T&E COMMITTEE #1-4
April 27, 2009

MEMORANDUM

April 24, 2009

TO: Transportation, Infrastructure, Energy & Environment Committee

FROM: Glenn Orlin, Deputy Council Staff Director

SUBJECT: FY10 Operating Budget: Homeowners Association Road Reimbursement NDA; General Fund—Takoma Park bridge repairs; Parking Lot District Funds, and Mass Transit Fund; resolution to amend transportation fees, charges, and fares (and discussion of Expedited Bill 17-09); resolution to revise taxicab fees; and certain FY09-14 CIP amendments

Those anticipated to attend this worksession are:

Arthur Holmes, Jr., Director, Department of Transportation (DOT)
Edgar Gonzalez, Deputy Director for Transportation Policy, DOT
Al Roshdieh, Deputy Director, DOT
Carolyn Biggins, Chief, Division of Transit Services, DOT
Steve Nash, Chief, Division of Parking Management, DOT
Bill Selby, Chief, Management Services, DOT
Bruce Meier, Budget Coordinator, DOT
Brady Goldsmith and Charles Goldsmith, Budget Analysts, OMB

I. FY10 Operating Budget: Homeowners Association Road Maintenance Reimbursement NDA

The Executive's recommendation for this nondepartmental account includes $297,700 for both the State reimbursement program for private roads and $40,000 for the program to partially reimburse HOAs from County resources.

Montgomery Village is still anticipated to be the only HOA to be eligible for the "State" program in FY10, as it was in the past several years. The "State" program funding is based on the mileage of eligible road miles times the per-mile reimbursement the County receives in Highway User Revenue (HUR). However, based on the General Assembly's budget action, on April 20 the Executive's adjusted budget reflects a reduction of $22,793,100 in HUR from his March 15 assumption of $33,046,000; thus he is now assuming $10,252,900 of HUR in FY10, which is $29,419,100 (74.2%) lower than the $39,672,000 of HUR assumed when the FY09 budget was adopted. Commensurately, the appropriation for the "State" program should be reduced to $76,810, reflecting a $220,890 (74.2%) reduction. But since these are pass-through State funds, this reduction will not help close the County's budget gap.

The "County" program is supposed to reimburse HOAs for eligible roads at roughly the cost that the County spends to maintain its own roads, subject to the availability of appropriations. For over 15 years the Council has limited the reimbursement to around $1,000 per eligible mile, a fraction of the cost of maintaining County roads. However, during the current economic downturn, and at a time when State aid to the County is being reduced drastically, the County itself has to examine its own aid to HOAs.

At its April 13 meeting the Committee suggested that if a reduction were made to the County program, it should be commensurate with the reduction in HUR. A 74.2% reduction from the $40,000 appropriation in FY09 would result in a $10,320 appropriation for the "County" program in FY10.

Council staff recommendation: Reduce the "County" program appropriation to $10,320 in FY10, a $29,680 reduction (operating expense). Reduce the "State" program appropriation to $76,810, a $220,890 reduction (operating expense). Both reductions are commensurate with the Highway User Revenue reductions in the State's FY10 budget.

II. FY10 Operating Budget, General Fund: Takoma Park bridge repairs

The City of Takoma Park has requested County funding to repair its Maple Avenue and Flower Avenue bridges over Sligo Creek. Its budget assumes that roughly half the $335,000 cost of these repairs—$168,000—would come from the County, although it has asked that the full amount be paid from the County's allocation of Federal stimulus funds. The City also notes that bridge repair is not included in the municipal tax duplication formula, and so it gets no credit for bearing this responsibility.

In February Councilmembers Ervin and Elrich proposed that the County fund up to 50% of the cost of repairing each bridge, and no more than $84,000 per bridge, if the City provided the balance. If the City directly receives Federal stimulus funds, then it would have to be used towards the cost of these repairs before any of the County funds would be tapped. Therefore, the Ervin/Elrich proposal would allow for County funding of $168,000 or less, depending on the circumstances (©1). The Executive Branch has responded that it will not make stimulus funds available for the repair of these bridges, noting the General Assembly's recent cuts in Highway User Revenue to the County were proportionately deeper than to the municipalities.

Not stated in the Executive's response is the precedent that would be set by using County funds to fix a City asset. County funds have been used periodically to help municipalities fund their capital improvements; examples in the past 15 years include two redevelopments in the Rockville Town Center, and a pool and garage in Gaithersburg, but maintenance and repairs.

A relevant precedent is the CIP amendment for the Pinecrest Revitalization—Takoma Park in 1999. At that time the City asked the County for $1.9 million to perform sidewalk, curb and gutter replacement as well as street resurfacing in the Pinecrest neighborhood of Takoma Park. This neighborhood had been annexed shortly before the unification referendum, but some of it had been within the City for decades. Many of the same issues pertaining to that request pertain to this case as well; see Council staff's analysis and recommendations on ©2-4. The Council ultimately decided to fund the improvements with a grant, but with the condition that the $455,000 of improvements within the non-annexed area be reimbursed to the County under the provisions of a subsequent memorandum of understanding between the County and City (see the excerpt from the Council's April 13, 1999 minutes on ©5-7 and Resolution 14-99 on ©8-11).

This example is relevant because the Council distinguished between the work considered to be beyond the City's normal responsibility—upgrading the streets in a newly annexed area—from that which had always been the City's responsibility. The analogy is that the County could advance a portion of the funds to the City for the repair of these bridges, but it should expect a reimbursement over time.

Council staff recommendation: Add $168,000 to the Reconciliation List for these bridges with the provisions proposed by Councilmembers Ervin and Elrich, and the added provision that before any of these funds are disbursed that an MOU between the City and County be executed specifying full reimbursement of these funds over time. An example is for the City to reimburse the County 10% of the amount annually for 10 years, with the reimbursement in the form of a reduced municipal tax duplication payment.

III. FY10 Operating Budget: Parking Lot District Funds and Mass Transit Funds, including resolution to revise taxicab fees; resolution on transportation fees, charges, and fares

Because these issues are so intertwined in Council staff's recommendations, they will be treated here as a package.

A. Parking Lot District Funds

For FY10, the Executive recommends total expenditures of $23,395,440 for the four Parking Lot District (PLD) funds, a $1,456,680 (5.9%) decrease from the FY09 approved budget of $24,852,120. Workyears would increase by 0.8 wys (1.6%), to 50.9 wys from 50.1 wys. The Executive's recommendations for the four Parking Lot District (PLD) funds are on ©12-24.

*1. **Financial health of the PLDs.*** As has been the case for the past several years, the relative financial condition of each respective PLD differs from each other. The Bethesda PLD (©21) is in good shape, with a projected ending reserve of $15.9 million in FY10 (54.2% of resources) despite major cross-subsidies to the Bethesda Urban Partnership (BUP) for urban district services ($7.5 million), again to BUP for transportation demand management services performed by its subsidiary, Bethesda Transportation Solutions ($928,500), and to the Mass Transit Fund for 75% of revenue collected from fines ($3.6 million).

The tiny Montgomery Hills PLD (©22), which comprises of all of two parking lots, is in fine shape, with a projected ending reserve near 70% of resources despite making all its requisite cross-subsidies to the Mass Transit Fund and to the Silver Spring Regional Services Center for streetscape services.

The Silver Spring PLD (©23) is only in fair shape, but it has improved over the past year with its bump in revenue from last year's rate increase. The improvement has allowed two significant developments in FY10. First, the PLD will be able to resume transferring its 75% share of fine revenue to the Mass Transit Fund ($1.95 million), a cross-subsidy that was foregone the past few years. Second, it will begin to transfer nearly $700,000 annually to the Mass Transit Fund to pay for the cost of the free VanGo shuttle, just as the Bethesda PLD has paid for the Bethesda Circulator for the past several years.

The Wheaton PLD (©24), despite last year's hefty revenue increase, is still in dire financial shape. The rate increase adopted last year has brought in much less revenue than anticipated: it was expected to rise from $725,000 in FY08 to $1,035,000 in FY09, but the estimate now is that only $835,000 will be collected this year. Furthermore, the PLD's property tax revenue is down by more than a quarter. As a result, its projected FY10 ending reserve is projected to be a miniscule 3.8% of resources, despite the fact that its cross-subsidy to transportation management is dropping by 22% (from $60,000 to $47,000), its cross-subsidy to the Wheaton Urban District is declining by 58% (from $688,490 to $292,320), and its fine revenue transfer to the Mass Transit Fund has been eliminated (from $237,880) for FY10 and the foreseeable future.

*2. **Cell phone pilot.*** The only recommended change with a service impact is $50,000 for a three-month pilot program for parkers to pay their fees by cellular phone. The pilot would be conducted in the southern part of the Bethesda PLD. After setting up an account with a private vendor, a driver would note the parking meter number and call the vendor indicating the amount of time he or she wishes to purchase. A short time before the period runs out, the driver would receive a text message asking whether he or she wishes to buy more time (but no more than would be allowed in the space). The driver would not have to return to the space to feed the meter, and the whole transaction would be charged to a credit or debit card; the only charge to the driver would be a credit card processing fee and a few related expenditures. The $50,000 appropriation in the Bethesda PLD's budget would cover its costs in administering and evaluating the pilot.

If the evaluation proves positive, it is possible that a payment-by-cellphone program would be implemented more widely starting in FY11. DOT staff expects that this may result in

somewhat less revenue to the County, because there would be less overpayment for parking time and fewer citations. But the potential improvement in customer service would be significant.

*3. **Parking security.*** The Executive proposes no change in FY10 to the number of parking security patrol hours in any of the PLDs. The cost for police security in Bethesda and Silver Spring would increase from $45.21/hour and $48.82/hour, but the cost for park police security in Wheaton would remain at $43.10/hour, the cost of contract security guards would remain at $20.42/hour, and the cost of security provided by the Silver Spring Urban Service Corps would remain at $11.71/hour. A table summarizing the FY09 and FY10 security budgets is on ©25.

*4. **Parking management study.*** On March 16 the PHED and T&E Committees met to discuss the scope of a $150,000 parking management study to be conducted in FY10. The committee members agreed that the study should be led by DOT but funded jointly by the County Government and M-NCPPC. M-NCPPC has requested that the PHED Committee and Council put $75,000 on the Reconciliation List for its half of the cost (©26). As for County Government, a leading possibility being discussed is to absorb its $75,000 from part of the $260,000 already programmed in the Facility Planning-Parking PDF for FY10. Unless the Council hears otherwise from the Executive, it would seem to be a safe assumption that the County Government will absorb its $75,000 without needing further Council action.

*5. **Parking fine transfers to the Mass Transit Fund.*** Until now, the Executive's policy has been to transfer $25 of every fine collected in a PLD to the Mass Transit Fund as long as the PLD is in satisfactory financial shape. Starting in FY10 the policy is being adjusted to transfer 75% of fine revenue instead. As noted above, because of the Wheaton PLD's poor financial situation, no transfer is planned there in FY10.

There is an error in the fine revenue transfer within the Montgomery Hills PLD. The estimated fine revenue is $27,500 and so the transfer should be $20,620, not $11,180 as shown on ©22.

Council staff recommendation: Increase the fine transfer from the Montgomery Hills PLD to the Mass Transit Fund by $9,440.

B. Mass Transit Fund

For FY10, the Executive recommends total expenditures of $112,445,000 for the Mass Transit Fund, a $4,936,240 (4.2%) decrease from the FY09 approved budget of $117,381,240. Workyears would decrease by 33.9 wys (3.9%), to 837.5 wys from 871.4 wys. (These figures and the recommendations described below reflect the Executive's April 20 budget revisions.) The Executive's recommendations for the Mass Transit Fund are on ©27-34, and the relevant budget adjustments are on ©34A-B.

*1. **Changes with service impacts.*** The Executive's recommendations with service impacts are on the top of ©33. The most notable proposed changes would:

- Reduce Ride On service starting July 5, 2009 (-$2,027,510 net savings) as detailed on ©35:
  - Eliminate weekday service on Routes 3 and 31.
  - Shorten Route 7.
  - Eliminate Saturday service on Routes 98, L8, T2 and Z2.
  - Eliminate Sunday service on Routes 83, L8 and T2.
  - Discontinue weekday service on the Route 32 Woodrock Extension.
  - Eliminate service to Fallsgrove on Route 43.
  - Reduce frequency of Route 43 and 93 during peak periods, and Route 15 in the evening, all days (Monday through Sunday).
  - Reduce regular evening service on weekday Routes 17, 34, 49, 57, 61 and 83; on Saturday Routes 17 and 34 and on Sunday routes 34 and 56. Certain trips will continue to operate on these routes later into evening after regular 30 minute service ends.
  - Restructure Routes 6 and 37 and Routes 18 and 25.
- Continue the Ride On service cuts implemented in early April (as part of FY09 Savings Plan) through FY10 (-$1,255,930 net savings). These service cuts are described on ©36.
- Reduce two depot supervisors: to 10 from 12 (-$128,580).
- Reduce materials at bus stops (-$73,200).
- Reduce maintenance in commuter rail lots (-$45,000).
- Add Ride On Mystery Rider Program for ADA compliance monitoring (+$50,000).

*2. **Taxicab fees.*** The Executive is recommending three changes to the schedule of taxicab fees that apply to drivers, companies, and passenger vehicle license (PVL) owners. He recommends deleting the temporary Driver Identification Card fee of $15 since they are no longer issued. He proposes increasing the fee for PVL renewals from $325 to $750, and doubling the fee to transfer 1-4 PVLs, from $2,500/PVL to $5,000/PVL. The Executive is recommending these changes to raise $368,130 to make the Taxi Unit self-supporting—only 35% of its costs have been covered by fees since 2006—and to hire an additional licensing specialist and inspector. Concurrently the Executive is recommending a $94,870 increase in the unit's operating budget. The Executive's transmittal memo and a draft resolution are on ©37-40. The Council's public hearing is scheduled for May 5 and action is scheduled for May 13.

On April 23 the Coalition for a Competitive Taxicab Industry (CCTI) responded with its analysis and a set of alternative recommendations (©41-47). It argues that the Taxi Unit's staffing-to-PVL ratio is already much higher than their counterparts in nearly all other jurisdictions in the region (1 staff for each 132 PVLs compared to a regional average of 1 staff to 245 PVLs) and that the proposed staffing would increase the ratio to 1 staff for every 102 PVLs. CCTI also notes that the Executive's proposed increases in the renewal and transfer fees would raise them much higher than elsewhere, and that the proposed fees would raise about $475,000, not $368,130. Alternatively, CCTI is recommending three smaller increases: raising the fee for PVL renewals from $325 to $400 (not to $750), raising the vehicle replacement fee from $75 to $150, and increasing the renewal fee for existing drivers from $75 to $80 for a one-year renewal and from $150 to $160 for a two-year renewal.

Council staff recommends postponing a Committee recommendation until April 29. Given the recent input from CCTI, Council staff would like a bit more time to analyze these issues. In the meantime, both the Committee and Council staff would benefit from a discussion with both DOT and CCTI at the April 27 meeting.

*3. **Call-'N-Ride Program.*** This is a program providing subsidized taxi service for low-income seniors (age 67 or older) and low-income persons with disabilities (age 16 or older). To qualify, the individual must earn $25,000 per year or less for a household of one to buy up to two $60 coupon books per month. The subsidy levels are listed below:

- A person earning less than $14,000 pays $5.25 per coupon book, a 91% discount.
- A person earning $14,001 to $17,000 pays $17.50 per coupon book, a 71% discount.
- A person earning $17,001 to $20,000 pays $26.25 per coupon book, a 56% discount.
- A person earning $20,001 to $25,000 pays $30.00 per coupon book, a 50% discount.

Two years ago the Council approved adding the fourth category and increasing the value of each coupon book for all categories from $56 to $60. The net annual cost of adding the fourth category was $700,000, and the net annual cost of increasing the coupon book value was $300,000. Both measures went into effect in January 2008. The experience over the past two years is shown in the table below:

Call 'N Ride Coupon Books Sold				
	FY 08 Actual	FY 09 Budget	FY 09 Estimate	FY 10 CE Rec
Under $14k annual income	58,116		60,648	
$14 - 17K annual income	1,908		2,232	
$17k - $20k annual income	948		1,080	
$20k - $25k annual income	72		312	
Total	**61,044**	**83,000**	**64,272**	**66,000**
Taxi Expenditures	**$3,311,874**	**$4,984,400**	**$3,968,092**	**$3,968,090**

About 95% of those buying books are in the lowest income category, with an annual household income of $14,000 or less. For whatever reason, very few persons in the $14,001-25,000 range are paying for books, either because the need is not great or because the discount is not high enough to attract buyers. Recognizing this, the Executive is recommending reducing the estimated expenditures for the Call-'N-Ride program by $1,016,310, and reducing estimated revenue from coupon sales by $484,820, a net cost savings of $531,490.

Among the highest priorities in FY10 is to protect and enhance the safety net of services for vulnerable populations during the economic downturn. The first three income thresholds in this program have not changed in well over a decade, despite inflation. The lowest income category is getting significant use, but those in the $14,001-17,000 and $17,001-20,000 categories also need this service and would avail themselves of it in larger numbers if the discounts were more pronounced. Council staff asked DOT for a cost estimate for an alternative that reduces the payment in the second category from $17.50/book to $10/book (a $7.50 savings/book) and reduces the payment in the third category from $26.25/book to $20/book (a

$6.25 savings/book). DOT estimates that this would add a net cost of $132,100 in FY10; it would increase expenditures by $139,680 and revenue by $7,580 on an annual basis.

Council staff recommendation: Add $139,680 to the Reconciliation List—with an offsetting $7,580 in revenue—to reduce the cost of coupon books to $10 (from $17.25) for those in the second category and to $20 (from $26.25) for those in the third category. This proposal would increase the subsidy for one-person households making $14-17,000/year category from 71% to 83%, saving them up to $15/month. It would also increase the subsidy for one-person households earning $17-20,000/year from 56% to 67%, saving them up to $12.50/month. DOT estimates that 10% more households in each category would use Call-'N-Ride.

4. Bus cost allocation. Several years ago the Council hired an independent consultant to develop a means of comparing Ride On and Metrobus costs so that the Council could follow how they tracked from year to year. Ride On costs have usually been lower than those of Metrobus.

Following the directives from the consultant, DOT calculated the recommended partially allocated cost of Ride On for FY10 to be $83.50/hour, compared to $83.75/hour in FY09. This is the rate that should be used in deciding whether it would be more cost effective to add Ride On or Metrobus service. The corresponding partially-allocated rate for Metrobus is $102.41/hour, the same as in FY09. Therefore, at the margin, it is still generally more cost-effective for the County to add Ride On service rather than Metrobus service. DOT has provided a more detailed breakdown of the $83.50/hour partially allocated and $97.73/hour fully allocated costs (©48).

5. Employee subsidy programs. The County promotes two primary subsidy programs to encourage employers to, in turn, entice their employees to take transit to work:

- **Fare Share** offers matched dollars - up to $30,000 each year for 3 years - to each contributing organization for employees' public transportation to and from the workplace. Transit options include: Ride On, Metrorail, Metrobus, MARC train and vanpool.

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

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

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

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

In Wheaton and Montgomery Hills, for the first six months, the employer pays $1.00 per transit user per month. The County provides up to $114.00 per transit user per month; the employee gets a total of $115.00 per month tax free to cover transit costs.

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

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

The total amount of $115.00 per month offered to employees to pay for transit is tax free to the employee and a tax deduction for the employer.

- **Super Fare Share** is a 9-year program:

  In Year One, the employer pays $1.00 per participating employee and the County pays up to $114.00 per month per employee. The employer distributes up to $115.00 in Metrocheks and/or Ride On passes – "for free" – to its transit-using employees.

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

Program Year	Employer Share	County Share	Remarks
1	$1	$114	County provides up to $114.00/month/employee
2-5	50%	50%	County provides up to $57.50/month/employee
6	60%	40%	County provides up to $46.00/month/employee
7	70%	30%	County provides up to $34.50/month/employee
8	80%	20%	County provides up to $23.00/month/employee
9	90%	10%	County provides up to $11.50/month/employee

A silver lining during the present economic downturn is that commuters are opting to take transit in ever increasing numbers, even after gasoline prices have dropped by half from the

$4 per gallon price of last summer. So, in the near-term at least, the importance of financial enticements is less than they have been. This was recognized to a degree in the FY09 Savings Plan, when $190,000 (59.4%) of the originally-funded Fare Share Program was de-funded.

The Executive's recommended budget for these programs in FY10 is:

Program	Committed FY10 Expenditures	Funding Not Yet Committed for FY10	Total Recommended Budget
Silver Spring TMD Super Fare Share	$125,000	$75,000	$200,000
Friendship Hts. TMD Super Fare Share	$110,000	$17,000	$127,000
Bethesda TMD Super Fare Share	$360,000	$40,000	$400,000
North Bethesda TMD Super Fare Share	$175,000	$100,000	$275,000
Wheaton Fare Share	$4,000	$39,270	$43,270
Montgomery Hills Fare Share	$0	$10,610	$10,610
Countywide/Regional Fare Share	$50,000	$79,850	$129,850
Total	**$824,000**	**$361,730**	**$1,185,730**

Certainly the committed funds should not be touched. However, the funding not yet committed—which would be used to entice new firms to enroll—could be scaled back some.

Council staff recommends all of the following:

- **Reduce Silver Spring TMD's Super Fare Share funding by $45,000. The Silver Spring PLD's contribution to transportation management should be reduced by $45,000 and used as part of its payback to the General Fund for outstanding past advances.** This would leave $30,000 of Super Fare Share funds yet to commit.
- **Reduce North Bethesda TMD's Super Fare Share funding by $65,000. These funds should be redirected in the Mass Transit Fund to be used for restoring bus service.** This would leave $35,000 of Super Fare Share funds yet to commit.
- **Reduce Wheaton's Fare Share funding by $35,000. The Wheaton PLD's contribution to transportation management should be reduced by $35,000.** Leaving these funds in Wheaton PLD's fund balance would raise its year-end reserve to 6.1% of resources: still anemic, but better than 3.8%. This would leave $4,270 of Fare Share funds left to commit.
- **Reduce Montgomery Hills' Fare Share funding by $9,500.** This would leave $1,100 of Fare Share funds yet to commit.
- **Reduce the Countywide/Regional Fare Share funding by $50,000. These funds should be redirected in the Mass Transit Fund to restore planned bus service cuts.** This would leave $29,850 of Fare Share funds yet to commit.

*6. **Bus service.*** As noted above, the Executive is recommending cutting a substantial amount of Ride On service for FY10. To avoid cutting this service, the Council would have to budget an additional $2,027,510 for Ride On. Furthermore, should the Council wish to restore the service cuts implemented as part of the FY09 Savings Plan (©35), it would have to budget an additional $1,050,000 if that service were to be restored Labor Day weekend or, alternatively, an additional $630,000 for it to be restored after New Year's Day. The first call should be to avoid

cutting service further in FY10; the April cuts, while significant to those who lost service, generally represented the weakest performing parts of the Ride On system.

Council staff recommendation: Add to the Reconciliation List $2,179,330, offset by $151,820 of additional revenue (i.e., a net cost of $2,027,510) to avoid cutting Ride On service further in July. If possible, also add either:

- **$1,120,000, offset by added revenue of $70,000 (a net cost of $1,050,000) to add back the April service cuts on Labor Day weekend, 2009; or**
- **$675,000, offset by added revenue of $45,000 (a net cost of $630,000) to add back the April service cuts at the beginning of January, 2010.**

The annualized net cost of adding back the April cuts is $1,255,930.

C. Transportation Fees, Charges, and Fares

On April 21 the Council held a public hearing on several proposed changes in transit fares (including three new fare changes proposed by the Executive on April 20), parking fees, residential parking permits, and a parking fine. Each is discussed below:

1. Suspend for FY10 free Ride On and Metrobus service for seniors and people with disabilities. (estimated FY10 net revenue: $443,440).

For decades Federal law has required that seniors and people with disabilities be charged no more than half the regular transit fare. In 2006 Councilmember Andrews proposed, and the Council approved, allowing seniors and the disabled to ride free on Ride On and Metrobus mid-day on weekdays, between the end of the morning rush period and the start of the evening rush period. The purpose was to provide free accessibility to locations frequented by these groups, especially to senior centers, doctors' offices, and libraries. A secondary benefit was to encourage some senior or disabled patrons to ride in the off-peak rather than the peak, mitigating a bit of the overcrowding on some routes during rush hours.

In 2007 the Executive recommended, and the Council approved, extending this free service to all times, starting in January 2008. Therefore, the full-time free fare has been in effect now for 16 months. The cost of the program in FY10 is estimated to be $433,440: $275,000 in lost revenue to Ride On and $158,440 in reimbursements to WMATA for fares foregone on Metrobus.

The Council has received testimony and correspondence opposing suspending the free service in FY10 from the Commission on Aging, the Montgomery County Vital Living Committee, the Board of Social Services, and several individuals. The Commission on People with Disabilities supports suspending the free service if the savings are used to avoid elimination of more bus service.

Montgomery County is alone in the region in providing free service for seniors and the disabled on both Metrobus and Ride On. Prince George's County provides free service on its County-run bus system (The Bus), but it comprises only roughly 10% of the bus service that Metrobus provides there. Metrobus charges a 60-cent fare in Prince George's County, the

District of Columbia, and all Northern Virginia jurisdictions. The local bus services in Arlington (ART), Alexandria (DASH), and Fairfax County (Fairfax Connector) all charge half-fares, as does the Mass Transit Administration buses in the Baltimore region.

Even without this program bus service for seniors and disabled persons would remain heavily subsidized. The average cost for Ride On to carry a passenger in FY10 is projected to be $2.98; a senior or disabled person paying the discounted 60-cent fare would still be receiving an 80% subsidy—a higher subsidy than all but the lowest-income category of Call-'N-Ride customers.

Council staff recommendation: Suspend free rides for seniors and persons with disabilities in FY10, a reduction of $158,440 (operating expense) and a $275,000 increase in revenue. If approved, this decision should be revisited next spring; if the budget situation brightens, the free service should be reinstated in FY11.

An alternative is to scale back the free service to mid-days (9:30 am to 3 pm) weekdays, the policy that was in place for a year prior to January 2008. This is the time of the week when the free service is most used, however, so there would be only an estimated $111,220 in savings: $79,220 less reimbursement to WMATA and $32,000 more in Ride On revenue.

2. Suspend for FY10 the Kids Ride Free Program (2-7 pm on weekdays) on Ride On and Metrobus. This program has existed on Ride On for at least a decade and was extended to Metrobus a few years later. The cost of the program in FY10 is estimated to be $376,000: $276,000 in lost revenue to Ride On and $100,000 in reimbursements to WMATA for fares foregone on Metrobus. The Board of Social Services testified in favor retaining the free service.

A good alternative to Kids Ride Free is the Youth Cruiser Pass, allowing unlimited rides on Ride On at *all* times, not just 2-7 pm weekdays. The Cruiser Pass costs only $10/month and only half that much in the summer: $15 for a June-through-August pass.

Montgomery and Prince George's Counties are the only jurisdictions in the metropolitan area providing such a program. The Prince George's County Executive has proposed discontinuing Kids Ride Free on Metrobus in FY10 for fiscal reasons; the Council has yet to act on his proposal.

Council staff recommendation: Suspend the Kids Ride Free Program in FY10, a reduction of $100,000 (operating expense) and a $276,000 increase in revenue. Again, if approved, this decision should be revisited next spring; if the budget situation brightens, the free service should be reinstated in FY11.

3. Suspend for FY10 the C-Pass providing County employees free Ride On service. Every County Government employee has an ID card that allows them unlimited free ridership on Ride On. This un-bargained privilege was granted to County employees by County Executive Duncan earlier this decade. The privilege does not apply to employees in other County agencies: MCPS, Montgomery College, or M-NCPPC. If the pass were suspended in FY10, the Mass

Transit Fund would earn an additional $54,000 in fares. MCGEO opposes suspending the C-Pass and has filed a grievance.

Even if the C-Pass were suspended, the Government Employees Transit Incentive (GET-IN) Program would be retained, providing a $35/month discount on any transit mode (including Ride On) in return for foregoing parking privileges. In fact, the C-Pass undercuts the effectiveness of the GET-IN Program. With the C-Pass, employees who would normally take Ride On to work now have the option to retain their parking privileges, making them more likely to drive and use spaces in County garages. DOT recently had to take away parking privileges from several County contractors because of the current shortage of spaces in the garages.

Offering free transit for County and municipal employees is rare. It is quite common, however, that transit authorities (such as WMATA) allow their employees free use of the system for which they work. For comparability it may make sense for the County to retain free rides on Ride On for bus operators and mechanics as part of a future compensation agreement, but it makes little sense to apply it to all County employees.

Council staff recommendation: Suspend the C-pass for FY10, an increase in revenue of $54,000. Unlike the other two programs, once the economy brightens Council staff recommends bringing this privilege back only to bus operators and mechanics.

4. Charge full fare on Ride On Routes 93 (the Twinbrook shuttle) and 96 (the Rock Spring Park shuttle). As part of his April 20 budget adjustments the Executive is now recommending abolishing the current 35-cent fare on these two shuttles. Instead their fares would be the same as most other routes. DOT estimates this would generate $25,000 more revenue from Route 93 and $80,000 more revenue from Route 96.

These routes have had lower fares because the trip durations on them are very short. However, some riders do use these routes to transfer to other Ride On routes (a free transfer) and thus are under-charged for what can actually be a lengthier trip on the Ride On system.

Council staff recommendation: Concur with the Executive.

5. Charge a fare of $3.00 (SmarTrip) and $3.10 (cash) for the Ride On Routes 70 express service from Milestone to Bethesda. Also as part of his April 20 budget adjustments, the Executive is now recommending a much higher fare for this premium service which runs largely at speed on the I-270 HOV lanes between Germantown and Bethesda. DOT estimates that $445,000 more revenue will be generated with this higher fare.

This is the first Ride On route to have a premium fare. But express bus routes in the Metrobus system charge the same fare proposed by the Executive: $3.00 with a SmarTrip Card and $3.10 with cash. MTA's Route 991 also charges a comparable fare between Shady Grove and Rock Spring Park.

Council staff recommendation: Concur with the Executive.

*6. **Raise parking fees in the Bethesda PLD.*** The proposed increases for which public comment was solicited would raise nearly all the existing parking fees in the Bethesda PLD. The rate would increase from 75¢/hour to 1.00¢/hour for short-term spaces that are on-street; these are the premium spaces for short-term parkers. Short-term spaces in lots and garages would remain unchanged at 75¢/hour. The rate for long-term spaces would increase from 50¢/hour to 75¢/hour, and the monthly Parking Convenience Sticker would increase in roughly the same proportion, from $95 to $140. The lesser used permits—carpool permits, daily ticket, and charge for lost ticket—would also increase by a comparable percentage. The residential AM/PM and townhouse permits fees would remain unchanged. The long-term and short-term rates were last raised eight years ago; the monthly parking permit was increased from $85 to $95 (to eliminate the volume discount) five years ago.

DOT estimates that $2,674,800 annually would be generated from this increase. The approved rates would be implemented during July and August, so 11 months-worth of new revenue would be collected. DOT also estimates a one-time cost of $10,000 to implement the change. The net revenue increase in FY10 from this change, therefore, is projected to be $2,441,900.

The Council has received testimony and correspondence supporting raising parking fees from the League of Women Voters, Sierra Club, Coalition for Smarter Growth, Action Committee for Transit, Transit First! Coalition, and several individuals. Their main arguments are that the higher parking charges would provide a greater incentive to take transit and that they would generate significant revenue that could be used to avoid cutting transit service. The Bethesda-Chevy Chase Chamber of Commerce opposes the increases, concerned about the potential negative impact on Bethesda businesses and their employees, a double-hit with the economic downturn.

The proposed parking fees in the Bethesda PLD are in line with the demand for parking there. The Office of Legislative Oversight noted in their report on Transportation Demand Management that commercial parking facilities are currently charging $120-145/month. Traditionally, parking fees charged in Bethesda have been higher than those charged in Silver Spring and Wheaton because the demand dictated it, but currently Bethesda has the same long-term hourly and monthly pass rates as Silver Spring and Wheaton. Other business districts comparable to Bethesda are charging more: the hourly rates in Arlington, Alexandria, and Rockville Town Center are $1.00, and the District of Columbia is considering raising its rates to $2.00/hour.

Council staff recommendation: Approve the proposed increase, resulting in a $10,000 added appropriation (operating expense) and $2,451,900 in additional revenue, for a net revenue increase of $2,441,900. Because the revenue is tied to implementation of the fee increase, the $10,000 should be treated as a direct "add" to the Operating Budget rather than as a Reconciliation List item.

Under current law, Bethesda PLD fee revenue can only be used for parking operations in the PLD and contributions to Urban District and transportation demand management functions serving the Bethesda CBD. However, Expedited Bill 17-09 would allow fees from a PLD to be

used to pay for bus routes serving a PLD (©49-51). Passage of this bill would allow the $2,441,900 to be transferred to the Mass Transit Fund to restore all the proposed FY10 Ride On cuts, and some of the April cuts as well.

If the bill passes there is another funding variation to be considered. The Council could reduce the Bethesda Parking District tax on improved property by 10¢/$100 (to 18¢/$100) and on unimproved property by 5¢/$100 (to 9¢/$100—the rates on unimproved property have always been half of those on improved property), thus reducing the Bethesda PLD's parking tax contribution to the FY10 budget by $1,693,930. Concurrently, the Council could increase the countywide Mass Transit Tax by 0.1¢/$100 (to 3.9¢/$100), which would generate virtually the same amount "lost" by reducing the Bethesda PLD property tax: $1,682,340. Doing both would have the following consequences:

- Nearly $1.7 million of the $2,441,900 generated by the Bethesda PLD would "stay" in Bethesda. That is, the funding for the Bethesda PLD would shift by about $1.7 million away from its taxpayers—primarily building owners who are landlords of smaller businesses in Bethesda (the bigger enterprises generally provide their own parking and don't pay the tax)—and onto parkers.
- The overall FY10 Operating Budget would stay within the countywide property tax cap.
- Bethesda PLD taxpayers would receive a long-deserved tax break at a time when they could use it. For most property taxes, as assessments have increased over time the rates have decreased. Not so for the PLDs, however. The Bethesda PLD has had the same tax rates (28¢/$100 for improved property and 14¢/$100 for unimproved property) for well more than a decade, while assessments there have risen dramatically.
- Countywide, residents and businesses would pay a very small increase in their property taxes. The average residential bill would go up by about $4. This is fair, since the bus service being cut affects all parts of the county.

Council staff recommendation: Adjust the Bethesda PLD and Mass Transit Tax rates as noted above, allowing the additional $1,682,340 in Mass Transit funds to be used to restore bus service. Adopt Expedited Bill 17-09 and transfer $759,560 of parking fee revenue from the Bethesda PLD to the Mass Transit Fund to restore bus service.

Councilmember Berliner proposes another approach to the Bethesda PLD parking fees. He proposes:

- raising the rate for all short-term parking—both on-street and in lots and garages—from 75¢/hour to $1.00/hour;
- raising the rate for long-term spaces from 50¢/hour to 75¢/hour only in five garages and lots in the southern part of the CBD where parking supply is tight (©52): Garage 49 (beneath the Metropolitan Building next to the Metro Station), Garage 57 (between Bethesda Avenue and Elm Street), Lot 31 (next to the trail head of the Capital Crescent Trail), Lot 24 (behind the Bethesda Farm Women's Market) and Lot 10 (just south of Lot 10 between Leland and Walsh Streets);
- keeping the long-term rate at 50¢/hour in all other lots and garages in Bethesda; and

- issuing two different monthly Parking Convenience Stickers: a $140 sticker allowing long-term parking in any lot or garage in Bethesda, and a $95 sticker allowing long-term parking anywhere in Bethesda but Garages 49 and 57 and Lots 10, 24, and 31.

DOT estimates that $1,872,990 annually would be generated from this increase. If approved the rates would be implemented during July and August, so 11 months-worth of new revenue would be collected. DOT also estimates a one-time cost of $10,000 to implement the change. The net revenue increase in FY10 from this change, therefore, is projected to be $1,706,910.

Mr. Berliner has indicated he does not support Expedited Bill 17-09 this year. However, he recommends adjusting the Bethesda PLD and Mass Transit Fund tax rates as noted above, which would free up $1,682,340 towards the cost of avoiding further bus service cuts in FY10. He will be recommending other measures from this packet to make up the balance of $345,170 to reach the $2,027,910 needed to avoid bus service cuts in FY10.

Mr. Berliner has indicated to staff that long-term and monthly pass rates should not be increased in most of Bethesda, which he believes could have a serious effect on businesses and employees. Having bifurcated rates would allow Bethesda commuters more of a choice. He also believes that raising the rate to $1.00/hour for all short-term spaces would not have a negative impact on shopping and other purposes, since the increased cost would be over only a 1-to-3-hour period and that such trips do not recur as regularly as the daily commute. His proposal would also have all the Bethesda PLD funds "stay" in Bethesda.

*7. **Raise parking fees outside parking lot districts.*** Until last year the rates set in the North Bethesda area—most particularly in White Flint and Rock Spring Park—have been set at the same rate as those in the Silver Spring PLD. Last year the Executive proposed and the Council approved a rate increase in Silver Spring. The current proposal would bring them back into parity: raising the short-term rate from 60¢/hour to 75¢/hour, the long-term rate from 45¢/hour to 50¢/hour, and the cost of the monthly Parking Convenience Sticker from $85 to $95.

DOT estimates that $70,550 annually would be generated from this increase. If approved the rates would be implemented during July and August, so 11 months-worth of new revenue would be collected. DOT also estimates a one-time cost of $2,000 to implement the change. The net revenue increase in FY10 from this change, therefore, is projected to be $62,670.

Another proposed change is that these fee levels apply to any public parking charged in other locations in the County outside of PLDs, not just in North Bethesda. During FY10 the Division of Parking Management should explore on- and off-street paid parking opportunities in the areas around the Twinbrook and Shady Grove Metro Stations, the Life Science Center, Germantown Town Center, etc., for potential implementation in FY11.

Council staff recommendation: Approve the proposed increase, resulting in a $2,000 added appropriation (operating expense) and $64,670 in additional revenue, for a net revenue increase of $62,670, all attributable to the Mass Transit Fund. Because the revenue is tied to implementation of the fee increase, the $2,000 should be treated as a direct "add" to the Operating Budget rather than as a Reconciliation List item.

8. Raise the price of biennial Residential Parking Permits from $30 to $35. This fee has not been raised for over five years. Increasing this fee to $35 would represent an annual 3% increase since it was last raised. The cost of salaries and benefits administering this program has increased by at least this much. DOT estimates the net additional revenue in FY10 to be $20,000. These funds would go to the General Fund.

Council staff recommendation: Increase the biennial Residential Parking Permit fee to $35, increasing revenue by $20,000 to the General Fund.

9. Raise the fine for parking recreational vehicles on public streets, or for parking heavy commercial vehicles or buses in other than commercial or industrial zones, from $50 to $75, as per Bill 27-08. This was the Council's direction earlier this fiscal year when the bill was adopted. No estimate of new revenue has been calculated, but whatever funds are generated should go to the General Fund.

Council staff recommendation: Approve this increase in the fine.

f:\orlin\fy09\fy09t&e\fy10op\090427teop.doc

MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

VALERIE ERVIN
COUNCILMEMBER
DISTRICT 5

February 19, 2009

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

Re: Repairs to City of Takoma Park Bridges

On February 10, Mayor Bruce Williams testified on behalf of the City of Takoma Park that $336,000 should be added to the FY 2010 Capital Improvement Program for critical repairs to two Takoma Park bridges. The bridges identified are Maple Avenue and Flower Avenue. Both bridges cross Sligo Creek Park and provide critical area connectivity and are used by County and City residents. In particular, the Maple Avenue Bridge provides direct access to the Washington Adventist Hospital emergency room and is utilized by Ride On buses and school buses. This bridge must be adequately maintained, so that it can continue to be used by large vehicles.

I have discussed this request further with City and Council staff and because the repairs are a one-time cost, they believe that the funds are more appropriate for the FY 2010 operating budget. I believe that it is in the best interest of the County to assist the City in the cost of these repairs. Given our current fiscal constraints, I propose that the County provide matching funds to the City, of up to 50% of the total repair costs not to exceed $84,000 in County funds per bridge. I also recommend that funding for the Maple Avenue Bridge be the top priority.

If the City receives federal funds associated with the American Recovery and Reinvestment Act of 2009 to repair or rebuild the bridges, this money should be used before any County investment is acted upon.

In the long-term, I believe that the City's bridges should be added to the County's bridge replacement CIP, so that their complete renovation can be considered with other County bridge in order of need.

Thank you for your consideration.

Sincerely,

Valerie Ervin
Councilmember, District 5

Marc Elrich
Councilmember, At-Large

c: Roger Berliner, Councilmember, District 1, Transportation, Infrastructure, Energy and Environment Committee
George Leventhal, Councilmember, At-Large, Transportation, Infrastructure, Energy and Environment Committee
Art Holmes, Director, Montgomery County Department of Transportation
Edgar Gonzalez, Deputy Directory for Transportation Policy, Montgomery County Department of Transportation
Bruce Williams, Mayor, City of Takoma Park
Barbara Matthews, City Manager, City of Takoma Park
Suzanne Ludlow, Deputy City Manager, City of Takoma Park

STELLA B. WERNER OFFICE BUILDING • 1[illegible] RYLAND AVENUE, ROCKVILLE, MARYLAND 20850
240/777-7960 OR 240/777-790[illegible] 240/777-7914 • FAX 240/777-7989
WWW.MONTGOM[illegible] UNTYMD.GOV/COUNCIL

PRINTED ON RECYCLED PAPER

*12. **Pinecrest Revitalization—Takoma Park.*** The Executive has recommended a CIP amendment and FY 99 supplemental appropriation for $1.9 million to perform sidewalk, curb and gutter replacement, as well as street resurfacing in the Pinecrest neighborhood in Takoma Park (©59-62). The Council heard public testimony in favor of this proposed amendment from the Pinecrest Civic Association (©63) and from a resident, and has received a letter of support from the City of Takoma Park (©64). Council staff has toured this area extensively, and can confirm that the need to upgrade this infrastructure is as great as any place in the county.

This work is similar to the kind of work performed under the Sidewalk and Infrastructure Revitalization project which, in turn, is the funding source for most of the Renew Montgomery Program. Department of Public Works and Transportation staff note that the Pinecrest effort would be proportionately more expensive because of the extent to which the street pavement would need to be replaced. Also, because the streets are relatively narrow and have few driveways, they believe it will be necessary to close whole blocks at a time for several hours in the middle of the day, complicating the work and adding some cost. As points of reference, the County has spent anywhere from about $200,000 to about $1 million in those neighborhoods where the street infrastructure has been refurbished under the Renew Montgomery Program.

This work would be performed in the southeast corner of Takoma Park, an area bounded by Prince George's County and New Hampshire Avenue on the southeast, Eastern Avenue and the District of Columbia on the southwest, and Elm Avenue on the north. Although virtually the entire area was within Prince George's County, about a third of it has been in the City of Takoma Park for decades. The other two-thirds of this area was annexed into the City just prior to unification (©65). The chronology of events was as follows:

• May 19, 1994	State legislation approved authorizing binding unification referendum
• Late 1994/Early 1995	Petitions requesting annexation into Takoma Park received from citizens in Westmoreland, Pinecrest and Hampshire Knolls
• May 30, 1995	Takoma Park City Council approves annexation requests
• July 17, 1995	Prince George's County Council requires a referendum of the affected citizens to be held
• August 22, 1995	Referendum held; annexation passes
• September 5, 1995	Annexation becomes effective
• November 7, 1995	Unification referendum held; consolidation into Montgomery County approved
• July 1, 1997	Unification into Montgomery County becomes effective

The concern raised by this project is the precedent it would set. All the streets that would be the subject of this work are City—not County—streets, and so they are the fiscal responsibility of the City of Takoma Park. The County has helped pay for street improvements as part of commercial revitalization projects in Rockville (completed), Gaithersburg (underway), and the Executive is proposing $600,000 in his Recommended FY 00 Operating Budget for similar work in Takoma Park itself. But, to our knowledge, the County has never paid for maintenance or upgrading of residential streets in municipalities. If the County does this work, why wouldn't Takoma Park expect to return in the future to ask for the County to pay for more of it? Why wouldn't Rockville, Gaithersburg, Poolesville, Kensington, or any other municipality

expect equal treatment, or Montgomery Village and other common ownership communities, for that matter? The question to be asked therefore is (to paraphrase the Passover question) "Why are these municipal streets different than all other municipal streets?" If an answer can be found, so can the justification for spending County funds on these streets.

So what is a special, non-recurring rationale for improving *these* streets? One possibility relates to two cross-filed bond bills introduced by Senator Ida Ruben and Delegate Peter Franchot in the General Assembly. Each bill calls for the State to fund up to $1 million in streetscape improvements in the New Hampshire Avenuc corridor in Takoma Park. Each bill requires an equal match of local funds for similar improvements in the area. City staff believes that the funds for the work in Pinecrest could constitute that match. That could be a rationale for a $1 million (but not $1.9 million) grant from the County, with the idea that it would enable the State investment in commercial revitalization. Unfortunately neither bill has been included in the bond bills packages prepared by the Senate Budget and Taxation Committee or the House Appropriations Committee that are in a conference committee. Nor were these funds included in the Governor's Supplemental Budget. Therefore, it appears that no State funds will be forthcoming for commercial revitalization on New Hampshire Avenue, at least not this year. If the bills are filed next year and are successful, the rationale could be used then.

Another, much weaker rationale is that these streets were once part of Prince George's County, which apparently has not directed as many resources to street work proportionately than has Takoma Park. It is a weaker argument because it was not the County that decided that Pinecrest should be annexed: Takoma Park did. In reviewing the fiscal impact of Takoma Park Unification, the County did not figure on picking up the cost of street maintenance and upgrades, since it would be a City responsibility (unlike the capital and operating costs of public schools needed by the children in the unified area). Presumably the City understood the added fiscal responsibilities it was taking on four years ago when it approved the annexation request. If this rationale were deemed strong enough, however, it should only apply to those two-thirds of the streets that were the maintenance responsibility of Prince George's County, so only about $1.25 million would be justified.

Another possibility is that the County could essentially loan the funds to the City by granting the amount for this work now and having the City reimburse the County annually over a defined number of years to cover the debt service (principal plus interest) incurred by the County. The terms of the grant would be set in a Memorandum of Understanding between the City and County. One way to accomplish this reimbursement would be for the County to deduct an amount from the County's annual Municipal Tax Duplication Payment to the City. For example, if the County were to loan $1.9 million, the annual deduction in the City's payment would be about $150,000 (assuming a 20-year payback and an interest rate of 5%). If the loan were $1.25 million, the deduction would be about $100,000 annually (assuming the same payback period and interest rate). For reference, the Municipal Tax Duplication Payment to Takoma Park in FY 00 will be more than $1.8 million.

Another issue is who should do the work, and when. The PDF would have DPWT's Division of Highway Services perform this work in FY 99. But DPWT cannot start and finish this work by the end of June; in fact, since the work would be contracted out the work would not

begin until the late summer or early fall of this year, at the earliest, and will take two years to complete. Therefore, if this work is to be done by DPWT, it will need to be spread out over FY 00 and FY 01 on the PDF. Council staff's estimate is on ©66.

If funds were transferred to the City in the form of a grant, its public works department could complete the work. County and City public works staff recently compared their unit costs for such street work, and the two sets of costs are comparable. There would be some savings if the City did the work if only because there would no need for both County and City public works staff to spend time coordinating the work. Of course, the City staff also have an established relationship with Pinecrest residents that the County staff do not. Finally, if the funds were granted, then all of it can be displayed as an FY 99 expenditure in the CIP, helping to meet the Spending Affordability Guideline in FY 00 and target in FY 01.

Council staff recommendation: Approve the expenditure of $1.25 million in FY 99 as a grant to the City of Takoma Park, but only if the City and County sign a Memorandum of Understanding stipulating how the City will reimburse the County for the debt service (principal plus interest) incurred as a result of this project (see ©67-70). Redraw the boundary area so that this work only applies in the portion of Pinecrest not previously part of the City.

Mr. Orlin presented the report and recommendations of the Transportation and Environment (T&E) Committee.

Referring to the Esworthy Road Bridge project, Councilmember Subin said that he agreed to withdraw his proposed amendment to restrict to 10 tons the weight of vehicles crossing the Esworthy Road bridge over Muddy Branch if the Department of Public Works and Transportation (DPWT) placed signs near the bridge prohibiting no through trucks over three-fourths ton and if there would be increased enforcement of speed laws in the interim.

Referring to the Advanced Transportation Management System (ATMS) project, Councilmember Praisner said she sent a memorandum to the County Executive highlighting the importance of the Management and Fiscal Policy Committee receiving specific information related to the FiberNet project which has implications for the capital budget request for the ATMS project. She noted that the discussion of the issue has been postponed several times because of the lack of information from the Executive Branch Staff.

ACTION: Deferred a discussion of the Neighborhood Traffic Calming project until the T&E Committee reviews the information.

Referring to the Bordly Drive Extended project, Councilmember Dacek moved, duly seconded, a substitute motion to approve the supplemental appropriation request as recommended by the County Executive. She said that it is important for the project to proceed, that it has been included in the master plan for several years, and that the project is supported by the Brookeville Commissioners and the Sandy Spring Fire and Rescue Corporation.

Councilmember Berlage said that he supports the project but would prefer that it be placed on the CIP wish list to be considered at reconciliation.

ACTION: Adopted Resolution 14-98, approving a supplemental appropriation and amendment to the FY 99 Capital Budget and amendment to the FY 99–04 CIP of the DPWT for the Bordly Drive Extended project, in the amount of $1,671,000

by substitute motion of Councilmember Dacek:

YEAS: Andrews, Dacek, Leggett, Berlage, Subin, Praisner, Silverman
NAYS: Ewing, Krahnke.

Referring to the Pinecrest Revitalization – Takoma Park project, Mr. Orlin presented the Committee's recommendation to approve the $1.9 million recommended by the County Executive and have the City of Takoma Park, not DPWT, perform the work. He noted that President Leggett recommended an expenditure of $1.25 million as recommended by Council Staff.

President Leggett said that he supports funding the project at a lower amount than recommended by the County Executive because he believes the funding should only apply to the streets that were annexed from Prince George's County into the City.

Mr. Orlin said that several Councilmembers have received a breakdown of the costs within the annexed area, noting that the City has indicated that the costs to perform the work within the annexed area totals $1,445,000.

Councilmember Andrews expressed support for the Committee's recommendation. He said that he believes in this case it is important to provide assistance to the municipalities, noting that this project would be a one-time event which would not set a precedent.

Councilmember Dacek expressed concern about funding the project, noting that there are many areas of the County that need sidewalk repairs, curb and gutter replacements, and other improvements.

Councilmember Ewing said that Prince George's County neglected its obligations to maintain the areas of Takoma Park that have now been annexed. He expressed support for the project, noting his belief that it is a one-time event, that it will not set a precedent, and that the County should assist the City in improving the conditions to the standards of Montgomery County.

Councilmember Krahnke expressed the view that there are areas of the County that are in need of improved sidewalks, curb and gutter replacement, as well as street surfacing, and expressed concern about the precedent that would be set if the Council approves the project. She said that she would support the project if there were a partial reimbursement of the costs by Takoma Park.

Councilmember Praisner said she would prefer to approve the project as recommended by Council Staff which is to approve the expenditure in FY 99 as a grant to the city of Takoma Park but only if the City and the County sign a Memorandum of Understanding stipulating how the city will reimburse the County for the debt service incurred as a result of this project.

Councilmember Silverman expressed support for the project. He said that he believes this is a one-time event, and requested and received information from Mr. Orlin regarding his recommendation. Mr. Silverman moved, duly seconded, a substitute motion to approve the supplemental appropriation for the Pinecrest Revitalization – Takoma Park project in the amount $1,445,000.

Councilmember Berlage reviewed the report and recommendation of the T&E Committee. He said that the sidewalk infrastructure in this area of the County is in bad condition and that it is important for the County to provide the same level of services for all residents in the County. Councilmember Berlage expressed the view that this is a one-time event, that it will not set a precedent, that the project is a priority effort for Takoma Park, and that the funding is justified.

ACTION: Defeated the Councilmember Silverman's substitute motion:

YEAS: Silverman, Krahnke, Leggett
NAYS: Andrews, Berlage, Ewing, Subin
ABSTAIN: Dacek, Praisner.

After discussion, Councilmember Silverman moved, duly seconded, a substitute motion to approve $1,445,000 in general obligation bonds and the remaining $455,000 as a loan to the City of Takoma Park for a total supplemental appropriation of $1,900,000.

ACTION: Adopted Resolution 14-99, as amended, approving a supplemental appropriation to the FY 99 Capital Budget and an amendment to the FY 99-04 CIP of the DPWT for Pinecrest Revitalization – Takoma Park Project in the amount of $1,900,000, and agreeing that $1,445,000 would be funded with general obligation bonds and $455,000 with current revenue, that language be added to the resolution to indicate that the $455,000 in current revenue is contingent upon the County and Takoma Park agreeing on a payback provision, and that the work will be performed by the City of Takoma Park

by substitute motion of Councilmember Silverman, Councilmember Subin voting in the negative.

Referring to the intersection related projects, Councilmember Dacek requested and received information related to the Great Seneca Highway at Muddy Branch Road and Sam Eig Highway project. She noted her support of the project, and reviewed the Council's past decision not to fund State road projects, noting that in this particular project both the County and State are using funds to upgrade its roads.

Councilmember Praisner expressed support for the Committee recommendation, and requested that the T&E Committee discuss how to create a more aggressive County policy as it relates to requesting State funds for intersection-related projects.

Resolution: 14-99
Introduced: March 9, 1999
Adopted: April 13, 1999

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

SUBJECT: Supplemental Appropriation #26-S99-CMCG-15 and
Amendment to the FY99 Capital Budget and
Amendment to the FY99-04 Capital Improvements Program
Montgomery County Government
Department of Public Works and Transportation
Pinecrest Revitalization - Takoma Park (No. 509978), $1,900,000

Background

1. Article 3, Section 307, of the Charter of Montgomery County, Maryland, provides that: (a) a supplemental appropriation may be adopted by the County Council for any purpose on or after January 1 of any fiscal year upon the recommendation of the County Executive; (b) the County Executive must specify the source of funds to finance the supplemental appropriation; and (c) a public hearing must be held after at least one week's notice to the public.

2. Article 3, Section 302, of the Charter of Montgomery County, Maryland, provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of six Councilmembers.

3. The Department of Public Works and Transportation has requested the following capital project appropriation increases:

Project Name	Project Number	Cost Element	Amount	Source of Funds
Pinecrest Revitalization - Takoma Park	509978	PD&S	$150,000	
		Site Improvements	1,750,000	
	TOTAL		$1,900,000	G.O. Bonds

4. Curbs and gutters not properly maintained are unsightly and result in an increased decline in the roadway infrastructure because water in the roadway that is not properly managed increases the rate of deterioration of the roadway surface, roadway subgrade, and shoulder areas. This has resulted in increased roadway pavement damage in the Pinecrest Community of Takoma Park. Repairs to sidewalks, curbs, gutters, storm drain inlets; and road resurfacing will improve safety and the aesthetic characteristics of the neighborhood.

5. The County Executive recommends this Supplemental Appropriation and Amendment to the FY99 Capital Budget and Amendment to the FY99-04 Capital Improvements Program in the amount of $1,900,000 and specifies the source of funds as G.O. Bonds.

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 FY99 Capital Budget and the FY99-04 Capital Improvements Program of the Montgomery County Government are amended and a supplemental appropriation is approved as follows and as reflected on the attached Project Description Form:

Project Name	Project Number	Cost Element	Amount	Source of Funds
Pinecrest Revitalization - Takoma Park	509978	Construction	$1,900,000	
	TOTAL		$1,900,000	G.O. Bonds & Current Revenue

This appropriation comprises an appropriation of $1,445,000 from G.O. Bonds and $455,000 from Current Revenue. The County's disbursement of the $455,000 of Current Revenue, which is associated with work to be performed in the area of Pinecrest not recently annexed by the City of Takoma Park, is contingent on a signed Memorandum of Understanding between the County and the City which will identify how the City will reimburse the County for this amount.

This is a correct copy of Council action.

Mary A. Edgar

Mary A. Edgar, CMC
Clerk of the Council

APPROVED:

/S/

Douglas M. Duncan
County Executive

Pinecrest Revitalization - Takoma Park -- No. 509978

Category	**Transportation**	Date Last Modified	**March 2, 1999**
Agency	**Public Works & Transportation**	Previous PDF Page Number	**NONE**
Planning Area	**Takoma Park**	Required Adequate Public Facility	**NO**
Relocation Impact	**None.**		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY98	Remaining FY98	Total 6 Years	FY99	FY00	FY01	FY02	FY03	FY04	Beyond 6 Years
Planning, Design and Supervision	~~150~~	0	0	~~150~~	~~150~~	0	0	0	0	0	0
Land											
Site Improvements and Utilities	~~1,750~~	0	0	~~1,750~~	~~1,750~~	0	0	0	0	0	0
Construction	1900			1900	1900	0	0	0	0	0	0
Other											
Total	1,900	0	0	1,900	1,900	0	0	0	0	0	0

FUNDING SCHEDULE ($000)

G.O. Bonds	1,900	0	0	1445 ~~1,900~~	1445 ~~1,900~~	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT ($000)

~~Current Revenue~~				455	455						

DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters; adjustment of storm drain inlets; extensive permanent base asphalt repairs to the street; and an inch overlay on all the streets in the neighborhood. The work will be performed by the City of Takoma Park

Service Area

The Pinecrest area in the City of Takoma Park. This area is bounded by Elm Avenue, Prince George's County line, and the DC line.

Plans and Studies

The program is based on field inspection.

Cost Change

Not applicable.

FISCAL NOTE

The County's disbursement of the $455,000 of Current Revenue, which is associated with work to be performed in the area of Pinecrest not recently annexed by the City of Takoma Park, is contingent on a signed Memorandum of Understanding between the County and the City which will identify how the City will reimburse the County for this amount.

APPROPRIATION AND EXPENDITURE DATA

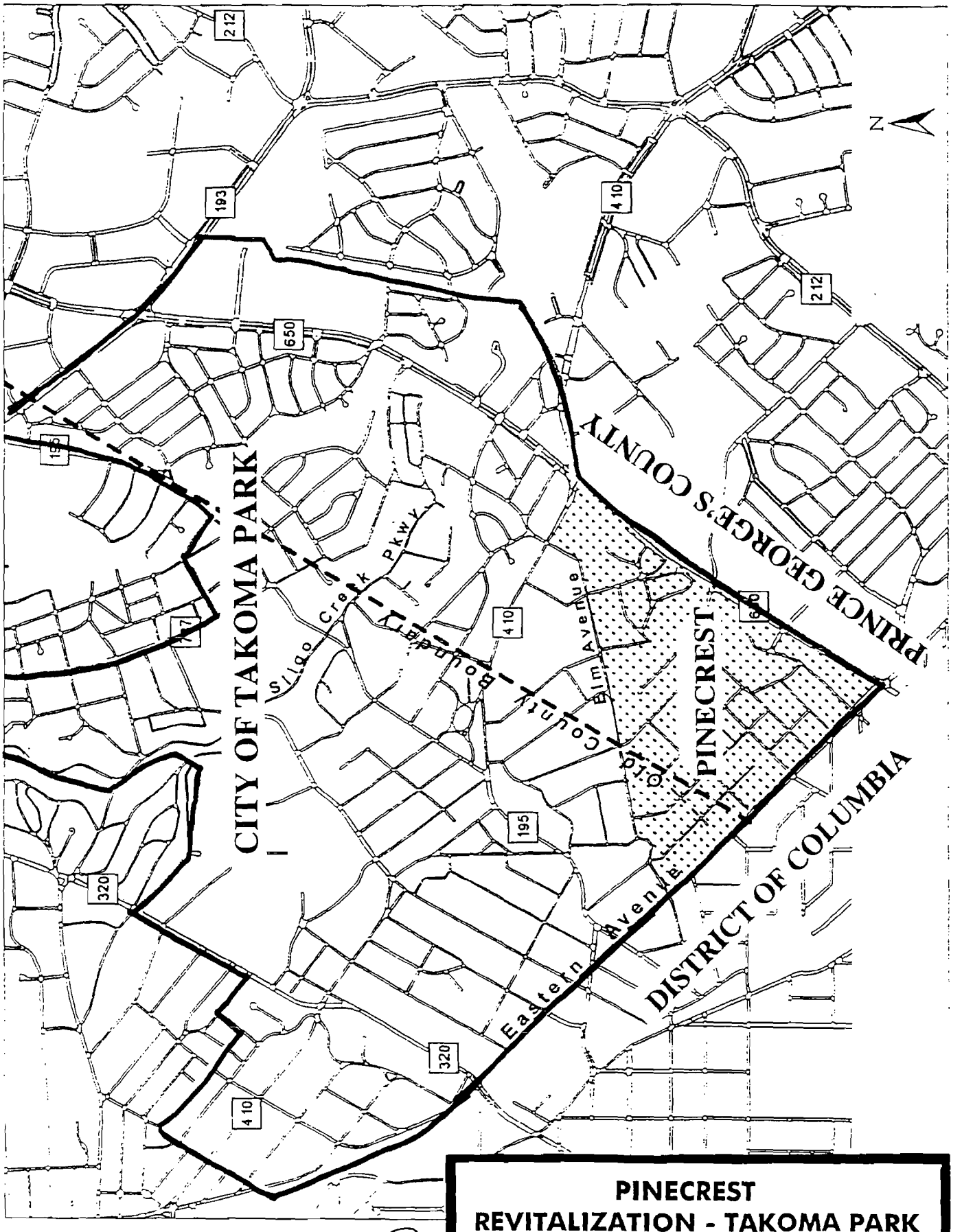
Date First Appropriation	FY99	($000)
Initial Cost Estimate		1,900
First Cost Estimate Current Scope	FY99	1,900
Last FY's Cost Estimate		0
Present Cost Estimate		1,900
Appropriation Request	FY00	0
Supplemental Appropriation Request	FY99	1,900
Cumulative Appropriation		0
Expenditures/ Encumbrances		0
Unencumbered Balance		0
Capitalization Thru	FY97	0
New Capitalization	FY98	0
Total Capitalization		0

COORDINATION

WSSC
Other Utilities
Pinecrest Civic Association
City of Takoma Park

MAP

See Map on Next Page



PINECREST
REVITALIZATION - TAKOMA PARK
CIP NO. 509978

Parking District Services

MISSION STATEMENT

The mission of Parking District Services is to:

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

BUDGET OVERVIEW

The total recommended FY10 Operating Budget for the Parking Districts Funds is $23,395,440, a decrease of $1,456,680 or 5.9 percent from the FY09 Approved Budget of $24,852,120. Personnel Costs comprise 19.1 percent of the budget for 52 full-time positions for 50.9 workyears. Operating Expenses and Debt Service account for the remaining 80.9 percent of the FY10 budget.

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

This table presents the department's headline measures or submeasures that relate to multiple programs including projections from FY09 through FY11. These estimates reflect funding based on the FY09 savings plan, the FY10 budget, and funding for comparable service levels in FY11.

Measure	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Headline Measures					
Operating Expenses per Revenue Dollar	$0.35	$0.32	$0.34	$0.32	$0.32
Parking Revenues ($ millions)	36.7	37.4	40.8	42.2	42.2
Percent of Parking Management's secret shopper rated good or very good[1]					

[1] New measure; to be calculated in the future.

(12)

ACCOMPLISHMENTS AND INITIATIVES

- ***Implementation of a pilot program to evaluate the customer service advantages of a Pay By Cellphone system for individual parking meters on-street and in public parking lots and garages.***
- ***The parking facility sign standards are updated and the wayfinding systems in the garages throughout the Bethesda Parking Lot District are updated and standardized.***
- ***General Development Agreements for the construction of three new public parking garages through joint public/private partnerships are executed and pending groundbreaking.***
- ***Productivity Improvements***
  - ***Lowered costs and incorporated technological advances in parking ticket database management and collection services through the competitive bid process.***
  - ***Implemented self-release booting program which will allow the public to remove a boot from their vehicle by paying delinquent tickets by credit card over the telephone.***
  - ***Credit card payment capability implemented at five garages.***

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Management Services and Property Development

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**476,480**	**9.4**
Technical Adj: Position Funding Correction - Bethesda	37,970	0.4
Technical Adj: Position funding Correction - Silver Spring	31,810	0.4
Technical Adj: Position Funding Correction - Wheaton	22,150	0.1
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	0	-1.1
FY10 CE Recommended	**568,410**	**9.2**

Financial Management Program

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

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

Program Performance Measures	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Operating Expenses per Revenue Dollar	$0.35	$0.32	$0.34	$0.32	$0.32
Parking Operating Expenditures ($ millions)	13.0	13.2	13.4	13.4	13.4
Parking Revenues ($ millions)	36.7	37.4	40.8	42.2	42.2
Percent of Parking Management's secret shopper rated good or very good[1]					

[1] New measure; to be calculated in the future.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**10,384,030**	**4.6**

13

	Expenditures	WYs
Increase Cost: Utilities - Silver Spring	128,440	0.0
Increase Cost: Utilities - Bethesda	66,400	0.0
Increase Cost: Leases - Silver Spring	6,710	0.0
Increase Cost: Leases - Bethesda	3,350	0.0
Increase Cost: Risk Management Adjustment - Bethesda	1,740	0.0
Increase Cost: Risk Management Adjustments - Silver Spring	1,540	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-by-Space Machines - Silver Spring	1,320	0.0
Increase Cost: Leases - Wheaton	720	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-by-Space Machines - Bethesda	490	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-by-Space Machines - Wheaton	240	0.0
Increase Cost: Utilities - Montgomery Hills	190	0.0
Increase Cost: Risk Management Adj. - Wheaton	170	0.0
Increase Cost: Leases - Montgomery Hills	130	0.0
Increase Cost: Risk Management Adjustment - Montgomery Hills	10	0.0
Decrease Cost: Occupational Medical Services Adjustment - Montgomery Hills	-30	0.0
Decrease Cost: Occupational Medical Services Adjustment - Wheaton	-310	0.0
Decrease Cost: Occupational Medical Services Adjustment - Bethesda	-2,010	0.0
Decrease Cost: Occupational Medical Services Adjustment - Silver Spring	-2,310	0.0
Decrease Cost: Debt Service - Silver Spring	-855,940	0.0
Decrease Cost: Debt Service - Bethesda	-1,637,250	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	52,350	1.8
FY10 CE Recommended	**8,149,980**	**6.4**

Parking Facility Maintenance and Engineering

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

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**4,904,880**	**15.7**
Decrease Cost: Elimination of One-Time Items Approved in FY09 - Wheaton	-4,540	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY09 - Bethesda	-20,420	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY09 - Silver Spring	-23,300	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	0	4.8
FY10 CE Recommended	**4,856,620**	**20.5**

Parking Operations

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

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

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

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

FY10 Recommended Changes	Expenditures	W
FY09 Approved	**9,086,730**	**20.4**
Increase Cost: Contracts Consumer Price Index (CPI) - Bethesda	190,560	0.0
Increase Cost: Contracts CPI - Silver Spring	184,410	0.0
Increase Cost: Cashier Contract - Silver Spring	142,130	0.0
Add: Pay By Cell Phone Pilot Program - Bethesda	50,000	0.0
Increase Cost: Motor Pool Rate Adjustment - Silver Spring	47,400	0.0
Increase Cost: Contracts CPI - Wheaton	34,640	0.0
Increase Cost: Motor Pool Rate Adjustment - Bethesda	32,510	0.0
Increase Cost: Cashier Contract - Bethesda	14,080	0.0
Increase Cost: Waste system Benefit Charges - Silver Spring	10,960	0.0
Increase Cost: Motor Pool Rate Adjustment - Wheaton	6,190	0.0
Increase Cost: Waste System Benefit Charge - Bethesda	5,750	0.0
Increase Cost: Contracts CPI - Montgomery Hills	3,000	0.0
Increase Cost: Pay-on-Foot Maintenance - Silver Spring	2,610	0.0
Increase Cost: Printing and Mail Adjustment - Silver Spring	2,200	0.0
Increase Cost: Pay-on-Foot Maintenance - Bethesda	1,310	0.0
Increase Cost: Printing and Mail Adjustment - Bethesda	1,240	0.0
Increase Cost: Waste Benefit Charge - Wheaton	1,070	0.0
Increase Cost: Motor Pool Rate Adjustment - Montgomery Hills	660	0.0
Increase Cost: Waste Benefit Charge - Montgomery Hills	180	0.0
Increase Cost: Printing and Mail Adjustment - Wheaton	130	0.0
Increase Cost: Printing and Mail Adjustment - Montgomery Hills	10	0.0
Decrease Cost: Central Duplicating Deficit Recovery Charge - Wheaton	-40	0.0
Decrease Cost: Central Duplicating Deficit Recovery Charge - Silver Spring	-250	0.0
Decrease Cost: Central Duplicating Deficit Recovery Charge - Bethesda	-260	0.0
Decrease Cost: Ticket Database Management Contract Savings - Silver Spring	-21,290	0.0
Decrease Cost: Ticket Database Management Contract Savings - Wheaton	-24,230	0.0
Decrease Cost: Ticket Database Management Contract Savings - Bethesda	-44,690	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	93,420	-5.
FY10 CE Recommended	**9,820,430**	**14.8**

15

BUDGET SUMMARY

	Actual FY08	Budget FY09	Estimated FY09	Recommended FY10	% Chg Bud/Rec
BETHESDA PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	1,403,287	1,425,240	1,329,210	1,499,200	5.2%
Employee Benefits	367,322	470,580	493,990	500,920	6.4%
Bethesda Parking District Personnel Costs	***1,770,609***	***1,895,820***	***1,823,200***	***2,000,120***	***5.5%***
Operating Expenses	5,105,998	5,685,210	5,710,210	6,003,820	5.6%
Debt Service Other	4,884,435	4,906,590	4,906,590	3,269,340	-33.4%
Capital Outlay	0	18,560	18,560	0	—
Bethesda Parking District Expenditures	***11,761,042***	***12,506,180***	***12,458,560***	***11,273,280***	***-9.9%***
PERSONNEL					
Full-Time	20	29	29	29	—
Part-Time	0	0	0	0	—
Workyears	20.4	21.5	21.5	21.7	0.9%
REVENUES					
Property Tax	5,387,271	5,636,190	5,857,530	6,178,770	9.6%
Parking Fees	9,394,586	8,745,000	8,745,000	9,000,000	2.9%
Parking Fines	4,722,806	4,800,000	4,800,000	4,800,000	—
Investment Income	1,176,231	866,100	289,900	241,400	-72.1%
Miscellaneous	310,896	284,120	284,120	284,120	—
Bethesda Parking District Revenues	***20,991,790***	***20,331,410***	***19,976,550***	***20,504,290***	***0.9%***
MONTGOMERY HILLS PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	36,472	26,830	33,470	27,440	2.3%
Employee Benefits	10,525	11,070	10,270	9,430	-14.8%
Montgomery Hills Parking District Personnel Costs	***46,997***	***37,900***	***43,740***	***36,870***	***-2.7%***
Operating Expenses	66,443	75,410	69,570	79,560	5.5%
Capital Outlay	0	0	0	0	—
Montgomery Hills Parking District Expenditures	***113,440***	***113,310***	***113,310***	***116,430***	***2.8%***
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
Workyears	0.4	0.4	0.4	0.4	—
REVENUES					
Property Tax	49,235	68,120	127,930	132,820	95.0%
Investment Income	22,645	9,500	3,300	3,600	-62.1%
Parking Fees	26,957	35,500	35,500	35,500	—
Parking Fines	43,602	27,500	27,500	27,500	—
Miscellaneous	1,233	0	0	0	—
Montgomery Hills Parking District Revenues	***143,672***	***140,620***	***194,230***	***199,420***	***41.8%***
SILVER SPRING PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	1,150,381	1,530,070	1,460,010	1,604,290	4.9%
Employee Benefits	374,544	510,520	437,860	519,390	1.7%
Silver Spring Parking District Personnel Costs	***1,524,925***	***2,040,590***	***1,897,870***	***2,123,680***	***4.1%***
Operating Expenses	6,987,833	8,084,160	8,109,160	8,585,730	6.2%
Debt Service Other	1,006,970	855,940	855,940	0	—
Capital Outlay	0	21,000	21,000	0	—
Silver Spring Parking District Expenditures	***9,519,728***	***11,001,690***	***10,883,970***	***10,709,410***	***-2.7%***
PERSONNEL					
Full-Time	19	20	20	20	—
Part-Time	0	0	0	0	—
Workyears	23.8	24.9	24.9	25.3	1.6%
REVENUES					
Property Tax	5,431,413	5,929,320	5,956,950	6,314,870	6.5%
Parking Fees	7,797,914	9,312,000	9,312,000	9,500,000	2.0%
Parking Fines	2,499,959	2,600,000	2,600,000	2,600,000	—
Miscellaneous	326,060	0	0	0	—
Investment Income	369,525	317,700	126,600	87,900	-72.3%
Silver Spring Parking District Revenues	***16,424,871***	***18,159,020***	***17,995,550***	***18,502,770***	***1.9%***
WHEATON PARKING DISTRICT					
EXPENDITURES					

16

	Actual FY08	Budget FY09	Estimated FY09	Recommended FY10	% Chg Bud/Rec
Salaries and Wages	177,723	212,590	197,310	235,450	10.8%
Employee Benefits	57,143	62,180	59,200	83,490	34/
Wheaton Parking District Personnel Costs	***234,866***	***274,770***	***256,510***	***318,940***	***16.***
Operating Expenses	868,090	952,070	952,070	977,380	2.7%
Capital Outlay	0	4,100	4,100	0	—
Wheaton Parking District Expenditures	***1,102,956***	***1,230,940***	***1,212,680***	***1,296,320***	***5.3%***
PERSONNEL					
Full-Time	3	3	3	3	—
Part-Time	0	0	0	0	—
Workyears	3.1	3.3	3.3	3.5	6.1%
REVENUES					
Property Tax	398,828	543,800	402,330	429,640	-21.0%
Parking Fees	679,538	1,035,000	835,000	835,000	-19.3%
Parking Fines	657,891	513,120	513,120	520,000	1.3%
Investment Income	58,556	45,400	11,400	5,100	-88.8%
Wheaton Parking District Revenues	***1,794,813***	***2,137,320***	***1,761,850***	***1,789,740***	***-16.3%***
DEPARTMENT TOTALS					
Total Expenditures	**22,497,166**	**24,852,120**	**24,668,520**	**23,395,440**	**-5.9%**
Total Full-Time Positions	**42**	**52**	**52**	**52**	—
Total Part-Time Positions	***0***	***0***	***0***	***0***	—
Total Workyears	***47.7***	***50.1***	***50.1***	***50.9***	***1.6%***
Total Revenues	***39,355,146***	***40,768,370***	***39,928,180***	***40,996,220***	***0.6%***

FY10 RECOMMENDED CHANGES

	Expenditures	WYs
BETHESDA PARKING DISTRICT		
FY09 ORIGINAL APPROPRIATION	**12,506,180**	**21.5**
Changes (with service impacts)		
Add: Pay By Cell Phone Pilot Program - Bethesda [Parking Operations]	50,000	0.0
Other Adjustments (with no service impacts)		
Increase Cost: Contracts Consumer Price Index (CPI) - Bethesda [Parking Operations]	190,560	0.0
Increase Cost: Utilities - Bethesda [Financial Management Program]	66,400	0.0
Technical Adj: Position Funding Correction - Bethesda [Management Services and Property Development]	37,970	0.4
Increase Cost: Motor Pool Rate Adjustment - Bethesda [Parking Operations]	32,510	0.0
Increase Cost: Annualization of FY09 Personnel Costs	23,240	0.0
Increase Cost: Annualization of FY09 Lapsed Positions	21,630	0.0
Increase Cost: Cashier Contract - Bethesda [Parking Operations]	14,080	0.0
Increase Cost: Retirement Adjustment	9,690	0.0
Increase Cost: Service Increment	9,100	0.0
Increase Cost: Waste System Benefit Charge - Bethesda [Parking Operations]	5,750	0.0
Increase Cost: Leases - Bethesda [Financial Management Program]	3,350	0.0
Increase Cost: Group Insurance Adjustment	2,670	0.0
Increase Cost: Risk Management Adjustment - Bethesda [Financial Management Program]	1,740	0.0
Increase Cost: Pay-on-Foot Maintenance - Bethesda [Parking Operations]	1,310	0.0
Increase Cost: Printing and Mail Adjustment - Bethesda [Parking Operations]	1,240	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-by-Space Machines - Bethesda [Financial Management Program]	490	0.0
Technical Adj: Workyear adjustment	0	-0.2
Decrease Cost: Central Duplicating Deficit Recovery Charge - Bethesda [Parking Operations]	-260	0.0
Decrease Cost: Occupational Medical Services Adjustment - Bethesda [Financial Management Program]	-2,010	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY09 - Bethesda [Parking Facility Maintenance and Engineering]	-20,420	0.0
Decrease Cost: Ticket Database Management Contract Savings - Bethesda [Parking Operations]	-44,690	0.0
Decrease Cost: Debt Service - Bethesda [Financial Management Program]	-1,637,250	0.0
FY10 RECOMMENDED:	**11,273,280**	**21.7**

17

	Expenditures	WYs
MONTGOMERY HILLS PARKING DISTRICT		
FY09 ORIGINAL APPROPRIATION	**113,310**	**0.4**
Other Adjustments (with no service impacts)		
Increase Cost: Contracts CPI - Montgomery Hills [Parking Operations]	3,000	0.0
Increase Cost: Motor Pool Rate Adjustment - Montgomery Hills [Parking Operations]	660	0.0
Increase Cost: Service Increment	210	0.0
Increase Cost: Utilities - Montgomery Hills [Financial Management Program]	190	0.0
Increase Cost: Waste Benefit Charge - Montgomery Hills [Parking Operations]	180	0.0
Increase Cost: Leases - Montgomery Hills [Financial Management Program]	130	0.0
Increase Cost: Retirement Adjustment	110	0.0
Increase Cost: Group Insurance Adjustment	60	0.0
Increase Cost: Printing and Mail Adjustment - Montgomery Hills [Parking Operations]	10	0.0
Increase Cost: Risk Management Adjustment - Montgomery Hills [Financial Management Program]	10	0.0
Decrease Cost: Occupational Medical Services Adjustment - Montgomery Hills [Financial Management Program]	-30	0.0
Increase Cost: Annualization of FY09 Personnel Costs	-1,410	0.0
FY10 RECOMMENDED:	**116,430**	**0.4**
SILVER SPRING PARKING DISTRICT		
FY09 ORIGINAL APPROPRIATION	**11,001,690**	**24.9**
Other Adjustments (with no service impacts)		
Increase Cost: Contracts CPI - Silver Spring [Parking Operations]	184,410	0.0
Increase Cost: Cashier Contract - Silver Spring [Parking Operations]	142,130	0.0
Increase Cost: Utilities - Silver Spring [Financial Management Program]	128,440	0.0
Increase Cost: Motor Pool Rate Adjustment - Silver Spring [Parking Operations]	47,400	0.0
Technical Adj: Position funding Correction - Silver Spring [Management Services and Property Development]	31,810	0.4
Increase Cost: Annualization of FY09 Lapsed Positions	21,640	0.0
Increase Cost: Waste system Benefit Charges - Silver Spring [Parking Operations]	10,960	0.0
Increase Cost: Service Increment	9,970	0.0
Increase Cost: Retirement Adjustment	9,890	0.0
Increase Cost: Leases - Silver Spring [Financial Management Program]	6,710	0.0
Increase Cost: Annualization of FY09 Personnel Costs	6,340	0.0
Increase Cost: Group Insurance Adjustment	3,440	0.0
Increase Cost: Pay-on-Foot Maintenance - Silver Spring [Parking Operations]	2,610	0.0
Increase Cost: Printing and Mail Adjustment - Silver Spring [Parking Operations]	2,200	0.0
Increase Cost: Risk Management Adjustments - Silver Spring [Financial Management Program]	1,540	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-by-Space Machines - Silver Spring [Financial Management Program]	1,320	0.0
Decrease Cost: Central Duplicating Deficit Recovery Charge - Silver Spring [Parking Operations]	-250	0.0
Decrease Cost: Occupational Medical Services Adjustment - Silver Spring [Financial Management Program]	-2,310	0.0
Decrease Cost: Ticket Database Management Contract Savings - Silver Spring [Parking Operations]	-21,290	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY09 - Silver Spring [Parking Facility Maintenance and Engineering]	-23,300	0.0
Decrease Cost: Debt Service - Silver Spring [Financial Management Program]	-855,940	0.0
FY10 RECOMMENDED:	**10,709,410**	**25.3**
WHEATON PARKING DISTRICT		
FY09 ORIGINAL APPROPRIATION	**1,230,940**	**3.3**
Other Adjustments (with no service impacts)		
Increase Cost: Contracts CPI - Wheaton [Parking Operations]	34,640	0.0
Technical Adj: Position Funding Correction - Wheaton [Management Services and Property Development]	22,150	0.1
Increase Cost: Annualization of FY09 Personnel Costs	18,560	0.0
Increase Cost: Utilities - Wheaton	7,170	0.0
Increase Cost: Motor Pool Rate Adjustment - Wheaton [Parking Operations]	6,190	0.0
Increase Cost: Service Increment	1,540	0.0
Increase Cost: Retirement Adjustment	1,490	0.0
Increase Cost: Waste Benefit Charge - Wheaton [Parking Operations]	1,070	0.0
Increase Cost: Leases - Wheaton [Financial Management Program]	720	0.0
Increase Cost: Group Insurance Adjustment	430	0.0

	Expenditures	WYs
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-by-Space Machines - Wheaton [Financial Management Program]	240	0.0
Increase Cost: Risk Management Adj. - Wheaton [Financial Management Program]	170	0.0
Increase Cost: Printing and Mail Adjustment - Wheaton [Parking Operations]	130	0.0
Technical Adj: Workyear adjustment	0	0.1
Decrease Cost: Central Duplicating Deficit Recovery Charge - Wheaton [Parking Operations]	-40	0.0
Decrease Cost: Occupational Medical Services Adjustment - Wheaton [Financial Management Program]	-310	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY09 - Wheaton [Parking Facility Maintenance and Engineering]	-4,540	0.0
Decrease Cost: Ticket Database Management Contract Savings - Wheaton [Parking Operations]	-24,230	0.0
FY10 RECOMMENDED:	**1,296,320**	**3.5**

PROGRAM SUMMARY

Program Name	FY09 Approved Expenditures	FY09 Approved WYs	FY10 Recommended Expenditures	FY10 Recommended WYs
Management Services and Property Development	476,480	9.4	568,410	9.2
Financial Management Program	10,384,030	4.6	8,149,980	6.4
Parking Facility Maintenance and Engineering	4,904,880	15.7	4,856,620	20.5
Parking Operations	9,086,730	20.4	9,820,430	14.8
Total	**24,852,120**	**50.1**	**23,395,440**	**50.9**

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY09 TotalS	FY09 WYs	FY10 TotalS	FY10 WYs
BETHESDA PARKING DISTRICT					
Transit Services	Mass Transit	763,410	5.2	834,630	5.1

FUTURE FISCAL IMPACTS

Title	CE REC. FY10	FY11	FY12	FY13	FY14	FY15
			($000's)			
This table is intended to present significant future fiscal impacts of the department's programs.						
BETHESDA PARKING DISTRICT						
Expenditures						
FY10 Recommended	**11,273**	**11,273**	**11,273**	**11,273**	**11,273**	**11,273**
No inflation or compensation change is included in outyear projections.						
Elimination of One-Time Items Recommended in FY10	**0**	**-50**	**-50**	**-50**	**-50**	**-50**
Items recommended for one-time funding in FY10, including Pay By Cell Phone pilot program, will be eliminated from the base in the outyears.						
Labor Contracts	**0**	**4**	**4**	**4**	**4**	**4**
These figures represent the estimated cost of service increments and associated benefits.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	**0**	**1**	**2**	**2**	**2**	**2**
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
Debt Service	**0**	**1**	**4**	**10**	**16**	**19**
These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.						
Pay-On-Foot Maintenance	**0**	**1**	**-45**	**-45**	**-45**	**-45**
Maintenance costs per contract.						
Retiree Health Insurance Pre-Funding	**0**	**75**	**112**	**121**	**130**	**139**
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Subtotal Expenditures	***11,273***	***11,306***	***11,300***	***11,315***	***11,330***	***11,343***

19

Title	CE REC. FY10	FY11	FY12	($000's) FY13	FY14	FY15
MONTGOMERY HILLS PARKING DISTRICT						
Expenditures						
FY10 Recommended	116	116	116	116	116	116
No inflation or compensation change is included in outyear projections.						
Subtotal Expenditures	***116***	***116***	***116***	***116***	***116***	***116***
SILVER SPRING PARKING DISTRICT						
Expenditures						
FY10 Recommended	10,709	10,709	10,709	10,709	10,709	10,709
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	5	5	5	5	5
These figures represent the estimated cost of service increments and associated benefits.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	1	3	3	3	3
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
Garage 16 Renovation	0	1,375	1,500	125	0	0
Anticipated renovation of Garage 16						
Pay-On-Foot Maintenance	0	3	-90	-90	-90	-90
Maintenance costs per contract.						
Retiree Health Insurance Pre-Funding	0	60	90	97	104	111
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Subtotal Expenditures	***10,709***	***12,153***	***12,217***	***10,849***	***10,731***	***10,738***
WHEATON PARKING DISTRICT						
Expenditures						
FY10 Recommended	1,296	1,296	1,296	1,296	1,296	1,296
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	1	1	1	1	1
These figures represent the estimated cost of service increments and associated benefits.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	0	1	1	1	1
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
Retiree Health Insurance Pre-Funding	0	11	17	18	19	21
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Subtotal Expenditures	***1,296***	***1,309***	***1,314***	***1,316***	***1,317***	***1,318***

20

FY10-15 PUBLIC SERVICES PROGRAM: FISCAL PLAN			BETHESDA PARKING LOT DISTRICT				
FISCAL PROJECTIONS	FY09 ESTIMATE	FY10 REC	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.280	**0.280**	0.280	0.280	0.280	0.280	0.280
Assessable Base: Real/Improved (000)	1,550,800	**1,659,700**	1,780,800	1,838,800	1,875,000	1,924,300	2,002,600
Property Tax Rate: Real/Unimproved	0.140	**0.140**	0.140	0.140	0.140	0.140	0.140
Assessable Base: Real/Unimproved (000)	83,100	**88,900**	95,400	98,500	100,400	103,000	107,200
Property Tax Collection Factor: Real Property	99.4%	**99.4%**	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.700	**0.700**	0.700	0.700	0.700	0.700	0.700
Assessable Base: Personal/Improved (000)	196,700	**198,100**	200,300	202,600	204,900	207,200	209,600
Property Tax Rate: Personal/Unimproved	0.350	**0.350**	0.350	0.350	0.350	0.350	0.350
Assessable Base: Personal/Unimproved (000)	16,400	**16,500**	16,700	16,900	17,100	17,300	17,500
Property Tax Collection Factor: Personal Property	99.4%	**99.4%**	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.88%	**13.73%**	13.73%	13.73%	13.73%	13.73%	13.73%
CPI (Fiscal Year)	4.1%	**3.3%**	2.8%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.013	**0.011**	0.0165	0.0255	0.028	0.031	0.0335
BEGINNING FUND BALANCE	**19,526,020**	**16,596,410**	**15,854,540**	**16,640,140**	**13,632,140**	**15,364,990**	**17,120,320**
REVENUES							
Taxes	5,857,530	**6,178,770**	**6,540,870**	**6,723,310**	**6,843,400**	**7,000,930**	**7,242,100**
Charges For Services	8,745,000	**9,000,000**	9,000,000	9,000,000	9,812,790	9,975,350	10,024,120
Fines & Forfeitures	4,800,000	**4,800,000**	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000
Miscellaneous	574,020	**525,520**	476,120	1,004,920	1,065,520	1,154,320	1,236,820
Subtotal Revenues	**19,976,550**	**20,504,290**	**20,816,990**	**21,528,230**	**22,521,710**	**22,930,600**	**23,303,040**
INTERFUND TRANSFERS (Net Non-CIP)	**(6,648,600)**	**(7,846,440)**	**(7,871,440)**	**(7,984,020)**	**(8,114,610)**	**(8,221,020)**	**(8,325,220)**
Transfers To The General Fund	(282,250)	(320,930)	(238,600)	(252,280)	(275,230)	(275,230)	(275,230)
Indirect Costs	(244,180)	(274,620)	(275,230)	(275,230)	(275,230)	(275,230)	(275,230)
Technology Modernization CIP Project	(38,070)	(46,310)	36,630	22,950	0	0	0
Transfers To Special Fds: Tax Supported	(6,366,350)	(7,525,510)	(7,632,840)	(7,731,740)	(7,839,380)	(7,945,790)	(8,049,990)
To Transportation Management District / Bethesda Transportation Solutions	(1,122,850)	(1,090,510)	(1,195,840)	(1,225,740)	(1,256,380)	(1,287,790)	(1,319,990)
To Mass Transit [PVN]	(2,468,650)	(3,600,000)	(3,600,000)	(3,600,000)	(3,600,000)	(3,600,000)	(3,600,000)
TOTAL RESOURCES	**32,853,970**	**29,254,260**	**28,800,090**	**30,184,350**	**28,039,240**	**30,074,570**	**32,098,140**
CIP CURRENT REVENUE APPROP.	**(3,799,000)**	**(2,089,000)**	**(590,000)**	**(4,739,000)**	**(590,000)**	**(590,000)**	**0**
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(7,551,970)	**(8,003,940)**	(8,268,060)	(8,516,690)	(8,773,420)	(9,038,540)	(9,312,340)
Debt Service	(4,906,590)	**(3,269,340)**	(3,270,240)	(3,273,140)	(3,279,010)	(3,285,030)	(3,288,660)
Retiree Health Insurance Pre-Funding	0	**0**	(74,830)	(112,210)	(120,650)	(129,510)	(138,820)
Labor Agreement	n/a	**0**	(4,480)	(4,480)	(4,480)	(4,480)	(4,480)
Annualizations and One-Time	n/a	**n/a**	50,000	50,000	50,000	50,000	50,000
Credit Card Fees for POF/PBS	n/a	**n/a**	(1,000)	(1,510)	(1,510)	(1,510)	(1,510)
Pay On Foot Maintenance	n/a	**n/a**	(1,340)	44,820	44,820	44,820	44,820
Subtotal PSP Oper Budget Approp / Exp's	**(12,458,560)**	**(11,273,280)**	**(11,569,950)**	**(11,813,210)**	**(12,084,250)**	**(12,364,250)**	**(12,650,990)**
OTHER CLAIMS ON FUND BALANCE	**0**	**(37,440)**	**0**	**0**	**0**	**0**	**0**
TOTAL USE OF RESOURCES	**(16,257,560)**	**(13,399,720)**	**(12,159,950)**	**(16,552,210)**	**(12,674,250)**	**(12,954,250)**	**(12,650,990)**
YEAR END FUND BALANCE	**16,596,410**	**15,854,540**	**16,640,140**	**13,632,140**	**15,364,990**	**17,120,320**	**19,447,150**
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	**50.5%**	**54.2%**	**57.8%**	**45.2%**	**54.8%**	**56.9%**	**60.6%**

Assumptions:

1. The cash balance includes funds required to be held by the District to cover Bond Covenants. Bond coverage (annual net revenues over debt service requirements) is maintained at about 470 percent in FY10. The minimum requirement is 125 percent.
2. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
3. Investment income is estimated to increase over the six years based upon projected cash balance.
4. Revenue for the air rights lease for Garage 49 are assumed in FY10 through FY15.
5. Large assessable base increases are due to ecnomic growth and new projects coming online.
6. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
7. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY11-15 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
8. Parking fine transfer to Mass Transit Fund increases from $25 to $35 per ticket in FY10-15.

21

FY10-15 PUBLIC SERVICES PROGRAM: FISCAL PLAN	MONTGOMERY HILLS PARKING LOT DISTRICT						
FISCAL PROJECTIONS	FY09 ESTIMATE	FY10 REC	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	25,000	26,800	28,800	29,700	30,300	31,100	32,400
Property Tax Rate: Real/Unimproved	0.120	0.120	0.120	0.120	0.120	0.120	0.120
Assessable Base: Real/Unimproved (000)	500	500	500	500	500	500	500
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	9,700	9,800	9,900	10,000	10,100	10,200	10,300
Property Tax Rate: Personal/Unimproved	0.300	0.300	0.300	0.300	0.300	0.300	0.300
Assessable Base: Personal/Unimproved (000)	3,300	3,300	3,300	3,300	3,300	3,300	3,300
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.88%	13.73%	13.73%	13.73%	13.73%	13.73%	13.73%
CPI (Fiscal Year)	4.1%	3.3%	2.8%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.013	0.011	0.0165	0.0255	0.028	0.031	0.0335
BEGINNING FUND BALANCE	186,050	222,960	261,180	303,910	350,910	401,200	452,880
REVENUES							
Taxes	127,930	132,820	138,190	140,930	142,960	145,460	149,160
Charges For Services	35,500	35,500	35,500	35,500	35,500	35,500	35,500
Fines & Forfeitures	27,500	27,500	27,500	27,500	27,500	27,500	27,500
Miscellaneous	3,300	3,600	7,100	12,600	17,800	21,200	24,500
Subtotal Revenues	194,230	199,420	208,290	216,530	223,760	229,660	236,660
INTERFUND TRANSFERS (Net Non-CIP)	(44,010)	(44,770)	(45,030)	(45,220)	(45,240)	(45,700)	(46,170)
Transfers To The General Fund	(22,220)	(22,980)	(23,240)	(23,430)	(23,450)	(23,910)	(24,380)
Indirect Costs	(4,880)	(5,060)	(5,080)	(5,080)	(5,080)	(5,080)	(5,080)
Regional Services Center	(16,590)	(17,060)	(17,480)	(17,920)	(18,370)	(18,830)	(19,300)
Transfers To Special Fds: Tax Supported	(21,790)	(21,790)	(21,790)	(21,790)	(21,790)	(21,790)	(21,790)
To Mass Transit	(10,610)	(10,610)	(10,610)	(10,610)	(10,610)	(10,610)	(10,610)
To Mass Transit [PVN]	(11,180)	(11,180)	(11,180)	(11,180)	(11,180)	(11,180)	(11,180)
TOTAL RESOURCES	336,270	377,610	424,440	475,220	529,430	585,160	643,370
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(113,310)	(116,430)	(120,430)	(124,210)	(128,130)	(132,180)	(136,360)
Labor Agreement	n/a	0	(100)	(100)	(100)	(100)	(100)
Subtotal PSP Oper Budget Approp / Exp's	(113,310)	(116,430)	(120,530)	(124,310)	(128,230)	(132,280)	(136,460)
TOTAL USE OF RESOURCES	(113,310)	(116,430)	(120,530)	(124,310)	(128,230)	(132,280)	(136,460)
YEAR END FUND BALANCE	222,960	261,180	303,910	350,910	401,200	452,880	506,910
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	66.3%	69.2%	71.6%	73.8%	75.8%	77.4%	78.8%

Should be $20,620

Assumptions:

1. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
2. Investment income is estimated to increase over the six years based upon projected cash balance.
3. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
4. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY11-15 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost icnreases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on chnages to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

22

FY10-15 PUBLIC SERVICES PROGRAM: FISCAL PLAN			SILVER SPRING PARKING LOT DISTRICT				
FISCAL PROJECTIONS	FY09 ESTIMATE	FY10 REC	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real/Improved	0.280	**0.280**	0.000	0.000	0.000	0.000	0.000
Assessable Base: Real/Improved (000)	1,653,900	**1,770,000**	1,899,200	1,961,100	1,999,700	2,052,300	2,135,800
Property Tax Rate: Real/Unimproved	0.140	**0.140**	0.000	0.000	0.000	0.000	0.000
Assessable Base: Real/Unimproved (000)	285,100	**305,100**	327,400	338,100	344,800	353,900	368,300
Property Tax Collection Factor: Real Property	99.4%	**99.4%**	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.700	**0.700**	0.000	0.000	0.000	0.000	0.000
Assessable Base: Personal/Improved (000)	135,400	**136,400**	137,900	139,500	141,100	142,700	144,300
Property Tax Rate: Personal/Unimproved	0.350	**0.350**	0.000	0.000	0.000	0.000	0.000
Assessable Base: Personal/Unimproved (000)	4,300	**4,300**	4,300	4,300	4,300	4,300	4,300
Property Tax Collection Factor: Personal Property	99.4%	**99.4%**	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.88%	**13.73%**	13.73%	13.73%	13.73%	13.73%	13.73%
CPI (Fiscal Year)	4.1%	**3.3%**	2.8%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.013	**0.011**	0.0165	0.0255	0.028	0.031	0.0335
BEGINNING FUND BALANCE	**8,699,030**	**7,118,740**	**4,541,580**	**3,067,370**	**1,809,320**	**2,155,340**	**2,830,460**
REVENUES							
Taxes	5,956,950	**6,314,870**	**6,715,930**	**6,914,230**	**7,042,120**	**7,212,320**	**7,475,890**
Charges For Services	9,312,000	**9,500,000**	9,785,000	10,078,550	10,380,910	10,692,330	11,013,100
Fines & Forfeitures	2,600,000	**2,600,000**	2,678,000	2,758,340	2,841,090	2,926,320	3,014,110
Miscellaneous	126,600	**87,900**	92,100	71,500	78,200	123,800	194,400
Subtotal Revenues	**17,995,550**	**18,502,770**	**19,271,030**	**19,822,620**	**20,342,320**	**20,954,770**	**21,697,500**
INTERFUND TRANSFERS (Net Non-CIP)	**(4,086,870)**	**(5,305,570)**	**(5,590,040)**	**(5,661,190)**	**(5,735,610)**	**(5,834,610)**	**(5,931,610)**
Transfers To The General Fund	(1,505,240)	(345,220)	(334,690)	(318,840)	(292,260)	(292,260)	(292,260)
Indirect Costs	(262,830)	(291,580)	(292,260)	(292,260)	(292,260)	(292,260)	(292,260)
Repayment to General Fund	(1,198,000)	0	0	0	0	0	0
Technology Modernization CIP	(44,410)	(53,640)	(42,430)	(26,580)	0	0	0
Transfers To Special Fds: Tax Supported	(2,581,630)	(4,960,350)	(5,255,350)	(5,342,350)	(5,443,350)	(5,542,350)	(5,639,350)
To Transportation Management District	(200,000)	(897,350)	(897,350)	(897,350)	(897,350)	(897,350)	(897,350)
To Mass Transit (PVN)	0	(1,950,000)	(1,950,000)	(1,950,000)	(1,950,000)	(1,950,000)	(1,950,000)
To Silver Spring Urban District	(2,381,630)	(2,113,000)	(2,408,000)	(2,495,000)	(2,596,000)	(2,695,000)	(2,792,000)
TOTAL RESOURCES	**22,607,710**	**20,315,940**	**18,222,570**	**17,228,800**	**16,416,030**	**17,275,500**	**18,596,350**
CIP CURRENT REVENUE APPROP.	**(4,605,000)**	**(5,035,000)**	**(2,700,000)**	**(2,700,000)**	**(2,700,000)**	**(2,700,000)**	**0**
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(10,028,030)	**(10,709,410)**	(11,011,380)	(11,211,700)	(11,421,150)	(11,723,410)	(12,035,420)
Labor Agreement	n/a	**0**	(4,910)	(4,910)	(4,910)	(4,910)	(4,910)
Retiree Health Insurance Pre-Funding	n/a	**n/a**	(59,860)	(89,760)	(96,520)	(103,610)	(111,060)
Garage 16 Renovation	n/a	**n/a**	(1,375,000)	(1,500,000)	(125,000)	0	0
Credit Card Fees for POF/PBS	n/a	**n/a**	(1,360)	(2,760)	(2,760)	(2,760)	(2,760)
Pay On Foot Maintenance	n/a	**n/a**	(2,690)	89,650	89,650	89,650	89,650
Subtotal PSP Oper Budget Approp / Exp's	**(10,883,970)**	**(10,709,410)**	**(12,455,200)**	**(12,719,480)**	**(11,560,690)**	**(11,745,040)**	**(12,064,500)**
TOTAL USE OF RESOURCES	**(15,488,970)**	**(15,774,360)**	**(15,155,200)**	**(15,419,480)**	**(14,260,690)**	**(14,445,040)**	**(12,064,500)**
YEAR END FUND BALANCE	**7,118,740**	**4,541,580**	**3,067,370**	**1,809,320**	**2,155,340**	**2,830,460**	**6,531,850**
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	**31.5%**	**22.4%**	**16.8%**	**10.5%**	**13.1%**	**16.4%**	**35.1%**

Assumptions:

1. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
2. Investment income is estimated to increase over the six years based upon projected cash balance.
3. Large assessable bose increases are due to ecnomic growth and new projects coming online.
4. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
5. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY11-15 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on chnages to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
6. Parking fine transfer to Mass Transit Fund set at $35 per ticket in FY10-15.

FY10-15 PUBLIC SERVICES PROGRAM: FISCAL PLAN				WHEATON PARKING LOT DISTRICT				
FISCAL PROJECTIONS	FY09 APPROVED	FY09 ESTIMATE	FY10 REC	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION
ASSUMPTIONS								
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	181,600	162,700	174,100	186,800	192,900	196,700	201,900	210,100
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	16,500	2,200	2,200	2,200	2,200	2,200	2,200	2,200
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	12.88%	12.88%	13.73%	13.73%	13.73%	13.73%	13.73%	13.73%
CPI (Fiscal Year)	2.8%	4.1%	3.3%	2.8%	2.5%	2.5%	2.5%	2.5%
Investment Income Yield	0.025	0.013	0.011	0.0165	0.0255	0.028	0.031	0.0335
BEGINNING FUND BALANCE	957,980	922,740	117,360	57,950	83,160	83,300	82,500	85,650
REVENUES								
Taxes	543,800	402,330	429,640	460,060	474,610	483,680	496,080	515,640
Charges For Services	1,035,000	835,000	835,000	835,000	835,000	835,000	835,000	835,000
Fines & Forfeitures	513,120	513,120	520,000	520,000	520,000	520,000	520,000	520,000
Miscellaneous	45,400	11,400	5,100	9,900	14,200	18,400	19,100	21,100
Subtotal Revenues	2,137,320	1,761,850	1,789,740	1,824,960	1,843,810	1,857,080	1,870,180	1,891,740
INTERFUND TRANSFERS (Net Non-CIP)	(1,027,550)	(1,027,550)	(390,220)	(291,510)	(289,410)	(260,890)	(225,890)	(365,890)
Transfers To The General Fund	(41,180)	(41,180)	(50,900)	(49,510)	(47,410)	(43,890)	(43,890)	(43,890)
Indirect Costs	(35,390)	(35,390)	(43,790)	(43,890)	(43,890)	(43,890)	(43,890)	(43,890)
Technology Modernization CIP	(5,790)	(5,790)	(7,110)	(5,620)	(3,520)	0	0	0
Transfers To Special Fds: Tax Supported	(986,370)	(986,370)	(339,320)	(242,000)	(242,000)	(217,000)	(182,000)	(322,000)
To Mass Transit	(60,000)	(60,000)	(47,000)	(47,000)	(47,000)	(47,000)	(47,000)	(47,000)
To Wheaton Urban District	(688,490)	(688,490)	(292,320)	(195,000)	(195,000)	(170,000)	(135,000)	(275,000)
TOTAL RESOURCES	2,067,750	1,657,040	1,516,880	1,591,400	1,637,560	1,679,490	1,726,790	1,611,500
CIP CURRENT REVENUE APPROP.	(290,000)	(327,000)	(157,000)	(157,000)	(157,000)	(157,000)	(157,000)	0
PSP OPER. BUDGET APPROP/ EXP'S.								
Operating Budget	(1,230,940)	(1,212,680)	(1,296,320)	(1,339,000)	(1,379,160)	(1,420,630)	(1,463,450)	(1,507,660)
Labor Agreement	n/a	n/a	0	(760)	(760)	(760)	(760)	(760)
Retiree Health Insurance Pre-Funding	0	0	0	(11,220)	(16,830)	(18,090)	(19,420)	(20,820)
Annualizations and One-Time	n/a	n/a	n/a	0	0	0	0	0
Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space	n/a	n/a	n/a	(260)	(510)	(510)	(510)	(510)
FFI b	n/a	n/a	n/a	0	0	0	0	0
Subtotal PSP Oper Budget Approp / Exp's	(1,230,940)	(1,212,680)	(1,296,320)	(1,351,240)	(1,397,260)	(1,439,990)	(1,484,140)	(1,529,750)
OTHER CLAIMS ON FUND BALANCE	0	0	(5,610)	0	0	0	0	0
TOTAL USE OF RESOURCES	(1,520,940)	(1,539,680)	(1,458,930)	(1,508,240)	(1,554,260)	(1,596,990)	(1,641,140)	(1,529,750)
YEAR END FUND BALANCE	546,810	117,360	57,950	83,160	83,300	82,500	85,650	81,750
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	26.4%	7.1%	3.8%	5.2%	5.1%	4.9%	5.0%	5.1%

Assumptions:

1. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
2. Investment income is estimated to increase over the six years based upon projected cash balance.
3. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY10.
4. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY11-15 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
5. Parking fine transfer to Mass Transit fund eliminated in FY10-15.

24

FY09 Adopted Parking Security Patrol Budget

Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	2,266	2,266	0	4,532
Cost	$102,440	$102,440	$0	$204,880
Total Park Police	0	0	2,385	2,385
Cost	$0	$0	$102,800	$102,800
Total Sworn Officer Patrol Hours	2,266	2,266	2,385	6,917
Cost	$102,440	$102,440	$102,800	$307,680
Contract Security Guards	**Bethesda**	**Silver Spring**	**Wheaton**	**Total**
Scheduled Patrol Hours	24,711	37,963	6,305	68,979
Cost	$501,010	$776,097	$131,560	$1,408,667
Service Corp.	**Bethesda**	**Silver Spring**	**Wheaton**	**Total**
Total Patrol Hours	0	8,320	0	8,320
Cost	$0	$97,414	$0	$97,414
Total	**Bethesda**	**Silver Spring**	**Wheaton**	**Total**
Total Patrol Hours	26,977	48,549	8,690	84,216
PLD Cost	$603,450	$975,951	$234,360	**$1,813,761**

*MCP Benfits per District are included

Change from FY09 Adopted to FY10 CE Recommended Parking Security Patrol Budget

Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours-Change	0	0	0	0
Cost-Change	$8,195	$8,195	$0	$16,390
Total Park Police-Change	0	0	0	0
Cost-Change	$0	$0	$0	$0
Total Sworn Officer Patrol Hours-Change	0	0	0	0
Cost-Change	$8,195	$8,195	$0	$16,390
Contract Security Guards	**Bethesda**	**Silver Spring**	**Wheaton**	**Total**
Scheduled Patrol Hours-Change	0	0	0	0
Cost-Change	$0	$0	$0	$0
Service Corp.	**Bethesda**	**Silver Spring**	**Wheaton**	**Total**
Total Patrol Hours-Change	0	0	0	0
Cost-Change	$0	$0	$0	$0
Total	**Bethesda**	**Silver Spring**	**Wheaton**	**Total**
Total Patrol Hours-Change FY09 to FY10	**0**	**0**	**0**	**0**
PLD Cost-Change FY09 to FY10	**$8,195**	**$8,195**	**$0**	**$16,390**

FY10 CE RECOMMENDED PARKING SECURITY BUDGET

Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	2,266	2,266	0	4,532
Cost	$110,635	$110,635	$0	$221,270
Total Park Police	0	0	2,385	2,385
Cost	$0	$0	$102,800	$102,800
Total Sworn Officer Patrol Hours	2,266	2,266	2,385	6,917
Cost	$110,635	$110,635	$102,800	$324,070
Contract Security Guards	**Bethesda**	**Silver Spring**	**Wheaton**	**Total**
Scheduled Patrol Hours (estimated)	24,711	37,963	6,305	68,979
Cost	$501,010	$776,097	$131,560	$1,408,667
Service Corp.	**Bethesda**	**Silver Spring**	**Wheaton**	**Total**
Total Patrol Hours	0	8,320	0	8,320
Cost	$0	$97,414	$0	$97,414
Total	**Bethesda**	**Silver Spring**	**Wheaton**	**Total**
Total Patrol Hours	26,977	48,549	8,690	84,216
PLD Cost	$611,645	$984,146	$234,360	$1,830,151

*MCP Benfits per District are included

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

MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

April 17, 2009

MEMORANDUM

TO: Marlene Michaelson, Senior Legislative Analyst
Montgomery County Council

VIA: Rollin Stanley, Director RS
Montgomery County Planning Department

FROM: Dan Hardy, Chief
Move/Transportation Planning Division DKH

SUBJECT: Request for FY 10 Operating Budget Reconciliation List Addition

---

The Montgomery County Planning Department requests a $75,000 addition to our FY 10 operating budget for participation in a parking management study to inform revisions to Chapter 59-E of the Zoning Ordinance.

The value and need for this study was discussed at a joint PHED and T&E Committee meeting on March 16. At that meeting the Committee members reviewed the attached Council staff packet, including the $150,000 parking study scope developed by M-NCPPC and DOT staff on page circle-4 of the attached memorandum. This study is needed to address complex shared parking formulas in order to justify reduced commercial parking requirements and develop business community support for reduced parking, consistent with recommendations in OLO Report 2009-6 and Recommendation T-1 in the 2009 Climate Protection Plan.

The Committee members directed M-NCPPC and DOT to propose study funding resources. M-NCPPC and DOT have concurred that the study should be conducted by DOT, based on their ability to expedite consultant services procurement, and funded jointly by the two agencies.

We look forward to continuing the discussion of this important study with you and the County Council members. Please let me know if you have any questions.

cc: Al Roshdieh, DOT
Rick Siebert, DOT
Alison Davis
Rose Krasnow

8787 Georgia Avenue, Silver Spring, Maryland 20910 Director's Office: 301.495.4500 Fax: 301.495.1310
www.MontgomeryPlanning.org

100% recycled paper

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 FY10 Operating Budget for the Division of Transit Services is $111,845,000, a decrease of $5,536,240 or 4.7 percent from the FY09 Approved Budget of $117,381,240. Personnel Costs comprise 53.4 percent of the budget for 787 full-time positions and four part-time positions for 831.3 workyears. Operating Expenses and Capital Outlay account for the remaining 46.6 percent of the FY10 budget.

The general obligation bond Debt Service for the Mass Transit Fund is appropriated in the Debt Service Fund and is not displayed in this section. To pay for the Debt Service, a transfer of funds from the Mass Transit Fund to the Debt Service Fund of $2,433,290 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

This table presents the department's headline measures or submeasures that relate to multiple programs including projections from FY09 through FY11. These estimates reflect funding based on the FY09 savings plan, the FY10 budget, and funding for comparable service levels in FY11.

Measure	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Headline Measures					
Number of reported collisions between Ride On buses and a person or object, per 100,000 miles driven	4.2	4.1	4.3	4.3	4.3
Passengers transported per capita (ratio of the number of passengers boarding a Ride On bus within the fiscal year and the County population)	29.5	30.7	31.1	30.2	29.9
Percent of Ride-On customers who report a satisfactory customer service experience[1]					
Reported Ride-On complaints per 100,000 bus riders	12.3	14.2	15.8	14.2	12.8
Scheduled Ride On roundtrip circuits missed, in whole or in part, per 1,000 roundtrip circuits	3.7	5.0	7.6	5.7	4.3

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

ACCOMPLISHMENTS AND INITIATIVES

- ***Ride On boardings increased from 28.2 million in FY07 to 29.7 million in FY08. This represents an increase of 5.1%. This accomplishment is due to many factors, including excellent service and reliability.***
- ***57 New Employers Participated in Commuter Services programs.***
- ***Employers with at least one Transportation Control Measure increased from 2,248 at the end of FY07 to 2,334 at the end of FY08.***

27

- ***392 employers with nearly 52,000 employees have filed Traffic Mitigation Plans with Commuter Services.***

- ***Commuter Services partnered with Council of Governments (COG) for the 35th annual Bike to Work Day. Montgomery County had seven Pit Stops with a total of 1,812 registrants – about one-quarter of the region registration of 7,000.***

- ***Commuter Services conducted the first Car Free Day in Montgomery County September 22nd in cooperation with the first-time regional effort by COG. This effort was designed to encourage people to try alternative methods of transportation and as a result, to consider reducing use of single occupant vehicles. Through efforts at multiple locations in the County we reached over 1,000 commuters with information about alternative forms of commuting.***

- ***Ride On is equipping its entire fleet of buses with annunciators for its passengers with disabilities. With the expected implementation of a new Computer Aided Dispatch/Automatic Vehicle Location system, passengers will hear automated announcements of bus stops, cross streets, and transit centers. This will enhance our service in accordance with the Americans with Disabilities Act.***

- ***In January 2008 the Division of Transit Services expanded the Seniors Ride Free program from midday only to all day every day. Ridership under this program has nearly doubled to about 1.4 million boardings per year, providing more mobility options for County seniors.***

- ***Productivity Improvements***

  - ***In FY10, Transit Services will be bringing on-line its new Fixed Route Scheduling software. This special purpose, proprietary software optimizes transit schedules by minimizing the non-revenue time a bus is out on the street as well as minimizing a bus operator's non-productive driving time.***

  - ***Increased the use of online submissions for Annual Commuter Survey and Traffic Mitigation Plans.***

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Special Transportation Programs

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**8,370,110**	**7.9**
Increase Cost: Medcaid Grant	370,050	0.0
Decrease Cost: Call 'N Ride (no service impact)	-1,016,310	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	25,140	-0.5
FY10 CE Recommended	**7,748,990**	**7.4**

Ride On

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

Program Performance Measures	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Hours of Service	1,085,469	1,100,358	1,096,930	1,038,100	1,038,100
Number of reported collisions between Ride On buses and a person or object, per 100,000 miles driven	4.2	4.1	4.3	4.3	4.3

28

	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Passengers per hour of Service	26.0	27.0	27.8	28.8	28.8
Passengers Transported (millions)	28.2	29.7	30.5	29.9	29.9
Passengers transported per capita (ratio of the number of passengers boarding a Ride On bus within the fiscal year and the County population)	29.5	30.7	31.1	30.2	29.9
Percent of Ride-On customers who report a satisfactory customer service experience[1]					
Reported Ride-On complaints per 100,000 bus riders	12.3	14.2	15.8	14.2	12.8
Scheduled Ride On roundtrip circuits missed, in whole or in part, per 1,000 roundtrip circuits	3.7	5.0	7.6	5.7	4.3

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**93,810,540**	**791.2**
Add: Transit Security Grant	996,530	2.4
Add: Contract Ride On Mystery Rider Program for Americans With Disabilities Act compliance monitoring	50,000	0.0
Increase Cost: Access to Jobs grant	60	-0.5
Technical Adj: Charges to CIP - Silver Spring Interim Operation Site	0	1.7
Reduce: Nicholson Depot Supervisors from 5 to 4	-53,350	-1.0
Decrease Cost: Lease Payments for Buses	-60,520	0.0
Shift: Increased Charges to Recreation for Mini Trips	-70,860	0.0
Reduce: Gaithersburg Depot supervisors from 7 to 6	-75,230	-1.0
Decrease Cost: Increased Charges to HHS for Program Transportation	-129,980	0.0
Decrease Cost: Eliminate Part-Time Bus Operators and Reduce Overtime	-350,000	0.0
Decrease Cost: Motor Pool Rate Adjustment	-700,280	0.0
Reduce: Ride On Service	-4,278,910	-39.6
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-155,890	1.8
FY10 CE Recommended	**88,982,110**	**755.0**

Commuter Services

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**4,836,760**	**15.4**
Increase Cost: Increase in the Bethesda Urban Partnership Grant	18,430	0.0
Decrease Cost: Funding for the National Institutes of Health/Medical Center Traffic Management Organization	-10,000	0.0
Decrease Cost: North Bethesda Traffic Management District Audit	-12,000	0.0
Eliminate: Traffic Counts in Commuter Services	-40,000	0.0
Decrease Cost: Charges for Mid-Pike Plaza Park & Ride Lot	-45,900	0.0
Decrease Cost: Abolish Transit Marketing Specialist Position	-100,200	-1.0
Decrease Cost: Transportation Action Partnership Grant	-140,720	0.0
Decrease Cost: Fare Share (to actual usage)	-190,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-13,190	-0.9
FY10 CE Recommended	**4,303,180**	**13.5**

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**719,290**	**5.4**
Increase Cost: Taxi program	94,870	1.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	12,350	1.4
FY10 CE Recommended	**826,510**	**7.8**

Customer Service

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

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**1,978,940**	**11.3**
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-212,930	0.5
FY10 CE Recommended	**1,766,010**	**11.8**

Transit Parking Facility Maintenance

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**328,550**	**1.2**
Reduce: Maintenance at Commuter Rail Lots	-45,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	1,640	0.0
FY10 CE Recommended	**285,190**	**1.2**

Transit Operations Planning and Control

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**1,792,300**	**22.4**
Increase Cost: Support / Maintenance agreement for new Computer Aided Dispatch/Automatic Vehicle Location system	120,000	0.0
Decrease Cost: Data Collection	-28,000	-0.8
Decrease Cost: Printing of Paper Transfers	-69,500	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	103,990	-3.0
FY10 CE Recommended	**1,918,790**	**18.6**

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**998,160**	**2.0**
Reduce: Bus Stop Materials	-73,200	0.0
Decrease Cost: Abolish Passenger Facility Manager	-88,660	-1.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	22,120	2.0
FY10 CE Recommended	**858,420**	**3.0**

Fixed Costs

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**1,798,650**	**0.7**
Increase Cost: Risk Management Adjustment	206,850	0.0
Increase Cost: Occupational Medical Services Adjustment	31,800	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	643,490	0.0
FY10 CE Recommended	**2,680,790**	**0.7**

Administration

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

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	**2,747,940**	**13.9**
Increase Cost: Printing and Mail Adjustments	21,860	0.0
Decrease Cost: Eliminate All Conference Travel	-37,000	0.0
Decrease Cost: Abolish Vacant Information Technology Specialist	-76,510	-0.8
Decrease Cost: Reduce payment to WMATA for Seniors Ride Free program (to actual usage)	-268,750	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	87,470	-0.8
FY10 CE Recommended	**2,475,010**	**12.3**

BUDGET SUMMARY

	Actual FY08	Budget FY09	Estimated FY09	Recommended FY10	% Chg Bud/Rec
MASS TRANSIT					
EXPENDITURES					
Salaries and Wages	38,513,568	43,970,000	54,739,750	43,013,990	-2.2%
Employee Benefits	12,758,024	16,154,230	5,340,800	14,908,060	-7.7%
Mass Transit Personnel Costs	***51,271,592***	***60,124,230***	***60,080,550***	***57,922,050***	***-3.7%***
Operating Expenses	55,805,648	53,135,130	52,611,950	48,434,430	-8.8%
Capital Outlay	828,688	0	720	0	—
Mass Transit Expenditures	***107,905,928***	***113,259,360***	***112,693,220***	***106,356,480***	***-6.1%***
PERSONNEL					
Full-Time	778	764	764	772	1.0%
Part-Time	122	122	122	4	-96.7%
Workyears	738.9	848.1	848.1	806.1	-5.0%
REVENUES					
Montgomery College U-Pass	550,000	550,000	550,000	550,000	—
Investment Income	1,169,555	450,000	300,000	260,000	-42.2%
Other	554,531	500,000	500,000	500,000	—
Property Tax	88,039,768	66,863,890	66,800,860	67,681,500	1.2%
State Aid: Smart Trip Card Implementation	2,558,176	0	0	0	—
State Aid: Ride On	22,089,042	27,092,540	22,092,540	22,092,540	-18.5%
State Aid: Rural Fixed Route	330,494	286,000	286,000	286,000	—
State Aid: Call 'N Ride	368,572	379,110	379,110	379,110	—
State Aid: MARC Shuttle	85,950	37,430	37,430	37,430	—
Bus Shelter Advertising	520,320	600,000	520,000	520,000	-13.3%
Ride On Bus Advertising	55,667	225,000	201,580	270,830	20.4%
Ride On Fare Revenue	12,914,358	13,941,720	13,759,700	13,766,000	-1.3%
Taxicab Licensing	297,128	538,950	620,770	873,120	62.0%
North Bethesda TMD	1,367,244	980,260	1,031,910	1,079,520	10.1%
Developer Contributions	271,724	50,000	50,000	50,000	—
Metro Police Parking Violations	0	500,000	500,000	500,000	—
Get-In Revenue	21,018	31,200	31,200	31,200	
Call 'N Ride & Same Day Access Revenue	409,833	1,083,580	562,760	598,760	-44.7%
TMD Fees	276,435	171,500	188,530	237,020	38.2%
Mass Transit Revenues	***131,879,815***	***114,281,180***	***108,412,390***	***109,713,030***	***-4.0%***
GRANT FUND MCG					
EXPENDITURES					
Salaries and Wages	1,078,386	1,212,620	1,212,620	1,395,170	15.1%
Employee Benefits	397,199	447,160	447,160	460,800	3.1%
Grant Fund MCG Personnel Costs	***1,475,585***	***1,659,780***	***1,659,780***	***1,855,970***	***11.8%***
Operating Expenses	2,607,045	2,462,100	2,845,470	3,001,220	21.9%
Capital Outlay	7,709,116	0	0	631,330	—
Grant Fund MCG Expenditures	***11,791,746***	***4,121,880***	***4,505,250***	***5,488,520***	***33.2%***
PERSONNEL					
Full-Time	16	16	16	15	-6.2%
Part-Time	0	0	0	0	—
Workyears	23.3	23.3	23.3	25.2	8.2%
REVENUES					
Access-To-Jobs	672,948	582,210	582,210	582,270	0.0%
Bus Replacement Grant	3,903,025	0	0	0	—
COG CNG Grant	75,000	0	0	0	—
COG Grant	152,967	151,400	151,400	151,400	—
Commuter Assistance: Ridesharing	371,899	372,070	372,070	372,070	—
Federal Capital Bus Grant	3,731,092	0	0	0	—
State Medicaid	2,511,026	3,016,200	3,399,570	3,386,250	12.3%
Transit Security Grant	123,789	0	0	996,530	—
Grant Fund MCG Revenues	***11,541,746***	***4,121,880***	***4,505,250***	***5,488,520***	***33.2%***
DEPARTMENT TOTALS					
Total Expenditures	**119,697,674**	**117,381,240**	**117,198,470**	**111,845,000**	**-4.7%**
Total Full-Time Positions	**794**	**780**	**780**	**787**	**0.9%**
Total Part-Time Positions	**122**	**122**	**122**	**4**	**-96.7%**
Total Workyears	**762.2**	**871.4**	**871.4**	**831.3**	**-4.6%**
Total Revenues	**143,421,561**	**118,403,060**	**112,917,640**	**115,201,550**	**-2.7%**

FY10 RECOMMENDED CHANGES

	Expenditures	WYs
MASS TRANSIT		
FY09 ORIGINAL APPROPRIATION	**113,259,360**	**848.1**
Changes (with service impacts)		
Add: Contract Ride On Mystery Rider Program for Americans With Disabilities Act compliance monitoring [Ride On]	50,000	0.0
Eliminate: Traffic Counts in Commuter Services [Commuter Services]	-40,000	0.0
Reduce: Maintenance at Commuter Rail Lots [Transit Parking Facility Maintenance]	-45,000	0.0
Reduce: Nicholson Depot Supervisors from 5 to 4 [Ride On]	-53,350	-1.0
Reduce: Bus Stop Materials [Passenger Facilities]	-73,200	0.0
Reduce: Gaithersburg Depot supervisors from 7 to 6 [Ride On]	-75,230	-1.0
Reduce: Ride On Service [Ride On]	-4,278,910	-39.6
Other Adjustments (with no service impacts)		
Increase Cost: Service Increment	536,500	0.0
Increase Cost: Group Insurance Adjustment	248,510	0.0
Increase Cost: Risk Management Adjustment [Fixed Costs]	206,850	0.0
Increase Cost: Retirement Adjustment	148,270	0.0
Increase Cost: Annualization of FY09 Personnel Costs	137,490	4.5
Increase Cost: Support / Maintenance agreement for new Computer Aided Dispatch/Automatic Vehicle Location system [Transit Operations Planning and Control]	120,000	0.0
Increase Cost: Taxi program [Taxi Regulation]	94,870	1.0
Increase Cost: Occupational Medical Services Adjustment [Fixed Costs]	31,800	0.0
Increase Cost: Printing and Mail Adjustments [Administration]	21,860	0.0
Increase Cost: Increase in the Bethesda Urban Partnership Grant [Commuter Services]	18,430	0.0
Increase Cost: Annualization of FY09 Operating Expenses	15,040	0.0
Technical Adj: Charges to CIP - Silver Spring Interim Operation Site [Ride On]	0	1.7
Technical Adj: Shift costs from Operating to Personnel	0	1.0
Decrease Cost: Funding for the National Institutes of Health/Medical Center Traffic Management Organization [Commuter Services]	-10,000	0.0
Decrease Cost: North Bethesda Traffic Management District Audit [Commuter Services]	-12,000	0.0
Decrease Cost: Data Collection [Transit Operations Planning and Control]	-28,000	-0.8
Decrease Cost: Contract reductions - 2%	-32,430	0.0
Decrease Cost: Eliminate All Conference Travel [Administration]	-37,000	0.0
Decrease Cost: Charges for Mid-Pike Plaza Park & Ride Lot [Commuter Services]	-45,900	0.0
Decrease Cost: Lease Payments for Buses [Ride On]	-60,520	0.0
Decrease Cost: Printing of Paper Transfers [Transit Operations Planning and Control]	-69,500	0.0
Shift: Increased Charges to Recreation for Mini Trips [Ride On]	-70,860	0.0
Decrease Cost: Abolish Vacant Information Technology Specialist [Administration]	-76,510	-0.8
Decrease Cost: Abolish Passenger Facility Manager [Passenger Facilities]	-88,660	-1.0
Decrease Cost: Abolish Transit Marketing Specialist Position [Commuter Services]	-100,200	-1.0
Decrease Cost: Increased Charges to HHS for Program Transportation [Ride On]	-129,980	0.0
Decrease Cost: Transportation Action Partnership Grant [Commuter Services]	-140,720	0.0
Decrease Cost: Fare Share (to actual usage) [Commuter Services]	-190,000	0.0
Decrease Cost: Reduce payment to WMATA for Seniors Ride Free program (to actual usage) [Administration]	-268,750	0.0
Decrease Cost: Eliminate Part-Time Bus Operators and Reduce Overtime [Ride On]	-350,000	0.0
Decrease Cost: Retirement Incentive Program (RIP) Savings	-539,190	-5.0
Decrease Cost: Motor Pool Rate Adjustment [Ride On]	-700,280	0.0
Decrease Cost: Call 'N Ride (no service impact) [Special Transportation Programs]	-1,016,310	0.0
FY10 RECOMMENDED:	**106,356,480**	**806.1**
GRANT FUND MCG		
FY09 ORIGINAL APPROPRIATION	**4,121,880**	**23.3**
Changes (with service impacts)		
Add: Transit Security Grant [Ride On]	996,530	2.4
Other Adjustments (with no service impacts)		
Increase Cost: Medcaid Grant [Special Transportation Programs]	370,050	0.0
Increase Cost: Access to Jobs grant [Ride On]	60	-0.5
FY10 RECOMMENDED:	**5,488,520**	**25.2**

38

PROGRAM SUMMARY

Program Name	FY09 Approved Expenditures	FY09 Approved WYs	FY10 Recommended Expenditures	FY10 Recommended WYs
Special Transportation Programs	8,370,110	7.9	7,748,990	7.4
Ride On	93,810,540	791.2	88,982,110	755.0
Commuter Services	4,836,760	15.4	4,303,180	13.5
Taxi Regulation	719,290	5.4	826,510	7.8
Customer Service	1,978,940	11.3	1,766,010	11.8
Transit Parking Facility Maintenance	328,550	1.2	285,190	1.2
Transit Operations Planning and Control	1,792,300	22.4	1,918,790	18.6
Passenger Facilities	998,160	2.0	858,420	3.0
Fixed Costs	1,798,650	0.7	2,680,790	0.7
Administration	2,747,940	13.9	2,475,010	12.3
Total	**117,381,240**	**871.4**	**111,845,000**	**831.3**

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY09 Total$	FY09 WYs	FY10 Total$	FY10 WYs
MASS TRANSIT					
Health and Human Services	County General Fund	603,300	0.0	733,180	0.0
Recreation	Recreation	0	0.0	70,860	0.0
Total		**603,300**	**0.0**	**804,040**	**0.0**

FUTURE FISCAL IMPACTS

Title	CE REC. FY10	FY11	FY12	FY13	FY14	FY15
			($000's)			
This table is intended to present significant future fiscal impacts of the department's programs.						
MASS TRANSIT						
Expenditures						
FY10 Recommended	**106,356**	**106,356**	**106,356**	**106,356**	**106,356**	**106,356**
No inflation or compensation change is included in outyear projections.						
Labor Contracts	**0**	**264**	**264**	**264**	**264**	**264**
These figures represent the estimated cost of service increments and associated benefits.						
Maryland Transit Administration Management Audit	**0**	**-50**	**-50**	**-50**	**0**	**-50**
The Maryland Transit Administration Management Audit is required every four years.						
Master Lease Payments	**0**	**-307**	**-1,533**	**-1,723**	**-1,723**	**-1,723**
Lease/purchase payments for 12 gas-fueled buses, three CNG buses, five hybrid buses, and SmarTrip Fareboxes will end in FY11, FY11, FY11, and FY12, respectively.						
Subtotal Expenditures	***106,356***	***106,263***	***105,038***	***104,848***	***104,898***	***104,848***

34

DETAIL ON RECOMMENDED FY10 CE AMENDMENTS

Tax Supported

RESOURCE AMENDMENTS

Correction and Rehabilitation

ELIMINATE LOCAL JAIL REIMBURSEMENT **-3,307,500**
This change in State support is consistent with actions taken by the Maryland General Assembly in its final approval of the State's FY10 budget.

DOT-Transit Services

RIDE-ON SERVICE **60,600**
Restore weekday service on route 53 and Saturday service on route 29; restore route 93 with less frequent service and less span; restore route 7 with same frequency of service and span, but eliminate part of the route.

IMPLEMENT EXPRESS FARE AND ELIMINATE DISCOUNT SHUTTLE BUS FARE **550,000**
Implement Express Fare of $3.00/$3.10 (SmarTrip/cash) on Route 70 (Milestone-Bethesda) and abolish 35 cent shuttle fare on Routes 93 and 96.

Health and Human Services

REDUCE TARGETED LOCAL HEALTH FORMULA **-823,000**
This change in State support is consistent with actions taken by the Maryland General Assembly in its final approval of the State's FY10 budget.

Public Libraries

INCREASE STATE AID FOR LIBRARIES (CHANGE IN STATE AID RELATIVE TO BUDGET ASSUMPTION) **143,740**
This change in State support is consistent with actions taken by the Maryland General Assembly in its final approval of the State's FY10 budget.

Transportation

REDUCE HIGHWAY USER STATE AID **-22,793,100**
This change in State support is consistent with actions taken by the Maryland General Assembly in its final approval of the State's FY10 budget.

Montgomery County Public Schools

REDUCE STATE AID FOR NON-PUBLIC PLACEMENTS **-1,614,963**
This change in State support is consistent with actions taken by the Maryland General Assembly in its final approval of the State's FY10 budget. The Executive recommends a corresponding increase in the County's local contribution to offset this loss in tax supported revenue.

Montgomery College

STATE AID **-1,004,413**
This change in State support is consistent with actions taken by the Maryland General Assembly in its final approval of the State's FY10 budget. The difference between the change in fund balance policy and the State Aid loss will be made up by an increase in the local contribution.

MODIFY COLLEGE FUND BALANCE POLICY **919,115**
The Executive recommends a change in the treatment of the College's available fund balance for

budgetary purposes. All County agencies except Montgomery College calculate the available beginning fund balance as the amount estimated to be available after the end of the previous fiscal year. Montgomery College calculates the fund balance available for the next fiscal year as the amount available at the end of the fiscal year two years ago. For example, the ending FY08 fund balance is considered the amount available for FY10, whereas, Montgomery County Government, Montgomery County Public Schools, and the Maryland-National Capital Park and Planning Commission calculate the estimated ending FY09 fund balance as the amount available for FY10. This recommended change would put the calculation of the College fund balance on the same basis as the other agencies.

Other

RELEASE OF FY09 SET ASIDE **2,203,700**

When the Executive recommended the FY10 Budget, $11,584,070 was retained as a set aside for snow and storm removal costs and other unanticipated cost increases. Snow/Storm removal costs are estimated to be approximately $2.2 million below estimates and this amount is recommended to be released and used to offset State Aid Reductions referenced above.

Total Tax Supported Resources **-25,665,821**

EXPENDITURE AMENDMENTS

DOT-Transit Services

RESTORE: RIDE-ON SERVICE **600,000**

Restore weekday service on route 53 and Saturday service on route 29; restore route 93 with less frequent service and less span; restore route 7 with same frequency of service and span, but eliminate part of the route.

Environmental Protection

ADD: SUPPORT FOR THE MARYLAND CLEAN ENERGY CENTER **270,000**

To provide support for staffing the new Maryland Clean Energy Center, which will be located in Montgomery County at the Camille Kendall Academic Center at the Universities at Shady Grove. Under the joint proposal by the University of Maryland System and the County, Montgomery County pledged to provide funds for staffing the Center: $270,000 in FY10 and $286,200 in FY11. The FY10 total breaks down as follows:

Executive Director: $130,000
Senior Program Manager: $90,000
Analyst and Administrative: $50,000
TOTAL: $270,000

NDA - Conference and Visitors Bureau

INCREASE COST: ALLOCATION TO CONFERENCE AND VISITORS BUREAU **7,840**

The Executive recommends an additional $7,840 for the Conference and Visitor's Bureau to make the total amount of that Non-departmental Account 3.5 percent of total Hotel Motel tax revenues as required by the County Code.

NDA - Productivity Enhancements and Personnel Cost Savings

DECREASE COST: FY10 RETIREMENT INCENTIVE PROGRAM **-1,241,170**

This represents additional projected tax supported savings, based on information from the County Executive's actuary. Details are provided in the Fiscal Impact Statement related to Expedited Bill 10-09, Personnel - Retirement Incentive Program.

NDA - Retiree Health Benefits Trust

34 B

FY10 Ride On
Service Cuts

Route	Service Area	Service	Proposed Change-Description	Daily Platform Hour Savings	Annual Platform Hours Savings	Est Daily Ridership Loss	Est Annual Ridership Loss	Net Annual Cost
3	Takoma/Silver Spring	Wkdy	Eliminate route	3.9	982.8	42	10,584	$ 55,025
6,37		Wkdy	Restructure	-	-	-	-	$ -
7	**Wheaton/Forest Glen**	**Wkdy**	**Restructure-WH to FG only**	**2.5**	**630.0**	**12**	**3,024**	**$ 37,040**
15	Langley Park/Silver Spring	Sat	Every 30 minutes after 900p-reduce 4 trips	1.6	88.0	18	990	$ 4,907
15	Langley Park/Silver Spring	Sun	Every 30 minutes after 900p-reduce 4 trips	1.1	66.0	17	1,020	$ 3,550
15	Langley Park/Silver Spring	Wkdy	Every 30 minutes after 1000p-reduce 6 trips	1.3	327.6	20	5,040	$ 17,631
17	Langley Park/Silver Spring	Sat	Reduce 2 trips after 900p	0.5	27.5	5	275	$ 1,550
17	Langley Park/Silver Spring	Wkdy	Reduce 2 trips after 1000p	0.6	151.2	6	1,512	$ 8,520
18,25	Hillandale/FDA/Silver Spring	Wkdy	Restructure	5.5	1,386.0	37	9,274	$ 80,257
29	**Glen Echo/Friendship Heights**	**Sat**	**Restore**		-		-	**$ -**
31	Wheaton/Glenmont	Wkdy	Eliminate route	12.0	3,024.0	127	32,004	$ 169,573
32	Woodrock/Bethesda	Wkdy	Eliminate Woodrock Extension	5.6	1,411.2	15	3,780	$ 84,377
34	Wheaton/Silver Spring	Sat	Reduce 2 trips after 900p	0.9	49.5	4	220	$ 2,919
34	Wheaton/Silver Spring	Sun	Reduce 2 trips after 900p	0.8	48.0	4	240	$ 2,818
34	Wheaton/Silver Spring	Wkdy	Reduce 2 trips after 1000p	1.2	302.4	6	1,512	$ 17,751
43	Shady Grove Hospital/Shady Grove	Wkdy	Eliminate Fallsgrove-reduce frequency to 20 min during peaks	5.9	1,486.8	53	13,356	$ 84,492
49	Glenmont/Rockville	Wkdy	Reduce 2 trips after 1000p	0.8	201.6	6	1,512	$ 11,597
53	**Glenmont/Olney/Shady Grove**	**Wkdy**	**Restore**		-		-	**$ -**
57	Lakeforest/Shady Grove	Sat	Reduce 2 trips after 900p	1.0	60.0	7	420	$ 3,466
57	Lakeforest/Shady Grove	Wkdy	Reduce 2 trips after 1000p	1.0	252.0	12	3,024	$ 13,963
61	Germantown/Shady Grove	Wkdy	Reduce 2 trips after 1000p	1.3	327.6	17	4,284	$ 17,987
83	Milestone/Germantown	Wkdy	Reduce 2 trips after 1000p	0.6	151.2	6	1,512	$ 8,520
83	Milestone/Germantown	Sun	Eliminate Sunday service	31.5	1,890.0	333	19,980	$ 105,994
93	**Twinbrook/HHS**	**Wkdy**	**Reduce frequency to 30 mins**	**5.0**	**1,260.0**	**79**	**19,782**	**$ 67,625**
98	Wisteria La/Germantown	Sat	Eliminate Saturday service	16.7	918.5	176	9,680	$ 51,525
L8	Connecticut Ave	Sat	Eliminate route	52.5	2,887.5	941	51,755	$ 151,957
L8	Connecticut Ave	Sun	Eliminate route	45.9	2,754.0	600	36,000	$ 151,212
Strategics	County Wide	Wkdy	Eliminate Strategics	35.5	8,946.0	-	-	$ 546,153
T2	River Rd	Sat	Eliminate route	43.3	2,381.5	629	34,595	$ 129,131
T2	River Rd	Sun	Eliminate route	41.0	2,460.0	526	31,560	$ 135,350
Z2	US 29/Colesville	Sat	Eliminate route	22.3	1,226.5	474	26,070	$ 62,625
					35,697		323,005	$2,027,514

35

RIDE ON
MONTGOMERY COUNTY TRANSIT

April 5, 2009

Service Changes

Routes 4, 6, 18, 26, 43, 63, 75, 79, 82, 83, 90, 96, 98

36

Montgomery County
Department of Transportation
Division of Transit Services
101 Monroe Street 5th Floor, Rockville, MD 20850
240-777-7433(RIDE) • TTY 240-777-5869
Rotary 240-777-5871

Service to be Changed/Discontinued

The following routes will be changed as part of schedule changes on April 5, 2009:

WEEKDAY: Routes 4, 6, 18, 43, 63, 75, 79, 82, 83, 90, 96, 98
SATURDAY: Route 18, 26, 43 and 90
SUNDAY: Route 26
See details of these routes below.

As you know, Montgomery County is facing a serious budget shortfall and these reductions are necessary to meet budget goals.

WEEKDAY

Route 4 Eliminate weekday midday service from 10 am to 1:30 pm.

Route 6 Eliminate weekday midday service from 10 am to 1:30 pm

Route 18 The time between buses in the midday (approximately from 9:00 am to 4:00 pm) will increase from 15 to 30 minutes during midday between Takoma Metro and Langley Park.

All trips to and from Silver Spring Metro by way of Second Avenue will be modified. Route will serve First Avenue, Fenwick Lane and Second Avenue. Two bus stops will be eliminated along Second Avenue between Fenwick and Spring St.

Route 43 The time between buses in the midday (approximately 10 am – 2:30 pm) will increase from 20 to 30 minutes.

Route 63 During midday only, service will be provided to the County Health Department from Shady Grove Station only between 9:30 a.m. and 2 p.m. The remainder of Route 63 from Rockville station, which is currently also covered by Route 54, will be discontinued midday. Rush hour service remains unchanged.

Route 75 Weekday service will be rerouted to the County Correctional Facility, Clarksburg Town Center & Gateway Business Park. Service north of MD 121 to the Urbana Park & Ride will be discontinued.

Routes 79 Routes combined. Route 79 extended to Clarksburg Town Center via Skylark Drive weekday during peak hours replacing portions of Route #82. Bus service eliminated to the Department of Energy campus and through the Milestone neighborhood north of Father Hurley Boulevard.

Route 82 The route will be eliminated. Service to Clarksburg Town Center will be retained and now be served by Routes 75 and 79.

Route 83 More time between buses in the peak rush hour from 15 to 20 minutes (approximately between 5 am to 9 am and between 3:30 pm to 7 pm).

Route 90 Eliminate service on the portion between Damascus and Milestone.

Route 96 Eliminate weekday PM peak service to Montgomery Mall. Service will be discontinued to Montgomery Mall after 4 pm. Service will remain unchanged between Grosvenor Station & Rockledge/Rock Spring.

Route 98 More time between buses during the peak rush from 15 to 30 minutes from 5:30 am to 9:00 am and from 4 pm to 7 pm. Churchill Senior Living will be served between approximately 10 AM to 10 PM.

WEEKEND

Route 18 Saturday All trips to and from Silver Spring Metro (Saturday 11:30 am – 4:00 pm) by way of Second Avenue will be modified. Route will serve First Avenue, Fenwick Lane and Second Avenue. Two bus stops will be eliminated along Second Avenue between Fenwick and Spring St.

Route 26 Saturday and Sunday Eliminate Saturday and Sunday service to Trolley Museum.

Route 43 Saturday Trip departure times were adjusted.

Route 90 Saturday Eliminate Saturday service.

OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

April 10, 2009

TO: Phil Andrews, President
Montgomery County Council

FROM: Isiah Leggett, County Executive

SUBJECT: Resolution for Taxicab Fees

I am transmitting a proposed Resolution which revises some taxicab fees as I proposed in my budget. These Fee increases are estimated to generate an additional $368,130 in FY 2010. The County Council is authorized to set taxicab fees by resolution after a public hearing. The Director of the Department of Transportation (DOT) must charge the fees to administer Chapter 53 of the County Code.

This resolution proposes to eliminate the fee for a temporary taxicab driver identification card (ID) because temporary IDs are no longer issued. It also proposes to increase the fee for Passenger Vehicle License (PVL) renewals from $325 to $750 and the fee to transfer from one to four PVLs from $2,500 to $5,000 for each license transferred. The PVL renewal fee and the fee to transfer individual licenses have not been increased since they were established by Executive Regulation 3-00 in March 2000.

The current taxicab fees do not provide sufficient revenue to cover the costs to the Department of processing taxicab applications, issuing licenses, and enforcing the code. This is occurring at the same time as demands on staff are increasing due to a January 2009 court decision that will allow Barwood Cab to transfer most of their 360 taxicab licenses to individuals. This will result in a reversal to the County taxicab structure from an 80 percent fleet – 20 percent individual system. Prior to 2005, the Taxicab Unit was essentially self-funded with fee revenue matching Unit expenditures. Since FY 2006, the Unit has been funded at approximately the thirty-five percent level with tax revenues. The increase in fees is needed to return the Taxicab Unit to a self-supporting basis, maintain the current staffing and add an additional licensing specialist and one inspector.

I recommend that the Council approve this resolution. The proposed $5,000 transfer price will help cover the costs, although the revenue from this particular fee is dependant on the number of licenses transferred. The PVL renewal fee of $750 is the fee that produces regular and recurring revenue annually because it is the fee that every licensee must pay each year to operate a taxicab. This is the foundation of the fee revenue. If DOT is going to be able to meet the ongoing taxicab licensing and enforcement needs, as well as an increase in responsibilities, the revenue that will be provided by the fees is necessary.

IL/jm

Attachments

Resolution No. _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

SUBJECT: Taxicab Fees

Background

1. Sections 53-107 and 53-206 of the County Code, as amended by Chapter 37 of the Laws of Montgomery County (Bill 37-05), authorize the Council to set, by resolution adopted after a public hearing, taxicab fees that the Director of the Department of Transportation must charge to administer Chapter 53 of the County Code.

2. Section 53-107(b) provides that the Council must not set fees that exceed the aggregate cost of administering Chapter 53, except as authorized by Section 53-206.

3. The County Executive has requested an increase in taxicab fees to cover the cost of administering Chapter 53.

4. The increase is needed because the cost of administering the regulation of the taxicab industry is increasing due to a recent court decision. The decision will allow Barwood to transfer their fleet licenses to individuals. This will result in a change of the County taxicab structure from an 80% fleet/ 20% individual system to a system with 75% of the taxicab licenses held by individuals.

Action

The County Council for Montgomery County, Maryland approved the following Action:

The Director of the Department of Transportation must charge the taxicab fees described in Table I, attached to and made part of this resolution.

This is a correct copy of Council action.

_____
Linda M. Lauer, Clerk of the Council Date

TAXICAB FEES

	December 2005 Resolution #15-1269	Proposed 2009 Resolution
Driver Identification Card (ID)		
Application	$20	
[Temporary	$15]	NA
New one year	$50	
Renewal one year	$75	
Renewal two year	$150	
Duplicate	$25	
Test Fee	$20	
Passenger Vehicle License (PVL)		
Renewal	[$325]	$750
Vehicle Replacement	$75	
Affiliate Company Transfer	$150	
Application for Individual PVL	$500	
Application for Fleet PVLs	$1,000	
New Taxicab PVL in Service (Individual)	$5,000	
New Taxicab PVL in Service (Fleet)	$2,500	
[Ownership] License Transfer		
1 -4 PVLs	[$2,500/PVL]	$5,000/PVL
5 -100 PVLs	$10,000 +$500/PVL over 4	
101 +PVLs	$58,000 +$250/PVL over 100	
Vehicle reinspection 1st	$25	
Vehicle reinspection 2nd	$75	
Vehicle reinspection 3rd	$150	

S/EOB5/TAXI/Resolution-Fees.2009/FEETableCompare.2009

TABLE I
TAXICAB FEES

I. Driver Identification Card (ID)

Application	$20
New one year	$50
Renewal one year	$75
Renewal two year	$150
Duplicate	$25
Test Fee	$20

II. Passenger Vehicle License (PVL)

Renewal	$750
Vehicle Replacement	$75
Affiliate Company Transfer	$150
Application for Individual PVL	$500
Application for Fleet PVLs	$1,000
New Taxicab PVL in Service (Individual)	$5,000
New Taxicab PVL in Service (Fleet)	$2,500
License Transfer	
1 -4 PVLs	$5,000
5 -100 PVLs	$10,000 +$500/PVL over 4
101 +PVLs	$58,000 +$250/PVL over 100
Vehicle reinspection 1st	$25
Vehicle reinspection 2nd	$75
Vehicle reinspection 3rd	$150

S/EOB5/TAXI/Resolution-Fees.2009/FEETable.2009

COALITION for a
Competitive Taxicab Industry

April 23, 2009

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

Dear Ms. Floreen:

CCTI welcomes the opportunity to comment on the County Executive's proposed resolution, made on behalf of DOT, to increase in the FY2010 budget (i) certain taxicab fees and (ii) the size of the Taxi Unit staff. The essence of DOT's proposal is that a large staff increase is necessary as a result of the Barwood situation and that therefore certain fees need to be doubled (or more). Respectfully, both the proposed staff increase and the fee increases are excessive, unwarranted and not comparable to surrounding jurisdictions.

Jurisdictional Comparisons: Staffing Levels (Attachment 1)

Montgomery County currently has by far the highest ratio of taxi staff to vehicles of any of the surrounding jurisdictions. For instance, the **Public Service Commission,** which regulates 1,482 taxis, in four different jurisdictions, and regulates 5,291 sedans, limos and other vehicles, has a staff of 17 which will grow to 19. Their current ratio is **1 staff member to 404** vehicles (will be 1 staff to 362 vehicles). **Montgomery County's** ratio of staff to vehicles is currently **1 to 132**. The proposed budget, which is adding 2 additional staff, will bring it to 1 to 102. The **average ratio**, in the surrounding jurisdictions, is **1 per 245**. Our neighbors successfully regulate their taxis with less than half the staff of our Taxi Unit.

Montgomery County: Staffing Levels

The County Executive in his transmittal letter pointed out that prior to 2005, the Taxi Unit was essentially self-funded. This is true. What was left out is that in FY2005 the staff increased from 2.4 regulators to 6.4. By 2008, due to budget freezes, the staff level was at 5.4. Staff increased by 125% between 2005 and 2009. PVLs increased by 23% in that same period. **The proposal, of an additional 2 staff members, will bring the 2005 to 2010 staff increase to almost 200% or almost 10 times the increase in PVLs.**

DOT justifies the increase in staff levels by implying that the results of the Barwood Bankruptcy Court decision will "result in a reversal of the County taxicab structure from an 80 percent fleet – 20 percent

8540 Calypso Lane ~ Gaithersburg, MD ~ 20879 ~ (301) 258-0431

individual system." This may be true four or five years from now, when Barwood's five year plan is complete. It is not true in FY2010. The Department is aware of this, and has projected only 40 PVL transfers in the FY2010 budget. If all of the transfers are from fleets to individuals, the fleet ratio would be **73.8 percent fleet – 26.2% individual**.

Even if there was a complete reversal of the fleet to individual ratio, the workload of the Taxi Unit would not drastically increase.

- There would not be any additional vehicles added.
- There would not be any net new drivers.
- Fleets would still be responsible for managing their affiliates.

There would be a temporary workload increase when transfer applications are reviewed. However, this only happens once per transfer, should only take a staff member no more than a day, probably less since transferees will be pre-screened by the fleet. The additional work load might be as much as **2 months work, not 2 work years**, which would be more than covered by the current $2,500 PVL owner transfer fee.

Jurisdictional Comparisons: Fees (Attachment 2)

Most of the counties in our region do not charge to transfer a PVL. There are a few exceptions: Prince George's charges $1,000, Anne Arundel charges $100, and DC charges $350. **Montgomery County currently charges $2,500 and is proposing to double the fee to $5,000.** The current fee of $2,500 will raise **$100,000** which should be more than sufficient to cover the staff costs to process 40 transfer applications.

The average PVL renewal fee in surrounding jurisdictions is approximately $160. The highest fee is in DC which charges $350. **Montgomery County currently charges $325 and is proposing a 130% increase to $750.**

Montgomery County's Proposed Fee Increases

As mentioned above the County Executive, in his proposed resolution, is asking to drastically increase two fees – the PVL renewal fee and the PVL owner transfer fee. He says that this will raise an additional $368,130. There was no backup provided by DOT to explain how this number was determined. Using the 40 transfers estimated in DOT's budget and the 715 existing PVLs, we believe the **actual increase from these two fees is approximately $475,000**.

When fees were last before the County Council, it was recognized that the increased cost of the Taxi Unit, which was in the budget just prior to the adoption of Bill 14-04, should not be solely funded by the industry. There was a public purpose component, similar to the County's partial funding of Ride-On. Further, it was agreed that a rolling window of several years, would be used to evaluate the necessary fees to fund the Taxi Unit. This is necessitated by the bi-annual issuance of new licenses, which raised approximately $239,000 in FY2009. We estimate that the Taxi Unit, even with their unnecessary proposed staffing levels and fee increases, will be creating a **substantial surplus of revenues over several years**. This would be in violation of Section 53-107(b) that limits fees to the aggregate cost of administering Chapter 53.

Discussion

DOT has not provided the necessary information to the County Council, on which the Council could base any rational decision, on the necessity to add additional staff or to justify any fee increase, let alone the massive fee increase that is being proposed.

- No information has been provided on the current workload of the staff. Are they constantly overworked? There has been no basis shown for additional staff. There has been no estimated work years (or actually months) provided to justify the need, i.e., requirement to approve the transfer of approximately 40 PVLs. Instead, DOT implies that the all of the Barwood PVL transfers will happen almost immediately not over the 5 years that Barwood has planned.

- This proposed resolution was not accompanied by any detailed revenue information. DOT did not provide to the County Council the actual revenue raised in prior years, nor any detailed estimation of the revenue that would be raised in FY2010 and beyond by the existing fees and their proposed increases.

Without this information, there is no justification to increase staff or increase fees.

CCTI's Proposal (Attachment 3)

CCTI does recognize the current economic climate and the stresses this is placing on the County's budget. This economic climate is also placing stress on our drivers, private owners and the fleets as well. However, we are willing to make reasonable concessions, as other stakeholders in the County have, such as the teachers' union and other county unions.

We believe that the Taxi Unit should be not requesting additional staffing when other departments are actually losing staff and others have agreed to forego pay raises. In this budget environment, CCTI does not believe that additional staff members should be requested, are not properly justified, and, in our opinion, are not needed. As discussed above, there is a minimal work load increase. Other jurisdictions are able to effectively regulate their taxis with a much smaller staff than the current staff of the Montgomery County Taxi Unit.

CCTI recognizes that the current fee structure does not cover, even with a rolling budget, the current costs of the existing size of the Taxi Unit. While we do not think the current size of the Unit is necessary, we are not proposing that any additional staff reductions be implemented. We have set forth our proposed fee structure and the estimated revenue for comparative purposes against DOT's fee proposal.

Because neither the Council nor the industry was provided with a "big picture analysis" of Fee Revenue, our numbers were based on a number of basic assumptions being placed in a template used by DOT in 2005, when fees were discussed by the Council. Assumptions: 50 PVL transfers in FY2010 is based on Barwood's planned transfers; driver numbers are based on the Taxi Unit's FY2009 numbers on driver statistics through February 2009; estimated fines of $27,265 is based on the amount of fine revenue provided to CCTI by the Taxi Unit (FY2008 fines were $28,952).

We are proposing three fee increases, two of which are based on the rate of inflation.

- We propose that the PVL renewal fee be increased to $400. This figure is based on the U.S. Department of Labor's inflation rate from 2000 to 2009. This fee was last raised in 2000.

- We are proposing to double the vehicle replacement fee from $75 to $150. Each vehicle replacement involves time for the inspector to make a special inspection of the new vehicle at the meter course.

- We are proposing a small increase to the renewal fees for existing drivers, which is also based on the inflation rate. The one year renewal would go from $75 to $80 and the two year renewal from $150 to $160.

We are not proposing to increase any fees for new drivers. We do not believe that any increase is necessary or justified for the PVL transfer fee, we propose it stay at the already exorbitant rate of $2,500 shown in Attachment 2

Conclusion

CCTI requests that the proposed staff increase for the Taxi Unit be denied and that the proposed resolution by the County Executive and DOT be rejected. If the County Council believes that it is necessary to increase taxi fees, we respectfully ask that CCTI's proposed fee increases be adopted.

If you have any questions on CCTI's proposal please communicate with Retha Arens, CCTI's Executive Director, or any of our fleet members.

Thank you.

Sincerely,

Reza Raoofi
President, CCTI and Action Taxi

cc: The Honorable George Leventhal
The Honorable Roger Berliner
Arthur Holmes, Director, Department of Transportation
Lawrence A. Shulman, Esq.
Retha Arens, Esq.
CCTI Members: Lee Barnes, Matthew Mohebbi, and Dwight Kines

ATTACHMENT 1

TAXI REGULATOR STAFF RATIOS
WASHINGTON METRO AREA

JURISDICTION	STAFF	REGULATION RESPONSIBILITIES	# VEHICLES	RATIO STAFF: VEHICLES
MONTGOMERY COUNTY PROPOSED FY2010	7 full time	Taxis **Only**	715	1 per **102**
MONTGOMERY COUNTY CURRENT FY2009	5.4 Full time	Taxis **Only**	715	1 per **132**
MD PSC: BALTIMORE CITY CURRENT	2 dedicated to taxis, 19 total	Taxis plus sedans, limos and buses	6,873	1 per **362**
PRINCE GEORGE'S COUNTY CURRENT	2 not all taxi	Taxis plus ice cream trucks, tow trucks, vending machines	775	1 per **388**
DISTRICT OF COLUMBIA CURRENT	19 full time	Taxis plus limos	5044	1 per **265**
ARLINGTON COUNTY CURRENT	2 staff, 1 inspector	Taxis **Only**	765	1 per **255**
CITY OF ALEXANDRIA CURRENT	3 full time	Taxis **Only**	730	1 per **243**
FAIRAX COUNTY CURRENT	3 not all taxi	Taxis plus pawnbrokers, massage therapists	576	1 per **192**
ANNE ARUNDEL COUNTY CURRENT	4 not all taxi	Taxis plus other licenses	520	1 per **130**
FREDERICK COUNTY CURRENT	1 part time	Taxis **Only**	61	1 per **122**
AVERAGE RATIO WITHOUT MONTGOMERY COUNTY				1 per **245**

* 7.8 work years proposed in FY2010 budget. Budget only has 7 full-time staff members. The discrepancy is not explained by DOT.

ATTACHMENT 2

FEE COMPARISONS
WASHINGTON METRO AREA

JURISDICTION	PVL RENEWAL FEE	TRANSFER FEE
MONTGOMERY COUNTY PROPOSED FY2010	$750	$5,000
MONTGOMERY COUNTY CURRENT FY2009	$325	$2,500
DISTRICT OF COLUMBIA PROPOSED	$475	$475
DISTRICT OF COLUMBIA CURRENT	$350	$350
MD PSC: BALTIMORE CITY CURRENT	$145	None
CITY OF ALEXANDRIA CURRENT	150*	None
FAIRAX COUNTY CURRENT	$150	None
PRINCE GEORGE'S COUNTY CURRENT	$100	$1,000
ANNE ARUNDEL COUNTY CURRENT	$100	$100
ARLINGTON COUNTY CURRENT	$10	None

* City of Alexandria charges a $4,000 annual fee to each fleet. For a Fleet of 100 taxis the equivalent PVL renewal fee is $190.

PROPOSED TAXI FEE REVENUE COMPARISONS

ATTACHMENT 3

	DOT CURRENT FY 2009			PROPOSED FY2010						NEW FEES - REVENUE INCREASE FY2010	
	Fee	Estimated Number	Total Revenue	DOT Fee	DOT Estimated Number	DOT Total Revenue	CCTI Fee	CCTI Estimated Number	CCTI Total Revenue	DOT	CCTI
DRIVER ID FEES											
Application	$ 20	425	$ 8,500	$ 20	425	$ 8,500	$ 20	425	$ 8,500		
Temporary ID	$ 15	0		NA	0		N/A	0			
New ID one year	$ 50	385	$ 19,250	$ 50	385	$ 19,250	$ 50	385	$ 19,250		
One year ID	$ 75	185	$ 13,875	$ 75	185	$ 13,875	$ 80	185	$ 14,800		$ 925
Renew ID two year	$ 150	300	$ 45,000	$ 150	300	$ 45,000	$ 160	300	$ 48,000		$ 3,000
Duplicate ID	$ 25	35	$ 875	$ 25	35	$ 875	$ 25	35	$ 875		
Test Fee	$ 20	410	$ 8,200	$ 20	410	$ 8,200	$ 20	410	$ 8,200		
TOTAL DRIVER FEES			$ 95,700			$ 95,700			$ 99,625		$ 3,925
PVL FEES											
PVL Renewal	$ 325	650	$ 211,250	$ 750	715	$ 536,250	$ 400	715	$ 286,000	$ 325,000	$ 74,750
Vehicle Replacement	$ 75	160	$ 12,000	$ 75	180	$ 13,500	$ 150	180	$ 27,000		$ 15,000
PVL affiliate co. transfer	$ 150	10	$ 1,500	$ 150	10	$ 1,500	$ 150	10	$ 1,500		
Individual PVL request*	$ 500	60	$30,000	$ 500	0	$ -	$ 500	0	$ -		
Fleet PVL application*	$ 1,000	4	$ 4,000	$ 1,000	0	$ -	$ 1,000	0	$ -		
New PVL in serv. - Indiv*	$ 5,000	15	$ 75,000	$ 5,000	0	$ -	$ 5,000	0	$ -		
New PVL in serv. - Fleet*	$ 2,500	52	$ 130,000	$ 2,500	0	$ -	$ 2,500	0	$ -		
PVL owner transfer/indiv	$ 2,500	20	$ 50,000	$ 5,000	40	$ 200,000	$ 2,500	50	$ 125,000	$ 150,000	$ 75,000
Complete Company sale		0			0						
Sliding flat fee (See Memo)											
Vehicle reinspect/ 1st	$ 25	112	$ 2,800	$ 25	112	$ 2,800	$ 25	112	$ 2,800		
Vehicle reinspect/ 2nd	$ 75	60	$ 4,500	$ 75	60	$ 4,500	$ 75	60	$ 4,500		
Vehicle reinspect/ 3rd	$ 150	20	$ 3,000	$ 150	20	$ 3,000	$ 150	20	$ 3,000		
Total PVL Fees			$ 524,050			$ 761,550			$ 449,800	$ 475,000	$ 164,750
Total Driver Fees			$ 95,700			$ 95,700			$ 99,625		$ 3,925
Estimated Fines			$ 27,265			$ 27,265			$ 27,265		
TOTAL REVENUE			**$ 647,015**			**$ 884,515**			**$ 576,690**	**$ 475,000**	**$ 168,675**

* New PVL's are issued bi-annually. Next issuance FY2011.

Basis of Data: Minimal data furnished by DOT; the estimated driver numbers are based on DOT partial FY09 data; DOT PVL transfer numbers are based on DOT estimates; other numbers are CCTI estimates.

47

FY10 CE RECOMMENDED BUDGET
Operating Cost of Ride On Bus Service

Cost Element	Cost/Hour FY10 Dollars Cost	Cumulative
Bus Operators	$41.61	$41.61
Motor Pool	$31.29	$72.90
Coordinators	$3.24	$76.13
Other Operating Labor	$4.37	$80.50
Schedule/Communications	$3.00	$83.50
Customer Service/Safety	$2.55	$86.05
Other Non-labor Oper/Mgmt Svcs/ General Administration/Other	$4.56	$90.61
Indirect	$7.12	$97.73
Fully Allocated Cost	$97.73	

Rate for any new service added

WMATA Non-Regional Rate $102.41

48

Ewing analysis.xls
4/13/2009

Expedited Bill No. 17-09
Concerning: Parking Lot Districts – Use of Revenue
Revised: 3/31/2009 Draft No. 2
Introduced: April 14, 2009
Expires: October 14, 2010
Enacted: _____
Executive: _____
Effective: _____
Sunset Date: _____
Ch. _____, Laws of Mont. Co. _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Councilmembers Floreen, Knapp, Elrich, and Leventhal, and Council President Andrews

AN EXPEDITED ACT to:

(1) expand the use of Parking Lot District revenues for transit service serving the Parking Lot District; and
(2) generally amend the law regarding the use of parking lot district funds.

By amending
Montgomery County Code
Chapter 60, Parking Lot Districts
Section 16

Boldface	*Heading or defined term.*
Underlining	*Added to existing law by original bill.*
[Single boldface brackets]	*Deleted from existing law by original bill.*
Double underlining	*Added by amendment.*
[[Double boldface brackets]]	*Deleted from existing law or the bill by amendment.*
* * *	*Existing law unaffected by bill.*

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

Sec. 1. Section 60-16 is amended as follows:

60-16. Purpose of parking lot funds.

* * *

(c) (1) Notwithstanding the limitations in subsection (a) or (b) or any other provision of this Chapter, the County Council may transfer revenue from parking fees to:

(A) the fund of any urban district from which the fees are collected, as limited by Section 68A-4(a)(2)

(B) fund activities of the Department of Transportation to implement transportation system management under [Section 42A-13 and] Section 42A-23. Parking fee revenue transferred to fund activities in a transportation system management district must not exceed parking fees collected in that transportation system management district; [and]

(C) fund activities of the Department of Transportation in a parking lot district, other than any parking lot district where a transportation system management district is operating to:

(i) promote, develop, and implement transit and ridesharing incentive programs; and

(ii) establish cooperative County and private sector programs to increase ridesharing and transit usage[.]; and

(D) fund bus service provided by the Department of Transportation that directly serves a parking lot district.

27 Parking fee revenue transferred to fund these activities must
28 derive only from parking fees collected in that parking lot
29 district.
30 (2) In this subsection, "parking fee" means revenue from parking
31 meters, parking permits, or any other user charge for parking.
32 * * *
33 **Sec. 2. Expedited Effective Date.**
34 The Council declares that this legislation is necessary for the immediate
35 protection of the public interest. This Act takes effect on July 1, 2009.
36
37 *Approved:*

38

Philip M. Andrews, President, County Council Date

39 *Approved:*

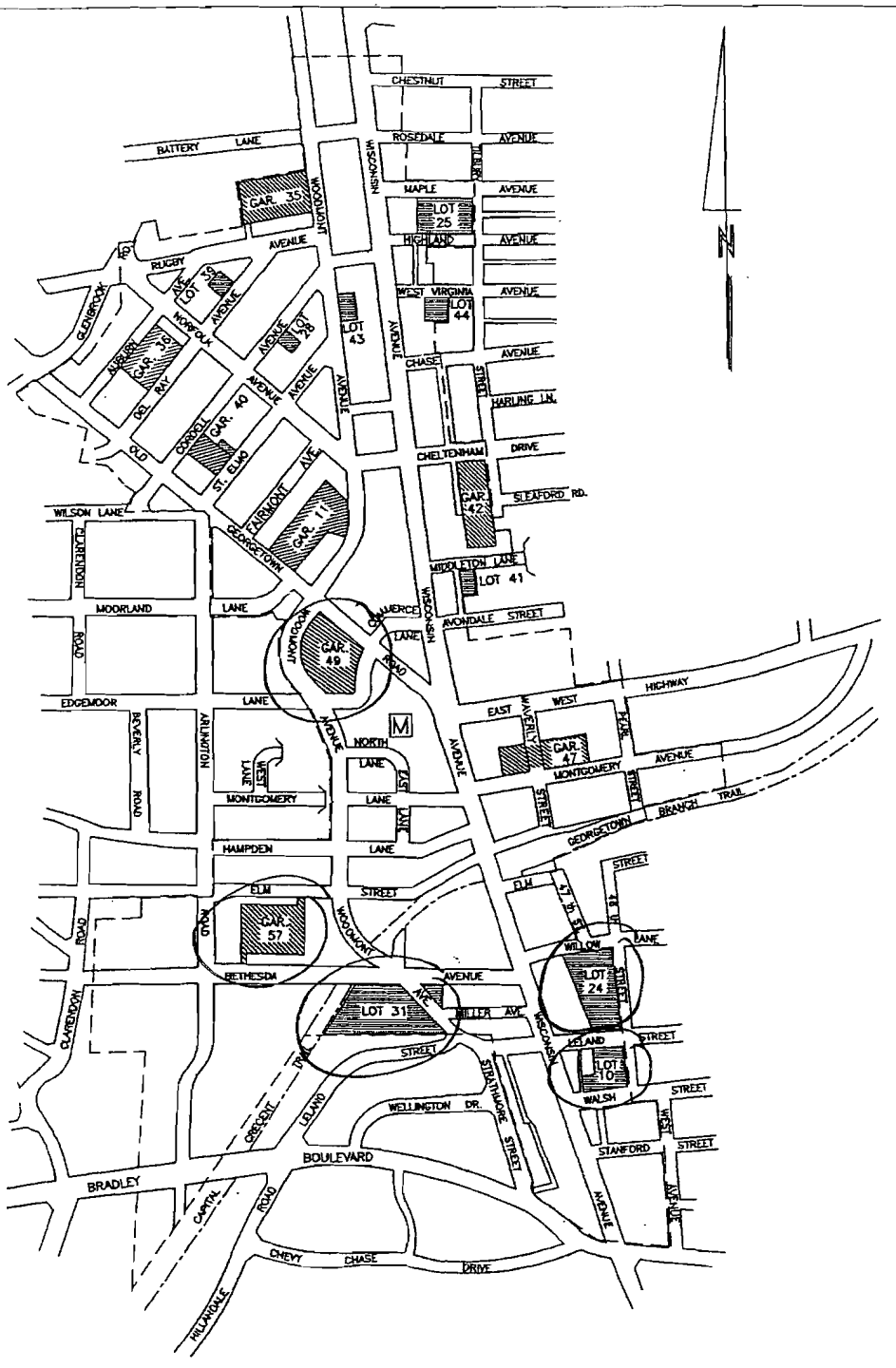
40

Isiah Leggett, County Executive Date

41 *This is a correct copy of Council action.*

42

Linda M. Lauer, Clerk of the Council Date



Garage/Lot Names

Gar. 11 Woodmont Corner Garage
7730 Woodmont Ave. &
7661 Old Georgetown Rd.
Gar. 35 Woodmont–Rugby Garage
8216 Woodmont Ave.
Gar. 36 Auburn–Del Ray Garage
4907 Del Ray Ave.
Gar. 40 Cordell–ST. Elmo Garage
4935 St. Elmo Ave.
Gar. 42 Cheltenham Garage
4720 Cheltenham Drive
Gar. 47 Waverly Garage
7401/7402 Waverly Street
Gar. 49 Metropolitan Garage
7601 Woodmont Ave.
Gar. 57 Bethesda–Elm Garage
4841 Bethesda Ave.

Lot 10 Leland – Walsh Street Lot
4600 Leland Street
Lot 24 Farm Woman's Market Lot
4601 Leland Street
Lot 25 Highland–Maple Avenue Lot
4707 Highland Ave.
Lot 28 Cordell Avenue Lot
4854 Cordell Ave.
Lot 39 Capital Crescent Lot
4712 Bethesda Ave.
Lot 39 Del Ray Avenue Lot
4829 Del Ray Ave.
Lot 41 Middleton Lane Lot
4538 Middleton Ln.
Lot 43 Woodmont Avenue Lot
8009 Woodmont Ave.
Lot 44 West Virginia Avenue Lot
4704 West Virginia Ave.

Parking Lot District Boundary — — — —

Public Parking Lot ------- (shaded)

Public Parking Garage ---- (shaded)

Proposed ---------- GAR.

TOTAL NO. SURFACE PARKING LOT SPACES	877
TOTAL NO. MULTI-LEVEL GARAGE SPACES	5822
TOTAL NO. METERED CURB SPACES	794
TOTAL PUBLIC PARKING SPACES	7493
TOTAL NO. SURFACE PARKING LOTS	9
TOTAL NO. MULTI-LEVEL PARKING GARAGES	8

OFF-STREET PUBLIC PARKING FACILITIES

BETHESDA PARKING LOT DISTRICT

Montgomery County, Maryland
Department of Public Works
and Transportation
Division of Operations
November, 2007