

T&E COMMITTEE #1
April 21, 2014

MEMORANDUM

April 17, 2014

TO: Transportation, Infrastructure, Energy & Environment Committee

FROM: Glenn Orlin, ^{GO} Deputy Council Administrator

SUBJECT: Briefing by Washington Metropolitan Area Transit Authority (WMATA);
FY15-20 CIP revisions and supplemental appropriations—selected projects;
FY15 Operating Budget: General Fund (transportation),
Vacuum Leaf Collection Fund, Homeowners Association Road
Reimbursement NDA, and Snow Removal and Storm Cleanup NDA

Those anticipated to attend this worksession include:

Arthur Holmes, Jr., Director, Department of Transportation (DOT)
Edgar Gonzalez, Deputy Director for Transportation Policy, DOT
Al Roshdieh, Deputy Director, DOT
Keith Compton, Chief, Division of Highway Services, DOT
Bruce Johnston, Chief, Division of Transportation Engineering, DOT
Emil Wolanin, Chief, Division of Traffic Engineering and Operations, DOT
Tony Alexiou, Chief, Management Services, DOT
Anne Root, Bikesharing Manager, DOT
Alicia Thomas, Budget Analyst, DOT
Brady Goldsmith and Naeem Mia, Budget Analysts, OMB

I. Briefing by WMATA

Every year at this time the Committee invites the WMATA Board Members from Montgomery County to brief it on WMATA's budget for the upcoming year, as well as affording the opportunity for a conversation about ongoing issues with Metrorail, Metrobus, and MetroAccess. Board Member Michael Goldman (appointed by the Governor), Board Alternate Kathryn Porter (appointed by the Executive and confirmed by the Council), and Charlie Scott (WMATA's liaison for Maryland affairs) are expected to attend.

As background, the Approved FY15 Budget is summarized on ©1-2. The significant fare changes that will go into effect on July 1 are on ©3. The changes to Metrobus service to be implemented in FY15 are on ©4.

II. FY15-20 CIP Revisions and Supplemental Appropriations—selected projects

This worksession will address most recommended amendments, except those associated in some way with transit and Purple Line-related projects, which will be addressed at the April 24 worksession.

1. **Bicycle-Pedestrian Priority Area Projects.** The Council has tentatively approved a new program of bicycle and pedestrian improvements in the 28 Bicycle-Pedestrian Priority Areas (BPPAs) identified in Council-approved master plans, reserving \$1 million annually starting in FY16. DOT was asked to develop a cost estimate for studies in FY15 to identify candidate subprojects in some of these areas that could be implemented beginning in FY16.

Studying all 28 areas in FY15 is too great a task to undertake in one year. Furthermore, the subprojects that could be identified in the 28 areas would certainly far exceed the \$5 million reserved for implementation in FYs16-20. Therefore, Council staff asked DOT to select four or five BPPAs for study and to develop a cost estimate for each study. DOT recommends studying 5 BPPAs in FY15: Glenmont (©5), Grosvenor (©6), Silver Spring CBD (©7), Veirs Mill/Randolph (©8), and Wheaton CBD (©9). DOT estimates the cost of the consultant studies for the Silver Spring and Wheaton CBDs to be \$100,000 apiece, while the studies for the other three areas, which are considerably smaller, to be \$50,000 each. Additionally there would be a \$5,000 staff charge for each study, bringing the total to \$375,000. As planning studies, they must be funded with Current Revenue.

Council staff recommendation: Add \$375,000 (Current Revenue) in FY15 to the project to identify subprojects for the Glenmont, Grosvenor, Silver Spring CBD, Veirs Mill/Randolph, and Wheaton CBD BPPAs (see revised PDF on ©10).

2. **Facility Planning—Transportation** (©11-13). This project funds the planning and preliminary engineering of road, transit, bikeway, and major sidewalk projects: it is the ‘gatekeeper’ for all new major transportation projects, except bridge replacements and rehabilitations. Facility planning is conducted in two phases: a feasibility study (Phase I), and a preliminary engineering study (Phase II). Once a project has proceeded through the preliminary engineering (a.k.a. 35% design) phase, its scope is well defined and its cost estimate is reliable. When facility planning is completed is the appropriate point for elected officials to decide whether the project should be funded for construction as planned or with revisions, or be rejected.

Executive’s recommendations. For FYs15-20 the Executive is recommending spending \$10,248,000, a \$711,000 (6.5%) decrease compared to the approved funding level for the FY13-18 period, and a \$7,352,000 (41.8%) reduction from the FY11-16 CIP. Some of the studies have been completed, and a few others have been deleted. Here are the significant changes to studies already programmed:

- Arlington Road widening, Wilson Lane to Bradley Boulevard: study funds deleted.
- Oakmont Avenue improvements, Shady Grove Road to Railroad Street: start of Phase I accelerated one year, from FY18 to FY17.
- Summit Avenue Extended, University Boulevard to Plyers Mill Road: start of Phase I accelerated two years, from FY18 to FY16.

- Bradley Boulevard Bikeway, Wilson Lane to Goldsboro Road: finish of Phase II delayed one year, from FY14 to FY15.
- Dale Drive Bikeway, Georgia Avenue to Colesville Road: start of Phase I delayed 1 year, from FY15 to FY16, and finish of Phase II delayed two years, from FY18 to FY20.
- Franklin Avenue Bikeway, Colesville Road to University Boulevard: finish of Phase II delayed one year, from FY15 to FY16.
- Goldsboro Road Bikeway, River Road to MacArthur Boulevard: finish of Phase II delayed one year, from FY16 to FY17.
- Oak Drive Sidewalk in Damascus: finish of Phase II delayed two years, from FY13 to FY15.
- Tuckerman Lane Sidewalk, Old Georgetown Road to Gainsborough Road: finish of Phase II delayed one year, from FY17 to FY18.
- Lakeforest Transit Center Modernization: finish of Phase II delayed two years, from FY18 to FY20.

Some of these facility planning studies have been decelerated—not for production reasons, but as a way of managing when they would be candidates for entry to the CIP as fully-funded projects. Council staff has raised the concern in the past that following an aggressive schedule in facility planning would lead to more projects than the County could afford to fund, so the Executive is correct in bringing projects into the CIP more slowly. Even so, the Executive is recommending accelerating the Oakmont Avenue and Summit Avenue Extended studies, so they would be candidates for full funding sooner.

The Council has received much correspondence both for and against funding for the Midcounty Corridor Study which, over the past decade, has examined the master-planned M-83 route and its alternatives. However, all the funding necessary to complete Phase II of facility planning was appropriated two years ago, so the Executive is not seeking more funding for the study. Once DOT receives a response from the Federal and State environmental review agencies as to which of the alternatives are permissible, the Council will be in a position to decide whether to proceed either with some form of improvement in the M-83 right-of-way, one of its alternatives, or the no-build option. This will come before the Council for a decision either later this year, or more likely in 2015.

The Executive is also recommending four new studies under Facility Planning—Transportation:

- Boyds Transit Improvements: \$405,000 in FYs15-16 for Phase II studies to improve the MARC station, its park-and-ride capacity, and its access for bikers and pedestrians. Phase I was initiated in FY13 with contingency funds set aside under the PDF for transit studies. Phase I is nearly complete, and DOT plans to proceed to Phase II in FY15.
- Capital View Avenue/Metropolitan Avenue Sidewalk and Bikeway, Forest Glen Road to Ferndale Street: \$325,000 in FYs19-20 for Phase I planning, continued in Phase II after FY20.
- Clopper Road Bikeway, Festival Way to Slidell Road: \$325,000 in FYs19-20 for Phase I planning, continued in Phase II after FY20.
- Sandy Spring Road, Brooke Road to Dr. Bird Road, plus segments of Dr. Bird and Norwood Roads: \$325,000 in FYs19-20 for Phase I planning, continued in Phase II after FY20. Councilmember Navarro requests that this study be accelerated so that it begins in FY15-16 (©14).

Boyds. Typically the T&E Committee reviews facility planning studies once Phase I is completed. The Boyds Transit Improvements study is nearing the end of Phase I, and several decisions about the direction of the project will be made at that time, most importantly the site for expanding station parking. The Committee should expect to review the Phase I work in early FY15.

Capital View Bikeway. Capital View Avenue/Metropolitan Avenue (MD 192) is the primary travel route between Kensington and Forest Glen, Montgomery Hills, and Silver Spring. It traverses a compact suburban/urban area that would be much more heavily used by bikers and pedestrians if there were a means for safe passage. However, the right-of-way is extremely tight and the topography is very challenging, which is why a facility planning study is necessary.

Clopper Road Bikeway. The proposed bikeway study for Clopper Road is in the section north of the suburban development of South Germantown, through Boyds, and north to Slidell Road. Most of it would be in the Agricultural Reserve. Traffic volume is low, especially in the segment north of Boyds along Barnesville Road. This is certainly not a high priority bikeway.

Sandy Spring Bikeway. Just like the Capital View Avenue and Clopper Road studies, the Sandy Spring Road bikeway study was shown in the Approved FY13-18 CIP as a candidate to be studied after FY18. The Executive is recommending graduating all three studies into the six-year period of the new CIP, beginning in FY19. In so doing, none of these studies would jump the queue of already programmed studies. The Sandy Spring bikeway has much merit, but Council staff does not see a rationale for accelerating the start of its study earlier than FY19. As recommended by the Executive, this study has \$130,000 in FY19, \$195,000 in FY20, and \$650,000 Beyond 6 Years. If the Council wishes to accelerate this study, then the \$650,000 expense would move into the six-year period.

MD 355 Bypass. In the recently approved 10-Mile Creek Area Limited Master Plan Amendment, the Council called for a facility planning study to determine the route of the MD 355 Bypass around the Town Center, and by extension, the route of the Corridor Cities Transitway and its stations there. To determine the best route, only Phase I facility planning would need to be conducted. (Phase II would be needed only if the Council wished to take this portion of the bypass or CCT into construction in the near or mid-term future.) DOT estimates that a Phase I study would cost \$960,000 over three years: \$300,000 in Year 1, \$420,000 in Year 2, and \$240,000 in Year 3.

LSC Loop Trail. The Planning Board staff has pointed out that the Life Sciences Center Loop Trail (Bikeway LB-1) is among the projects that must be funded in the County's six-year CIP and/or through developer contributions as part of plan approvals before Stage 2 of the Great Seneca Science Corridor Master Plan can begin, and so it requests that the Council fund a facility planning study for it. This shared use path essentially would widen some sidewalks along certain existing or planned streets in the Life Science Center (Omega Drive, Medical Center Drive, Johns Hopkins Drive, Belward Campus Drive, Discoverly Drive, and new roadways through the PSTA property and the Crown Farm) to the width for a hiker-biker trail: 8-10' (©15)

The rights-of-way of these streets are—or will be—sufficiently wide enough to accommodate this trail; the question is on which side of each of these streets should the trail be built. Council staff does not believe a formal facility planning study is required to determine this. Instead a project could be developed by staffs of DOT, M-NCPPC, and the City of Gaithersburg, and representatives of the

developers. If DOT does require consultant funding to help in this exercise, it could use some of the \$50,000 set aside in the project annually for undesignated studies.

Council staff recommendation: Delete the Clopper Road Bikeway study: \$65,000 in FY19, \$260,000 in FY20, and \$650,000 Beyond 6 Years. Add the MD 355 Bypass study starting in FY19: \$300,000 in FY19, \$420,000 in FY20, and \$240,000 Beyond 6 Years (©16-18).

3. ***Platt Ridge Drive Extended*** (©19-21). This project addresses a long-standing problem for residents of Spring Valley, the neighborhood beyond the northwest corner of the Connecticut Avenue and Jones Bridge Road intersection in Chevy Chase. The only current access to Jones Bridge Road is Spring Valley Road, but frequent back-ups from the Connecticut Avenue intersection often make it difficult for traffic exiting from Spring Valley Road to head east on Jones Mill Road, either to continue east or turn north on Connecticut Avenue.

The extension of Platt Ridge Drive would be a new, two-lane road extending north from Jones Bridge Road across from existing Platt Ridge Drive (the northern access to Howard Hughes Medical Institute), connecting to Spring Valley at the intersection of Spring Valley Drive and Montrose Driveway. There is already a traffic signal at Jones Bridge Road/Platt Ridge Drive. This intersection is set back far enough west from Connecticut Avenue so that existing and future queues would not block it. In the meantime, DOT has installed a temporary traffic signal at the Jones Bridge Road/Spring Valley Road intersection; it would be removed once Platt Ridge Drive Extended is open to traffic.

The project crosses North Chevy Chase Local Park, so the road would be built with as small a footprint as possible: two, 10'-wide lanes with rolled curbs, and no sidewalk, bikeway, or streetlights. Pedestrians would continue to access Jones Bridge Road via the sidewalks on Spring Valley Road. The project's cost in the Recommended CIP has remained at \$3,700,000. The proposed schedule would have it completed in the summer of 2015.

The Planning staff doubts the need for this road. Much of the BRAC relocation has occurred, and with the remaining improvements to the Connecticut Avenue/Jones Bridge Road intersection, Planning staff believes that the current signal location at Spring Valley Road provides the function of allowing access to/from the neighborhood without incurring the cost and park impacts of building the project. Most of the BRAC relocations have occurred by now. The Planning Board conducted a mandatory referral review of the project on April 3, but it deferred a recommendation because it could not take action on the Forest Conservation Plan in turn because comments had not yet been received by the County Arborist. The Board requested more information about the length of the queues. It also asked for improvements to the vertical and horizontal alignments of the new road (©22-23).

Both DOT and the State Highway Administration disagree with Planning staff. Their forecasts show that backups through the Spring Valley intersection will continue to occur—especially during evening rush hours—even with the yet-to-be-built third left-turn lane from eastbound Jones Bridge Road to northbound Connecticut Avenue. This third left-turn lane is now not likely to be completed by SHA until FY19, due to complicated and time-consuming utility relocations.

Council staff recommendation: Concur with the Executive.

4. Appropriation revisions. On March 17 the Executive recommended appropriation changes to four projects. They are addressed individually:

Snouffer School Road (©24-25). On January 15 the Executive recommended an FY15 appropriation of \$1,237,000 and an estimated FY16 appropriation of \$2,866,000. The \$2,866,000 would cover all the programmed expenditures in FY16. However, FY16 would be the first year of construction, and the typical practice is to appropriate the entire construction cost in the first year of construction; contractors are unlikely to bid on a project unless it is fully appropriated by the legislative body. Therefore, the Executive now recommends showing an estimated FY16 appropriation of \$15,843,000. **Council staff recommendation: Concur with the Executive.**

Bikeway Program – Minor Projects (©26). For level of effort projects like this, the appropriation in a given year is set to the level needed to complete the work programmed in that year. In this project the cumulative appropriation through FY14 is now \$2,245,000 (partially due to the \$970,000 supplemental appropriation the Council approved earlier this spring). The total programmed expenditure through FY15 is \$2,277,000. Therefore, the FY15 appropriation should be the difference: \$32,000. The Executive is recommending a \$1,000,000 appropriation in FY15 which matches the expenditures programmed that year, but this does not account for the \$968,000 of appropriation that has not yet been applied to FY15 expenditures. **Council staff recommendation: Set the FY15 appropriation at \$32,000 (©27).** The Executive's recommendation to show an estimated FY16 appropriation of \$500,000 is correct.

ADA Compliance – Transportation (©28). In this project the cumulative appropriation through FY14 is \$4,260,000. The total programmed expenditure through FY15 is \$4,473,000. Therefore, the FY15 appropriation should be the difference: \$213,000, which is what the Executive recommended in his January 15 Recommended CIP. However, the Executive is now recommending a \$1,495,000 appropriation in FY15 which matches the expenditures programmed that year, but this does not account for the \$1,282,000 of appropriation that has not yet been applied to FY15 expenditures. **Council staff recommendation: Set the FY15 appropriation at \$213,000, as displayed in the Executive's January 15 transmittal (©29).** The Executive's recommendation to show an estimated FY16 appropriation of \$1,495,000 is correct.

Transportation Improvements for Schools (©30). The issue described in the prior two projects applies here, too. In this project the cumulative appropriation through FY14 is \$883,000. The total programmed expenditure through FY15 is \$739,000. Therefore, the funds already appropriated for this project already exceeds the expenditures through FY14, but through FY15 as well, so no FY15 appropriation is necessary. After FY15 a \$144,000 surplus of appropriation authority will still exist, so the estimated FY16 appropriation needed to cover the \$200,000 expenditure that year is \$56,000. In his January 15 Recommended CIP the Executive made these exact appropriation recommendations: \$0 in FY15 and an estimated \$56,000 for FY16.

However, the Executive is now recommending appropriation amounts equal to the expenditures: \$200,000 each in FY15 and FY16. Again, however, these latter recommendations do not account for the carryover appropriation authority already granted to the Executive. **Council staff recommendation: Set the FY15 appropriation at \$0 and the estimated FY16 appropriation at \$56,000, as displayed in the Executive's January 15 transmittal (©31).**

5. Funding shifts. The Executive is recommending funding source shifts in the Residential and Rural Road Rehabilitation and Montrose Parkway East projects. These shifts do not change the scope, cost, or schedule of these projects; the Executive is recommending them to reconcile aggregate revenues available in a given year to his aggregate recommended expenditures in that year. **Council staff recommendation: Do not approve these funding shifts at this time.** At CIP Reconciliation in May the Council undoubtedly will approve its own funding shifts to balance the Approved FY15-20 CIP.

III. FY15 Operating Budget: General Fund and Vacuum Leaf Collection Fund

The Executive's recommendations for the transportation programs in the General Fund and for the Vacuum Leaf Collection Fund are attached on ©32-44.

A. Vacuum Leaf Collection Fund

This fund pays for two vacuum leaf collections during the late fall/early winter each year. The Executive's recommended budget of \$5,224,643 reflects an increase of \$69,343 (+1.3%). The workforce would increase by 0.03 FTEs (+0.1%). The charges in FY15 would remain the same as in FY14: \$88.91 for each single-family unit and \$3.54 for each townhouse and multi-family unit. However, the charges are projected to increase substantially in FYs16-20 in the Fund's Fiscal Plan (©44). **Council staff recommendation: Concur with the Executive.**

B. General Fund

1. Executive's recommendations. The Operating Budget approved last May for FY14 for the transportation programs in the General Fund was \$47,305,571. For FY15, the Executive recommends total expenditures of \$49,123,424 for the transportation programs in the General Fund, a \$1,817,853 (3.8%) increase from the FY14 Budget. The recommended budget shows a rise of 1.86 Full Time Equivalents (FTEs) to 275.00 FTEs, a 0.7% increase. The Executive's recommended changes are on ©41-42. He is recommending no new major initiatives for FY15, nor is he recommending major reductions in existing programs. Other than compensation-related changes and motor pool adjustments, the most notable proposed changes between FY14 and FY15 are:

- **Annualizing Bikeshare Program operating expenses (+\$381,440).** The program was rolled out (so to speak) early last fall. The additional funds are needed for operations over a full 12-month period. Use of the system over the past six months has been relatively low, but not unexpected considering the program has just started and that the weather has been cold and particularly inclement. Because of the interest in this program DOT staff has been requested to present a short briefing on the status of the program and its use to date. Under the provisions of the Federal Jobs Access and Reverse Commute (JARC) grant that is helping to pay for the first year of this program, there is funding for up to 200 low-income persons to receive a free one-year membership (worth \$75), free bicycle education and safety training, and a free bike helmet. To date only a handful of individuals have taken advantage of this benefit, which is available until the JARC grant runs out on September 30, 2014. The application form is on ©45.

- *Traffic Signal System Modernization and Uninterrupted Power Supply (UPS) unit maintenance* (+\$152,500). UPS systems are used to power the intersection traffic signals that have Light Emitting Diode (LED) signal modules, in case of a power failure. As more UPS units are deployed, more operation and maintenance funding is needed for annual testing, life-cycle battery replacements, equipment failures, and replacement due to damage and accidents.
- *Maintenance for newly accepted subdivision roads* (+\$34,210). DOT accepted 6.8 miles of subdivision streets into its system for maintenance last year. Although these roads will most likely not need maintenance work initially, this finding supports roadways accepted into the system in the past for which accommodation was not made.

2. Candidates for the Reconciliation List. The Committee may wish to consider adding to the Reconciliation List funding for the following infrastructure maintenance items. All of the data below is from the latest Report of the Infrastructure Maintenance Task Force (March 2014). For each item the amount proposed by the Executive is compared to the “Annual Requirement”: how much funding is needed for all the work that should be conducted, optimally. The table also displays the Task Force’s “Criticality Rating” for each item, on a 1-to-5 scale (5 is the highest rating).

Infrastructure Element	Component	Maintenance Activity	Annual Requirement In FY15 \$	Approved Budget FY14	Proposed Budget FY15	Criticality Rating
Resurfacing	Residential Roadways	Crack seal, slurry seal, other preventive maintenance	\$4,185,482	\$939,410	\$1,789,410	4
Patching	All roadways maintained	Includes pothole repair, emergency, spot, skin and patching,	\$1,561,185	\$1,240,012	\$1,476,042	4
Curb & Gutter Repair	Curb & gutter within right of way	Preventive maintenance and repair of curb and gutters	\$300,000	\$173,887	\$173,887	3
Sidewalk Repair	Sidewalks within right of way	Preventive maintenance and repair of sidewalks	\$300,000	\$116,874	\$116,874	3
Tree Maintenance	Trees within County easements	Emergency pruning, tree removal, and stump removal	\$7,950,000	\$4,530,898	\$4,530,898	5
Crosswalk Maintenance	Crosswalks in County system	Three-year cycle per Pedestrian Safety Committee guidance	\$370,500	\$276,990	\$276,990	5
Streetlight Maintenance	Streetlights on County roadways	Re-lamping and servicing	\$512,200	\$454,300	\$454,300	5
Sign Repair & Replacement	Signs on County roadways	Repair and replacement of signs	\$800,000	\$368,660	\$368,660	5
Centerline Paint Program	Roadways throughout the County	Paint centerline on roadways	\$900,000	\$550,420	\$550,420	4
Signal Maintenance	County signals	Repairs and service, to signal devices	\$1,687,600	\$1,398,936	\$1,398,936	5

Resources for addressing traffic studies. In the middle of the last decade there was regularly a backlog of 350-450 traffic studies requested by the public. At that time the Council approved the Executive's request for consultant assistance to address this large backlog. This continued until the end of the decade, and by then the backlog had shrunk considerably. The assistance was discontinued during the recession, but the backlog stabilized at about 200, on average, until this year, when it has risen to 239 (see ©46). Restoring some funds for consultant assistance would help reduce the backlog. At its zenith, the budget for consultant assistance was \$177,200.

Adaptive Signal Control Technology (ASCT). During the discussion of the traffic signal system during the February 10 CIP worksession the Committee asked for a description and cost estimate for a study to develop a state-of-the-art signal system that would automatically adapt to changing traffic conditions in real time. DOT has provided a description of this study (©47-52). The study's cost is estimated to be \$480,000 and take 16 months to complete. Subsequent to this study, should the Council wish to proceed with ASCT, the next phase would be to implement it in a limited way and to test the results. This cost and timing of latter phase has not yet been determined.

3. Revenue. The Executive's Recommended Budget assumes \$3,587,366 in State Highway User Revenue FY15. However, the final allocation from the State's approved FY15 budget will be \$3,625,695: \$38,029 more. The revenue from the bike sharing program is anticipated to be \$315,000 in FY15. This is very conservative considering that the program has collected about \$135,000 in revenue through the end of March, a time of poor weather, and without the full complement of bike share stations. Council staff believes \$400,000 (i.e., \$85,000 more) is more likely. **Council staff recommendation: Assume \$123,029 more in revenue for the General Fund.**

IV. FY15 Operating Budget: Homeowners Association Road Maintenance Reimbursement NDA

On March 17 the Executive's recommendation for this nondepartmental account was \$52,740, which is for the State reimbursement program for private roads. He recommends no funding for the program to partially reimburse HOAs from County resources (©53-54).

The "State" program reimburses HOAs for roads eligible to be counted for State Highway User Revenue; the funds associated with these roads are sent to the County and then passed through to the HOAs. Most of the 50-odd miles of eligible roads under this program are in Montgomery Village, but there are a few miles in Olney and Germantown as well. Subsequent to the Executive's March 17 the State budget was finalized, and the per-mile reimbursement rate was raised slightly: OMB reports that the State funds to be allocated to Montgomery County—and to be passed on to the respective HOAs—will be \$370 more: \$53,110. Since these are pass-through State funds, this change will not help contribute the County's General Fund 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. However, for two decades the Council has limited the reimbursement to around \$1,000 per eligible mile, a fraction of the cost of maintaining a County road. For the FY10 budget, the Council reduced the appropriation to

only about \$250 per eligible mile, and for FY11 through FY14 the Council suspended funding for this program altogether. The Executive recommends extending this suspension through FY15.

Council staff recommendation: Add \$370 over the Executive's March 17 recommendation to reflect the recalculated distribution of State Highway User Revenue. This would be the fifth year with no funding for the "County" program, but even if it were funded at the FY10 level, the aid is hardly worth the paperwork and the associated staff time by the HOAs, DOT, and OMB. As noted last year, the Council should consider amending the County Code to delete the "County" program altogether.

V. FY15 Operating Budget: Snow Removal and Storm Cleanup NDA

For the FY14 Budget the Council appropriated \$5,884,990 for this NDA, which supplements the amounts budgeted for this work within the Departments of Transportation and General Services. This was in addition to the \$3,214,060 explicitly included in DOT's budget for Snow Removal/Wind/Rain Storms Program, bringing the FY14 total to \$9,099,050. For FY15 the Executive recommends the same \$5,884,990 figure for the NDA (©55), which would supplement the \$3,281,713 that he is proposing for DOT's Snow Removal/Wind/Rain Storms Program, which would bring the FY15 total to a slightly higher \$9,166,703.

The chart on ©56 shows the original budget, the supplemental appropriations and the final expenditure on snow removal and storm cleanup in each of the last thirteen full fiscal years. In some years, part of the cost was reimbursed by FEMA. The costs in FY10 and FY11, of course, were beyond extraordinary: they were, respectively, roughly five times and twice the expenditure of the average year. Although final data are yet available, the costs in FY14 will exceed those in FY11.

The Council's practice is to budget for light snow and storm impacts, leaving the balance to be covered by the General Fund reserve. With the reserve policy geared to create a higher and higher reserve over time, the Executive's recommendation is probably sufficient. **Council staff recommendation: Concur with the Executive.**

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ATTACHMENT D-2
FISCAL YEAR 2015 OPERATING BUDGET
REVENUE, EXPENSE & FUNDING SOURCES
(dollars in millions)

OPERATING BUDGET
REVENUES AND EXPENSES

	Approved Budget 2015	BUS Budget 2015	RAIL Budget 2015	ACCESS Budget 2015
<i>(Dollars in Thousands)</i>				
REVENUES				
Passenger	\$835,459	\$155,675	\$671,743	\$8,041
Other Passenger	\$12,372	\$8,554	\$3,818	\$0
Parking	\$48,410	\$0	\$48,410	\$0
Advertising	\$19,994	\$13,361	\$6,633	\$0
Joint Development	\$7,000	\$0	\$7,000	\$0
Fiber Optics	\$16,000	\$0	\$16,000	\$0
Other	\$6,468	\$1,729	\$4,739	\$0
Interest	\$331	\$301	\$30	\$0
Total Revenues	\$946,033	\$179,619	\$758,374	\$8,041
EXPENSES				
Personnel	\$1,272,169	\$489,527	\$773,533	\$9,108
Services	\$209,653	\$37,972	\$79,554	\$92,127
Materials & Supplies	\$105,702	\$33,136	\$62,118	\$10,448
Fuel & Propulsion Power	\$89,619	\$34,406	\$55,261	(\$49)
Utilities	\$39,732	\$8,429	\$31,177	\$127
Casualty & Liability	\$29,568	\$11,328	\$17,664	\$576
Leases & Rentals	\$6,766	\$1,919	\$3,568	\$1,280
Miscellaneous	\$5,035	\$2,099	\$2,867	\$68
Preventive Maint./Reimb.	(\$3,458)	(\$356)	(\$3,102)	\$0
Total Expenses	\$1,754,786	\$618,461	\$1,022,639	\$113,686
GROSS SUBSIDY	\$808,753	\$438,842	\$264,266	\$105,645
Preventive Maintenance	(\$30,700)	(\$10,438)	(\$20,262)	\$0
Net Local Subsidy	\$778,053	\$428,404	\$244,004	\$105,645
Cost Recovery Ratio	53.9%	29.0%	74.2%	7.1%

FISCAL YEAR 2015 BUDGET
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Metrobus Operating Subsidy									
Regional Bus Subsidy	\$348,024,486	\$146,931,050	\$50,293,271	\$59,827,805	\$15,813,587	\$26,922,176	\$636,457	\$46,535,031	\$1,265,109
Non-Regional Bus Subsidy	\$80,379,859	\$35,513,785	\$10,124,954	\$23,266,230	\$3,285,024	\$1,376,003	\$0	\$6,813,883	\$0
Subtotal	\$428,404,345	\$182,444,815	\$60,418,226	\$82,894,035	\$19,098,611	\$28,298,179	\$636,457	\$53,348,914	\$1,265,109
Percent of Total	100%	42.6%	14.1%	19.3%	4.5%	6.6%	0.1%	12.5%	0.3%
Metrorail Operating Subsidy									
Base Allocation	\$236,910,427	\$80,621,900	\$43,775,082	\$38,678,460	\$11,178,541	\$23,154,857	\$765,309	\$38,021,501	\$714,978
Max Fare Subsidy	\$7,093,110	\$680,217	\$3,148,287	\$1,442,867	\$290,018	\$184,873	\$59,493	\$1,249,456	\$37,978
Subtotal	\$244,003,537	\$81,302,116	\$46,923,369	\$40,121,447	\$11,468,559	\$23,339,330	\$824,802	\$39,270,957	\$752,956
Percent of Total	100%	33.3%	19.2%	16.4%	4.7%	9.6%	0.3%	16.1%	0.3%
MetroAccess Subsidy									
Subtotal	\$105,844,683	\$27,239,686	\$21,034,871	\$41,766,520	\$970,354	\$880,464	\$290,195	\$13,367,392	\$95,180
Percent of Total	100%	25.6%	19.9%	39.5%	0.9%	0.8%	0.3%	12.7%	0.1%
Net Operating Subsidy									
Subtotal	\$778,052,545	\$290,988,817	\$128,376,466	\$164,782,002	\$31,537,825	\$82,817,873	\$1,781,464	\$108,987,263	\$2,113,245
Percent of Total	100%	37.4%	16.5%	21.2%	4.1%	6.7%	0.2%	13.6%	0.3%
Debt Service									
Metro Matters Debt Service	\$21,281,162	\$10,725,706	\$4,969,151	\$5,533,103	\$0	\$0	\$0	\$0	\$53,203
Total Debt Service	\$21,281,162	\$10,725,706	\$4,969,151	\$5,533,103	\$0	\$0	\$0	\$0	\$53,203
FY2013 Audit Adjustment									
Subtotal	(\$20,000,000)	(\$8,092,424)	(\$2,905,422)	(\$5,684,252)	(\$544,927)	(\$628,875)	(\$23,976)	(\$2,066,039)	(\$56,064)
Jurisdictional Operating Funding									
Subtotal	\$779,333,707	\$293,615,898	\$130,440,195	\$164,630,853	\$30,992,898	\$81,891,098	\$1,727,478	\$103,921,224	\$2,110,363

2

Information about fare changes effective July 1, 2014

The Metro Board of Directors approved an FY15 operating budget that includes modest fare changes for Metrorail, Metrobus and MetroAccess starting in July. The budget advances the Metro's strategic plan and includes funding to provide safer, better, and more service, all while continuing safety improvements, the rebuilding of the Metro system, increasing capacity, and improving the effectiveness of the current rail and bus networks.

Here is a summary of fare changes that will take effect July 1, 2014:

Metrorail

- Fares will increase an average of 3% (about 10 cents per trip). Short trips of 3 miles or less will increase from \$1.70 to \$1.75 during off-peak and from \$2.10 to \$2.15 during rush hour.
- The maximum rail fare during rush hours will increase to \$5.90, from \$5.75 today. The off-peak maximum will increase from \$3.50 to \$3.60.
- A \$1 surcharge will continue to be applied for trips taken with a paper farecard.
- Passes will increase to the following prices:
 - Unlimited one-day pass \$14.50
 - Unlimited 7-day pass \$59.25
 - Unlimited 28-day pass \$237.00
 - 7-day "short trip" pass \$36.00

Metrobus

- Regular bus fares will become \$1.75, regardless of whether using cash or SmarTrip. Today, fares are \$1.60 for SmarTrip and \$1.80 cash.
- Express bus fares will increase from \$3.65 to \$4.00.
- Senior/disabled fares will increase to 85 cents, from 80 cents today.
- There are no changes to existing transfer discounts.
- The 7-Day regional bus pass will increase to \$17.50, from \$16.00 today.

Parking

- Parking rates will increase by 10 cents at all Metro-operated facilities.
- At selected stations in Prince Georges County, parking rates will increase an addition 50 cents (total of 60 cents).

MetroAccess

- MetroAccess fares will continue to be 2x the fastest rail or bus trip.
- The maximum MetroAccess fare will be lowered from \$7 today to \$6.50.

Metrobus Improvements Planned for FY 2015

Georgia Avenue (Y5,7,8,9) Match service frequency to demand

- **Peak Periods:** Increase bus frequency between the ICC Park-and-Ride lot and Silver Spring from every 15 minutes to every 10 minutes and decrease the frequency between the ICC Park-and-Ride and Olney from every 15 minutes to every 20 minutes.
- **Off-Peak Periods:** Maintain existing 15 minute frequency between Leisure World and Silver Spring and decrease the frequency between Leisure World and Olney from every 15 minutes to every 30 minutes.

Veirs Mill Road (Q1,2,4,6) Add midday service to reduce crowding

- Increase midday frequency from every 30 minutes on the Q4 and Q6 line to every 24 minutes on each line, or from every 15 minutes between Rockville and Wheaton to every 12 minutes between Rockville and Wheaton

Silver Spring – New Carrollton (F4) Add trips in the peak period to reduce crowding

Metrobus Improvements Implemented in the second half of FY 2014

Silver Spring – New Carrollton (F4) Added early morning and later evening trips on Saturday and Sunday

New Hampshire Avenue Limited (K9) Added trips to service the FDA-FRC complex

Glenmont BPPA



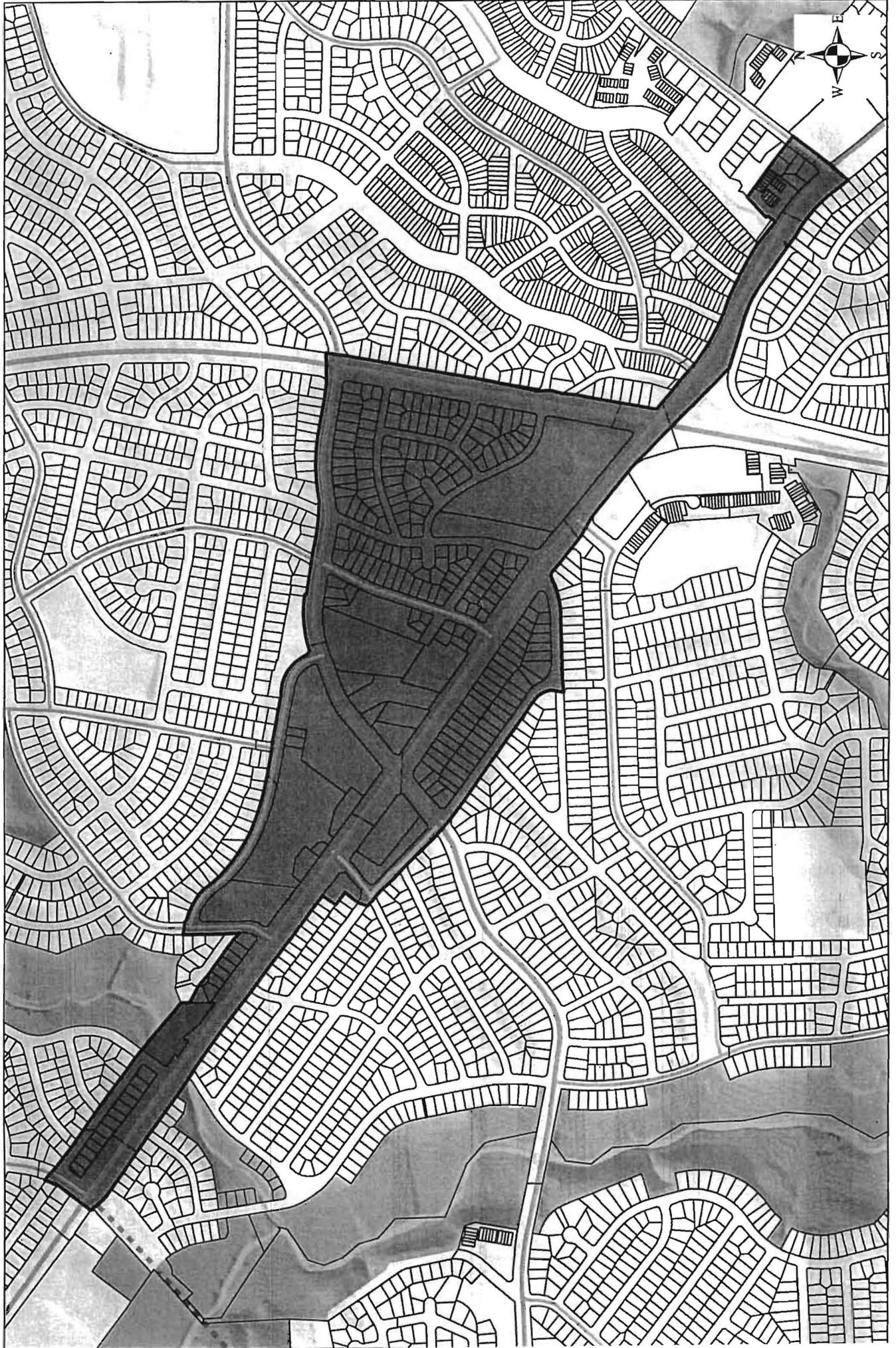
Grosvenor BPPA



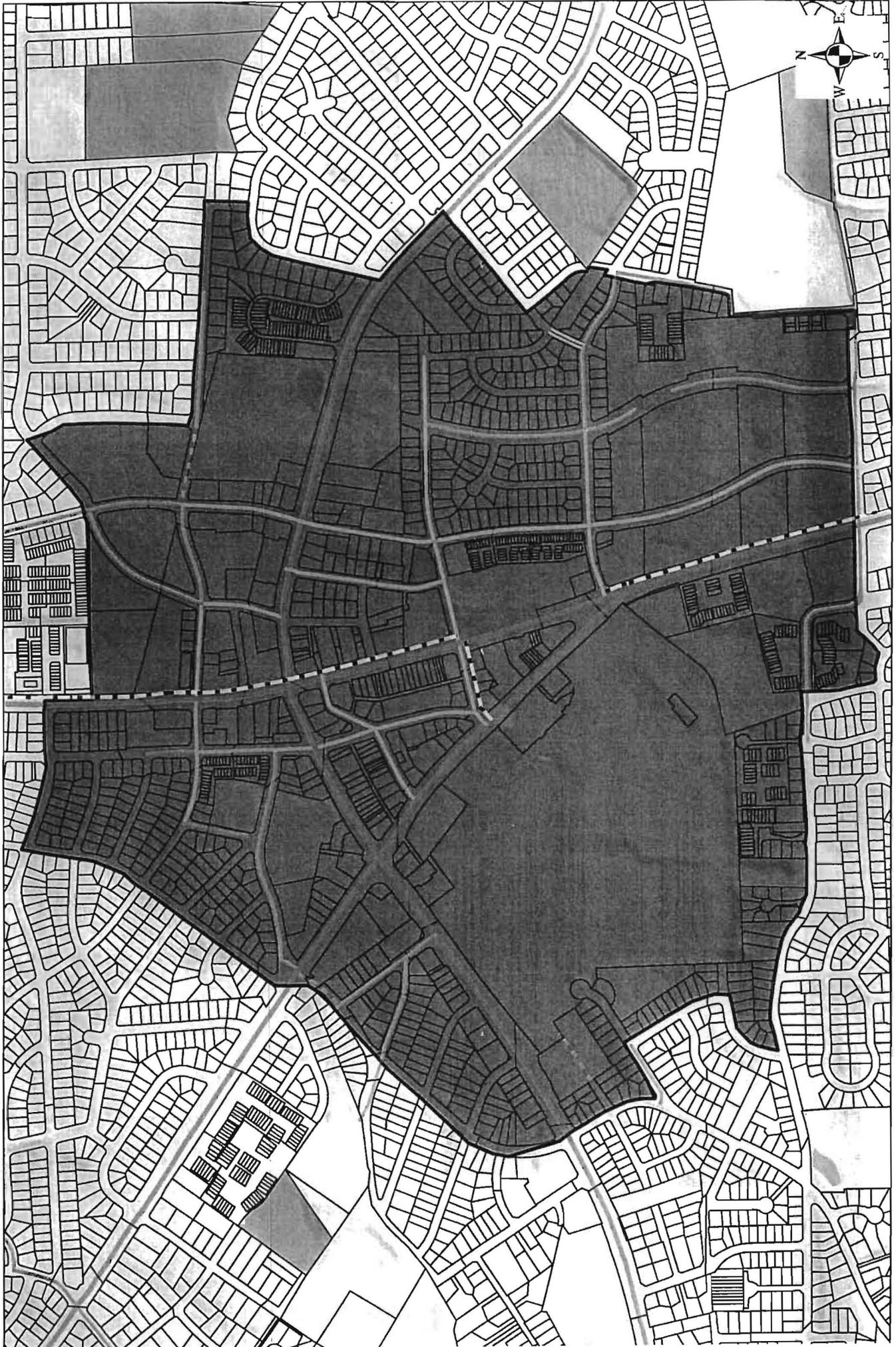
Silver Spring CBD BPPA



Veirs Mill/ Randolph BPPA



Wheaton CBD BPPA



Bicycle-Pedestrian Priority Area Improvements

DRAFT

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

February 24, 2014
No
None
Conceptual Planning

Expenditure Schedule (\$000)

Cost Element	Total	Thru FY13	Est. FY14	Total 6 Years	FY15	FY16	FY17	FY18	FY19	FY20	Beyond 6 Years
Planning, Design, and Supervision	1125 750	0	0	1125 750	375 0	150	150	150	150	150	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,250	0	0	4,250	0	850	850	850	850	850	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,000	0	0	5,000	375 0	1,000	1,000	1,000	1,000	1,000	0

Funding Schedule (\$000)

GO Bonds	5375	5,000	0	0	5375 000	0	1,000	1,000	1,000	1,000	1,000	0
Contributions	0	0	0	0	375 0	0	0	0	0	0	0	0
Federal Aid	0	0	0	0	0	0	0	0	0	0	0	0
PAYGO	0	0	0	0	0	0	0	0	0	0	0	0
State Aid	0	0	0	0	0	0	0	0	0	0	0	0
Total	5375	5,000	0	0	5,000	375 0	1,000	1,000	1,000	1,000	1,000	0

DESCRIPTION

The project provides for the design and construction of bicycle and pedestrian capital improvements in the 28 Bicycle-Pedestrian Priority Areas identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, streetlighting, and relocation of utility poles.

ESTIMATED SCHEDULE A study in FY15 will identify subprojects in these BPPAs: Glenmont, Grosvenor, Silver Spring CBD, Veirs Mill/Randolph, and Wheaton CBD. Subprojects will be identified in FY15 under the Facility Planning: Transportation project. Design and construction of subprojects will begin in FY16.

COST CHANGE: New project.

JUSTIFICATION

This project will enhance the efforts in other projects to improve pedestrian and bicycle mobility in those areas where walking and biking are most prevalent. These efforts will also help meet master plan non-auto-driver mode share (NADMS) goals.

Appropriation and Expenditure Data			Coordination	Map
Date First Appropriation	FY15	(\$000)	Urban Districts	
First Cost Estimate Current Scope (FY15)	5375	5,000	Chambers of Commerce	
Last FY's Cost Estimate			Maryland-National Capital Park and Planning Commission	
Appropriation Request	FY15	375 0	PEPCO	
Appropriation Request Est.	FY16	1000	Verizon	
Supplemental Approp. Request		0	Department of Permitting Services	
Transfer		0	Department of Environmental Protection	
			Washington Gas and Light	
Cumulative Appropriation		0	Washington Suburban Sanitary Commission	
Expenditures/Encumbrances		0		
Unencumbered Balance		0	Facility Planning: Transportation	
Partial	FY13	0		
New Partial Closeout	FY14	0		
Total Partial Closeout		0		

Facility Planning-Transportation (P509337)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	55,989	39,519	3,772	10,248	1,518	1,800	1,645	1,660	1,780	1,845	2,450
Land	566	566	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	0	0	0	0	0	0	0	0	0
Other	52	51	1	0	0	0	0	0	0	0	0
Total	56,789	40,318	3,773	10,248	1,518	1,800	1,645	1,660	1,780	1,845	2,450

FUNDING SCHEDULE (\$000s)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	42,756	33,129	0	7,177	1,007	1,410	710	555	1,715	1,780	2,450
Impact Tax	4,570	1,895	1,155	1,520	0	0	610	910	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	2,099	0	0	0	0	0	0	0	0	0
Mass Transit Fund	4,841	2,352	938	1,551	511	390	325	195	65	65	0
Recordation Tax Premium	1,659	0	1,659	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	56,789	40,318	3,773	10,248	1,518	1,800	1,645	1,660	1,780	1,845	2,450

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	768
Appropriation Request Est.	FY 16	1,995
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		44,841
Expenditure / Encumbrances		41,682
Unencumbered Balance		3,159

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 15 56,789
Last FY's Cost Estimate	53,415
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities, and mass transit projects under consideration for inclusion in the Capital Improvements Program (CIP). Prior to the establishment of a stand-alone project in the CIP, the Department of Transportation will perform Phase I of facility planning, a rigorous planning-level investigation of the following critical project elements: purpose and need; usage forecasts; traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation are considered. At the end of Phase I, the Transportation, Infrastructure, Energy and Environment (T&E) Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning: preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings to determine if the candidate project merits consideration in the CIP as a funded stand-alone project.

Cost Change

Cost increase due to the addition of one new study to start in FY15 (Boys Transit Improvements) and the addition of FY19 and FY20 to this ongoing project, offset partially by deferrals of certain studies to the Beyond 6-Years.

Justification

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion in the CIP as a stand-alone project. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

Fiscal Note

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects.

Disclosures

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

Expenditures will continue indefinitely.

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

Facility Planning-Transportation (P509337)

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, U.S. Army Corps of Engineers, Department of Permitting Services, Utilities, Municipalities, Affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee

**FACILITY PLANNING TRANSPORTATION – No. 509337
FY15-20 PDF Project List**

Studies Underway or to Start in FY15-16:

Road Projects

- Dorsey Mill Road Extended and Bridge (over I-270)
- Summit Avenue Extended (Plyers Mill Road – University Boulevard)

Sidewalk/Bikeway Projects

- Bradley Boulevard Bikeway (Wilson Lane – Goldsboro Road)
- Dale Drive Sidewalk (MD97 – US29)
- Franklin Avenue Sidewalk (US29 – MD193)
- Goldsboro Road Bikeway (MacArthur Boulevard – River Road)
- Oak Drive/MD27 Sidewalk
- Tuckerman Lane Sidewalk (Gainsborough Road – Old Georgetown Road)

Mass Transit Projects

- Boyds Transit Improvements
- Germantown Transit Center Expansion
- Hillandale Bus Layover
- Lakeforest Transit Center Modernization
- Milestone Transit Center Expansion
- New Transit Center/Park-and-Ride
- Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY17-20:

Road Projects

- Oakmont Avenue Improvement (Shady Grove Road – Railroad Street)

Sidewalk/Bikeway Projects

- Capitol View Avenue/Metropolitan Avenue (MD192)
- Sidewalk/Bikeway (Forest Glen Road – Ferndale Street)
- Clopper Road (MD117) Dual Bikeway (Festival Way – Slidell Road)
- MacArthur Boulevard Bikeway Improvements Segment 1 (Stable Lane – I-495)
- Sandy Spring Bikeway (MD108 – MD182 – Norwood Road)

Mass Transit Projects

N/A

Other Candidate Studies Proposed after FY20:

Road Projects

N/A

Sidewalk/Bikeway Projects

- Falls Road Sidewalk – West Side (River Road – Dunster Road)
- Sixteenth Street Sidewalk (Lytonsville Road – Spring Street)

Mass Transit Projects

- Clarksburg Transit Center
- Olney Longwood Park-and-Ride

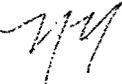


MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

COUNCILMEMBER NANCY NAVARRO
DISTRICT 4

MEMORANDUM

TO: Transportation, Infrastructure, Energy & Environment Committee
Councilmember Roger Berliner, Chair
Councilmember Hans Riemer
Councilmember Nancy Floreen

FROM: Councilmember Nancy Navarro 

DATE: March 20, 2014

RE: Sandy Spring Bikeway

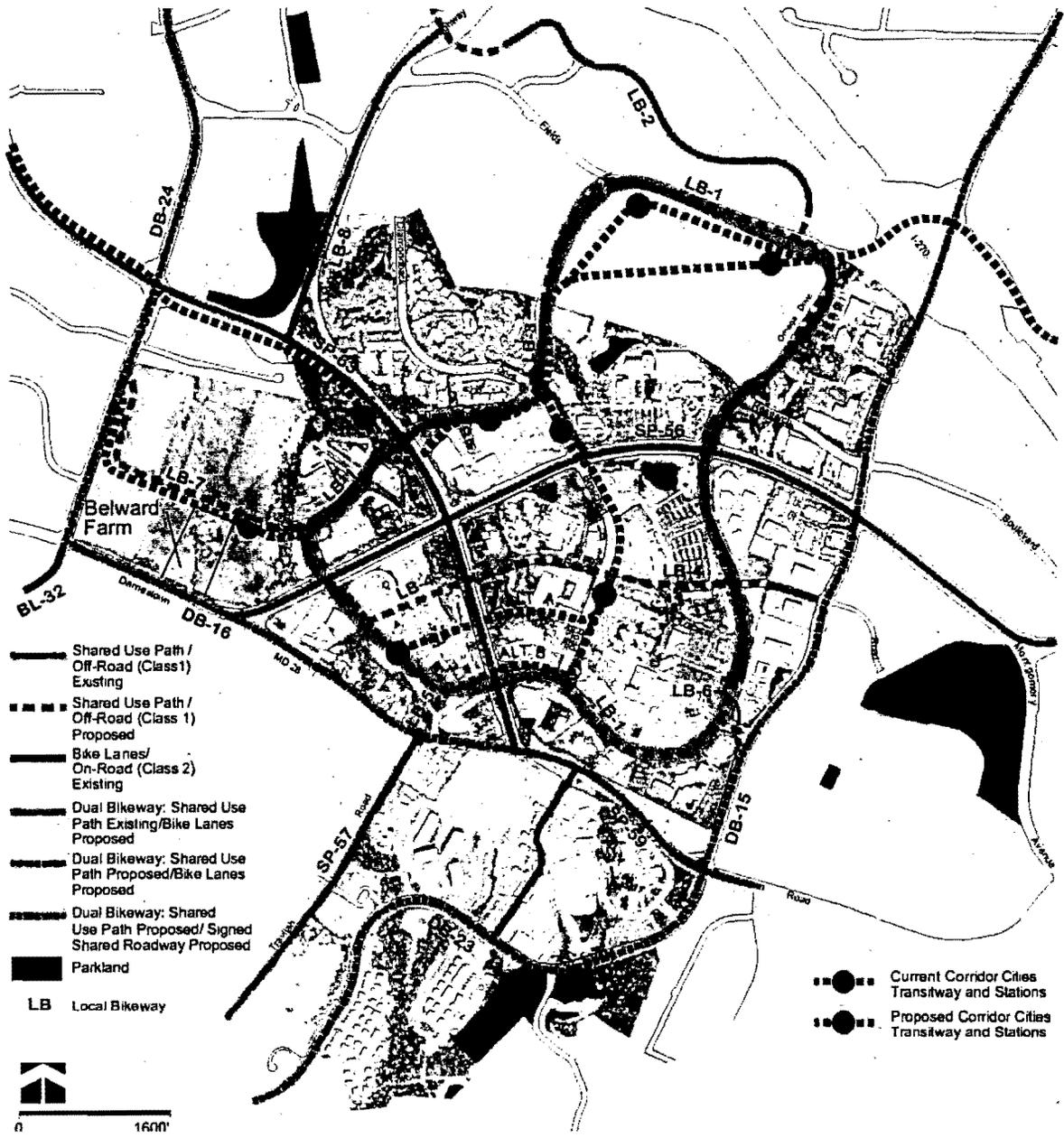
On March 17, 2014 the County Executive transmitted an updated Project Description Form (PDF) for Facility Planning - Transportation (Project P509337), which includes the Sandy Spring Bikeway (MD108 - MD182 - Norwood Road) under "Candidate Studies to Start in FY17-20." I respectfully request that the Committee consider moving this project to the "Studies Underway or to Start in FY15-16" section.

The Sandy Spring Bikeway would be a crucial mobility improvement for the Sandy Spring community connecting the "Sandy Spring Triangle" of MD 108, MD 182, and Norwood Road. The center of Sandy Spring is only 2.5 miles from the center of Olney, but to walk or bike that distance today means traveling on the side of MD 108, a fast, busy road that goes from two lanes in Sandy Spring to four lanes as it approaches Olney. From the Olney Theatre to downtown Olney there is an existing path, and some newer developments have included paths along portions of the road, but there are still many areas where pedestrians and cyclists are forced onto the shoulder, and in some cases there is no shoulder and pedestrians must travel on the side of the road. This project would unify this patchwork of paths into one connected bikeway, and would vastly improve travel for pedestrians, cyclists, and vehicular traffic.

In sum, I believe this project offers a tremendous opportunity to improve mobility and safety in this area with a relatively small investment and we should move forward sooner rather than later. Thank you in advance for your consideration of this request.

LB-1

LSC Bikeway Network



Recommendations

- Provide County wide and local bikeways as recommended on the bikeway tables and maps.
- Provide a continuous bikeway as part of the CCT.
- Include bikeway and pedestrian paths as part of all grade-separated interchanges.
- Complete the trails network, including:
 - The Muddy Branch Trail Corridor from Dufief Mill Road and Darnestown Road to Great Seneca Highway on the east side of Muddy Branch Road adjacent to the Belward property
 - A natural surface trail connection between Quince Orchard Valley Park and the Seneca Greenway Corridor.

Facility Planning-Transportation (P509337)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	55,974	39,519	3,772	106,483	1,518	1,800	1,645	1,660	2015 4,788	2016 1,845	2017 2,450
Land	566	566	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	0	0	0	0	0	0	0	0	0
Other	52	51	1	0	0	0	0	0	0	0	0
Total	56,789	40,318	3,773	106,483	1,518	1,800	1,645	1,660	2015 4,788	2016 1,845	2017 2,450
FUNDING SCHEDULE (\$000s)											
Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	42,741	33,129	0	75,870	1,007	1,410	710	555	1952 7,715	1949 7,790	2048 2,450
Impact Tax	4,570	1,895	1,155	1,520	0	0	610	910	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	2,099	0	0	0	0	0	0	0	0	0
Mass Transit Fund	4,841	2,352	938	1,551	511	390	325	195	65	65	0
Recordation Tax Premium	1,659	0	1,659	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	56,789	40,318	3,773	106,483	1,518	1,800	1,645	1,660	2015 4,788	2016 1,845	2017 2,450

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	768
Appropriation Request Est.	FY 16	1,995
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		44,841
Expenditure / Encumbrances		41,682
Unencumbered Balance		3,159

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 15 56,774 56,789
Last FY's Cost Estimate	53,415
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities, and mass transit projects under consideration for inclusion in the Capital Improvements Program (CIP). Prior to the establishment of a stand-alone project in the CIP, the Department of Transportation will perform Phase I of facility planning, a rigorous planning-level investigation of the following critical project elements: purpose and need; usage forecasts; traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation are considered. At the end of Phase I, the Transportation, Infrastructure, Energy and Environment (T&E) Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning: preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings to determine if the candidate project merits consideration in the CIP as a funded stand-alone project.

Cost Change

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Justification

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion in the CIP as a stand-alone project. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

Fiscal Note

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects.

Disclosures

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

Expenditures will continue indefinitely.

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

Facility Planning-Transportation (P509337)

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, U.S. Army Corps of Engineers, Department of Permitting Services, Utilities, Municipalities, Affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee

**FACILITY PLANNING TRANSPORTATION – No. 509337
FY15-20 PDF Project List**

Studies Underway or to Start in FY15-16:

Road Projects

- Dorsey Mill Road Extended and Bridge (over I-270)
- Summit Avenue Extended (Plyers Mill Road – University Boulevard)

Sidewalk/Bikeway Projects

- Bradley Boulevard Bikeway (Wilson Lane – Goldsboro Road)
- Dale Drive Sidewalk (MD97 – US29)
- Franklin Avenue Sidewalk (US29 – MD193)
- Goldsboro Road Bikeway (MacArthur Boulevard – River Road)
- Oak Drive/MD27 Sidewalk
- Tuckerman Lane Sidewalk (Gainsborough Road – Old Georgetown Road)

Mass Transit Projects

- Boyds Transit Improvements
- Germantown Transit Center Expansion
- Hillandale Bus Layover
- Lakeforest Transit Center Modernization
- Milestone Transit Center Expansion
- New Transit Center/Park-and-Ride
- Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY17-20:

Road Projects

- Oakmont Avenue Improvement (Shady Grove Road – Railroad Street)

Sidewalk/Bikeway Projects

- Capitol View Avenue/Metropolitan Avenue (MD192)
- Sidewalk/Bikeway (Forest Glen Road – Ferndale Street)
- ~~Clopper Road (MD117) Dual Bikeway (Festival Way – Slidell Road)~~
- MacArthur Boulevard Bikeway Improvements Segment 1 (Stable Lane – I-495)
- Sandy Spring Bikeway (MD108 – MD182 – Norwood Road)
- *MD 355 (Clarksburg) Bypass*

Mass Transit Projects

N/A

Other Candidate Studies Proposed after FY20:

Road Projects

N/A

Sidewalk/Bikeway Projects

- Falls Road Sidewalk – West Side (River Road – Dunster Road)
- Sixteenth Street Sidewalk (Lyttonsville Road – Spring Street)

Mass Transit Projects

- Clarksburg Transit Center
- Olney Longwood Park-and-Ride

Platt Ridge Drive Extended (P501200)

Category	Transportation	Date Last Modified	1/6/14
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	826	181	339	306	176	130	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	30	0	0	0	0	0	0
Construction	2,844	0	0	2,844	2,006	838	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,700	181	339	3,180	2,212	968	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,639	181	278	3,180	2,212	968	0	0	0	0	0
Intergovernmental	61	0	61	0	0	0	0	0	0	0	0
Total	3,700	181	339	3,180	2,212	968	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				4	0	0	1	1	1	1	
Net Impact				4	0	0	1	1	1	1	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,700
Expenditure / Encumbrances		372
Unencumbered Balance		3,328

Date First Appropriation	FY 12
First Cost Estimate	
Current Scope	FY 12 3,700
Last FY's Cost Estimate	3,700

Description

This project consists of a northerly extension of existing Platt Ridge Drive from its terminus at Jones Bridge Road, approximately 600 feet through North Chevy Chase Local Park to connect with Montrose Driveway, a street in the Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9) subdivision. To minimize impact to the park environment, it is proposed that the road be of minimal complexity and width. The road would be a two-lane rolled curb section of tertiary width (20 feet) with guardrails and a minimum right-of-way width of 30 feet; sidewalks, streetlights, drainage ditches and similar features are not proposed in order to minimize impacts to the park. Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.

Estimated Schedule

Detailed planning and design activities began in FY12 and will be completed in FY14. Construction will start in FY15 and be completed in FY16.

Justification

Vehicular ingress and egress anticipated from the Chevy Chase Valley community is currently difficult and will become even more difficult with the predicted increase in traffic from the Base Realignment and Closure (BRAC) relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the Maryland State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010 was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that Alternative 2 (a new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal was installed in FY11 with funding from the Traffic Signals project (CIP No. #507154). It was also found that Alternative 3 (the extension of Platt Ridge Drive to Montrose Driveway) would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the M-NCPPC.

Other

Right-of-way for this project will be dedicated to the public by the M-NCPPC or purchased through ALARF funding. The project will benefit the residents and visitors of the community of Chevy Chase Valley and the motorists, pedestrians, and bicyclists using Jones Bridge Road from Platt Ridge Drive to Connecticut Avenue who are impacted by the BRAC relocation.

Fiscal Note

Intergovernmental funding represents the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

Disclosures

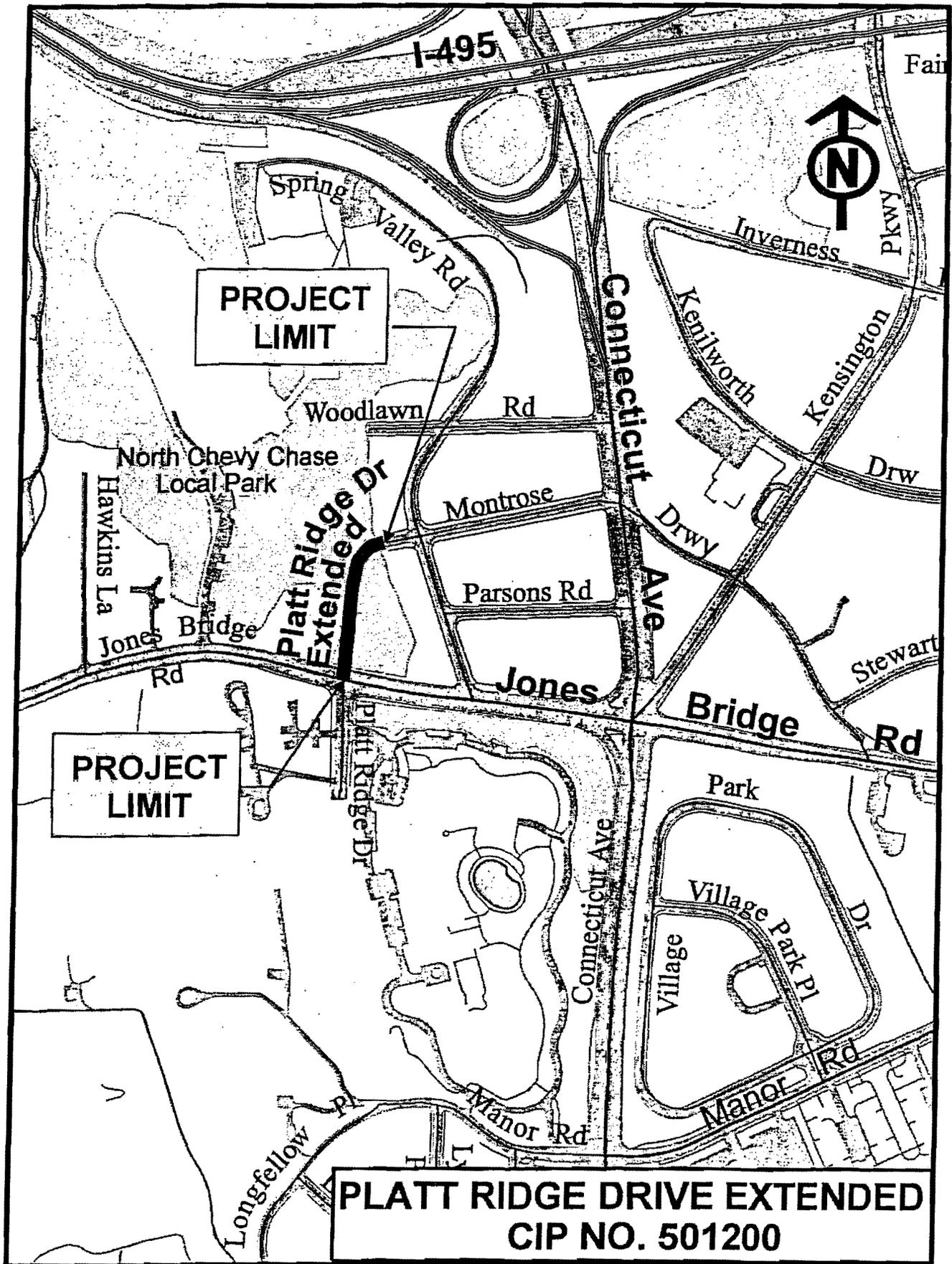
A pedestrian impact analysis has been completed for this project.

19

Platt Ridge Drive Extended (P501200)

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Suburban Sanitary Commission, Department of Transportation, Department of Permitting Services, Department of Environmental Protection





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

OFFICE OF THE CHAIR

April 14, 2014

Councilmember Roger Berliner
Council Office Building
100 Maryland Avenue, 6th Floor
Rockville, MD 20850

Re: Platt Ridge Drive Extended
CIP No. 501200
MR2014012

Dear Mr. Berliner:

On April 3, 2014, the Planning Board received a presentation from our staff on the Forest Conservation Plan, Mandatory Referral, and Park Property Disposition that would be required for the Platt Ridge Drive Extended project. Action on the Forest Conservation Plan was deferred because comments on the required Tree Variance had not been received from the County Arborist and action on the Mandatory Referral was deferred at the Montgomery County Department of Transportation's (MCDOT's) request. Action on the Park Property Disposition was therefore also deferred. While no final decision was made, the Board would like to pass on our comments to the members of the Transportation, Infrastructure, Energy & Environment Committee for your consideration in the discussion of this project as part of the CIP review, now scheduled for April 21, 2014.

The study for this project was initially reviewed by the Board on September 16, 2010, at which time the road was represented as necessary to provide permanent, safe access to the Chevy Chase Valley community. The expectation was that the interim traffic signal that was installed by MCDOT at Spring Valley Road and Jones Bridge Road would prove to be unsafe.

The Board believes that the proposed road would make it more convenient for Chevy Chase Valley residents to enter and exit their community and may help traffic flow on Jones Bridge Road, but found that MCDOT has not yet provided convincing traffic data to substantiate a safety problem with the existing signal at Spring Valley Road. The Board requested that MCDOT provide additional traffic data so that the safety experience along Jones Bridge Road since the installation of the signal, including any changes associated with the BRAC move to Bethesda, can be better assessed.

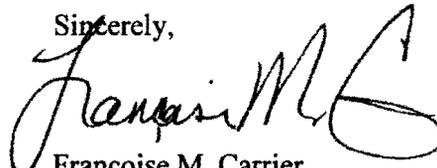
Councilmember Roger Berliner
April 14, 2014
Page 2

In addition to the inadequate substantiation of a safety problem with the current traffic signal at Spring Valley Road, the Board has concerns about the design of the Platt Ridge Drive Extended project. The horizontal and vertical alignments are less than desirable and we asked MCDOT to work with our staff to achieve a better alignment, which may affect additional private property or park property, but should not require any complete taking.

The construction of this project as proposed would involve the loss of 1.35 acres of forest and require the taking of approximately 2 acres of parkland. The cost of replacement of that parkland is not currently reflected in the PDF for this project but could be substantial.

Thank you for your consideration of our comments. Please feel free to call me at 301-495-4605 to discuss this project, or you may call Larry Cole of our staff at 301-495-4528.

Sincerely,

A handwritten signature in black ink, appearing to read "Françoise M. Carrier". The signature is fluid and cursive, with a large, stylized initial "F" and "C".

Françoise M. Carrier
Chair

Snouffer School Road (P501109)

Category	Transportation	Date Last Modified	2/6/14
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Gaithersburg Vicinity	Status	Final Design Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,133	1,795	55	2,283	314	490	944	393	142	0	0
Land	3,326	78	1,240	2,008	1,188	820	0	0	0	0	0
Site Improvements and Utilities	1,715	0	0	1,715	0	0	0	0	1,715	0	0
Construction	14,536	3	0	14,533	0	1,586	6,620	2,812	3,515	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	23,710	1,876	1,295	20,539	1,502	2,896	7,564	3,205	5,372	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	18,171	1,876	1,295	15,000	1,337	1,844	6,314	133	5,372	0	0
Impact Tax	4,289	0	0	4,289	165	1,052	0	3,072	0	0	0
Intergovernmental	1,250	0	0	1,250	0	0	1,250	0	0	0	0
Total	23,710	1,876	1,295	20,539	1,502	2,896	7,564	3,205	5,372	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,237
Appropriation Request Est.	FY 16	15,843
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,466
Expenditure / Encumbrances		1,892
Unencumbered Balance		1,574

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 11
Last FY's Cost Estimate	23,710

Description

This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer School Road between Sweet Autumn Drive and Centerway Road. The roadway's typical section consists of two through lanes in each direction, a continuous center turn lane and 5.5-foot bike lanes in each direction with an eight-foot shared use path on the north side and a five-foot sidewalk on the south side within a 90' right-of-way. The typical section was previously approved by the Council's Transportation, Infrastructure, Energy and Environment Committee. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. Utility relocations include water, sewer, gas, and Pepco utility poles. The Maryland State Highway Administration's (SHA) MD 124 (Woodfield Road) Phase II project will widen the approximately 900 linear-foot segment on Snouffer School Road between Sweet Autumn Drive and Woodfield Road. The County's Smart Growth Initiative site at the Webb Tract includes the Montgomery County Public Schools (MCPS) Food Distribution Facility and the Public Safety Training Academy relocation. The Snouffer School Road North project (CIP #501109) will widen the 3,400 linear foot segment of Snouffer School Road between Centerway Road and Ridge Heights Drive to provide improved access to the planned multi-agency service park at the Webb Tract.

Capacity

The projected Average Daily Traffic (ADT) for 2025 is 30,250.

Estimated Schedule

Final design will be completed in FY14 and land acquisition is anticipated to be completed in FY16. Construction will begin in FY16 and will be completed in FY19.

Justification

The Airpark Project Area of the Gaithersburg Vicinity Planning Area of the County is experiencing rapid growth with plans for new offices, shops, residential communities, and restaurants. The Snouffer School Road improvements project is needed to meet traffic and pedestrian demands of existing and future land uses. This project meets the recommendations of the area Master Plans, enhances regional connectivity, and follows the continuity of adjacent developer improvements. It will improve traffic flow by providing continuous roadway cross section and standard lane widths and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. The Department of Transportation (DOT) completed Facility Planning – Phase I study in FY06. Facility Planning – Phase II was completed in FY08 in Facility Planning: Transportation (CIP #509337).

Other

Special Capital Projects Legislation will be proposed by the County Executive.

Fiscal Note

Expenditure schedule reflects fiscal capacity. In the FY15-20 period, a total of \$2.124 million in GO bonds was switched for impact taxes. Intergovernmental revenues represent the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

Disclosures

Snouffer School Road (P501109)

A pedestrian impact analysis has been completed for this project.

Coordination

Washington Suburban Sanitary Commission, Department of Permitting Services, Pepco, Verizon, Washington Gas, Department of General Services

Bikeway Program – Minor Projects (P507596)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Countywide

Date Last Modified 1/6/14
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,183	227	0	956	140	140	169	169	169	169	0
Land	129	65	0	64	10	10	11	11	11	11	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,585	421	564	2,600	850	350	350	350	350	350	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,897	713	564	3,620	1,000	500	530	530	530	530	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	4,412	511	531	3,370	750	500	530	530	530	530	0
State Aid	485	202	33	250	250	0	0	0	0	0	0
Total	4,897	713	564	3,620	1,000	500	530	530	530	530	0
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				6	1	1	1	1	1	1	1
Net Impact				6	1	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,000
Appropriation Request Est.	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,245,275
Expenditure / Encumbrances		1,227,757
Unencumbered Balance		518

Date First Appropriation	FY 75	
First Cost Estimate		
Current Scope	FY 15	4,897
Last FY's Cost Estimate		3,763
Partial Closeout Thru		7,138
New Partial Closeout		713
Total Partial Closeout		7,851

Description

This program provides for the planning, design, and construction of bikeways, trails, and directional route signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that will cost less than \$500,000 and includes shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

Cost Change

In FY14, this project was approved for a \$485,000 Maryland Department of Transportation cost-sharing grant to be matched by \$485,000 in County funding for a total cost increase of \$970,000 (\$485,000 to be spent in FY14 and \$485,000 to be spent in FY15). The grant provides funding for the design of the Clopper Road Shared Use Path and the construction of the Bethesda Trolley Trail Wayside II. Cost change also due to partial capitalization of prior year expenditures, partially offset by the addition of FY19 and FY20 to this ongoing project.

Justification

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. This program implements the bikeways recommended in local area master plans, in the 2005 Countywide Bikeways Functional Master Plan and those identified by individuals, communities, the Montgomery County Bicycle Action Group, or bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects.

Fiscal Note

An FY14 supplemental appropriation request will be submitted concurrently with the County Executive's Recommended FY15-20 CIP to appropriate grant funds in FY14 for this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

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

Coordination

Maryland Department of Transportation, Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates

Bikeway Program – Minor Projects (P507596)

Category	Transportation	Date Last Modified	1/6/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,183	227	0	956	140	140	169	169	169	169	0
Land	129	65	0	64	10	10	11	11	11	11	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,585	421	564	2,600	850	350	350	350	350	350	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,897	713	564	3,620	1,000	500	530	530	530	530	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	4,412	511	531	3,370	750	500	530	530	530	530	0
State Aid	485	202	33	250	250	0	0	0	0	0	0
Total	4,897	713	564	3,620	1,000	500	530	530	530	530	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				6	1	1	1	1	1	1	1
Net Impact				6	1						

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	32,1000
Appropriation Request Est.	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,245,275
Expenditure / Encumbrances		1,227,757
Unencumbered Balance		518

Date First Appropriation	FY 75	
First Cost Estimate		
Current Scope	FY 15	4,897
Last FY's Cost Estimate		3,763
Partial Closeout Thru		7,138
New Partial Closeout		713
Total Partial Closeout		7,851

Description

This program provides for the planning, design, and construction of bikeways, trails, and directional route signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that will cost less than \$500,000 and includes shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

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Justification

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. This program implements the bikeways recommended in local area master plans, in the 2005 Countywide Bikeways Functional Master Plan and those identified by individuals, communities, the Montgomery County Bicycle Action Group, or bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects.

Fiscal Note

An FY14 supplemental appropriation request will be submitted concurrently with the County Executive's Recommended FY15-20 CIP to appropriate grant funds in FY14 for this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

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

Coordination

Maryland Department of Transportation, Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates

ADA Compliance: Transportation (P509325)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

12/23/13
No
None
Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,920	283	1,055	1,582	225	225	283	283	283	283	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	196	0	28	168	28	28	28	28	28	28	0
Construction	8,952	946	666	7,340	1,242	1,242	1,214	1,214	1,214	1,214	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0
Total	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,495
Appropriation Request Est.	FY 16	1,495
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,260
Expenditure / Encumbrances		1,247
Unencumbered Balance		3,013

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 15
	12,068
Last FY's Cost Estimate	13,184
Partial Closeout Thru	23,733
New Partial Closeout	1,229
Total Partial Closeout	24,962

Description

This project provides for both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing Countywide infrastructure to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens, for the on-call transit program Accessible Ride On, and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

Cost Change

Cost change due to partial capitalization of prior year expenditures, partially offset by the addition of FY19 and FY20 to this ongoing project.

Justification

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. This project improves access to public facilities and services throughout the County in compliance with the ADA.

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

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

Coordination

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Department of Housing and Community Affairs, Department of Health and Human Services, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Commission on Aging, Maryland State Highway Administration, MARC Rail, Sidewalk and Infrastructure Revitalization Project, Sidewalk Program - Minor Projects, U.S. Department of Justice

ADA Compliance: Transportation (P509325)

Category	Transportation	Date Last Modified	12/23/13
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	2,920	283	1,055	1,582	225	225	283	283	283	283	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	196	0	28	168	28	28	28	28	28	28	0
Construction	8,952	946	666	7,340	1,242	1,242	1,214	1,214	1,214	1,214	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0
Total	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	213	1,495
Appropriation Request Est.	FY 16		1,495
Supplemental Appropriation Request			0
Transfer			0
Cumulative Appropriation			4,260
Expenditure / Encumbrances			1,247
Unencumbered Balance			3,013

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	13,184
Partial Closeout Thru	23,733
New Partial Closeout	1,229
Total Partial Closeout	24,962

Description

This project provides for both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing Countywide infrastructure to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens, for the on-call transit program Accessible Ride On, and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

Cost Change

Cost change due to partial capitalization of prior year expenditures, partially offset by the addition of FY19 and FY20 to this ongoing project.

Justification

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. This project improves access to public facilities and services throughout the County in compliance with the ADA.

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

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

Coordination

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Department of Housing and Community Affairs, Department of Health and Human Services, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Commission on Aging, Maryland State Highway Administration, MARC Rail, Sidewalk and Infrastructure Revitalization Project, Sidewalk Program - Minor Projects, U.S. Department of Justice

Transportation Improvements For Schools (P509036)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

1/6/14
No
None
Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	603	0	207	396	60	60	69	69	69	69	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	175	0	25	150	25	25	25	25	25	25	0
Construction	997	193	114	690	115	115	115	115	115	115	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,775	193	346	1,236	200	200	209	209	209	209	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,775	193	346	1,236	200	200	209	209	209	209	0
Total	1,775	193	346	1,236	200	200	209	209	209	209	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	200
Appropriation Request Est.	FY 16	200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		883
Expenditure / Encumbrances		193
Unencumbered Balance		690

Date First Appropriation	FY 89	
First Cost Estimate		
Current Scope	FY 15	1,775
Last FY's Cost Estimate		1,796
Partial Closeout Thru		4,728
New Partial Closeout		193
Total Partial Closeout		4,921

Description

This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights, etc., necessary for safe pedestrian and vehicular circulation for schools identified in the Montgomery County Public Schools (MCPS) Capital Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

Cost Change

Cost change due to partial capitalization of prior year expenditures, partially offset by the addition of FY19 and FY20 to this ongoing project.

Justification

This project is the result of a task force which included representatives from the County Executive, County Council, MCPS, Maryland-National Capital Park and Planning Commission (M-NCPPC), and the Maryland State Highway Administration (MSHA). The construction of schools in the County must be supported by off-site transportation improvements to provide safe access. An individual study has been undertaken to identify requirements related to each new school.

Other

Projects included in this program are subject to Council-approved changes in the MCPS program. Safety assessments and studies as part of the Safe Routes to Schools Program are funded in the Department of Transportation's (DOT) operating budget. Recommendations from those studies can result in the need for capital improvements that are beyond the scope of the operating budget. Current/Planned Projects: Page Elementary School, Sligo Middle School, Cloverly Elementary School, Glenhaven Elementary School

Disclosures

A pedestrian impact analysis has been completed for this project.
Expenditures will continue indefinitely.

Coordination

Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland State Highway Administration, Montgomery County Pedestrian Safety Advisory Committee

Transportation Improvements For Schools (P509036)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

1/6/14
No
None
Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	603	0	207	396	60	60	69	69	69	69	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	175	0	25	150	25	25	25	25	25	25	0
Construction	997	193	114	690	115	115	115	115	115	115	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,775	193	346	1,236	200	200	209	209	209	209	0

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	1,775	193	346	1,236	200	200	209	209	209	209	0
Total	1,775	193	346	1,236	200	200	209	209	209	209	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0	200
Appropriation Request Est.	FY 16	56	209
Supplemental Appropriation Request		0	
Transfer		0	
Cumulative Appropriation		883	
Expenditure / Encumbrances		193	
Unencumbered Balance		690	

Date First Appropriation	FY 89
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Disclosures

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Expenditures will continue indefinitely.

Coordination

Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland State Highway Administration, Montgomery County Pedestrian Safety Advisory Committee

Transportation

MISSION STATEMENT

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

BUDGET OVERVIEW

The total recommended FY15 Operating Budget for the Department of Transportation is \$49,123,424, an increase of \$1,817,853 or 3.8 percent from the FY14 Approved Budget of \$47,305,571. Personnel Costs comprise 46.7 percent of the budget for 449 full-time positions and eight part-time positions, and a total of 275.00 FTEs. Total FTEs may include seasonal or temporary positions and may also reflect workforce charged to or from other departments or funds. Operating Expenses account for the remaining 53.3 percent of the FY15 budget.

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY14 estimates reflect funding based on the FY14 approved budget. The FY15 and FY16 figures are performance targets based on the FY15 recommended budget and funding for comparable service levels in FY16.

ACCOMPLISHMENTS AND INITIATIVES

- ◆ **Initiated the County's first Light Emitting Diode (LED) streetlighting projects, in an effort to reduce energy and maintenance costs. Approximately 100 new LED street lights are being installed along New Hampshire Avenue, and approximately 180 existing street lights in Damascus are being converted to LED lights.**
- ◆ **Oversee an increasing road resurfacing program with lane miles addressed rising from 24 lane miles in FY14 to 129 lane miles in FY15.**
- ◆ **Launched the first bikeshare transit system in the State of Maryland, extending Capital Bikeshare into the Bethesda/Friendship Heights, Silver Spring/Takoma Park, and Rockville/Shady Grove/Life Sciences Center areas. County residents can join Capital Bikeshare and ride in the County and our partner jurisdictions in Washington D.C., Arlington, and Alexandria. A limited number of lower-income residents can qualify for membership in Capital Bikeshare, bike safety training, a helmet, and route planning at no cost.**

- ❖ **Increased County contribution to bikeshare program to replace expiring grant funding.**
- ❖ **Completed biennial inspections for 179 bridges and renovations for 23 bridges.**
- ❖ **Responded to 25 storm events totaling 54 inches of snow thus far in FY14.**
- ❖ **217 of approximately 250 county owned Traffic Signals have been supplied with Uninterruptable Power Supplies/Battery Back-Up with the remaining signals to be supplied by the end of FY15.**
- ❖ **Ninety percent of Foliage Removal work orders were completed of which 60% were for Traffic Sign visibility and 40% for Streetlights.**
- ❖ **Work Zone Traffic Control reviewed and approved 347 Traffic Control Plans (TCP) in FY13.**
- ❖ **The Safe Routes to School Program completed 23 comprehensive and 9 partial evaluations.**
- ❖ **The Aerial Surveillance Program operated 338 missions in FY13 of which 75% were scheduled; 5,500 calls were logged in of which 3,377 related to signals, 841 to accidents, 523 to vehicles, 743 to construction, and 16 to providing criminal assistance.**

PROGRAM CONTACTS

Contact Al Roshdih of the Department of Transportation at 240.777.7170 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

Automation

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

FY15 Recommended Changes	Expenditures	FTEs
FY14 Approved	450,870	2.90
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	15,819	0.00
FY15 CE Recommended	466,689	2.90

BikeShare

This program administers and operates the BikeShare program in the County. The purpose of this program is developing additional options for short trips, promoting the use of transit and contributing to a more pedestrian and bicycle-friendly atmosphere. This includes managing implementation of the County's system, administering the operation of the system, and coordinating with other regional BikeShare programs.

FY15 Recommended Changes	Expenditures	FTEs
FY14 Approved	1,008,150	1.15
Increase Cost: Bikeshare Program	381,440	-0.15
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	33,500	0.00
FY15 CE Recommended	1,423,090	1.00

Bridge Maintenance

This program provides for the basic maintenance of bridges and box culverts along County-maintained roadways, including removal of debris under and around bridges; wall and abutment repainting; trimming trees and mowing banks around bridge approaches; and guardrail repair. Minor asphalt repairs and resurfacing of bridges and bridge approaches are also included.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	177,650	1.10
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	1,478	0.00
FY15 CE Recommended	179,128	1.10

Transportation Engineering and Management Services

This program oversees a portion of the transportation programs, monitors and evaluates standards, investigates complaints, and implements strategies to maximize cost savings. This program is also responsible for the personnel, budget, and finance functions of several divisions in the Department of Transportation, providing essential services to the Department and serving as a point of contact for other departments.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	315,840	3.00
Increase Cost: Traffic Signal System Modernization and Uninterrupted Power Supply Unit Maintenance	152,500	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	-200	0.00
FY15 CE Recommended	468,140	3.00

Noise Abatement Districts

The Bradley and Cabin John Noise Abatement Special Taxation Districts were created in 1991 to levy a tax to defray certain ineligible State costs associated with the construction of noise barriers along the Capital Beltway that will benefit the properties in the districts. Proceeds of the tax are used to reimburse the County for debt service related to the general obligation bond proceeds which were initially used to finance the construction. The program also involves evaluation and negotiations with new communities that desire to explore their eligibility for establishment of new Noise Abatement Districts and coordination with the State Highway Administration.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	0	0.00
FY15 CE Recommended	0	0.00

Parking Outside the Parking Districts

This program administers, operates, and maintains the parking program outside the Parking Districts. Included in this program are residential permit parking and peak hour traffic enforcement. The residential permit parking program is responsible for the sale of parking permits and parking enforcement in these areas. Participation in the program is requested through a petition of the majority of the citizens who live in that area. The program is designed to mitigate the adverse impact of commuters parking in residential areas. Peak hour traffic enforcement in the Bethesda and Silver Spring Central Business Districts assures the availability of travel lanes during peak traffic periods. The program is also responsible for the management of County employee parking in the Rockville core.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	1,117,070	1.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	9,386	0.00
FY15 CE Recommended	1,126,456	1.60

Resurfacing

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

<i>Program Performance Measures</i>	Actual FY12	Actual FY13	Estimated FY14	Target FY15	Target FY16
Percentage of annual requirement for residential resurfacing funded ¹	44%	90%	50%	84%	36%
Percent of primary/arterial road quality rated fair or better ²	64%	64%	63%	60%	53%
Percent of rural/residential road quality rated fair or better ³	41%	44%	42%	40%	33%

¹ The FY13-FY16 percentage represents the sum of all CIP and Operating funding divided by ERoads pavement management program annual required funding. These percents are subject to change with respect to any supplemental, FY funding distributions and/or final FY CIP allocations.

² These percents are subject to change with respect to the outcomes of current county wide pavement condition assessments.

³ These percents are subject to change with respect to the outcomes of current county wide pavement condition assessments.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	1,789,410	0.6
FY15 CE Recommended	1,789,410	0.00

Roadway and Related Maintenance

Roadway maintenance includes hot mix asphalt road patching (temporary and permanent roadway repairs, skin patching, and crack sealing); shoulder maintenance; and storm drain maintenance, including erosion repairs, roadway ditch and channel repairs, cleaning enclosed storm drains, and repair and/or replacement of drainage pipes. Related activities include: mowing; roadside vegetation clearing and grubbing; traffic barrier repair and replacement; street cleaning; regrading and reshaping dirt/gravel roads; and temporary maintenance of curbs, gutters, and sidewalks.

Starting in FY07, DOT began providing routine maintenance of roadway, bridges, and storm drain surfaces and other miscellaneous items for Park roads.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	15,778,581	120.59
Increase Cost: Maintenance for Newly Accepted Subdivision Roads	34,210	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	590,030	1.51
FY15 CE Recommended	16,402,821	122.10

Snow Removal/Wind/Rain Storms

This program includes the removal of storm debris within right of ways and snow from County roadways. This includes plowing and applying salt and sand; equipment preparation and cleanup from snow storms; and wind and rain storm cleanup. Efforts to improve the County's snow removal operation have included public snow plow mapping, snow summit conferences; equipping other County vehicles with plows; and using a variety of contracts to assist in clearing streets. Expenditures over the budgeted program amount for this purpose will be covered by the Snow Removal and Storm Cleanup NDA.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	3,214,060	24.70
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	67,653	0.00
FY15 CE Recommended	3,281,713	24.70

Streetlighting

This program includes investigation of citizen requests for new or upgraded streetlights; design or review of plans for streetlight installations on existing roads, bikeways and pedestrian facilities, and projects that are included in the CIP; coordination and inspection of streetlight installations and maintenance by utility companies; maintenance of all County-owned streetlights by contract; and inspection of contractual maintenance and repair work.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	520,870	0.50
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	387	0.00
FY15 CE Recommended	521,257	0.50

Traffic Planning

This program provides for traffic engineering and safety review of road construction projects in the CIP; review of master plans, preliminary development plans, and road geometric standards from a pedestrian, bicycle, and traffic engineering and safety standpoint. The program also includes studies to identify small scale projects to improve the capacity and safety of intersections at spot locations throughout the County, the design of conceptual plans for such improvements, as well as the review of development plans and coordination of all such reviews within the Department of Transportation; review of traffic and pedestrian impact studies for the Local Area Review process; and development, review, approval, and monitoring of development-related transportation mitigation agreements.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	389,460	4.10
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	15,116	0.00
FY15 CE Recommended	404,576	4.10

Traffic and Pedestrian Safety

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

<i>Program Performance Measures</i>	Actual FY12	Actual FY13	Estimated FY14	Target FY15	Target FY16
Average number of days to respond to requests for traffic studies ¹	55	60	65	68	70
Number of traffic studies pending	240	255	270	270	270

¹ Reflects reduction in consultant services.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	1,909,360	11.50
Increase Cost: Safe Routes to Schools reflecting decrease in State grant funding	4,732	0.06
Decrease Cost: Partial expiration of Safe Routes to Schools grant	-2,344	-0.06
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	90,223	-0.03
FY15 CE Recommended	2,001,971	11.47

Traffic Sign & Marking

This program includes conducting engineering investigations of citizen complaints about traffic signs, street name signs, pavement markings (centerlines, lane lines, edge lines, crosswalks, raised pavement markers, etc.), and inadequate visibility at intersections. It also includes design, review, and field inspection of traffic control plans for CIP road projects and for permit work performed in right-of-ways. The program includes fabrication and/or purchase of signs; installation and maintenance of all traffic and pedestrian signs, and street name signs (including special advance street name signs); repair or replacement of damaged signs; installation and maintenance of all pavement markings; safety-related trimming of roadside foliage obstructing traffic control devices; and day-to-day management of the traffic materials and supplies inventory. This program is also responsible for the issuance of permits for use of County roads and rights-of-ways for special events such as parades, races, and block parties.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	2,105,760	11.80
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	79,492	0.00
FY15 CE Recommended	2,185,252	11.80

Traffic Signals & Advanced Transportation Mgmt. Syst.

This program provides for the general engineering and maintenance activities associated with the design, construction, and maintenance of traffic signals, the Advanced Transportation Management System (ATMS), and the communication infrastructure that supports these programs and the County's fiber optic based network. Included in this program are proactive and reactive maintenance of the field devices and related components such as traffic signals, flashers, traffic surveillance cameras, variable message signs, travelers' advisory radio sites, twisted pair copper interconnect, and fiber optic cable and hub sites; and support of the Traffic Signal, ATMS, and FiberNet CIP projects. This program also includes provision of testimony for the County in court cases involving traffic signals.

<i>Program Performance Measures</i>	Actual FY12	Actual FY13	Estimated FY14	Target FY15	Target FY16
The backlog of signalized intersections with a malfunctioning sensor	112	172	210	210	210

FY15 Recommended Changes	Expenditures	FTEs
FY14 Approved	2,267,360	6.90
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	80,274	0.00
FY15 CE Recommended	2,347,634	6.90

Property Acquisition

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

FY15 Recommended Changes	Expenditures	FTEs
FY14 Approved	97,120	0.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	4,637	0.00
FY15 CE Recommended	101,757	0.60

Transportation Community Outreach

The Transportation Community Outreach program objective is to inform County residents of DOT's services, programs, and procedures; enhance their understanding of the department's organization and responsibilities; enhance their ability to contact directly the appropriate DOT office; and provide feedback so DOT can improve its services. Staff works with the Public Information Office to respond to media inquiries. Staff refers and follows up on residents' concerns; attends community meetings; and convenes action group meetings at the request of the Regional Services Center directors. Significant components of this program are the coordination of Renew Montgomery, a neighborhood revitalization program, and the Keep Montgomery County Beautiful program, which includes the Adopt-A-Road program, a beautification grants program, and annual beautification awards.

FY15 Recommended Changes	Expenditures	FTEs
FY14 Approved	208,080	1.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	16,598	0.00
FY15 CE Recommended	224,678	1.00

Transportation Planning and Design

This program provides for the development of engineering construction plans and specifications for all transportation-related projects in the County's Capital Improvements Program (CIP). This includes planning, surveying, designing of roads, bridges, traffic improvements, pedestrian, bicycle and mass transit facilities, and storm drains; as well as the inventory, inspection, renovation, preservation and rehabilitation of existing bridges. All of these plans are environmentally sound and aesthetically pleasing and meet applicable local, State, and Federal laws and regulations.

Program Performance Measures	Actual FY12	Actual FY13	Estimated FY14	Target FY15	Target FY16
Linear feet of sidewalk construction completed (000) ¹	34	34	34	34	34
Percentage of customers satisfied with new capital projects ²	90.0	90.0	90.0	90.0	90.0

¹ Sidewalk Construction is funded by CIP.

² Outreach is for CIP projects.

FY15 Recommended Changes	Expenditures	FTEs
FY14 Approved	404,000	1.70
Enhance: Inspection of Short Span Bridges	40,000	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	13,838	0.00
FY15 CE Recommended	457,838	1.70

Transportation Construction

This program provides overall construction administration and inspection of the Department's transportation CIP projects. This includes preparing and awarding construction contracts, monitoring construction expenditures and schedules, processing contract payments, providing construction inspection, and inspecting and testing materials used in capital projects. It measures and controls the quality of manufactured construction materials incorporated into the transportation infrastructure. This program also includes

materials (manufacturing) plant inspections and testing of materials for work performed by private developers under permit with the County.

<i>Program Performance Measures</i>	<i>Actual FY12</i>	<i>Actual FY13</i>	<i>Estimated FY14</i>	<i>Target FY15</i>	<i>Target FY16</i>
Transportation Capital Improvement Projects completed within 10% of the cost estimate in the original Project Description Form	100	100	100	100	100
Transportation Capital Improvement Projects completed within 3 months of projected timeline on Project Description Form	70	75	75	75	75

<i>FY15 Recommended Changes</i>	<i>Expenditures</i>	<i>FTEs</i>
FY14 Approved	261,500	0.90
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	10,214	0.00
FY15 CE Recommended	271,714	0.90

Transportation Management and Operations

This program provides for the daily operations of the County's transportation management program to include operations of the Transportation Management Center (TMC), the computerized traffic signal system, the aerial surveillance sub-program, and multi-agency incident management response and special event traffic management. This program also provides hardware and software support for the TMC's computer and network infrastructure, and investigation of citizen complaints about traffic signal timing, synchronization and optimization.

<i>FY15 Recommended Changes</i>	<i>Expenditures</i>	<i>FTEs</i>
FY14 Approved	1,590,880	7.50
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	78,977	0.00
FY15 CE Recommended	1,669,857	7.50

Transportation Policy

This program provides for the integration of all transportation plans, projects, and programs to ensure Department-wide coordination and consistency. The program provides a strategic planning framework for the identification and prioritization of new capital and operating transportation projects and programs for implementation at the County and State levels. The program advocates and explains the County's transportation priorities to the Council and State Delegation. This program also includes a liaison role and active participation with local and regional bodies such as WMATA, M-NCPPC, the Metropolitan Washington Council of Governments (COG), the Transportation Planning Board (TPB), and the Maryland Department of Transportation. This program involves active participation in the master planning process in order to advance transportation priorities and ensure the ability to implement proposed initiatives. The development of transportation policy, legislation, and infrastructure financing proposals are included in this program, including administration of the Impact Tax Program, development and negotiation of participation agreements with private developers, and the Development Approval Payment program.

<i>FY15 Recommended Changes</i>	<i>Expenditures</i>	<i>FTEs</i>
FY14 Approved	443,220	2.50
Enhance: Master Plan Review and Transportation Policy Area Review monitoring through increased Planning Specialist staffing	6,439	0.50
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	-2,781	0.00
FY15 CE Recommended	446,878	3.00

Tree Maintenance

The operating budget portion of the Tree Maintenance program provides for emergency tree maintenance services in the public rights-of-way. The program provides priority area-wide emergency tree and stump removal and pruning to ensure the safety of pedestrians and cyclists, minimize damage to property, and provide adequate road clearance and sign, signal, and streetlight visibility for motorists. Starting in FY07, the street tree planting function was transferred to DOT as part of the overall Tree Maintenance program.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	4,530,900	14.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	777	0
FY15 CE Recommended	4,531,677	14.60

Vacuum Leaf Collection

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

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	5,155,300	30.80
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	69,343	0.03
FY15 CE Recommended	5,224,643	30.83

Administration

The Director's Office provides overall leadership for the Department, including policy development, planning, accountability, service integration, customer service, and the formation of partnerships. It also handles administration of the day-to-day operations of the Department, including direct service delivery, budget and fiscal management oversight (capital and operating), training, contract management, logistics and facilities support, human resources management, and information technology. In addition, administration staff coordinates the departmental review of proposed State legislation and provides a liaison between the County and WMATA. The Department consists of five divisions: the Division of Traffic Engineering and Operations, the Division of Parking Management, the Division of Highway Maintenance, the Division of Transportation Planning, and the Division of Transit Services. The Administration program includes efforts of staff from all divisions of the Department.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	3,570,130	23.70
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	26,115	0.00
FY15 CE Recommended	3,596,245	23.70

BUDGET SUMMARY

	Actual FY13	Budget FY14	Estimated FY14	Recommended FY15	% Chg Bud/Rec
COUNTY GENERAL FUND					
EXPENDITURES					
Salaries and Wages	16,090,471	13,346,280	13,427,931	13,974,657	4.7%
Employee Benefits	6,109,794	5,858,821	5,849,449	5,960,424	1.7%
County General Fund Personnel Costs	22,200,265	19,205,101	19,277,380	19,935,081	3.8%
Operating Expenses	36,722,196	22,927,839	22,916,861	23,948,716	4.5%
Capital Outlay	0	0	0	0	—
County General Fund Expenditures	58,922,461	42,132,940	42,194,241	43,883,797	4.2%
PERSONNEL					
Full-Time	441	443	443	449	1.4%
Part-Time	8	8	8	8	—
FTEs	223.65	242.06	242.06	243.98	0.8%
REVENUES					
Federal Grants	971,500	0	0	0	—
Miscellaneous Revenues	29,853	325,000	325,000	325,000	—
Motor Pool Charges/Fees	2,644	0	0	0	—
Other Charges/Fees	0	40,000	40,000	40,000	—
Parking Fees	318,863	188,000	248,000	248,000	31.9%
Parking Fines	1,177,741	0	0	0	—
Residential Parking Permits	206,636	216,580	200,000	200,000	-7.7%
State Aid: Highway User	2,767,466	3,438,906	3,464,960	3,587,366	4.3%
Subdivision Plan Review	273,730	200,000	200,000	200,000	—
Traffic Signals Maintenance	0	994,000	994,000	994,000	—
Other Fines/Forfeitures	11,277	0	0	0	—
County General Fund Revenues	5,759,710	5,402,486	5,471,960	5,594,366	3.6%
BRADLEY NOISE ABATEMENT					
EXPENDITURES					
Salaries and Wages	0	0	0	0	—
Employee Benefits	0	0	0	0	—
Bradley Noise Abatement Personnel Costs	0	0	0	0	—
Operating Expenses	0	0	0	0	—
Capital Outlay	0	0	0	0	—
Bradley Noise Abatement Expenditures	0	0	0	0	—
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	0.00	0.00	0.00	0.00	—
REVENUES					
Investment Income	5	0	0	0	—
Bradley Noise Abatement Revenues	5	0	0	0	—
CABIN JOHN NOISE ABATEMENT					
EXPENDITURES					
Salaries and Wages	0	0	0	0	—
Employee Benefits	0	0	0	0	—
Cabin John Noise Abatement Personnel Costs	0	0	0	0	—
Operating Expenses	0	0	0	0	—
Capital Outlay	0	0	0	0	—
Cabin John Noise Abatement Expenditures	0	0	0	0	—
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	0.00	0.00	0.00	0.00	—
REVENUES					
Investment Income	1	0	0	0	—
Property Tax	1,018	0	0	0	—
Cabin John Noise Abatement Revenues	1,019	0	0	0	—
GRANT FUND MCG					
EXPENDITURES					
Salaries and Wages	0	12,404	12,404	11,087	-10.6%
Employee Benefits	0	4,924	4,924	3,897	-20.9%
Grant Fund MCG Personnel Costs	0	17,328	17,328	14,984	-13.5%

	Actual FY13	Budget FY14	Estimated FY14	Recommended FY15	% Chg Bud/Rec
Operating Expenses	62,536	0	0	0	—
Capital Outlay	0	0	0	0	—
Grant Fund MCG Expenditures	62,536	17,328	17,328	14,984	-13.5%
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	0.50	0.25	0.25	0.19	-24.0%
REVENUES					
State Grants	62,536	17,328	17,328	14,984	-13.5%
Grant Fund MCG Revenues	62,536	17,328	17,328	14,984	-13.5%
VACUUM LEAF COLLECTION					
EXPENDITURES					
Salaries and Wages	2,199,035	2,154,412	2,066,233	2,242,070	4.1%
Employee Benefits	647,686	718,181	619,819	740,203	3.1%
Vacuum Leaf Collection Personnel Costs	2,846,721	2,872,593	2,686,052	2,982,273	3.8%
Operating Expenses	2,487,165	2,282,710	2,729,446	2,242,370	-1.8%
Capital Outlay	0	0	0	0	—
Vacuum Leaf Collection Expenditures	5,333,886	5,155,303	5,415,498	5,224,643	1.3%
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	33.54	30.83	30.83	30.83	—
REVENUES					
Investment Income	889	4,000	1,110	2,150	-46.3%
Leaf Vacuum Collection Fees	6,565,973	6,526,619	6,526,619	6,526,335	0.0%
Systems Benefit Charge	-11	0	0	0	—
Other Charges/Fees	14,826	0	0	0	—
Vacuum Leaf Collection Revenues	6,581,677	6,530,619	6,527,729	6,528,485	0.0%
DEPARTMENT TOTALS					
Total Expenditures	64,318,883	47,305,571	47,627,067	49,123,424	3.1%
Total Full-Time Positions	441	443	443	449	1.2%
Total Part-Time Positions	8	8	8	8	—
Total FTEs	257.69	273.14	273.14	275.00	0.7%
Total Revenues	12,404,947	11,950,433	12,017,017	12,137,835	1.6%

FY15 RECOMMENDED CHANGES

	Expenditures	FTEs
COUNTY GENERAL FUND		
FY14 ORIGINAL APPROPRIATION	42,132,940	242.06
Changes (with service impacts)		
Enhance: Inspection of Short Span Bridges [Transportation Planning and Design]	40,000	0.00
Enhance: Master Plan Review and Transportation Policy Area Review monitoring through increased Planning Specialist staffing [Transportation Policy]	6,439	0.50
Other Adjustments (with no service impacts)		
Increase Cost: FY15 Compensation Adjustment	933,420	0.00
Increase Cost: Bikeshare Program [BikeShare]	381,440	-0.15
Increase Cost: Motor Pool Rate Adjustment	369,348	0.00
Increase Cost: Traffic Signal System Modernization and Uninterrupted Power Supply Unit Maintenance [Transportation Engineering and Management Services]	152,500	0.00
Increase Cost: Conversion of 6 Temporary Employees to Permanent Merit Positions	91,871	1.50
Increase Cost: Retirement Adjustment	79,669	0.00
Increase Cost: Group Insurance Adjustment	50,074	0.00
Increase Cost: Maintenance for Newly Accepted Subdivision Roads [Roadway and Related Maintenance]	34,210	0.00
Increase Cost: Printing and Mail	18,379	0.00
Increase Cost: Safe Routes to Schools reflecting decrease in State grant funding [Traffic and Pedestrian Safety]	4,732	0.00
Decrease Cost: Annualization of FY14 Personnel Costs	-411,225	0.01
FY15 RECOMMENDED:	43,883,797	243.98

41

	Expenditures	FTEs
GRANT FUND MCG		
FY14 ORIGINAL APPROPRIATION	17,328	0.25
Other Adjustments (with no service impacts)		
Decrease Cost: Partial expiration of Safe Routes to Schools grant [Traffic and Pedestrian Safety]	-2,344	-0.06
FY15 RECOMMENDED:	14,984	0.19
VACUUM LEAF COLLECTION		
FY14 ORIGINAL APPROPRIATION	5,155,303	30.83
Other Adjustments (with no service impacts)		
Increase Cost: FY15 Compensation Adjustment	97,160	0.00
Increase Cost: Retirement Adjustment	6,706	0.00
Increase Cost: Group Insurance Adjustment	5,814	0.00
Decrease Cost: Motor Pool Rate Adjustment	-40,340	0.00
FY15 RECOMMENDED:	5,224,643	30.83

PROGRAM SUMMARY

Program Name	FY14 Approved		FY15 Recommended	
	Expenditures	FTEs	Expenditures	FTEs
Automation	450,870	2.90	466,689	2.90
BikeShare	1,008,150	1.15	1,423,090	1.00
Bridge Maintenance	177,650	1.10	179,128	1.10
Transportation Engineering and Management Services	315,840	3.00	468,140	3.00
Noise Abatement Districts	0	0.00	0	0.00
Parking Outside the Parking Districts	1,117,070	1.60	1,126,456	1.60
Resurfacing	1,789,410	0.00	1,789,410	0.00
Roadway and Related Maintenance	15,778,581	120.59	16,402,821	122.10
Snow Removal/Wind/Rain Storms	3,214,060	24.70	3,281,713	24.70
Streetlighting	520,870	0.50	521,257	0.50
Traffic Planning	389,460	4.10	404,576	4.10
Traffic and Pedestrian Safety	1,909,360	11.50	2,001,971	11.47
Traffic Sign & Marking	2,105,760	11.80	2,185,252	11.80
Traffic Signals & Advanced Transportation Mgmt. Syst.	2,267,360	6.90	2,347,634	6.90
Property Acquisition	97,120	0.60	101,757	0.60
Transportation Community Outreach	208,080	1.00	224,678	1.00
Transportation Planning and Design	404,000	1.70	457,838	1.70
Transportation Construction	261,500	0.90	271,714	0.90
Transportation Management and Operations	1,590,880	7.50	1,669,857	7.50
Transportation Policy	443,220	2.50	446,878	3.00
Tree Maintenance	4,530,900	14.60	4,531,677	14.60
Vacuum Leaf Collection	5,155,300	30.80	5,224,643	30.83
Administration	3,570,130	23.70	3,596,245	23.70
Total	47,305,571	273.14	49,123,424	275.00

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY14		FY15	
		Total\$	FTEs	Total\$	FTEs
COUNTY GENERAL FUND					
Cable Television	Cable Television	702,415	0.75	314,277	0.75
CIP	CIP	17,445,543	149.66	17,657,432	148.34
Environmental Protection	Water Quality Protection Fund	3,456,635	32.29	3,534,151	32.29
Solid Waste Services	Solid Waste Disposal	241,990	2.90	247,778	2.90
Transit Services	Mass Transit	171,270	1.00	174,470	1.00
Urban Districts	Bethesda Urban District	25,000	0.00	25,000	0.00
Urban Districts	Silver Spring Urban District	30,000	0.00	13,000	0.00
Urban Districts	Wheaton Urban District	12,900	0.00	12,900	0.00
Total		22,085,753	186.60	21,979,008	185.28

FUTURE FISCAL IMPACTS

Title	CE REC. FY15	FY16	FY17	(5000's) FY18	FY19	FY20
This table is intended to present significant future fiscal impacts of the department's programs.						
COUNTY GENERAL FUND						
Expenditures						
FY15 Recommended	43,884	43,884	43,884	43,884	43,884	43,884
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	246	246	246	246	246
These figures represent the estimated annualized cost of general wage adjustments, service increments, and associated benefits.						
Labor Contracts - Other	0	-17	-17	-17	-17	-17
These figures represent other negotiated items included in the labor agreements.						
Operating Budget Impacts for Selected Transportation Projects	0	229	374	631	638	638
These figures represent the impacts on the Operating Budget of projects included in the FY15-20 Amended Capital Improvements Program						
Subtotal Expenditures	43,884	44,342	44,487	44,744	44,751	44,751
VACUUM LEAF COLLECTION						
Expenditures						
FY15 Recommended	5,225	5,225	5,225	5,225	5,225	5,225
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	29	29	29	29	29
These figures represent the estimated annualized cost of general wage adjustments, service increments, and associated benefits.						
Labor Contracts - Other	0	-2	-2	-2	-2	-2
These figures represent other negotiated items included in the labor agreements.						
Subtotal Expenditures	5,225	5,251	5,251	5,251	5,251	5,251

FY15-20 PUBLIC SERVICES PROGRAM: FISCAL PLAN	Leaf Collection						
	FY14 ESTIMATE	FY15 REC	FY16 PROJECTION	FY17 PROJECTION	FY18 PROJECTION	FY19 PROJECTION	FY20 PROJECTION
FISCAL PROJECTIONS							
ASSUMPTIONS							
Indirect Cost Rate	15.69%	15.87%	15.87%	15.87%	15.87%	15.87%	15.87%
CPI (Fiscal Year)	1.6%	2.0%	2.2%	2.5%	2.6%	2.4%	2.3%
Investment Income Yield	0.2%	0.4%	1.0%	1.6%	2.2%	2.9%	3.5%
Charge per single-family household	\$ 88.91	\$ 88.91	\$ 100.71	\$ 100.92	\$ 105.62	\$ 106.79	\$ 105.66
Charge per multi-family unit and townhome unit	\$ 3.54	\$ 3.54	\$ 4.05	\$ 4.06	\$ 4.25	\$ 4.30	\$ 4.25
Single-family households in leaf collection district	71,372	71,382	71,382	71,382	71,382	71,382	71,382
Multi-family units in leaf collection district	50,180	50,253	50,253	50,253	50,253	50,253	50,253
% of leaves attributed to multi-family units and townhome units	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
BEGINNING FUND BALANCE	1,535,193	1,282,952	950,243	926,123	906,421	891,592	882,883
REVENUES							
Charges For Services	6,526,619	6,526,335	7,388,309	7,403,769	7,749,051	7,834,875	7,751,901
Miscellaneous	1,110	2,150	6,150	10,570	15,440	21,560	27,490
Subtotal Revenues	6,527,729	6,528,485	7,394,459	7,414,339	7,764,491	7,856,435	7,779,391
INTERFUND TRANSFERS (Net Non-CIP)	(1,364,472)	(1,636,551)	(2,037,052)	(1,897,211)	(2,060,642)	(1,935,847)	(1,610,844)
Transfers To The General Fund	(479,276)	(503,807)	(489,290)	(503,360)	(519,830)	(538,910)	(560,830)
Indirect Costs	(450,710)	(473,290)	(489,290)	(503,360)	(519,830)	(538,910)	(560,830)
Technology Modernization CIP	(28,566)	(30,517)	0	0	0	0	0
Transfers To Special Fds: Non-Tax + ISF	(885,196)	(1,132,744)	(1,547,762)	(1,393,851)	(1,540,812)	(1,396,937)	(1,050,014)
Solid Waste Disposal	(885,196)	(1,132,744)	(1,547,762)	(1,393,851)	(1,540,812)	(1,396,937)	(1,050,014)
TOTAL RESOURCES	6,698,450	6,174,886	6,207,650	6,443,251	6,610,270	6,812,180	7,051,430
PSP OPER. BUDGET APPROP/ EXPS.							
Operating Budget	(5,415,498)	(5,224,643)	(5,355,259)	(5,510,562)	(5,692,410)	(5,903,029)	(6,145,054)
Labor Agreement	n/a	0	(26,268)	(26,268)	(26,268)	(26,268)	(26,268)
Subtotal PSP Oper Budget Approp / Exp's	(5,415,498)	(5,224,643)	(5,381,527)	(5,536,830)	(5,718,678)	(5,929,297)	(6,171,322)
TOTAL USE OF RESOURCES	(5,415,498)	(5,224,643)	(5,381,527)	(5,536,830)	(5,718,678)	(5,929,297)	(6,171,322)
YEAR END FUND BALANCE	1,282,952	950,243	926,123	906,421	891,592	882,883	880,108
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	19.2%	15.4%	14.7%	14.1%	13.5%	13.0%	12.5%

Assumptions:

1. Leaf vacuuming charges are adjusted to achieve cost recovery.
2. The rates have been set to establish a fund balance of at least \$250,000, consistent with the fund balance policy developed in August 2004. In future years, rates will be adjusted annually to fund the approved service program and maintain the appropriate ending fund balance.

44



**Montgomery County Department of Transportation
JOB ACCESS AND REVERSE COMMUTE (JARC) BIKESHARE PROGRAM**

I am interested in applying for the JARC Bikeshare Program in Montgomery County. I understand that my eligibility for the program must be confirmed and I hereby give permission for review of my financial information by any County agency involved in this program, their contractors, and partner organizations.

I. PERSONAL INFORMATION (Please Print):

Name: _____ No. of family members living with you: _____
 Street Address: _____ Apt. No. _____
 City: _____ State: _____ Zip Code: _____
 Telephone (Home): _____ (Cell): _____ Work/Other Phone: _____
 E-Mail Address: _____

II. EMPLOYMENT/JOB TRAINING/EDUCATION (Please Print)

I am currently employed. Proof of employment is required: _____

 (provide name, address and telephone number of employer)

I am currently enrolled in a job training program. Proof of current enrollment is required.

- Montgomery Works Workforce Training Program (WIA)
 - CASA de Maryland Employment Program
 - Other job training (such as computer training, real estate, beauty/barber school).
- Name: _____
 Address: _____
 Telephone No. _____

I am currently a student. Proof of current enrollment is required: _____

 (provide name of school)

III. INCOME CERTIFICATION

I certify that my family, and/or I, participate in one or more of the following programs for low income residents of Montgomery County or other cities or counties in the Washington metropolitan region. Attach copy of program participation letter, dated within 30 days. Please mark all that apply and add others not listed:

- | | |
|--|--|
| <input type="checkbox"/> Food Supplement Program (Food Stamps) | <input type="checkbox"/> Child Care Assistance |
| <input type="checkbox"/> Temporary Cash Assistance (TCA) | <input type="checkbox"/> Maryland Primary Adult Care Program (PAC) |
| <input type="checkbox"/> Family and Children Medical Assistance | <input type="checkbox"/> Supplementary Security Income (SSI) |
| <input type="checkbox"/> MCPS Free or Reduced Meals (in schools) | <input type="checkbox"/> Head Start Program |
| <input type="checkbox"/> HOC Voucher Program | <input type="checkbox"/> Rental Assistance |
| <input type="checkbox"/> Maryland Energy Assistance Program | <input type="checkbox"/> Latin American Youth Center Program (requires parental permission to participate – ages 16-17 years of age) |
- Electric Universal Service Program
 OR ANY OTHER PROGRAMS that have an income Eligibility requirement (Please list below): _____

IV. IDENTIFICATION DOCUMENTATION

You will need to submit one of the following as proof of identity to complete enrollment (any of the following is acceptable): Photo ID (i.e., Driver's license, passport or other identification with a photo); identification showing that you are working for CASA de Maryland's Employment Program; residency card, or work authorization card.

V. BIKESHARE USAGE

I would like to use the bikesharing program to make the following types of trips (please check all that apply):

- Home to or from Metro _____ (provide name of station) for purposes of work and/or school, and/or job training
- Home to or from school and/or job training
- Home to or from work or job training
- Metro _____ (provide name of station) to or from work
- Metro _____ (provide name of station) to or from job training location

I anticipate using the bikeshare program at these times (please circle all that apply – this can be changed later)

Between ___ am & ___ am Between ___ am & ___ pm Between ___ pm & ___ pm

VI. SPECIAL CONSIDERATION

Special consideration will be given on a case by case basis to any individual with proof of need. Please contact Montgomery County Commuter Services at (240) 777-8380 or mcdot.commuterservices@montgomerycountymd.gov.

VII. PERMISSION TO VERIFY INFORMATION PROVIDED

I have attached all documentation as indicated and hereby provide Montgomery County's Department of Transportation JARC Bikeshare Program permission to verify information I have provided for purposes of participation in this program. I understand that Montgomery County reserves the right to deny participation in this program to anyone who falsifies information or does not meet eligibility requirements, or on the basis of funding availability for this program.

Signed: _____ Date: _____

VIII. CAPITAL BIKESHARE MEMBERSHIP NOTICE: Participants in the JARC bikeshare program receive free Capital Bikeshare (CaBi) Membership for one year. All participants are required to sign a CaBi Membership Agreement.

FOR STAFF USE ONLY:

Confirmed by (Agency Name): _____ Address: _____

Phone: _____ Email: _____

Confirmation by (Name of person signing): _____ Phone: _____

Email: _____

TRAFFIC STUDIES PROGRAM
As of 4/15/2014

Pending Traffic Studies

	As of 4/15/2014	As of 3/29/2013	As of 4/1/2012	As of 4/1/2011	As of 4/2/2010	As of 4/2/2009	As of 4/7/2008	As of 4/11/2007	As of 3/27/2006	As of 4/1/2005
Access Restrictions	12	11	11	10	15	14	13	15	16	13
Arterial Traffic Safety/Calmng	3	2	8	1	9	9	14	16	23	34
Business District Parking	0	0	2	1	2	3	3	5	4	5
CBD Street Safety	0	0	0	0	0	0	1	1	3	4
Foliage	1	-	-	-	-	-	-	-	-	-
Intersection Safety	12	8	14	17	15	16	21	33	40	47
Marking Request	1	-	-	-	-	-	-	-	-	-
Uncategorized Issues	7	9	4	5	7	10	9	14	16	18
Ped/Bike Safety	11	9	5	6	5	4	6	12	15	12
Permit Parking	1	1	4	0	2	1	2	6	7	6
Plan Review	0	2	-	-	-	-	-	-	-	-
Residential Parking	7	13	17	13	11	15	9	49	71	79
Residential Traffic Safety/Calmng	34	30	28	30	32	29	40	49	51	59
Sight Distance Investigations	5	2	2	0	2	1	1	2	4	5
Speed Hump Studies	12	12	6	7	6	6	6	10	9	16
Signalized Intersection Operations	6	4	2	2	3	3	3	-	-	-
Sign Request	11	6	-	-	-	-	-	-	-	-
Speed Limit Review	2	2	1	1	3	2	2	4	5	7
Residential Stop Signs	7	7	4	3	5	6	10	27	43	60
Site Plan Review	12	8	12	5	3	3	1	0	0	1
School Zone Safety	14	10	20	25	21	18	23	16	31	23
Traffic Impact Study	1	-	-	-	-	-	-	-	-	-
Traffic Signal Request (New)	18	15	8	11	13	13	10	10	15	20
Traffic Signal Study	55	46	47	33	29	16	9	-	-	-
Crosswalks	7	8	4	15	12	10	12	18	28	32
Total	239	205	199	185	195	179	195	287	381	441

46

Completed Traffic Studies

Traffic Studies Completed In

FY14 (thru 4/15/14)	660
FY13	786
FY12*	214
FY11*	242
FY10*	207
FY09*	265
FY08	390
FY07	451
FY06	409
FY05	322
FY04	310
FY03	165

* This report does not include "investigations" that were performed without a full engineering study prior to FY13. These investigations are now tracked in the studies database and are reflected in the totals beginning in FY13.

Montgomery County TSSM

Adaptive Signal Control Technology

Task Summary

April 3, 2014

TASK DEFINITIONS

The following tasks outline the plan to identify and address the implementation of adaptive signal control technology (ASCT) within the County's traffic control system.

This effort is broken into two phases. Phase A includes the preliminary engineering related tasks of the project including the systems engineering process of defining the ASCT needs and requirements, evaluation of alternative solutions, and developing an implementation plan and cost estimate. Phase B includes the effort to prove the recommended concept through a limited deployment pilot project.

PHASE A – PRELIMINARY ENGINEERING

TASK 1 PROJECT MANAGEMENT, PLANNING, AND SUPERVISION

This task addresses the ongoing and continuous overall coordination and management of the project tasks, and will extend through the life of this project. This task will include tracking and reporting each task's progress and its expenditures to insure conformance with schedules and budget, as well as establishing lines of communications and responsibilities for the various contractors and County staff involved with the effort.

Deliverables: Project Management Plan and status reports.

TASK 2 CONCEPT OF OPERATIONS

The Concept of Operations (ConOps) defines the overall ASCT system goals and objectives, and provides a user-oriented view of the integrated system operation detailing what the systems needs to do, but not how it will do it. It also describes the operational environment, types of users, needs, basic high-level functional requirements, scenarios and criteria for use. It will be developed to communicate this view to the stakeholders and to solicit their feedback. It will define the project's scope and explain how things are expected to work once in operation. It identifies the responsibilities of the various stakeholders for making it happen. The ConOps will not detail all requirements; it will address the County's objectives, information needs and overall functionality. To help develop this ConOps, a workshop will be conducted with all stakeholders including the Transportation Engineering, ATMS, and Technical Center staffs of the County. Consideration will be given to the requirements of specific system-wide functionalities of adaptive signal thresholds, detection and timings. These are the capabilities that will have an impact on the final selection of system and controller software, and if necessary, communications technologies. This ConOps will define the development of the County ASCT with the goal of meeting today's requirements and those for the next ten years. The existing TSSM Concept of Operations document may be amended to include the ASCT needs or a new standalone document developed.

Deliverable: Concept of Operations document.

Montgomery County TSSM
Adaptive Signal Control Technology

Task Summary
April 3, 2014

TASK 3 SYSTEM REQUIREMENTS

Building on the work accomplished in the Concept of Operations effort, this task will address all of the requirements necessary to fulfill the functions defined in the Concept of Operations. Each of the requirements listed in this document will be linked to a corresponding need described in the Concept of Operations. These requirements will fully define the scope of the ASCT functionalities and capabilities addressed by the effort. These requirements are the detailed descriptions of 'what' is needed in this effort and will not address 'how' it is to be accomplished. Various categories of requirements such as functional, performance, and interface are included. Constraints imposed on the design by policies and practices, such as type of existing architectural standards, software, type of equipment and external standards may also be defined. The requirements will be compiled, prioritized, and reviewed by all stakeholders before finalization. One workshop will be conducted with all stakeholders to review and finalize the system requirements. The existing TSSM Requirements document may be amended to include the ASCT requirements or a new stand-alone document developed.

***Deliverable:** System Requirements document.*

TASK 4 ALTERNATIVES ANALYSIS

This work builds upon and refines the information and analyses produced during the Concept of Operations and System Requirements tasks. Detailed information necessary to select a preferred ASCT solution will be collected by conducting a literature search, discussions with vendors and other practitioners, field investigations, and other technical studies. From this investigation, alternative ASCT (e.g., off-the-shelf--SCATS, SCOOT, ACS Lite--and proprietary) will be identified and an analysis and comparative assessment against requirements will be conducted. Sample architectures for each alternative will be developed. One workshop will be conducted with all stakeholders to review findings and present the recommended alternative. The preferred alternative will be identified to include:

- ASCT software and hardware (controller needs, upgrades, etc.)
- Communications architecture
- Central data processing and TSS needs
- Compliance with standards
- Detection needs
- Breadth of geographic implementation (i.e., number of intersections, corridors, etc.)
- Staffing implications
- ROM cost
- Cost/benefit analysis

***Deliverable:** Alternatives Analysis document.*

Montgomery County TSSM

Adaptive Signal Control Technology

Task Summary
April 3, 2014

TASK 5 CENTRAL SYSTEM FUNCTIONAL REQUIREMENTS

Functional requirements for the central traffic signal control system (TSS) will be developed. These detailed requirements and use cases will serve as the basis for central software procurement and development of the TSS to support ASCT. These detailed requirements are linked to the overall system requirements as they relate to the central system and may be classified as mandatory, desired, or optional to help prioritize functionality and help facilitate implementation. One workshop will be conducted with all stakeholders to review and verify these requirements.

Deliverable: *Central System Requirements document.*

TASK 6 IMPLEMENTATION PLAN AND COST ESTIMATE

This task will develop an Implementation Plan that describes all of the steps necessary for successful implementation of the ASCT countywide. This plan is a compilation of the following components:

- **Verification Plan:** this document describes how the system will be tested to ensure that it meets the requirements and includes a traceability matrix between requirements and verification test cases.
- **Validation Plan:** this document describes how the performance of the system will be measured to determine if it meets the needs expressed in the Concept of Operations including a traceability matrix.
- **Deployment Plan:** this document describes how the system will be procured, developed, installed, integrated and configured. Also included is a phasing plan for subsequent installations. This plan will identify a qualitatively prioritized list of systems. This prioritized list will be derived from a meeting/workshop with appropriate stakeholders to develop a list of potential systems that could benefit from ASCT.

A comprehensive cost estimate will be developed from the integration/implementation plans and will consider factors such as inflation and iterative implementation over a multi-year deployment. This costing will be accomplished in two phases, the first will address the funding required for the next CIP funding cycle, the second the remaining estimates for future funding needs.

Deliverable: *Implementation Plan document.*

PHASE B – PROOF OF CONCEPT

Building upon the work accomplished in Phase A, the County may elect to proceed with a limited initial deployment to validate the initial recommendations and findings. This phase will include procuring the necessary equipment and software to implement an initial deployment of the ASCT. This initial implementation will involve the deployment of a pilot system to validate the ASCT.

Montgomery County TSSM

Adaptive Signal Control Technology

Task Summary

April 3, 2014

Developing a proof of concept (POC) will help the county identify potential technical and logistical issues that may impact the overall program success. It also provides the opportunity to solicit internal feedback, while reducing unnecessary risk and exposure and providing the opportunity for stakeholders to assess design choices prior to large-scale deployment.

The proof of concept plan will address how the ASCT will support the county's traffic management goals and objectives. It will include clearly defined criteria for success, documentation for how the proof of concept will be carried out, and an evaluation component.

Deliverable: System prototype and test evaluation reports.

Montgomery County TSSM
Adaptive Signal Control Technology

Task Summary
 April 3, 2014

Estimated Level of Effort		
Phase A – Preliminary Engineering		
Task #	Description	Totals (\$)
1	Project Management	35,000
2	Concept of Operation	50,000
3	System Requirements	65,000
4	Alternatives Analysis	130,000
5	Central System Functional Requirements	80,000
6	Implementation Plan and Cost Estimate	120,000
	Phase A Total	480,000
Phase B – Proof of Concept *		

*Phase B Proof of Concept estimated cost will be determined during the Phase A Preliminary Engineering effort.

Montgomery County TSSM

Adaptive Signal Control Technology

Task Summary
April 3, 2014

ID	Task Name	Duration	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16
1	Project Management	325 days	[Task bar spanning from Month 1 to Month 16]															
2	Concept of Operations	45 days	[Task bar from start of Month 2 to end of Month 3]															
3	System Requirements	60 days	[Task bar from start of Month 4 to end of Month 5]															
4	Alternatives Analysis	85 days	[Task bar from start of Month 6 to end of Month 9]															
5	Central System Functional Requirements	60 days	[Task bar from start of Month 10 to end of Month 12]															
6	Implementation Plan and Cost Estimate	75 days	[Task bar from start of Month 13 to end of Month 15]															

52

FY15 Recommended Changes	Expenditures	FTEs
FY14 Approved	28,020	0.00
FY15 CE Recommended	28,020	0.00

Group Insurance for Retirees

Group insurance is provided to an estimated 5,098 retired County employees and survivors, as well as retirees of participating outside agencies. Employees hired before January 1, 1987, are eligible upon retirement to pay 20 percent of the premium for health and life insurance for the same number of years (after retirement) that they were eligible to participate in the group insurance plan as an active employee. The County government pays the remaining 80 percent of the premium. Thereafter, these retirees pay 100 percent of the premium. Employees hired before January 1, 1987, are also offered the option at retirement to convert from the 20/80 arrangement to a lifetime cost sharing option.

Employees hired after January 1, 1987, are eligible upon retirement for a lifetime cost sharing option under which the County pays 70 percent of the premium and the retiree pays 30 percent of the premium for life for retirees who were eligible to participate in the County group insurance plan for 15 or more years as active employees. Minimum participation eligibility of five years as an active employee is necessary to be eligible for the lifetime plan. The County will pay 50 percent of the premium for retirees with five years of participation as an active employee. The County contribution to the payment of the premium increases by two percent for each additional year of participation up to the 70 percent maximum.

On March 5, 2002, the County Council approved a one-time opportunity for retirees still under the 20/80 arrangement with an expiration date to elect the lifetime cost sharing arrangement. The new percentage paid by the County for those electing this arrangement ranges from 50 percent to 68 percent, depending upon years of active eligibility under the plan and years since retirement. The cost sharing election process has been completed.

The budget does not include employer contributions from participating outside agencies.

FY15 Recommended Changes	Expenditures	FTEs
FY14 Approved	32,462,450	0.00
FY15 CE Recommended	32,462,450	0.00

Historical Activities

This NDA contains a General Fund appropriation of \$77,250 and provides funding for the following agencies and programs:

- **Historic Preservation Commission:** The Historic Preservation Commission's main responsibility is to administer the historic preservation ordinance including recommending Montgomery County sites of potential historical significance. These efforts are administered by the Maryland-National Capital Park and Planning Commission (M-NCPPC). Starting in FY14, funding to support the Commission is no longer budgeted in this NDA but is appropriated to the M-NCPPC.
- **Historical Society:** Funding for the Montgomery County Historical Society provides support for the Society's Education Program staff, educational and outreach programs for County residents, and to maintain the Historical Society's research library and museums.

FY15 Recommended Changes	Expenditures	FTEs
FY14 Approved	77,250	0.00
FY15 CE Recommended	77,250	0.00

Homeowners' Association Road Maintenance Reimburse

This NDA provides a partial reimbursement to homeowners' associations (HOAs) for their maintenance of certain privately-owned roadways. The payment is currently restricted to through roadways, accessible to the public, which are one-quarter mile or longer and which provide vehicular access to more than four dwelling units. In FY97, an Executive Regulation was enacted allowing homeowners' associations to request that their roadways be deemed "private maintenance roads." This designation qualifies the HOAs for State reimbursement of their roadway maintenance costs. The County annually submits to the State its estimate of reimbursable miles, including those accepted as private maintenance roads. The State then reimburses the County and, subsequently, the County forwards the funds to HOAs.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	49,250	0.00
Increase Cost: State Highway Mileage Reimbursement Formula	3,490	0.00
FY15 CE Recommended	52,740	0.00

Housing Opportunities Commission

The Housing Opportunities Commission of Montgomery County (HOC) is a public body corporate and politic duly organized under Division II of the Housing Community Development Article of the Annotated Code of Maryland, as amended, known as the Housing Authorities Law. As such, the Commission acts as a builder, developer, financier, owner, and manager of housing for people of low- and moderate- (eligible) income. The Commission also provides eligible families and individuals with affordable housing and supportive services.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	6,093,310	0.00
Increase Cost: Annualization of FY14 Personnel Costs	283,170	0.00
FY15 CE Recommended	6,376,480	0.00

Inauguration & Transition

The Montgomery County Charter provides for the quadrennial election of a County Executive and County Council. This NDA provides for a ceremony and smooth transition of the County Executive and County Council every four years.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	0	0.00
Increase Cost: Inauguration and Transition	5,000	0.00
FY15 CE Recommended	5,000	0.00

Independent Audit

Section 315 of the County Charter requires the County Council to contract with a Certified Public Accountant for an independent post audit of all financial records and actions of the County government, its officials, and employees. By County Resolution, the Office of Legislative Oversight is the designated administrator for this contract, which also includes an independent audit of the basic financial statement of the Employee Retirement Plans; an independent audit of the basic financial statements of the Montgomery County Union Employees Deferred Compensation Plan; and additional services related to reviews, tests, and certifications.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	420,820	0.00
FY15 CE Recommended	420,820	0.00

Interagency Technology Policy and Coordination Committee

This NDA supports the operation of the Interagency Technology Policy and Coordination Committee (ITPCC). The ITPCC was chartered by the Montgomery County Council to promote strategic planning and coordination in the use of information technology among County agencies. The ITPCC reports biannually to the County Council. By regularly convening the agencies' chief executive and chief information officers, the ITPCC provides an effective forum for the coordinated implementation of technology policies and guidelines. Additionally, the ITPCC facilitates interagency communication, the evaluation and sharing of new technologies, and advises policy makers on the strategic uses of technology.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	5,850	0.00
FY15 CE Recommended	5,850	0.00

Leases

This NDA provides the funds necessary to lease privately owned real estate to accommodate County programs. Real property leased by the County includes office, warehouse, and retail space; hangar facilities; child care space in schools; parking spaces; and space for communication antennas. Leasing property allows the County the flexibility to locate programs in the communities they serve and provides space for programs to operate when there is no County-owned space available. Further, it is an economical way to procure highly specialized, location sensitive, or temporary space. Currently, there are approximately 73 leased facilities. The inventory of

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	382,250	0.00
Decrease Cost: Revised Estimate	-5,650	0.00
FY15 CE Recommended	376,600	0.00

Snow Removal and Storm Cleanup

This NDA funds the snow removal and storm clean up costs for the Department of Transportation and General Services above the budgeted amounts in these departments for this purpose. This program includes the removal of storm debris and snow from County roadways and facilities. This includes plowing, applying salt and sand, equipment preparation and cleanup from snow storms, and wind and rain storm cleanup.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	5,884,990	0.00
FY15 CE Recommended	5,884,990	0.00

State Positions Supplement

This NDA provides for the County supplement to State salaries and fringe benefits for secretarial assistance for the resident judges of the Maryland appellate courts:

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	44,662	0.00
Increase Cost: Annualization of FY14 Personnel Costs	16,094	0.00
FY15 CE Recommended	60,756	0.00

State Property Tax Services

This NDA reimburses the State for three programs that support the property tax billing administration conducted by the Department of Finance: the Montgomery County's Homeowners Credit Supplement, the Homestead Credit Certification Program, and County's share of the cost of conducting property tax assessments by the State Department of Assessments and Taxation (SDAT).

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	3,333,398	0.00
Increase Cost: SDAT Reimbursement	85,912	0.00
Increase Cost: Homestead Tax Credit Certification	45,300	0.00
FY15 CE Recommended	3,464,610	0.00

State Retirement Contribution

This NDA provides for the County's payment of two items to the State Retirement System:

- Maryland State Retirement System: Unfunded accrued liability, as established by the Maryland State Retirement System (MSRS), for employees hired prior to July 1, 1984, who are members of the MSRS (including former Department of Social Services employees hired prior to July 1, 1984), and for those who have retired (all County employees participated in the State Retirement System until 1965.) The County's contribution for this account is determined by State actuaries. Beginning in FY81, the amount due was placed on a 40-year amortization schedule.
- State Library Retirement: Accrued liability for retirement costs for three Montgomery County Public Library retirees who are receiving a State retirement benefit. These were County employees prior to 1966 who opted to stay in the State plan.

<i>FY15 Recommended Changes</i>	Expenditures	FTEs
FY14 Approved	1,192,180	0.00
Increase Cost: Adjustment to Reflect Actuarial Schedule	59,423	0.00
FY15 CE Recommended	1,251,603	0.00

Takoma Park Library Annual Payment

The annual amount provided in this NDA is a function of County expenditures for the Montgomery County Public Libraries (as a share of property tax-funded spending) and the City of Takoma Park's assessable base. The payment is authorized by Section 2-53 of

Snow Removal/Wind/Rain Storms Expenditures vs. Snow and Storm Budgets

Fiscal Year	Total Expenditures	Snow and Storm Budget (1)	Difference	Supplemental Amount	Notes
FY01	\$5,093,250	\$2,811,530	\$2,281,720	\$1,859,660	(2)
FY02	\$2,081,670	\$2,489,830	(\$408,160)	\$0	(3)
FY03	\$14,854,951	\$2,596,151	\$12,258,800	\$8,311,770	(4)
FY04	\$16,550,495	\$2,654,243	\$13,896,252	\$6,203,680	(5)
FY05	\$10,549,283	\$2,903,963	\$7,645,320	\$7,645,320	
FY06	\$8,816,030	\$3,058,330	\$5,757,700	\$5,957,700	
FY07	\$15,203,575	\$3,297,525	\$11,906,050	\$9,656,890	(6)
FY08	\$11,750,600	\$3,316,130	\$8,434,470	\$8,434,470	(7)
FY09	\$12,785,170	\$3,528,630	\$9,256,540	\$9,256,540	
FY10	\$64,097,250	\$3,243,000	\$60,854,250	\$60,073,600	(8)
FY11	\$27,062,140	\$3,649,210	\$23,412,930	\$23,412,930	
FY12	\$7,611,377	\$9,000,000	(\$1,388,623)	\$0	
FY13	\$24,305,483	\$9,156,978	\$14,348,505	\$15,148,505	(9)
Average, FYs01-13	\$16,981,636	\$3,977,348	\$13,004,288	\$11,997,005	

Notes:

- (1) These figures were derived from the budget information included in the Council supplemental resolutions.
- (2) Total unbudgeted snow removal and storm cleanup costs were \$2,281,720 but only \$1,859,660 was needed for a supplemental because DPWT was able to identify \$422,060 in Lease savings related to the Juvenile Assessment Center.
- (3) The actual cost for snow removal and storm cleanup for FY02 was less than the amount budgeted and a supplemental was not necessary for this fiscal year. The budgeted amounts only includes highway services for FY02 and excludes facility expenditures.
- (4) Only \$8,311,770 was needed in the Council supplemental because through FY03 Savings plan and encumbrance liquidations the department identified \$3,947,030 in savings reducing the amount of the supplemental.
- (5) Wind and Rain Storm budget for FY04 was \$417,053, actual expenditures for this category was \$7,692,572 because of Hurricane Isabel in September of FY04. This amount was not included in the supplemental because it was covered in a FEMA reimbursement. Amount of FEMA reimbursement is unavailable at this time but the matter is being pursued.
- (6) Supplemental includes \$978,790 which was a FY07 FEMA reimbursement.
- (7) Total amount of FY08 supplemental was \$9,700,470 which included costs of \$833,000 for underground storage tanks, \$408,000 for project civic access, and \$25,000 for safe routes to schools program in addition to snow/storm costs.
- (8) Actual costs were \$64,097,250 but the supplemental amount matched the set aside for snow costs. The remaining balance was covered with end of year transfers. FEMA reimbursements totalled \$11,221,941.
- (9) Supplemental amount includes \$800,000 for prospective storm cleanup in May and June, 2013.

25