
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 FY13 Operating Budget for the Division of Transit Services is \$118,514,453, an increase of \$11,120,623 or 10.4 percent from the FY12 Approved Budget of \$107,393,830. Personnel Costs comprise 54.0 percent of the budget for 804 full-time positions for 814.41 FTEs. Operating Expenses account for the remaining 46.0 percent of the FY13 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 \$5,658,860 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 FY12 estimates reflect funding based on the FY12 approved budget. The FY13 and FY14 figures are performance targets based on the FY13 recommended budget and funding for comparable service levels in FY14.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***New Ride On service in Germantown connecting Richter Farm, Dawson Farm and Soccerplex to Germantown Transit Center***
- ❖ ***New Ride On service in Gaithersburg – Watkins Mill extended***
- ❖ ***New Ride On service in Potomac and PARC Potomac***
- ❖ ***Implementation of driver training for improved customer service***
- ❖ ***Implementing real time bus arrival information for Ride On***
- ❖ ***Received Bikesharing grant for program implementation in Mid and Upcounty in support of alternatives for commuting***
- ❖ ***Implemented new software for Ride On Operations that will provide support for aligning work with staffing in day to day transit operations***
- ❖ ***Implementing a new debit card system for the Call N Ride Program to streamline usage for our residents and management of the program.***

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Medicaid and Senior Programs

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

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|-------------|
| FY12 Approved | 8,086,190 | 7.90 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | 168,005 | -0.05 |
| FY13 CE Recommended | 8,254,195 | 7.85 |

Ride On

Fixed-route bus service is provided by the Ride On system throughout the County. Ride On operates primarily in neighborhoods and provides a collector and distributor service to the major transfer points and transit centers in the County. Ride On supplements and coordinates with Metrobus and Metrorail service provided by the Washington Metropolitan Area Transit Authority. The Ride On transit program operates and manages more than 76 routes; maintains a strategic plan for replacement of the bus fleet; 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 FY10 | Actual FY11 | Estimated FY12 | Target FY13 | Target FY14 |
|--|--------------------|--------------------|-----------------------|--------------------|--------------------|
| Number of Reported Collisions Between Ride On Buses and a Person or Object, per 100,000 miles driven | 4.06 | 4.20 | 4.20 | 4.20 | 4.20 |
| Scheduled Ride On Roundtrip Circuits Missed, in Whole or in Part, per 1,000 Roundtrip Circuits ¹ | 7.80 | 10.28 | 8.30 | 6.30 | 4.80 |
| Passengers Transported Per Capita (Ratio of the Number of Passengers Boarding a Ride On bus Within the Fiscal Year and the County Population) ² | 29.97 | 27.50 | 28.05 | 28.02 | 28.72 |
| Percent of Ride On Customers Who Report a Satisfactory Customer Service Experience ³ | | | | | |
| Passengers Per Hour of Service ⁴ | 25.20 | 24.83 | 25.47 | 25.37 | 25.88 |
| Hours of Service ⁵ | 1,100,658 | 1,076,192 | 1,075,264 | 1,083,876 | 1,094,393 |
| Reported Ride On Complaints Per 100,000 Bus Riders ⁶ | 15.40 | 26.90 | 26.90 | 22.90 | 17.30 |
| Passengers Transported (millions) ⁷ | 27.90 | 26.70 | 26.90 | 27.40 | 27.80 |

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

² Adjust 2011 population assuming 5% growth each year--FY11 population 971,600, FY12 population 976,458, FY13 population 981,340 and FY14 population 986,247.

³ New measure; data to be collected in the future.

⁴ Service Hours are defined as platform hours--these are hours that the bus is providing service including non-revenue trips

⁵ FY13-Annualized route 94 (1,100) also includes new FY13 service

FY14-Annualized FY13 service

⁶ FY12 and FY13 push to hire new operators in conjunction w/customer service training

⁷ FY10 & FY11 Actual-assume 1% growth FY12 based on trends and MARC shuttle-assume 1.5% growth FY13 & FY14

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|---------------|
| FY12 Approved | 86,201,600 | 758.60 |
| Increase Cost: Decrease Transit Depot Operator Lapse | 1,145,000 | 0.00 |
| Add: New Ride On Service in Germantown connecting Richter Farm, Dawson Farm and Soccerplex to Germantown Transit Center | 357,810 | 7.00 |
| Add: New Ride On Service in Potomac and PARC Potomac | 142,590 | 3.00 |
| Increase Cost: Customer Service Re-Training Bus Operations | 118,302 | 0.00 |
| Add: New Ride On Service in Gaithersburg - Watkins Mill extended | 63,000 | 1.00 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | 8,416,035 | -23.07 |
| FY13 CE Recommended | 96,444,337 | 746.53 |

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, Greater Shady Grove, Friendship Heights, and other areas of the County. The program provides efficient and coordinated administrative support for services to employers and employees or residents. The Silver Spring Transportation System Management District, the North Bethesda Transportation Management District (TMD), the Friendship Heights TMD, the Bethesda TMD, and the Shady Grove TMD were created by County law. In Wheaton, efforts are focused on transportation policy planning.

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|--------------|
| FY12 Approved | 2,758,790 | 12.80 |
| Add: County Match for Bikesharing Job Access Reverse Commute (JARC) Grant | 137,470 | 0.00 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | 228,080 | 3.80 |
| FY13 CE Recommended | 3,124,340 | 16.60 |

Taxi Regulation

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

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|-------------|
| FY12 Approved | 718,700 | 7.00 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | 48,111 | 0.00 |
| FY13 CE Recommended | 766,811 | 7.00 |

Customer Service

The Customer Service program manages the distribution of transit timetables and responses to citizen inquiries. The program conducts marketing and promotional activities to reach potential riders.

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

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|-------------|
| FY12 Approved | 1,191,310 | 7.20 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | -146,200 | -1.20 |
| FY13 CE Recommended | 1,045,110 | 6.00 |

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 Transit Centers. The Division of Parking Management Operations section provides and manages the maintenance services.

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|-------------|
| FY12 Approved | 281,640 | 2.00 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | 27,180 | -0.68 |
| FY13 CE Recommended | 308,820 | 1.32 |

Transit Operations Planning

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

Transit Services

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|--------------|
| FY12 Approved | 2,026,120 | 18.10 |
| Increase Cost: 450 Mhz Radio Replacement - FCC rebanding | 118,140 | 0.00 |
| Add: Software Maintenance for Trapeze | 67,320 | 0.00 |
| Increase Cost: Maintenance for Trapeze Interface Software | 12,700 | 0.00 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | 154,760 | -0.40 |
| FY13 CE Recommended | 2,379,040 | 17.70 |

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.

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|-------------|
| FY12 Approved | 1,018,050 | 3.50 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | 29,930 | 0.50 |
| FY13 CE Recommended | 1,047,980 | 4.00 |

Fixed Costs

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

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|-------------|
| FY12 Approved | 2,806,430 | 0.70 |
| Decrease Cost: Electricity Rate Savings | -23,400 | 0.00 |
| Decrease Cost: Master Lease Payments | -190,500 | 0.00 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | 89,300 | -0.03 |
| FY13 CE Recommended | 2,681,830 | 0.67 |

Administration

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

| FY13 Recommended Changes | Expenditures | FTEs |
|---|---------------------|--------------|
| FY12 Approved | 2,305,000 | 12.50 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion. | 156,990 | -5.76 |
| FY13 CE Recommended | 2,461,990 | 6.74 |

BUDGET SUMMARY

| | Actual FY11 | Budget FY12 | Estimated FY12 | Recommended FY13 | % Chg Bud/Rec |
|---------------------------------------|--------------------|--------------------|--------------------|---------------------|------------------|
| MASS TRANSIT | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 45,116,137 | 43,036,600 | 44,507,716 | 45,630,467 | 6.0% |
| Employee Benefits | 15,186,521 | 13,764,840 | 14,929,778 | 16,602,546 | 20.6% |
| Mass Transit Personnel Costs | 60,302,658 | 56,801,440 | 59,437,494 | 62,233,013 | 9.6% |
| Operating Expenses | 45,463,794 | 45,948,560 | 48,916,500 | 51,593,266 | 12.3% |
| Debt Service Other | 1,661,304 | 0 | 0 | 0 | — |
| Capital Outlay | 0 | 0 | 0 | 0 | — |
| Mass Transit Expenditures | 107,427,756 | 102,750,000 | 108,353,994 | 113,826,279 | 10.8% |
| PERSONNEL | | | | | |
| Full-Time | 779 | 778 | 778 | 789 | 1.4% |
| Part-Time | 7 | 7 | 7 | 0 | — |
| FTEs | 780.10 | 807.80 | 807.80 | 799.25 | -1.1% |
| REVENUES | | | | | |
| Bus Advertising | 775,659 | 520,000 | 677,000 | 520,000 | — |
| Insurance Recoveries | 352,271 | 0 | 0 | 0 | — |
| Investment Income | 3,923 | 0 | 0 | 0 | — |
| Miscellaneous Revenues | 164,670 | 0 | 0 | 0 | — |
| Motor Pool Charges/Fees | 1,298,562 | 0 | 0 | 0 | — |
| Parking Fees | 560,654 | 1,218,340 | 1,121,590 | 1,218,340 | — |
| Parking Fines | 661,166 | 300,000 | 300,000 | 300,000 | — |
| Property Tax | 65,220,117 | 65,392,360 | 64,543,370 | 77,618,016 | 18.7% |
| Ride On Fare Revenue | 19,273,994 | 17,697,886 | 20,479,990 | 21,496,790 | 21.5% |
| State Aid: Call N' Ride | 379,107 | 379,110 | 379,110 | 379,110 | — |
| State Aid: Damascus Fixed Route | 236,723 | 309,950 | 309,950 | 309,950 | — |
| State Aid: Ride On | 22,117,145 | 22,126,470 | 22,125,060 | 22,126,470 | — |
| Taxi Licensing Fees | 798,678 | 531,000 | 531,000 | 531,000 | — |
| Other Charges/Fees | 1,127,696 | 1,228,844 | 1,222,490 | 1,068,170 | -13.1% |
| Other Fines/Forfeitures | 20,160 | 0 | 0 | 0 | — |
| Mass Transit Revenues | 112,990,525 | 109,703,960 | 111,689,560 | 125,567,846 | 14.5% |
| GRANT FUND MCG | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 1,183,614 | 1,271,470 | 1,271,470 | 1,267,515 | -0.3% |
| Employee Benefits | 459,046 | 396,970 | 396,970 | 473,090 | 19.2% |
| Grant Fund MCG Personnel Costs | 1,642,660 | 1,668,440 | 1,668,440 | 1,740,605 | 4.3% |
| Operating Expenses | 3,529,673 | 2,975,390 | 2,975,390 | 2,947,569 | -0.9% |
| Capital Outlay | 0 | 0 | 0 | 0 | — |
| Grant Fund MCG Expenditures | 5,172,333 | 4,643,830 | 4,643,830 | 4,688,174 | 1.0% |
| PERSONNEL | | | | | |
| Full-Time | 15 | 15 | 15 | 15 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| FTEs | 22.50 | 22.50 | 22.50 | 15.16 | -32.6% |
| REVENUES | | | | | |
| Federal Grants | 2,792,046 | 1,763,360 | 1,763,360 | 1,785,532 | 1.3% |
| State Grants | 1,880,287 | 2,880,470 | 2,880,470 | 2,902,642 | 0.8% |
| Other Intergovernmental | 500,000 | 0 | 0 | 0 | — |
| Grant Fund MCG Revenues | 5,172,333 | 4,643,830 | 4,643,830 | 4,688,174 | 1.0% |
| DEPARTMENT TOTALS | | | | | |
| Total Expenditures | 112,600,089 | 107,393,830 | 112,997,824 | 118,514,453 | 10.4% |
| Total Full-Time Positions | 794 | 793 | 793 | 804 | 1.4% |
| Total Part-Time Positions | 7 | 7 | 7 | 0 | — |
| Total FTEs | 802.60 | 830.30 | 830.30 | 814.41 | -1.9% |
| Total Revenues | 118,162,858 | 114,347,790 | 116,333,390 | 130,256,020 | 13.9% |

FY13 RECOMMENDED CHANGES

| | Expenditures | FTEs |
|---|--------------------|---------------|
| MASS TRANSIT | | |
| FY12 ORIGINAL APPROPRIATION | 102,750,000 | 807.80 |
| <u>Changes (with service impacts)</u> | | |
| Add: New Ride On Service in Germantown connecting Richter Farm, Dawson Farm and Soccerplex to Germantown Transit Center [Ride On] | 357,810 | 7.00 |
| Add: New Ride On Service in Potomac and PARC Potomac [Ride On] | 142,590 | 3.00 |
| Add: County Match for Bikesharing Job Access Reverse Commute (JARC) Grant [Commuter Services] | 137,470 | 0.00 |
| Add: Software Maintenance for Trapeze [Transit Operations Planning] | 67,320 | 0.00 |
| Add: New Ride On Service in Gaithersburg – Watkins Mill extended [Ride On] | 63,000 | 1.00 |
| <u>Other Adjustments (with no service impacts)</u> | | |
| Increase Cost: Motor Pool Rate Adjustment | 5,061,860 | 0.00 |
| Increase Cost: Lump Sum Wage Adjustment | 1,603,329 | 0.00 |
| Increase Cost: Group Insurance Adjustment | 1,354,527 | 0.00 |
| Increase Cost: Decrease Transit Depot Operator Lapse [Ride On] | 1,145,000 | 0.00 |
| Increase Cost: Retirement Adjustment | 1,013,603 | 0.00 |
| Increase Cost: Risk Management Adjustment | 325,400 | 0.00 |
| Increase Cost: Customer Service Re-Training Bus Operations [Ride On] | 118,302 | 0.00 |
| Increase Cost: 450 Mhz Radio Replacement - FCC rebanding [Transit Operations Planning] | 118,140 | 0.00 |
| Increase Cost: Longevity Adjustment | 91,230 | 0.00 |
| Increase Cost: Maintenance for Trapeze Interface Software [Transit Operations Planning] | 12,700 | 0.00 |
| Technical Adj: Conversion of WYs to FTEs in the New Hyperion Budgeting System; FTEs are No Longer Measured for Overtime and Lapse | 0 | -19.49 |
| Technical Adj: Reallocation from Grant Fund | 0 | 0.61 |
| Decrease Cost: Printing and Mail Adjustment | -18,030 | 0.00 |
| Decrease Cost: Electricity Rate Savings [Fixed Costs] | -23,400 | 0.00 |
| Decrease Cost: Master Lease Payments [Fixed Costs] | -190,500 | 0.00 |
| Shift: Remove Occupational Medical Services Chargeback from OHR | -304,072 | -0.67 |
| FY13 RECOMMENDED: | 113,826,279 | 799.25 |
| GRANT FUND MCG | | |
| FY12 ORIGINAL APPROPRIATION | 4,643,830 | 22.50 |
| <u>Changes (with service impacts)</u> | | |
| Add: Technical Adjustment | 44,344 | -7.34 |
| FY13 RECOMMENDED: | 4,688,174 | 15.16 |

PROGRAM SUMMARY

| Program Name | FY12 Approved | | FY13 Recommended | |
|--------------------------------------|--------------------|---------------|--------------------|---------------|
| | Expenditures | FTEs | Expenditures | FTEs |
| Medicaid and Senior Programs | 8,086,190 | 7.90 | 8,254,195 | 7.85 |
| Ride On | 86,201,600 | 758.60 | 96,444,337 | 746.53 |
| Commuter Services | 2,758,790 | 12.80 | 3,124,340 | 16.60 |
| Taxi Regulation | 718,700 | 7.00 | 766,811 | 7.00 |
| Customer Service | 1,191,310 | 7.20 | 1,045,110 | 6.00 |
| Transit Parking Facility Maintenance | 281,640 | 2.00 | 308,820 | 1.32 |
| Transit Operations Planning | 2,026,120 | 18.10 | 2,379,040 | 17.70 |
| Passenger Facilities | 1,018,050 | 3.50 | 1,047,980 | 4.00 |
| Fixed Costs | 2,806,430 | 0.70 | 2,681,830 | 0.67 |
| Administration | 2,305,000 | 12.50 | 2,461,990 | 6.74 |
| Total | 107,393,830 | 830.30 | 118,514,453 | 814.41 |

CHARGES TO OTHER DEPARTMENTS

| Charged Department | Charged Fund | FY12 | | FY13 | |
|---------------------------|---------------------|----------------|-------------|----------------|-------------|
| | | Total\$ | FTEs | Total\$ | FTEs |
| MASS TRANSIT | | | | | |
| CIP | CIP | 264,540 | 0.00 | 264,540 | 0.00 |
| Health and Human Services | County General Fund | 494,230 | 0.00 | 567,694 | 0.00 |
| Total | | 758,770 | 0.00 | 832,234 | 0.00 |

FUTURE FISCAL IMPACTS

| Title | CE REC. | | (\$000's) | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| | FY13 | FY14 | FY15 | FY16 | FY17 | FY18 |
| This table is intended to present significant future fiscal impacts of the department's programs. | | | | | | |
| MASS TRANSIT | | | | | | |
| Expenditures | | | | | | |
| FY13 Recommended | 113,826 | 113,826 | 113,826 | 113,826 | 113,826 | 113,826 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Annualization of Positions Recommended in FY13 | 0 | 581 | 581 | 581 | 581 | 581 |
| New positions in the FY13 budget are generally lapsed due to the time it takes a position to be created and filled. Therefore, the amounts above reflect full year costs of these positions in the outyears. | | | | | | |
| Elimination of One-Time Items Recommended in FY13 | 0 | -118 | -118 | -118 | -118 | -118 |
| Items approved for one-time funding in FY13, including radio replacements, will be eliminated from the base in the outyears. | | | | | | |
| Elimination of One-Time Lump Sum Wage Adjustment | 0 | -1,603 | -1,603 | -1,603 | -1,603 | -1,603 |
| This represents the elimination of the one-time lump sum wage increases paid in FY13. | | | | | | |
| Annualization of Operating Expenses for New Service in FY13 | 0 | 208 | 208 | 208 | 208 | 208 |
| Equipment Maintenance and Operations Center (EMOC) | 0 | 1,992 | 1,992 | 1,992 | 1,992 | 1,992 |
| These figures represent the impacts on the Operating Budget of projects included in the FY13-18 Recommended Capital Improvements Program. | | | | | | |
| Longevity Adjustment | 0 | 6 | 6 | 6 | 6 | 6 |
| This represents the annualization of longevity wage increments paid during FY13. | | | | | | |
| Montgomery Mall Transit Center | 0 | 0 | 29 | 29 | 29 | 29 |
| These figures represent the impacts on the Operating Budget of projects included in the FY13-18 Recommended Capital Improvements Program. | | | | | | |
| Subtotal Expenditures | 113,826 | 114,892 | 114,921 | 114,921 | 114,921 | 114,921 |

ANNUALIZATION OF PERSONNEL COSTS AND FTES

| | FY13 Recommended | | FY14 Annualized | |
|---|------------------|--------------|-----------------|--------------|
| | Expenditures | FTEs | Expenditures | FTEs |
| Add: New Ride On Service in Gaithersburg – Watkins Mill extended [Ride On] | 27,090 | 1.00 | 92,110 | 1.00 |
| Add: New Ride On Service in Germantown connecting Richter Farm, Dawson Farm and Soccerplex to Germantown Transit Center [Ride On] | 153,860 | 7.00 | 523,120 | 7.00 |
| Add: New Ride On Service in Potomac and PARC Potomac [Ride On] | 61,320 | 3.00 | 208,480 | 3.00 |
| Total | 242,270 | 11.00 | 823,710 | 11.00 |

