



Mass Transit

PROGRAM DESCRIPTION AND OBJECTIVES

Projects in this program are intended to enhance mobility by providing convenient and affordable mass transit alternatives to single occupancy vehicle travel and to reduce traffic congestion and vehicle emissions.

The County's Mass Transit/WMATA Capital Program provides an essential alternative to single occupant vehicle travel and contributes to the reduction of traffic congestion. The goal of the County's Mass Transit/WMATA Capital Program is to provide infrastructure, equipment, and supporting facilities for the operation of safe, reliable, convenient, and affordable public transportation systems to the residents of Montgomery County. The infrastructure, equipment, and supporting facilities for these transit systems must be constructed, maintained, rehabilitated, and replaced to ensure safety and operational effectiveness.

HIGHLIGHTS

- Construct south entrance for the Bethesda Metrorail Station in coordination with the Purple Line project.
- Provide oversight and financial support for the Purple Line project which will provide significant economic and mobility benefits.
- Design and construct Bus Rapid Transit (FLASH) on US 29 and continue planning for the MD 355 corridor.
- Replace 40 Ride On buses in Fiscal Year 2019.
- Continue efforts to improve the condition of Ride On bus stops.

PROGRAM CONTACTS

Contact Darlene Flynn of the Department of Transportation 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 capital budget.

CAPITAL PROGRAM REVIEW

The FY19-24 Mass Transit/WMATA component of the Transportation capital budget includes six active projects. The program totals \$277.7 million over the six year period. This represents a decrease of \$87.6 million, a 24.0 percent decrease from the \$365.3 million in the Amended FY17-22 program. The decrease is largely due to a cost decrease for the Bethesda Metro Station South Entrance, completed financing of a Computer Aided Dispatch/Automatic Vehicle Location upgrade for Ride On buses, and completion of the MCPS & M-NCPPC Maintenance Facilities Relocation project.

STATE TRANSIT PROGRAM/PURPLE LINE

In addition to transit projects programmed by Montgomery County, the Maryland Transit Administration (MTA) develops and provides transit services within the County on the Brunswick MARC rail line from Brunswick to Silver Spring, providing convenient connection to the Washington regional Metrorail system.

The State's Draft Consolidated Transportation Program (CTP) is released each October. Final action on the Statewide CTP is taken by the General Assembly. The County continues to work with the State and the Concessionaire under a Public Private Partnership (PPP) for the 16-mile Purple Line light rail project, and move into final design and construction. In addition to completing the design and construction of the project, the Concessionaire will operate and maintain the light rail corridor for a period of 30 years.

The Purple Line project is included to provide oversight and financial support to this State project. As with any large infrastructure

project, significant impacts to the community - both residents and business along the corridor - are anticipated during the construction period. The County expects to be actively engaged with the community throughout the various project stages. The County will also provide technical review and oversight of both the County-funded projects (Bethesda Metro Station South Entrance, Silver Spring Green Trail, and Capital Crescent Trail) and the overall Purple Line project to ensure that they are in keeping with County standards.

■ RAPID TRANSIT SYSTEM

MCDOT continues to advance two Bus Rapid Transit (FLASH) corridors from the adopted Countywide Transit Corridors Functional Master Plan - US 29 and MD 355. Design on the US 29 FLASH line will be completed by Fall of 2018, construction will be completed by the end of 2019, and service will be operational in 2020. The project is being partially funded with a \$10 million Federal TIGER grant. The MD 355 project will complete the Recommended Alternative phase in late 2018. The FLASH will provide a new high-quality transit option in the county making efficient use of existing roadways to provide a more robust and reliable system that will increase transit ridership.



Bethesda Metro Station South Entrance

(P500929)

Category	Transportation	Date Last Modified	01/06/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	1,919	1,649	20	250	-	100	50	50	50	-	-
Land	250	-	250	-	-	-	-	-	-	-	-
Site Improvements and Utilities	13,444	-	10,313	3,131	463	1,334	1,027	307	-	-	-
Construction	94,589	14,690	28,063	51,836	28,880	17,601	3,664	1,606	85	-	-
Other	-	-	(12,000)	12,000	(6,000)	6,000	6,000	6,000	-	-	-
TOTAL EXPENDITURES	110,202	16,339	26,646	67,217	23,343	25,035	10,741	7,963	135	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Revenue Bonds: Liquor Fund	5,000	1,623	3,377	-	-	-	-	-	-	-	-
G.O. Bonds	104,407	13,921	23,269	67,217	23,343	25,035	10,741	7,963	135	-	-
PAYGO	795	795	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	110,202	16,339	26,646	67,217	23,343	25,035	10,741	7,963	135	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	23,343	Year First Appropriation	FY09
Appropriation FY 20 Request	25,035	Last FY's Cost Estimate	110,202
Cumulative Appropriation	42,985		
Expenditure / Encumbrances	16,446		
Unencumbered Balance	26,539		

Project Description

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

mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

Estimated Schedule

Construction started in FY18. Construction will be coordinated and implemented as part of the State Purple Line Project and will be completed when the Purple Line construction is complete.

Other

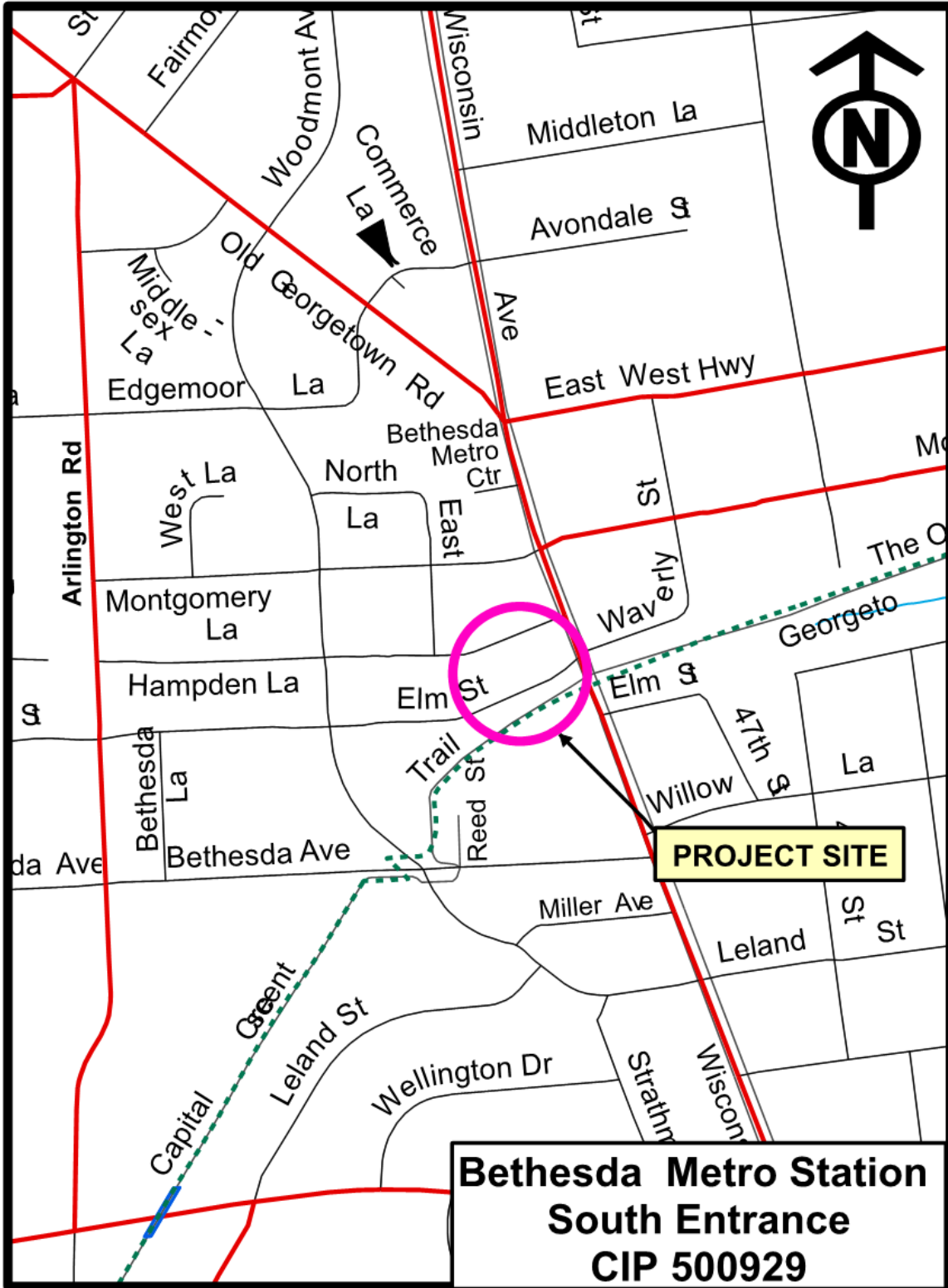
Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

Fiscal Note

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed Public Private Partnership for the Purple Line and reflects the actual bid by the Concessionaire. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of \$6 million per year to FY20-22. Schedule updated to reflect estimated Purple Line schedule in FY18.

Coordination

Maryland Transit Administration, WMATA, Maryland-National Capital Park and Planning Commission, Bethesda Lot 31 Parking Garage project, Department of Transportation, Department of General Services, Special Capital Projects Legislation [Bill No. 31-14] was adopted by Council June 17, 2014.





Bus Stop Improvements (P507658)

Category	Transportation	Date Last Modified	01/06/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	1,831	1,316	-	515	195	160	160	-	-	-	-
Land	1,997	556	841	600	600	-	-	-	-	-	-
Construction	1,176	421	-	755	275	240	240	-	-	-	-
Other	112	112	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	5,116	2,405	841	1,870	1,070	400	400	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Current Revenue: Mass Transit	1,918	636	342	940	140	400	400	-	-	-	-
G.O. Bonds	3,198	1,769	499	930	930	-	-	-	-	-	-
TOTAL FUNDING SOURCES	5,116	2,405	841	1,870	1,070	400	400	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	1,070	Year First Appropriation	FY76
Appropriation FY 20 Request	400	Last FY's Cost Estimate	5,116
Cumulative Appropriation	3,246		
Expenditure / Encumbrances	2,873		
Unencumbered Balance	373		

Project Description

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible and attractive to users, and improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride On and County Metrobus routes; benches and shelters are now handled under the operating budget. Full-scale construction began in October 2006. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations. Through FY17, approximately 3,204 stops with 1,282 curb ramps; 422 concrete kneewalls for safety and seating, 85,618 linear feet of sidewalk; and 172,786 linear feet of ADA concrete pads have been modified or installed.

Estimated Schedule

Project scheduled to be completed in FY21.

Project Justification

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve this goal. The County has approximately 5,400 bus stops. The completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers. In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going.

Fiscal Note

Funding for this project includes general obligation bonds with debt service financed from the Mass Transit Facilities Fund. Funding was accelerated to FY21 to complete this project.

Disclosures

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

Coordination

Civic Associations, Municipalities, Maryland State Highway Administration, Maryland Transit Administration, Washington Metropolitan Area Transit Authority, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Citizen Advisory Boards



Intelligent Transit System (P501801)

Category	Transportation	Date Last Modified	01/06/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Site Improvements and Utilities	15,600	-	12,600	3,000	500	500	500	500	500	500	-
TOTAL EXPENDITURES	15,600	-	12,600	3,000	500	500	500	500	500	500	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Current Revenue: Mass Transit	3,500	-	500	3,000	500	500	500	500	500	500	-
Short-Term Financing	12,100	-	12,100	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	15,600	-	12,600	3,000	500	500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	500	Year First Appropriation	FY18
Appropriation FY 20 Request	500	Last FY's Cost Estimate	14,600
Cumulative Appropriation	12,600		
Expenditure / Encumbrances	-		
Unencumbered Balance	12,600		

Project Description

The purpose of this project is to replace vital transit technology systems, enhance system accountability, and maintain electronic information signs throughout the county. This is part of the Division of Transit Services IT plan to maintain and expand our intelligent transit systems for compatibility, accountability, and safety.

Estimated Schedule

Replacement of the Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system in FY18; maintenance and expansion of Real Time informational signs starting in FY18 (shifted from the Advanced Transportation Management System project).

Cost Change

Added FY23 and FY24 funding for continuation of program

Project Justification

The CAD/AVL system has reached the end of its useful life, and the system is experiencing critical operational issues such as gaps when no information is available to dispatch and on field operations. The upgrade from radio to cellular technology will eliminate dead zones and allow vehicle locations to be updated every 10 seconds rather than the current three minutes. The CAD/AVL is a crucial driver to continue with the Real Time sign program both in LED Ride On/Wmata stop signs and multimodal signs in buildings around the county.

Fiscal Note

\$500,000 shifted from ATMS project in FY18 and beyond for Real Time sign maintenance and expansion where needed.

Coordination

Department of Technology Services, Washington Metropolitan Area Transit Authority, and regional local transit operators.



Purple Line

(P501603)

Category	Transportation	Date Last Modified	01/06/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction
		Relocation Impact	Yes

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	1,448	64	786	598	433	115	50	-	-	-	-
Land	4,164	286	3,878	-	-	-	-	-	-	-	-
Other	48,000	-	-	48,000	4,000	4,000	20,000	20,000	-	-	-
TOTAL EXPENDITURES	53,612	350	4,664	48,598	4,433	4,115	20,050	20,000	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	45,612	350	4,664	40,598	433	115	20,050	20,000	-	-	-
Recordation Tax Premium (MCG)	8,000	-	-	8,000	4,000	4,000	-	-	-	-	-
TOTAL FUNDING SOURCES	53,612	350	4,664	48,598	4,433	4,115	20,050	20,000	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	433	Year First Appropriation	FY16
Appropriation FY 20 Request	115	Last FY's Cost Estimate	53,612
Cumulative Appropriation	13,014		
Expenditure / Encumbrances	354		
Unencumbered Balance	12,660		

Project Description

This project provides funding for County coordination and oversight of the Purple Line project, including the three County-funded projects [Capital Crescent Trail (P501316), Bethesda Metro South Entrance (P500929), and Silver Spring Green Trail (P509975)] that are being included with the construction of the Purple Line. The Purple Line is a 16-mile light rail line being constructed by the Maryland Transit Administration (MTA) between Bethesda Metrorail station in Montgomery County and New Carrollton Metrorail station in Prince George's County. The project will include the construction of 21 light rail stations, 10 of which are located in Montgomery County. The Purple Line, which is estimated to serve more than 65,000 daily riders, will operate both in its own right-of-way and in mixed traffic and provides a critical east-west connection linking Montgomery and Prince George's counties. The new rail line will result in many benefits, including faster and more reliable service for the region's east-west travel market, improved connectivity and access to existing and planned activity centers, increased service for transit-dependent populations, traffic congestion relief, and economic development, including Transit Oriented Development, along the

corridor. The project is being bid out by the State as a Public-Private Partnership (PPP), with a selected Concessionaire responsible for final design and construction of the project, as well as the system operation and maintenance for the first 30 years of service. The County's role in the project is defined in a Memorandum of Agreement (MOA) between MTA and the County.

Estimated Schedule

The Maryland Transit Administration reached an agreement with a Concessionaire in 2016. Final design began during Spring/Summer 2016 and construction began in 2017. Revenue service on the Purple Line is scheduled to begin in 2022.

Project Justification

Montgomery County supports the Purple Line project due to its economic and mobility benefits. As with any large infrastructure project, significant impacts to the community - both residents and businesses along the corridor - are anticipated during the construction period. MTA has plans for a robust public engagement effort during design and construction; nevertheless, the County has embarked on its own community engagement effort through the Purple Line Implementation Advisory Group (PLIAG) and expects to be actively engaged with the community throughout the various project stages. The County will also be required to provide technical review and oversight of both the County-funded projects and the overall Purple Line project to ensure that they are in keeping with County standards.

Other

Certain County properties will be impacted by the construction of the MTA. To facilitate the construction and long term maintenance of the system, certain County properties will need to be transferred to MTA, in part or in entirety. Properties include (address and tax account identification number): 8710 Brookville Road (971041), Brookville Road (983094), 8717 Brookville Road (972728), 1160 Bonifant Street (1043367), 1114 Bonifant Street (1045696), 1170 Bonifant Street (1046100), 734 E University Boulevard - for roadway widening and utility relocation (975345), 734 E University Boulevard - for use as parkland mitigation agreement with M-NCPPC (975345), vicinity of 25 East Wayne.

Fiscal Note

FY17 supplemental appropriation for \$8,000,000 in Recordation Tax Premium required per a Memorandum of Understanding with Carr properties. This will facilitate development of the Apex Building to provide an improved Bethesda Purple Line Station that includes a more prominent entrance and wider platform, thereby improving ADA accessibility and eliminating the need for patrons to cross the tracks, and an easement and tunnel under the building for the future underground segment of the Capital Crescent Trail enhancing safety and user experience.

Coordination

Maryland Transit Administration, Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, CSX Transportation, Purple Line NOW, Coalition for the Capital Crescent Trail, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Bethesda Transportation Management District, Silver Spring Chamber of Commerce, Bethesda Chamber of Commerce



Rapid Transit System

(P501318)

Category	Transportation	Date Last Modified	01/06/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	19,156	4,011	10,860	4,285	3,285	1,000	-	-	-	-	-
Land	2,004	4	-	2,000	2,000	-	-	-	-	-	-
Site Improvements and Utilities	3,215	-	-	3,215	2,215	1,000	-	-	-	-	-
Construction	11,000	-	-	11,000	7,000	4,000	-	-	-	-	-
Other	14,000	-	-	14,000	14,000	-	-	-	-	-	-
TOTAL EXPENDITURES	49,375	4,015	10,860	34,500	28,500	6,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Revenue Bonds: Liquor Fund	3,600	2,890	710	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	19,875	625	2,750	16,500	16,500	-	-	-	-	-	-
Federal Aid	10,000	-	500	9,500	9,500	-	-	-	-	-	-
G.O. Bonds	11,400	-	4,900	6,500	2,500	4,000	-	-	-	-	-
Impact Tax	2,000	-	2,000	-	-	-	-	-	-	-	-
Contributions	2,000	-	-	2,000	-	2,000	-	-	-	-	-
State Aid	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	49,375	4,015	10,860	34,500	28,500	6,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	33,500	Year First Appropriation	FY13
Appropriation FY 20 Request	1,000	Last FY's Cost Estimate	48,375
Cumulative Appropriation	14,875		
Expenditure / Encumbrances	6,320		
Unencumbered Balance	8,555		

Project Description

This project provides for the initial steps and detailed studies related to a Bus Rapid Transit system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways

and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, Veirs Mill Road and Corridor Cities Transitway.

Estimated Schedule

Phase 1 (Alternatives Retained for Design Study) facility planning for the MD 355 and US 29 corridors occurred in FY15 through FY17. Phase 2 (Recommended Alternative) facility planning for MD 355 will occur in FY18-19. Planning and design for US 29 will be complete in FY18, and Construction will begin in FY19.

Cost Change

Increase due to addition of program development in FY19-20.

Project Justification

The proposed RTS will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The RTS will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit corridors Functional Master Plan (November 2013); MCOBT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Transit Administration, MD 355 Bus Rapid Transit Corridor Planning Study (April 2017); Maryland Transit Administration, US 29 Bus Rapid Transit Corridor Planning Study (April 2017).

Other

The County has programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for a master-planned RTS line on Veirs Mill Road between the Rockville and Wheaton Metro Stations (\$6 million). This study is funded in the State Transportation Participation project, PDF #500722, and a recommended alternative was selected in FY17.

Fiscal Note

The Maryland Department of Transportation draft Consolidated Transportation Program for 2014-2019 provided \$10 million for County Rapid Transit System planning; \$4.2 million in FY15 and \$5.8 million in FY16. The Department used these funds to begin facility planning for the MD 355 and US 29 corridors. Assumes \$2 million in Impact Taxes from the cities of Rockville and Gaithersburg toward MD 355 facility planning. Assumes \$2 million in private contributions for US 29 planning and design. Reflects reallocation of \$1.3M in GO Bonds from the ADA Compliance Transportation project (#509325) to cover ADA sidewalk upgrades. The FY19 appropriation is for the following: US 29 BRT construction and vehicle acquisition, US 29 oversight and grant administration, MD 355 BRT planning, BRT outreach, and BRT program support.

Disclosures

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

Coordination

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, Montgomery County Rapid Transit Steering Committee, State Transportation Participation project (#500722)



Ride On Bus Fleet

(P500821)

Category	Transportation	Date Last Modified	01/08/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Other	277,946	106,322	49,096	122,528	23,199	17,340	17,860	10,870	27,529	25,730	-
TOTAL EXPENDITURES	277,946	106,322	49,096	122,528	23,199	17,340	17,860	10,870	27,529	25,730	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Current Revenue: Mass Transit	142,347	4,841	26,978	110,528	21,199	15,340	15,860	8,870	25,529	23,730	-
Federal Aid	42,565	25,269	7,696	9,600	1,600	1,600	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	1,881	469	-	-	-	-	-	-	-	-
Contributions	475	430	45	-	-	-	-	-	-	-	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Short-Term Financing	66,763	58,055	8,708	-	-	-	-	-	-	-	-
State Aid	15,940	8,340	5,200	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	277,946	106,322	49,096	122,528	23,199	17,340	17,860	10,870	27,529	25,730	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	21,172	Year First Appropriation	FY09
Appropriation FY 20 Request	17,340	Last FY's Cost Estimate	226,714
Cumulative Appropriation	157,445		
Expenditure / Encumbrances	137,751		
Unencumbered Balance	19,694		

Project Description

This project provides for the purchase of replacement and additional buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan and the Federal Transportation Administration's service guidelines.

Estimated Schedule

FY19: 9 full-size hybrid and 31 small diesel; FY20: 31 large diesel; FY21: 22 full-size hybrid; FY22: 13 full-size hybrid; FY23: 1 large diesel, 12 full-size hybrid and 28 small diesel; FY24: 7 full-size hybrid and 32 small diesel

Cost Change

Addition of FY23 and FY24 partially offset by FY18 Savings Plan reductions.

Project Justification

The full-size transit buses have an expected useful life of twelve years. Smaller buses have an expected useful life of ten years.

Disclosures

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

Coordination

Department of General Services, Maryland Transit Administration