

AGENDA ITEM #8
May 11, 2010
Worksession

MEMORANDUM

May 7, 2010

TO: County Council

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

SUBJECT: **Worksession**—FY11 Operating Budget: Department of Transportation, including Resolution setting transportation fees, charges and fares

This is the Council's worksession on the Department of Transportation's FY11 Operating Budget. The Transportation, Infrastructure, Energy and Environment (T&E) Committee met on April 15, April 22, April 29, and May 5 to form its recommendations. Because much of the Committee's recommendations are inextricably linked to its recommendations on transportation fee, charges, and fares, they are discussed here as well.

Those anticipated to attend this worksession include:

Arthur Holmes, Jr., Director, Department of Transportation (DOT)
Edgar Gonzalez, Deputy Director for Transportation Policy, DOT
Al Roshdieh, Deputy Director, DOT
Carolyn Biggins, Chief, Division of Transit Services, DOT
Keith Compton, Chief, Division of Highway Services, DOT
Bruce Johnston, Chief, Division of Transportation Engineering, DOT
Steve Nash, Chief, Division of Parking Management, DOT
Emil Wolanin, Chief, Division of Traffic Engineering and Operations, DOT
Bill Selby, Chief, Management Services, DOT
Sandra Brecher, Chief, Commuter Services Section, Division of Transit Services, DOT
Phil McLaughlin, Manager of Operations Planning, Division of Transit Services, DOT
Rick Siebert, Chief, Management Services & Property Development Section, Division of Parking Management, DOT
Adam Damin and Brady Goldsmith, Budget Analysts, OMB

I. Summary of T&E Committee recommendations

General Fund--transportation: Concur with the Executive's recommendations.

Parking Lot District Funds: Concur with the Executive's budget recommendations, except do not make a \$1,693,040 debt service payment for Garage 31 in FY11.

Mass Transit Fund: Concur with the Executive's budget recommendations, except:

- Add \$1,967,920 to restore all current Ride On service until September 5, then make certain surgical reductions indicated on ©42-43;
- Restore \$100,040 for a Transit Supervisor position needed due to the retention of most Ride On service; and
- Add \$1,443,220 to restore Call 'N Ride Program to 2 coupon books per month, except for August 2010 when sales would be limited to one book.

Parking fines: Add \$1,311,230 in net revenue by raising most parking fines by \$5 on July 1, 2010.

Parking fees: Do not raise parking fees in Bethesda and Silver Spring as recommended by the Executive, resulting in \$1,468,600 less revenue.

Transit fares: Concur with the Executive's recommendations, except:

- Restrict hours of free Ride On and Metrobus fares for seniors to 9:30 am - 3:00 pm weekdays, resulting in \$145,000 more revenue for Ride On and \$79,220 less expenditure to reimburse WMATA; and
- Suspend Kids Ride Free program in FY11, resulting in \$276,000 more revenue for Ride On and \$100,000 less expenditure to reimburse WMATA.

Tax rates: Decrease Bethesda PLD tax rates to raise \$1,085,440 less, increase the Silver Spring PLD tax rates to raise \$798,000 more, and increase the countywide property tax rate to raise \$287,440 more.

The Committee's approach was to identify additional resources (both by reducing expenditures and adding revenue) and use them to restore most of the Ride On service and the Call 'N Ride Program recommended for reduction by the Executive. Its recommendations, which net \$48,030 that can be used elsewhere in the budget, are shown in the table on the following page. The rest of this packet describes these budgets in more detail, and also includes recommendations that were not supported by the Committee majority.

**Summary of the T&E Committee Recommendations
that differ from the Executive's recommendations**

| | Added Revenue or Reduced Cost | Added Cost or Reduced Revenue | Net Revenue |
|--|----------------------------------|----------------------------------|------------------|
| Raise parking fines by \$5 on July 1 | \$ 1,326,980 | -15,750 | \$ 1,311,230 |
| Defer debt service payment for Garage 31 | 1,693,040 | 0 | 1,693,040 |
| Restrict free senior fare to midday weekdays | 224,220 | 0 | 224,220 |
| Suspend Kids Ride Free in FY11 | 376,000 | 0 | 376,000 |
| Reduction in Facility Planning | 1,413,000 | 0 | 1,413,000 |
| Do not fund 'County' portion of HOA Road Maintenance Reimbursement NDA* | 10,320 | 0 | 10,320 |
| Restore all Ride On service until Sept. 5; then implement surgical reductions | 233,140 | -2,201,060 | (1,967,920) |
| Restore Transit Supervisor position | 0 | -100,040 | (100,040) |
| Restore Call 'N Ride to 2 books/month** | 187,920 | -1,631,140 | (1,443,220) |
| Do not raise parking fees in Beth. & Sil. Spg. | 0 | -1,468,600 | (1,468,600) |
| Balance | \$ 5,464,620 | -5,416,590 | \$ 48,030 |

* The 'State' portion of this program also has been reduced by \$60,810 (to \$16,000) because of reductions in State Highway User Revenue. But this is a State-aid pass-through, so it does not reflect a reduction in County funds.

** Except 1 book in August 2010.

II. FY11 Operating Budget: General Fund and Vacuum Leaf Collection Fund

The Executive's March 15 recommendations for the transportation programs in the General Fund and for the Vacuum Leaf Collection Fund are attached on ©1-14.

A. General Fund (transportation)

T&E Committee recommendation (3-0): Approve the Executive's proposed transportation budget within the General Fund.

Overview of the General Fund. The budget approved last May for FY10 for the transportation programs in the General Fund was \$51,821,210. Since then, reductions totaling \$2,564,590 were taken in the two Savings Plans:

| Savings Plan Reductions General Fund – Transportation | Savings Plan #1 | Savings Plan #2 | Total Reduction |
|--|----------------------------|----------------------------|----------------------------|
| Lapse Exec. Admin. Aide in Director's Office | -\$41,640 | | -\$41,640 |
| Lapse part-time coordinator in Construction Sec. | -\$25,800 | | -\$25,800 |
| Freeze Keep Mont. County Beautiful grants | -\$5,000 | | -\$5,000 |
| Add lapse in Traffic Engineering | -\$153,440 | -\$50,000 | -\$203,440 |
| Decrease ticket collection contract | -\$22,010 | | -\$22,010 |
| Suspend weed eradication program | -\$22,000 | | -\$22,000 |
| Reduce tree maintenance & tree/stump removal | -\$322,000 | -\$200,000 | -\$422,000 |
| Reduce replacement of loop detectors | -\$100,000 | | -\$100,000 |
| Reduce shoulder maintenance | -\$100,000 | -\$26,280 | -\$126,280 |

| Savings Plan Reductions General Fund – Transportation (continued) | Savings Plan #1 | Savings Plan #2 | Total Reduction |
|--|----------------------------|----------------------------|----------------------------|
| Reduce resurfacing/patching effort | -\$55,000 | -\$437,060 | -\$492,060 |
| Reduce roadway & related maintenance | -\$274,000 | | -\$274,000 |
| Decrease printing and postage costs | | -\$8,060 | -\$8,060 |
| Reduce training, memberships, etc. | | -\$17,870 | -\$17,870 |
| Reduce parking ticket processing contract | | -\$21,200 | -\$21,200 |
| Reduce materials inspection & testing | | -\$20,000 | -\$20,000 |
| Add lapse in highway maintenance | | -\$66,570 | -\$66,570 |
| Reduce bikeway maintenance | -\$50,000 | -\$45,000 | -\$95,000 |
| Suspend raised pavement markers program | | -\$100,000 | -\$100,000 |
| Reduce inspection of short span bridges | | -\$10,000 | -\$10,000 |
| Reduce storm drain maintenance | | -\$60,000 | -\$60,000 |
| Reduce traffic sign and marking materials | | -\$131,660 | -\$131,660 |
| Reduce conversion of ped signal timing devices | | -\$50,000 | -\$50,000 |
| Suspend pedestrian safety education efforts | | -\$150,000 | -\$150,000 |
| Total reduction, General Fund (transp.) | -\$1,170,890 | -\$1,393,700 | -\$2,564,590 |

On April 22 the Executive announced the liquidation of \$35 million in encumbrances. Over half of this amount, about \$19.3 million, were DOT encumbrances, about \$18.8 million of which was from the General Fund. However, all but about \$0.5 million were encumbrances for snow removal that ultimately were not needed. None of that was ever part of DOT's FY10 budget - if all of that had been spent, it would be part of the already large snow supplemental appropriation request the Council will be receiving soon. The other \$0.5 million did come out of DOT's FY10 General Fund budget, including the cessation of operating budget residential resurfacing (but most resurfacing is funded in the CIP now), and most mowing and tree pruning.

For FY11, the Executive recommends total expenditures of \$35,025,660 for the transportation programs in the General Fund, an 11,427,720 (24.8%) decrease from the FY10 approved budget. Virtually all the Savings Plan cuts would be sustained through FY11.

Operating budget workyears would drop by 43.5 wys (-14.7%), to 252.2 wys from 295.7 wys, but of this amount 11.8 wys reflect shifting charges to the CIP, 12.0 wys reflect the planned furloughs, 14.1 wys reflect freezing or lapsing unfilled positions, and 2.0 wys reflect shifting charges to the MC311 project. There are only 6 full-time positions that would be abolished, one of which is counterbalanced by the creation of an Administrative Specialist II in the Director's Office. Of the 6 full-time positions, 5 are currently filled; all are in the range of Grades 15-23 (i.e., no managers).

The Executive's March 15 recommended changes with service impacts are on ©10. The most notable proposed changes would:

- *Reduce roadway and related maintenance by 17.9% (-\$3,383,010).* For the detail of this cut, see ©15. This cut is somewhat overstated, since \$824,710 of this merely shifts charges from the Operating Budget to the CIP. Nevertheless, this is a substantial

reduction in core functions. For example, the mowing of medians, islands, and other public rights-of-way would be reduced from 11 times per year to 5.

- *Reduce contractual resurfacing* (-\$2,110,000). This represents most of the resurfacing that would be done for streets that are in relatively good repair, but are due for a new surface for the purpose of preventative maintenance. However, many more millions of dollars are being allocated to resurfacing and rehabilitation of residential streets that are in much poorer shape.
- *Suspend funding dedicated to maintenance of DOT bike paths* (-\$100,000). DOT has stated that limited funds would be made available for emergency repairs to the Georgetown Branch Interim Trail, NIH Bike Trail, Bethesda Trolley Trail, and bike paths along County roads. (Recall that maintenance of bike lanes and shared signed roadways are part of the roadway and related maintenance portion of DOT's budget.)
- *Reduce the replacement of failed loop detectors* (-\$160,680). Faulty loop detectors result in inefficient traffic flow at intersections, adding to needless travel delay as well as pollution from idling. The remaining budget is sufficient only to replace 14 of an estimated 65 failed detectors.
- *Suspend the service patrol* (-\$194,110). Since FY06 DOT has operated one patrol during the weekday morning and evening peak, pulling disabled vehicles from the road to reduce incident delays and potential rear-end collisions. Service calls have increased from 482/year in FY06 to 1,053 in FY09, and the patrol is on pace for over 1,350 calls in FY10. For more detail, see ©16.
- *Suspend installation/replacement of raised pavement markings* (-\$100,000). These reflectorized markings are used to delineate center and edge lines on roads with limited lighting; they are especially effective in preventing serious accidents at night and in the rain when visibility is low.
- *Reduce tree removals and suspend tree planting and stump removal* (-\$1,178,400). Like resurfacing and roadway and related maintenance, the County is spending well below what it should for all forms of tree maintenance (see the 4th Report of the Infrastructure Maintenance Task Force).
- *Suspend consultant services for traffic studies* (-\$127,200). Many studies are conducted by County staff, and these would continue. With the consultant assistance the backlog dropped from 441 in 2005 to 179 in 2009; it has since grown to 195, and would grow larger in 2010. For more detail, see ©17.
- *Suspend pedestrian buffer treatments* (-\$100,000) *and continue the suspension of pedestrian safety outreach and education* (-\$150,000). Like most aspects of the Pedestrian Safety Program not funded with G.O. bonds, these programs would not proceed in FY11.
- *Reduce \$483,010 in certain pedestrian safety programs*: Regional Street Smart Campaign contribution (-\$22,000); Pedestrian Timing Initiative (-\$137,250); Safe Route to School Program (-\$173,760); and contractual crosswalk marking (-\$150,000).

Most of the other recommended changes are due to compensation adjustments (e.g., reductions due to furloughs, additions due to retirement and group insurance adjustments), increased lapse, efficiencies (e.g., recognizing that the life of LED traffic signals is 6 years rather than 5, obviating the need to spend \$353,500 for replacements in FY11), and lower rates in several new contracts.

DOT also has an option that most departments do not have: shifting personnel costs to G.O. bond-funded projects in the CIP, nearly \$1.4 million more in the FY11 budget than for FY10. Within its General Fund budget, nearly 31% of the workforce (131.8 wys) would charge to the CIP. DOT is adhering to the Council's 2004 resolution on charging to the CIP: the department head, the deputies, and the division chiefs are paid entirely from the Operating Budget. It is a happy coincidence that much of the resurfacing budget is now devoted more to rehabilitation than contract resurfacing, that patching has increased, and that the traffic engineering resources are being devoted more to the replacement and modernization of the signal system. While these are all pressing needs, they are also efforts which allow more staff to charge to G.O. bond-funded projects for the next few years, thus avoiding competition for scarce Operating Budget dollars.

The General Fund in transportation will take a heavy hit in the recommended budget, perhaps not as heavy in the loss of filled positions (many had already been lapsed, and many are now charging to the CIP), but certainly in the loss of service provided, particularly in roadway and tree maintenance. Recognizing that resources are extremely scarce, however, Council staff looked to relatively small but important items as candidates for the Reconciliation List. *Council staff's recommendations for the Reconciliation List are:*

- *Restore the service patrol program: \$194,110.* The bang for the buck from this program is very large, considering that half of all traffic delays are due to incidents, not traffic volume. The patrol has been increasingly effective over the past five years; its benefit to the motoring public far exceeds its cost.
- *Restore half of the raised pavement marker (RPM) program: \$50,000.* The State Highway Administration estimates that RPMs reduce accidents at night by 20% and during wet nights by 25%. With \$50,000, RPMs could be installed on 10 lane-miles of roadway. Studies and accident records would be utilized to prioritize locations, but prime candidates would include roads that do not have continuous lighting, little-to-no shoulder, roadside obstacles such as utility poles and trees, etc.

B. Vacuum Leaf Collection Fund

This fund pays for two vacuum leaf collections during the late fall/early winter each year. The Executive's recommended budget of \$5,303,340 reflects very little change for FY11. The budget would increase by \$72,460 (1.4%) and the workforce of 50.3 wys would be unchanged. There would be decreases to household charges in FY11: \$5.05 less (-5.4%) to \$88.91 for single-family dwellings, and 23 cents less (-5.7%) to \$3.83 for townhouses and multi-family units. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.**

III. FY11 Operating Budget: Parking Lot District Funds

Overview. The Executive's recommendations for the Parking Lot District (PLD) Funds are attached on ©18-31. The budget approved last May for FY10 for the Parking Lot District Funds was \$23,405,440. Since then, reductions totaling \$596,420 were taken in the two Savings Plans:

| Savings Plan Reductions Parking Lot District Funds | Savings Plan #1 | Savings Plan #2 | Total Reduction |
|---|----------------------------|----------------------------|----------------------------|
| Reduce painting | -\$124,440 | -\$5,000 | -\$129,440 |
| Reduce contract janitorial services | -\$171,460 | -\$51,920 | -\$223,380 |
| Reduce contract litter collection | -\$1,750 | | -\$1,750 |
| Close Garage 21 during renovations | -\$53,430 | | -\$53,430 |
| Reduce contract grounds maintenance | | -\$31,910 | -\$31,910 |
| Reduce printing and mail | | -\$12,610 | -\$12,610 |
| Lapse Meter Shop Supervisor | | -\$51,480 | -\$51,480 |
| Lapse Planning Specialist III | | -\$56,210 | -\$56,210 |
| Replacing Public Service Worker II | | -\$22,330 | -\$22,330 |
| Eliminate travel, education, membership dues | | -\$13,880 | -\$13,880 |
| Total reduction, PLD Funds | -\$351,080 | -\$245,340 | -\$596,420 |

For FY11, the Executive recommends total expenditures of \$25,375,990 for the Parking Lot District Funds, a \$1,970,550 (8.4%) increase from the FY10 approved budget. Virtually all the Savings Plan cuts would be sustained through FY11.

Operating budget workyears would drop by 5.1 wys (-10.0%), to 45.8 wys. This reduction reflects lapsing a full-time Meter Mechanic until January, 1.9 wys from the planned furloughs, 0.5 wys from lapsing an unfilled Meter Shop Supervisor, and 2.2 wys from eliminating County Police overtime for security.

Security. The Executive's March 15 recommended expenditure changes are on ©23-25. Other than continuing most of the Savings Plan cuts through FY11, the most notable proposed change is in parking facility security, for which County Police overtime in Bethesda and Silver Spring and Park Police overtime in Wheaton would be replaced with additional contract guards, saving \$212,250. Currently 1,700 hours of security is provided by County Police overtime in Bethesda and Silver Spring, comprising 6.5% and 3.7% of the complements, respectively. In Wheaton, 1,958 hours of security is provided by Park Police overtime, comprising 23.4% of the complement. The Executive's proposal would replace every hour of security provided by a sworn officer with a contract security guard; the total annual hours of security would remain unchanged. A chart detailing these changes is on ©32.

Cell phone pilot. The Council approved funds in FY10 for a pay-by-cell phone pilot program for the Elm Street Garage, Lot 31, and the nearby on-street meters in Bethesda Row. DOT has found the program to be a success and will be rolling it out for all four PLDs and the North Bethesda TMD during FY11. DOT's description of the pilot and how the program works is on ©33-34.

Bethesda Lot 31 Garage. The start of construction of this project is now delayed until the late winter/early spring of 2011, which means the first debt service payment of \$1,693,040 will be deferred from FY11 to FY12. **T&E Committee (and Council staff) recommendation (3-0): Reduce the appropriation for the Bethesda PLD by \$1,693,040 in FY11.**

Expanding areas for parking charges. The County is urged to explore opportunities to expand paid parking in Montgomery County. The County Government already has authority to install meters on any street, lot, or garage owned by the County. Parking charges are not only an untapped source of revenue, they also present an incentive for transit and ridesharing. The cost of acquiring and installing meters is modest and can be recouped relatively quickly once implemented. The ongoing costs of collection and enforcement are not insignificant, so meters should be installed only where on-street parking is prevalent. **T&E Committee (and Council staff) recommendation (3-0): DOT should head a working group in early FY11 to identify those commercial areas where metered parking would be viable, with the objective of installing meters and charging for parking in such areas by the spring of 2011.**

IV. FY11 Operating Budget: Mass Transit Fund

Overview. The Executive's March 15 recommendations for the Mass Transit Fund are attached on ©35-41. The approved FY10 Mass Transit Fund budget was \$108,457,800. Since then, reductions totaling \$1,440,750 were taken in the two Savings Plans, and \$588,370 in revenue was raised:

| Savings Plan Reductions Mass Transit Fund | Savings Plan #1 | Savings Plan #2 | Total Reduction |
|--|----------------------------|----------------------------|----------------------------|
| Lapse Information Technology Specialist | -\$50,000 | | -\$50,000 |
| Delay start of Mystery Rider Program to January | -\$75,000 | | -\$75,000 |
| Reduce contract litter collection | -\$1,750 | | -\$1,750 |
| Reduce printing of bus shelter maps | -\$34,310 | | -\$34,310 |
| Suspend countywide Fare Share Program | -\$79,000 | | -\$79,000 |
| Suspend Wheaton Super Fare Share Program | -\$1,270 | | -\$1,270 |
| Suspend Friendship Heights Super Fare Share | -\$55,000 | -\$36,000 | -\$91,000 |
| Suspend North Bethesda Super Fare Share | -\$49,000 | -\$80,000 | -\$129,000 |
| Suspend Silver Spring Super Fare Share | | -\$62,500 | -\$62,500 |
| Decrease GET-IN operating costs | | -\$68,000 | -\$68,000 |
| Reduce park & ride lot cleaning | | -\$20,590 | -\$20,590 |
| Decrease TAP and Bethesda Transp. Solutions | | -\$495,000 | -\$495,000 |
| Reduce Call 'N Ride to 3 books every 2 months | | -\$333,330 | -\$333,330 |
| Total reduction, Mass Transit Fund | -\$345,330 | -\$1,095,420 | -\$1,440,750 |

The following revenue was changed in the two Savings Plans:

| Added Revenue | Savings Plan #1 | Savings Plan #2 | Total Reduction |
|--|------------------------|------------------------|------------------------|
| Raise monthly pass from \$25 to \$30 | +\$87,500 | | +\$87,500 |
| Reduce Call 'N Ride to 3 books every 2 months | | -\$34,170 | -\$34,170 |
| Increase Ride On fares | | +\$205,000 | +\$205,000 |
| Raise parking fines, assign full increase to MTF | | +\$261,700 | +\$261,700 |
| Total added revenue, Mass Transit Fund | +\$87,500 | +\$432,530 | +\$520,030 |

Also, about \$0.5 million of contracts in the FY10 Mass Transit Fund has been liquidated, primarily for consultant services.

For FY11, the Executive recommends total expenditures of \$99,624,660 for the Mass Transit Fund, a \$14,321,660 (12.6%) decrease from the FY10 approved budget. Virtually all the Savings Plan cuts would be sustained through FY11.

Operating budget workyears would drop by 100.6 wys (-11.8%), to 754.1 wys. Most of this reduction is due to proposed cuts in Ride On service (39.0 wys for Bus Operators), and to furloughs across the Division of Transit Services (29.5 wys). The other 9.6 wys reduced are associated with: conclusion of funds for the transit security grant (-2.4 wys of overtime), net shifts to the MC311 project (-2.0 wys), increased laps (-2.5 wys), elimination of a vacant Transit Supervisor position (-1.0 wy), and miscellaneous technical adjustments (-1.7 wys).

Major proposed changes. The Executive's recommended changes with notable service impacts are:

- *Reduce Ride On service* (-\$3,098,150). On March 15 the Executive recommended the same service cuts proposed in his revised Savings Plan #2: eliminating 3 weekday routes, 10 Saturday routes, and 5 Sunday routes; shortening and/or running less frequently on 5 weekday routes; eliminating midday service on one route; and reducing late evening service on 7 weekday routes, 4 Saturday routes, and 2 Sunday routes. The details of the service cuts proposed on March 15 are on ©42. On April 22 he recommended further reductions including: eliminating midday service on Route 30 between the Medical Center and Bethesda Metro Stations via the Pooks Hill neighborhood; eliminating the southern leg of Route 33 between the Medical Center and Bethesda Metro Stations via the East Bethesda neighborhood; and reducing frequency on 16 weekday routes and 3 Saturday routes. The details of the service cuts proposed on April 22 are on ©43. Taken together, service would be reduced by about 5.5% across the system. The Council has received much testimony and correspondence asking that the service not be cut.

Some of the cuts recommended on March 15 and most of those recommended on April 22 either would lop off nearly unused portions of routes, or reduce frequency where and when ridership is relatively low. Even in good economic times these surgical cuts might be made in order to redirect resources to other new or existing routes with more ridership potential. Council staff has identified these cuts with an '→' on ©42-43. The other cuts,

however, would eliminate service on an entire route, either on a weekday, Saturday, or Sunday. These are not recommended; once a route is eliminated entirely, it will be very difficult to bring the ridership back in the future.

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

Therefore, the Council has four general alternatives:

1. Accept the Executive's recommendations as proposed.
2. Reject the Executive's recommendations entirely, and retain all existing Ride On service. This will require \$3,098,150.
3. Retain all Ride On service until September 5, but introduce the more surgical of the Executive's cuts at that time. This would require an additional \$1,967,920 in resources.
4. Retain all Ride On service until December 19, but introduce the more surgical of the Executive's cuts at that time. This would require an additional \$2,385,670 in resources.

T&E Committee (and Council staff) recommendation (3-0): Retain all Ride On service until Labor Day, but introduce the more surgical of the Executive's cuts—noted by the '→' on ©42-43—at that time (Option 3, above). The surgical reductions would reduce Ride On service by 2.0%, not by 5.5% as recommended by the Executive. Therefore, the Committee recommends using \$1,967,920 of the added resources identified earlier in this packet to restore this service.

- **Transit Supervisor.** The Executive recommended not filling a vacant Transit Supervisor position because of his recommended reduction in Ride On service. DOT believes, however, that with most of the service being retained, the supervisor position should be funded. There are 16 currently filled supervisor positions. **T&E Committee recommendation (3-0): Add \$100,040 for the vacant Transit Supervisor position.**
- **Call 'N Ride.** The Executive is again recommending limiting the sale of Call 'N Ride taxi vouchers to one \$60 book per month. Through February 2010 clients could buy up to 2 books per month—and 95% did. But when the Executive recommended cutting sales back to 1 book/month starting in March, the Council found funds to continue to allow the sale of 3 books every 2 months through the end of FY10.

The Coalition for a Competitive Taxicab Industry (CCTI) has raised significant concerns about this cut (©44-45). Beyond the impact on the poor elderly and disabled, CCTI maintains that Call 'N Ride customers comprise 12% of their drivers' gross income, which means that cutting nearly half the coupon books sold could reduce their gross income by 6%. As CCTI points out, the cut could significantly damage the taxi business, which would affect all residents. DOT reports that in FY09 about 6.3% of all taxi trips

were for Call 'N Ride, but that the average Call 'N Ride fare was \$29.83, compared to \$17.27 for all other taxi trips. This corroborates CCTI's estimate.

The more pressing concern is the impact on the participants themselves. Throughout the downturn of the past two years the Executive and Council have consistently placed the highest priority on preserving the safety net of services for the most vulnerable; this program is vital for the poor elderly and disabled. A \$60 book of coupons may suffice for a few short trips during a month, but oftentimes clients will save up coupons for longer trips to doctor's offices or other destinations that are beyond their neighborhood. (The coupons are good for 18 months after issuance.)

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

T&E Committee recommendation (3-0): Restore the program to its former level of 2 books/month. Subsequent to the meeting, when it was determined that the Committee's total added resources fell slightly short of its added expenditures, Committee members were polled and agreed to having 2 books sold in July, 1 in August, and then 2 books each month from September on, reducing the net added cost of its recommendation. With this adjustment, the Committee's recommendation adds a net cost of \$1,443,220.

- *Change Ride On service to lesser schedules on three holidays (-\$176,430).* Regular Ride On service is currently provided on Veterans Day, Martin Luther King's Birthday, and Presidents' Day. WMATA's budget is considering lesser service on these three days, and the Executive's recommendation assumes the approval of WMATA's proposal and Ride On matching it. Holiday service would be more frequent than on Saturdays but less frequent than on weekdays.

The other significant recommendations change compensation (e.g., reductions due to furloughs, additions due to retirement and group insurance adjustments), increase lapse, and continue to suspend the countywide Fare Share Program and the North Bethesda, Friendship Heights, Silver Spring, and Wheaton Super Fare Share Programs. The Executive would retain the funding from the Bethesda Super Fare Share Program, but use it for a new Metro/Ride On commuter pass that would be piloted.

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, DOT calculated the recommended partially allocated cost of Ride On for FY11 to be \$81.62/hour, compared to \$83.50/hour in FY10. 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, the same as in FY10. Therefore, at the margin, it is still generally more cost-effective for the County to add Ride On service rather than Metrobus service. DOT has provided a more detailed breakdown of the \$81.62/hour partially allocated and \$95.51/hour fully allocated costs (©46).

Transportation Management Districts (TMDs). Two of the four active TMDs are operated by not-for-profit organizations: North Bethesda by the Transportation Action Partnership and Bethesda by Bethesda Transportation Solutions, a subsidiary of the Bethesda Urban Partnership. These organizations operate under year-to-year contracts with the County. The budgets of TAP and BTS are recommended to absorb a 10% reduction during FY11. The Silver Spring and Friendship Heights TMDs are operated by DOT staff.

Earlier this year Committee members expressed the interest in consolidating the functions of TAP and BTS under one organization. Another possibility is not to contract this work out at all, and have it performed by DOT, which would allow resources to be moved more freely among the four TMDs—and probably a fifth, since the Shady Grove TMD will likely go into operation by FY12 to meet the requirements of the Great Seneca Science Corridor Master Plan's staging plan. **T&E Committee (and Council staff) recommendation (3-0): Urge the Executive to have a restructuring recommendation for the TMD budget ready for the FY12 budget, or sooner.**

V. Transportation Fees, Charges, and Fares

The Executive has recommended several increases in parking fees and transit fares, and has included revenue in this Recommended Operating Budget assuming they are adopted and implemented by the beginning of FY11. The Council solicited public comment on these as well as other increases in parking fees, parking fines, and transit fares. The draft resolution displaying all potential changes is on ©47-54. On April 22 the T&E Committee heard testimony on the resolution, and the Council has received some correspondence as well. Each proposal is addressed below.

Parking fees and hours. The Executive recommends raising the fees at long-term meters (those allowing more than 3 hours of parking) in Bethesda and Silver Spring by \$0.10 cents/hour, to \$0.75/hour and \$0.60/hour, respectively. Monthly passes would increase in Bethesda by \$20 (to \$140) and in Silver Spring by \$18 (to \$113). The lesser-used Daily Parking Permits and Carpool Permits would also be increased commensurately (see ©50). The cost of the monthly 'AM/PM' Permits, which are used by business district residents parking overnight in PLD lots and garages, would remain unchanged at \$20. DOT estimates that the fee increase would generate \$670,600 more in Bethesda and \$798,000 more in Silver Spring.

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

cost \$142. (In both Wheaton and Montgomery Hills the short-term and long-term meter rates are the same.)

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

Added Revenue and Cost due to Charging on Saturdays

| PLD | Added Revenue | Added Cost | Added Net Revenue |
|---|----------------------|-------------------|--------------------------|
| Bethesda (w/Exec's fee increase) | \$872,700 | \$152,290 | \$720,410 |
| <i>Bethesda (w/o fee increase)</i> | <i>\$747,490</i> | <i>\$152,290</i> | <i>\$595,200</i> |
| Silver Spring (w/Exec's fee increase) | \$408,590 | \$67,350 | \$341,240 |
| <i>Silver Spring (w/o fee increase)</i> | <i>\$364,880</i> | <i>\$67,350</i> | <i>\$297,530</i> |
| Wheaton | \$28,780 | \$980 | \$27,800 |
| Montgomery Hills | \$1,510 | \$3,220 | -\$1,710 |

Bethesda. The Bethesda Chamber of Commerce opposes both increasing the fees and extending them to Saturdays in the lots and garages. The Chamber notes the fees are higher in Bethesda than elsewhere, that businesses are struggling (citing two that have left), and that the proposed monthly pass of \$140 is higher than the cost of private parking garages (©55-57). However, the demand for parking in Bethesda is higher than elsewhere, including on Saturdays. Furthermore, private parking providers generally "follow the market": if the County's rates go up, so will theirs.

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

Silver Spring. The situation in Silver Spring is more complex due to the 10-year agreement to hold parking hours constant at Town Center Garages #60 and #61. (The restriction ends in November 2012.) The Silver Spring Chamber notes that charging on Saturdays would put businesses away from the Town Center at a disadvantage (©58). The Fenton Street Market is concerned about the negative effect that charging \$0.75/hour will cause to its businesses (©59-60).

An option suggested by the Chamber is instead to raise short-term fees in Silver Spring by \$0.10/hour, to \$0.85 (©58). DOT estimates that this would raise an additional \$464,450, offset by \$6,000 for new rate plates and signing, for a net revenue increase of \$458,450. This is more than the net revenue of \$341,240 from charging on Saturdays, and it would avoid the

equity issue. These funds could be used to pay the balance of the PLD's outstanding debt to the General Fund (\$63,680) and to substitute for Urban District tax revenue (\$394,770), thus reducing the Silver Spring Urban District taxes by about 60%, and raising the countywide General Fund and/or Mass Transit Fund property taxes slightly to generate the \$394,770, yet stay within the Charter limit.

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

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

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

T&E Committee recommendations:

- **Do not implement the Executive's recommended fee increases in the Bethesda and Silver Spring PLDs (3-0).** *Council staff concurs with the Executive.*
- **Councilmembers Floreen and Berliner do not recommend expanding charging hours to Saturdays in lots and garages in Bethesda and in Garage #45 in Wheaton (2-1).** *Councilmember Leventhal and Council staff recommend expanding charging hours to Saturdays in Bethesda and Wheaton, generating an additional \$720,410 (assuming the Executive's fee increase) and \$27,800, respectively; the \$27,800 generated in Wheaton would substitute for General Funds in the Wheaton Urban District budget. (If the Executive's fee increase in Bethesda is not implemented, expanding charging hours to Saturday would generate an additional \$595,200.)*
- **Councilmembers Floreen and Berliner do not recommend raising the short-term meter fee in Silver Spring by \$0.10 per hour (2-1).** *Councilmember Leventhal and Council staff recommend raising the short-term fee in lieu of expanding charging hours in Silver Spring, which would generate an additional \$458,450, to be used to pay back the balance of what the PLD owes to the General Fund (\$63,680) and to substitute for Urban District tax revenue in the Silver Spring Urban District budget (\$394,770).*

- **Do not raise the fee schedule for the areas outside of PLDs to match those in the Silver Spring PLD (3-0).** *If the Executive's fee increase for Silver Spring is approved, then Council staff recommends this increase as well, which would generate an additional \$86,100.*

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

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

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

T&E Committee (and Council staff) recommendation (3-0): Raise the fines by \$5 as recommended in the resolution, generating net revenue of \$1,071,420 to the Mass Transit Fund and \$239,810 to the General Fund.

Transit fares. The Executive is recommending raising regular Ride On fares by \$0.15 per ride—to \$1.50 with a SmarTrip Card and \$1.60 with cash—which is the same as that proposed for Metrobus by WMATA's Interim General Manager. He also recommends raising the fare for Ride On Route 70 (the Germantown-to-Bethesda express) bus service by \$0.55 per ride to \$3.65 with SmarTrip and to \$3.75 with cash, again comparable to WMATA's proposal for express Metrobus routes.

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

The Executive is also recommending increasing the Metrorail-to-Ride On transfer by \$0.15—from \$0.85 to \$1.00—eliminating the one-day regional pass, and increasing the Youth Cruiser Pass by \$1/month (from \$10 to \$11) and the 3-month Summer Youth Cruiser Pass by \$3

(from \$15 to \$18). The Council has received some testimony and correspondence opposed to raising the fares, but most grudgingly concur if it means not cutting bus service as much.

T&E Committee (and Council staff) recommendation (3-0): Approve the Executive's recommended increases to the regular and express Ride On fares, the Metrorail-to-Ride On transfer, the Youth Cruiser and Summer Youth Cruiser Passes, and the elimination of the One-Day Pass. However, if WMATA subsequently selects a different set of fares for Metrobus, the Council should revise Ride On fares to be comparable with those on Metrobus.

Senior fares. For decades seniors were charged no more than half the regular transit fare in Montgomery County, as in most places generally. In 2006 Councilmember Andrews proposed, and the Council approved, allowing seniors to ride free on Ride On and Metrobus mid-day on weekdays, between the end of the morning rush period and the start of the evening rush period: 9:30 am to 3:00 pm. The purpose was to provide free accessibility to locations frequented by these groups, especially to senior centers, doctors' offices, and libraries. A secondary benefit was to encourage some senior patrons to ride in the off-peak rather than the peak, mitigating a bit of the overcrowding on some routes during rush hours.

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

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

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

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

Council staff recommendation: Suspend free rides for seniors in FY11, a reduction of \$158,440 (operating expense) and a \$290,000 increase in revenue. If approved, this decision

should be revisited next spring; if the budget situation brightens, the free service should be reinstated in FY12.

T&E Committee recommendation (3-0): Restrict free Ride On and Metrobus service to midday (9:30 am to 3:00 pm) weekdays, a reduction of \$79,220 (operating expense) and a \$145,000 increase in revenue.

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

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

Student Bus Fares in the Washington Region

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

T&E Committee (and Council staff) recommendation (3-0): Suspend the Kids Ride Free Program in FY11, a reduction of \$100,000 (operating expense) and a \$276,000 increase in revenue. A good alternative to Kids Ride Free is the Youth Cruiser Pass, allowing unlimited rides on Ride On at *all* times, not just 2-7 pm weekdays. The Youth Cruiser Pass will cost only \$11/month and only about half that much in the summer: \$18 for the June-through-August Summer Youth Cruiser Pass.

Transportation

MISSION STATEMENT

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

BUDGET OVERVIEW

The total recommended FY11 Operating Budget for the Department of Transportation is \$41,180,620, a decrease of \$10,640,590 or 20.5 percent from the FY10 Approved Budget of \$51,821,210. Personnel Costs comprise 61.5 percent of the budget for 450 full-time positions and seven part-time positions for 304.7 workyears. Operating Expenses account for the remaining 38.5 percent of the FY11 budget.

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

LINKAGE TO COUNTY RESULT AREAS

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

- ❖ ***A Responsive, Accountable County Government***
- ❖ ***An Effective and Efficient Transportation Network***
- ❖ ***Healthy and Sustainable Neighborhoods***
- ❖ ***Safe Streets and Secure Neighborhoods***
- ❖ ***Vital Living for All of Our Residents***

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY10 estimates incorporate the effect of the FY10 savings plan. The FY11 and FY12 targets assume the recommended FY11 budget and FY12 funding for comparable service levels.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***As part of the Safe Routes to School (SRTS) program that ensures that walking routes for school children are safe, over the past 3 years DOT completed proactive, comprehensive safety evaluations at 32 schools, including 11 middle and elementary schools under a State grant. DOT has performed site specific investigations at 51 other schools and implemented necessary improvements at all of the 83 locations.***
- ❖ ***Developed a Single Sign-On shared Road Closure database to report, track, and monitor road closures during times of emergency. Accurate road closure reporting is vital to all emergency services. The database is shared and used by the Department of Transportation (DOT), Fire and Rescue Service, and the Department of Police.***
- ❖ ***Continued development on and enhanced the comprehensive Pavement Management System by embarking on the new technological phase of this system. New software helps develop long-range strategies and projections for budget requests and resource needs based upon funding levels, pavement conditions, and traffic loading with respect to the effect on network conditions through the year 2020.***
- ❖ ***Completed inspection of 170 Long Span Bridges; Completed inspection of 44 Short Span Bridges; Completed renovations of 11 bridges.***

❖ Productivity Improvements

- Continue to develop the Storm Operations Center to improve storm response by improving technology and coordination between storm managers and the depots.
- Developed a pilot project to replace the current, paper permit system for residential parking with a Radio Frequency Identification (RFID) permit system.
- Issuance of a new task order for project management and scheduling services to continue deployment of project management software and institute best practices on County projects to forecast resource workload and make timely decisions to ensure the ability to deliver projects on time.

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Automation

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

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 475,360 | 2.1 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -10,720 | 0.9 |
| FY11 CE Recommended | 464,640 | 3.0 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 193,120 | 1.3 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -34,900 | -0.1 |
| FY11 CE Recommended | 158,220 | 1.2 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 352,120 | 4.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 39,010 | -1.4 |
| FY11 CE Recommended | 391,130 | 2.6 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|---------------------------------|---------------------|------------|
| FY10 Approved | 0 | 0.0 |
| FY11 CE Recommended | 0 | 0.0 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 993,040 | 0.7 |
| Decrease Cost: Equipment Repairs/Maintenance | -10,030 | 0.0 |
| Decrease Cost: Reduction in Expenditures for New Computer Equipment | -15,500 | 0.0 |
| Decrease Cost: Reduction in Parking Collections | -54,000 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 31,080 | 0.7 |
| FY11 CE Recommended | 944,590 | 1.4 |

Resurfacing

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

| Program Performance Measures | Actual FY08 | Actual FY09 | Estimated FY10 | Target FY11 | Target FY12 |
|--|------------------------|------------------------|---------------------------|------------------------|------------------------|
| Percentage of annual requirement for residential resurfacing funded ¹ | 47.0 | 47.0 | 39.0 | 5.0 | 5.0 |
| Percent of primary/arterial road quality rated fair or better | 45% | 50% | 50% | 62% | 63% |
| Percent of rural/residential road quality rated fair or better | 35% | 37% | 37% | 40% | 41% |

¹ Program is transitioning to a Pavement Management System.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 2,731,600 | 4.6 |
| Reduce: Contractual Resurfacing- Less Lane Miles of Roadway Sealed | -2,110,560 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -337,030 | -4.6 |
| FY11 CE Recommended | 284,010 | 0.0 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|---|---------------------|--------------|
| FY10 Approved | 18,893,120 | 156.9 |
| Reduce: Contractual Shoulder Maintenance | -100,000 | 0.0 |
| Reduce: Contractual Mowing Cycles from 11 to 5 | -160,000 | 0.0 |
| Decrease Cost: Lapse Positions in Highway Maintenance | -617,690 | -10.3 |

| | Expenditures | WYs |
|--|---------------------|--------------|
| Reduce: Patching Materials-Patch Fewer Lane Miles of Roadway | -752,250 | 0.0 |
| Shift: Increase Charges to CIP: Highway Services | -824,710 | -7.3 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -928,360 | -0. |
| FY11 CE Recommended | 15,510,110 | 139.2 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 3,223,970 | 25.4 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -447,170 | -2.2 |
| FY11 CE Recommended | 2,776,800 | 23.2 |

Notes: A portion of the motor pool rate adjustment is included in the miscellaneous adjustments.

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 449,290 | 0.9 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -8,980 | -0.1 |
| FY11 CE Recommended | 440,310 | 0.8 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 662,210 | 5.9 |
| Decrease Cost: Subdivision Review Position to better align with revenue | -73,550 | -1.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -11,770 | -0.2 |
| FY11 CE Recommended | 576,890 | 4.7 |

Traffic and Pedestrian Safety

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

| Program Performance Measures | Actual FY08 | Actual FY09 | Estimated FY10 | Target FY11 | Target FY12 |
|--|------------------------|------------------------|---------------------------|------------------------|------------------------|
| Average number of days to respond to requests for traffic studies ¹ | | 41 | 43 | 45 | 47 |
| Number of traffic studies pending | 274 | 200 | 210 | 220 | 230 |

¹ Reflects reduction in consultant services.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 1,833,360 | 7.8 |
| Increase Cost: Safe Routes to Schools | 16,910 | 0.3 |
| Decrease Cost: Regional Street Smart Campaign | -3,000 | 0.0 |
| Eliminate: Pedestrian Buffer Treatments | -100,000 | 0.0 |
| Eliminate: Consultant Services for Traffic Studies- Increase Timeframe to Conduct a Study | -127,200 | 0.0 |
| Eliminate: Pedestrian Safety Outreach / Education | -150,000 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 43,640 | 0.3 |
| FY11 CE Recommended | 1,513,710 | 8.4 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 2,288,010 | 14.1 |
| Reduce: Marking and Sign Materials | -98,000 | 0.0 |
| Eliminate: Raised Pavement Marker Program | -100,000 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -28,020 | -0.7 |
| FY11 CE Recommended | 2,061,990 | 13.4 |

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.

| Program Performance Measures | Actual FY08 | Actual FY09 | Estimated FY10 | Target FY11 | Target FY12 |
|---|------------------------|------------------------|---------------------------|------------------------|------------------------|
| The backlog of signalized intersections with a malfunctioning sensor ¹ | 45 | 46 | 81 | 124 | 145 |

¹ Assumes: FY10 funding at budget level with Approved Savings Plan.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 2,660,290 | 10.4 |
| Reduce: Traffic Signal Materials | -41,000 | 0.0 |
| Reduce: Loop Detectors Program- Only Replace 14 of 65 Failed Detectors | -160,680 | 0.0 |
| Decrease Cost: Defer LED Vehicular and Pedestrian Traffic Signals Life Cycle Replacement for One Year | -353,500 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -99,820 | -0.6 |
| FY11 CE Recommended | 2,005,290 | 9.8 |

Notes: Creating six positions that are 100% charged to the Capital Improvements Program to accelerate the Traffic Signal System Modernization project #500704.

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 100,000 | 0.0 |
| Eliminate: Routine Bikeway Maintenance Outside of the Right of Way | -100,000 | 0.0 |
| FY11 CE Recommended | 0 | 0.0 |

Property Acquisition

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

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 122,480 | 0.9 |
| Decrease Cost: Lapse Real Estate Specialist II | -12,560 | -0.1 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -23,460 | -0.2 |
| FY11 CE Recommended | 86,460 | 0.6 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 206,660 | 1.0 |
| Eliminate: Keep Montgomery County Beautiful Grants | -5,000 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -5,330 | 0.0 |
| FY11 CE Recommended | 196,330 | 1.0 |

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.

| Program Performance Measures | Actual FY08 | Actual FY09 | Estimated FY10 | Target FY11 | Target FY12 |
|--|--------------------|--------------------|-----------------------|--------------------|--------------------|
| Linear feet of sidewalk construction completed (000) ¹ | 22.7 | 25 | 40 | 40 | 40 |
| Percentage of customers satisfied with new capital projects ² | 92.0 | 92.0 | 92.0 | 92.0 | 92.0 |

¹ Sidewalk Construction is funded by CIP.

² Outreach is for CIP projects.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 647,940 | 3.1 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -255,270 | -1.3 |
| FY11 CE Recommended | 392,670 | 1.8 |

Notes: Shift in charges to the Capital Improvements Program included in the miscellaneous adjustments.

Transportation Construction

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

| Program Performance Measures | Actual FY08 | Actual FY09 | Estimated FY10 | Target FY11 | Target FY12 |
|--|------------------------|------------------------|---------------------------|------------------------|------------------------|
| Transportation Capital Improvement Projects completed within 10% of the cost estimate in the original Project Description Form | | 73 | 85 | 70 | 70 |
| Transportation Capital Improvement Projects completed within 3 months of projected timeline on Project Description Form | | 90 | 50 | 70 | 70 |

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 374,510 | 1.5 |
| Decrease Cost: Lapse Office Services Coordinator in Transportation Engineering | -26,020 | -0.2 |
| Reduce: Inspection and Testing of Construction Material | -40,000 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -78,080 | -0.5 |
| FY11 CE Recommended | 230,410 | 0.8 |

Notes: Shift in charges to the Capital Improvements Program included in the miscellaneous adjustments.

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 1,494,360 | 8.5 |
| Decrease Cost: Advanced Transportation Management System Materials | -5,000 | 0.0 |
| Decrease Cost: Red Light Camera Maintenance Contract Changes | -28,780 | 0.0 |
| Eliminate: Signal Optimization: 31 Fewer Traffic Signals Re-timed | -125,000 | 0.0 |
| Eliminate: Service Patrol Program- No Removal of Disabled Vehicles | -194,110 | -2.0 |
| Shift: Increase Charges to CIP- Traffic Engineering | -295,420 | -2.7 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 40,790 | 0.3 |
| FY11 CE Recommended | 886,840 | 4.1 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 334,770 | 3.5 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 51,840 | -1.1 |
| FY11 CE Recommended | 386,610 | 2.4 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 4,308,920 | 16.5 |
| Reduce: Tree Maintenance- Fewer Tree Removals, Eliminating Tree Planting and Stump Removals | -1,178,400 | -2.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -324,560 | -1.8 |
| FY11 CE Recommended | 2,805,960 | 12.7 |

Vacuum Leaf Collection

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

| FY11 Recommended Changes | Expenditures | WYs |
|---|---------------------|-------------|
| FY10 Approved | 5,247,990 | 50.3 |
| Increase Cost: Annualization of FY10 Personnel Costs | 26,310 | 0.0 |
| Increase Cost: Retirement Adjustment | 25,860 | 0.0 |
| Increase Cost: Group Insurance Adjustment | 19,620 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment | -320 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment | -2,590 | 0.0 |
| FY11 CE Recommended | 5,316,870 | 50.3 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 4,228,090 | 26.6 |
| Decrease Cost: Administration - Training/Office Supplies | -47,000 | 0.0 |
| Decrease Cost: Lapse Executive Administrative Aide Position in Transportation Engineering | -54,220 | -1.0 |
| Decrease Cost: Lapse Executive Administrative Aide in Director's Office | -75,330 | -1.0 |
| Decrease Cost: Abolish Administrative Specialist II | -94,350 | -0.8 |
| Shift: Transfer positions to Public Information Office to fund MC311 project | -114,110 | -2.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -92,300 | 1.5 |
| FY11 CE Recommended | 3,750,780 | 23.3 |

BUDGET SUMMARY

| | Actual FY09 | Budget FY10 | Estimated FY10 | Recommended FY11 | % Chg Bud/Rec |
|---|-------------------|-------------------|-------------------|---------------------|------------------|
| COUNTY GENERAL FUND | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 19,514,759 | 17,140,140 | 17,600,420 | 14,813,600 | -13.6% |
| Employee Benefits | 6,815,185 | 7,421,610 | 6,630,580 | 7,011,040 | -5.5% |
| County General Fund Personnel Costs | 26,329,944 | 24,561,750 | 24,231,000 | 21,824,640 | -11.1% |
| Operating Expenses | 26,668,053 | 22,011,470 | 19,886,620 | 13,987,790 | -36.5% |
| Capital Outlay | 0 | 0 | 0 | 0 | — |
| County General Fund Expenditures | 52,997,997 | 46,573,220 | 44,117,620 | 35,812,430 | -23.1% |
| PERSONNEL | | | | | |
| Full-Time | 468 | 451 | 451 | 450 | -0.2% |
| Part-Time | 6 | 6 | 6 | 7 | 16.7% |
| Workyears | 314.0 | 295.7 | 295.7 | 253.7 | -14.2% |
| REVENUES | | | | | |
| Subdivision Review | 114,948 | 188,000 | 188,000 | 188,000 | — |
| Residential Parking Permits | 165,925 | 125,000 | 185,000 | 185,000 | 48.0% |
| Maintenance of Traffic Signals | 677,692 | 846,500 | 846,500 | 846,500 | — |
| Highway User State Aid | 32,011,346 | 10,252,900 | 967,700 | 885,000 | -91.4% |
| Rockville Visitor Parking | 69,342 | 65,000 | 80,000 | 80,000 | 23.1% |
| County General Fund Revenues | 33,039,253 | 11,477,400 | 2,267,200 | 2,184,500 | -81.0% |
| BRADLEY NOISE ABATEMENT | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 0 | 0 | 0 | 0 | — |
| Employee Benefits | 0 | 0 | 0 | 0 | — |
| Bradley Noise Abatement Personnel Costs | 0 | 0 | 0 | 0 | — |
| Operating Expenses | 0 | 0 | 0 | 0 | — |
| Capital Outlay | 0 | 0 | 0 | 0 | — |
| Bradley Noise Abatement Expenditures | 0 | 0 | 0 | 0 | — |
| PERSONNEL | | | | | |
| Full-Time | 0 | 0 | 0 | 0 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| Workyears | 0.0 | 0.0 | 0.0 | 0.0 | — |
| REVENUES | | | | | |
| Property Tax | 29,372 | 31,390 | 31,000 | 31,320 | -0.2% |
| Investment Income | 306 | 0 | 0 | 0 | — |
| Bradley Noise Abatement Revenues | 29,678 | 31,390 | 31,000 | 31,320 | -0.2% |
| CABIN JOHN NOISE ABATEMENT | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 0 | 0 | 0 | 0 | — |
| Employee Benefits | 0 | 0 | 0 | 0 | — |
| Cabin John Noise Abatement Personnel Costs | 0 | 0 | 0 | 0 | — |
| Operating Expenses | 0 | 0 | 0 | 0 | — |
| Capital Outlay | 0 | 0 | 0 | 0 | — |
| Cabin John Noise Abatement Expenditures | 0 | 0 | 0 | 0 | — |
| PERSONNEL | | | | | |
| Full-Time | 0 | 0 | 0 | 0 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| Workyears | 0.0 | 0.0 | 0.0 | 0.0 | — |
| REVENUES | | | | | |
| Property Tax | 8,463 | 9,360 | 8,960 | 9,040 | -3.4% |
| Investment Income | 105 | 0 | 0 | 0 | — |
| Cabin John Noise Abatement Revenues | 8,568 | 9,360 | 8,960 | 9,040 | -3.4% |
| GRANT FUND MCG | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 34,017 | 0 | 0 | 51,320 | — |
| Employee Benefits | 14,457 | 0 | 0 | 0 | — |
| Grant Fund MCG Personnel Costs | 48,474 | 0 | 0 | 51,320 | — |
| Operating Expenses | 223,849 | 0 | 0 | 0 | — |
| Capital Outlay | 0 | 0 | 0 | 0 | — |
| Grant Fund MCG Expenditures | 272,323 | 0 | 0 | 51,320 | — |
| PERSONNEL | | | | | |
| Full-Time | 0 | 0 | 0 | 0 | — |

| | Actual FY09 | Budget FY10 | Estimated FY10 | Recommended FY11 | % Chg Bud/Rec |
|---|-------------------|-------------------|-------------------|---------------------|------------------|
| Part-Time | 0 | 0 | 0 | 0 | — |
| Workyears | 0.0 | 0.0 | 0.0 | 0.7 | — |
| REVENUES | | | | | |
| Safe Routes to Schools (SRTS) | 272,323 | 0 | 0 | 51,320 | |
| Grant Fund MCG Revenues | 272,323 | 0 | 0 | 51,320 | — |
| VACUUM LEAF COLLECTION | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 2,304,999 | 2,543,352 | 2,375,470 | 2,613,893 | 2.8% |
| Employee Benefits | 540,183 | 850,568 | 507,670 | 851,817 | 0.1% |
| Vacuum Leaf Collection Personnel Costs | 2,845,182 | 3,393,920 | 2,883,140 | 3,465,710 | 2.1% |
| Operating Expenses | 1,934,489 | 1,854,070 | 2,347,740 | 1,851,160 | -0.2% |
| Capital Outlay | 0 | 0 | 0 | 0 | — |
| Vacuum Leaf Collection Expenditures | 4,779,671 | 5,247,990 | 5,230,880 | 5,316,870 | 1.3% |
| PERSONNEL | | | | | |
| Full-Time | 0 | 0 | 0 | 0 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| Workyears | 52.2 | 50.3 | 50.3 | 50.3 | — |
| REVENUES | | | | | |
| Collection Fees | 6,833,271 | 6,882,000 | 6,882,000 | 6,511,940 | -5.4% |
| Investment Income | 14,250 | 40,000 | 10,000 | 40,000 | — |
| Vacuum Leaf Collection Revenues | 6,847,521 | 6,922,000 | 6,892,000 | 6,551,940 | -5.3% |
| DEPARTMENT TOTALS | | | | | |
| Total Expenditures | 58,049,991 | 51,821,210 | 49,348,500 | 41,180,620 | -20.5% |
| Total Full-Time Positions | 468 | 451 | 451 | 450 | -0.2% |
| Total Part-Time Positions | 6 | 6 | 6 | 7 | 16.7% |
| Total Workyears | 366.2 | 346.0 | 346.0 | 304.7 | -11.9% |
| Total Revenues | 40,197,343 | 18,440,150 | 9,199,160 | 8,828,120 | -52.1% |

FY11 RECOMMENDED CHANGES

| | Expenditures | WYs |
|--|-------------------|--------------|
| COUNTY GENERAL FUND | | |
| FY10 ORIGINAL APPROPRIATION | 46,573,220 | 295.7 |
| Changes (with service impacts) | | |
| Eliminate: Keep Montgomery County Beautiful Grants [Transportation Community Outreach] | -5,000 | 0.0 |
| Reduce: Inspection and Testing of Construction Material [Transportation Construction] | -40,000 | 0.0 |
| Reduce: Traffic Signal Materials [Traffic Signals & Advanced Transportation Mgmt. Syst.] | -41,000 | 0.0 |
| Reduce: Marking and Sign Materials [Traffic Sign & Marking] | -98,000 | 0.0 |
| Eliminate: Pedestrian Buffer Treatments [Traffic and Pedestrian Safety] | -100,000 | 0.0 |
| Eliminate: Raised Pavement Marker Program [Traffic Sign & Marking] | -100,000 | 0.0 |
| Eliminate: Routine Bikeway Maintenance Outside of the Right of Way [Bikeway Maintenance] | -100,000 | 0.0 |
| Reduce: Contractual Shoulder Maintenance [Roadway and Related Maintenance] | -100,000 | 0.0 |
| Eliminate: Signal Optimization: 31 Fewer Traffic Signals Re-timed [Transportation Management and Operations] | -125,000 | 0.0 |
| Eliminate: Consultant Services for Traffic Studies- Increase Timeframe to Conduct a Study [Traffic and Pedestrian Safety] | -127,200 | 0.0 |
| Eliminate: Pedestrian Safety Outreach / Education [Traffic and Pedestrian Safety] | -150,000 | 0.0 |
| Reduce: Contractual Mowing Cycles from 11 to 5 [Roadway and Related Maintenance] | -160,000 | 0.0 |
| Reduce: Loop Detectors Program- Only Replace 14 of 65 Failed Detectors [Traffic Signals & Advanced Transportation Mgmt. Syst.] | -160,680 | 0.0 |
| Eliminate: Service Patrol Program- No Removal of Disabled Vehicles [Transportation Management and Operations] | -194,110 | -2.0 |
| Reduce: Patching Materials-Patch Fewer Lane Miles of Roadway [Roadway and Related Maintenance] | -752,250 | 0.0 |
| Reduce: Tree Maintenance- Fewer Tree Removals, Eliminating Tree Planting and Stump Removals [Tree Maintenance] | -1,178,400 | -2.0 |
| Reduce: Contractual Resurfacing- Less Lane Miles of Roadway Sealed [Resurfacing] | -2,110,560 | 0.0 |
| Other Adjustments (with no service impacts) | | |
| Increase Cost: Retirement Adjustment | 285,210 | 0.0 |
| Increase Cost: Annualization of FY10 Personnel Costs | 206,520 | 0.4 |
| Increase Cost: Group Insurance Adjustment | 172,560 | 0.0 |
| Increase Cost: Administrative Specialist in Director's Office | 99,740 | 1.0 |

| | Expenditures | WYs |
|---|-------------------|--------------|
| Increase Cost: Annualization of FY10 Lapsed Positions | 40,630 | 0.5 |
| Increase Cost: Annualization of FY10 Operating Expenses | 22,320 | 0.0 |
| Increase Cost: Safe Routes to Schools [Traffic and Pedestrian Safety] | 16,910 | 0.3 |
| Decrease Cost: Regional Street Smart Campaign [Traffic and Pedestrian Safety] | -3,000 | 0.0 |
| Decrease Cost: Advanced Transportation Management System Materials [Transportation Management and Operations] | -5,000 | 0.0 |
| Decrease Cost: Printing and Mail Adjustment | -7,770 | 0.0 |
| Decrease Cost: Elimination of One-Time Items Approved in FY10 | -9,740 | 0.0 |
| Decrease Cost: Equipment Repairs/Maintenance [Parking Outside the Parking Districts] | -10,030 | 0.0 |
| Decrease Cost: Lapse Real Estate Specialist II [Property Acquisition] | -12,560 | -0.1 |
| Decrease Cost: Reduction in Expenditures for New Computer Equipment [Parking Outside the Parking Districts] | -15,500 | 0.0 |
| Decrease Cost: Lapse Office Services Coordinator in Transportation Engineering [Transportation Construction] | -26,020 | -0.2 |
| Decrease Cost: Red Light Camera Maintenance Contract Changes [Transportation Management and Operations] | -28,780 | 0.0 |
| Decrease Cost: Administration - Training/Office Supplies [Administration] | -47,000 | 0.0 |
| Decrease Cost: Reduction in Parking Collections [Parking Outside the Parking Districts] | -54,000 | 0.0 |
| Decrease Cost: Lapse Executive Administrative Aide Position in Transportation Engineering [Administration] | -54,220 | -1.0 |
| Decrease Cost: Subdivision Review Position to better align with revenue [Traffic Planning] | -73,550 | -1.0 |
| Decrease Cost: Lapse Executive Administrative Aide in Director's Office [Administration] | -75,330 | -1.0 |
| Decrease Cost: Abolish Administrative Specialist II [Administration] | -94,350 | -0.8 |
| Shift: Transfer positions to Public Information Office to fund MC311 project [Administration] | -114,110 | -2.0 |
| Shift: Increased Charges to CIP: Transportation Engineering | -268,590 | -1.8 |
| Shift: Increase Charges to CIP- Traffic Engineering [Transportation Management and Operations] | -295,420 | -2.7 |
| Decrease Cost: Defer LED Vehicular and Pedestrian Traffic Signals Life Cycle Replacement for One Year [Traffic Signals & Advanced Transportation Mgmt. Syst.] | -353,500 | 0.0 |
| Decrease Cost: Lapse Positions in Highway Maintenance [Roadway and Related Maintenance] | -617,690 | -10.3 |
| Decrease Cost: Furlough Days | -779,390 | -12.0 |
| Shift: Increase Charges to CIP: Highway Services [Roadway and Related Maintenance] | -824,710 | -7.3 |
| Decrease Cost: Motor Pool Rate Adjustment | -2,292,220 | 0.0 |
| FY11 RECOMMENDED: | 35,812,430 | 253.7 |
| GRANT FUND MCG | | |
| <u>Changes (with service impacts)</u> | | |
| Enhance: Safe Routes to School Grant | 51,320 | 0.7 |
| FY11 RECOMMENDED: | 51,320 | 0.7 |
| VACUUM LEAF COLLECTION | | |
| FY10 ORIGINAL APPROPRIATION | 5,247,990 | 50.3 |
| <u>Other Adjustments (with no service impacts)</u> | | |
| Increase Cost: Annualization of FY10 Personnel Costs [Vacuum Leaf Collection] | 26,310 | 0.0 |
| Increase Cost: Retirement Adjustment [Vacuum Leaf Collection] | 25,860 | 0.0 |
| Increase Cost: Group Insurance Adjustment [Vacuum Leaf Collection] | 19,620 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment [Vacuum Leaf Collection] | -320 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment [Vacuum Leaf Collection] | -2,590 | 0.0 |
| FY11 RECOMMENDED: | 5,316,870 | 50.3 |

PROGRAM SUMMARY

| Program Name | FY10 Approved | | FY11 Recommended | |
|---|-------------------|--------------|-------------------|--------------|
| | Expenditures | WYs | Expenditures | WYs |
| Automation | 475,360 | 2.1 | 464,640 | 3.0 |
| Bridge Maintenance | 193,120 | 1.3 | 158,220 | 1.2 |
| Transportation Engineering and Management Services | 352,120 | 4.0 | 391,130 | 2.6 |
| Noise Abatement Districts | 0 | 0.0 | 0 | 0.0 |
| Parking Outside the Parking Districts | 993,040 | 0.7 | 944,590 | 1.4 |
| Resurfacing | 2,731,600 | 4.6 | 284,010 | 0.0 |
| Roadway and Related Maintenance | 18,893,120 | 156.9 | 15,510,110 | 139.2 |
| Snow Removal/Wind/Rain Storms | 3,223,970 | 25.4 | 2,776,800 | 23.2 |
| Streetlighting | 449,290 | 0.9 | 440,310 | 0.8 |
| Traffic Planning | 662,210 | 5.9 | 576,890 | 4.7 |
| Traffic and Pedestrian Safety | 1,833,360 | 7.8 | 1,513,710 | 8.4 |
| Traffic Sign & Marking | 2,288,010 | 14.1 | 2,061,990 | 13.4 |
| Traffic Signals & Advanced Transportation Mgmt. Syst. | 2,660,290 | 10.4 | 2,005,290 | 9.8 |
| Bikeway Maintenance | 100,000 | 0.0 | 0 | 0.0 |
| Property Acquisition | 122,480 | 0.9 | 86,460 | 0.6 |
| Transportation Community Outreach | 206,660 | 1.0 | 196,330 | 1.0 |
| Transportation Planning and Design | 647,940 | 3.1 | 392,670 | 1.8 |
| Transportation Construction | 374,510 | 1.5 | 230,410 | 0.8 |
| Transportation Management and Operations | 1,494,360 | 8.5 | 886,840 | 4.1 |
| Transportation Policy | 334,770 | 3.5 | 386,610 | 2.4 |
| Tree Maintenance | 4,308,920 | 16.5 | 2,805,960 | 12.7 |
| Vacuum Leaf Collection | 5,247,990 | 50.3 | 5,316,870 | 50.3 |
| Administration | 4,228,090 | 26.6 | 3,750,780 | 23.3 |
| Total | 51,821,210 | 346.0 | 41,180,620 | 304.7 |

CHARGES TO OTHER DEPARTMENTS

| Charged Department | Charged Fund | FY10 | | FY11 | |
|----------------------|------------------------------|------------|-------|------------|-------|
| | | Total\$ | WYs | Total\$ | WYs |
| COUNTY GENERAL FUND | | | | | |
| Cable Television | Cable Television | 243,940 | 0.5 | 244,390 | 0.5 |
| CIP | CIP | 12,160,100 | 115.1 | 13,886,860 | 131.8 |
| Solid Waste Services | Solid Waste Disposal | 371,430 | 3.7 | 238,440 | 2.9 |
| Transit Services | Mass Transit | 171,780 | 1.0 | 170,320 | 1.0 |
| Urban Districts | Bethesda Urban District | 35,000 | 0.0 | 30,000 | 0.0 |
| Urban Districts | Silver Spring Urban District | 30,000 | 0.0 | 30,000 | 0.0 |
| Urban Districts | Wheaton Urban District | 20,000 | 0.0 | 20,000 | 0.0 |
| Total | | 13,032,250 | 120.3 | 14,620,010 | 136.2 |

FUTURE FISCAL IMPACTS

| Title | CE REC. | | (5000's) | | | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| | FY11 | FY12 | FY13 | FY14 | FY15 | FY16 |
| This table is intended to present significant future fiscal impacts of the department's programs. | | | | | | |
| COUNTY GENERAL FUND | | | | | | |
| Expenditures | | | | | | |
| FY11 Recommended | 35,812 | 35,812 | 35,812 | 35,812 | 35,812 | 35,812 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Annualization of Positions Recommended in FY11 | 0 | 17 | 17 | 17 | 17 | 17 |
| New positions in the FY11 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. | | | | | | |
| Motor Pool Rate Adjustment | 0 | 2,306 | 2,306 | 2,306 | 2,306 | 2,306 |
| Operating Budget Impacts for Selected Transportation Projects | 0 | 404 | 615 | 839 | 995 | 1,151 |
| Restore Personnel Costs | 0 | 779 | 779 | 779 | 779 | 779 |
| This represents restoration of funding to remove FY11 furloughs. | | | | | | |
| Subtotal Expenditures | 35,812 | 39,319 | 39,530 | 39,754 | 39,910 | 40,066 |

| Title | CE REC. | | | (\$000's) | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|
| | FY11 | FY12 | FY13 | FY14 | FY15 | FY16 |
| VACUUM LEAF COLLECTION | | | | | | |
| Expenditures | | | | | | |
| FY11 Recommended | 5,317 | 5,317 | 5,317 | 5,317 | 5,317 | 5,317 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Motor Pool Rate Adjustment | 0 | 3 | 3 | 3 | 3 | 3 |
| Subtotal Expenditures | 5,317 | 5,320 | 5,320 | 5,320 | 5,320 | 5,320 |

ANNUALIZATION OF PERSONNEL COSTS AND WORKYEARS

| | FY11 Recommended | | FY12 Annualized | |
|---|------------------|------------|-----------------|------------|
| | Expenditures | WYs | Expenditures | WYs |
| Increase Cost: Safe Routes to Schools [Traffic and Pedestrian Safety] | 16,910 | 0.3 | 33,820 | 0.6 |
| Total | 16,910 | 0.3 | 33,820 | 0.6 |

| FY11-16 PUBLIC SERVICES PROGRAM: FISCAL PLAN | | | | VACUUM LEAF FUND | | | |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| FISCAL PROJECTIONS | FY10 ESTIMATE | FY11 REC | FY12 PROJECTION | FY13 PROJECTION | FY14 PROJECTION | FY15 PROJECTION | FY16 PROJECTION |
| ASSUMPTIONS | | | | | | | |
| Indirect Cost Rate | 13.73% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% |
| CPI (Fiscal Year) | 1.0% | 2.1% | 2.3% | 2.5% | 2.6% | 2.8% | 3.0% |
| Investment Income Yield | 0.3% | 0.9% | 1.8% | 3.3% | 4.0% | 4.5% | 4.8% |
| Charge per single-family household | \$93.96 | \$88.91 | \$95.32 | \$95.13 | \$96.14 | \$97.34 | \$97.34 |
| Multi-family units in leaf collection district | 46,742 | 46,742 | 46,742 | 46,742 | 46,742 | 46,742 | 46,742 |
| % of leaves attributed to multi-family units and townhome unit | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% |
| BEGINNING FUND BALANCE | 484,800 | 808,700 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 |
| REVENUES | | | | | | | |
| Charges For Services | 6,882,000 | 6,511,940 | 7,188,780 | 7,220,790 | 7,353,570 | 7,506,750 | 7,762,450 |
| Miscellaneous | 10,000 | 40,000 | 40,000 | 40,000 | 40,000 | 50,000 | 62,500 |
| Subtotal Revenues | 6,892,000 | 6,551,940 | 7,228,780 | 7,260,790 | 7,393,570 | 7,556,750 | 7,824,950 |
| INTERFUND TRANSFERS (Net Non-CIP) | (1,337,220) | (1,543,770) | (1,719,970) | (1,544,830) | (1,453,600) | (1,371,605) | (1,371,605) |
| Transfers To The General Fund | (578,440) | (531,120) | (498,180) | (442,920) | (442,920) | (442,920) | (442,920) |
| Indirect Costs | (465,990) | (442,920) | (442,920) | (442,920) | (442,920) | (442,920) | (442,920) |
| Technology Modernization CIP | (112,450) | (88,200) | (55,260) | 0 | 0 | 0 | 0 |
| Transfers To Special Fds: Non-Tax + ISF | (758,780) | (1,012,650) | (1,221,790) | (1,101,910) | (1,010,680) | (928,685) | (928,685) |
| To Solid Waste Disposal Fund for Compost Facility | (758,780) | (1,012,650) | (1,221,790) | (1,101,910) | (1,010,680) | (928,685) | (928,685) |
| TOTAL RESOURCES | 6,039,580 | 5,816,870 | 6,008,810 | 6,215,960 | 6,439,970 | 6,685,145 | 6,953,345 |
| PSP OPER. BUDGET APPROP/ EXP'S. | | | | | | | |
| Operating Budget | (5,230,880) | (5,316,870) | (5,505,810) | (5,712,960) | (5,936,970) | (6,182,150) | (6,450,350) |
| Motor Pool Rate Adjustment | n/a | n/a | (3,000) | (3,000) | (3,000) | (3,000) | (3,000) |
| Subtotal PSP Oper Budget Approp / Exp's | (5,230,880) | (5,316,870) | (5,508,810) | (5,715,960) | (5,939,970) | (6,185,150) | (6,453,350) |
| TOTAL USE OF RESOURCES | (5,230,880) | (5,316,870) | (5,508,810) | (5,715,960) | (5,939,970) | (6,185,150) | (6,453,350) |
| YEAR END FUND BALANCE | 808,700 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 |
| END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES | 13.4% | 8.6% | 8.3% | 8.0% | 7.8% | 7.5% | 7.2% |
| Assumptions: 1. Leaf vacuuming charges are adjusted to achieve cost recovery. 2. The rates have been set to establish a fund balance of at least \$250,000, consistent with the fund balance policy developed in August 2004. In future years, rates will be adjusted annually to fund the approved service program and maintain the appropriate ending fund balance. | | | | | | | |

Department of Transportation
FY 11 CE Recommended Operating Budget

Breakdown of Roadway & Related Maintenance Program & Programatic Impact of Frozen Positions in Highway Maintenance

| TOTAL CHANGE IN PROGRAMS | | | | *FROZEN POSITIONS | |
|---|----------------------|----------------------|--------------------|------------------------|------------|
| <u>Roadway & Related Maintenance</u> | <u>FY10</u> | <u>FY11</u> | <u>% Reduction</u> | <u>FY 11 Reduction</u> | <u>%</u> |
| Patching | \$ 10,958,600 | \$ 8,813,320 | -20% | \$ (288,177) | -3% |
| Shoulder Maintenance | \$ 744,410 | \$ 581,830 | -22% | \$ (21,814) | -3% |
| Storm Drain Maintenance | \$ 3,871,670 | \$ 3,308,760 | -15% | \$ (85,174) | -2% |
| Roadside Maintenance | \$ 1,195,290 | \$ 1,023,890 | -14% | \$ (35,232) | -3% |
| Curb and Gutter Maintenance | \$ 155,970 | \$ 147,750 | -5% | \$ (3,127) | -2% |
| Sidewalk Maintenance | \$ 151,510 | \$ 122,000 | -19% | \$ (4,220) | -3% |
| Other Roadway Maintenance | \$ 1,054,270 | \$ 953,140 | -10% | \$ (26,830) | -3% |
| Mowing | \$ 660,400 | \$ 473,420 | -28% | \$ (18,537) | -3% |
| Sweeping | \$ 15,000 | \$ - | -100% | \$ - | 0% |
| Park Roads | \$ 86,000 | \$ 86,000 | 0% | \$ - | 0% |
| Total Roadway & Related Maintenance | \$ 18,893,120 | \$ 15,510,110 | -18% | \$ (483,110) | -3% |
| <u>Other Programs Impacted by Frozen Positions</u> | | | | | |
| Bridge Maintenance | \$ 193,120 | \$ 158,220 | -18% | \$ (7,044) | -4% |
| Snow Removal/Wind/Rain Storms | \$ 3,223,970 | \$ 2,776,800 | -14% | \$ (72,375) | -2% |
| Total Other Programs | \$ 3,417,090 | \$ 2,935,020 | -14% | \$ (79,419) | -2% |

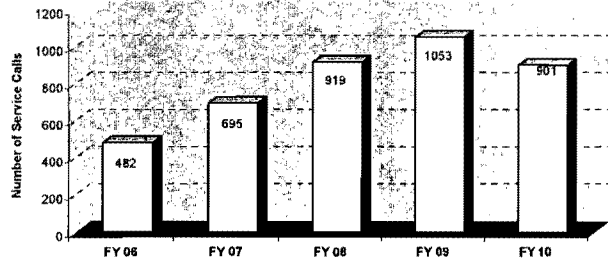
* Reductions due to frozen postions already reflected in total FY 11 budget



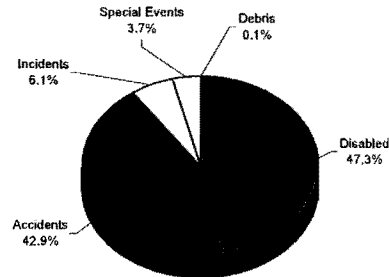
Montgomery County, MD DOT : Service Patrol Program Overview

| Activity | Service Call Categories | | | | | | Received From | | | | | Problem Found | | | | | Action Taken | | | | | | | | | | |
|--------------|-------------------------|-----------|-----------|----------------|--------|--------|---------------|-------|----------|-------|-------|---------------|------------|-------------|---------|-------|--------------------|----------|------------|----------------|---------------|-----------------------------|-----------------|------------------|----------------------|-------------------|-----------------|
| | Disabled | Accidents | Incidents | Special Events | Debris | Totals | MC-10 | Media | Observed | TMC | Other | Flat Tire | Out of Gas | Over heated | Stalled | Other | Changed Tire / Air | Gave Gas | Jump Start | Pushed Vehicle | Towed Vehicle | Blocked lane with lights on | Throw Out Cones | Throw Out Flares | Throw Out Absorbents | Throw Out De-icer | Clean Up Debris |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FY 06 | 286 | 179 | 13 | 2 | 2 | 482 | 38 | 1 | 265 | 168 | 4 | 35 | 38 | 9 | 132 | 88 | 41 | 45 | 23 | 59 | 87 | 401 | 38 | 78 | 22 | 2 | 76 |
| FY 07 | 386 | 273 | 21 | 14 | 1 | 695 | 101 | 0 | 147 | 413 | 38 | 33 | 79 | 10 | 247 | 286 | 26 | 75 | 21 | 54 | 313 | 523 | 60 | 124 | 72 | 1 | 160 |
| FY 08 | 437 | 445 | 22 | 14 | 1 | 919 | 160 | 0 | 178 | 443 | 144 | 32 | 85 | 8 | 295 | 502 | 28 | 74 | 22 | 45 | 470 | 791 | 68 | 135 | 126 | 1 | 259 |
| FY 09 | 442 | 510 | 77 | 24 | 0 | 1053 | 130 | 1 | 167 | 493 | 241 | 55 | 79 | 10 | 282 | 630 | 50 | 65 | 23 | 56 | 542 | 885 | 139 | 88 | 143 | 7 | 344 |
| FY 10 | 363 | 330 | 113 | 95 | 0 | 901 | 247 | 0 | 160 | 365 | 116 | 41 | 45 | 9 | 175 | 562 | 33 | 35 | 22 | 191 | 382 | 512 | 195 | 59 | 94 | 86 | 201 |
| Grand Totals | 1,914 | 1,737 | 246 | 149 | 4 | 4,050 | 676 | 2 | 917 | 1,882 | 543 | 196 | 326 | 46 | 1,131 | 2,068 | 178 | 294 | 111 | 405 | 1,794 | 3,112 | 500 | 484 | 457 | 97 | 1,040 |
| Yearly Avg | 383 | 347 | 49 | 30 | 1 | 810 | 135 | 0 | 183 | 376 | 109 | 39 | 65 | 9 | 226 | 414 | 36 | 59 | 22 | 81 | 359 | 622 | 100 | 97 | 91 | 19 | 208 |

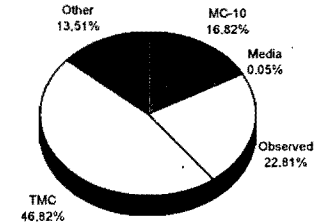
Service Calls by Fiscal Year
Through Feb 2010



Distribution of Service Calls by Category Overview



Distribution of Service Calls by Received From Source Overview

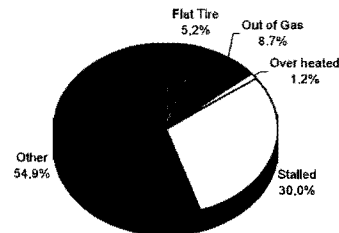


Note: February data includes 2 major snow storms.

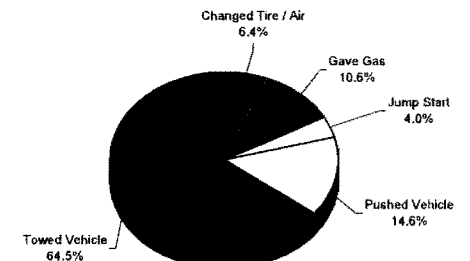
Highlights include

- > 75 Service calls during snow emergency with just 2 trucks
- > 6 Emergency Vehicles towed out of ditches.
- > 3 Ride On Busses towed out of road or shoulders
- > Fielded Requests for V.P.'s Chief of Secret Service Detail to get out of communities
- > Helped move vehicles in CBD supporting Hwy Svc dig out
- > Moved vehicles off of major snow routes so plows could clear road (County and State)
- > Transported 311 supervisor to Call Center
- > Transported MC-DOT Dir to Emg Meetings

Distribution of Problems Found Overview



Distribution of Service Patrol Assistance Performed Overview



TRAFFIC STUDIES PROGRAM **As of 4/2/2010**

Pending Traffic Studies

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

Completed Traffic Studies

Traffic Studies Completed In

| | |
|--------------------|-----|
| FY10 (thru 4/2/10) | 89 |
| FY09 | 265 |
| FY08 | 390 |
| FY07 | 451 |
| FY06 | 409 |
| FY05 | 322 |
| FY04 | 310 |
| FY03 | 165 |

Parking District Services

MISSION STATEMENT

The mission of Parking District Services is to:

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

BUDGET OVERVIEW

The total recommended FY11 Operating Budget for the Parking Districts Funds is \$25,141,180, an increase of \$1,735,740 or 7.4 percent from the FY10 Approved Budget of \$23,405,440. Personnel Costs comprise 16.5 percent of the budget for 52 full-time positions for 45.8 workyears. Operating Expenses and Debt Service account for the remaining 83.5 percent of the FY11 budget.

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY10 estimates incorporate the effect of the FY10 savings plan. The FY11 and FY12 targets assume the recommended FY11 budget and FY12 funding for comparable service levels.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ *Executed pilot Pay-by-Cellphone payment system for parking meters on-street and in public parking lots and garages in Bethesda.*
- ❖ *Developed a comprehensive solicitation to replace aging and inefficient lighting systems in public garages with energy efficient lighting systems.*
- ❖ *Executed General Development Agreement for the sale of Public Parking Lot 39 in Bethesda, supporting the redevelopment and economic vitality of the surrounding area.*
- ❖ *Productivity Improvements*
 - *Integrated the self-release booting program, and its inherent customer service advantages, throughout all four Parking Lot Districts.*

- Expanded the capability to pay by credit card to a wider variety of Parking programs and services.

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Management Services and Property Development

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

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 568,410 | 9.2 |
| Decrease Cost: Non-local Travel, Dues and Professional Education - Wheaton | -1,200 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 103,310 | -0.2 |
| FY11 CE Recommended | 670,520 | 9.0 |

Financial Management Program

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

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

| Program Performance Measures | Actual FY08 | Actual FY09 | Estimated FY10 | Target FY11 | Target FY12 |
|---|--------------------|--------------------|-----------------------|--------------------|--------------------|
| Parking Management revenue generated (\$ millions) | 39.4 | 38.4 | 40.3 | 43.3 | 45.2 |
| Parking Operating Expenditures (\$ millions) | 22.5 | 24.1 | 22.8 | 23.6 | 24.9 |
| Parking Management cost efficiency (ratio of expenses to revenues) | \$0.57 | \$0.63 | \$0.57 | \$0.55 | \$0.55 |
| Percent of Parking Management's secret shopper rated good or very good ¹ | | | | | |

¹ New measure; to be calculated in the future.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 8,149,980 | 6.4 |
| Increase Cost: Bethesda Garage 31 Debt Service | 1,693,040 | 0.0 |
| Increase Cost: Utilities- Silver Spring | 364,130 | 0.0 |
| Increase Cost: Utilities - Bethesda | 188,240 | 0.0 |
| Increase Cost: Utilities - Wheaton | 20,340 | 0.0 |
| Increase Cost: Risk Management Adjustment - Bethesda | 1,240 | 0.0 |
| Increase Cost: Debt Service - Bethesda | 900 | 0.0 |
| Increase Cost: Risk Management Adjustment - Montgomery Hills | 820 | 0.0 |
| Increase Cost: Utilities - Montgomery Hills | 550 | 0.0 |
| Decrease Cost: Risk Management Adjustment - Wheaton | -1,490 | 0.0 |
| Decrease Cost: Risk Management Adjustment - Silver Spring | -28,530 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -29,500 | -1.0 |
| FY11 CE Recommended | 10,359,720 | 5.4 |

Parking Facility Maintenance and Engineering

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

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

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 4,866,620 | 20.5 |
| Increase Cost: Emergency Lighting Battery Replacement - Silver Spring | 52,000 | 0.0 |
| Increase Cost: Emergency Lighting Battery Replacement - Bethesda | 35,000 | 0.0 |
| Increase Cost: Emergency Lighting Battery Replacement - Wheaton | 10,000 | 0.0 |
| Increase Cost: Pest Control - Silver Spring | 6,170 | 0.0 |
| Increase Cost: Pest Control - Bethesda | 5,900 | 0.0 |
| Increase Cost: Pest Control - Wheaton | 2,100 | 0.0 |
| Increase Cost: Landscaping Expenses - Montgomery Hills | 2,000 | 0.0 |
| Increase Cost: Pest Control - Montgomery Hills | 530 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment - Montgomery Hills | -510 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment - Wheaton | -4,840 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment - Bethesda | -25,430 | 0.0 |
| Decrease Cost: Contract Painting - Wheaton | -33,370 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment - Silver Spring | -37,070 | 0.0 |
| Decrease Cost: Contract Painting - Bethesda | -50,000 | 0.0 |
| Decrease Cost: Contract Painting - Silver Spring | -55,000 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -81,340 | -0.8 |
| FY11 CE Recommended | 4,692,760 | 19.7 |

Parking Operations

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

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

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

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

| FY11 Recommended Changes | Expenditures | WYs |
|---|---------------------|-------------|
| FY10 Approved | 9,820,430 | 14.8 |
| Increase Cost: Replace Park Police Overtime (\$102,800) with same number of hours in Contract Security (\$40,850) - Wheaton | 40,850 | 0.0 |
| Increase Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Bethesda | 35,480 | 0.0 |
| Increase Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Silver Spring | 35,480 | 0.0 |
| Increase Cost: Contract Cashiering in Sales Stores - Silver Spring | 32,620 | 0.0 |
| Increase Cost: Contract Cashier at Sales Stores - Bethesda | 31,410 | 0.0 |
| Increase Cost: Credit Card Processing Fees - Bethesda | 11,340 | 0.0 |
| Increase Cost: Contract Cashiering for Sales Stores - Wheaton | 3,620 | 0.0 |
| Increase Cost: Pay-on-Foot Machine Maintenance - Silver Spring | 2,690 | 0.0 |
| Increase Cost: Credit Card Processing Fees - Silver Spring | 2,550 | 0.0 |
| Increase Cost: Pay-on-Foot Maintenance - Bethesda | 1,340 | 0.0 |
| Increase Cost: Contract Cashiering at Sales Stores - Montgomery Hills | 1,210 | 0.0 |
| Increase Cost: Pay By Space Contract Maintenance - Silver Spring | 930 | 0.0 |
| Increase Cost: Pay By Space Maintenance - Wheaton | 660 | 0.0 |

| | Expenditures | WYs |
|--|------------------|-------------|
| Increase Cost: Credit Card Processing Fees - Wheaton | 620 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment - Montgomery Hills | -10 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment - Wheaton | -70 | 0.0 |
| Decrease Cost: Other Printing and Mail Reduction - Montgomery Hills | -110 | 0.0 |
| Decrease Cost: Non-local Travel, Dues and Professional Education - Montgomery Hills | -130 | 0.0 |
| Decrease Cost: Lapse Vacant Meter Shop Supervisor Position - Montgomery Hills | -270 | 0.0 |
| Decrease Cost: Abolish Vacant Meter Mechanic Position - Montgomery Hills | -330 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment - Bethesda | -610 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment - Silver Spring | -650 | 0.0 |
| Decrease Cost: Printing and Mail Adjustment - Wheaton | -1,060 | 0.0 |
| Decrease Cost: Lapse Vacant Meter Shop Supervisor - Wheaton | -1,660 | -0.1 |
| Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Wheaton | -1,940 | -0.1 |
| Decrease Cost: Other Printing and Mail - Silver Spring | -3,120 | 0.0 |
| Decrease Cost: Printing and Mail Adjustment - Silver Spring | -5,210 | 0.0 |
| Decrease Cost: Printing and Mail Adjustment - Bethesda | -6,010 | 0.0 |
| Decrease Cost: Lapse Vacant Meter Shop Supervisor - Silver Spring | -11,620 | -0.2 |
| Decrease Cost: Lapse Vacant Meter Shop Supervisor - Bethesda | -12,180 | -0.2 |
| Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Silver Spring | -13,630 | -0.2 |
| Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Bethesda | -14,280 | -0.2 |
| Decrease Cost: Elimination of One-Time Items Approved in FY10 - Bethesda | -60,000 | 0.0 |
| Decrease Cost: Other Non-professional Services - Bethesda | -61,420 | 0.0 |
| Decrease Cost: Other Non-professional Services - Silver Spring | -61,420 | 0.0 |
| Decrease Cost: Replace Park Police Overtime (\$102,800) with same number of hours in Contract Security (\$40,850) - Wheaton | -102,800 | 0.0 |
| Decrease Cost: Closure of Silver Spring Garage 21 for Renovation | -106,860 | 0.0 |
| Decrease Cost: Replace County Police Overtime (-\$110,630) with same number of hours in Contract Security (\$35,480) - Bethesda | -110,630 | -1.1 |
| Decrease Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Silver Spring | -110,630 | -1.1 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 83,600 | 0.1 |
| FY11 CE Recommended | 9,418,180 | 11.7 |

21

BUDGET SUMMARY

| | Actual FY09 | Budget FY10 | Estimated FY10 | Recommended FY11 | % Chg Bud/Rec |
|--|-------------------|-------------------|-------------------|---------------------|------------------|
| BETHESDA PARKING DISTRICT | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 1,445,614 | 1,494,100 | 1,495,200 | 1,316,620 | -11.9% |
| Employee Benefits | 418,309 | 506,020 | 490,190 | 516,830 | 2.1% |
| Bethesda Parking District Personnel Costs | 1,863,923 | 2,000,120 | 1,985,390 | 1,833,450 | -8.3% |
| Operating Expenses | 5,607,358 | 6,013,820 | 5,733,950 | 6,187,680 | 2.9% |
| Debt Service Other | 4,906,585 | 3,269,340 | 3,269,340 | 4,963,280 | 51.8% |
| Capital Outlay | 17,063 | 0 | 875,000 | 0 | — |
| Bethesda Parking District Expenditures | 12,394,929 | 11,283,280 | 11,863,680 | 12,984,410 | 15.1% |
| PERSONNEL | | | | | |
| Full-Time | 29 | 29 | 29 | 29 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| Workyears | 21.5 | 21.7 | 21.7 | 19.4 | -10.6% |
| REVENUES | | | | | |
| Property Tax | 6,152,777 | 3,972,070 | 4,205,340 | 3,541,800 | -10.8% |
| Parking Fees | 9,011,929 | 10,713,340 | 10,713,340 | 11,383,940 | 6.3% |
| Parking Fines | 5,490,665 | 4,800,000 | 4,971,430 | 5,400,000 | 12.5% |
| Investment Income | 443,920 | 241,400 | 47,700 | 133,500 | -44.7% |
| Miscellaneous | 438,857 | 284,120 | 284,120 | 284,120 | — |
| Bethesda Parking District Revenues | 21,538,148 | 20,010,930 | 20,221,930 | 20,743,360 | 3.7% |
| MONTGOMERY HILLS PARKING DISTRICT | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 29,586 | 27,050 | 26,040 | 27,450 | 1.5% |
| Employee Benefits | 7,936 | 9,820 | 9,450 | 9,810 | -0.1% |
| Montgomery Hills Parking District Personnel Costs | 37,522 | 36,870 | 35,490 | 37,260 | 1.1% |
| Operating Expenses | 61,146 | 79,560 | 77,430 | 83,910 | 5.5% |
| Capital Outlay | 0 | 0 | 0 | 0 | — |
| Montgomery Hills Parking District Expenditures | 98,668 | 116,430 | 112,920 | 121,170 | 4.1% |
| PERSONNEL | | | | | |
| Full-Time | 0 | 0 | 0 | 0 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| Workyears | 0.4 | 0.4 | 0.4 | 0.4 | — |
| REVENUES | | | | | |
| Property Tax | 76,076 | 132,820 | 81,470 | 82,190 | -38.1% |
| Investment Income | 3,094 | 3,600 | 200 | 1,800 | -50.0% |
| Parking Fees | 28,364 | 35,500 | 30,000 | 30,000 | -15.5% |
| Parking Fines | 23,264 | 27,500 | 28,480 | 30,940 | 12.5% |
| Miscellaneous | 1,000 | 0 | 0 | 0 | — |
| Montgomery Hills Parking District Revenues | 131,798 | 199,420 | 140,150 | 144,930 | -27.3% |
| SILVER SPRING PARKING DISTRICT | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 1,522,194 | 1,598,490 | 1,581,650 | 1,428,260 | -10.6% |
| Employee Benefits | 457,130 | 525,190 | 508,740 | 541,870 | 3.2% |
| Silver Spring Parking District Personnel Costs | 1,979,324 | 2,123,680 | 2,090,390 | 1,970,130 | -7.2% |
| Operating Expenses | 7,488,966 | 8,585,730 | 8,325,390 | 8,835,970 | 2.9% |
| Debt Service Other | 1,022,720 | 0 | 0 | 0 | — |
| Capital Outlay | 19,047 | 0 | 0 | 0 | — |
| Silver Spring Parking District Expenditures | 10,510,057 | 10,709,410 | 10,415,780 | 10,806,100 | 0.9% |
| PERSONNEL | | | | | |
| Full-Time | 20 | 20 | 20 | 20 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| Workyears | 24.9 | 25.3 | 25.3 | 22.8 | -9.9% |
| REVENUES | | | | | |
| Property Tax | 5,181,271 | 6,314,870 | 6,046,360 | 6,110,580 | -3.2% |
| Parking Fees | 8,498,701 | 9,500,000 | 9,500,000 | 10,298,000 | 8.4% |
| Parking Fines | 2,303,774 | 2,600,000 | 2,589,290 | 2,812,500 | 8.2% |
| Miscellaneous | 198,438 | 0 | 0 | 0 | — |
| Investment Income | 149,833 | 87,900 | 20,000 | 60,000 | -31.7% |
| Silver Spring Parking District Revenues | 16,332,017 | 18,502,770 | 18,155,650 | 19,281,080 | 4.2% |
| WHEATON PARKING DISTRICT | | | | | |
| EXPENDITURES | | | | | |

| | Actual FY09 | Budget FY10 | Estimated FY10 | Recommended FY11 | % Chg Bud/Rec |
|---|------------------|------------------|-------------------|---------------------|------------------|
| Salaries and Wages | 212,283 | 235,900 | 229,270 | 219,120 | -7.1% |
| Employee Benefits | 63,089 | 83,040 | 80,590 | 88,420 | 6.5% |
| Wheaton Parking District Personnel Costs | 275,372 | 318,940 | 309,860 | 307,540 | -3.4% |
| Operating Expenses | 844,170 | 977,380 | 947,580 | 921,960 | -5.7% |
| Capital Outlay | 3,571 | 0 | 0 | 0 | — |
| Wheaton Parking District Expenditures | 1,123,113 | 1,296,320 | 1,257,440 | 1,229,500 | -5.2% |
| PERSONNEL | | | | | |
| Full-Time | 3 | 3 | 3 | 3 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| Workyears | 3.3 | 3.5 | 3.5 | 3.2 | -8.6% |
| REVENUES | | | | | |
| Property Tax | 444,758 | 429,640 | 472,350 | 477,230 | 11.1% |
| Parking Fees | 844,679 | 835,000 | 805,000 | 805,000 | -3.6% |
| Parking Fines | 497,075 | 520,000 | 520,000 | 585,000 | 12.5% |
| Investment Income | 12,913 | 5,100 | 2,100 | 4,700 | -7.8% |
| Wheaton Parking District Revenues | 1,799,425 | 1,789,740 | 1,799,450 | 1,871,930 | 4.6% |
| DEPARTMENT TOTALS | | | | | |
| Total Expenditures | 24,126,767 | 23,405,440 | 23,649,820 | 25,141,180 | 7.4% |
| Total Full-Time Positions | 52 | 52 | 52 | 52 | — |
| Total Part-Time Positions | 0 | 0 | 0 | 0 | — |
| Total Workyears | 50.1 | 50.9 | 50.9 | 45.8 | -10.0% |
| Total Revenues | 39,801,388 | 40,502,860 | 40,317,180 | 42,041,300 | 3.8% |

FY11 RECOMMENDED CHANGES

| | Expenditures | WYs |
|--|-------------------|-------------|
| BETHESDA PARKING DISTRICT | | |
| FY10 ORIGINAL APPROPRIATION | 11,283,280 | 21.7 |
| Other Adjustments (with no service impacts) | | |
| Increase Cost: Bethesda Garage 31 Debt Service [Financial Management Program] | 1,693,040 | 0.0 |
| Increase Cost: Utilities - Bethesda [Financial Management Program] | 188,240 | 0.0 |
| Increase Cost: Retiree Health Insurance Pre-funding - Bethesda | 74,830 | 0.0 |
| Increase Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Bethesda [Parking Operations] | 35,480 | 0.0 |
| Increase Cost: Emergency Lighting Battery Replacement - Bethesda [Parking Facility Maintenance and Engineering] | 35,000 | 0.0 |
| Increase Cost: Contract Cashier at Sales Stores - Bethesda [Parking Operations] | 31,410 | 0.0 |
| Increase Cost: Retirement Adjustment - Bethesda | 16,340 | 0.0 |
| Increase Cost: Group Insurance Adjustment - Bethesda | 12,430 | 0.0 |
| Increase Cost: Credit Card Processing Fees - Bethesda [Parking Operations] | 11,340 | 0.0 |
| Increase Cost: Pest Control - Bethesda [Parking Facility Maintenance and Engineering] | 5,900 | 0.0 |
| Increase Cost: Pay-on-Foot Maintenance - Bethesda [Parking Operations] | 1,340 | 0.0 |
| Increase Cost: Risk Management Adjustment - Bethesda [Financial Management Program] | 1,240 | 0.0 |
| Increase Cost: Debt Service - Bethesda [Financial Management Program] | 900 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment - Bethesda [Parking Operations] | -610 | 0.0 |
| Decrease Cost: Annualization of FY10 Personnel Costs - Bethesda | -5,330 | 0.0 |
| Decrease Cost: Printing and Mail Adjustment - Bethesda [Parking Operations] | -6,010 | 0.0 |
| Decrease Cost: Non-local Travel, Dues and Professional Education - Bethesda | -7,450 | 0.0 |
| Decrease Cost: Lapse Vacant Meter Shop Supervisor - Bethesda [Parking Operations] | -12,180 | -0.2 |
| Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Bethesda [Parking Operations] | -14,280 | -0.2 |
| Decrease Cost: Motor Pool Rate Adjustment - Bethesda [Parking Facility Maintenance and Engineering] | -25,430 | 0.0 |
| Decrease Cost: Contract Painting - Bethesda [Parking Facility Maintenance and Engineering] | -50,000 | 0.0 |
| Decrease Cost: Furlough Days - Bethesda | -53,020 | -0.8 |
| Decrease Cost: Elimination of One-Time Items Approved in FY10 - Bethesda [Parking Operations] | -60,000 | 0.0 |
| Decrease Cost: Other Non-professional Services - Bethesda [Parking Operations] | -61,420 | 0.0 |
| Decrease Cost: Replace County Police Overtime (-\$110,630) with same number of hours in Contract Security (\$35,480) - Bethesda [Parking Operations] | -110,630 | -1.1 |
| FY11 RECOMMENDED: | 12,984,410 | 19.4 |

MONTGOMERY HILLS PARKING DISTRICT**FY10 ORIGINAL APPROPRIATION****116,430****0.4****Other Adjustments (with no service impacts)**

| | | |
|---|-------|-----|
| Increase Cost: Landscaping Expenses - Montgomery Hills [Parking Facility Maintenance and Engineering] | 2,000 | 0.0 |
| Increase Cost: Annualization of FY10 Personnel Costs - Montgomery Hills | 1,530 | 0.0 |
| Increase Cost: Contract Cashiering at Sales Stores - Montgomery Hills [Parking Operations] | 1,210 | 0.0 |
| Increase Cost: Risk Management Adjustment - Montgomery Hills [Financial Management Program] | 820 | 0.0 |
| Increase Cost: Utilities - Montgomery Hills [Financial Management Program] | 550 | 0.0 |
| Increase Cost: Pest Control - Montgomery Hills [Parking Facility Maintenance and Engineering] | 530 | 0.0 |
| Increase Cost: Retirement Adjustment - Montgomery Hills | 230 | 0.0 |
| Increase Cost: Group Insurance Adjustment - Montgomery Hills | 220 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment - Montgomery Hills [Parking Operations] | -10 | 0.0 |
| Decrease Cost: Other Printing and Mail Reduction - Montgomery Hills [Parking Operations] | -110 | 0.0 |
| Decrease Cost: Non-local Travel, Dues and Professional Education - Montgomery Hills [Parking Operations] | -130 | 0.0 |
| Decrease Cost: Lapse Vacant Meter Shop Supervisor Position - Montgomery Hills [Parking Operations] | -270 | 0.0 |
| Decrease Cost: Abolish Vacant Meter Mechanic Position - Montgomery Hills [Parking Operations] | -330 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment - Montgomery Hills [Parking Facility Maintenance and Engineering] | -510 | 0.0 |
| Decrease Cost: Furlough Days - Montgomery Hills | -990 | 0.0 |

FY11 RECOMMENDED:**121,170****0.4****SILVER SPRING PARKING DISTRICT****FY10 ORIGINAL APPROPRIATION****10,709,410****25.3****Other Adjustments (with no service impacts)**

| | | |
|--|----------|------|
| Increase Cost: Utilities - Silver Spring [Financial Management Program] | 364,130 | 0.0 |
| Increase Cost: Retiree Health Insurance Pre-funding - Silver Spring | 59,860 | 0.0 |
| Increase Cost: Emergency Lighting Battery Replacement - Silver Spring [Parking Facility Maintenance and Engineering] | 52,000 | 0.0 |
| Increase Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Silver Spring [Parking Operations] | 35,480 | 0.0 |
| Increase Cost: Contract Cashiering in Sales Stores - Silver Spring [Parking Operations] | 32,620 | 0.0 |
| Increase Cost: Retirement Adjustment - Silver Spring | 16,490 | 0.0 |
| Increase Cost: Group Insurance Adjustment - Silver Spring | 13,410 | 0.0 |
| Increase Cost: Annualization of FY10 Personnel Costs - Silver Spring | 6,520 | 0.0 |
| Increase Cost: Pest Control - Silver Spring [Parking Facility Maintenance and Engineering] | 6,170 | 0.0 |
| Increase Cost: Pay-on-Foot Machine Maintenance - Silver Spring [Parking Operations] | 2,690 | 0.0 |
| Increase Cost: Credit Card Processing Fees - Silver Spring [Parking Operations] | 2,550 | 0.0 |
| Increase Cost: Pay By Space Contract Maintenance - Silver Spring [Parking Operations] | 930 | 0.0 |
| Decrease Cost: Paper and Toner Expenditures - Silver Spring | -590 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment - Silver Spring [Parking Operations] | -650 | 0.0 |
| Decrease Cost: Other Printing and Mail - Silver Spring [Parking Operations] | -3,120 | 0.0 |
| Decrease Cost: Printing and Mail Adjustment - Silver Spring [Parking Operations] | -5,210 | 0.0 |
| Decrease Cost: Non-local Travel, Dues and Professional Memberships - Silver Spring | -7,740 | 0.0 |
| Decrease Cost: Lapse Vacant Meter Shop Supervisor - Silver Spring [Parking Operations] | -11,620 | -0.2 |
| Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Silver Spring [Parking Operations] | -13,630 | -0.2 |
| Decrease Cost: Risk Management Adjustment - Silver Spring [Financial Management Program] | -28,530 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment - Silver Spring [Parking Facility Maintenance and Engineering] | -37,070 | 0.0 |
| Decrease Cost: Furlough Days - Silver Spring | -54,090 | -1.0 |
| Decrease Cost: Contract Painting - Silver Spring [Parking Facility Maintenance and Engineering] | -55,000 | 0.0 |
| Decrease Cost: Other Non-professional Services - Silver Spring [Parking Operations] | -61,420 | 0.0 |
| Decrease Cost: Closure of Silver Spring Garage 21 for Renovation [Parking Operations] | -106,860 | 0.0 |
| Decrease Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Silver Spring [Parking Operations] | -110,630 | -1.1 |

FY11 RECOMMENDED:**10,806,100****22.8****WHEATON PARKING DISTRICT****FY10 ORIGINAL APPROPRIATION****1,296,320****3.5****Other Adjustments (with no service impacts)**

| | | |
|--|--------|-----|
| Increase Cost: Replace Park Police Overtime (\$102,800) with same number of hours in Contract Security (\$40,850) - Wheaton [Parking Operations] | 40,850 | 0.0 |
|--|--------|-----|

| | Expenditures | WYs |
|--|------------------|------------|
| Increase Cost: Utilities - Wheaton [Financial Management Program] | 20,340 | 0.0 |
| Increase Cost: Retiree Health Insurance Pre-funding - Wheaton | 11,220 | 0.0 |
| Increase Cost: Emergency Lighting Battery Replacement -Wheaton [Parking Facility Maintenance and Engineering] | 10,000 | 0.0 |
| Increase Cost: Contract Cashiering for Sales Stores - Wheaton [Parking Operations] | 3,620 | 0.0 |
| Increase Cost: Retirement Adjustment - Wheaton | 2,840 | 0.0 |
| Increase Cost: Group Insurance Adjustment - Wheaton | 2,260 | 0.0 |
| Increase Cost: Pest Control - Wheaton [Parking Facility Maintenance and Engineering] | 2,100 | 0.0 |
| Increase Cost: Pay By Space Maintenance - Wheaton [Parking Operations] | 660 | 0.0 |
| Increase Cost: Credit Card Processing Fees - Wheaton [Parking Operations] | 620 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment - Wheaton [Parking Operations] | -70 | 0.0 |
| Decrease Cost: Printing and Mail Adjustment - Wheaton [Parking Operations] | -1,060 | 0.0 |
| Decrease Cost: Non-local Travel, Dues and Professional Education - Wheaton [Management Services and Property Development] | -1,200 | 0.0 |
| Decrease Cost: Risk Management Adjustment - Wheaton [Financial Management Program] | -1,490 | 0.0 |
| Decrease Cost: Lapse Vacant Meter Shop Supervisor - Wheaton [Parking Operations] | -1,660 | -0.1 |
| Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Wheaton [Parking Operations] | -1,940 | -0.1 |
| Decrease Cost: Annualization of FY10 Personnel Costs - Wheaton | -3,920 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment - Wheaton [Parking Facility Maintenance and Engineering] | -4,840 | 0.0 |
| Decrease Cost: Furlough Days - Wheaton | -8,980 | -0.1 |
| Decrease Cost: Contract Painting - Wheaton [Parking Facility Maintenance and Engineering] | -33,370 | 0.0 |
| Decrease Cost: Replace Park Police Overtime (\$102,800) with same number of hours in Contract Security (\$40,850) - Wheaton [Parking Operations] | -102,800 | 0.0 |
| FY11 RECOMMENDED: | 1,229,500 | 3.2 |

PROGRAM SUMMARY

| Program Name | FY10 Approved | | FY11 Recommended | |
|--|-------------------|-------------|-------------------|-------------|
| | Expenditures | WYs | Expenditures | WYs |
| Management Services and Property Development | 568,410 | 9.2 | 670,520 | 9.0 |
| Financial Management Program | 8,149,980 | 6.4 | 10,359,720 | 5.4 |
| Parking Facility Maintenance and Engineering | 4,866,620 | 20.5 | 4,692,760 | 19.7 |
| Parking Operations | 9,820,430 | 14.8 | 9,418,180 | 11.7 |
| Total | 23,405,440 | 50.9 | 25,141,180 | 45.8 |

CHARGES TO OTHER DEPARTMENTS

| Charged Department | Charged Fund | FY10 | | FY11 | |
|---------------------------|--------------|---------|-----|---------|-----|
| | | Total\$ | WYs | Total\$ | WYs |
| BETHESDA PARKING DISTRICT | | | | | |
| Transit Services | Mass Transit | 834,630 | 5.1 | 834,630 | 5.1 |

FUTURE FISCAL IMPACTS

| Title | CE REC. | | (\$000's) | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|
| | FY11 | FY12 | FY13 | FY14 | FY15 | FY16 |
| This table is intended to present significant future fiscal impacts of the department's programs. | | | | | | |
| BETHESDA PARKING DISTRICT | | | | | | |
| Expenditures | | | | | | |
| FY11 Recommended | 12,984 | 12,984 | 12,984 | 12,984 | 12,984 | 12,984 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Annualization of Positions Recommended in FY11 | 0 | -14 | -14 | -14 | -14 | -14 |
| Abolishment of Meter Mechanic effective January 2011. | | | | | | |
| Bethesda Lot 31 Parking Garage | 0 | 0 | 0 | 583 | 777 | 777 |
| These figures represent the impacts on the Operating Budget (maintenance and utilities) of projects included in the FY11-16 Recommended Capital Improvements Program. | | | | | | |
| Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines | 0 | 1 | 1 | 2 | 2 | 2 |
| Debit/credit card machines for Pay-On-Foot and Pay-By-Space. | | | | | | |
| Debt Service | 0 | 1,696 | 1,702 | 1,708 | 1,711 | 1,711 |
| These figures represent costs associated with debt servicing new debt, pay down of existing debt, and fluctuations due to interest | | | | | | |

| Title | CE REC. FY11 | FY12 | FY13 | (S000's) FY14 | FY15 | FY16 |
|---|-----------------|---------------|---------------|------------------|---------------|---------------|
| rate assumptions. | | | | | | |
| Emergency Battery Backup in Garages Bi-annual, cyclical replacement | 0 | -35 | 0 | -35 | 0 | -35 |
| Motor Pool Rate Adjustment | 0 | 26 | 26 | 26 | 26 | 26 |
| Restore Personnel Costs This represents restoration of funding to remove FY11 furloughs. | 0 | 53 | 53 | 53 | 53 | 53 |
| Retiree Health Insurance Pre-Funding These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce. | 0 | 37 | 46 | 55 | 64 | 74 |
| Utilities Projected Utilities costs | 0 | 38 | 78 | 118 | 160 | 160 |
| Subtotal Expenditures | 12,984 | 14,786 | 14,875 | 15,479 | 15,763 | 15,738 |

MONTGOMERY HILLS PARKING DISTRICT

Expenditures

| | | | | | | |
|--|------------|------------|------------|------------|------------|------------|
| FY11 Recommended No inflation or compensation change is included in outyear projections. | 121 | 121 | 121 | 121 | 121 | 121 |
| Motor Pool Rate Adjustment | 0 | 1 | 1 | 1 | 1 | 1 |
| Restore Personnel Costs This represents restoration of funding to remove FY11 furloughs. | 0 | 1 | 1 | 1 | 1 | 1 |
| Subtotal Expenditures | 121 | 123 | 123 | 123 | 123 | 123 |

SILVER SPRING PARKING DISTRICT

Expenditures

| | | | | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|
| FY11 Recommended No inflation or compensation change is included in outyear projections. | 10,806 | 10,806 | 10,806 | 10,806 | 10,806 | 10,806 |
| Annualization of Positions Recommended in FY11 Abolishment of Meter Mechanic effective January 2011. | 0 | -14 | -14 | -14 | -14 | -14 |
| Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines Debit/credit card machines for Pay-On-Foot and Pay-By-Space. | 0 | 0 | 0 | 0 | 1 | 1 |
| Debt Service These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions. | 0 | 1,052 | 1,052 | 1,052 | 1,052 | 1,052 |
| Emergency Backup Batteries in Garages Bi-annual, cyclical replacement | 0 | -52 | 0 | -52 | 0 | -52 |
| Motor Pool Rate Adjustment | 0 | 37 | 37 | 37 | 37 | 37 |
| Restore Personnel Costs This represents restoration of funding to remove FY11 furloughs. | 0 | 54 | 54 | 54 | 54 | 54 |
| Retiree Health Insurance Pre-Funding These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce. | 0 | 30 | 37 | 44 | 51 | 59 |
| Utilities Projected utilities costs | 0 | 63 | 128 | 194 | 263 | 263 |
| Subtotal Expenditures | 10,806 | 11,977 | 12,100 | 12,122 | 12,250 | 12,206 |

WHEATON PARKING DISTRICT

Expenditures

| | | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|
| FY11 Recommended No inflation or compensation change is included in outyear projections. | 1,230 | 1,230 | 1,230 | 1,230 | 1,230 | 1,230 |
| Annualization of Positions Recommended in FY11 Abolishment of Meter Mechanic effective January 2011. | 0 | -2 | -2 | -2 | -2 | -2 |
| Emergency Backup Batteries in Garages Bi-annual, cyclical replacement | 0 | -20 | 0 | -20 | 0 | -20 |
| Motor Pool Rate Adjustment | 0 | 5 | 5 | 5 | 5 | 5 |
| Restore Personnel Costs This represents restoration of funding to remove FY11 furloughs. | 0 | 9 | 9 | 9 | 9 | 9 |
| Retiree Health Insurance Pre-Funding These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce. | 0 | 6 | 7 | 8 | 10 | 11 |
| Utilities Projected cost increase | 0 | 4 | 7 | 11 | 15 | 15 |
| Subtotal Expenditures | 1,230 | 1,231 | 1,255 | 1,240 | 1,266 | 1,247 |

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ANNUALIZATION OF PERSONNEL COSTS AND WORKYEARS

| | FY11 Recommended Expenditures | WYs | FY12 Annualized Expenditures | WYs |
|---|----------------------------------|-------------|---------------------------------|-------------|
| Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Wheaton [Parking Operations] | -1,940 | -0.1 | -3,880 | -0.2 |
| Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Bethesda [Parking Operations] | -14,280 | -0.2 | -28,560 | -0.4 |
| Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Silver Spring [Parking Operations] | -13,630 | -0.2 | -27,260 | -0.4 |
| Total | -29,850 | -0.5 | -59,700 | -1.0 |

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FY11-16 PUBLIC SERVICES PROGRAM: FISCAL PLAN
BETHESDA PARKING LOT DISTRICT

| FISCAL PROJECTIONS | FY10 ESTIMATE | FY11 REC | FY12 PROJECTION | FY13 PROJECTION | FY14 PROJECTION | FY15 PROJECTION | FY16 PROJECTION |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| ASSUMPTIONS | | | | | | | |
| Property Tax Rate: Real/Improved | 0.180 | 0.150 | 0.150 | 0.150 | 0.150 | 0.150 | 0.150 |
| Assessable Base: Real/Improved (000) | 1,631,100 | 1,648,500 | 1,691,000 | 1,778,100 | 1,866,500 | 2,000,200 | 2,154,000 |
| 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 | 0.450 | 0.450 | 0.450 | 0.450 | 0.450 | 0.450 | 0.450 |
| Assessable Base: Personal/Improved (000) | 219,000 | 221,300 | 224,800 | 227,700 | 231,000 | 235,600 | 239,100 |
| Property Tax Collection Factor: Personal Property | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% |
| Indirect Cost Rate | 13.73% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% |
| CPI (Fiscal Year) | 1.0% | 2.1% | 2.3% | 2.5% | 2.6% | 2.8% | 3.0% |
| Investment Income Yield | 0.0026 | 0.0085 | 0.018 | 0.0325 | 0.04 | 0.045 | 0.0475 |
| BEGINNING FUND BALANCE | 18,440,220 | 11,835,560 | 8,102,820 | 4,859,240 | 10,003,080 | 6,134,450 | 6,659,220 |
| REVENUES | | | | | | | |
| Taxes | 4,205,340 | 3,541,800 | 3,624,670 | 3,777,720 | 3,934,610 | 4,170,350 | 4,434,510 |
| Charges For Services | 10,713,340 | 11,383,940 | 12,053,320 | 13,124,150 | 13,730,400 | 14,545,950 | 14,679,830 |
| Fines & Forfeitures | 4,971,430 | 5,400,000 | 5,508,000 | 5,618,160 | 5,674,340 | 5,731,090 | 5,788,400 |
| Miscellaneous | 331,820 | 417,620 | 584,820 | 7,802,120 | 2,186,920 | 1,128,420 | 1,214,920 |
| Subtotal Revenues | 20,221,930 | 20,743,360 | 21,770,810 | 30,322,150 | 25,526,270 | 25,575,810 | 26,117,660 |
| INTERFUND TRANSFERS (Net Non-CIP) | (9,512,470) | (9,373,690) | (9,456,320) | (9,605,000) | (8,310,000) | (8,424,960) | (8,545,390) |
| Transfers To The General Fund | (615,530) | (487,870) | (260,500) | (239,020) | (241,420) | (243,830) | (246,270) |
| Indirect Costs | (274,620) | (234,310) | (236,660) | (239,020) | (241,420) | (243,830) | (246,270) |
| Savings Plan and MARC reductions | (294,600) | (215,510) | 0 | 0 | 0 | 0 | 0 |
| Technology Modernization CIP Project | (46,310) | (38,050) | (23,840) | 0 | 0 | 0 | 0 |
| Transfers To Special Fds: Tax Supported | (8,896,940) | (8,885,820) | (9,195,820) | (9,365,980) | (8,068,580) | (8,181,130) | (8,299,120) |
| To Transportation Management District / Bethesda | (1,090,510) | (892,820) | (892,820) | (892,820) | (892,820) | (892,820) | (892,820) |
| Transportation Solutions | (2,835,000) | (2,593,000) | (2,795,000) | (2,855,000) | (2,920,000) | (2,990,000) | (3,065,000) |
| To Bethesda Urban District | (4,971,430) | (5,400,000) | (5,508,000) | (5,618,160) | (4,255,760) | (4,298,310) | (4,341,300) |
| To Mass Transit [PVN] | | | | | | | |
| TOTAL RESOURCES | 29,149,680 | 23,205,230 | 20,417,310 | 25,576,390 | 27,219,350 | 23,285,300 | 24,231,490 |
| CIP CURRENT REVENUE EXPEND. | (5,413,000) | (2,118,000) | (745,000) | (590,000) | (5,416,000) | (590,000) | (590,000) |
| PSP OPER. BUDGET APPROP/ EXP'S. | | | | | | | |
| Operating Budget | (8,594,340) | (8,021,130) | (8,101,350) | (8,182,350) | (8,264,180) | (8,346,830) | (8,430,280) |
| Retiree Health Insurance Pre-Funding | n/a | n/a | (37,380) | (45,820) | (54,680) | (63,990) | (73,760) |
| Debt Service: GO Bonds | (3,269,340) | (3,270,240) | (3,273,140) | (3,279,010) | (3,285,030) | (3,288,660) | (3,293,000) |
| Debt Service: New - Garage 31 | 0 | (1,693,040) | (3,386,080) | (3,386,080) | (3,386,080) | (3,386,080) | (3,386,080) |
| Restore Personnel Costs | n/a | n/a | 14,280 | 14,280 | 14,280 | 14,280 | 14,280 |
| Garage 31 Operating Budget Impact | n/a | n/a | 0 | 0 | (582,750) | (777,000) | (777,000) |
| Motor Pool | n/a | n/a | (25,640) | (25,640) | (25,640) | (25,640) | (25,640) |
| Credit Card Fees for POF/PBS | n/a | n/a | (570) | (1,170) | (1,790) | (2,400) | (2,400) |
| Emergency Battery Backup in Garages | n/a | n/a | 35,000 | 0 | 35,000 | 0 | 35,000 |
| Utilities | n/a | n/a | (38,190) | (77,520) | (118,030) | (159,760) | (159,760) |
| Subtotal PSP Oper Budget Approp / Exp's | (11,863,680) | (12,984,410) | (14,813,070) | (14,983,310) | (15,668,900) | (16,036,080) | (16,098,640) |
| OTHER CLAIMS ON FUND BALANCE | (37,440) | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL USE OF RESOURCES | (17,314,120) | (15,102,410) | (15,558,070) | (15,573,310) | (21,084,900) | (16,626,080) | (16,688,640) |
| YEAR END FUND BALANCE | 11,835,560 | 8,102,820 | 4,859,240 | 10,003,080 | 6,134,450 | 6,659,220 | 7,542,850 |
| END-OF-YEAR RESERVES AS A | | | | | | | |
| PERCENT OF RESOURCES | 40.6% | 34.9% | 23.8% | 39.1% | 22.5% | 28.6% | 31.1% |

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 270 percent in FY11. 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 FY11 through FY16.
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 FY11.
7. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY12-16 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. Parking fine transfer to Mass Transit Fund increases from 75 percent to 100 percent in FY10-13.
9. Garage 31 project schedule is based on the executed General Development Agreement. The Developer has indicated the scheduled may need to be delayed based on the ability to fund the project in the current worldwide credit market. Negotiations regarding this issue are ongoing.

| FY11-16 PUBLIC SERVICES PROGRAM: FISCAL PLAN | | | | MONTGOMERY HILLS PARKING LOT DISTRICT | | | |
|--|------------------|------------------|--------------------|---------------------------------------|--------------------|--------------------|--------------------|
| FISCAL PROJECTIONS | FY10 ESTIMATE | FY11 REC | FY12 PROJECTION | FY13 PROJECTION | FY14 PROJECTION | FY15 PROJECTION | FY16 PROJECTION |
| ASSUMPTIONS | | | | | | | |
| Property Tax Rate: Real/Improved | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 |
| Assessable Base: Real/Improved (000) | 26,900 | 27,200 | 27,900 | 29,300 | 30,800 | 33,000 | 35,500 |
| Property Tax Collection Factor: Real Property | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% |
| Property Tax Rate: Personal/Improved | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 |
| Assessable Base: Personal/Improved (000) | 2,800 | 2,800 | 2,800 | 2,800 | 2,800 | 2,900 | 2,900 |
| Property Tax Collection Factor: Personal Property | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% |
| Indirect Cost Rate | 13.73% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% |
| CPI (Fiscal Year) | 1.0% | 2.1% | 2.3% | 2.5% | 2.6% | 2.8% | 3.0% |
| Investment Income Yield | 0.0026 | 0.0085 | 0.018 | 0.0325 | 0.04 | 0.045 | 0.0475 |
| BEGINNING FUND BALANCE | 164,020 | 135,180 | 96,270 | 72,800 | 53,330 | 35,760 | 22,030 |
| REVENUES | | | | | | | |
| Taxes | 81,470 | 82,190 | 83,860 | 87,200 | 90,780 | 96,620 | 102,590 |
| Charges For Services | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| Fines & Forfeitures | 28,480 | 30,940 | 30,940 | 30,940 | 30,940 | 30,940 | 30,940 |
| Miscellaneous | 200 | 1,800 | 2,400 | 4,000 | 3,700 | 3,100 | 2,300 |
| Subtotal Revenues | 140,150 | 144,930 | 147,200 | 152,140 | 155,420 | 160,660 | 165,830 |
| INTERFUND TRANSFERS (Net Non-CIP) | | | | | | | |
| Transfers To The General Fund | (56,070) | (62,670) | (46,690) | (46,300) | (46,350) | (46,400) | (46,440) |
| Indirect Costs | (26,480) | (30,730) | (22,480) | (22,090) | (22,140) | (22,190) | (22,230) |
| Savings Plan and MARC reductions | (5,060) | (4,760) | (4,810) | (4,860) | (4,910) | (4,960) | (5,000) |
| Regional Services Center | (3,500) | (8,040) | 0 | 0 | 0 | 0 | 0 |
| Transfers To Special Fds: Tax Supported | (17,060) | (17,230) | (17,230) | (17,230) | (17,230) | (17,230) | (17,230) |
| To Mass Transit | (29,590) | (31,940) | (24,210) | (24,210) | (24,210) | (24,210) | (24,210) |
| To Mass Transit [PVN] | (1,110) | (1,000) | (1,000) | (1,000) | (1,000) | (1,000) | (1,000) |
| To Mass Transit [PVN] | (28,480) | (30,940) | (23,210) | (23,210) | (23,210) | (23,210) | (23,210) |
| TOTAL RESOURCES | 248,100 | 217,440 | 196,780 | 178,640 | 162,400 | 150,020 | 141,420 |
| PSP OPER. BUDGET APPROP/ EXP'S. | | | | | | | |
| Operating Budget | (112,920) | (121,170) | (122,382) | (123,606) | (124,842) | (126,090) | (127,351) |
| Restore Personnel Costs | n/a | n/a | (990) | (990) | (990) | (990) | (990) |
| Motor Pool | n/a | n/a | (520) | (520) | (520) | (520) | (520) |
| Utilities | n/a | n/a | (90) | (190) | (290) | (390) | (390) |
| Subtotal PSP Oper Budget Approp / Exp's | (112,920) | (121,170) | (123,982) | (125,306) | (126,642) | (127,990) | (129,251) |
| TOTAL USE OF RESOURCES | (112,920) | (121,170) | (123,982) | (125,306) | (126,642) | (127,990) | (129,251) |
| YEAR END FUND BALANCE | 135,180 | 96,270 | 72,800 | 53,330 | 35,760 | 22,030 | 12,170 |
| END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES | 54.5% | 44.3% | 37.0% | 29.9% | 22.0% | 14.7% | 8.6% |
| Assumptions: 1. Property tax revenue is assumed to increase over the six years based on an improved assessable base. 2. Investment income is estimated to increase over the six years based upon projected cash balance. 3. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY11. 4. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY12-16 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here. | | | | | | | |

| FY11-16 PUBLIC SERVICES PROGRAM: FISCAL PLAN | | | | SILVER SPRING PARKING LOT DISTRICT | | | |
|---|---------------------|---------------------|---------------------|------------------------------------|---------------------|---------------------|---------------------|
| FISCAL PROJECTIONS | FY10 ESTIMATE | FY11 REC | FY12 PROJECTION | FY13 PROJECTION | FY14 PROJECTION | FY15 PROJECTION | FY16 PROJECTION |
| ASSUMPTIONS | | | | | | | |
| Property Tax Rate: Real/Improved | 0.280 | 0.280 | 0.280 | 0.280 | 0.280 | 0.280 | 0.280 |
| Assessable Base: Real/Improved (000) | 1,666,500 | 1,684,300 | 1,727,800 | 1,816,800 | 1,907,100 | 2,043,700 | 2,200,900 |
| Property Tax Collection Factor: Real Property | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% |
| Property Tax Rate: Personal/Improved | 0.700 | 0.700 | 0.700 | 0.700 | 0.700 | 0.700 | 0.700 |
| Assessable Base: Personal/Improved (000) | 136,900 | 138,300 | 140,500 | 142,300 | 144,400 | 147,300 | 149,500 |
| Property Tax Collection Factor: Personal Property | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% |
| Indirect Cost Rate | 13.73% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% |
| CPI (Fiscal Year) | 1.0% | 2.1% | 2.3% | 2.5% | 2.6% | 2.8% | 3.0% |
| Investment Income Yield | 0.0026 | 0.0085 | 0.018 | 0.0325 | 0.04 | 0.045 | 0.0475 |
| BEGINNING FUND BALANCE | 7,553,520 | 5,501,950 | 4,242,180 | 3,009,950 | 2,413,050 | 3,022,920 | 4,063,730 |
| REVENUES | | | | | | | |
| Taxes | 6,046,360 | 6,110,580 | 6,258,580 | 6,542,260 | 6,831,930 | 7,267,980 | 7,761,920 |
| Charges For Services | 9,500,000 | 10,298,000 | 10,767,940 | 11,106,580 | 11,328,710 | 11,555,280 | 11,786,390 |
| Fines & Forfeitures | 2,589,290 | 2,812,500 | 2,868,750 | 2,926,130 | 2,984,650 | 3,044,340 | 3,105,230 |
| Miscellaneous | 20,000 | 60,000 | 130,000 | 240,000 | 310,000 | 360,000 | 400,000 |
| Subtotal Revenues | 18,155,650 | 19,281,080 | 20,025,270 | 20,814,970 | 21,455,290 | 22,227,600 | 23,053,540 |
| INTERFUND TRANSFERS (Net Non-CIP) | | | | | | | |
| Transfers To The General Fund | (683,850) | (2,153,900) | (282,090) | (256,840) | (259,410) | (262,010) | (264,630) |
| Indirect Costs | (291,580) | (251,780) | (254,300) | (256,840) | (259,410) | (262,010) | (264,630) |
| Repayment to General Fund | (45,000) | (1,600,000) | 0 | 0 | 0 | 0 | 0 |
| Savings Plan and MARC reductions | (293,630) | (257,760) | 0 | 0 | 0 | 0 | 0 |
| Technology Modernization CIP | (53,640) | (44,360) | (27,790) | 0 | 0 | 0 | 0 |
| Transfers To Special Fds: Tax Supported | (5,554,640) | (5,584,850) | (6,066,100) | (6,191,480) | (5,589,840) | (5,728,610) | (5,844,270) |
| To Transportation Management District | (852,350) | (967,350) | (967,350) | (967,350) | (967,350) | (967,350) | (967,350) |
| To Mass Transit (PVN) | (2,589,290) | (2,812,500) | (2,868,750) | (2,926,130) | (2,234,490) | (2,283,260) | (2,328,920) |
| To Silver Spring Urban District | (2,113,000) | (1,805,000) | (2,230,000) | (2,298,000) | (2,388,000) | (2,478,000) | (2,548,000) |
| TOTAL RESOURCES | 19,470,680 | 17,044,280 | 17,919,260 | 17,376,600 | 18,019,090 | 19,259,900 | 21,008,370 |
| CIP CURRENT REVENUE EXPEND. | | | | | | | |
| PSP OPER. BUDGET APPROP/ EXP'S. | (3,523,000) | (1,996,000) | (2,906,000) | (2,820,000) | (2,730,000) | (2,700,000) | (2,700,000) |
| Operating Budget | (10,415,780) | (10,806,100) | (10,886,918) | (10,903,431) | (11,004,345) | (11,106,266) | (11,209,204) |
| Retiree Health Insurance Pre-Funding | n/a | n/a | (29,900) | (36,660) | (43,750) | (51,200) | (59,020) |
| Debt Service: Other (Non-Tax Funds only) | 0 | 0 | (1,051,680) | (1,051,680) | (1,051,680) | (1,051,680) | (1,051,380) |
| Restore Personnel Costs | n/a | n/a | 13,630 | 13,630 | 13,630 | 13,630 | 13,630 |
| Motor Pool | n/a | n/a | (37,380) | (37,380) | (37,380) | (37,380) | (37,380) |
| Emergency Battery Backup in Garages | n/a | n/a | 52,000 | 0 | 52,000 | 0 | 52,000 |
| Utilities | n/a | n/a | (62,940) | (127,770) | (194,250) | (262,720) | (262,720) |
| Credit Card Fees for POB/PBS | n/a | n/a | (120) | (260) | (400) | (550) | (550) |
| Subtotal PSP Oper Budget Approp / Exp's | (10,415,780) | (10,806,100) | (12,003,308) | (12,143,551) | (12,266,175) | (12,496,166) | (12,554,624) |
| OTHER CLAIMS ON FUND BALANCE | (29,950) | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL USE OF RESOURCES | (13,968,730) | (12,802,100) | (14,909,308) | (14,963,551) | (14,996,175) | (15,196,166) | (15,254,624) |
| YEAR END FUND BALANCE | 5,501,950 | 4,242,180 | 3,009,950 | 2,413,050 | 3,022,920 | 4,063,730 | 5,753,750 |
| END-OF-YEAR RESERVES AS A | | | | | | | |
| PERCENT OF RESOURCES | 28.3% | 24.9% | 16.8% | 13.9% | 16.8% | 21.1% | 27.4% |

Assumptions:

1. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
2. Investment income is estimated to increase over the six years based upon projected cash balance.
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 FY11.
5. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY12-16 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. Parking fine transfer to Mass Transit Fund increases from 75 percent to 100 percent in FY10-13.

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| FY11-16 PUBLIC SERVICES PROGRAM: FISCAL PLAN | | | | WHEATON PARKING LOT DISTRICT | | | |
|--|--------------------|--------------------|--------------------|------------------------------|--------------------|--------------------|--------------------|
| FISCAL PROJECTIONS | FY10 ESTIMATE | FY11 REC | FY12 PROJECTION | FY13 PROJECTION | FY14 PROJECTION | FY15 PROJECTION | FY16 PROJECTION |
| ASSUMPTIONS | | | | | | | |
| Property Tax Rate: Real/Improved | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 |
| Assessable Base: Real/Improved (000) | 166,800 | 168,600 | 172,900 | 181,800 | 190,800 | 204,500 | 220,200 |
| 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) | 10,400 | 10,500 | 10,700 | 10,800 | 11,000 | 11,200 | 11,400 |
| Property Tax Collection Factor: Personal Property | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% | 99.4% |
| Indirect Cost Rate | 13.73% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% | 12.78% |
| CPI (Fiscal Year) | 1.0% | 2.1% | 2.3% | 2.5% | 2.6% | 2.8% | 3.0% |
| Investment Income Yield | 0.0026 | 0.0085 | 0.018 | 0.0325 | 0.04 | 0.045 | 0.0475 |
| BEGINNING FUND BALANCE | 547,010 | 176,390 | 150,640 | 207,430 | 271,260 | 380,650 | 505,220 |
| REVENUES | | | | | | | |
| Taxes | 472,350 | 477,230 | 488,980 | 511,110 | 534,070 | 568,370 | 607,430 |
| Charges For Services | 805,000 | 805,000 | 821,100 | 829,310 | 837,600 | 845,980 | 854,440 |
| Fines & Forfeitures | 520,000 | 585,000 | 596,700 | 602,670 | 608,690 | 614,780 | 620,930 |
| Miscellaneous | 2,100 | 4,700 | 6,900 | 11,500 | 17,500 | 22,600 | 26,900 |
| Subtotal Revenues | 1,799,450 | 1,871,930 | 1,913,680 | 1,954,590 | 1,997,860 | 2,051,730 | 2,109,700 |
| INTERFUND TRANSFERS (Net Non-CIP) | | | | | | | |
| Transfers To The General Fund | (89,700) | (88,730) | (43,540) | (40,090) | (40,460) | (40,900) | (41,310) |
| Indirect Costs | (43,790) | (39,300) | (39,700) | (40,090) | (40,460) | (40,900) | (41,310) |
| Savings Plan and MARC reductions | (38,800) | (43,290) | 0 | 0 | 0 | 0 | 0 |
| Technology Modernization CIP | (7,110) | (6,140) | (3,840) | 0 | 0 | 0 | 0 |
| Transfers To Special Fds: Tax Supported | (304,320) | (422,450) | (422,450) | (422,450) | (422,450) | (422,450) | (422,450) |
| To Mass Transit (MATS) | (12,000) | (130,130) | (130,130) | (130,130) | (130,130) | (130,130) | (130,130) |
| To Wheaton Urban District | (292,320) | (292,320) | (292,320) | (292,320) | (292,320) | (292,320) | (292,320) |
| TOTAL RESOURCES | 1,952,440 | 1,537,140 | 1,598,330 | 1,699,480 | 1,806,210 | 1,969,030 | 2,151,160 |
| CIP CURRENT REVENUE EXPEND. | | | | | | | |
| PSP OPER. BUDGET APPROP/ EXP'S. | (513,000) | (157,000) | (157,000) | (157,000) | (157,000) | (157,000) | (157,000) |
| Operating Budget | (1,257,440) | (1,229,500) | (1,241,800) | (1,254,210) | (1,266,460) | (1,279,430) | (1,292,220) |
| Retiree Health Insurance | n/a | n/a | (5,610) | (6,870) | (8,200) | (9,600) | (11,070) |
| Restore Personnel Costs | n/a | n/a | 1,940 | 1,940 | 1,940 | 1,940 | 1,940 |
| Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space | n/a | n/a | (30) | (60) | (90) | (130) | (130) |
| Emergency Battery Backup | n/a | n/a | 20,000 | 0 | 20,000 | 0 | 20,000 |
| Utilities | n/a | n/a | (3,520) | (7,140) | (10,870) | (14,710) | (14,710) |
| Motor Pool | n/a | n/a | (4,880) | (4,880) | (4,880) | (4,880) | (4,880) |
| Subtotal PSP Oper Budget Approp / Exp's | (1,257,440) | (1,229,500) | (1,233,900) | (1,271,220) | (1,268,560) | (1,306,810) | (1,301,070) |
| OTHER CLAIMS ON FUND BALANCE | (5,610) | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL USE OF RESOURCES | (1,776,050) | (1,386,500) | (1,390,900) | (1,428,220) | (1,425,560) | (1,463,810) | (1,458,070) |
| YEAR END FUND BALANCE | 176,390 | 150,640 | 207,430 | 271,260 | 380,650 | 505,220 | 693,090 |
| END-OF-YEAR RESERVES AS A | | | | | | | |
| PERCENT OF RESOURCES | 9.0% | 9.8% | 13.0% | 16.0% | 21.1% | 25.7% | 32.2% |

Assumptions:

1. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
2. Investment income is estimated to increase over the six years based upon projected cash balance.
3. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY11.
4. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY12-16 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.

| FY10 Adopted Parking Security Patrol Budget | | | | |
|---|-----------|---------------|-----------|-------------|
| Sworn Officer Patrols | Bethesda | Silver Spring | Wheaton | Total |
| Total County Police Hours | 1,700 | 1,700 | 0 | 3,400 |
| Cost | \$110,630 | \$110,630 | \$0 | \$221,260 |
| Total Park Police | 0 | 0 | 1,958 | 1,958 |
| Cost | \$0 | \$0 | \$102,800 | \$102,800 |
| Total Sworn Officer Patrol Hours | 1,700 | 1,700 | 1,958 | 5,358 |
| Cost | \$110,630 | \$110,630 | \$102,800 | \$324,060 |
| Contract Security Guards | Bethesda | Silver Spring | Wheaton | Total |
| Scheduled Patrol Hours | 24,581 | 37,823 | 6,410 | 68,814 |
| Cost | \$528,491 | \$813,204 | \$137,822 | \$1,479,517 |
| Clean & Safe Team | Bethesda | Silver Spring | Wheaton | Total |
| Total Patrol Hours | 0 | 6,000 | 0 | 6,000 |
| Cost | \$0 | \$104,865 | \$0 | \$104,865 |
| Total | Bethesda | Silver Spring | Wheaton | Total |
| Total Patrol Hours | 26,281 | 45,523 | 8,368 | 80,172 |
| PLD Cost | \$639,121 | \$1,028,699 | \$240,622 | \$1,908,442 |

| Change from FY10 Adopted to FY11 CE Recommended Parking Security Patrol Budget | | | | |
|--|-------------|---------------|-------------|-------------|
| Sworn Officer Patrols | Bethesda | Silver Spring | Wheaton | Total |
| Total County Police Hours-Change | (1,700) | (1,700) | 0 | (3,400) |
| Cost-Change | (\$110,630) | (\$110,630) | \$0 | (\$221,260) |
| Total Park Police-Change | 0 | 0 | (1,958) | (1,958) |
| Cost-Change | \$0 | \$0 | (\$102,800) | (\$102,800) |
| Total Sworn Officer Patrol Hours-Change | (1,700) | (1,700) | (1,958) | (5,358) |
| Cost-Change | (\$110,630) | (\$110,630) | (\$102,800) | (\$324,060) |
| Contract Security Guards | Bethesda | Silver Spring | Wheaton | Total |
| Scheduled Patrol Hours-Change | 1,700 | 1,700 | 1,958 | 5,358 |
| Cost-Change | \$36,550 | \$36,550 | \$42,097 | \$115,197 |
| Clean & Safe Team | Bethesda | Silver Spring | Wheaton | Total |
| Total Patrol Hours-Change | 0 | 0 | 0 | 0 |
| Cost-Change | \$0 | \$2,097 | \$0 | \$2,097 |
| Total | Bethesda | Silver Spring | Wheaton | Total |
| Total Patrol Hours-Change FY10 to FY11 | 0 | 0 | 0 | 0 |
| PLD Cost-Change FY10 to FY11 | (\$74,080) | (\$71,983) | (\$60,703) | (\$206,766) |

| FY11 CE RECOMMENDED PARKING SECURITY BUDGET | | | | |
|---|-----------|---------------|-----------|-------------|
| Sworn Officer Patrols | Bethesda | Silver Spring | Wheaton | Total |
| Total County Police Hours | 0 | 0 | 0 | 0 |
| Cost | \$0 | \$0 | \$0 | \$0 |
| Total Park Police | 0 | 0 | 0 | 0 |
| Cost | \$0 | \$0 | \$0 | \$0 |
| Total Sworn Officer Patrol Hours | 0 | 0 | 0 | 0 |
| Cost | \$0 | \$0 | \$0 | \$0 |
| Contract Security Guards | Bethesda | Silver Spring | Wheaton | Total |
| Scheduled Patrol Hours (estimated) | 26,281 | 39,523 | 8,368 | 74,172 |
| Cost | \$565,041 | \$849,754 | \$179,919 | \$1,594,714 |
| Clean & Safe Team | Bethesda | Silver Spring | Wheaton | Total |
| Total Patrol Hours | 0 | 6,000 | 0 | 6,000 |
| Cost | \$0 | \$106,962 | \$0 | \$106,962 |
| Total | Bethesda | Silver Spring | Wheaton | Total |
| Total Patrol Hours | 26,281 | 45,523 | 8,368 | 80,172 |
| PLD Cost | \$565,041 | \$956,716 | \$179,919 | \$1,701,676 |

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

*increased cost of 3.0 WY

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Pay By Cell Phone Pilot Program

The System

Pay By Cell Phone is a parking payment system that allows a customer to park at a space and make payment through an on-line accessible customer account backed by a credit card. This system has been commonly available in Europe for a number of years and is now becoming available in the United States. To use the system a customer begins by parking at a designated signed Pay By Cell Phone space. The signage directs you to call a local or toll free telephone number. Typically the telephone is answered by an Interactive Voice Recording (IVR) system. The system will note the telephone number you have called from and cross reference this to an account. It then asks for the parking space number. The space number is prominently displayed at the space with the call-in number. The system then asks you to input the duration you would like to park. If you have pre-registered or have an existing on-line account your parking session has been started and you may hang up. If you are a first time user you may be directed to a customer service representative to create an account or this may be done through IVR prompts. Some systems only allow initial registration to be done on-line.

For most systems, when your parking session is about to expire you receive a text message or an email asking if you would like to add additional time to your parking session. You may only add time up to the maximum time for that space. Most systems can easily deal with varying time restrictions and meter rates. Most also allow customers to call in and terminate any parking session in progress. In this case the customer is only charged per minute for the time actually parked.

Typically the customer is charged a convenience fee for the use of the system. Convenience fees are typically in the range of \$0.25 to \$0.50 per parking session and are collected directly by the system provider to cover system costs and profit to the provider.

The Pilot

Parking staff have been monitoring industry issues associated with deployment of such a system for a few years and proposed a 90 day pilot program as part of the FY10 budget. One time funding for the Pilot was approved by Council as part of the FY10 budget. Although this was only a 90 day test, in a limited area, staff were aware there was considerable interest by a number of vendors and choose to proceed to follow a full Request for Proposals (RFP) process in selecting a system provider. MobilNow was ultimately selected as the vendor and the Pilot was started effective January 4, 2010.

The Pilot area included approximately 1,200 individually metered spaces located on Lot 31, in the Elm Street Garage and on the streets between the two facilities in southern Bethesda. This is a very busy area with County public parking serving the Bethesda Row development.

The objectives of the Pilot were to gauge public acceptance and ease of use while also identifying any issues associated with adequate and accurate parking enforcement.

Success

The Pilot has proven to be successful in all areas. So as not to raise public expectations too high for only a limited area pilot effort, the Pilot was launched with very little publicity. For instance, the County did not even issue a press release. Customer use has, however, built steadily since the program began. As of April 2, 2010, a total of over 1,900 customers had created accounts and 6,749 individual parking sessions have been booked. These numbers have increased each week with an average day now totaling over 150 sessions. The number of pay by cell phone sessions currently represents approximately 6% of our overall daily use of the pilot parking spaces.

Although we have no specific customer survey data we have received a number of very positive calls and emails regarding the service. The public who are interested in participating seem to find the system relatively easy to use. One would expect the system to appeal to the more tech savvy and early adopters but, even if it is used by a relatively small percentage of our overall customer base, it is very popular with this population.

Technically the system has worked well. We have had little difficulty reconciling customer payments and revenue bank deposits. Our enforcement officers have been able to easily access the parking session database so that they can verify if a space is paid or unpaid. The system does involve an added procedural step for enforcement but it has had no effect on the accuracy of citations issued. We continue to work with the vendor to establish the most efficient cross referencing system possible for enforcement.

The parking ticket database is not capable of cross referencing parking tickets issued to specific geographic areas accurately enough to establish before and after ticket counts. We believe, however, any reduction in parking fine revenue would be least partially offset by greater fee revenue due to the new ease of payment.

Countywide System

Based on the success of the Pilot, staff have prepared and submitted to the Office of Procurement an RFP for a full scale countywide pay by cell phone system. That RFP is currently under review. The new system is planned to be implemented without any County start-up costs. The RFP calls for the vendor to fund all signage and advertising through the customer convenience fee. As a result, no funding for this program is requested in the FY11 recommended budget. The system is planned to be implemented in all four PLDs as well as the North Bethesda TMD. The system would be easily expandable to any future paid parking areas. We plan to have the new vendor in place within six months.

Staff also requested the current Pilot to be continued until a new County wide system vendor could be put in place. The extension of the current pilot area contract was approved by the Contract Review Committee on March 25, 2010. This will allow those customers who currently have pay by cell phone accounts to continue to use them until they can be converted to the new vendor's system. Thus, there will be no break in service for these customers as we make our transition to a County wide system.

Transit Services

MISSION STATEMENT

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

BUDGET OVERVIEW

The total recommended FY11 Operating Budget for the Division of Transit Services is \$105,380,500, a decrease of \$8,565,820 or 7.5 percent from the FY10 Approved Budget of \$113,946,320. Personnel Costs comprise 55.2 percent of the budget for 778 full-time positions and seven part-time positions for 789.1 workyears. Operating Expenses account for the remaining 44.8 percent of the FY11 budget.

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

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY10 estimates incorporate the effect of the FY10 savings plan. The FY11 and FY12 targets assume the recommended FY11 budget and FY12 funding for comparable service levels.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***Opened new Transportation, Resources, Information, and Places to See (TRiPS) Commuter Store in Friendship Heights***
- ❖ ***Implemented new Computer Aided Dispatch/Automatic Vehicle Locator in all Ride On depots, providing real-time location of bus, a stable communication system, and a base from which to implement automated transit information.***
- ❖ ***Implemented new Round Rockville service in partnership with the City of Rockville to provide enhanced service to Rockville Town Center.***

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 7,888,670 | 7.4 |
| Decrease Cost: Printing for Call N Ride booklet (one book per month) | -5,480 | 0.0 |
| Decrease Cost: Taxi Service in Medicaid grants to match actuals | -171,180 | 0.0 |
| Reduce: Call N Ride to one book a month | -1,774,620 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 4,490 | 0.5 |
| FY11 CE Recommended | 5,941,880 | 7.9 |

Ride On

Fixed-route bus service is provided by the Ride On system throughout the County. Ride On operates primarily in neighborhoods and provides a collector and distributor service to the major transfer points and transit centers in the County. Ride On supplements and coordinates with Metrobus and Metrorail service provided by the Washington Metropolitan Area Transit Authority. The Ride On transit program operates and manages more than 80 routes; maintains a strategic plan for replacement of the bus fleet; 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.

| Program Performance Measures | Actual FY08 | Actual FY09 | Estimated FY10 | Target FY11 | Target FY12 |
|---|------------------------|------------------------|---------------------------|------------------------|------------------------|
| Passengers transported per capita (ratio of the number of passengers boarding a Ride On bus within the fiscal year and the County population) | 30.7 | 31.2 | 28.1 | 27.6 | 27.6 |
| Percent of Ride-On customers who report a satisfactory customer service experience ¹ | | | | | |
| Passengers per hour of Service ² | 27.0 | 27.0 | 25.2 | 25.8 | 25.8 |
| Hours of Service | 1,100,358 | 1,096,930 | 1,061,551 | 1,015,420 | 1,015,420 |
| Scheduled Ride On roundtrip circuits missed, in whole or in part, per 1,000 roundtrip circuits | 5.0 | 5.02 | 5.9 | 5.9 | 5.9 |
| Reported Ride-On complaints per 100,000 bus riders | 14.2 | 13.6 | 14.2 | 15.0 | 15.0 |
| Passengers Transported (millions) | 29.7 | 29.6 | 26.7 | 26.2 | 26.2 |
| Number of reported collisions between Ride On buses and a person or object, per 100,000 miles driven | 4.1 | 3.95 | 4.3 | 4.3 | 4.3 |

¹ New measure; data to be collected in the future.

² FY10 experienced a drop in ridership, department anticipates a 3% increase in FY11

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|--------------|
| FY10 Approved | 91,461,060 | 780.2 |
| Decrease Cost: Occupational Medical Services Adjustment | -94,840 | 0.0 |
| Reduce: Change three holiday schedules for FY11 | -176,430 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment | -364,940 | 0.0 |
| Decrease Cost: Risk Management Adjustment | -586,250 | 0.0 |
| Eliminate: Security Transit Grant | -996,530 | -2.4 |
| Reduce: Ride On Service throughout the county | -2,683,900 | -30.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -688,270 | -28.8 |
| FY11 CE Recommended | 85,869,900 | 719.0 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 4,100,680 | 13.5 |
| Eliminate: Suspend Wheaton Super Fare Share | -8,270 | 0.0 |
| Decrease Cost: North Bethesda Transportation Management District | -59,240 | 0.0 |
| Decrease Cost: Bethesda Transportation Solutions | -63,270 | 0.0 |
| Eliminate: Suspend Fare Share Program | -79,850 | 0.0 |
| Eliminate: Suspend Friendship Heights Super Fareshare | -127,000 | 0.0 |
| Eliminate: Suspend North Bethesda Super Fare Share | -210,000 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -197,290 | -0.5 |
| FY11 CE Recommended | 3,355,760 | 13.0 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|------------|
| FY10 Approved | 762,760 | 6.8 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 15,410 | 0.0 |
| FY11 CE Recommended | 778,170 | 6.8 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 1,569,520 | 11.7 |
| Decrease Cost: Internal printing reduction | -23,570 | 0.0 |
| Decrease Cost: Printing schedules and other transit information | -34,310 | 0.0 |
| Decrease Cost: Elimination of One-Time Items Approved in FY10 | -50,000 | 0.0 |
| Shift: Transfer positions to Public Information Office to staff MC311 Call Center | -242,420 | -2.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 68,110 | -1.5 |
| FY11 CE Recommended | 1,287,330 | 8.2 |

Transit Parking Facility Maintenance

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

| FY11 Recommended Changes | Expenditures | WYs |
|---------------------------------|---------------------|------------|
| FY10 Approved | 285,190 | 1.2 |
| FY11 CE Recommended | 285,190 | 1.2 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 1,880,140 | 18.1 |
| Increase Cost: Technical adjustment increased personnel costs | 139,790 | 0.0 |
| Increase Cost: Computer Aided Dispatch/Automatic Vehicle Locator system maintenance | 88,000 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | 116,130 | 0.0 |
| FY11 CE Recommended | 2,224,060 | 18.1 |

Passenger Facilities

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

| FY11 Recommended Changes | Expenditures | WYs |
|---------------------------------|---------------------|------------|
| FY10 Approved | 858,420 | 3.0 |
| FY11 CE Recommended | 858,420 | 3.0 |

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.

| FY11 Recommended Changes | Expenditures | WYs |
|--------------------------------------|---------------------|------------|
| FY10 Approved | 2,680,790 | 0.7 |
| Decrease Cost: Master Lease Payments | -307,300 | 0.0 |
| FY11 CE Recommended | 2,373,490 | 0.7 |

Administration

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

| FY11 Recommended Changes | Expenditures | WYs |
|--|---------------------|-------------|
| FY10 Approved | 2,459,090 | 12.1 |
| Decrease Cost: Paper and toner purchase reduction | -6,120 | 0.0 |
| Decrease Cost: Printing and Mail Adjustment | -27,640 | 0.0 |
| Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program | -19,030 | -0.9 |
| FY11 CE Recommended | 2,406,300 | 11.2 |

BUDGET SUMMARY

| | Actual FY09 | Budget FY10 | Estimated FY10 | Recommended FY11 | % Chg Bud/Rec |
|--|--------------------|--------------------|--------------------|---------------------|------------------|
| MASS TRANSIT | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 45,085,824 | 43,553,230 | 45,517,150 | 40,993,500 | -5.9% |
| Employee Benefits | 14,774,646 | 15,216,870 | 14,857,860 | 15,454,700 | 1.6% |
| Mass Transit Personnel Costs | 59,860,470 | 58,770,100 | 60,375,010 | 56,448,200 | -4.0% |
| Operating Expenses | 50,297,343 | 49,687,700 | 47,888,150 | 44,603,230 | -10.2% |
| Capital Outlay | -171,845 | 0 | 0 | 0 | — |
| Mass Transit Expenditures | 109,985,968 | 108,457,800 | 108,263,160 | 101,051,430 | -6.8% |
| PERSONNEL | | | | | |
| Full-Time | 764 | 795 | 795 | 763 | -4.0% |
| Part-Time | 122 | 4 | 4 | 7 | 75.0% |
| Workyears | 848.1 | 829.5 | 829.5 | 766.6 | -7.6% |
| REVENUES | | | | | |
| Montgomery College U-Pass | 550,000 | 550,000 | 550,000 | 638,000 | 16.0% |
| Investment Income | 307,479 | 260,000 | 50,000 | 140,000 | -46.2% |
| Other | 40,038 | 500,000 | 0 | 0 | — |
| Property Tax | 66,853,002 | 65,880,660 | 65,527,970 | 66,227,040 | 0.5% |
| State Aid: Ride On | 1,165,000 | 22,092,540 | 44,178,080 | 22,089,040 | 0.0% |
| State Aid: Rural Fixed Route | 319,335 | 286,000 | 309,950 | 309,950 | 8.4% |
| State Aid: Call 'N Ride | 409,958 | 379,110 | 379,110 | 379,110 | — |
| State Aid: MARC Shuttle | 49,286 | 37,430 | 37,430 | 37,430 | — |
| Bus Shelter Advertising | 399,753 | 520,000 | 230,000 | 230,000 | -55.8% |
| Ride On Bus Advertising | 377,831 | 270,830 | 330,000 | 330,000 | 21.8% |
| Ride On Fare Revenue | 15,110,000 | 14,531,620 | 14,749,120 | 15,441,370 | 6.3% |
| Taxicab Licensing | 571,439 | 809,370 | 809,370 | 809,370 | — |
| Metro Police Parking Violations | 0 | 500,000 | 500,000 | 500,000 | — |
| North Bethesda TMD | 935,764 | 1,144,190 | 1,139,990 | 1,139,990 | -0.4% |
| Developer Contributions | 214,415 | 50,000 | 50,000 | 50,000 | — |
| Get-In Revenue | 3,226 | 31,200 | 0 | 0 | — |
| Call 'N Ride & Same Day Access Revenue | 450,150 | 606,340 | 476,250 | 242,050 | -60.1% |
| TMD Fees | 182,041 | 237,020 | 237,020 | 245,000 | 3.4% |
| Mass Transit Revenues | 87,938,717 | 108,686,310 | 129,554,290 | 108,808,350 | 0.1% |
| GRANT FUND MCG | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 1,216,018 | 1,395,170 | 1,397,840 | 1,221,540 | -12.4% |
| Employee Benefits | 435,012 | 460,800 | 458,130 | 481,380 | 4.5% |
| Grant Fund MCG Personnel Costs | 1,651,030 | 1,855,970 | 1,855,970 | 1,702,920 | -8.2% |
| Operating Expenses | 2,530,864 | 3,001,220 | 2,810,320 | 2,626,150 | -12.5% |
| Capital Outlay | 7,032,823 | 631,330 | 979,680 | 0 | — |
| Grant Fund MCG Expenditures | 11,214,717 | 5,488,520 | 5,645,970 | 4,329,070 | -21.1% |
| PERSONNEL | | | | | |
| Full-Time | 16 | 15 | 15 | 15 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| Workyears | 23.3 | 25.2 | 25.2 | 22.5 | -10.7% |
| REVENUES | | | | | |
| ARRA Transit Grant | 0 | 0 | 350,000 | 0 | — |
| Access-To-Jobs | 672,948 | 582,270 | 582,270 | 582,940 | 0.1% |
| Bus Replacement Grant | 2,776,958 | 0 | 0 | 0 | — |
| COG Grant | 156,815 | 151,400 | 151,400 | 158,985 | 5.0% |
| COG New JARC Grant | 48,312 | 0 | 0 | 0 | — |
| Commuter Assistance: Ridesharing | 372,049 | 372,070 | 372,070 | 372,070 | — |
| Federal Capital Bus Grant | 3,598,384 | 0 | 0 | 0 | — |
| State Medicaid | 2,545,970 | 3,386,250 | 3,193,700 | 3,215,070 | -5.1% |
| State Transit Grant | 657,481 | 0 | 0 | 0 | — |
| Transit Security Grant | 131,515 | 996,530 | 996,530 | 0 | — |
| Grant Fund MCG Revenues | 10,960,432 | 5,488,520 | 5,645,970 | 4,329,065 | -21.1% |
| DEPARTMENT TOTALS | | | | | |
| Total Expenditures | 121,200,685 | 113,946,320 | 113,909,130 | 105,380,500 | -7.5% |
| Total Full-Time Positions | 780 | 810 | 810 | 778 | -4.0% |
| Total Part-Time Positions | 122 | 4 | 4 | 7 | 75.0% |
| Total Workyears | 871.4 | 854.7 | 854.7 | 789.1 | -7.7% |
| Total Revenues | 98,899,149 | 114,174,830 | 135,200,260 | 113,137,415 | -0.9% |

FY11 RECOMMENDED CHANGES

| | Expenditures | WYs |
|---|--------------------|--------------|
| MASS TRANSIT | | |
| FY10 ORIGINAL APPROPRIATION | 108,457,800 | 829.5 |
| <u>Changes (with service impacts)</u> | | |
| Eliminate: Suspend Wheaton Super Fare Share [Commuter Services] | -8,270 | 0.0 |
| Eliminate: Suspend Fare Share Program [Commuter Services] | -79,850 | 0.0 |
| Eliminate: Suspend Friendship Heights Super Fareshare [Commuter Services] | -127,000 | 0.0 |
| Reduce: Change three holiday schedules for FY11 [Ride On] | -176,430 | 0.0 |
| Eliminate: Suspend North Bethesda Super Fare Share [Commuter Services] | -210,000 | 0.0 |
| Reduce: Call N Ride to one book a month [Special Transportation Programs] | -1,774,620 | 0.0 |
| Reduce: Ride On Service throughout the county [Ride On] | -2,683,900 | -30.0 |
| <u>Other Adjustments (with no service impacts)</u> | | |
| Increase Cost: Group Insurance Adjustment | 376,800 | 0.0 |
| Increase Cost: Retirement Adjustment | 362,680 | 0.0 |
| Increase Cost: Technical adjustment increased personnel costs [Transit Operations Planning and Control] | 139,790 | 0.0 |
| Increase Cost: Annualization of FY10 Personnel Costs | 129,160 | 0.0 |
| Increase Cost: Computer Aided Dispatch/Automatic Vehicle Locator system maintenance [Transit Operations Planning and Control] | 88,000 | 0.0 |
| Technical Adj: Commuter Services Program | 0 | 0.3 |
| Technical Adj: Reduction in HHS Program Transportation and Recreation Mini-Trips | 0 | -1.7 |
| Decrease Cost: Printing for Call N Ride booklet (one book per month) [Special Transportation Programs] | -5,480 | 0.0 |
| Decrease Cost: Paper and toner purchase reduction [Administration] | -6,120 | 0.0 |
| Decrease Cost: Internal printing reduction [Customer Service] | -23,570 | 0.0 |
| Decrease Cost: Printing and Mail Adjustment [Administration] | -27,640 | 0.0 |
| Decrease Cost: Printing schedules and other transit information [Customer Service] | -34,310 | 0.0 |
| Decrease Cost: Elimination of One-Time Items Approved in FY10 [Customer Service] | -50,000 | 0.0 |
| Decrease Cost: North Bethesda Transportation Management District [Commuter Services] | -59,240 | 0.0 |
| Decrease Cost: Bethesda Transportation Solutions [Commuter Services] | -63,270 | 0.0 |
| Decrease Cost: Occupational Medical Services Adjustment [Ride On] | -94,840 | 0.0 |
| Shift: Transfer positions to Public Information Office to staff MC311 Call Center [Customer Service] | -242,420 | -2.0 |
| Decrease Cost: Master Lease Payments [Fixed Costs] | -307,300 | 0.0 |
| Decrease Cost: Motor Pool Rate Adjustment [Ride On] | -364,940 | 0.0 |
| Decrease Cost: Risk Management Adjustment [Ride On] | -586,250 | 0.0 |
| Decrease Cost: Furlough Days | -1,577,350 | -29.5 |
| FY11 RECOMMENDED: | 101,051,430 | 766.6 |
| GRANT FUND MCG | | |
| FY10 ORIGINAL APPROPRIATION | 5,488,520 | 25.2 |
| <u>Changes (with service impacts)</u> | | |
| Eliminate: Security Transit Grant [Ride On] | -996,530 | -2.4 |
| <u>Other Adjustments (with no service impacts)</u> | | |
| Increase Cost: Council of Governments Grant | 7,590 | -0.3 |
| Increase Cost: Access to jobs | 670 | 0.0 |
| Decrease Cost: Taxi Service in Medicaid grants to match actuals [Special Transportation Programs] | -171,180 | 0.0 |
| FY11 RECOMMENDED: | 4,329,070 | 22.5 |

PROGRAM SUMMARY

| Program Name | FY10 Approved | | FY11 Recommended | |
|---|--------------------|--------------|--------------------|--------------|
| | Expenditures | WYs | Expenditures | WYs |
| Special Transportation Programs | 7,888,670 | 7.4 | 5,941,880 | 7.9 |
| Ride On | 91,461,060 | 780.2 | 85,869,900 | 719.0 |
| Commuter Services | 4,100,680 | 13.5 | 3,355,760 | 13.0 |
| Taxi Regulation | 762,760 | 6.8 | 778,170 | 6.8 |
| Customer Service | 1,569,520 | 11.7 | 1,287,330 | 8.2 |
| Transit Parking Facility Maintenance | 285,190 | 1.2 | 285,190 | 1.2 |
| Transit Operations Planning and Control | 1,880,140 | 18.1 | 2,224,060 | 18.1 |
| Passenger Facilities | 858,420 | 3.0 | 858,420 | 3.0 |
| Fixed Costs | 2,680,790 | 0.7 | 2,373,490 | 0.7 |
| Administration | 2,459,090 | 12.1 | 2,406,300 | 11.2 |
| Total | 113,946,320 | 854.7 | 105,380,500 | 789.1 |

CHARGES TO OTHER DEPARTMENTS

| Charged Department | Charged Fund | FY10 | | FY11 | |
|---------------------------|---------------------|---------|-----|---------|-----|
| | | Total\$ | WYs | Total\$ | WYs |
| MASS TRANSIT | | | | | |
| Health and Human Services | County General Fund | 733,180 | 0.0 | 567,690 | 0.0 |
| Recreation | Recreation | 70,860 | 0.0 | 0 | 0.0 |
| Total | | 804,040 | 0.0 | 567,690 | 0.0 |

FUTURE FISCAL IMPACTS

| Title | CE REC. | | (\$000's) | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| | FY11 | FY12 | FY13 | FY14 | FY15 | FY16 |
| This table is intended to present significant future fiscal impacts of the department's programs. | | | | | | |
| MASS TRANSIT | | | | | | |
| Expenditures | | | | | | |
| FY11 Recommended | 101,051 | 101,051 | 101,051 | 101,051 | 101,051 | 101,051 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Maryland Transit Administration Management Audit | 0 | 0 | 0 | 50 | 0 | 0 |
| The Maryland Transit Administration Management Audit is required every four years. | | | | | | |
| Master Lease Payments | 0 | -1,225 | -1,416 | -1,416 | -1,416 | -1,416 |
| Lease/purchase payments for 12 gas-fueled buses, three CNG buses, five hybrid buses, and SmarTrip Fareboxes will end in FY11, FY11, FY11, and FY12, respectively. | | | | | | |
| Montgomery Mall Transit Center | 0 | 45 | 108 | 108 | 108 | 108 |
| These figures represent the impacts on the Operating Budget (maintenance and utilities) of projects included in the FY11-16 Recommended Capital Improvements Program. | | | | | | |
| Motor Pool Rate Adjustment | 0 | 433 | 433 | 433 | 433 | 433 |
| Restore Personnel Costs | 0 | 1,577 | 1,577 | 1,577 | 1,577 | 1,577 |
| This represents restoration of funding to remove FY11 furloughs. | | | | | | |
| Subtotal Expenditures | 101,051 | 101,881 | 101,754 | 101,804 | 101,754 | 101,754 |

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FY11
CE Recommended

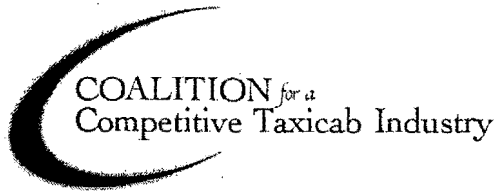
| Route | Ser | Route Description | Change Description | Annual Riders Lost | Annual Platform Hours Savings | Annual Savings (\$58.18 per hour) | FY10 Riders Per Plat Hour-Route |
|----------|------|---|---|--------------------|-------------------------------|-----------------------------------|---------------------------------|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

502,694 46,131 \$2,683,895

Round 2
FY11 Savings

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

197,307 \$ 83,491 \$ 754,107 \$ 670,616



April 16, 2010

The Honorable Nancy Floreen
President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

Dear President Floreen:

The Coalition for a Competitive Taxicab Industry (CCTI) is extremely concerned about the devastating impact that the County Executive's proposal to cut the Call 'N Ride program by **fifty percent** will have on our most vulnerable passengers who rely on this program.

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

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

Call 'N Ride only serves the most vulnerable. Well over **90% of Call 'N Ride participants** are seniors or the disabled with incomes **under \$14,000 per year**. **"This program provides critical medical and other trips to those low-income seniors or disabled residents and will have dramatic impacts on their ability to travel."** These are the County Executive's own words when he proposed a similar cut in the FY08 Savings Plan.

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

(44)

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

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

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

Sincerely,

Retha Arens
CCTI Executive Director

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FY11 CE RECOMMENDED BUDGET **Operating Cost of Ride On Bus Service**

| <u>Cost Element</u> | Cost/Hour FY11 Dollars | | |
|---|-----------------------------------|-------------------|---|
| | <u>Cost</u> | <u>Cumulative</u> | |
| Bus Operators | \$39.37 | \$39.37 | Rate for any new service added |
| Motor Pool | \$31.13 | \$70.50 | |
| Coordinators | \$3.31 | \$73.82 | |
| Other Operating Labor | \$4.20 | \$78.02 | |
| Schedule/Communications | \$3.60 | \$81.62 | WMATA Non- Regional Rate \$102.41 |
| Customer Service/Safety | \$1.76 | \$83.39 | |
| Other Non-labor Oper/Mgmt Svcs/ General Administration/Other | \$4.25 | \$87.64 | |
| Indirect | \$7.87 | \$95.51 | |
| Fully Allocated Cost | <u>\$95.51</u> | | |

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Resolution: _____
Introduced: _____
Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Setting transportation fees, charges, and fares

Background

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

Resolution No.: _____

Action

The County Council for Montgomery County approves the following resolution:

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

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

Date

Approved

Isiah Leggett, County Executive

Date

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

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

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

A. Bethesda Parking Lot District

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

B. Silver Spring Parking Lot District

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

C. Wheaton Parking Lot District

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

D. Montgomery Hills Parking Lot District

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

E. Areas Outside Parking Lot Districts

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

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

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

B. Parking regulations generally – on-street

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

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

- | | | |
|---|-------------|----------------|
| (1) within 50 feet of a railroad crossing | [\$55.00] | <u>\$60.00</u> |
| (2) at an official No Parking sign | [\$55.00] | <u>\$60.00</u> |

C. Off-street public parking regulations

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

D. Parking meters generally

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

E. Administration, enforcement, penalties, and collection

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

F. Residential Parking Permits

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

IV. Transportation Management District (TMD) annual fees

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

A. Bethesda Transportation Management District

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

B. Friendship Heights Transportation Management District

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

C. North Bethesda Transportation Management District

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

D. Silver Spring Transportation Management District

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

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

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

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

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

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

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

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

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

Thank you for the opportunity to present these comments.

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

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



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

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

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

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

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

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

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

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FENTON STREET MARKET

TESTIMONY before Montgomery County Council Committee on Transportation

April 22, 2010

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

Hannah McCann
Founder
Fenton Street Market

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

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

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

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

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

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

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

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