

T&E COMMITTEE #1
January 23, 2014

MEMORANDUM

January 21, 2014

TO: Transportation, Infrastructure, Energy & Environment Committee

FROM: Susan J. Farag, Legislative Analyst *SJF*

SUBJECT: Supplemental Appropriation and CIP Amendment, Equipment Maintenance and Transit Operations Center Project - \$6,354,000 for Compressed Natural Gas Fueling

Today the Committee will hold a worksession on a supplemental appropriation to the FY13-18 Capital Improvements Program in the amount of \$6,354,000 for the Equipment Maintenance and Transit Operations Center (EMOC) Project (No. 500933). This appropriation will fund additional costs to build two CNG fueling facilities at the new EMOC complex instead of relocating the existing CNG equipment.

The Council introduced a resolution to approve this appropriation on January 14, 2014 (attached at © 3-5). The Executive's transmittal memo is attached at © 1-2. Public hearing and action are tentatively scheduled for February 4, 2014. The approved PDF is attached at © 6. Council staff's annotated PDF that reflects the CE recommendations is attached at © 7.

The Executive advises that the increase is needed because the current CNG equipment has been failing, resulting in significant increases in maintenance costs as well as operational delays in readying buses for service. Originally, the PDF called for relocating existing CNG fuel pumps and equipment from the old EMOC to the new one; however, due to the increased equipment failures, it is more cost-effective to install new equipment and reduce maintenance and operating costs over the long term.

The Executive recommends funding the new equipment with a mixture of G.O. Bonds and County funds, to include: \$4,665,000 (G.O. Bonds), \$550,000 (Motor Pool Fund), \$718,000 (Solid Waste Disposal Fund), and \$421,000 (Solid Waste Collection Fund).

Discussion Issues:

Council staff asked a series of questions to both Fleet Management Services and the Solid Waste Division. The response from the Solid Waste Division is attached at © 8 and addresses the use of funds from the Solid Waste Disposal Fund and the Solid Waste Collection Fund. The response from Fleet Management Services will be issued as an addendum when received.

1. How much is currently budgeted for the relocation of the existing equipment to EMOC? Is this all in the CIP or does it include any operating funds?
2. What is the projected timeline for installing the two new CNG facilities at EMOC?
3. What is the projected timeline for selling the existing equipment to recoup the estimated \$550,000?
4. Funding is provided, in part, from the Solid Waste Disposal Fund (\$718,000) and Solid Waste Collection Fund (\$421,000). Are haulers/contractors using the current CNG facilities and are they expected to use the new ones? If not, what is the rationale for using these funds?
5. Could you provide brief descriptions of the existing facilities and the proposed facilities, including current and future users (i.e. buses, haulers, public)? What factors were considered to determine the appropriate size of the two new facilities? I'd like to get an idea how it is expected to meet both current and future long-term fueling needs.
6. The transmittal memo indicates the new project offers the opportunity to achieve significant long-term cost savings due to "extraordinary maintenance cost and operational delays" at the current site. Do you have any data on historic maintenance costs for the current site?

Council staff recommends approval of the supplemental appropriation as submitted by the Executive.



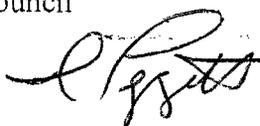
OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

January 9, 2014

TO: Craig Rice, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Amendment to the FY13-18 Capital Improvements Program and Supplemental Appropriation #12-S14-CMCG-9 to the FY14 Capital Budget Montgomery County Government
Department of General Services
Equipment Maintenance and Transit Operations Center Project (No. 500933), \$6,354,000

RECEIVED
MONTGOMERY COUNTY
COUNCIL

2014 JAN -9 PM 3:10

I am recommending a supplemental appropriation to the FY14 Capital Budget and amendment to the FY13-18 Capital Improvements Program in the amount of \$6,354,000 for the Equipment Maintenance and Transit Operations Center (EMTOC) Project (No. 500933). Appropriation for this project will fund additional costs to build two Compressed Natural Gas (CNG) Fueling Facilities at the EMOC complex instead of relocating the existing CNG equipment.

This increase is needed because the current CNG equipment has been failing at an increasing rate, resulting in extraordinary maintenance costs and operational delays in readying buses for service. The project originally budgeted some funds for the relocation of the existing CNG equipment but further review indicates that replacing it with new equipment, while at a higher initial cost, is prudent on a long-term basis because it reduces maintenance and operating costs and enhances bus operations. The recommended amendment is consistent with the criteria for amending the CIP because the project offers the opportunity to achieve significant long-term cost savings, and it supports the Smart Growth Initiative, a significant economic development initiative.

I recommend that the County Council approve this supplemental appropriation and amendment to the FY13-18 Capital Improvements Program in the amount of \$6,354,000 and specify the source of funds as G.O. Bonds (\$4,665,000), Motor Pool Fund, supported by proceeds from the sale of the old CNG equipment, (\$550,000), Solid Waste Disposal Fund (\$718,000) and Solid Waste Collection Fund (\$421,000).

I appreciate your prompt consideration of this action.

①

Craig Rice, President
January 9, 2014
Page 2

IL:aaa

Attachment: Amendment to the FY13-18 Capital Improvements Program and Supplemental
Appropriation #12-S14-CMCG-9

cc: David Dise, Director, Department of General Services
Jennifer Hughes, Director, Office of Management and Budget

2

Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY13-18 Capital Improvements Program and
Supplemental Appropriation #12-S14-CMCG-9 to the FY14 Capital Budget
Montgomery County Government
Department of General Services
Equipment Maintenance and Transit Operations Center Project (No. 500933), \$6,354,000

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

Project Name	Project Number	Cost Element	Amount	Source of Funds
Equipment Maintenance and Transit Operations Center	500933	Construction	\$4,665,000	G.O. Bonds
			\$550,000	Motor Pool Fund
			\$718,000	Solid Waste Disposal Fund
			<u>\$421,000</u>	Solid Waste Collection Fund
		TOTAL	\$6,354,000	

4. This increase is needed because the current CNG equipment has been failing at an increasing rate, resulting in extraordinary maintenance costs and operational delays in readying buses for service. The project originally budgeted some funds for the relocation of the existing CNG equipment but further review indicates that replacing it with new equipment, while at a higher initial cost, is prudent on a long-term basis because it reduces maintenance and operating costs and enhances bus operations. The recommended amendment is consistent with the criteria for amending the CIP because the project offers the opportunity to achieve significant long-term cost savings, and it supports the Smart Growth Initiative, a significant economic development initiative.
5. The County Executive recommends an amendment to the FY13-18 Capital Improvements Program and a supplemental appropriation in the amount of \$6,354,000 for the Equipment Maintenance and Operations Center Project (No. 500933) and specifies the source of funding as G.O. Bonds (\$4,665,000), Motor Pool Fund, supported by proceeds from the sale of the old CNG equipment, (\$550,000), Solid Waste Disposal Fund (\$718,000) and Solid Waste Collection Fund (\$421,000).
6. Notice of public hearing was given and a public hearing was held.

Action

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

The FY13-18 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

Supplemental Appropriation #12-S14-CMCG-9
Page Three

Project Name	Project Number	Cost Element	Amount	Source of Funds
Equipment Maintenance and Transit Operations	500933 Center	Construction	\$4,665,000	G.O. Bonds
			\$550,000	Motor Pool Fund
			\$718,000	Solid Waste Disposal Fund
			<u>\$421,000</u>	Solid Waste Collection Fund
		TOTAL	\$6,354,000	

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

FY 13-18 APPROVED

Equipment Maintenance and Operations Center (EMOC) -- No. 500933

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	10,648	5,761	3,228	1,659	1,659	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	36,644	36,644	0	0	0	0	0	0	0	0	0
Interim Finance	97,766	0	72,677	25,089	25,089	0	0	0	0	0	0
Total	134,410	36,644	72,677	25,089	25,089	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				10,038	913	1,825	1,825	1,825	1,825	1,825
Energy				11,874	1,079	2,159	2,159	2,159	2,159	2,159
Net Impact				21,912	1,992	3,984	3,984	3,984	3,984	3,984

DESCRIPTION

This project is part of the Smart Growth Initiative Program and provides for land, planning and design and construction of a new Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020, transit, highway maintenance and fleet operations. Major components of the project are: administrative buildings for Transit Services, Fleet Management, and Highway Services; bus parking for 200 buses; bus service lanes; a bus wash facility; a fare collection area; bus service maintenance bays; a parts room; a heavy equipment storage shed; a soil/gravel storage area; highway service bays; a Compressed Natural Gas (CNG) fast-fill station; and employee parking. The current facility is located in the County Service Park on Crabbs Branch Way. The new facility is being constructed on sites known as Casey 6 and 7 located at 16624 and 17000 Crabbs Branch Way.

The Day Laborer facility located on the west side of Crabbs Branch way in the County Service Park will be co-located on this site.

ESTIMATED SCHEDULE

The design phase was completed in Fall of 2010 and construction started in Spring of 2011 with an expected construction period of nineteen months.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses as well as the projected growth in transit and in highway and fleet services. The Shady Grove Sector Plan has identified county owned properties on the east and west side of Crabbs Branch Way including the EMOC facilities, for future transit oriented development. In order to implement the Sector Plan, these facilities need to be relocated. The relocation of the current EMOC is integral to the Sector Plan.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council," April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council," September 23, 2008.

FISCAL NOTE

Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. Approximately five acres of land was acquired from Roberts Oxygen in FY12.

OTHER DISCLOSURES

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

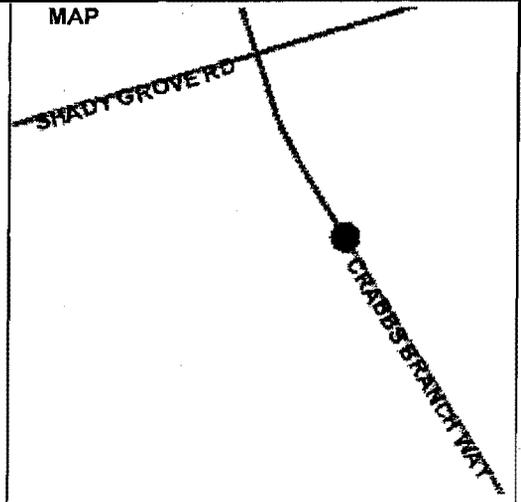
APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY11	134,410
Last FY's Cost Estimate		134,410
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		134,410
Expenditures / Encumbrances		122,055
Unencumbered Balance		12,355
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Transportation
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission
Pepco
Upcounty Regional Services Center
Washington Gas

Special Capital Projects Legislation [Bill No. 24-10] was adopted by Council June 15, 2010.

MAP



(6)

Equipment Maintenance and Operations Center (EMOC) -- No. 500933

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Planning Area

Transportation
Mass Transit
General Services
Gaithersburg

Date Last Modified
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Relocation Impact
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EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	10,648	5,761	3,228	1,659	1,659	0	0	0	0	0	0
Land	30,077	30,077	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,006	0	12,990	16	16	0	0	0	0	0	0
Construction	78,242	805	55,546	21,891	21,891	0	0	0	0	0	0
Other	2,437	1	913	1,523	1,523	0	0	0	0	0	0
Total	134,410	36,644	72,677	25,089	25,089	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

	Total	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
G.O. Bonds	36,644	36,644	0	0	0	0	0	0	0	0
Interim Finance	97,766	0	72,677	25,089	25,089	0	0	0	0	0
Total	134,410	36,644	72,677	25,089	25,089	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

	FY13	FY14	FY15	FY16	FY17	FY18
Maintenance	10,038	913	1,825	1,825	1,825	1,825
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JUSTIFICATION

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FISCAL NOTE

Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. Approximately five acres of land was acquired from Roberts Oxygen in FY12.

OTHER DISCLOSURES

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

G.O. BONDS	41,329	36,644	0	4,665	0	4,665	0	0	0	0	0
INTERIM FINANCE	97,766	0	72,677	25,089	25,089	0	0	0	0	0	0
MOTOR POOL FUND	550	0	0	550	0	550	0	0	0	0	0
SOLID WASTE DISP.	718	0	0	718	0	718	0	0	0	0	0
SOLID WASTE COLL.	421	0	0	421	0	421	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA

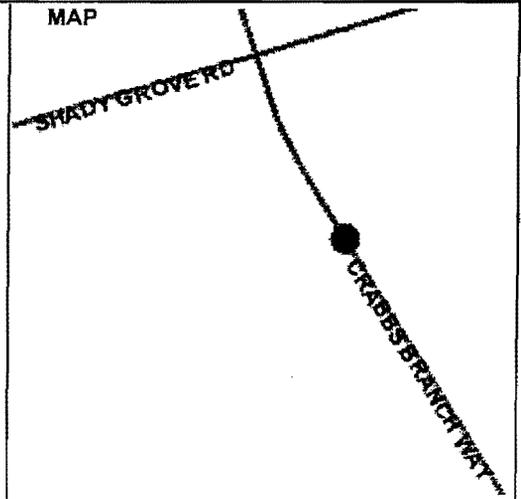
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Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission
Pepco
Upcounty Regional Services Center
Washington Gas

Special Capital Projects Legislation [Bill No. 24-10] was adopted by Council June 15, 2010.

MAP



Response from Solid Waste Division

Question from Council (From a list of questions asked of Fleet Management):

Funding is provided, in part, from the Solid Waste Disposal Fund (\$718,000) and Solid Waste Collection Fund (\$421,000). Are haulers/contractors using the current CNG facilities and are they expected to use the new ones? If not, what is the rationale for using these funds?

Question from Council (Asked directly to Solid Waste Services):

I'm not familiar with either fund, and wanted to find out from you if there is a logical nexus here for using money from these two funds. Also, what impact will these new expenditures have on any other projects or operations? Do you have any concerns with this use of money?

Data from Fleet Management on use of the current CNG pump shows a 90% usage rate from Solid Waste Refuse and Recycling Collectors. Of the three County contracted collectors, two currently rely on the County's CNG pump to maintain normal operations.

Regarding the split funding between the Collection and Disposal funds, two collectors currently use the County CNG pump and operate a total of 64 trucks. Of those 64 trucks, 24 trucks (or 37.5%) are used for Refuse Collection. The remaining 40 trucks are used for Recycling Collection. Therefore, the total Solid Waste contribution to the project has been proportionally split between the Solid Waste Collection and Disposal funds.

To answer your additional questions directed to Solid Waste Services staff:

Solid Waste Services expects no impact on operations as a result of this supplemental budget request. Sufficient fund balance exists in both funds to provide this funding without negatively affecting fund balance in either fund.

MEMORANDUM

January 24, 2014

TO: Transportation, Infrastructure, Energy & Environment Committee

FROM: Susan J. Farag, Legislative Analyst *SJF*

SUBJECT: Supplemental Appropriation and CIP Amendment, Equipment Maintenance and Transit Operations Center Project - \$6,354,000 for CNG Fueling

Attached are the Fleet Management Services Division responses to Council staff questions regarding the new CNG facilities at EMOC. Currently, the County has two CNG sites. One site serves as the transit CNG site, serving both the transit fleet as well as the refuse fleet. The second site service as the public use CNG site. This site was originally owned and operated by Washington Gas until Washington Gas stopped providing public fueling services. The County assumed operation of the site in 2004. The County's light duty fleet, the public, and other outside agencies use this site for fueling.

The new CNG site is projected to use 20% less electricity than the current compressor configuration. It will also have 100% generator back-up compared to the existing site's 50% generator back-up. Both the existing and the new site are sized for 200 transit buses. The new transit site will also serve as backup for the refuse fueling.

The new public use site will have 24/7 access. It will be the primary fueling site for the public, the refuse companies, and County CNG vehicles. It will serve as backup for the transit bus fueling.

Executive staff advise that the ageing site has seen an increase in major system interruptions over the past two years. During this time, two compressors failed and had to be rebuilt, at a cost of \$1 million per incident. There have also been several smaller systems failures that significantly limit fueling operations. These system failures directly impact transit operations.

Council staff advises that the supplemental appropriation and CIP amendment includes \$4.4 million related to the cost of property acquisition for the Roberts Oxygen property, which occurred in FY12. Originally, this property was supposed to be paid using contingency funds; however, the costs could not be absorbed. The supplemental appropriation and CIP amendment, in effect, pay the project back and allow for the purchase of new CNG fueling equipment.

If the supplemental appropriation and CIP amendment are approved, the new CNG transit site will be completed by August 2014 and the new public use site will be completed in October 2014. Council staff advises it is important to expedite the removal of the current CNG sites on Crabbs Branch to permit private development to move forward.

The packet contains the following attachments:

Circle #

Fleet Management Services Division Responses	1-3
Approved FY13-18 PDF 500933	4
Recommended FY13-18 PDF 500933	5

T&E Committee CNG-CIP Questions

1. How much is currently budgeted for the relocation of the existing equipment to EMOC? Is this all in the CIP or does it include any operating funds?

This is all CIP funds. \$1.8M was previously budgeted for moving the current CNG equipment; however, land costs (\$4.4M) which we had hoped to absorb in the contingency were not originally included in the budget. The combination of these factors has led to the need for a supplemental.

2. What is the projected timeline for installing the two new CNG facilities at EMOC?

Once approved, the transit site is expected to be completed in August 2014 and the public use site will be completed in October 2014.

3. What is the projected timeline for selling the existing equipment to recoup the estimated \$550,000?

DGS expects to post the existing site for sale in October 2014. Sale proceeds should be recovered by the end of the fiscal year. DGS will work with OMB to transfer funds as the proceeds are available.

4. Funding is provided, in part, from the Solid Waste Disposal Fund (\$718,000) and Solid Waste Collection Fund (\$421,000). Are haulers/contractors using the current CNG facilities and are they expected to use the new ones? If not, what is the rationale for using these funds?

Data from Fleet Management on use of the current CNG pump shows a 90% usage rate from Solid Waste Refuse and Recycling Collectors. Of the three County contracted collectors, two currently rely on the County's CNG pump to maintain normal operations.

Regarding the split funding between the Collection and Disposal funds, two collectors currently use the County CNG pump and operate a total of 64 trucks. Of those 64 trucks, 24 trucks (or 37.5%) are used for Refuse Collection. The remaining 40 trucks are used for Recycling Collection. Therefore, the total Solid Waste contribution to the project has been proportionally split between the Solid Waste Collection and Disposal funds.

To answer your additional questions directed to Solid Waste Services staff:

Solid Waste Services expects no impact on operations as a result of this supplemental budget request. Sufficient fund balance exists in both funds to provide this funding without negatively affecting fund balance in either fund.

5. Could you provide brief descriptions of the existing facilities and the proposed facilities, including current and future users (i.e. buses, haulers, public)? What factors were considered to determine the appropriate size of the two new facilities? I'd like to get an idea how it is expected to meet both current and future long-term fueling needs.

The County currently has two CNG sites. The 1st CNG site is the transit CNG site. The transit CNG site has (3) 800KW compressors; two of which are required in order for the County to meet its peak fueling needs. The 3rd unit serves as a standby and is rotated into service as necessary. This site currently fuels both the transit fleet as well as the refuse fleet. This unit currently operates 15 hours a day on weekdays/ 7hrs a day on weekends. The current site has 2 dispensers and an emergency generator capable of supporting (1) CNG compressor.

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The 2nd site is the public use CNG site. The public use CNG site is currently located on County Property but was originally built as part of a COG initiative in the 90's. The equipment was owned and operated by Washington Gas. The site was turned over to the County by Washington Gas in 2004 after Washington Gas closed the public CNG sale portion of their organization. The County installed a Credit Card reader and assumed operation of the site. The County's light-duty fleet, public use, and other outside agencies use the public use site. The existing public use site has (2) 25hp compressors. The size of the compressors will allow you to fuel light duty applications but do not produce enough gas on demand to support larger applications. Due to size of the CNG compressors the existing public use site is incapable of supporting the refuse fleet. The existing site has exceeded its useful life and is currently out of service due to major component failure. Service parts are no longer available and it is not economical to retrofit for future use.

The new transit CNG site has (4) 600kw compressors; 3 to handle peak fueling operations, 1 in standby; this new configuration is more capable of efficiently addressing demand cycles that are more than the minimum load but less than peak. It is projected to use 20% less electricity than current compressor configurations. Additionally, the new site will have 100% generator back up compared to the existing site's 50% generator back up. Both the existing sites as well as the new site are sized for 200 transit buses. This site will also serve as a backup for refuse fueling.

The new public use has two 200 hp CNG compressors. Configured with 1, two hose dispenser with the capability to be expandable to 2, two hose dispensers. The site has 24/7 access and capable of fueling 2 refuse trucks simultaneously in 7 minutes from empty. The public use site will be the primary fueling site for the refuse companies, and County CNG powered vehicles. This site will also be made available to the general public. The public use site also will have the capability of serving as a short-term back up for Transit bus fueling.

Factors taken into consideration for both sites:

Transit Site

- Transit bus fleet fueled within specified time requirements
- Sized to the capacity of the New EMTOC facility
- Built-in redundancy
- Capable to serve as a backup for refuse fueling
- More energy efficient than the previous site
- Improved telematics and controls

Public Use/Refuse site

- Sized to be suitable for Refuse Fleet
- Capable of Fueling Larger vehicles
- Able to efficiently support smaller vehicles
- Compressor capacity to support additional fueling Nozzles
- Built and maintained by the same contractor responsible for supporting the transit site

6. The transmittal memo indicates the new project offers the opportunity to achieve significant long-term cost savings due to “extraordinary maintenance cost and operational delays” at the current site. Do you have any data on historic maintenance costs for the current site?

The current maintenance contract is due for renewal. Based on our consultants research as well as our documented maintenance history, we anticipate the current maintenance cost to increase 33% from the rate initially established in 2003. The proposed equipment of the new CNG site will not only decrease maintenance cost, but optimize the size configurations which will lead to lower utility costs. The chart below outlines the anticipated O&M cost savings over the life of the new maintenance contract. As you can see, we anticipate a **\$2.2M** cost savings over the life of the contract at existing utilization rates. Based on the structure of the contract, the County will gain additional savings by increasing the volume of CNG.

O&M Cost					
Proposals	Cost/therm	Total therms/month	Monthly Subtotal	Annual Sub Total	Cost Over 10yrs
New Site	\$ 0.18	230,000	\$ 41,400	\$ 496,800	\$ 4,968,000
Old Equipment at New Site	\$ 0.24	230,000	\$ 55,200	\$ 662,400	\$ 6,624,000
Difference	\$ 0.06	\$ -	\$ 13,800	\$ 165,600	\$ 1,656,000
Electrical Savings					
Proposals	Cost/KW	Monthly Usage/KWh	Monthly Subtotal	Annual Sub Total	Cost Over 10yrs
New Site	\$0.17	120,564	\$20,496	\$245,951	\$2,459,506
Old Equipment at New Site	\$0.17	149,382	\$25,395	\$304,739	\$3,047,393
Difference	\$ -	28,818	\$4,899	\$58,789	\$587,887
Total Operational Savings			\$18,699	\$224,389	\$2,243,887

Moreover, the aging site has seen an increase in major system interruptions over the past 2 years. Specifically, 2 compressors have failed and have had to be rebuilt at a cost of \$1M per incident. Additionally there have been smaller systems failures crippling the site limiting the fueling operations. Each of these incidents has directly impacted transit operations and public transportation to County residents.

APPROVED FY13-18

Equipment Maintenance and Operations Center (EMOC) -- No. 500933

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	10,648	5,761	3,228	1,659	1,659	0	0	0	0	0	0
Land	30,077	30,077	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,006	0	12,990	16	16	0	0	0	0	0	0
Construction	78,242	805	55,546	21,891	21,891	0	0	0	0	0	0
Other	2,437	1	913	1,523	1,523	0	0	0	0	0	0
Total	134,410	36,644	72,677	25,089	25,089	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	36,644	36,644	0	0	0	0	0	0	0	0	0
Interim Finance	97,766	0	72,677	25,089	25,089	0	0	0	0	0	0
Total	134,410	36,644	72,677	25,089	25,089	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				10,038	913	1,825	1,825	1,825	1,825	1,825
Energy				11,874	1,079	2,159	2,159	2,159	2,159	2,159
Net Impact				21,912	1,992	3,984	3,984	3,984	3,984	3,984

DESCRIPTION

This project is part of the Smart Growth Initiative Program and provides for land, planning and design and construction of a new Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020, transit, highway maintenance and fleet operations. Major components of the project are: administrative buildings for Transit Services, Fleet Management, and Highway Services; bus parking for 200 buses; bus service lanes; a bus wash facility; a fare collection area; bus service maintenance bays; a parts room; a heavy equipment storage shed; a soil/gravel storage area; highway service bays; a Compressed Natural Gas (CNG) fast-fill station; and employee parking. The current facility is located in the County Service Park on Crabbs Branch Way. The new facility is being constructed on sites known as Casey 6 and 7 located at 18624 and 17000 Crabbs Branch Way.

The Day Laborer facility located on the west side of Crabbs Branch way in the County Service Park will be co-located on this site.

ESTIMATED SCHEDULE

The design phase was completed in Fall of 2010 and construction started in Spring of 2011 with an expected construction period of nineteen months.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses as well as the projected growth in transit and in highway and fleet services. The Shady Grove Sector Plan has identified county owned properties on the east and west side of Crabbs Branch Way including the EMOC facilities, for future transit oriented development. In order to implement the Sector Plan, these facilities need to be relocated. The relocation of the current EMOC is integral to the Sector Plan.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council," April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council," September 23, 2008.

FISCAL NOTE

Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. Approximately five acres of land was acquired from Roberts Oxygen in FY12.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

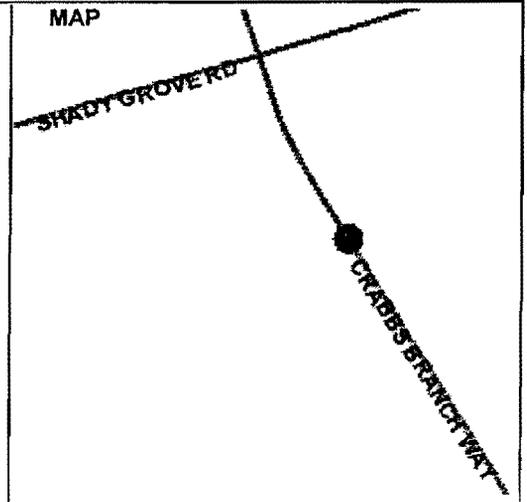
Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY11	134,410
Last FY's Cost Estimate		134,410
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		134,410
Expenditures / Encumbrances		122,055
Unencumbered Balance		12,355
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Transportation
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission
Pepco
Upcounty Regional Services Center
Washington Gas

Special Capital Projects Legislation [Bill No. 24-10] was adopted by Council June 15, 2010.

MAP



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RECOMMENDED FY13-18

Equipment Maintenance and Operations Center (EMOC) (P500933)

Category	Transportation	Date Last Modified	1/6/14
Sub Category	Mass Transit	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Galthersburg	Status	Under Construction

	Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	10,648	6,640	2,349	1,659	1,659	0	0	0	0	0	0
Land	30,077	34,488	-4,411	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,006	0	12,990	16	16	0	0	0	0	0	0
Construction	84,596	34,194	22,157	28,245	21,891	6,354	0	0	0	0	0
Other	2,437	7	907	1,523	1,523	0	0	0	0	0	0
Total	140,764	75,329	33,992	31,443	25,089	6,354	0	0	0	0	0

	Total	Thru FY11	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions - Motor Pool	550	0	0	550	0	550	0	0	0	0	0
G.O. Bonds	41,309	36,644	0	4,665	0	4,665	0	0	0	0	0
Interim Finance	97,766	38,685	33,992	25,089	25,089	0	0	0	0	0	0
No Funding Sources	421	0	0	421	0	421	0	0	0	0	0
Solid Waste Disposal Fund	718	0	0	718	0	718	0	0	0	0	0
Total	140,764	75,329	33,992	31,443	25,089	6,354	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 13	0
Appropriation Request Est.	FY 14	0
Supplemental Appropriation Request	1354	0
Transfer		0
Cumulative Appropriation		134,410
Expenditure / Encumbrances		112,689
Unencumbered Balance		21,721

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15 140,764
Last FY's Cost Estimate	134,410

Description

This project is part of the Smart Growth Initiative Program and provides for land, planning and design and construction of a new Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020, transit, highway maintenance and fleet operations. Major components of the project are: administrative buildings for Transit Services, Fleet Management, and Highway Services; bus parking for 200 buses; bus service lanes; a bus wash facility; a fare collection area; bus service maintenance bays; a parts room; a heavy equipment storage shed; a soil/gravel storage area; highway service bays; a Compressed Natural Gas (CNG) fast-fill station; and employee parking. The current facility is located in the County Service Park on Crabbs Branch Way. The new facility is being constructed on sites known as Casey 6 and 7 located at 16624 and 17000 Crabbs Branch Way. The Day Laborer facility located on the west side of Crabbs Branch way in the County Service Park will be co-located on this site.

Estimated Schedule

The design phase was completed in Fall of 2010 and construction started in Spring of 2011 with an expected construction period of nineteen months. Installation of the Compressed Natural Gas (CNG) fuelling station will be completed by Spring 2014.

Cost Change

Cost increase due to the construction of two CNG fueling facilities at the new EMOTC instead of relocating the existing equipment

Justification

Currently, EMOC has insufficient capacity to house and maintain its existing buses as well as the projected growth in transit and in highway and fleet services. The Shady Grove Sector Plan has identified county owned properties on the east and west side of Crabbs Branch Way including the EMOC facilities, for future transit oriented development. In order to implement the Sector Plan, these facilities need to be relocated. The relocation of the current EMOC is integral to the Sector Plan. Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; Montgomery County Property Use Study Updated Briefing to County Council, April 29, 2008 (based on Staubach Reports); Montgomery County Smart Growth Initiative Update to County Council, September 23, 2008.

Fiscal Note

Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. Approximately five acres of land was acquired from Roberts Oxygen in FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of General Services, Department of Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Department of Finance, Department of Technology Services, Office of Management and Budget, Washington Suburban Sanitary Commission, Pepco, Upcounty Regional Services Center, Washington Gas, Special Capital Projects Legislation [Bill No. 24-10] was adopted by Council June 15, 2010.

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