

M E M O R A N D U M

April 17, 2023

TO: Transportation and Environment Committee

FROM: Glenn Orlin, Senior Analyst

SUBJECT: **Supplemental Appropriation to the FY23 Operating Budget, Department of Transportation, Transit Services, \$14,409,927
FY24 Operating Budget Department of Transportation Mass Transit Fund;
Amendments to the FY23-28 Capital Improvements Program¹**

PURPOSE: Develop Committee recommendations for Council consideration

Expected Participants:

- Christopher Conklin, Director, Department of Transportation (DOT)
- Emil Wolanin, Deputy Director, DOT
- Tim Cupples, Acting Deputy Director for Transportation Policy, DOT
- Sogand Seirafi, Chief of Administration, Division of Transit Services, DOT
- Brady Goldsmith, Chief, Management Services, DOT
- Gary Nalven, Office of Management and Budget (OMB)

Supplemental Appropriation, FY23 Operating Budget, Mass Transit Fund, \$14,409,927

This supplemental appropriation request for the Mass Transit Fund's FY23 Operating Budget is to cover deficits in both personnel costs and operating expenses identified in the second quarterly analysis that was transmitted to Council on March 15 (©1-4). This deficit breaks down as follows:

- \$7,864,005 for personnel costs, representing \$8,566,925 to cover retroactive payments to bus operators and transit coordinators as part of the FY22 position reclassification, partially offset by a projected net current year savings of \$702,920. The collective bargaining agreement required that any compensation adjustment resulting from reclassification be retroactive to the start of FY22. The Council approved the supplemental appropriation to fund the reclassification and retroactive payments in April 2022, the Operators and Coordinators were placed onto the new salary schedules in approximately June 2022, and the retroactive salary payments were calculated and processed after the start of FY23.

¹ Key words: #FY23 Operating Budget, plus search terms transportation, transit, fares.

- \$6,545,922 for operating expenses. This is largely due to motor pool charges for fuel, parts, and maintenance/repair services, prices which have increased substantially in the past year.

The Office of Racial Equity and Social Justice (ORESJ) impact report is on ©5-8. It finds that the supplemental appropriation:

is likely to advance racial equity and social justice. It enables the payment of wage increases for transit operators and coordinators, who (because of historical and current inequities) are disproportionately people of color, while also ensuring the safety and reliability of Ride On bus service, the ridership of which (due to structural inequities) is disproportionately comprised of low-income and Black Indigenous and Other People of Color (BIPOC) residents.

Council staff recommends approval of the supplemental appropriation.

FY24 Operating Budget Department of Transportation Mass Transit Fund

Summary of FY24 Recommended Mass Transit Fund (MTF) Budget

DOT Mass Transit & Grant Funds	FY23 Approved	FY24 CE Recommended	Change from FY23 Approved
Mass Transit Fund	\$167,835,477	\$177,606,586	5.8%
Personnel Costs	\$97,545,246 897.51 FTEs	\$100,945,520 885.51 FTEs	3.5% (1.3%)
Operating Costs	\$70,178,731	\$76,549,566	9.1%
Capital Outlay	\$111,500	\$111,500	0.0%
Grant Fund	\$5,114,844	\$5,116,934	0.3%
Personnel Costs	\$1,627,099 13.10 FTEs	\$1,629,189 13.10 FTEs	0.1% 0.0%
Operating Costs	\$3,487,745	\$3,487,745	0.0%
Total Expenditures (All Funds)	\$172,950,321 910.61 FTEs	\$182,723,520 898.61 FTEs	5.7% (1.3%)

The Executive’s recommendations for this fund are on ©9-16. The MTF’s Fiscal Plan is on ©17.

The budget of the MTF is presented in three programs, consolidated from the eight programs that had been displayed in budgets up through and including FY20. At Council staff’s request a crosswalk has been prepared showing the budgets of eight subprograms that the Committee historically wished to retain for more transparency. That crosswalk is on ©18.

The major cost drivers in this budget are negotiated compensation increases and charges related to motor pool management. Some of the increases are for contractual cost escalations (see below). The other proposed increases are discussed below:

Replacing Bethesda Circulator buses with zero-emission vehicles (\$308,000). The additional ongoing cost is for the Bethesda Urban Partnership (BUP) to enter a 5–6-year fixed cost contract with DOT’s provider which includes the capital cost for BUP to purchase 3 new electric vehicles. The contractor will provide a turnkey contract that includes all costs including vehicles, drivers, insurance, maintenance, fuel, and all other operating expenses. The current vehicles on the route have reached the end of their useful life, and DOT has been operating on one-year extensions for 3 years. **Council staff recommends placing this cost on the Reconciliation List with a “High Priority” for funding.**

Transportation Services Improvement Fund (\$294,795). The Executive is recommending more resources for four of the eight subprograms under this fund, which is funded primarily with a \$0.25/ride surcharge on Uber and Lyft. The increases by fund are shown on ©19. The largest increase is \$155,000 to continue the Call-n-Ride subsidy that, through August 2023, has been funded by a Council of Government’s (COG) Enhanced Mobility for Seniors and People with Disabilities grant. This recommendation will extend the benefit through FY24 and ensure that these low-income program participants continue to receive this discounted co-payment. Prior to the grant award many participants were unable to consistently make their co-payment, due to lack of funds. It also ensures that they always have value on their cards to take taxi trips when needed.

The other subprograms proposed to be increased are:

- \$59,011 (+10%) for the \$0.40/mile subsidy to wheelchair accessible vehicles (WAVs);
- \$76,820 (+10%) for the \$25/trip subsidy to WAVs; and
- \$3,964 (+5%) for the \$10/trip Guaranteed Ride Home subsidy.

While the TSIF is part of the tax-supported Mass Transit Fund, the revenue collected from the Uber/Lyft surcharges may only be spent within the program itself. Thus, the only purpose for reducing the Executive’s request would be to maintain a somewhat higher TSIF fund balance for subsequent years. The chart below forecasts the projected revenue, expenditures, and year-end fund balances in the TSIF through FY28; it shows the balance declining through FY26 but rebounding in FYs27-28.

TSIF Fiscal Year	Projected Revenue	Total Expenditures	Fund Balance and Year to Year Carryover Amount
Current Balance			\$3,047,020
FY23 Rest of Year	\$434,000	\$1,442,000	\$2,039,020
FY24	\$2,136,372	\$3,477,394	\$697,998
FY25	\$2,563,646	\$2,935,972	\$325,672
FY26	\$3,025,103	\$3,016,697	\$334,078
FY27	\$3,388,115	\$3,208,078	\$514,115
FY28	\$3,726,927	\$3,413,766	\$827,276

Council staff recommends placing this cost on the Reconciliation List with a “High Priority” for funding. Because these funds cannot be reprogrammed for other purposes, and because the TSIF funding itself is not tax-supported, the Council should automatically include these funds in the final budget.

Transportation Management District (TMD) Biennial Reports (\$20,000). FY23 was an “off-year”, and new reports would be completed and circulated in FY24. The work would be performed with a combination of in-house efforts and a limited amount of contractor assistance. **Council staff recommends placing this cost on the Reconciliation List with a “Priority” for funding.**

Commuter survey for employees and residents (\$20,000). This increase is needed in a survey off-year to implement new approaches to transportation demand management. The survey was previously postponed to fall 2022. It will be necessary to conduct further analyses of Commuter Services Section survey data and other data sources in FY24 due to major changes in NADMS (non-auto driver mode share) goals adopted by Council in the most recent Growth and Infrastructure Policy. **Council staff recommends placing this cost on the Reconciliation List with a “Priority” for funding.**

Required contract escalations. The Executive is recommending an ongoing increase of \$32,155 for Ride On radio equipment maintenance. Three years ago, the County programmed \$2,767,000 to replace the then-current stand-alone Transit Radio System with radios, consoles, and networking necessary to incorporate Transit Services radio operations into the state-of-the-art public safety radio system. The new system is in place, but funding for continuing the equipment warranty is contractually required following the installation of new radio equipment. Cost escalations are also required in the contracts for the routes and scheduling software (\$7,118) transit marketing services (\$26,000), and the TRIPS Commuter Store (\$7,000).

Ride On. The table on ©20-24 displays—in descending order—the effectiveness of existing Ride On routes on weekdays, Saturdays, and Sundays, as measured last fall. Overall, the average is 12.7 riders per platform hour; effectiveness is down nearly half from the 22.4 riders per hour pre-COVID.

COVID, however, has merely accelerated a slide in Ride On ridership that has persisted for more than a decade. In the late 2000’s the average ridership per hour was more than twice what it is now, and nearly all routes then met Ride On’s minimum performance standards: 15 riders per platform hour for peak-period-only routes and 10 riders per platform hour for all-day routes. By the fall of 2022, however, more than half the weekday routes—50 of 80—failed these same standards, this despite the County’s efforts to spur ridership by extending the hours of Kids Ride Free, Seniors Ride Free, and reducing the base fare from \$2.00 to \$1.00. The weekday routes that fall below the standard are highlighted in **bold red** and with an ↓.

DOT’s Ride On Reimagined Study is expected to conclude during the next fiscal year. Hopefully, the suggested measures will dramatically improve the system’s performance, especially as labor and material costs of Ride On—including the much higher cost of acquiring zero-emission buses and the infrastructure to support them—continue to rise faster than revenue growth.

Call-'n'-Ride. The Call-'n'-Ride Program provides subsidized taxi service for low-income seniors (age 63 or older) and low-income persons with disabilities. The subsidy levels were adjusted three years ago. The subsidy levels for one-person households are as follows:

- A person earning less than \$15,857 would pay \$5.25 for \$60 of rides (91.3% subsidy).
- A person earning \$15,857-\$21,403 would pay \$10 for \$60 of rides (83.3% subsidy).
- A person earning \$21,404-\$26,951 would pay \$20 for \$60 of rides (66.7% subsidy).
- A person earning \$26,952-\$44,000 would pay \$30 for \$60 of rides (50.0% subsidy).

A table showing both the income levels for households up to six persons is on ©25. Note that the TSIF budget assumes a further \$5.25 subsidy if a person buys a second \$60-worth of rides. Therefore, someone in Level 1 would pay \$5.25 for either \$60- or \$120-worth of rides/month. Someone in Level 2 would pay \$10.00 for \$60-worth of rides and \$14.75 for \$120-worth of rides. The same discount would apply to Levels 3 and 4. A breakdown of participants by subsidy level is on ©26.

Vacancies. As of March 3, the Mass Transit Fund has 76 budgeted vacant positions with an FY24 cost of about \$7.1 million. The table below shows that the Mass Transit Fund has 45 positions vacant for over one year and 4 positions vacant for over two years.

Position	Days Vacant	FY24 Budgeted Cost
Transit Bus Operator (3)	1,127/1,958	\$184,215
Transit Info System Tech	1.048	\$95,631
Transit Bus Operator (38)	376-687	\$1,229,600
Motor Pool Attendant	589	\$71,030
Transit Ops Supervisor (2)	405/497	\$205,192
Total - Vacant 2+ years		\$279,846
Total - Vacant 1+ years		\$1,785,668

The Recommended Budget assumes \$3,164,100 in lapse savings in the Mass Transit Fund, suggesting that there is about \$4.0 million budgeted for positions that are intended to be filled in FY24.

Amendments to the FY23-28 CIP

Ride On Fare Equipment Replacement (©27). The Executive proposes this new \$1,105,000 project to purchase and replace fare collection equipment for the Ride On fleet, including fare vaults and fareboxes. The expenditure would be in FY24 and funded with Current Revenue. **Council staff concurs with the Executive’s proposed amendment.**

Facility Planning: Mass Transit (©28). The Executive is recommending deleting the funds allocated for studies of a Clarksburg Transit Center, which will be incorporated in the BRT *MD 355 South North* project. He also recommends deleting the funds for study of a Hillandale Bus Layover, which will instead be part of the developer funded Hillandale Gateway project. The

savings total \$960,000 in Current Revenue. **Council staff concurs with the Executive's proposed amendment.**

North Bethesda Metro Station North Entrance. On March 20, the Committee unanimously agreed not to defer the construction funds in this project by one year, as had been recommended for fiscal reasons by the Executive. On March 28, the full Council tentatively concurred with the Committee's recommendation.

Since then, the General Assembly approved more State funding for this project. It upped its allocation in FY24 by \$600,000 (from \$2.0 million to \$2.6 million) and its pre-authorization for FY25 by \$7.5 million (from \$2.5 million to \$10.0 million). All these funds were authorized for WMATA, not Montgomery County, since it would be a WMATA-led project.

For the past few years, the cost estimate in the project description form (PDF) has been kept frozen at \$34.8 million. However, WMATA staff is updating its design and examining various options. The most expensive option, which would have the entrance be built such that a future building could be constructed atop it, would likely cost nearly twice as much in today's dollars. WMATA is looking for a construction partner, but that probably will not happen until at least a year from now.

A new PDF has been developed to show only the potential County contribution to this WMATA project. It retains the \$8,115,000 of G.O. bonds shown in the Approved CIP, but these County funds can now be deferred somewhat due to the additional State aid. **Council staff recommends approving the revised PDF on ©29-30.**

BRT amendments. The Executive shortly will be transmitting comprehensive revisions to the three Bus Rapid Transit PDFs, which also involves the *Veirs Mill/Randolph BiPPA* project. Because of the complexity of these revisions, the Committee has scheduled a worksession on Monday, May 1 at 9:30 am to review them. Council staff's understanding is that these revisions will not materially affect any County funds contributing to these projects.




OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

MEMORANDUM

March 15, 2023

TO: Evan Glass, President
Montgomery County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Supplemental Appropriation #23-92 to the FY23 Operating Budget
Montgomery County Government
Department of Transportation
Transit Services, \$14,409,927

I am recommending a supplemental appropriation to the FY23 Operating Budget of the Department of Transportation in the amount of \$14,409,927 for Transit Services. This appropriation will address current year increases for Ride On service.

This increase is needed due to:

- a. Retroactive payments to bus operators, totaling approximately \$8.5 million and reflecting wage adjustments following the creation of a new step schedule, were funded in FY22 but were not made until FY23;
- b. Increased prices for fuel, parts, and repair services have resulted in a projected increase of over \$6 million for Ride On bus fleet operating costs; and
- c. The second quarterly analysis for Transit Services projects a deficit of \$14,409,927, reflecting the above and other cost increases net of any savings.

I recommend that the County Council approve this supplemental appropriation in the amount of \$14,409,927 and specify the source of funds as Mass Transit Fund Undesignated Reserves. This supplemental will reduce Mass Transit Fund Undesignated Reserves by \$14,409,927 and is consistent with the fund balance policy for tax supported reserves. These funds are assumed in the March transmittal of the FY24 budget.

I appreciate your prompt consideration of this action.

Supplemental Appropriation #23-92 to the FY23 Operating Budget
March 15, 2023
Page 2 of 2

ME:gn

Enclosed: Resolution – Supplemental Appropriation #23-92

cc: Jennifer Bryant, Director, Office of Management and Budget
Christopher Conklin, Director, Department of Transportation

Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Supplemental Appropriation #23-92 to the FY23 Operating Budget
Montgomery County Government
Department of Transportation
Transit Services, \$14,409,927

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of six Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of seven Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. The County Executive has requested the following FY23 Operating Budget appropriation increases for the Department of Transportation:

<u>Personnel Services</u>	<u>Operating Expenses</u>	<u>Total</u>	<u>Source of Funds</u>
\$7,864,005	\$6,545,922	\$14,409,927	Mass Transit Fund Undesignated Reserves

3. This increase is needed because
 - a. Retroactive payments to bus operators, totaling approximately \$8.5 million and reflecting wage adjustments following the creation of a new step schedule, were funded in FY22 but were not made until FY23;
 - b. Increased prices for fuel, parts, and repair services have resulted in a projected increase of over \$6 million for Ride On bus fleet operating costs; and
 - c. The second quarterly analysis for Transit Services projects a deficit of \$14,409,927, reflecting the above and other cost increases net of any savings.
4. The County Executive recommends a supplemental appropriation to the FY23 Operating Budget in the amount of \$14,409,927 for Transit Services and specifies that the source of funds will be Mass Transit Fund Undesignated Reserves.
5. Notice of public hearing was given and a public hearing was held.

Action

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

A supplemental appropriation to the FY23 Operating Budget of the Department of Transportation is approved as follows:

<u>Personnel Services</u>	<u>Operating Expenses</u>	<u>Total</u>	<u>Source of Funds</u>
\$7,864,005	\$6,545,922	\$14,409,927	Mass Transit Fund Undesignated Reserves

This is a correct copy of Council action.

Judy Rupp, Clerk of the Council



OFFICE OF RACIAL EQUITY AND SOCIAL JUSTICE


Marc Elrich
County Executive

Tiffany Ward
Director and Chief Equity Officer

MEMORANDUM

April 12, 2023

To: Jennifer Bryant, Director
Office of Management and Budget

From: Tiffany Ward, Director
Office of Racial Equity and Social Justice 

Re: Racial Equity Impact Assessment (REIA) Supplemental Appropriation (SA) #23-92
for Transit Services

- I. **FINDING:** The Office of Racial Equity and Social Justice (ORESJ) finds that *Supplemental Appropriation #23-92 Transit Services (\$14,409,927)* is likely to advance racial equity and social justice. It enables the payment of wage increases for transit operators and coordinators, who (because of historical and current inequities) are disproportionately people of color, while also ensuring the safety and reliability of Ride On bus service, the ridership of which (due to structural inequities) is disproportionately comprised of low-income and Black Indigenous and Other People of Color (BIPOC) residents.
- II. **BACKGROUND:** The purpose of Supplemental Appropriation #23-92 Transit Services (\$14,409,927) is to address current year cost increases for Ride On service. This supplemental appropriation funds two major programmatic costs, with the goal of ensuring consistent delivery of transit services throughout the County. The two programmatic costs are:
 - a. Retroactive payments to bus operators, totaling approximately \$8.5 million and reflecting wage adjustments following the creation of a new step schedule, were funded in FY22 but were not made until FY23.
 - b. Increased prices for fuel, parts, and repair services have resulted in a projected increase of over \$6 million for Ride On bus fleet operating costs.

To assess the extent to which this supplemental appropriation advances racial equity and social justice, we looked at each of the major programmatic costs to determine the extent to which they advance transit equity, including the experiences of bus operators in the County.

Retroactive payments to bus operators

In November 2021, ORESJ conducted a REIA for Supplemental Appropriation #22-26 Transit Service Bus Operators which funded wage adjustments for the Transit Bus Operator and Transit Coordinator job classifications in Montgomery County. The wage adjustments were the result of a market-based comparability study, which uncovered a significant year-by-year deficiency in the County's salary schedule compared to WMATA. This included deficiency at entry level (approx. \$3,000), nearly \$22,000 after six years of employment, and over a 30-year career approximately \$300,000 less earned by MCG transit bus operators compared to their WMATA counterparts. The retroactive payments were actually paid out in Fiscal Year 2023 (primarily November and December 2022).

ORESJ's finding was that Supplemental Appropriation #22-26 Transit Service Bus Operators is likely to advance racial equity and social justice as it raises the wages of transit operators and coordinators who are disproportionately people of color. Raising the wages of these positions contributes to reductions in racial and ethnic disparities in median household income and housing cost burden. In its REIA, ORESJ explained¹:

In the US, historical and current practices of occupational segregation² shape labor market opportunities and outcomes by race, ethnicity, and gender. Together with racial inequities in access to housing, lending, and education, occupational segregation helps explain why people of color are overrepresented in low-wage frontline jobs and continue to face constant barriers to advancement³. Over time, these inequities have created broad wage inequality by race, ethnicity, and gender, contributing to disparities in income and wealth—a critical driver of housing cost burden.

Given that Supplemental Appropriation #23-92 funds \$8.5 million in retroactive payments to bus operators (as a part of the wage adjustments approved in Supplemental Appropriation #22-26 Transit Service Bus Operators), it is likely that it, too, will advance racial equity and social justice as it targets positions disproportionately held by Black Indigenous and Other People of Color (BIPOC) workers.

¹ REIA of Supplemental Appropriation #22-26 Transit Service Bus Operators

<https://www.montgomerycountymd.gov/ore/Resources/Files/22-26.pdf>

² <https://equitablegrowth.org/factsheet-u-s-occupational-segregation-by-race-ethnicity-and-gender/>

³ <https://www.policylink.org/sites/default/files/Advancing%20Frontline%20Employees%20of%20Color.pdf>

Increased prices for fuel, parts, and repair services

The second programmatic cost proposed in this supplemental appropriation involves cost increases for motor pool services, including for fuel, parts, and repair services. These costs are necessary to maintain the safe operation of the Ride On bus fleet. While ensuring the safety of Ride On buses is something all county residents can benefit from, it is primarily Ride On bus riders who will benefit the most. Because of structural inequities in education, employment, and housing (which ORESJ has written about in multiple REIAs⁴), Ride On ridership is disproportionately compromised of low-income and BIPOC residents.

As part of its compliance with Title VI of the 1964 Civil Rights Act, the department conducted a 2018 survey of Ride On customers. MCDOT’s Title VI on-board survey reported the following demographics:

- About 89% of Ride On customers were County residents;
- 78% of customers self-identified as BIPOC; 36% of customers self-identified as Black;
- 42% of customers spoke a language other than English at home. The primary language spoken by this subset of individuals is Spanish (50.9%) followed by French (16.6%) and;
- 47% of customers reported an annual household income of less than \$30,000.

The Montgomery County Racial Equity Profile⁵ also indicates the following data points about transportation disparities in the County:

Racial/ Ethnic Group	% Who take public transportation to work
Asian	11.7%
Black	19.8%
Latino	12.8%
White	13.6%
Other	12.1%

⁴ REIA of Supplemental Appropriation #22-82 Transportation Services Improvement Fund Reimbursement Disbursement <https://www.montgomerycountymd.gov/ore/Resources/Files/22-82.pdf>; REIA of Supplemental Appropriation #22-26 Transit Service Bus Operators <https://www.montgomerycountymd.gov/ore/Resources/Files/22-26.pdf>; REIA of Supplemental Appropriation #22-89 Snow Removal/Wind and Rainstorm Cleanup <https://www.montgomerycountymd.gov/ore/Resources/Files/22-89.pdf> ; REIA of Supplemental Appropriation #22-92 Taxicab Accessibility Transportation Services Improvement Fund: <https://www.montgomerycountymd.gov/ore/Resources/Files/22-92.pdf>

⁵ <https://www.montgomerycountymd.gov/OLO/Resources/Files/2019%20Reports/RevisedOLO2019-7.pdf>

Racial Equity Impact Assessment (REIA) Supplemental Appropriation (SA) #23-92 for Transit Services

April 12, 2023

Page 4 of 4

Source:

https://www.montgomerycountymd.gov/OLO/Resources/Files/2019%20Reports/OLO2019-7-6_20_19.pdf Pg. 50

Racial/ Ethnic Group	% Who do not have a vehicle
Asian	6%
Black	12.8%
Latino	4.1%
White	5.5%
Other	6.4%

Source:

https://www.montgomerycountymd.gov/OLO/Resources/Files/2019%20Reports/OLO2019-7-6_20_19.pdf Pg. 52

Based on these data and findings from previous transportation-related REIAs, it is clear that addressing Ride On repair and maintenance costs is a racial equity matter; delivering transit services in a reliably safe manner reduces the burden of transit and other inequities in the County.

cc: Christopher Conklin, Director, Department of Transportation
Ken Hartman, Director, Strategic Partnerships, Office of the County Executive



Transit Services

RECOMMENDED FY24 BUDGET
\$182,723,520

FULL TIME EQUIVALENTS
898.61

 **CHRISTOPHER CONKLIN, DIRECTOR**

MISSION STATEMENT

The mission of the Division of Transit Services is to provide an effective mix of public transportation services in Montgomery County.

BUDGET OVERVIEW




The total recommended FY24 Operating Budget for the Division of Transit Services is \$182,723,520, an increase of \$9,773,199 or 5.65 percent from the FY23 Approved Budget of \$172,950,321. Personnel Costs comprise 56.14 percent of the budget for 868 full-time position(s) and 16 part-time position(s), and a total of 898.61 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 43.86 percent of the FY24 budget.

Debt Service for general obligation bonds and other debt for the Mass Transit Fund is appropriated in the Debt Service Fund and is not displayed in this section. To pay for the Debt Service, a transfer of funds from the Mass Transit Fund to the Debt Service Fund of \$29,954,120 is required.


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

COUNTY PRIORITY OUTCOMES

While this program area supports all seven of the County Executive's Priority Outcomes, the following are emphasized:

-  **Thriving Youth and Families**
-  **A Greener County**
-  **Easier Commutes**

INITIATIVES

-  Conduct a comprehensive study, Ride On Reimagined, to guide the future direction of the County's transit system through data analysis and community engagement. Work has been completed toward establishing goals, outcomes, and measures with a focus on three priority areas: Safety and Vision Zero; Environment and Climate Resiliency; and Economic Development and Equitable Access. Outreach events are occurring throughout the study's development. Beginning in 2023, Phase 2 of the project will focus on service concepts. County residents, transit passengers, advocacy groups, and other stakeholders will

participate in the development of policy recommendations and implementation strategies by 2024.

- ★ Complete a zero-emission bus fleet transition study by summer 2023 to develop concrete strategies to reach zero-emissions by 2035. The study supports greenhouse gas reduction goals outlined in the County's Climate Action Plan and includes an evaluation of existing and future facilities and their relationship to the technology transition; the impact of the transition on the current workforce; and the availability of current and future resources to meet the costs for transition and implementation. The study will also develop a program of requirements for a new zero-emission bus operations and maintenance facility.
- ★ Transition to zero emission buses on the Bethesda Circulator service. Three gas-powered buses currently providing this service will be replaced by electric buses in coordination with the Bethesda Urban Partnership.
- ★ Maintain a reduction in every Call-n-Ride participant's monthly co-payment by \$5.25 through financial support from the Transportation Services Improvement Fund. This co-pay subsidy has been supported in the past four years by a grant from the Metropolitan Washington Council of Governments which is expiring in February 2024. New funding for this benefit will continue to provide affordable transportation for the lowest income residents.

INNOVATIONS AND PRODUCTIVITY IMPROVEMENTS

- ✱ Successfully competed and obtained a Federal Lo/No emission grant to support the purchase of hydrogen fuel cell buses and the construction of a green hydrogen fueling site at the David F. Bone Equipment Maintenance Transit Operations Center in Gaithersburg. The Federal grant award will enable the replacement of 13 diesel-fueled buses in the Ride On fleet with zero-emission, hydrogen powered buses.

PROGRAM CONTACTS

Contact Ken Sloate of the Division of Transit Services at 240.777.5808 or Gary Nalven of the Office of Management and Budget at 240.777.2779 for more information regarding this department's operating budget.

PROGRAM PERFORMANCE MEASURES

Performance measures for this department are included below (where applicable), with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY23 estimates reflect funding based on the FY23 Approved Budget. The FY24 and FY25 figures are performance targets based on the FY24 Recommended Budget and funding for comparable service levels in FY25.

PROGRAM DESCRIPTIONS

✱ **Community Mobility Services**

The Community Mobility Services program provides a wide range of transportation-related services and options for County residents and commuters. The program includes components to inform people about services available, enabling them to make the best choices for their needs; programs to reduce the cost of using those options; and programs to increase the array of choices. Those components include the following units:

- Commuter Services: Working with the business and residential community, this program unit promotes alternatives to single occupant vehicles (including transit, car/vanpooling, biking, bikesharing, micromobility services, walking, and

telework) in order to reduce traffic congestion, improve air quality and other environmental factors, and address climate change. Outreach and services are targeted to employers, employees, and residents of multi-unit buildings within the County's six Transportation Management Districts (TMDs): Silver Spring, Friendship Heights, Bethesda, North Bethesda, Greater Shady Grove, and White Oak, and in the Wheaton Transportation Planning and Policy area. Large employers and residential complexes outside the TMDs are also serviced on a more limited basis as resources permit. The unit coordinates with other agencies in the development approval process and works with developers within TMDs to incorporate supportive measures into their projects through implementation of Transportation Demand Management (TDM) Plans. The unit also coordinates with Parking Management to provide parking opportunities within the TMDs but outside Parking Lot Districts (PLDs). Revenues from these non-PLD parking areas help support the unit's services. The unit supports and helps coordinate actions to reduce greenhouse gas emissions from the transportation sector in order to meet the County's climate change goals, consistent with actions identified in the Climate Action Plan. These include programs promoting use of electric vehicles by residents, businesses and their employees, developers, and the community at large.

- **Senior & Special Transportation:** This unit provides travel options for seniors and residents with disabilities who have low incomes, under a user-side subsidy program (Call-n-Ride); transportation to and from medical appointments for participants with low incomes (Medicaid); and outreach and information on public and private transportation programs for populations with special needs (Senior and Special Transportation Services). It ensures these populations have transportation options to meet their unique needs, provides access to necessary services, promotes independence, and prevents social isolation.
- **Taxi Services:** This unit administers taxicab regulation, licensing, and permit activities of Chapter 53 of the Montgomery County Code (Taxi).
- **Cross-Coordination of Services:** The Community Mobility Program coordinates implementation of programs and grants to support a broad range of mobility options with community groups, County departments, and other local, state, and regional agencies.

Program Performance Measures	Actual FY21	Actual FY22	Estimated FY23	Target FY24	Target FY25
Number of employer contacts	8,885	11,537	12,172	12,840	13,482
Number of Call-n-Ride participants	5,617	5,610	5,670	5,680	5,690
Percent of Employer Transportation Demand Management Plans Filed ¹	85%	82%	85%	88%	91%
Non-auto driver mode share in Silver Spring Transportation Management District ²	53.6%*	53.6%	58.0%	58.0%	61.0%

¹ Due to Covid-19, following up with employers in FY21 regarding filings for transportation demand management plans was more challenging than usual. Commuter Services worked with employers to complete as many of their FY21 filings as possible, but it was not possible to reach many employers. In FY22 as some businesses reopened, many have had staffing shortages and other priorities, making it difficult to have staff available to assist with completion of TDM Plans.

² Surveys are now conducted every other year. Figures for intervening years carry forward the results for the prior survey year. The most recent survey was conducted in fall 2022 (FY23) with the final analysis to be completed in 2023.

FY24 Recommended Changes	Expenditures	FTEs
FY23 Approved	17,062,505	34.83
Enhance: Transportation Services Improvement Fund Expenditures to continue Call-N-Ride copay program and increase subsidies for wheelchair-accessible taxicabs	294,795	0.00
Increase Cost: Marketing Services Contracts Escalation	26,000	0.00
Increase Cost: Transportation Management District Biennial Reports	20,000	0.00
Increase Cost: Commuter Survey For Employees & Residents	20,000	0.00
Increase Cost: TRiPS Commuter Stores Contract Escalation	7,000	0.00

FY24 Recommended Changes	Expenditures	FTEs
Increase Cost: Three Percent Inflationary Adjustment to Non-Profit Service Provider Contracts	4,985	0.00
Increase Cost: COG Grant Increase	2,090	0.00
Re-align: Adjust Call-N-Ride budget to reflect actual expenditures	(500,000)	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.	312,447	0.00
FY24 Recommended	17,249,822	34.83

☀ Transit Services

Public transit plays a vital role in maintaining the livability of Montgomery County's growing communities, easing commutes for County residents, and reducing emissions of greenhouse gases. The Transit Services program provides Ride On fixed-route bus service, the FLASH limited stop transit service, and the FLEX on demand zone-based service in the County. The program plans and schedules all transit service, evaluates and develops routes and zones, and adjusts bus schedules three times a year.

Ride On bus service provides critical mobility options for County residents. Ride On operates fixed route service primarily in neighborhoods and provides a collector and distributor service to the major transfer points and transit centers in the County. Ride On bus service coverage extends to many residents and employers in the County and provides vital service to low-income households and households without cars.

The FLEX bus provides on demand service in several community zones. The FLASH Transit service operates on Route 29 from Briggs Chaney and Burtonsville to the Paul S. Sarbanes Transit Center in the Silver Spring business district. Transit Services supplements and coordinates the County's mass transit services with Metrobus and Metrorail service, which are provided by the Washington Metropolitan Area Transit Authority (WMATA).

Ride On bus service is provided with a fleet of more than 350 buses. Transit Services is committed to transitioning to a zero-emission bus fleet. Ride On will have fourteen zero-emission electric buses in service in 2023, and a procurement is underway for additional zero-emission buses.

Program Performance Measures	Actual FY21	Actual FY22	Estimated FY23	Target FY24	Target FY25
Passengers transported (millions)	10.078	14.094	14.750	15.502	15.984
Scheduled Ride On roundtrip circuits missed, in whole or in part, per 1,000 roundtrip circuits	3.1	12.8	9.0	8.0	7.0
On time performance for Ride On buses	86.4%	85.1%	87.1%	87.8%	88.5%

FY24 Recommended Changes	Expenditures	FTEs
FY23 Approved	153,884,527	869.78
Enhance: Zero Emission Buses for Bethesda Circulator	308,000	0.00
Increase Cost: Transit System Radio Equipment Maintenance	32,155	0.00
Increase Cost: Routes & Scheduling Software Contract Escalation	7,118	0.00
Re-align: Adjust Ride On Budget to reflect anticipated staffing requirement	(2,558,086)	(12.00)
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	11,800,489	0.00
FY24 Recommended	163,474,203	857.78

☀ Transit Services General Administration

The General Administration program provides executive direction and support functions for Transit Services programs that include Ride On operations and planning, human resources, information technology, budget/grant/fiscal management/procurement services, and special transportation programs to increase mobility and promote the economic growth and stability of the County.

FY24 Recommended Changes	Expenditures	FTEs
FY23 Approved	2,003,289	6.00
Increase Cost: FY23 Mid-Year Position Changes	100,090	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.	(103,884)	0.00
FY24 Recommended	1,999,495	6.00

BUDGET SUMMARY

	Actual FY22	Budget FY23	Estimate FY23	Recommended FY24	%Chg Bud/Rec
MASS TRANSIT					
EXPENDITURES					
Salaries and Wages	62,841,984	76,346,505	83,293,337	78,020,272	2.2 %
Employee Benefits	18,833,631	21,198,741	22,150,818	22,925,248	8.1 %
Mass Transit Personnel Costs	81,675,615	97,545,246	105,444,155	100,945,520	3.5 %
Operating Expenses	67,779,258	70,178,731	76,724,653	76,549,566	9.1 %
Capital Outlay	0	111,500	111,500	111,500	—
Mass Transit Expenditures	149,454,873	167,835,477	182,280,308	177,606,586	5.8 %
PERSONNEL					
Full-Time	863	854	854	853	-0.1 %
Part-Time	16	32	32	16	-50.0 %
FTEs	895.77	897.51	897.51	885.51	-1.3 %
REVENUES					
Property Tax	110,724,175	182,853,842	180,953,969	192,048,449	5.0 %
Taxi Licensing Fees	59,915	80,000	80,000	80,000	—
Bus Advertising	795,506	700,000	1,660,000	1,710,000	144.3 %
Motor Pool Charges/Fees	575,064	0	393,522	0	—
Other Charges/Fees	2,623,469	2,738,805	2,702,722	2,848,906	4.0 %
Parking Fees	886,849	828,704	700,000	828,704	—
Ride On Fare Revenue	37,899	9,825,033	5,373,437	8,571,130	-12.8 %
Other Fines/Forfeitures	700	0	275	0	—
Parking Fines	859,023	566,335	850,000	800,000	41.3 %
State Aid: Call N' Ride	383,414	379,107	379,107	379,107	—
State Aid: Damascus Fixed Route	309,678	303,733	303,733	303,733	—
State Aid: Ride On	95,482,611	33,360,000	40,589,000	40,589,000	21.7 %

BUDGET SUMMARY

	Actual FY22	Budget FY23	Estimate FY23	Recommended FY24	%Chg Bud/Rec
Miscellaneous Revenues	23,307	0	10,397	0	—
Recreation Fees	965	0	0	0	—
Mass Transit Revenues	212,762,575	231,635,559	233,996,162	248,159,029	7.1 %

GRANT FUND - MCG

EXPENDITURES

Salaries and Wages	395,909	1,328,631	1,328,631	1,304,609	-1.8 %
Employee Benefits	129,801	298,468	298,468	324,580	8.8 %
Grant Fund - MCG Personnel Costs	525,710	1,627,099	1,627,099	1,629,189	0.1 %
Operating Expenses	2,939,090	3,487,745	3,487,745	3,487,745	—
Grant Fund - MCG Expenditures	3,464,800	5,114,844	5,114,844	5,116,934	—

PERSONNEL

Full-Time	15	15	15	15	—
Part-Time	0	0	0	0	—
FTEs	13.10	13.10	13.10	13.10	—

REVENUES

Federal Grants	0	1,939,693	1,939,693	1,939,694	—
State Grants	0	3,175,151	3,175,151	3,177,240	0.1 %
Grant Fund - MCG Revenues	0	5,114,844	5,114,844	5,116,934	—

DEPARTMENT TOTALS

Total Expenditures	152,919,673	172,950,321	187,395,152	182,723,520	5.7 %
Total Full-Time Positions	878	869	869	868	-0.1 %
Total Part-Time Positions	16	32	32	16	-50.0 %
Total FTEs	908.87	910.61	910.61	898.61	-1.3 %
Total Revenues	212,762,575	236,750,403	239,111,006	253,275,963	7.0 %

FY24 RECOMMENDED CHANGES

	Expenditures	FTEs
MASS TRANSIT		
FY23 ORIGINAL APPROPRIATION	167,835,477	897.51
<u>Changes (with service impacts)</u>		
Enhance: Zero Emission Buses for Bethesda Circulator [Transit Services]	308,000	0.00
Enhance: Transportation Services Improvement Fund Expenditures to continue Call-N-Ride copay program and increase subsidies for wheelchair-accessible taxicabs [Community Mobility Services]	294,795	0.00
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Motor Pool Adjustment	5,558,842	0.00
Increase Cost: Annualization of FY23 Compensation Increases	4,777,201	0.00

FY24 RECOMMENDED CHANGES

	Expenditures	FTEs
Increase Cost: FY24 Compensation Adjustment	3,900,779	0.00
Increase Cost: Risk Management Adjustment	581,538	0.00
Increase Cost: FY23 Mid-Year Position Changes [Transit Services General Administration]	100,090	0.00
Increase Cost: Annualization of FY23 Lapsed Positions	79,370	0.00
Increase Cost: Transit System Radio Equipment Maintenance [Transit Services]	32,155	0.00
Increase Cost: Marketing Services Contracts Escalation [Community Mobility Services]	26,000	0.00
Increase Cost: Transportation Management District Biennial Reports [Community Mobility Services]	20,000	0.00
Increase Cost: Commuter Survey For Employees & Residents [Community Mobility Services]	20,000	0.00
Increase Cost: Printing and Mail	10,402	0.00
Increase Cost: Routes & Scheduling Software Contract Escalation [Transit Services]	7,118	0.00
Increase Cost: TRiPS Commuter Stores Contract Escalation [Community Mobility Services]	7,000	0.00
Increase Cost: Three Percent Inflationary Adjustment to Non-Profit Service Provider Contracts [Community Mobility Services]	4,985	0.00
Decrease Cost: Retirement Adjustment	(137,959)	0.00
Re-align: Adjust Call-N-Ride budget to reflect actual expenditures [Community Mobility Services]	(500,000)	0.00
Re-align: One-time Budget Adjustment to Reflect Higher Than Expected Vacant Positions	(1,121,335)	0.00
Decrease Cost: Annualization of FY23 Personnel Costs	(1,639,786)	0.00
Re-align: Adjust Ride On Budget to reflect anticipated staffing requirement [Transit Services]	(2,558,086)	(12.00)
FY24 RECOMMENDED	177,606,586	885.51

GRANT FUND - MCG

FY23 ORIGINAL APPROPRIATION 5,114,844 13.10

Other Adjustments (with no service impacts)

Increase Cost: COG Grant Increase [Community Mobility Services] 2,090 0.00

FY24 RECOMMENDED 5,116,934 13.10

PROGRAM SUMMARY

Program Name	FY23 APPR Expenditures	FY23 APPR FTEs	FY24 REC Expenditures	FY24 REC FTEs
Community Mobility Services	17,062,505	34.83	17,249,822	34.83
Transit Services	153,884,527	869.78	163,474,203	857.78
Transit Services General Administration	2,003,289	6.00	1,999,495	6.00
Total	172,950,321	910.61	182,723,520	898.61

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY23 Total\$	FY23 FTEs	FY24 Total\$	FY24 FTEs
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Transit Services

(15)

Transportation **54-7**

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY23 Total\$	FY23 FTEs	FY24 Total\$	FY24 FTEs
MASS TRANSIT					
Health and Human Services	General Fund	282,694	0.00	273,694	0.00

FUNDING PARAMETER ITEMS

CE RECOMMENDED (\$000S)

Title	FY24	FY25	FY26	FY27	FY28	FY29
MASS TRANSIT						
EXPENDITURES						
FY24 Recommended	177,607	177,607	177,607	177,607	177,607	177,607
No inflation or compensation change is included in outyear projections.						
Commuter Survey for Employees & Residents	0	130	0	160	10	160
The Commuter Survey is conducted biennially to determine the commuting patterns of employees and residents of TMDs and other geographic areas of the County. This data is used to evaluate commuting patterns and to assess progress toward commuting goals as well as County and regional environmental and climate change goals.						
Restore One-Time Lapse Increase	0	1,121	1,121	1,121	1,121	1,121
Restore funding for positions expected to be vacant in FY24						
Transportation Services Improvement Fund Expenditures	0	(481)	(311)	(124)	81	81
Expenditures from the Transportation Services Improvement Fund, restricted to programs that improve transportation service for residents who are disabled, seniors, and individuals with limited incomes, will vary from year to year based on projected fund resources.						
Labor Contracts	0	2,957	2,957	2,957	2,957	2,957
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	177,607	181,334	181,374	181,721	181,776	181,926

FY24-29 PUBLIC SERVICES PROGRAM: FISCAL PLAN

Mass Transit

FISCAL PROJECTIONS	FY23 ESTIMATE	FY24 REC	FY25 PROJECTION	FY26 PROJECTION	FY27 PROJECTION	FY28 PROJECTION	FY29 PROJECTION
ASSUMPTIONS							
Property Tax Rate: Real Property	0.0832	0.0860	0.0834	0.0814	0.0832	0.0814	0.0806
Assessable Base: Real Property (000)	207,563,800	213,770,100	220,590,800	226,427,100	230,350,600	232,211,600	233,573,800
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal Property	0.2080	0.2150	0.2085	0.2035	0.2080	0.2035	0.2015
Assessable Base: Personal Property (000)	4,480,936	4,340,720	4,242,665	4,174,094	4,126,141	4,092,607	4,069,157
Property Tax Collection Factor: Personal Property	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%
Indirect Cost Rate	18.35%	17.96%	17.96%	17.96%	17.96%	17.96%	17.96%
CPI (Fiscal Year)	2.9%	2.1%	2.2%	2.2%	2.2%	2.3%	2.3%
Investment Income Yield	3.3%	5.0%	4.0%	3.5%	3.0%	2.5%	2.5%
BEGINNING FUND BALANCE	4,329,483	(4,164,871)	347,341	231,814	244,335	158,416	139,393
REVENUES							
Taxes	180,953,969	192,048,449	191,692,733	191,678,835	199,062,706	196,193,755	195,309,773
Licenses & Permits	80,000	80,000	81,744	83,551	85,414	87,413	89,450
Charges For Services	10,829,681	13,958,740	14,263,041	14,578,254	14,903,348	15,252,087	15,607,461
Fines & Forfeitures	850,275	800,000	817,440	835,505	854,137	874,124	894,491
Intergovernmental	41,271,840	41,271,840	42,171,566	43,103,558	44,064,767	45,095,882	46,146,617
Miscellaneous	10,397	0	0	0	0	0	0
Subtotal Revenues	233,996,162	248,159,029	249,026,524	250,279,703	258,970,372	257,503,261	258,047,792
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To Debt Service Fund	(28,809,111)	(29,954,120)	(31,142,320)	(29,869,975)	(29,184,070)	(30,024,280)	(28,133,260)
GO Bonds	(22,073,786)	(22,579,220)	(22,896,620)	(22,583,750)	(21,811,670)	(22,364,530)	(21,284,260)
Long Term Leases	(6,735,325)	(7,374,900)	(8,245,700)	(7,286,225)	(7,372,400)	(7,659,750)	(6,849,000)
Transfers To The General Fund	(17,914,117)	(18,129,815)	(18,660,852)	(18,660,852)	(18,660,852)	(18,660,852)	(18,660,852)
Indirect Costs	(17,914,117)	(18,129,815)	(18,660,852)	(18,660,852)	(18,660,852)	(18,660,852)	(18,660,852)
Transfers From The General Fund	531,310	531,310	531,310	531,310	531,310	531,310	531,310
Parking Fines	531,310	531,310	531,310	531,310	531,310	531,310	531,310
TOTAL RESOURCES	192,133,727	196,441,533	200,102,003	202,512,000	211,901,095	209,507,855	211,924,383
CIP CURRENT REVENUE APPROP.							
PSP OPER. BUDGET APPROP/ EXP'S.	(15,640,000)	(20,215,000)	(17,680,000)	(18,070,000)	(25,085,000)	(20,355,000)	(20,355,000)
Operating Budget	(182,280,308)	(177,606,586)	(179,277,796)	(181,008,936)	(182,794,346)	(184,709,606)	(186,661,306)
Labor Agreement	n/a	0	(2,956,773)	(2,956,773)	(2,956,773)	(2,956,773)	(2,956,773)
Restore One-Time Lapse Increase	n/a	n/a	(1,121,335)	(1,121,335)	(1,121,335)	(1,121,335)	(1,121,335)
Commuter Survey for Employees & Residents	n/a	n/a	(130,000)	0	(160,000)	(10,000)	(160,000)
Transportation Services Improvement Fund Expenditures	n/a	n/a	481,423	310,697	124,316	(81,372)	(81,372)
Subtotal PSP Oper Budget Approp / Exp's	(182,280,308)	(177,606,586)	(183,004,481)	(184,776,347)	(186,908,138)	(188,879,086)	(190,980,786)
OTHER CLAIMS ON FUND BALANCE	1,621,710	1,727,394	814,292	578,682	250,459	(134,376)	(134,376)
TOTAL USE OF RESOURCES	(196,298,598)	(196,094,192)	(199,870,189)	(202,267,665)	(211,742,679)	(209,368,462)	(211,470,162)
YEAR END FUND BALANCE	(4,164,871)	347,341	231,814	244,335	158,416	139,393	454,221
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	-2.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.2%

1. These projections are based on the Executive's Recommended Budget and include negotiated labor agreements, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include inflation or unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
2. The County's policy is to maximize tax supported reserves in the General fund, which is limited by the County Charter to five percent of the prior year's General Fund reserves. Reserves in the property tax special funds have been minimized as much as possible consistent with this reserve policy.
3. Other claims on fund balance include net revenues/expenditures in the Transportation Services Improvement Fund (TSIF).

Community Mobility Services	FY23 Approved	FY24 Recommended
<i>Commuter Services</i>	4,903,535	5,137,009
<i>Medicaid and Senior Programs</i>	8,210,304	7,809,625
<i>Taxi Regulation</i>	3,948,666	4,303,188
TOTAL	17,062,505	17,249,822

Transit Services	FY23 Approved	FY24 Recommended
<i>Ride On</i>	145,892,402	155,085,115
<i>Customer Service</i>	3,484,502	3,487,846
<i>Transit Operations Planning</i>	2,424,857	2,820,812
<i>Bus Stop and Park and Ride Maintenance</i>	2,082,766	2,080,430
TOTAL	153,884,527	163,474,203

Transit Services General Administration	FY23 Approved	FY24 Recommended
TOTAL	2,003,289	1,999,495

Grand Total	172,950,321	182,723,520
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TSIF FY	WAV Taxicab \$0.40 per mile traveled	Capital Expense WAV taxicab purchase & retrofit (\$45,000)	WAV trip incentive \$25 for all trips	Passenger Vehicle License and Insurance Fees	Call n Ride Guaranteed \$10 Per Trip Program	Continuation Co- pay reduction of \$5.25/month for CNR Participants after COG's EM grant ends August 2023	Increase Both Income and age eligibility for the Call n Ride Program	Capital/ operating grant program for non- profits	Total Expenditures
FY23	\$590,113	\$720,000	\$768,200	\$75,000	\$79,286	\$0	\$150,000	\$800,000.00	\$3,182,599
FY24 CE Rec	\$649,124	\$720,000	\$845,020	\$75,000	\$83,250	\$155,000	\$150,000	\$800,000.00	\$3,477,394
YOY Difference	\$59,011	\$0	\$76,820	\$0	\$3,964	\$155,000	\$0	\$0	\$294,795

FY23 Ride On Route Profile

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Daily Trips	Avg Daily Riders	Annual Riders	Annual Platform Hours	Riders Per Platform Hour
55	Wkdy	GTC-Milestone-MC,G-Lakeforest-Shady Grove-MC,R-Rockville	12	15	12	35	137	4,931	1,257,346	45,773	27.5
55	Sat	GTC-Milestone-Lakeforest-Shady Grove-Rockville	20	15	20	30	113	3,619	191,807	7,765	24.7
10	Wkdy	Twinbrook-Glenmont-White Oak-Hillandale	30	30	25	45	72	2,019	514,788	23,205	22.2
15	Wkdy	Langley Park-Wayne Ave.-Silver Spring	8	15	8	40	153	1,647	420,103	20,451	20.5
16	Wkdy	Takoma-Langley Park-Silver Spring	12	30	12	35	109	2,079	530,106	25,985	20.4
15	Sat	Langley Park-Wayne Ave.-Silver Spring	20	15	15	40	116	1,299	68,847	3,381	20.4
49	Wkdy	Glenmont-Layhill-Rockville	15	30	15	40	88	1,296	330,551	16,550	20.0
48	Wkdy	Wheaton-Bauer Dr.-Rockville	20	30	20	45	87	1,364	347,837	17,544	19.8
55	Sun	GTC-Milestone-Lakeforest-Shady Grove	25	15	20	30	97	2,423	138,111	6,971	19.8
48	Sat	Wheaton-Bauer Dr.-Rockville	35	30	30	45	57	872	46,216	2,337	19.8
59	Wkdy	Montgomery Village-Lakeforest-Shady Grove-Rockville	20	25	20	45	88	2,006	511,446	25,934	19.7
16	Sat	Takoma-Langley Park-Silver Spring	30	15	20	40	99	1,780	94,340	4,908	19.2
97	Wkdy	GTC, Germantown MARC, Waring Station, GTC	15	30	15	30	47	597	152,237	7,982	19.1
16	Sun	Takoma-Langley Park-Silver Spring	30	20	25	40	87	1,505	85,785	4,520	19.0
15	Sun	Langley Park-Wayne Ave.-Silver Spring	20	20	20	40	92	906	51,642	2,850	18.1
59	Sat	Montgomery Village-Lakeforest-Shady Grove-Rockville	35	30	35	45	66	1,283	67,999	3,768	18.0
61	Sat	GTC-Lakeforest-Shady Grove	40	35	35	40	54	955	50,615	2,830	17.9
20	Wkdy	Hillandale-Northwest Park-Silver Spring	10	25	12	40	106	1,485	378,636	21,446	17.7
49	Sat	Glenmont-Layhill-Rockville	35	30	30	40	60	732	38,796	2,200	17.6
61	Wkdy	GTC-Lakeforest-Watkins Mill-Shady Grove	15	30	20	45	79	1,362	347,297	20,171	17.2
26	Sat	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	30	30	30	45	70	1,562	82,786	4,844	17.1
46	Wkdy	Montgomery College-Rockville Pike-Medical Center	20	20	12	50	112	1,916	488,484	29,172	16.7
64	Wkdy	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	25	30	25	45	73	942	240,258	14,586	16.5
46	Sat	Montgomery College-Rockville Pike-Medical Center	25	20	25	50	82	1,273	67,469	4,102	16.4
20	Sat	Hillandale-Northwest Park-Silver Spring	30	25	25	40	78	1,101	58,353	3,556	16.4
58	Sat	Lakeforest-Montgomery Village-East Village-Shady Grove	35	35	35	49	526	27,878	1,707	16.3	
26	Wkdy	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	20	30	15	45	94	2,103	536,204	33,456	16.0
9	Wkdy	Wheaton-Four Corners-Silver Spring	25	30	25	40	79	824	210,209	13,133	16.0
34	Wkdy	Aspen Hill-Wheaton-Bethesda-Friendship Heights	20	30	20	45	78	1,198	305,405	19,355	15.8
54	Wkdy	Lakeforest-Washingtonian Blvd-Rockville	20	35	20	45	79	1,106	282,116	17,927	15.7
58	Wkdy	Lakeforest-Montgomery Village-East Village-Shady Grove	25	35	25	40	64	751	191,565	12,368	15.5
54	Sat	Lakeforest-Washingtonian Boulevard-Rockville	35	35	35	40	53	715	37,895	2,496	15.2
13	Wkdy	Takoma-Manchester Rd.-Three Oaks Dr.-Silver Spring	12		15		22	220	56,024	3,723	15.0
20	Sun	Hillandale-Northwest Park-Silver Spring	30	25	25	40	78	867	49,419	3,340	14.8
56	Wkdy	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	15	40	15	40	81	1,367	348,687	24,251	14.4
74	Wkdy	GTC-Great Seneca Hwy.-Shady Grove	25	40	20	40	65	810	206,664	14,408	14.3
10	Sat	Twinbrook-Glenmont-White Oak-Hillandale	40	40	40	45	46	793	42,029	2,942	14.3
57	Wkdy	Lakeforest-Washington Grove-Shady Grove	20	25	20	35	91	858	218,879	15,428	14.2

FY23 Ride On Route Profile

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Daily Trips	Avg Daily Riders	Annual Riders	Annual Platform Hours	Riders Per Platform Hour
12	Wkdy	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	12	30	15	35	82	701	178,826	12,827	13.9
26	Sun	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	30	30	30	45	70	1,256	71,592	5,159	13.9
97	Sat	GTC, Gunner's Lake, GTC	30	30	30	30	31	224	11,872	859	13.8
54	Sun	Lakeforest-Washingtonian Boulevard-Rockville	35	35	35		48	584	33,288	2,434	13.7
57	Sat	Lakeforest-Washington Grove-Shady Grove	30	25	35	35	73	589	31,217	2,327	13.4
10	Sun	Twinbrook-Glenmont-White Oak-Hillandale	40	40	40	50	46	746	42,522	3,192	13.3
64	Sat	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	40	35	40	45	48	449	23,797	1,813	13.1
61	Sun	GTC-Lakeforest-Shady Grove	40	35	35	50	54	695	39,615	3,061	12.9
Flash	Wkdy	US29 BRT	7.5	15	7.5	15	210	2,272	579,433	45,722	12.7
48	Sun	Wheaton-Bauer Dr.-Rockville	35	30	30	45	57	534	30,438	2,411	12.6
Flash	Sat	US29 BRT	15	15	15	15	152	1,592	84,376	6,715	12.6
56	Sat	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	40	30	35		53	714	37,842	3,037	12.5
L8	Sat	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	40	30	30	40	61	590	31,270	2,539	12.3
17	Wkdy	Langley Park-Maple Ave.-Silver Spring	35	35	35	35	69	486	123,956	10,277	12.1
74	Sat	GTC-Great Seneca Hwy.-Shady Grove	40	30	30		51	510	27,030	2,247	12.0
97	Sun	GTC, Gunner's Lake, GTC	30	30	30	30	31	206	11,742	992	11.8
34	Sat	Wheaton-Bethesda-Friendship Heights	45	35	35	45	58	569	30,157	2,571	11.7
59	Sun	Montgomery Village-Lakeforest-Shady Grove-Rockville	35	30	35	45	66	836	47,652	4,144	11.5
49	Sun	Glenmont-Lay hill-Rockville	35	30	30	40	60	466	26,562	2,314	11.5
9	Sat	Wheaton-Four Corners-Silver Spring	40	40	40	40	48	313	16,589	1,458	11.4
57	Sun	Lakeforest-Washington Grove-Shady Grove	30	30	35		59	377	21,489	1,892	11.4
38	Wkdy	Wheaton-White Flint	30	30	30	35	66	528	134,554	12,087	11.1
41	Wkdy	Aspen Hill-Weller Rd.-Glenmont	40	40	40	40	55	258	65,821	5,916	11.1
1	Sat	Silver Spring-Leland St.-Friendship Heights	35	30	30	35	63	442	23,426	2,109	11.1
41	Sun	Aspen Hill-Weller Rd.-Glenmont	40	40	40		40	172	9,804	889	11.0
46	Sun	Montgomery College-Rockville Pike-Medical Center	30	25	25	50	76	774	44,118	4,024	11.0
47	Wkdy	Rockville-Montgomery Mall-Bethesda	25	35	25	40	70	725	184,964	17,009	10.9
5	Wkdy	Twinbrook-Kensington-Silver Spring	15	35	15	45	84	817	208,255	19,584	10.6
5	Sat	Twinbrook-Kensington-Silver Spring	40	35	35	40	60	520	27,560	2,602	10.6
56	Sun	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	45	35	40		46	519	29,583	2,799	10.6
58	Sun	Lakeforest-Montgomery Village-East Village-Shady Grove	35	35	35		49	350	19,950	1,898	10.5
75	Sat	Clarksburg-Correctional Facility-Milestone-GTC	35	35	35	45	50	378	20,034	1,913	10.5
12	Sun	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	35	30	30	35	73	432	24,624	2,354	10.5
43	Wkdy	Traville TC-Shady Grove-Hospital-Shady Grove	25	35	25	50	68	415	105,803	10,149	10.4
38	Sat	Wheaton-White Flint	35	35	35		50	339	17,967	1,733	10.4
12	Sat	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	35	30	30	35	73	452	23,956	2,321	10.3
34	Sun	Wheaton-Bethesda-Friendship Heights	45	35	35	45	58	488	27,816	2,742	10.1
45	Wkdy	Fallsgrove-Rockville Senior Center-Rockville-Twinbrook	20	40	25		57	568	144,792	14,357	10.1

FY23 Ride On Route Profile

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Daily Trips	Avg Daily Riders	Annual Riders	Annual Platform Hours	Riders Per Platform Hour
9	Sun	Wheaton-Four Corners-Silver Spring	40	40	40		44	241	13,737	1,414	9.7
63	Wkdy	Shady Grove-Gaither Road-Piccard Dr.-Rockville	35	35	35		51	316	80,691	8,339	9.7 ↓
11	Wkdy	Silver Spring-East/West Hwy-Friendship Heights	8		8		30	201	51,224	5,330	9.6 ↓
47	Sat	Rockville-Montgomery Mall-Bethesda	35	35	35	45	50	445	23,585	2,465	9.6
Flash	Sun	US29 BRT	15	15	15	15	152	1,191	67,887	7,222	9.4
41	Sat	Aspen Hill-Weller Rd.-Glenmont	40	40	40	40	55	199	10,547	1,124	9.4
17	Sat	Langley Park-Maple Ave.-Silver Spring	35	35	35	35	53	307	16,271	1,749	9.3
75	Wkdy	Clarksburg-Correctional Facility-Milestone-GTC	35	35	35	45	70	482	122,987	13,439	9.2 ↓
100	Wkdy	GTC-Shady Grove	8	15	8	40	148	607	154,830	17,060	9.1 ↓
78	Wkdy	Kingsview-Richter Farm-Shady Grove	45	45	45		37	244	62,272	6,987	8.9 ↓
100	Sat	GTC-Shady Grove	25	20	25	40	74	308	16,324	1,855	8.8
5	Sun	Twinbrook-Kensington-Silver Spring	40	40	40	40	56	394	22,458	2,588	8.7
90	Wkdy	Milestone-Damascus-Woodfield Rd- Airpark Shady Grove	30	35	25		61	464	118,391	13,668	8.7 ↓
17	Sun	Langley Park-Maple Ave.-Silver Spring	45	35	35	45	48	243	13,851	1,607	8.6
2	Wkdy	Lyttonsville-Silver Spring	25	35	25	35	70	216	55,172	6,452	8.6 ↓
1	Wkdy	Silver Spring-Leland St.-Friendship Heights	8	30	8	45	84	494	125,845	14,867	8.5 ↓
24	Wkdy	Hillandale-Northwest Park-Takoma	35		35		14	83	21,271	2,576	8.3 ↓
6	Wkdy	Grosvenor-Parkside-Montgomery Mall Loop	45	45	45		40	133	33,976	4,131	8.2 ↓
38	Sun	Wheaton-White Flint	35	35	35		50	258	14,706	1,790	8.2
45	Sat	Fallsgrove-Rockville-Twinbrook	45	45	45		38	255	13,515	1,664	8.1
39	Wkdy	Briggs Chaney-Glenmont	35		35		30	166	42,228	5,279	8.0 ↓
64	Sun	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	40	35	40	45	48	286	16,302	2,046	8.0
L8	Sun	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	40	30	30	40	61	380	21,660	2,787	7.8
21	Wkdy	Briggs Chaney-Tamarack-Dumont Oaks-Silver Spring	45		45		11	117	29,809	3,876	7.7 ↓
67	Wkdy	Traville TC-North Potomac-Shady Grove	35		35		15	79	20,182	2,627	7.7 ↓
47	Sun	Rockville-Montgomery Mall-Bethesda	35	35	35	45	50	344	19,608	2,576	7.6
1	Sun	Silver Spring - Friendship Heights	35	30	30	35	63	293	16,701	2,212	7.6
8	Wkdy	Wheaton-Forest Glen-Silver Spring	30	45	30		48	291	74,279	9,843	7.5 ↓
101	Wkdy	EXTRA-Lakeforest-Medical Center	15		15		106	902	230,038	31,238	7.4 ↓
43	Sat	Traville TC-Shady Grove-Hospital-Shady Grove	35	35	35	35	50	205	10,865	1,479	7.3
60	Wkdy	Montgomery Village-Flower Hill-Shady Grove	45		45		13	74	18,947	2,652	7.1 ↓
71	Wkdy	Kingsview-Dawson Farm-Shady Grove	45		45		13	85	21,675	3,035	7.1 ↓
14	Wkdy	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	35	35	35		55	260	66,227	9,410	7.0 ↓
28	Wkdy	Silver Spring Downtown (VanGo)	30	30	30	30	34	118	30,189	4,463	6.8 ↓
33	Wkdy	Glenmont-Kensington-Medical Center	30		30		33	187	47,749	7,166	6.7 ↓
75	Sun	Clarksburg-Correctional Facility-Milestone-GTC	35	35	35	45	50	237	13,509	2,035	6.6
8	Sat	Wheaton-Forest Glen-Silver Spring	45	45	45		36	183	9,699	1,489	6.5

FY23 Ride On Route Profile

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Daily Trips	Avg Daily Riders	Annual Riders	Annual Platform Hours	Riders Per Platform Hour	
29	Wkdy	Bethesda-Glen Echo-Friendship Heights	40	40	40	40	51	238	60,729	9,665	6.3	↓
32	Wkdy	Naval Ship R&D-Cabin John-Bethesda	35		35		24	109	27,922	4,463	6.3	↓
66	Wkdy	Shady Grove-Piccard Drive-Shady Grove Hospital-Traville TC	35		35		14	49	12,369	1,989	6.2	↓
23	Wkdy	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	35	35	35	35	58	224	57,130	9,257	6.2	↓
18	Sat	Langley Park-Takoma-Silver Spring	45	40	40	50	43	159	8,427	1,367	6.2	
44	Wkdy	Twinbrook-Hungerford-Rockville	55		55		17	51	13,097	2,168	6.0	↓
42	Wkdy	White Flint-Montgomery Mall	40	40	40		47	202	51,621	8,721	5.9	↓
2	Sat	Lyttonsville-Silver Spring	35	35	35	35	52	100	5,300	896	5.9	
30	Wkdy	Medical Center-Pooks Hill-Bethesda	40	40	40		48	192	49,034	8,339	5.9	↓
100	Sun	GTC-Shady Grove	35	30	30	40	60	178	10,146	1,756	5.8	
18	Wkdy	Langley Park-Takoma-Silver Spring	30	45	30	45	58	238	60,654	10,532	5.8	↓
T2	Sat	Friendship Hts, River Rd, Falls Rd, Rockville W.	45	35	45		42	222	11,766	2,051	5.7	
301	Wkdy	Tobytown-Rockville	90	90	90		18	90	22,950	4,004	5.7	↓
27	Wkdy	Tech Rd-Washington Adventist-Hillandale	25	25	25		70	198	50,398	8,823	5.7	↓
T2	Sun	Friendship Hts, River Rd, Falls Rd, Rockville W.	45	35	45		42	216	12,312	2,160	5.7	
76	Wkdy	Poolesville-Kentlands-Shady Grove	30	45	30		52	236	60,187	10,659	5.6	↓
98	Wkdy	GTC, Kingsview, GCC, Cinnamon Woods	45	45	45		48	210	53,466	9,512	5.6	↓
70	Wkdy	Milestone-Medical Center-Bethesda Express	20		20		40	232	59,234	10,889	5.4	↓
43	Sun	Traville TC-Shady Grove-Hospital-Shady Grove	35	35	35	35	50	150	8,550	1,579	5.4	
18	Sun	Langley Park-Takoma	45	45	45		36	81	4,617	884	5.2	
2	Sun	Lyttonsville-Silver Spring	35	35	35	35	52	90	5,130	986	5.2	
31	Wkdy	Glenmont-Kemp Mill Rd.-Wheaton	55		55		18	53	13,422	2,601	5.2	↓
14	Sat	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	35	35	35		40	129	6,837	1,405	4.9	
4	Wkdy	Wheaton-Kensington-Silver Spring	40		40		32	115	29,284	6,044	4.8	↓
23	Sat	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	35	35	35		48	144	7,632	1,585	4.8	
83	Wkdy	Germantown MARC-GTC-Waters Landing-Milestone-Holy Cross	35	35	35	35	67	260	66,225	14,025	4.7	↓
22	Wkdy	Hillandale-White Oak-FDA-Silver Spring	40		40		28	96	24,458	5,330	4.6	↓
28	Sat	Silver Spring Downtown (VanGo)	30	30	30	30	34	81	4,293	938	4.6	
96	Wkdy	Montgomery Mall-Rock Spring-Grosvenor	20	50	20		38	102	26,129	5,712	4.6	↓
19	Wkdy	Northwood-Four Corners-Silver Spring	55		55		9	33	8,472	1,913	4.4	↓
65	Wkdy	Montgomery Village-Shady Grove	45		45		11	31	7,955	1,836	4.3	↓
78	Sat	Kingsview-Richter Farm-Shady Grove	45	45	45		36	124	6,572	1,532	4.3	
29	Sat	Bethesda-Glen Echo-Friendship Heights	40	40	40	40	46	139	7,367	1,749	4.2	
7	Wkdy	Forest Glen-Wheaton	30		30		12	27	6,951	1,658	4.2	↓
37	Wkdy	Potomac-Tuckerman La.-Grosvenor-Wheaton	40		35		25	104	26,453	6,324	4.2	↓
8	Sun	Wheaton-Forest Glen-Silver Spring	45	45	45		36	117	6,669	1,647	4.0	

FY23 Ride On Route Profile

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Daily Trips	Avg Daily Riders	Annual Riders	Annual Platform Hours	Riders Per Platform Hour
51	Wkdy	ICC P&R-Hewitt Ave-Glenmont	30		30		26	76	19,383	4,845	4.0 ↓
27	Sat	Tech Rd-Washington Adventist-Hillandale	25	25	25		70	141	7,473	1,876	4.0
29	Sun	Glen Echo-Friendship Heights	40	40	40		42	115	6,555	1,676	3.9
301	Sat	Tobytown-Rockville	90	90	90		18	60	3,180	832	3.8
76	Sat	Kentlands-Shady Grove	45	45	45		36	69	3,657	959	3.8
79	Wkdy	Clarksburg-Skylark-Scenery-Shady Grove	45		45		14	61	15,639	4,157	3.8 ↓
83	Sat	GTC-Waters Landing-Milestone	40	40	40	45	44	118	6,254	1,723	3.6
42	Sat	White Flint-Montgomery Mall	40	40	40		36	97	5,141	1,447	3.6
73	Wkdy	Clarksburg-Old Baltimore-Shady Grove	40		40		32	69	17,479	5,049	3.5 ↓
53	Wkdy	Shady Grove-MGH-Olney-Glenmont	50		50		25	110	28,091	8,568	3.3 ↓
98	Sat	GTC, Kingsview, Soccerplex	40	40	40		42	99	5,247	1,622	3.2
27	Sun	Tech Rd-Washington Adventist-Hillandale	25	25	25		70	111	6,327	1,967	3.2
25	Wkdy	Langley Park-Washington Adventist Hosp-Maple Ave-Takoma	25		25		37	68	17,298	5,610	3.1 ↓
301	Sun	Tobytown-Rockville	90	90	90		18	40	2,280	895	2.5
52	Wkdy	MGH-Olney-Rockville	45		45		18	40	10,082	4,157	2.4 ↓
81	Wkdy	Rockville-Tower Oaks-White Flint	35		35		30	42	10,641	4,488	2.4 ↓
36	Wkdy	Potomac-Bradley Blvd.-Bethesda	30	55	30		21	42	10,649	5,279	2.0 ↓

Ride On System

14,487,462 1,140,503 12.7

Breakdown of Eligibility Categories for Call-n-Ride										
Income Limits by Household Size										
Categories		Cost Per \$60 Value	Cost Per \$120 Value	1-Person	2-Person	3-Person	4-Person	5-Person	6-Person	
Level 1	Current	\$ 5.25	\$ 10.50	up to \$15,856	up to \$21,403	up to \$26,950	up to \$32,498	up to \$38,047	up to \$43,595	
Level 2	Current	\$ 10.00	\$ 20.00	\$15,857 - \$21,403	up to \$24,404	up to \$31,404	up to \$37,489	up to \$43,747	up to \$49,295	
Level 3	Current	\$ 20.00	\$ 40.00	\$21,404 - \$26,951	up to \$29,951	up to \$36,725	up to \$42,500	up to \$49,447	up to \$54,995	
Level 4	Current	\$ 30.00	\$ 60.00	\$26,952 - \$44,000	up to \$50,019	up to \$57,934	up to \$63,757	up to \$74,646	up to \$82,156	** Proposed income expansion was approved in the FY23 budget.

Call-n-Ride

Breakdown of Participants by Subsidy Levels

<u>Subsidy Level</u>	<u>Cost Per \$60 value</u>	<u>Cost Per \$120 value</u>	<u># of Participants</u>	<u>% of total Participants</u>
91.30%	\$5.25	\$10.50	4,545	79.04%
83.30%	\$10.00	\$20.00	584	10.16%
66.70%	\$20.00	\$40.00	271	4.71%
50%	\$30.00	\$60.00	189	3.29%
Same Day Access (50%)	\$30.00	N/A	161	2.80%
		<u>Total</u>	5,750	<u>100.00%</u>

Call-n-Ride and Same Day Access

Breakdown of Participants by Subsidy Levels

Call-n-Ride

<u>Subsidy Level</u>	<u>Cost Per \$60 value</u>	<u>Cost Per \$120 value</u>	<u># of Participants</u>	<u>% of total Participants</u>
91.30%	\$5.25	\$10.50	4,545	81.32%
83.30%	\$10.00	\$20.00	584	10.45%
66.70%	\$20.00	\$40.00	271	4.85%
50%	\$30.00	\$60.00	189	3.38%
		<u>Total CNR</u>	<u>5,589</u>	<u>100.00%</u>

Same Day Access

Subsidy Level (50%)	\$30.00	N/A	161	
		<u>TOTAL SDA</u>	<u>161</u>	<u>100.00%</u>



Ride On Fare Equipment Replacement (P502404)

Category Transportation **Date Last Modified** 03/13/23
SubCategory Mass Transit (MCG) **Administering Agency** Transportation
Planning Area Countywide **Status** Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	1,015	-	-	1,015	-	1,015	-	-	-	-
TOTAL EXPENDITURES	1,015	-	-	1,015	-	1,015	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	1,015	-	-	1,015	-	1,015	-	-	-	-
TOTAL FUNDING SOURCES	1,015	-	-	1,015	-	1,015	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,015	Year First Appropriation
Cumulative Appropriation	-	Last FY's Cost Estimate
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

PROJECT DESCRIPTION

This project provides for the purchase and replacement of fare collection equipment including fare vaults and fareboxes for buses in the Ride On fleet. Farebox replacements under this project are in addition to those acquired and installed through bus fleet replacement and bus fleet expansion and are in accordance with the Federal Transportation Administration's guidelines.

ESTIMATED SCHEDULE

FY24 funding provides for upgraded vaults and farebox service equipment at two bus depots, as well as seven fareboxes.

PROJECT JUSTIFICATION

MCDOT Ride On, Ride On ExtRa, and Ride On Flex buses have fareboxes that are old and need to be replaced due to the Washington Metropolitan Area Transit Authority's regional fare collection requirements. New depot fare collection equipment will also need to be ordered. The new fareboxes will allow customers to pay fares as they do today. Fareboxes need to be replaced in fiscal years 2024 thru 2028 based upon a replacement schedule to be determined.

COORDINATION

Department of General Services, Maryland Transit Administration, Ride On Bus Fleet (P500821), Great Seneca Science Corridor Transit Improvements (P502202)



Facility Planning: Mass Transit (P502308)

Category	Transportation	Date Last Modified	03/14/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,105	-	-	1,475	890	65	65	65	65	325	630
TOTAL EXPENDITURES	2,105	-	-	1,475	890	65	65	65	65	325	630

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	2,105	-	-	1,475	890	65	65	65	65	325	630
TOTAL FUNDING SOURCES	2,105	-	-	1,475	890	65	65	65	65	325	630

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	(65)	Year First Appropriation	FY23
Cumulative Appropriation	1,020	Last FY's Cost Estimate	3,065
Expenditure / Encumbrances	-		
Unencumbered Balance	1,020		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed 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.

ESTIMATED SCHEDULE

Current planning projects include Metropolitan Grove Park and Ride and White Oak Transit Center. FY23 funding includes \$700,000 to plan for reorientation of transit services and infrastructure around a zero-emissions fleet.

COST CHANGE

Cost decrease due to the removal of the Clarksburg Transit Center and Hillandale Bus Layover projects since they will be addressed, respectively, as part of the MD-355 BRT project and the private developer-funded Hillandale Gateway project.

PROJECT 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 mass transit recommendations. This Facility Planning project provides decision makers with reliable information to determine whether a master-planned mass transit facility recommendation merits inclusion in the CIP as a stand-alone project.

FISCAL NOTE

Beginning in FY23, this project splits out current revenue from the Mass Transit Fund previously included as a funding source in Facility Planning-Transportation (P509337) to fund Mass Transit facility planning studies.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland Department of Transportation, Maryland Department of the Environment, Maryland Department of Natural Resources, Washington Metropolitan Area Transit Authority, Department of Permitting Services, Utilities, Municipalities, affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee.



North Bethesda Metro Station Northern Entrance (P501914)

Category	Transportation	Date Last Modified	05/24/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,220	-	-	5,220	-	2,608	2,612	-	-	-	-
Construction	7,395	8,115	-	7,395	8,115	-	-	3,219	3,915	261	-
TOTAL EXPENDITURES	12,615	-	-	12,615	-	2,608	2,612	3,219	3,915	261	-
	8,115			8,115				2,000	5,854	261	

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	8,115	-	-	8,115	-	600	112	2,000	5,854	261	-
State Aid	4,500	-	-	4,500	-	2,000	2,500	-	-	-	-
TOTAL FUNDING SOURCES	12,615	-	-	12,615	-	2,608	2,612	3,219	3,915	261	-
	8,115			8,115				2,000	5,854	261	

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	5	-	-	-	-	-	5
Energy	5	-	-	-	-	-	5
NET IMPACT	10	-	-	-	-	-	10

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	5,220	Last FY's Cost Estimate	8,700
Cumulative Appropriation	-		12,615
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for ~~planning and preliminary engineering of access improvements~~ the County's contribution to the north entrance to the North Bethesda Metro Station (formerly known as the White Flint Metro Station). Access is currently limited to the southern end of the platform. Metro has conducted a feasibility study of providing additional access at the northern end of the platform, including potential pedestrian underpass

would
connections of MD 355 (Rockville Pike). Construction of northern access to the station will reduce walk times to the Metro Platform. If included, the pedestrian underpasses will reduce conflicts with motor vehicle traffic at the intersection of Old Georgetown Road and MD 355. The scope schedule and budget will be revised once WMATA selects a development partner in FY24.

LOCATION

MD355 (Rockville Pike) at Old Georgetown Road/North Bethesda Metro Station.

ESTIMATED SCHEDULE

Design to start in FY24 and is fully funded. Construction will begin in FY26. The schedule is adjusted to allow time to explore a partnership with a private partner as part of the redevelopment with WMATA.

WMATA is seeking a development partner and will issue a RFP in FY24. It is expected that WMATA will select a development partner and initiate design in FY24 and be ready to commence construction in FY26.

COST CHANGE

The project cost is revised to reflect the County's contribution to a WMATA led project.
~~Cost increase to fully fund project design utilizing anticipated State aid.~~

PROJECT JUSTIFICATION

This project is needed to improve the mobility, and safety for all facility users within the project area by reducing walking distances and times to the Metro station platforms. The project may also reduce existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 355 (Rockville Pike) and Old Georgetown Road to access the Metro Station. If the underpasses are included, this project reduces the need for at-grade pedestrian crossings. Traffic volumes and speeds on MD 355 can be high and pedestrians must cross over seven lanes of traffic.

FISCAL NOTE

The total cost estimated in WMATA's 2019 feasibility study is approximately \$34.8 million, not including the underpass. The County's contribution will be revised once WMATA updates its cost estimate.

~~Total cost is expected to be approximately \$34.8 million. The remaining funds will be solicited from WMATA, MDOT, and developer contributions. Local share adjusted due to affordability. State aid in FY24-25 reflects State grants for capital projects in Montgomery County preauthorized during the 2022 State General Assembly Session.~~

\$12.6 million dollars in State aid were awarded to WMATA during the 2023 State General Assembly session (\$2.6 million in FY24 and \$10 million pre-authorized in FY25). It assumed that this State funding will be used to advance the project beginning in FY24.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority