization CIP Project	0	(38,070)	(40,770)	(31,900)	(20,830)	0	0
Transfers To Special Fds: Tax Supported	(6,048,490)	(6,213,340)	(6,360,450)	(6,497,480)	(6,639,340)	(6,778,930)	(6,919,150)
To Transportation Management District / Bethesda Transportation Solutions	(1,745,810)	(1,794,690)	(1,843,150)	(1,891,990)	(1,941,190)	(1,990,690)	(2,040,450)
To Bethesda Urban District	(2,065,900)	(1,950,000)	(1,982,000)	(2,003,000)	(2,028,000)	(2,050,000)	(2,072,000)
To Mass Transit [FVN]	(2,236,780)	(2,468,650)	(2,535,300)	(2,602,490)	(2,670,150)	(2,738,240)	(2,806,700)
<b>TOTAL RESOURCES</b>	<b>33,023,740</b>	<b>27,722,210</b>	<b>27,612,710</b>	<b>30,593,310</b>	<b>33,853,450</b>	<b>37,517,130</b>	<b>41,593,320</b>
<b>CIP CURRENT REVENUE EXPEND. PSP OPER. BUDGET APPROP/ EXPS.</b>							
Operating Budget	(9,387,370)	(7,599,590)	(7,718,610)	(7,811,940)	(7,900,950)	(7,989,960)	(8,078,970)
Debt Service: GO Bonds	(4,884,440)	(4,906,590)	(3,269,340)	(3,270,240)	(3,273,140)	(3,279,010)	(3,285,030)
Retiree Health Insurance Pre-Funding	(28,540)	n/a	(37,440)	(74,830)	(112,210)	(120,650)	(129,510)
Labor Agreement	n/a	n/a	(77,110)	(82,140)	(82,140)	(82,140)	(82,140)
Credit Card Fees for PDF/PBS	n/a	n/a	(490)	(1,490)	(2,000)	(2,000)	(2,000)
Pay On Foot Maintenance	n/a	n/a	(1,310)	(2,650)	43,510	43,510	43,510
Annualizations and One-Time	n/a	n/a	(1,210)	(1,210)	(1,210)	(1,210)	(1,210)
<b>Subtotal PSP Oper Budget Approp / Exp's</b>	<b>(14,300,350)</b>	<b>(12,506,180)</b>	<b>(11,105,510)</b>	<b>(11,244,500)</b>	<b>(11,328,140)</b>	<b>(11,431,460)</b>	<b>(11,535,350)</b>
<b>TOTAL USE OF RESOURCES</b>	<b>(19,137,350)</b>	<b>(14,357,180)</b>	<b>(11,695,510)</b>	<b>(11,834,500)</b>	<b>(11,918,140)</b>	<b>(12,021,460)</b>	<b>(12,125,350)</b>
<b>YEAR END CASH BALANCE</b>	<b>13,886,390</b>	<b>13,365,030</b>	<b>15,917,200</b>	<b>18,758,810</b>	<b>21,935,310</b>	<b>25,495,670</b>	<b>29,467,970</b>
<b>END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES</b>							
	42.0%	48.2%	57.6%	61.3%	64.8%	68.0%	70.8%

**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 260 percent in FY09. The minimum requirement is 125 percent.
2. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
3. Investment income is estimated to increase over the six years based upon projected cash balance.
4. Revenue for the air rights lease for Garage 49 are assumed in FY09 through FY14.
5. Large assessable base increases are due to economic growth and new projects coming online.
6. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
7. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY10-14 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.
8. The projections do not include the capital costs, revenues, and operating costs associated with the Garage 31 project. When ready, the cash flow projections and the Capital Improvements Program will be amended to include the costs and revenues of this project.

**FY09-14 PUBLIC SERVICES PROGRAM: FISCAL PLAN**

**MONTGOMERY HILLS PARKING LOT DISTRICT**

FISCAL PROJECTIONS	FY08 ESTIMATE	FY09 REC	FY10 PROJECTION	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION
<b>ASSUMPTIONS</b>							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	22,000	24,500	26,800	29,000	31,000	33,200	35,600
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.56%	12.88%	12.88%	12.88%	12.88%	12.88%	12.88%
CPI (Fiscal Year)	3.6%	2.8%	2.4%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.04	0.025	0.035	0.04	0.045	0.0475	0.05
<b>BEGINNING CASH BALANCE</b>	<b>514,800</b>	<b>193,700</b>	<b>177,000</b>	<b>161,680</b>	<b>148,600</b>	<b>137,070</b>	<b>127,910</b>
<b>REVENUES</b>							
Taxes	62,030	68,120	73,710	79,080	83,970	89,340	95,190
Licenses & Permits	0	0	0	0	0	0	0
Charges For Services	35,500	35,500	35,500	35,500	35,500	35,500	35,500
Fines & Forfeitures	27,500	27,500	27,500	27,500	27,500	27,500	27,500
Miscellaneous	17,300	9,500	8,900	8,500	7,800	7,500	7,100
<b>Subtotal Revenues</b>	<b>142,330</b>	<b>140,620</b>	<b>145,610</b>	<b>150,580</b>	<b>154,770</b>	<b>159,840</b>	<b>165,290</b>
<b>INTERFUND TRANSFERS (Net Non-CIP)</b>							
Transfers To The General Fund	(43,590)	(44,010)	(44,220)	(44,980)	(45,760)	(46,510)	(47,280)
Indirect Costs	(20,680)	(22,220)	(22,130)	(22,590)	(23,050)	(23,500)	(23,960)
Technology Modernization CIP	(4,540)	(4,880)	(5,090)	(5,100)	(5,100)	(5,100)	(5,100)
Regional Services Center	0	(750)	(800)	(630)	(410)	0	0
Transfers To Special Fds: Tax Supported	(16,140)	(16,590)	(17,040)	(17,490)	(17,950)	(18,400)	(18,860)
To Mass Transit	(22,910)	(21,790)	(22,090)	(22,390)	(22,710)	(23,010)	(23,320)
To Mass Transit (PVN)	(10,610)	(10,610)	(10,610)	(10,610)	(10,610)	(10,610)	(10,610)
To Mass Transit (PVN)	(12,300)	(11,180)	(11,480)	(11,780)	(12,100)	(12,400)	(12,710)
<b>TOTAL RESOURCES</b>	<b>613,540</b>	<b>290,310</b>	<b>278,390</b>	<b>267,280</b>	<b>257,610</b>	<b>250,400</b>	<b>245,920</b>
<b>CIP CURRENT REVENUE EXPEND.</b>							
<b>PSP OPER. BUDGET APPROP/ EXPS.</b>	<b>(300,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Operating Budget	(119,840)	(113,310)	(115,130)	(116,980)	(118,840)	(120,790)	(122,820)
Labor Agreement	n/a	n/a	(1,580)	(1,700)	(1,700)	(1,700)	(1,700)
<b>Subtotal PSP Oper Budget Approp / Exp's</b>	<b>(119,840)</b>	<b>(113,310)</b>	<b>(116,710)</b>	<b>(118,680)</b>	<b>(120,540)</b>	<b>(122,490)</b>	<b>(124,520)</b>
<b>TOTAL USE OF RESOURCES</b>	<b>(419,840)</b>	<b>(113,310)</b>	<b>(116,710)</b>	<b>(118,680)</b>	<b>(120,540)</b>	<b>(122,490)</b>	<b>(124,520)</b>
<b>YEAR END CASH BALANCE</b>	<b>193,700</b>	<b>177,000</b>	<b>161,680</b>	<b>148,600</b>	<b>137,070</b>	<b>127,910</b>	<b>121,400</b>
<b>END-OF-YEAR RESERVES AS A</b>							
<b>PERCENT OF RESOURCES</b>	<b>31.6%</b>	<b>61.0%</b>	<b>58.1%</b>	<b>55.6%</b>	<b>53.2%</b>	<b>51.1%</b>	<b>49.4%</b>

**Assumptions:**

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
- These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY10-14 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.

FY09-14 PUBLIC SERVICES PROGRAM: FISCAL PLAN		SILVER SPRING PARKING LOT DISTRICT					
FISCAL PROJECTIONS	FY08 ESTIMATE	FY09 REC	FY10 PROJECTION	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION
<b>ASSUMPTIONS</b>							
Property Tax Rate: Real/Improved	0.280	0.280	0.280	0.280	0.280	0.280	0.280
Assessable Base: Real/Improved (000)	1,576,200	1,757,100	1,922,800	2,078,500	2,219,800	2,375,600	2,545,600
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.700	0.700	0.700	0.700	0.700	0.700	0.700
Assessable Base: Personal/Improved (000)	131,300	133,300	134,300	135,800	137,300	138,900	140,500
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.56%	12.88%	12.88%	12.88%	12.88%	12.88%	12.88%
CPI (Fiscal Year)	3.6%	2.8%	2.4%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.04	0.025	0.035	0.04	0.045	0.0475	0.05
<b>BEGINNING CASH BALANCE</b>	<b>5,635,590</b>	<b>6,639,680</b>	<b>5,315,770</b>	<b>4,755,270</b>	<b>7,042,720</b>	<b>11,612,650</b>	<b>17,294,070</b>
<b>REVENUES</b>							
Taxes	5,402,120	5,929,320	6,406,090	6,858,430	7,269,860	7,723,180	8,216,700
Charges For Services	7,804,610	9,312,000	9,563,420	9,816,860	10,072,090	10,328,930	10,587,160
Fines & Forfeitures	2,400,000	2,600,000	2,667,500	2,735,540	2,804,060	2,873,020	2,942,340
Miscellaneous	329,000	317,700	305,800	359,500	542,400	825,300	1,175,700
<b>Subtotal Revenues</b>	<b>15,935,730</b>	<b>18,159,020</b>	<b>18,942,810</b>	<b>19,770,330</b>	<b>20,688,410</b>	<b>21,750,430</b>	<b>22,921,900</b>
<b>INTERFUND TRANSFERS (Net Non-CIP)</b>							
Transfers To The General Fund	(229,670)	(307,240)	(320,740)	(311,100)	(298,190)	(273,880)	(273,880)
Indirect Costs	(229,670)	(262,830)	(273,180)	(273,880)	(273,880)	(273,880)	(273,880)
Technology Modernization CIP	0	(44,410)	(47,560)	(37,220)	(24,310)	0	0
Transfers To Special Fds: Tax Supported	(1,718,700)	(2,340,000)	(2,353,000)	(2,412,000)	(2,480,000)	(2,552,000)	(2,618,000)
To Transportation Management District	0	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)
To Silver Spring Urban District	(1,718,700)	(2,140,000)	(2,153,000)	(2,212,000)	(2,280,000)	(2,352,000)	(2,418,000)
Transfers From The General Fund	0	(1,198,000)	0	0	0	0	0
General Fund Budget Transfers	0	(1,198,000)	0	0	0	0	0
<b>TOTAL RESOURCES</b>	<b>19,622,950</b>	<b>20,953,460</b>	<b>21,584,840</b>	<b>21,802,500</b>	<b>24,952,940</b>	<b>30,537,200</b>	<b>37,324,090</b>
<b>CIP CURRENT REVENUE EXPEND.</b>							
	(2,147,000)	(4,636,000)	(5,035,000)	(2,700,000)	(2,700,000)	(2,700,000)	(2,700,000)
<b>PSP OPER. BUDGET APPROP/ EXP'S.</b>							
Operating Budget	(9,973,250)	(10,145,750)	(10,307,000)	(10,407,770)	(10,424,320)	(10,445,400)	(10,554,580)
Debt Service: Other (Non-Tax Funds only)	(840,190)	(855,940)	0	0	0	0	0
Labor Agreement	n/a	n/a	(80,350)	(85,830)	(85,830)	(85,830)	(85,830)
Annualizations & One-Time	n/a	n/a	1,660	1,660	1,660	1,660	1,660
Retiree Health Insurance Pre-Funding	(22,830)	n/a	(29,950)	(59,860)	(89,760)	(96,520)	(103,610)
Credit Card Fees for POF/PBS	n/a	n/a	(1,320)	(2,680)	(4,080)	(4,080)	(4,080)
Garage 16 Renovation	n/a	n/a	(1,375,000)	(1,500,000)	(125,000)	0	0
Pay On Foot Maintenance	n/a	n/a	(2,610)	(5,300)	87,040	87,040	87,040
<b>Subtotal PSP Oper Budget Approp / Exp's</b>	<b>(10,836,270)</b>	<b>(11,001,690)</b>	<b>(11,794,570)</b>	<b>(12,059,780)</b>	<b>(10,640,290)</b>	<b>(10,543,130)</b>	<b>(10,659,400)</b>
<b>TOTAL USE OF RESOURCES</b>	<b>(12,983,270)</b>	<b>(15,637,690)</b>	<b>(16,829,570)</b>	<b>(14,759,780)</b>	<b>(13,340,290)</b>	<b>(13,243,130)</b>	<b>(13,359,400)</b>
<b>YEAR END CASH BALANCE</b>	<b>6,639,680</b>	<b>5,315,770</b>	<b>4,755,270</b>	<b>7,042,720</b>	<b>11,612,650</b>	<b>17,294,070</b>	<b>23,964,690</b>
<b>END-OF-YEAR RESERVES AS A</b>							
<b>PERCENT OF RESOURCES</b>	<b>33.8%</b>	<b>25.4%</b>	<b>22.0%</b>	<b>32.3%</b>	<b>46.5%</b>	<b>56.6%</b>	<b>64.2%</b>

**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 920 percent in FY09. The minimum requirement is 125 percent.
2. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
3. Large assessable base increases are due to economic growth and new projects coming online.
4. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
5. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY10-14 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
6. Hourly parking rates increase in FY09: Long Term from \$0.45 to \$0.50; Short Term from \$0.60 to \$0.75; Pay on Foot from \$0.50 to \$0.75.

**FY09-14 PUBLIC SERVICES PROGRAM: FISCAL PLAN**

**WHEATON PARKING LOT DISTRICT**

FISCAL PROJECTIONS	FY08 ESTIMATE	FY09 REC	FY10 PROJECTION	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION
<b>ASSUMPTIONS</b>							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	162,900	181,600	198,700	214,800	229,400	245,500	263,100
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	16,300	16,500	16,600	16,800	17,000	17,200	17,400
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.56%	12.88%	12.88%	12.88%	12.88%	12.88%	12.88%
CPI (Fiscal Year)	3.6%	2.8%	2.4%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.04	0.025	0.035	0.04	0.045	0.0475	0.05
<b>BEGINNING CASH BALANCE</b>	<b>1,462,780</b>	<b>957,980</b>	<b>795,300</b>	<b>899,180</b>	<b>947,630</b>	<b>990,120</b>	<b>1,054,160</b>
<b>REVENUES</b>							
Taxes	497,570	543,800	585,310	625,040	661,180	700,890	744,190
Charges For Services	725,000	1,035,000	1,035,000	1,035,000	1,035,000	1,035,000	1,035,000
Fines & Forfeitures	493,120	513,120	513,120	513,120	513,120	513,120	513,120
Miscellaneous	58,800	45,400	41,700	42,100	44,200	44,800	47,000
<b>Subtotal Revenues</b>	<b>1,774,490</b>	<b>2,137,320</b>	<b>2,175,130</b>	<b>2,215,260</b>	<b>2,253,500</b>	<b>2,293,810</b>	<b>2,339,310</b>
<b>INTERFUND TRANSFERS (Net Non-CIP)</b>							
Transfers To The General Fund	(32,430)	(41,180)	(43,080)	(41,840)	(40,160)	(36,990)	(36,990)
Indirect Costs	(32,430)	(35,390)	(36,880)	(36,990)	(36,990)	(36,990)	(36,990)
Technology Modernization CIP	0	(5,790)	(6,200)	(4,850)	(3,170)	0	0
Transfers To Special Fds: Tax Supported	(781,810)	(737,880)	(599,300)	(675,770)	(702,290)	(708,850)	(715,450)
To Mass Transit	(195,260)	(60,000)	(15,000)	(25,000)	(25,000)	(25,000)	(25,000)
To Mass Transit [PVN]	(212,850)	(237,880)	(244,300)	(250,770)	(257,290)	(263,850)	(270,450)
To Wheaton Urban District	(373,700)	(440,000)	(340,000)	(400,000)	(420,000)	(420,000)	(420,000)
<b>TOTAL RESOURCES</b>	<b>2,423,030</b>	<b>2,316,240</b>	<b>2,328,050</b>	<b>2,396,830</b>	<b>2,458,680</b>	<b>2,538,090</b>	<b>2,641,030</b>
<b>CIP CURRENT REVENUE EXPEND.</b>							
	(284,000)	(290,000)	(157,000)	(157,000)	(157,000)	(157,000)	(157,000)
<b>PSP OPER. BUDGET APPROP/ EXPS.</b>							
Operating Budget	(1,176,770)	(1,230,940)	(1,249,880)	(1,263,530)	(1,277,030)	(1,291,140)	(1,305,890)
Labor Agreement	n/a	n/a	(11,600)	(12,410)	(12,410)	(12,410)	(12,410)
Annualizations and One-Time	n/a	n/a	(4,540)	(4,540)	(4,540)	(4,540)	(4,540)
Retiree Health Insurance Pre-Funding	(4,280)	n/a	(5,610)	(11,220)	(16,830)	(18,090)	(19,420)
Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space	n/a	n/a	(240)	(500)	(750)	(750)	(750)
<b>Subtotal PSP Oper Budget Approp / Exp's</b>	<b>(1,181,050)</b>	<b>(1,230,940)</b>	<b>(1,271,870)</b>	<b>(1,292,200)</b>	<b>(1,311,560)</b>	<b>(1,326,930)</b>	<b>(1,343,010)</b>
<b>TOTAL USE OF RESOURCES</b>	<b>(1,465,050)</b>	<b>(1,520,940)</b>	<b>(1,428,870)</b>	<b>(1,449,200)</b>	<b>(1,468,560)</b>	<b>(1,483,930)</b>	<b>(1,500,010)</b>
<b>YEAR END CASH BALANCE</b>	<b>957,980</b>	<b>795,300</b>	<b>899,180</b>	<b>947,630</b>	<b>990,120</b>	<b>1,054,160</b>	<b>1,141,020</b>
<b>END-OF-YEAR RESERVES AS A</b>							
<b>PERCENT OF RESOURCES</b>	<b>39.5%</b>	<b>34.3%</b>	<b>38.6%</b>	<b>39.5%</b>	<b>40.3%</b>	<b>41.5%</b>	<b>43.2%</b>

**Assumptions:**

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- Hourly parking rate increases from \$0.35 to \$0.50 in FY09.
- The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
- These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY10-14 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.

FY08 Adopted Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	2,266	2,266	0	4,532
Cost	\$102,440	\$102,440	\$0	\$204,880
Total Park Police	0	0	2,385	2,385
Cost	\$0	\$0	\$102,800	\$102,800
Total Sworn Officer Patrol Hours	2,266	2,266	2,385	6,917
Cost	\$102,440	\$102,440	\$102,800	\$307,680
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours	24,769	32,868	6,457	64,094
Cost	\$486,030	\$655,880	\$128,020	\$1,269,930
Service Corp.	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	8,320	0	8,320
Cost	\$0	\$97,414	\$0	\$97,414
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	27,035	43,454	8,842	79,331
PLD Cost	\$588,470	\$855,734	\$230,820	\$1,675,024

\*MCP Benefits per District are included

Change from FY08 Adopted to FY09 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	68	4,808	1	4,877
Cost-Change	\$14,978	\$111,668	\$3,540	\$130,186
Service Corp.	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 FY08 to FY09	68	4,808	1	4,877
PLD Cost-Change FY08 to FY09	\$14,978	\$111,668	\$3,540	\$130,186

FY09 CE RECOMMENDED PARKING SECURITY BUDGET				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	2,266	2,266	0	4,532
Cost	\$102,440	\$102,440	\$0	\$204,880
Total Park Police	0	0	2,385	2,385
Cost	\$0	\$0	\$102,800	\$102,800
Total Sworn Officer Patrol Hours	2,266	2,266	2,385	6,917
Cost	\$102,440	\$102,440	\$102,800	\$307,680
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours (estimated)	24,837	37,676	6,458	68,971
Cost	\$501,008	\$767,548	\$131,560	\$1,400,116
Service Corp.	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	8,320	0	8,320
Cost	\$0	\$97,414	\$0	\$97,414
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	27,103	48,262	8,843	84,208
PLD Cost	\$603,448	\$967,402	\$234,360	\$1,805,210

\*MCP Benefits per District are included

\* Silver Spring Total Cost includes \$9,350 of Montg H

45

## Bethesda Lot 31 Parking Garage -- No. 500932

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Parking  
Public Works & Transportation  
Bethesda-Chevy Chase

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 31, 2008  
Yes  
None.  
Preliminary Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,452	0	0	3,452	0	2,326	563	563	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,000	0	0	4,000	2,004	1,996	0	0	0	0	0
Construction	76,530	0	0	76,530	0	0	38,265	38,265	0	0	0
Other	4,837	0	0	4,837	0	1,363	1,737	1,737	0	0	0
<b>Total</b>	<b>88,819</b>	<b>0</b>	<b>0</b>	<b>88,819</b>	<b>2,004</b>	<b>5,685</b>	<b>40,565</b>	<b>40,565</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	7,652	0	0	7,652	2,004	1,499	0	4,149	0	0	0
Land Sale - Bethesda PLD	35,500	0	0	35,500	0	0	0	35,500	0	0	0
Revenue Bonds	41,481	0	0	41,481	0	0	40,565	916	0	0	0
Contributions	4,186	0	0	4,186	0	4,186	0	0	0	0	0
<b>Total</b>	<b>88,819</b>	<b>0</b>	<b>0</b>	<b>88,819</b>	<b>2,004</b>	<b>5,685</b>	<b>40,565</b>	<b>40,565</b>	<b>0</b>	<b>0</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000)

Maintenance				345	0	0	0	0	171	174
Energy				312	0	0	0	0	155	157
Program-Other				887	0	0	0	0	441	446
Offset Revenue				-1,788	0	0	0	0	-813	-975
<b>Net Impact</b>				<b>-244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-46</b>	<b>-198</b>

#### DESCRIPTION

This project provides for the construction of a new, underground public parking garage under the land currently used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 1,100 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

#### CAPACITY

The garage will consist of 1,100 County operated spaces with the private developer building and owning an additional 300 spaces.

#### JUSTIFICATION

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above.

Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005.  
Master Plan: Bethesda CBD Sector Plan July 1994

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY09	(\$000)	M-NCPPC Bethesda Urban District Bethesda-Chevy Chase Regional Services Center Verizon PN Hoffman/Stonebridge Associates	See Map on Next Page
First Cost Estimate				
Current Scope	FY09	88,819		
Last FY's Cost Estimate		0		
Appropriation Request	FY09	2,004		
Appropriation Request Est.	FY10	86,815		
Supplemental Appropriation Request		0		
Transfer		0		
Cumulative Appropriation		0		
Expenditures / Encumbrances		0		
Unencumbered Balance		0		
Partial Closeout Thru	FY06	0		
New Partial Closeout	FY07	0		
Total Partial Closeout		0		

46



## **Total Project Cost**

Total County Design and Construction Costs (Present Value)	\$61,045,594
Escalation of Hard Costs (40 months at 5%)	10,147,464
Construction Contingency (5% of Hard Costs)	<u>3,375,205</u>
<b>Maximum Total Possible Construction Costs</b>	<b>74,568,263</b>

## **Costs Associated with Development**

Allowances – Pepco and Traffic	496,000
Maximum Environmental Remediation	3,530,000
Owner's Project Contingency (1% of Hard Costs)	675,041
Developer Fee	1,250,000
Utility Relocation (reimbursed by Developer)	<u>4,000,000</u>
Subtotal	84,519,304

Additional Costs (Estimated) :

County and State Transfer, Re-Zoning, and Real Prop. Taxes	2,438,208
County Staff, Finance and Bond Counsel, Parking Remediation	1,861,000

**Total PDF Request** **\$88,818,512**

## Code Required Parking

Article 59-E of the County Code indicates requirements for parking based on the use of improved real property.

In general, the Code requirements are based on the type of use (retail, residential, office, etc.) as adjusted for proximity to Metro Stations, the area of the County and credits associated with the use of ride share programs. The parking space requirements currently take into account mode share spilt goals.

The types of use are very specifically addressed. For instance, the general office requirements are lower than office space used for a medical practice. For residential units the parking space requirements are based on the number of bedrooms. For retail areas the requirements are business based with restaurants having a much higher requirement than a clothing store.

## The Function of the Parking Lot Districts (PLDs)

The owners of real property located within the boundary of a PLD have the option, under Chapter 60 of the Code, to not provide the Code required parking for the use of their property. Should they elect to not provide the Code required parking they are obligated to pay an annual Ad Valorem tax. This tax money is used in conjunction with the parking fees and fines collected within a PLD for its operation. Funds in excess of operational and capital needs of the PLD may be transferred to the associated Urban District or the Mass Transit Fund.

The primary purpose of the PLD system is to support the economic viability of the urban districts. The PLD does so by providing centralized and convenient public parking. The PLDs has also always supported a multi-modal transportation system. This is done through the transfers to the Mass Transit and Urban Districts, as previously noted, and through the constraint of the parking supply. Council Members may be aware of this aspect of the system through the frequent citizen calls for more parking in Bethesda. This model of parking management has been in effect in Montgomery County for almost 60 years and has been used as a model for many other communities across the United States.

## The Re-Development of Lot 31

The re-development of Lot 31 into a below grade public parking garage and an above grade mixed use project is another opportunity for the PLD system to meet all its program objectives. The above grade development will provide an opportunity for smarter growth in an urban environment in relatively close proximity to a Metro station. The public parking component has been sized to meet the economic needs of the area but significantly constrained below what would be required for the area under the current County Code. Through the constraint of parking supply the PLD will encourage the public to visit this area using modes of transportation other than the single passenger automobile.

The issue of the constraint of parking supply is always a balance. If the supply is too small it may significantly harm business activity. If the supply is too large then other modes of transportation are not encouraged and/or capital and maintenance funds are un-necessarily spent. The PLDs have always used independently produced parking demand studies as a starting point in making these decisions.

On November 22, 2000, KPMG Consulting delivered a report on the parking needs of area surrounding Lot 31. The study area was defined using the boundaries of the PLD and industry standards for how far the public will willingly walk to parking. Counts were taken at various times during the day and evening for week days and on Saturday. The conclusion of this report was that peak usage occurs at mid day on weekdays. At the time of this report there was considerable ongoing construction by the Federal Realty Investment Trust (FRIT) in this area. Based on the existing needs and Code requirements of the construction, it was estimated that a deficit of 375 would exist after the then current construction was completed.

In 2003 the KPMG study projection was updated based on what had actually been constructed by FRIT since 2000. The deficit for existing development in the area was reduced to 290 spaces. There were however additional projects then planned or envisioned for the area. They were listed separately with new additional deficits listed for each project. This update now projected a total deficit of Code required parking for the area of 1,288 spaces if each of the listed developments were completed as planned. Based on this updated project the RFP for the joint development of Lot 31 was released with a requirement for 1,270 to 1,320 public parking spaces.

In 2005 the County public parking garage was submitted for Mandatory Referral to the Maryland- National Capital Park and Planning Commission (M-NCPPC). The 2003 updated parking requirement was again updated based on any changes in the listed projects. The total deficit for the area was then estimated at in excess of 1,360 spaces.

We have now again reviewed the status of new construction since the 2000/2003 studies. Our level of confidence in the accuracy of the projection has increased as planned projects have gone into construction or filed site plans with M-NCPPC. The parking deficit for the area is now estimated to be in excess of 1,600 spaces when all the planned development is complete.

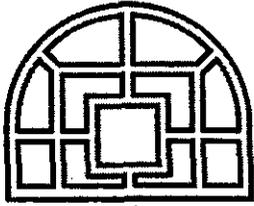
The number of public parking spaces to be constructed in the proposed Garage on the Lot 31 site has been repeated reviewed based on parking demand, multimodal split and construction cost since the issuance of the RFP. The General Development Agreement for this project plans for the construction of 1,158 public parking spaces. This represents 72% of (or 448 less than) the Code required parking for this area. This number of public spaces has been widely accepted as appropriate as evidenced by the comments of M-NCPPC on the Mandatory Referral and the public in multiple hearings on the project. The Department is very comfortable that this number is an appropriate compromise between all the competing concerns.

Parking Needs in South Bethesda

April 28, 2008

Area Space Deficit

KPMG Parking Demand Study – November 22, 2000	<u>-375</u>
Consultant Update – December 19, 2005	-290
Additional Development	
Closing of Lot 31 & 31A	-279
Stonebridge/Hoffman Development (Retail)	-150
Bethesda Row South Phase II (Potential)	-299
Arlington East (Under Construction)	-290
Reed St Project (Filed Site Plan)	-298
Total Potential Area Deficit	-1,606



# COALITION FOR SMARTER GROWTH

---

April 25, 2008

Hon. Nancy Floreen, Chair  
Transportation & Environment Committee  
Montgomery County Council  
100 Maryland Avenue  
Rockville, MD 20850

RE: Alternatives to \$80,000 per space parking garage at Lot 31 in Bethesda

Dear Chairman Floreen & Councilmembers:

Please accept these comments on behalf of the Coalition for Smarter Growth, a regional organization focused on ensuring transportation and development decisions are made with genuine community involvement and accommodate growth while revitalizing communities, providing more housing and travel choices, and conserving our natural and historic areas.

First, we want to say that we strongly support the mixed development proposed for the site at Lot 31. Our great concern is with the scale and cost of the public underground parking garage proposed for this site.

Specifically regarding the Bethesda Lot 31 parking garage FY09-13 CIP item: this is a nearly \$89 million project consisting of 6 levels of underground parking with 1,100 spaces averaging \$80,000 per space. The huge per space cost alone – roughly twice the typical cost of underground parking – suggests that the Council seriously investigate if this is the best way to accomplish the public purposes intended by this public parking. In addition to the outsized cost, the other question is: is this the best investment to provide access for visitors to South Bethesda? On both counts, we have serious concerns. It seems that the parking supply at this location is intended to provide new parking resources for public visitors and peak demand periods on weekends and evening. I will focus my comments on this parking user.

## **1. Large parking supply at this location sets up new conflicts between the needs of pedestrians, bicyclists, transit riders and vehicles.**

The new amount of parking here – from 278 to about 1500 spaces will be a significant change. This much parking in this location will necessarily require trade offs in street and intersection design. The needs of pedestrians and bicyclists will be pitted against increased demand to move cars into the expanded parking facility. We question if this is the best location for such an increase in parking supply. It will necessarily tip the balance in favor of the need to get vehicles into and out of this large parking facility. Such as choice would degrade the quality of crossings and street design for pedestrians and bicyclists, especially given the adjacency to the trail. (The current intersection of Woodmont Ave. and Bethesda Ave. is a poor configuration for a

pedestrian- and bicycle oriented environment). We expect even more pedestrian and bicycle traffic due to the future entrance of the Bethesda Metro station, Purple Line and improved Capital Crescent Trail connection. It would seem that the priority for this location should be on non-motorized access, while providing convenient parking opportunities in the vicinity.

**2. Given the extremely high cost, alternatives should be reconsidered because they likely to be cost-effective.**

In case you were wondering, \$80,000 for a parking space is off the charts. At this cost, we should be seriously considering alternatives to provide access for visitors to this part of the Bethesda CBD. I can offer a number of suggestions, but for the cost of a parking space in this project, you could have a state-of-the-art analysis done by a leading national transportation consultant like Nelson\Nygaard. This group has helped major military base redevelopments, college campuses and cities dramatically cut the number of parking spaces originally thought to be needed while providing desired access to support businesses and other activities. While Montgomery does have a TDM program, it only addresses employee access, and often fails to ensure full pricing for the use of parking by employees. In short, the county has much to learn from other parts of the country.

For comparative costs, I cite the new DC USA retail power center at Columbia Heights Metro. The underground parking garage has 1200 spaces on 2 levels, costing about \$44 million, or \$37,000 per space. All big box retailers are open (Target, Best Buy, Bed Bath & Beyond, Marshall's); the garage parking is greatly underutilized with only at most several hundred spaces used during peak time. The existing road network has always been highly congested for vehicles – even when this area had virtually no retail. The congested road network rather than parking availability is the key constraint on parking demand. The Target is now one of the top grossing stores in the country. Parking costs \$1 per hour up to 4 hours, then climbs to \$12.

**3. What is the “right” amount of parking?**

I was unable to obtain the full reports for the parking demand assessment, so I cannot directly review them. Especially in light of the huge public cost proposed for this parking garage, we must recognize that there is no fixed number for parking demand. Instead, the right amount of parking that should be provided is a choice based on pricing, availability of the parking supply and alternative modes.

A certain amount of parking is critical to support retail. The question is – what is the right amount? Given the existing parking supply, its rate of utilization, its pricing and the cost of adding new supply at this site, the demand assessment should carefully consider all the plausible alternatives to achieving the goals of the business district. Specially, the public parking goals are to provide access for those who cannot visit the district by other modes. Bethesda is a maturing business district. In light of this, the county should reconsider the emphasis of a cheap parking supply in favor of a mix of more beneficial and cost-effective strategies. The need for a parking maximum for this district should be seriously examined. Also, in light of global warming and \$4 a gallon gas, we need to ensure that our communities emphasis non-driving options as much as possible.

I suggest that the committee ask the Executive to re-analyze the appropriate amount of parking in light of the emerging context. I would ask: what was the assumption for pricing? Did the assessment model different pricing schemes for on- and off- street parking? What is the assumption of the mode split for different users and times of day? What mode split is sought? At

\$80,000 a space, what alternative approaches might achieve similar access objectives for far less cost?

It is important not to confuse supply with availability. The Bethesda CBD has roughly 21,000 private spaces and 7,500 public spaces. Given the extreme cost of \$80,000 per space, the County should assess the cost-effectiveness of incentivizing the use or directly leasing private parking spaces currently unavailable to the public. Rather than adding to the existing parking supply at extreme cost, tapping the existing unused parking is a far more efficient approach.

An inventory of all the private parking in the area should be conducted and the feasibility of it being available for public parking should be assessed. Also, the supply of on-street parking and how it is managed or could be managed differently to provide for desirable availability and turnover should also be part of a comprehensive assessment.

From my observations taken on Saturday night between 9:30 and 10:30 pm, I would recommend addressing visitor parking by first: improving parking information; and second: adjusting parking charges to ensure availability at high demand locations.

1. Create an information system that uses electronic display boards that tell drivers entering the CBD how many spaces in real time are available at which garages. This requires some expense but is far less costly than an \$89 million parking garage. A less expensive information system would give drivers static information about parking garages. It appears that current signage is scaled for pedestrians, not motorists. Information about how many spaces are available will help drivers not be frustrated hunting for spaces in the high demand area if few spaces are available. Also, information about how much parking is available will change public perception. It's hard to complain that there's no parking, when in fact there are 400 empty spaces within a 5 minute walk.
2. Adjust parking charges to ensure a desired level of availability on the street and in each off-street facility (specifically Lot 31, Bethesda/Elm garage). Given the high demand for parking on Bethesda Ave. near Woodmont, the parking supply here should be managed with charges, possibly a \$1 per hour, \$1.50 or even \$2 per hour, and should be regulated with multi-space meters. Charges should apply to all peak demand periods, including weekends.

Pricing helps ensure availability so that people get the parking they want, while also achieving other public goals of increased use of transit, better pedestrian and bicycle conditions, and less traffic. Parking priced to ensure availability means that a family bringing their frail 90 year old grandmother for dinner won't have to hunt for a parking space, but can find one close to their destination, while forty-something couple might be happy to park at the Bethesda Center garage for free or low cost and walk to a restaurant on Bethesda Ave.

I visited Fells Point in Baltimore recently and paid \$1 and hour to park on Sunday afternoon using a multi-space meter. I was able to park easily near my destination in the heart of the business district and go shopping.

Currently, I do not know that charging at the Bethesda Center garage on weekends and evenings is justified given the substantial underutilization (second and third floors had less than roughly a third of the supply occupied).

3. Plan for future parking needs and plan for special events: Assess the feasibility of providing incentives or directly leasing private parking currently in high demand areas but unavailable to the public. Explore a county coordinated valet system to maximize space and underutilized locations. Strengthen residential parking protections might also be needed.

There are other ways to address increased visitor and employee access without increasing parking supply. These include:

- Investing in more frequent circulator service; especially with the conversion of Woodmont Ave. to two way traffic to increase circulator efficiency and pedestrian quality;
- Improved bicycle routes and parking;
- Charge all employees to park – ensure all employees in the CBD pay directly for parking on a daily basis. Studies show that parking demand can drop by 40 percent when any price is charged – even in areas without high quality transit options.
- Offer transit passes or taxi vouchers; fund costs through parking charges.

Given the extreme costs of this proposal – roughly twice the typical cost, and no hope of user fees paying for any of the capital costs – I strongly recommend rethinking this project entirely. For the price of a parking space or two, the county could hire a top-flight transportation consultant to develop a parking management and access strategy that would achieve more of the public's goals, and the stated goals of the parking district.

Instead of the huge public capital expense, we recommend replacing the existing public parking spaces in the new mixed use building and transferring the remaining capital funds to the Urban District to expedite the construction of the South entrance to the Metro station.

Thank you for your consideration.

Sincerely,

Cheryl Cort  
Policy Director

## MEMORANDUM

TO: T&E Committee  
FROM: Cheryl Cort, Coalition for Smarter Growth  
DATE: April 27, 2008  
RE: Informal Survey of Parking use Bethesda Row/downtown, during Saturday spring night peak

**Informal parking utilization survey description:** Observations made on Saturday night, 9:30 – 10:30 pm, April 26, evening weather was fair in 60s, until 10:30 pm when it rained. Observations made by estimating levels of utilization on a floor by floor basis.

**Bethesda Center Garage, 9:30 pm (County Services Center/Metropolitan)**

G (entry level) – full – 95% occupied  
G1 – 90% occupied  
G2 – 50% occupied  
G 3 – 10% occupied – 6 cars

Rates: 7 am – 10 pm, M-F, \$0.75/hr 1<sup>st</sup> 3 hours, \$0.50/hr after  
Max daily: \$8.25  
Free parking – Sat, Sun, holidays

5 minute walk from Bethesda Center Garage & Bethesda Ave.

**Woodmont Corner Garage (Old Georgetown Rd), 9:40 pm**

Entry level: 90% occupied  
Level 1: 60-70% occupied  
Level 2: 60-70% occupied  
Level 3: 2 cars – 5% occupied  
Level 4: 1 car -- 5% occupied

Walk from Woodmont to Bethesda Ave. – unpleasant on Old G. town (no on-street parking) where Woodmont is 1 way with 4 southbound lanes. Consider non-rush hour metered on-street parking on Old Georgetown Road to enhance the pedestrian experience and add parking supply.

**On-street individual meters on Woodmont Ave. – 85% occupied at 9:50 pm.**  
Rates: \$0.75/hr, M-F 7:30 am – 3:30 pm, 6:30 pm – 10 pm; Sat. 9am – 10 pm.

**Bethesda West lot (Lot 31)**

85% occupied at 10 pm  
Rates: \$0.75/hr, M-F, 7 am – 10 pm, free Sat & Sun

**On-street individual metered on Bethesda Ave. between Woodmont Ave. and Arlington Road – 95% occupied, M-Sat, 9 am – 10 pm.**

**Bethesda Ave./Elm Street Garage (Garage #57), 10:10 pm**

G: 85% occupied

G1: 90% occupied

G2: 70% occupied

G3: 50% occupied

G4: 40-50% occupied

G5: 30% occupied

**[Non-public parking] Bethesda Metro Parking Garage (Hotel Parking – all charged?  
– not designated as public parking on maps)**

P1: 95% occupied

P2: 70% occupied (valet uses P2)

P3: 20% occupied

P4: 6 cars – 10% occupied

P5: 7 cars – 10% occupied

**Monument Parking Rates:**

Guests - \$15/12/17

0-1 hr: \$5

1-3 hrs: \$9

3-24 hrs: \$10

Valet: \$2

**LOT 31 PARKING GARAGE  
Construction Costs Comparison**

Item	DC USA	Lot 31 Garage
<b>General Garage Information</b>		
-- Square feet	380,000 s.f.	501,000 s.f
-- Spaces	1,000 cars	1,158 cars
-- Square feet/space	380 sf/space	420 sf/space
-- Levels	2 levels	4 1/2 levels
-- Entrances	2 entrances, 2 control points	2 entrances, 1 control point
-- Internal Ramping System	1 single lane down, 1 single lane up	Helix design ramp to first parking level, then park on ramp
<b>Total Construction Cost</b>	\$ 32,300,000.00	\$ 57,357,000.00
<b>Less:</b>		
<b>County Standards Costs</b>		
Cost related to increased ceiling height (rock excavation/S&S)		
Expansion Joint/Waterproofing		\$ 795,000.00
Additional Mechanical Electrical & Plumbing (MEP) Requirements		\$ 470,000.00
Costs related to increased column spacing and post tension		\$ 1,040,000.00
Additional painting		\$ 1,400,000.00
Meter Platforms		\$ 43,670.00
DCI and Epoxy rebar		\$ 294,000.00
Revenue Collection, Signage/Graphics, Security		\$ 669,000.00
Additional Elevators		\$ 899,000.00
<b>Site Specific Costs</b>		\$ 290,000.00
Rock		\$ 1,201,000.00
Transfer Slab		\$ 1,467,000.00
<b>Adjusted Total Cost (2005 \$)</b>	\$ 32,300,000.00	
<b>Adjusted Total Cost (2007 \$)</b>	\$ 35,951,757.00	\$ 48,788,330.00
<b>Cost Per Space</b>	\$ 35,951.76	\$ 42,131.55
<b>Cost Per Square Foot</b>	\$ 94.61	\$ 97.38

Item	DC USA	Lot 31 Garage
<b>Difference in Garage Due to County Standards</b>	Column spacing at 25'	Column spacing at 60' for improved functionality and better overall customer service
	8' clear height 1st level, 6'5" clear height 2nd level	8'2" clear height 1st level, 7'0" clear lower levels
	Flat plate construction	Post tensioned construction to accommodate increased column spacing
	No special traffic coating on floor	Traffic wear coating on main drive aisle
	Painted: interior walls only	Painted: all walls and interior columns
	Ceiling exposed spray fireproofing	Ceiling has plenum or special insulation
	Standard lighting	Light levels at greater than industry standards to improve the perception of security
	No internal wall protection	Meter platforms as wheel stops
		DCI and epoxy coated rebar to extend the useful life of the facility and reduce future maintenance costs
	1 elevator bank with 4 elevators, hydraulic 3 stop	3 elevator banks with 2 elevators each, traction 6 stop
	Simple single ramp entrance/exit	Helix ramping systems at garage entrance
<b>Differences Due to Specifics of the Site</b>	Only excavated 2 levels with no rock	Excavating 5 levels and site has rock
		60' column spacing requires the construction of a transfer slab to allow above grade improvements
	No environmental remediation	Significant allowances provided for possible environmental remediation



MONTGOMERY COUNTY COUNCIL  
ROCKVILLE, MARYLAND

DUCHY TRACHTENBERG  
COUNCILMEMBER  
AT-LARGE

**MEMORANDUM**

April 30, 2008

To: Councilmember Nancy Floreen, Chair, T&E Committee  
From: Councilmember Duchy Trachtenberg   
Subject: Follow-up questions for Bethesda Lot 31 Garage discussion

I am enclosing a list of questions I would like Executive Branch representatives to answer in your follow on discussion of this FY 09-14 Parking Lot District project at Friday's T&E Committee meeting. The extraordinary cost per space of the Lot 31 Garage Project, \$75,000.00 to \$100,000.00 and the value of the public realm in this area to the community make such a careful inquiry essential. I'm glad to see that you are pursuing this item in greater detail. I look forward to the information provided from a thorough discussion of this matter so that the Council can make an informed decision on this project next week.

Attachment:

60

Questions for the T&E discussion of the Lot 31 Garage project:

1. How does the number of parking spaces in downtown Bethesda with and without the new garage compare to the number of spaces that will be occupied, for a range of mode shares that comply with the sector plan? (Such as driver mode shares of 55%, 60%, and 63%.)
2. How does the proposed investment in the Lot 31 parking garage compare with other ways to meet Master Plan transportation goals?
3. What factors drive the cost per space of the parking garage? --How does the cost of parking per space change with each additional floor underground (incrementally, exponentially, increase, decrease)? --Would a smaller public garage- 300 spaces- cost more or less per space than the current plan, assuming that the developer includes and pays for the parking required for his project?
4. What is the cost per space and the feasibility of using automated parking technology for a 1500 space garage-either underground at Lot 31 or in place of Garage 57?
5. To what extent does the Parking District rely on parking fine income to pay for the garage and the related bonds? (Both gross dollars and percentage of parking fees and fines)
6. What would be the effect on parking demand of switching from the current enforcement-based strategy of parking management, in which fines are relied on to generate revenue and ensure turnover of short-term spaces, to a price-based strategy with longer short-term parking limits, more convenient payment options, and hourly rates adjusted in response to demand?
7. What private parking structures and how many spaces are potentially available in the vicinity of Lot 31 or elsewhere in Bethesda that might be leased to meet peak demands, either by self-parking or valet service?
8. Based upon an appropriate rate of return on capital, what is the subsidy per day given to people parking in the garage?

## Facility Planning: Parking -- No. 509525

Category	Transportation	Date Last Modified	January 07, 2008
Subcategory	Parking	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,589	1,965	142	1,482	322	260	225	225	225	225	0
Land	2	2	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	97	97	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,688</b>	<b>2,064</b>	<b>142</b>	<b>1,482</b>	<b>322</b>	<b>260</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	1,485	848	36	601	151	90	90	90	90	90	0
Current Revenue: Parking - Silver Spring	1,676	1,080	0	596	111	125	90	90	90	90	0
Current Revenue: Parking - Wheaton	527	136	106	285	60	45	45	45	45	45	0
<b>Total</b>	<b>3,688</b>	<b>2,064</b>	<b>142</b>	<b>1,482</b>	<b>322</b>	<b>260</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>0</b>

#### DESCRIPTION

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

#### COST CHANGE

Adjust expenditure and funding schedule for fiscal capacity and the addition of FY13 and FY14 to this ongoing project.

#### JUSTIFICATION

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

#### OTHER

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

#### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

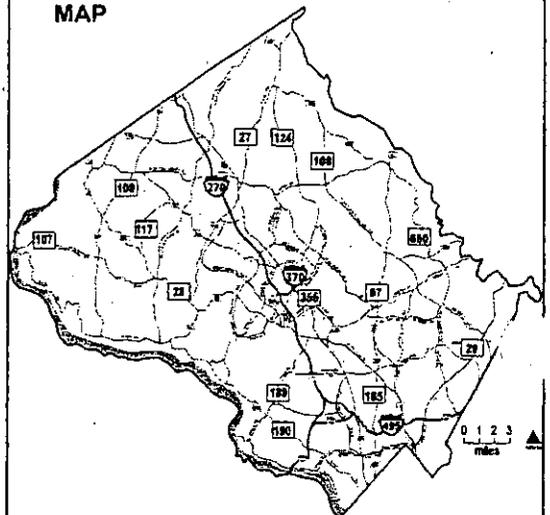
#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY95	(\$000)
First Cost Estimate		
Current Scope	FY09	3,688
Last FY's Cost Estimate		3,086
Appropriation Request	FY09	110
Appropriation Request Est.	FY10	122
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,666
Expenditures / Encumbrances		2,435
Unencumbered Balance		231
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

#### COORDINATION

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

#### MAP



(62)

## Pkg Beth Fac Renovations -- No. 508255

Category	Transportation	Date Last Modified	January 07, 2008
Subcategory	Parking	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Bethesda-Chevy Chase	Status	On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	871	0	120	751	376	75	75	75	75	75	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,643	0	5,194	3,449	1,324	425	425	425	425	425	0
Other	454	0	454	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,968</b>	<b>0</b>	<b>5,768</b>	<b>4,200</b>	<b>1,700</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	9,968	0	5,768	4,200	1,700	500	500	500	500	500	0
<b>Total</b>	<b>9,968</b>	<b>0</b>	<b>5,768</b>	<b>4,200</b>	<b>1,700</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>0</b>

#### DESCRIPTION

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

FY08: Lighting design.

FY08-09: Generator installation in garages for emergency lighting systems.

FY08-10: Re-decking of concrete and steel base.

FY09: Lighting upgrades in various lots and garages per design and analysis during the FY08 Lighting Analysis. Major repairs in Garage 35 [Woodmont/Rugby].

#### COST CHANGE

Just expenditure and funding schedule for fiscal capacity and the addition of FY13 and FY14 to this on-going project.

#### JUSTIFICATION

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

#### OTHER DISCLOSURES

\* Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	FY83 (\$000)	See Map on Next Page
First Cost Estimate	FY09 9,968	
Current Scope	FY09 9,968	
Last FY's Cost Estimate	12,185	
Appropriation Request	FY09 1,700	
Appropriation Request Est.	FY10 500	
Supplemental Appropriation Request	0	
Transfer	0	
Cumulative Appropriation	5,768	
Expenditures / Encumbrances	3,565	
Unencumbered Balance	2,203	
Partial Closeout Thru	FY06 13,558	
New Partial Closeout	FY07 2,957	
Total Partial Closeout	16,515	

(63)

## Pkg Sil Spg Fac Renovations -- No. 508250

Category	Transportation	Date Last Modified	January 09, 2008
Subcategory	Parking	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None
Planning Area	Silver Spring	Status	On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	4,213	0	1,174	3,039	589	750	425	425	425	425	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,619	0	4,783	16,836	3,936	4,160	2,185	2,185	2,185	2,185	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>25,832</b>	<b>0</b>	<b>5,957</b>	<b>19,875</b>	<b>4,525</b>	<b>4,910</b>	<b>2,610</b>	<b>2,610</b>	<b>2,610</b>	<b>2,610</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	25,832	0	5,957	19,875	4,525	4,910	2,610	2,610	2,610	2,610	0
<b>Total</b>	<b>25,832</b>	<b>0</b>	<b>5,957</b>	<b>19,875</b>	<b>4,525</b>	<b>4,910</b>	<b>2,610</b>	<b>2,610</b>	<b>2,610</b>	<b>2,610</b>	<b>0</b>

#### DESCRIPTION

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

#### COST CHANGE

Adjust expenditure and funding schedule for fiscal capacity and the addition of FY13 and FY14 to this on-going project.

#### JUSTIFICATION

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

For FY08, continue re-decking repairs on Metro-Bonifant Garage 5. Analysis of deteriorated concrete in 2006 by SKA Engineers recommended this work. In FY09, continue work on Garage 5 and begin restoration on Colesville-Spring Street Garage 21 (\$2,500,000). The 2005 analysis performed by SKA recommended that Garage 21 have its concrete deck replaced. In FY10, finish Garage 5 and Garage 21 (\$3,500,000).

#### OTHER

Garage 21 will be closed from July 1, 2008 through January 30, 2010 for construction. Capacity exists to handle parkers in a public garage directly across Cameron Street and therefore it is anticipated that there will be no operating budget impact.

#### FISCAL NOTE

Due to the lack of available resources in the Silver Spring Parking Lot District, this project received \$2,116,000 in General Fund Transfers in FY00 and FY01, of which \$1,500,000 has been repaid.

#### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY83</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">25,832</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">21,001</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">2,225</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">4,910</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">8,257</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">3,607</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">4,650</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY06</td> <td style="text-align: right;">19,263</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">2,304</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">21,567</td> </tr> </table>	Date First Appropriation	FY83	(\$000)	First Cost Estimate			Current Scope	FY09	25,832	Last FY's Cost Estimate		21,001				Appropriation Request	FY09	2,225	Appropriation Request Est.	FY10	4,910	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		8,257	Expenditures / Encumbrances		3,607	Unencumbered Balance		4,650				Partial Closeout Thru	FY06	19,263	New Partial Closeout	FY07	2,304	Total Partial Closeout		21,567	<p>Facility Planning: Parking</p>	<p style="text-align: center;">See Map on Next Page</p>
Date First Appropriation	FY83	(\$000)																																																			
First Cost Estimate																																																					
Current Scope	FY09	25,832																																																			
Last FY's Cost Estimate		21,001																																																			
Appropriation Request	FY09	2,225																																																			
Appropriation Request Est.	FY10	4,910																																																			
Supplemental Appropriation Request		0																																																			
Transfer		0																																																			
Cumulative Appropriation		8,257																																																			
Expenditures / Encumbrances		3,607																																																			
Unencumbered Balance		4,650																																																			
Partial Closeout Thru	FY06	19,263																																																			
New Partial Closeout	FY07	2,304																																																			
Total Partial Closeout		21,567																																																			

(64)

## Pkg Wheaton Fac Renovations -- No. 509709

Category	Transportation	Date Last Modified	January 07, 2008
Subcategory	Parking	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Kensington-Wheaton	Status	On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	107	0	37	70	20	10	10	10	10	10	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site-Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,240	0	520	720	210	102	102	102	102	102	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,347</b>	<b>0</b>	<b>557</b>	<b>790</b>	<b>230</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Wheaton	1,347	0	557	790	230	112	112	112	112	112	0
<b>Total</b>	<b>1,347</b>	<b>0</b>	<b>557</b>	<b>790</b>	<b>230</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>0</b>

#### DESCRIPTION

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

#### COST CHANGE

Adjust expenditure and funding schedule for fiscal capacity and the addition of FY13 and FY14 to this on-going project.

#### JUSTIFICATION

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

Elevator work is underway in Garage 45 (Amherst Avenue) to be completed during FY08. In FY09 and subsequent years, lot re-paving will be performed on most parking lot district lots, as well as lighting upgrades, and follow-through on recommendation per consultant's analysis underway during FY08.

#### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	FY97	See Map on Next Page
First Cost Estimate	FY09	
Current Scope	1,347	
Last FY's Cost Estimate	1,468	
Appropriation Request	FY09	
Appropriation Request Est.	FY10	
Supplemental Appropriation Request	0	
Transfer	0	
Cumulative Appropriation	557	
Expenditures / Encumbrances	443	
Unencumbered Balance	114	
Partial Closeout Thru	FY06	
New Partial Closeout	FY07	
Total Partial Closeout	1,944	

65



MONTGOMERY COUNTY COUNCIL  
ROCKVILLE, MARYLAND

VALERIE ERVIN  
COUNCILMEMBER  
DISTRICT 5

**Memorandum**

To: Councilmember Nancy Floreen, Chair, Transportation, Infrastructure, Energy and Environment Committee

From: Councilmember Valerie Ervin 

Date: April 17, 2008

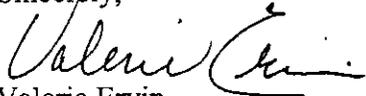
Subject: Amendment to Dale Drive Sidewalk Capital Improvement Project, No. 00904

On April 14, the T&E Committee reviewed the Dale Drive Sidewalk Capital Improvement Project that would build a new sidewalk along the north side of Dale Drive from Hartford Avenue to Mansfield Road. I am in favor of the project amendments and cost reduction measures; however, as the Council's representative to the Pedestrian Safety Advisory Committee, I believe that this project must include an analysis of how to create a safe pedestrian crossing at or near the intersection of Dale Drive and Mansfield Road. As a neighborhood resident, I know that the curvature and grade of Dale Drive at this location presents many challenges, but I believe that the new sidewalk will increase pedestrian traffic and more people will use this intersection to access Nolte Park.

I would greatly appreciate the Committee adding text to the project description form (PDF) which states that, "an improved pedestrian crossing should be studied and implemented, concurrently with this project, at or near the Dale/Mansfield intersection to allow for safe access to Nolte Park."

Please feel free to contact my office with any questions.

Sincerely,

  
Valerie Ervin

c: George Leventhal, Councilmember, T&E Committee  
Roger Berliner, Councilmember, T&E Committee  
Glenn Orlin, Deputy Director, Montgomery County Council  
Bruce Johnston, Director of Capital Projects, Department of Public Works and Transportation  
Tom Pogue, Community Outreach Manager, Department of Public Works and Transportation

STELLA B. WERNER OFFICE BUILDING • 100  LAND AVENUE, ROCKVILLE, MARYLAND 20850  
240/777-7960 OR 240/777-7900 • TTY 240/777-7914 • FAX 240/777-7989

WWW.MONTGOMERYCOUNTYMD.GOV/COUNCIL

PRINTED ON RECYCLED PAPER

# Dale Drive Sidewalk -- No. 500904

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Pedestrian Facilities/Bikeways  
Public Works & Transportation  
Silver Spring

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 09, 2008  
No  
None.  
Final Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	539 432	0	0	539 432	225 118	52 182	182 182	80 -0	0	0	0
Land	620 1,000	0	0	620 1,000	0 1,000	620 -0	0	0	0	0	0
Site Improvements and Utilities	184	0	0	184	0	0 184	184 -0	0	0	0	0
Construction	3557 4,384	0	0	3557 4,384	0	0 2,584	2500 1,800	1057 -0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4900 6,000</b>	<b>0</b>	<b>0</b>	<b>4900 6,000</b>	<b>225 1,118</b>	<b>672 2,958</b>	<b>2866 1,832</b>	<b>1137 -0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	4608 6,708	0	0	4608 6,708	225 1,118	672 2,958	2866 1,840	845 -0	0	0	0
Intergovernmental	292	0	0	292	0	0	0 292	292 -0	0	0	0
<b>Total</b>	<b>4900 6,000</b>	<b>0</b>	<b>0</b>	<b>4900 6,000</b>	<b>225 1,118</b>	<b>672 2,958</b>	<b>2866 1,832</b>	<b>1137 -0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000)

Maintenance				3	0	0	0	1	1	1
<b>Net Impact</b>				<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>

#### DESCRIPTION

This project provides for right-of-way acquisition and construction of a sidewalk over 1,900 feet in length along the north side of Dale Drive from Mansfield Road to Hartford Avenue in Silver Spring. The sidewalk is estimated to be 5 feet wide with a 3-foot wide landscape panel. The retaining walls will be approximately 800 linear feet long with height varying from 3 to 11 feet. This project also requires the construction of a storm drain system and will provide for utility relocations for gas (1,900 feet), sewer (1,300 feet), and water mains as well as the corresponding house connections.

#### JUSTIFICATION

This project was a part of Transportation Improvements for New Schools (TINS) program which provides transportation improvements to Montgomery County Public Schools (MCPS). The TINS program constructed sections of the sidewalk along Dale Drive from Wayne Avenue to Piney Branch Road.

This project increases pedestrian safety by providing a connection to existing sidewalks along Dale Drive between Mansfield Road and Hartford Avenue and facilitates safe pedestrian access to the Sligo Creek Elementary School, Silver Spring International Middle School, public transportation, and Sligo Creek Park. This project will also benefit pedestrians that travel to downtown Silver Spring.

#### OTHER

The engineering design is being developed under the Transportation Improvements for Schools project. Intergovernmental funding represents Washington Suburban Sanitary Commission's (WSSC) share of utility relocation costs.

#### FISCAL NOTE

Federal Transportation Enhancement Funds will be pursued after property acquisition has been completed.

#### OTHER DISCLOSURES

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

*An improved pedestrian crossing should be studied and implemented, concurrently w/ this project, at or near the Dale/Mansfield intersection to allow for safe access to Holt Part*

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP	
Date First Appropriation FY09 (\$000)	Maryland-National Capital Park and Planning Commission Montgomery County Public Schools Department of Permitting Services Washington Suburban Sanitary Commission PEPCO Verizon Washington Gas & Light Co. Transportation Improvements for Schools	See Map on Next Page	
First Cost Estimate FY09			4900 6,000
Current Scope			0
Last FY's Cost Estimate			0
Appropriation Request FY09			225 1,118
Appropriation Request Est. FY10			4675 4,802
Supplemental Appropriation Request			0
Transfer			0
Cumulative Appropriation			0
Expenditures / Encumbrances			0
Unencumbered Balance			0
Partial Closeout Thru FY06			0
New Partial Closeout FY07			0
Total Partial Closeout	0		

(67)

# Pedestrian Safety Program -- No. 500333

Category Transportation  
 Subcategory Traffic Improvements  
 Administering Agency Public Works & Transportation  
 Planning Area Countywide

Date Last Modified  
 Required Adequate Public Facility  
 Relocation Impact  
 Status

March 28, 2008  
 No  
 None.  
 On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,004	639	65	300	50	50	50	50	50	50	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,386	309	177	900	150	150	150	150	150	150	0
Construction	4,910	110	0	4,800	800	800	800	800	800	800	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,300</b>	<b>1,058</b>	<b>242</b>	<b>6,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: General	2,050	0	0	2,050	800	250	250	250	250	250	0
G.O. Bonds	4,742	550	242	3,950	200	750	750	750	750	750	0
State Aid	100	100	0	0	0	0	0	0	0	0	0
PAYGO	408	408	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,300</b>	<b>1,058</b>	<b>242</b>	<b>6,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>0</b>

#### DESCRIPTION

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

#### COST CHANGE

Increase due to the addition of FY13-14 to this ongoing project, and additional FY09 - FY14 funding of \$4.8 million for the Pedestrian Safety Initiative. Pedestrian Safety Initiative funding includes resources for pedestrian safety audits in High Incidence Areas, physical improvements, education and outreach.

#### JUSTIFICATION

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

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

#### OTHER

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

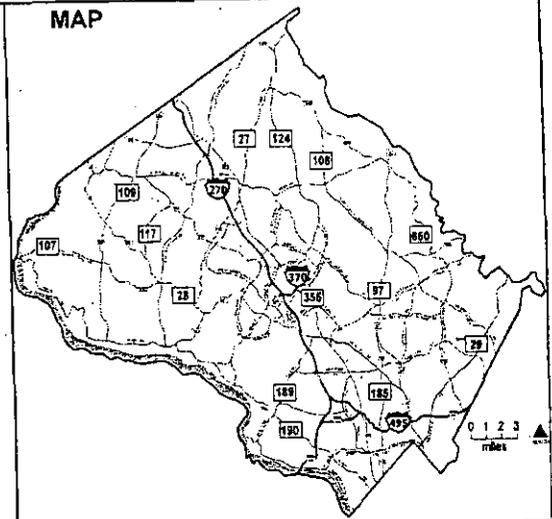
#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate	FY09	2,500
Current Scope		
Last FY's Cost Estimate		2,100
Appropriation Request	FY09	1,000
Appropriation Request Est.	FY10	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,300
Expenditures / Encumbrances		1,139
Unencumbered Balance		161
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

#### COORDINATION

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

#### MAP



68

## **Pedestrian Safety Program -- No. 500333 (continued)**

---

Transportation Improvements for Schools; ADA Compliance; Transportation; Resurfacing; Primary/Arterial; Sidewalk and Infrastructure Revitalization; Streetlighting; Traffic Signals; and ATMS.

### **OTHER DISCLOSURES**

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

## Watkins Mill Road Extended -- No. 500724

Category	Transportation	Date Last Modified	April 01, 2008
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Gaithersburg Vicinity	Status	On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	8,525	1	2,518	6,006	6,006	0	0	0	0	0	0
<b>Total</b>	<b>8,525</b>	<b>1</b>	<b>2,518</b>	<b>6,006</b>	<b>6,006</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	2,519	1	2,518	0	0	0	0	0	0	0	0
Impact Tax	5,006	0	0	5,006	5,006	0	0	0	0	0	0
Intergovernmental	1,000	0	0	1,000	1,000	0	0	0	0	0	0
<b>Total</b>	<b>8,525</b>	<b>1</b>	<b>2,518</b>	<b>6,006</b>	<b>6,006</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### DESCRIPTION

This project provides the County contribution to a project to extend Watkins Mill Road 1700 feet from MD 355 to the northeast-side ramps of the State Highway Administration's planned I-270/Watkins Mill Road Extended interchange, and 2300 feet from the southwest-side ramps of the interchange to the northeast side of the CSX Metropolitan Branch right-of-way. The road in these segments will be a six-lane divided closed section arterial with three lanes in each direction. It will include a five-foot sidewalk on the north side and an eight-foot bike path on the south side, street trees and streetlights within a 150 fee wide right-of-way approximately. Appropriate auxiliary lanes and traffic signals will be provided.

#### JUSTIFICATION

This road, together with the State Highway Administration's interchange, will provide congestion relief to the I-270/MD 124 interchange, and the Frederick Road/Montgomery Village Avenue and Quince Orchard Road/Clopper Road intersections. It will also provide direct access to the Metropolitan Branch MARC Station and, ultimately, to the Metropolitan Grove station and interim terminus for the Corridor Cities Transitway, as well as to master-planned development in the vicinity of the road.

The Gaithersburg and Vicinity Master Plan (1985) includes this road. The project study and preliminary planning was funded under the Facility Planning: Transportation project.

#### OTHER

This project is new for the FY07-12 CIP. This project will be constructed by BP Realty Investments, LLC. As a condition of development approval BP Realty is required by the City of Gaithersburg to extend existing Watkins Mill Road on a bridge over the CSX Metropolitan Branch to the southwest ramps of the I-270 interchange as a four lane divided closed section arterial, and from MD 355 to the northeast ramps of the interchange as a two-lane road. The County's contribution will allow this road to be built in one stage to its full master-planned width from east of CSX to the interchange, and from MD 355 to the interchange.

#### FISCAL NOTE

A Memorandum of Agreement among BP Realty, the City of Gaithersburg, and the County outlines the shared fiscal responsibility for the design, construction, and maintenance of this project. The intergovernmental revenue represents the City of Gaithersburg's monetary share of construction. The City is also providing the permitting and inspection services for the project. The County will assume ownership and maintenance of the road, except that the City will be responsible for snow removal for a period of ten years or until such time as the road is turned over to SHA, whichever is less. BP Realty and the City will dedicate properties to the County for the road and for the Sixth District Police Station (No. 470301) and to SHA for the I-270 interchange. Impact tax funds are assumed for this project.

#### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">8,525</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">8,525</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">8,525</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY07	8,525	Current Scope		8,525	Last FY's Cost Estimate		8,525	Facility Planning: Transportation Sixth District Police Station Maryland-National Capital Park and Planning Commission State Highway Administration BP Realty Investments, LLC City of Gaithersburg Washington Suburban Sanitary Commission PEPCCO	See Map on Next Page
Date First Appropriation	FY07	(\$000)												
First Cost Estimate	FY07	8,525												
Current Scope		8,525												
Last FY's Cost Estimate		8,525												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY09	0	Appropriation Request Est.	FY10	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY09	0												
Appropriation Request Est.	FY10	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">8,525</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">8,525</td> </tr> </table>	Cumulative Appropriation	8,525	Expenditures / Encumbrances	0	Unencumbered Balance	8,525								
Cumulative Appropriation	8,525													
Expenditures / Encumbrances	0													
Unencumbered Balance	8,525													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY06</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Partial Closeout Thru	FY06	0	New Partial Closeout	FY07	0	Total Partial Closeout		0					
Partial Closeout Thru	FY06	0												
New Partial Closeout	FY07	0												
Total Partial Closeout		0												

76

# Street Tree Preservation -- No. 500700

Category                      Transportation  
 Subcategory                Highway Maintenance  
 Administering Agency    Public Works & Transportation  
 Planning Area              Countywide

Date Last Modified        March 31, 2008  
 Required Adequate Public Facility    No  
 Relocation Impact        None.  
 Status                        On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,510	0	250	1,260	210	210	210	210	210	210	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	7,638	2,205	840	4,593	643	790	790	790	790	790	0
Other	5	5	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,153</b>	<b>2,210</b>	<b>1,090</b>	<b>5,853</b>	<b>853</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	9,153	2,210	1,090	5,853	853	1,000	1,000	1,000	1,000	1,000	0
<b>Total</b>	<b>9,153</b>	<b>2,210</b>	<b>1,090</b>	<b>5,853</b>	<b>853</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>0</b>

### DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will include the removal of limbs to: reduce safety hazards to pedestrians and motorists; preserve the health and longevity of trees; correct structural imbalances/defects; improve aesthetics and adjacent property values; and improve sight distance. Proactive pruning will prevent premature deterioration, minimize liability, reduce storm damage potential and costs, improve appearance and enhance the condition of street trees.

### COST CHANGE

Increase due to the addition of FY13 and FY14 to this ongoing project less the reduction in FY09 of \$147,000 for fiscal capacity.

### JUSTIFICATION

Prior to FY84 the County provided for scheduled cyclical pruning every six years for all trees in the old Suburban District. This work was funded through the dedicated Suburban District Tax. Between FY84 and FY97, fiscal constraints caused a reduction in pruning to a 40-90 year cycle. In FY97, the County eliminated the Suburban District Tax and expanded its street tree maintenance program from the old Suburban District to include the entire County and the street tree population increased from an estimated 100,000 to over 250,000 trees. Since that time, only pruning in reaction to emergency/safety concerns has been provided. A street tree has a life expectancy of 60 years and, under current conditions, a majority of street trees will never receive any pruning. Lack of cyclical pruning leads to increased storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, premature death and decay from disease, weakening of structural integrity, and increased public security risks. Healthy street trees provide a myriad of public benefits including energy savings, aesthetic enhancements that soften the hard edges of buildings and pavements, property value enhancement, mitigation of various airborne pollutants, reduction in the urban heat island effect, and stormwater management enhancement. Various CIP projects provide for the preservation, revitalization, restoration, or protection of all types of public infrastructure.

The "Forest Preservation Strategy" Task Force Report (October, 2000) recommends the development of a "green infrastructure" CIP project for street tree maintenance. The "Forest Preservation Strategy Update" (July, 2004) reinforced the need for a CIP project that addresses street trees. Also, see recommendations in the inter-agency study of tree management practices by the Office of Legislative Oversight (Report #2004-8 - September, 2004) and the Tree Inventory Report and Management Plan by Appraisal, Consulting, Research, and Training Inc. (November, 1995). Studies have shown that healthy trees provide significant year-round energy savings. Winter windbreaks can lower heating costs by 10 to 20 percent and summer shade can lower cooling costs by 15 to 35 percent. Every tree that is planted and maintained saves \$20 in energy costs per year. In addition, a healthy street tree canopy captures the first 1/2 inch of rainfall reducing the need for stormwater management facilities.

### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

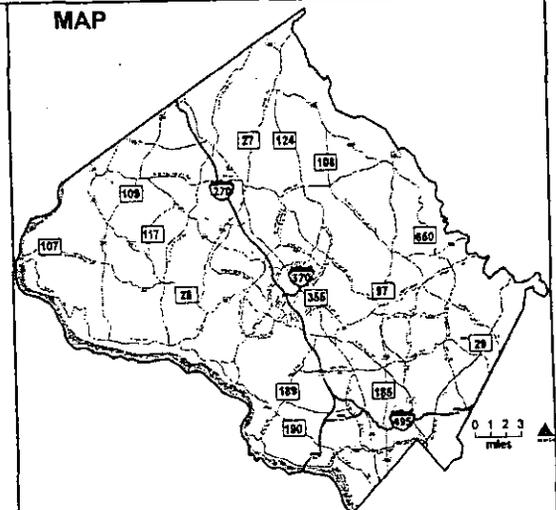
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY09	9,153
Current Scope		
Last FY's Cost Estimate		7,300
Appropriation Request	FY09	853
Appropriation Request Est.	FY10	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,300
Expenditures / Encumbrances		2,663
Unencumbered Balance		637
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

### COORDINATION

Maryland-National Capital Park and Planning Commission  
 Department of Environmental Protection  
 Maryland Department of Natural Resources  
 Utility companies

### MAP



# Sidewalk & Infrastructure Revitalization -- No. 508182

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Public Works & Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 28, 2008  
No  
None  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,605	0	790	2,815	450	473	473	473	473	473	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	39,816	0	5,131	34,685	5,550	5,827	5,827	5,827	5,827	5,827	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>43,421</b>	<b>0</b>	<b>5,921</b>	<b>37,500</b>	<b>6,000</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Land Sale	1,655	0	0	1,655	1,655	0	0	0	0	0	0
Contributions	4,044	0	1,044	3,000	500	500	500	500	500	500	0
Current Revenue: General	8,715	0	4,367	4,348	0	4,348	0	0	0	0	0
G.O. Bonds	29,007	0	510	28,497	3,845	1,452	5,800	5,800	5,800	5,800	0
<b>Total</b>	<b>43,421</b>	<b>0</b>	<b>5,921</b>	<b>37,500</b>	<b>6,000</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>0</b>

### DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure ADA compliance.

Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

### COST CHANGE

Increase due to the addition of FY13 and FY14 to this ongoing project.

### JUSTIFICATION

Curbs, gutters and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 70 miles of curbs and gutters and 35 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes.

A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2006, "Report of the Infrastructure Maintenance Task Force," identified an annual replacement program level of effort based on a 30 year life for curbs and gutters.

### OTHER

The Department of Public Works and Transportation maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

### FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to \$500,000. Payments for this work are displayed as "Contributions" in the funding schedule.

### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

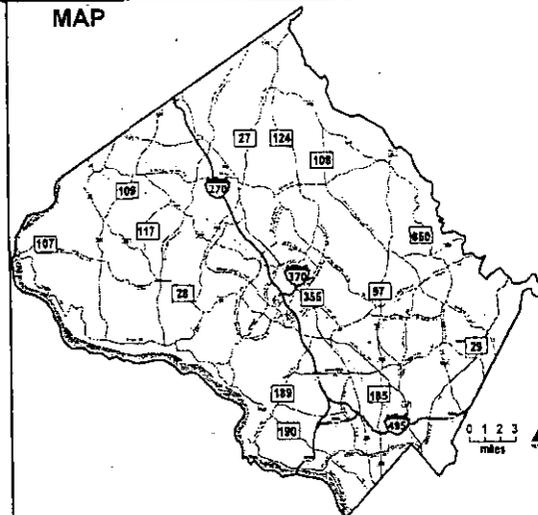
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
First Cost Estimate		
Current Scope	FY09	43,421
Last FY's Cost Estimate		35,440
Appropriation Request	FY09	6,000
Appropriation Request Est.	FY10	6,300
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,921
Expenditures / Encumbrances		5,175
Unencumbered Balance		746
Partial Closeout Thru	FY06	66,148
New Partial Closeout	FY07	4,619
Total Partial Closeout		70,767

### COORDINATION

Washington Suburban Sanitary Commission  
Other Utilities  
Montgomery County Public Schools Homeowners  
Montgomery County Pedestrian Safety Advisory Committee  
Commission on People with Disabilities

### MAP



# Traffic Signal System Modernization -- No. 500704

Category	Transportation	Date Last Modified	April 01, 2008
Subcategory	Traffic Improvements	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	5,763	298	2,177	3,288	548	548	548	548	548	548	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	28,257	19	0	28,238	4,719	4,626	5,266	4,980	4,502	4,145	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
<b>Total</b>	<b>34,020</b>	<b>317</b>	<b>2,177</b>	<b>31,526</b>	<b>5,267</b>	<b>5,174</b>	<b>5,814</b>	<b>5,528</b>	<b>5,050</b>	<b>4,693</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	1,625	317	1,308	0	0	0	0	0	0	0	0
Federal Aid	269	0	269	0	0	0	0	0	0	0	0
G.O. Bonds	750	0	600	150	0	150	0	0	0	0	0
State Aid	12,128	0	0	12,128	2,067	1,974	2,323	2,130	1,931	1,703	0
Recordation Tax Premium	18,398	0	0	18,398	2,350	3,050	3,491	3,398	3,119	2,990	0
Land Sale	850	0	0	850	850	0	0	0	0	0	0
<b>Total</b>	<b>34,020</b>	<b>317</b>	<b>2,177</b>	<b>31,526</b>	<b>5,267</b>	<b>5,174</b>	<b>5,814</b>	<b>5,528</b>	<b>5,050</b>	<b>4,693</b>	<b>0</b>

### DESCRIPTION

This project provided for Phase I which consisted of requirements development, systems engineering, and testing to modernize the County's traffic signal system. The addition of Phase II entails acquisition and implementation of a state-of-the-art replacement of the current central traffic signal control system. Key elements of the modernization include system central hardware and software and communications system cable plant re-configuration.

Anticipated phases of this project include: Phase I - FY07-08. Phase II - FY09-14 - implementation and quality assurance.

### COST CHANGE

Based on Phase I findings, Phase II (full implementation of the system) is added to the project. The total project cost for the new system, which includes replacement of the existing functionality and addition of expanded capabilities is \$44M. The expenditure display has been updated to reflect a six-year implementation scenario. The expenditures displayed in FY09-14 (\$31.5M) do not include those costs of the total \$44M system estimate that are associated with the project team's recommendations that will be implemented/expended directly by the Maryland State Highway Administration.

### JUSTIFICATION

The existing traffic signal control system, though it has been highly reliable, is an aging system *reliant* on dated technology. Central and field communications devices are obsolete and problematic to maintain. As the technologies employed in the advanced transportation management system (ATMS) have advanced, it has become increasingly difficult to interface with the existing traffic signal control system (COMTRAC). Because of the limited functionality of the COMTRAC, the system is not able to take advantage of the capabilities of the current generation of local intersection controllers. These capabilities provide a greater level of flexibility to manage traffic demands.

The following reports focus on the condition of the current traffic signal control system and document the need to begin the process of system modernization: White Paper on the Status and Future of the Traffic Signal System in Montgomery County, Maryland, March, 2001; and Traffic Signal Replacement White Paper, January, 2002. The following new reports have been developed in Phase I: Concept of Operations, Revision 1.0 February, 2007; Traffic Signal System Modernization (TSSM) Requirements, Draft Revision F, May, 2007. These two reports further existing systems analysis and replacement systems functional requirements development. Working in conjunction with the Department of Technology Services (DTS), a comprehensive communications master plan is underway to review the existing communications subsystem and development of state-of-the-art communication systems architecture.

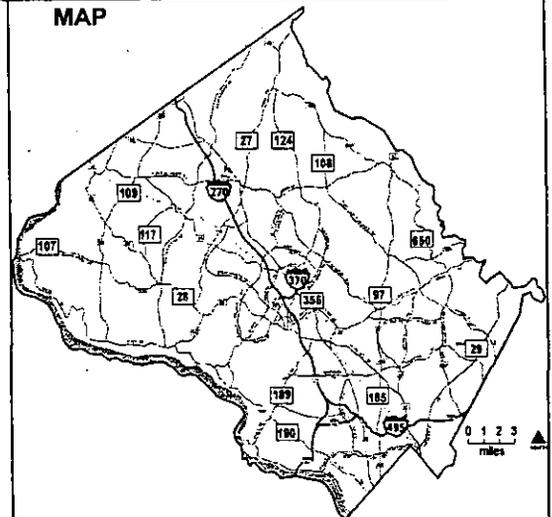
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY09	34,020
Last FY's Cost Estimate		2,600
Appropriation Request	FY09	3,094
Appropriation Request Est.	FY10	3,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,600
Expenditures / Encumbrances		1,355
Unencumbered Balance		1,245
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

### COORDINATION

Traffic Signals Project  
Advanced Transportation Management System  
Maryland State Highway Administration

### MAP



## Traffic Signal System Modernization -- No. 500704 (continued)

---

### OTHER

Phase I Status (As of August 2007)

Concept of Operations - 100% complete/configuration control

System Requirements - 100% complete/configuration control

Communications Master Plan - 65% complete

Field Inventory - 90% complete

Risk Analyses and Contingency Planning - 5% complete

Cost Estimate and Implementation Plan - 25% complete

### FISCAL NOTE

The County's traffic signal system supports over 800 traffic signal locations, of which more than 550 belong to the State but are maintained by the County on a reimbursement basis. The State Aid displayed in the funding schedule is subject to Maryland State Highway Administration budget approval.

Operating Budget Impacts are expected as a result of this project and will be identified as the project continues to develop.

### OTHER DISCLOSURES

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

# Advanced Transportation Management System -- No. 509399

Category                    Transportation  
 Subcategory                Traffic Improvements  
 Administering Agency    Public Works & Transportation  
 Planning Area              Countywide

Date Last Modified        March 28, 2008  
 Required Adequate Public Facility    No  
 Relocation Impact        None.  
 Status                      On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	6,316	4,731	442	1,143	298	169	169	169	169	169	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	39,760	23,006	5,869	10,885	4,230	1,331	1,331	1,331	1,331	1,331	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	813	813	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>46,943</b>	<b>28,604</b>	<b>6,311</b>	<b>12,028</b>	<b>4,528</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Land Sale	129	0	0	129	129	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	15,185	4,154	2,160	8,871	1,371	1,500	1,500	1,500	1,500	1,500	0
Federal Aid	3,237	2,538	269	430	430	0	0	0	0	0	0
G.O. Bonds	8,396	8,396	0	0	0	0	0	0	0	0	0
Mass Transit Fund	6,064	1,546	2,820	1,698	1,698	0	0	0	0	0	0
State Aid	8,870	7,070	900	900	900	0	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
Cable TV	2,241	2,079	162	0	0	0	0	0	0	0	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>46,943</b>	<b>28,604</b>	<b>6,311</b>	<b>12,028</b>	<b>4,528</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

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

### DESCRIPTION

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

### COST CHANGE

Cost increase due to the addition of FY13-14 to this ongoing project and addition of FY09 appropriation for Federally funded task (\$430K FY04 earmark) for integration of transportation and public safety.

### JUSTIFICATION

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

### OTHER

This project includes the replacement of Ride On's Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) system and on-bus hardware (including radios). The replacement is based on a comprehensive evaluation completed in May 2005 and will provide improved safety

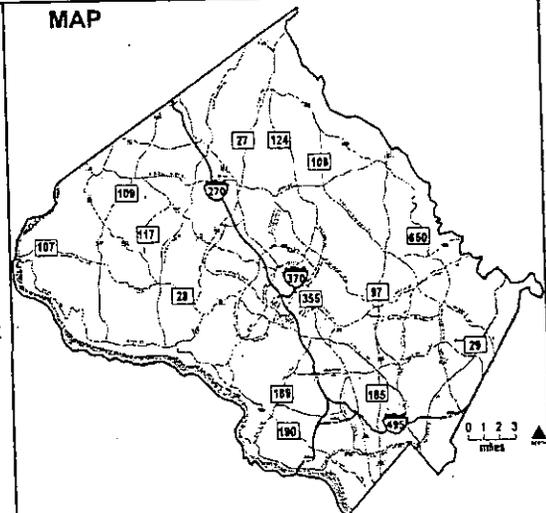
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate		
Current Scope	FY09	46,943
Last FY's Cost Estimate		43,619
Appropriation Request	FY09	4,422
Appropriation Request Est.	FY10	1,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,021
Expenditures / Encumbrances		32,841
Unencumbered Balance		2,180
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

### COORDINATION

Developers  
 Department of Technology Services  
 Department of Police  
 Federal Transit Administration (FTA)  
 Federal Highway Administration (FHWA)  
 Fibernet  
 Maryland State Highway Administration  
 Virginia DOT  
 Other Local Governments  
 Other Private Entities  
 Traffic Signals project  
 Traffic Signal System Modernization Project  
 Montgomery County Pedestrian Safety  
 Advisory Committee  
 Citizen's Advisory Boards  
 Montgomery County Planning Board

### MAP



## Advanced Transportation Management System -- No. 509399 (continued)

and security, more reliable service, better informed scheduling, and a platform for real-time customer information. \$7,540,000 is included in FY07-09 for this replacement.

### **OTHER DISCLOSURES**

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

## U.S. 29 Sidewalks - West Side -- No. 500513

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Pedestrian Facilities/Bikeways  
Public Works & Transportation  
Silver Spring

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 31, 2008  
No  
None  
Preliminary Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	300	41	259	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>300</b>	<b>41</b>	<b>259</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	300	41	259	0	0	0	0	0	0	0	0
<b>Total</b>	<b>300</b>	<b>41</b>	<b>259</b>	<b>0</b>							

#### DESCRIPTION

This project is to provide preliminary and final engineering, right-of-way acquisition, and construction of missing segments of sidewalk along the west side of US 29 between Burnt Mills Avenue and Southwood Avenue. Specifically, the scope includes 970 linear feet of sidewalk between Burnt Mills Avenue and the existing sidewalk at the Lockwood Drive intersection, 670 linear feet of sidewalk between the existing end of sidewalk and the bridge over Northwest Branch and 1,980 linear feet of sidewalk between the bridge over Northwest Branch and Southwood Avenue. The project includes construction of retaining walls to reduce construction impacts to properties and vegetation adjacent to the public right-of-way.

#### COST CHANGE

Forgo construction of project due to higher than anticipated project cost estimates.

#### JUSTIFICATION

White Oak and Four Corners Master Plans.

#### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation      FY05      (\$000)	Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Washington Suburban Sanitary Commission Washington Gas PEPCO Verizon Comcast	See Map on Next Page
First Cost Estimate              FY09      300		
Current Scope		
Last FY's Cost Estimate          3,864		
Appropriation Request          FY09      -100		
Appropriation Request Est.      FY10      0		
Supplemental Appropriation Request      0		
Transfer                              0		
Cumulative Appropriation                      400		
Expenditures / Encumbrances                  395		
Unencumbered Balance                          5		
Partial Closeout Thru              FY06      0	<span style="font-size: 2em; border: 1px solid black; border-radius: 50%; padding: 5px;">77</span>	
New Partial Closeout              FY07      0		
Total Partial Closeout                          0		

# Montrose Parkway West -- No. 500311

Category	Transportation	Date Last Modified	April 01, 2008
Subcategory	Roads	Required Adequate Public Facility	Yes
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Rockville	Status	Under Construction

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	5,483	4,422	618	443	443	0	0	0	0	0	0
Land	31,281	27,125	2,787	1,369	1,369	0	0	0	0	0	0
Site Improvements and Utilities	1,136	267	869	0	0	0	0	0	0	0	0
Construction	32,387	21,343	6,499	4,545	4,545	0	0	0	0	0	0
Other	91	91	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>70,378</b>	<b>53,248</b>	<b>10,773</b>	<b>6,357</b>	<b>6,357</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Contributions	35	0	0	35	35	0	0	0	0	0	0
Development Approval Payment	1,362	987	375	0	0	0	0	0	0	0	0
G.O. Bonds	42,081	31,634	9,246	1,201	1,201	0	0	0	0	0	0
Impact Tax	20,492	14,731	1,152	4,609	4,609	0	0	0	0	0	0
Investment Income	63	63	0	0	0	0	0	0	0	0	0
Intergovernmental	512	0	0	512	512	0	0	0	0	0	0
Transportation Improvement Credit	625	625	0	0	0	0	0	0	0	0	0
Rental Income - Roads	2	2	0	0	0	0	0	0	0	0	0
EDAET	5,206	5,206	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>70,378</b>	<b>53,248</b>	<b>10,773</b>	<b>6,357</b>	<b>6,357</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				270	0	54	54	54	54	54
Energy				270	0	54	54	54	54	54
<b>Net Impact</b>				<b>540</b>	<b>0</b>	<b>108</b>	<b>108</b>	<b>108</b>	<b>108</b>	<b>108</b>

### DESCRIPTION

This project provides a new four-lane divided road from a point on Montrose Road (starting 600 feet east of Tildenwood Drive) eastward to 'old' Old Georgetown Road (approximately 5,300 feet) in the undeveloped land formerly reserved for the Rockville Facility. The typical section of the Parkway will be a closed section road with 11-foot wide lanes and a 12- to 30-foot wide median. A 10-foot wide bikeway will run along the north side of the Parkway east of Old Farm Creek, and a 5-foot wide sidewalk will run along the south side. Near Old Farm Creek the bikeway will pass under the Parkway and will continue westward on the south side of the Parkway to Tildenwood Drive. The 10-foot wide bikeway will continue westward from a point on Tildenwood Drive approximately 550 feet south of Montrose Road to the Montrose Road/North Farm Lane intersection within the land formerly reserved for the Rockville Facility. Montrose Road will be widened to six lanes with a median, and five-foot wide sidewalks will be provided along the north side of Montrose Road from the Parkway to Tower Oaks Boulevard and along the south side from Tildenwood Drive to Tower Oaks Boulevard. Noise barrier walls will be constructed along the north side of Montrose Road for about 1,300 feet behind homes on Farm Haven Drive in the North Farm community in Rockville and along the south side of Montrose Road for about 1,700 feet behind homes in the Old Farm community in North Bethesda. A berm will be provided along Montrose Road behind the homes on the northern side of Tildenwood Lane to the east of Tildenwood Drive. Enhanced streetscaping will be provided between East Jefferson Street and 'old' Old Georgetown Road. Other improvements include extending Hitching Post Lane to Farm Haven Drive, providing a new four-way signalized intersection with pedestrian phasing at the new Hitching Post Lane/Farm Haven Drive/Montrose Road intersection, constructing a bridge on Montrose Road over Old Farm Creek to enhance wildlife passage, and maintaining landscaping for five years after construction is complete. The southern leg of the Tildenwood Drive/Montrose Road intersection will not be widened as part of this project.

### CAPACITY

By 2020, the Average Daily Traffic (ADT) Volume for Montrose Road between Tildenwood Lane and East Jefferson Street is estimated to exceed 74,000 vehicles. Without this project, several Montrose Road intersections will fail.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td>FY03</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY09</td> <td>70,378</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>68,135</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY09</td> <td>2,243</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>68,135</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>67,557</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>578</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY06</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY07</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY03	(\$000)	First Cost Estimate			Current Scope	FY09	70,378	Last FY's Cost Estimate		68,135				Appropriation Request	FY09	2,243	Appropriation Request Est.	FY10	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		68,135	Expenditures / Encumbrances		67,557	Unencumbered Balance		578				Partial Closeout Thru	FY06	0	New Partial Closeout	FY07	0	Total Partial Closeout		0	<p><b>COORDINATION</b></p> <p>Maryland Department of the Environment            U. S. Army Corps of Engineers            Maryland Department of Natural Resources            Department of Permitting Services            Maryland-National Capital Park and Planning Commission            Maryland State Highway Administration            Washington Suburban Sanitary Commission            Washington Gas            PEPCO            City of Rockville            Montgomery County Department of Environmental Protection            Miscellaneous Stream Valley Improvements            Special Capital Projects Legislation [Bill No. 12-02] was adopted by Council May 23, 2002.</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY03	(\$000)																																																			
First Cost Estimate																																																					
Current Scope	FY09	70,378																																																			
Last FY's Cost Estimate		68,135																																																			
Appropriation Request	FY09	2,243																																																			
Appropriation Request Est.	FY10	0																																																			
Supplemental Appropriation Request		0																																																			
Transfer		0																																																			
Cumulative Appropriation		68,135																																																			
Expenditures / Encumbrances		67,557																																																			
Unencumbered Balance		578																																																			
Partial Closeout Thru	FY06	0																																																			
New Partial Closeout	FY07	0																																																			
Total Partial Closeout		0																																																			

78

## Montrose Parkway West -- No. 500311 (continued)

### **COST CHANGE**

Increase due to actual bid prices, allowance for additional construction costs associated with previously unknown underground utility conflicts along East Jefferson Street, and the addition of PEPCO charges to connect and energize streetlights, which was not previously included.

### **JUSTIFICATION**

The North Bethesda Master Plan allows for 21,000 additional jobs and 9,000 additional residences (beyond 1999), and this project is one of the master-planned transportation facilities needed to accommodate the master-planned growth. In addition, the project will provide congestion relief on Montrose Road, safe turning movements onto and off of Montrose Road, safe places for pedestrians to cross Montrose Road, and reduced cut-through traffic in neighborhoods abutting Montrose Road.

North Bethesda/Garrett Park Master Plan 1992, and Master Plan of Highways.

### **OTHER**

As a permit requirement the project includes the construction of a bio-retention facility at the Tilden Woods Park and participation in the costs associated with the construction of 1,200 linear feet of the Booze Creek Stream Stabilization project. The project cost assumes acquisition of approximately 7.4 acres of the 16.7-acre Armstrong tract, the MSHA right-of-way, and an approximately 130 foot right-of-way on the Wilgus tract. Consistent with M-NCPPC's staff recommendation for the Wilgus East development, the project assumes dedication of a 130-foot wide portion of Wilgus Parcel N231.

### **FISCAL NOTE**

The intergovernmental and contribution revenue represent WSSC's share of the utility costs and developer's share of the project costs, respectively. Impact Tax funds are assumed for this project.

### **OTHER DISCLOSURES**

- A pedestrian impact analysis has been completed for this project.
- Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

# Rural & Residential Road Rehabilitation -- No. 500914

Category	Transportation	Date Last Modified	April 01, 2008
Subcategory	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	5,400	0	0	5,400	600	800	1,000	1,000	1,000	1,000	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,300	0	0	20,300	400	900	3,100	4,400	5,300	6,200	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>25,700</b>	<b>0</b>	<b>0</b>	<b>25,700</b>	<b>1,000</b>	<b>1,700</b>	<b>4,100</b>	<b>5,400</b>	<b>6,300</b>	<b>7,200</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	23,070	0	0	23,070	1,000	1,700	3,910	5,120	5,460	5,880	0
Recordation Tax Premium	2,630	0	0	2,630	0	0	190	280	840	1,320	0
<b>Total</b>	<b>25,700</b>	<b>0</b>	<b>0</b>	<b>25,700</b>	<b>1,000</b>	<b>1,700</b>	<b>4,100</b>	<b>5,400</b>	<b>6,300</b>	<b>7,200</b>	<b>0</b>

#### DESCRIPTION

This project provides for the major rehabilitation of residential roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, subgrade drains, and curbs and gutters (if present). This project will not make major changes to the location or size of existing drainage structures, if any. A recent sampling of residential roadway pavements indicate that over 1,400 lane-miles of residential roadway pavement require structural rehabilitation. Pavement reconstruction is the rehabilitation or replacement of the entire existing pavement structure by the placement of an equivalent or increased pavement structure. Rehabilitation usually requires the total removal and replacement of pavement exhibiting widespread areas of fatigue related distress, base failures, subgrade failures and where an otherwise aggressive pavement restoration approach is deemed impractical. Rural and residential roads that have been rated as "poor" (level 2) or "very poor" (level 1) conditions will be rehabilitated.

#### JUSTIFICATION

The Department of Public Works and Transportation (DPWT) has undertaken a sample study of residential road pavement conditions utilizing a pavement condition rating system based upon types of observed distress (i.e., areas of pavement fatigue, base and sub-base failures, cracking, spalling, patches, and profile) and extent of observed distress (i.e., percentage of surface area exhibiting various forms of distress). Based upon levels of observed pavement distress, pavements are rated as very good (level 5), good (level 4), fair (level 3), poor (level 2), and very poor (level 1). The study included a cross section of approximately 6 percent of the residential road inventory (248 lane miles). The study, which is deemed representative of the residential road inventory as whole, will be expanded to include the entire rural and residential road inventory of 3,885 lane miles. The expanded study, to be conducted by a consultant is expected to be completed by August 2008.

#### OTHER

Hot mix asphalt pavements have a finite service life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods; underlying soil conditions, drainage, daily traffic volume (ADT), other loading such as construction traffic and heavy truck traffic, age, and maintenance history.

A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

#### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">18,000</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY09	18,000	Last FY's Cost Estimate		0	<p>Washington Suburban Sanitary Commission                      Washington Gas Light Company                      Department of Permitting Services                      PEPCO                      Cable TV                      Verizon                      Montgomery County Public Schools                      Regional Services Centers                      Community Associations                      Commission of People with Disabilities</p>	
Date First Appropriation	FY09	(\$000)												
First Cost Estimate														
Current Scope	FY09	18,000												
Last FY's Cost Estimate		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">1,000</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">1,700</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY09	1,000	Appropriation Request Est.	FY10	1,700	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY09	1,000												
Appropriation Request Est.	FY10	1,700												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0					
Cumulative Appropriation		0												
Expenditures / Encumbrances		0												
Unencumbered Balance		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY06</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Partial Closeout Thru	FY06	0	New Partial Closeout	FY07	0	Total Partial Closeout		0					
Partial Closeout Thru	FY06	0												
New Partial Closeout	FY07	0												
Total Partial Closeout		0												

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>12,067,320</b>	<b>0.0</b>
Increase Cost: Additional cost to pre-fund retiree health insurance on the multi-year schedule	11,882,270	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-4,377,660	0.0
<b>FY09 CE Recommended</b>	<b>19,571,930</b>	<b>0.0</b>

**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 Department of Finance, 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.

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>8,836,850</b>	<b>0.0</b>
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	972,890	0.0
<b>FY09 CE Recommended</b>	<b>9,809,740</b>	<b>0.0</b>

**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, library patron parking, and the County's capital cost contribution for the garage facility as agreed in the General Development Agreement.

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>377,500</b>	<b>0.0</b>
Increase Cost: Patron Parking	84,000	0.0
<b>FY09 CE Recommended</b>	<b>461,500</b>	<b>0.0</b>

**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.

**FY09 Recommended Changes**

	Expenditures	WYs
<b>FY08 Approved</b>	<b>119,330</b>	<b>0.0</b>
Increase Cost: GWA	15,990	0.0
Increase Cost: Annualization of FY08 Personnel Costs	6,430	0.0
Increase Cost: Retirement Adjustment	2,590	0.0
Increase Cost: Group Insurance Adjustment	610	0.0
<b>FY09 CE Recommended</b>	<b>144,950</b>	<b>0.0</b>

**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