

AGENDA ITEMS #73-75
May 5, 2009
Worksession

MEMORANDUM

May 1, 2009

TO: County Council

FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director

SUBJECT: **Worksession:** FY10 Operating Budget, Transportation: General Fund; Vacuum Leaf Collection Fund; Parking Lot District Funds; and Mass Transit Fund (including taxicab fee resolution); resolution on transportation fees, charges, and fares; FY09-14 CIP: certain amendments; FY10 Operating Budget, Homeowners Association Road Reimbursement NDA; FY10 Operating Budget, Rockville Parking District NDA

Those expected to attend this worksession are:

Arthur Holmes, Jr., Director, Department of Transportation (DOT)
Edgar Gonzalez, Deputy Director for Transportation Policy, DOT
Al Roshdieh, Deputy Director, DOT
Carolyn Biggins, Chief, Division of Transit Services, DOT
Keith Compton, Chief, Division of Highway Services, DOT
Bruce Johnston, Chief, Division of Transportation Engineering, DOT
Steve Nash, Chief, Division of Parking Management, DOT
Emil Wolanin, Chief, Division of Traffic Engineering and Operations, DOT
Maria Henline and Bruce Meier, Budget Coordinators, DOT
Jacqueline Carter, Capital Budget Coordinator, Office of Management and Budget (OMB)
Adam Damin, Brady Goldsmith, Charles Goldsmith, and Amy Wilson, Budget Analysts, OMB

I. Summary of Committee recommendations

The Transportation, Infrastructure, Energy and Environment (T&E) Committee held worksessions on these budgets on April 13, 27, and 29. The primary Committee recommendation is to approve parking fee increases in the Bethesda Parking Lot District (PLD) and outside the PLDs, and a set of other reductions and transfers to fund:

- (1) the continuation of all Ride On routes proposed for elimination or reduction in July and the reintroduction of midday service on Route 6 starting in September; and
- (2) an increase in the Call-'N-Ride taxi subsidy for seniors (age 67 and over) and persons with disabilities in the \$14-17,000/year and \$17-20,000/year income ranges.

This 'Bus Service/Call-'N-Ride Package' also includes reducing the Bethesda PLD's real property income tax rates by 10¢/\$100 for improved property and 5¢/\$100 for unimproved property, and proportional reductions to the PLD's personal property tax rates, and raising the countywide Mass Transit tax rate by 0.1¢/\$100 for real property and a proportional increase to its personal property tax rate.

The elements of the Bus Service/Call-'N-Ride Package are shown in the table below. A '-' represents a cost savings or a revenue increase, while a '+' represents an additional expenditure or a revenue decrease:

Item	Funds	Page(s)
Raise Bethesda PLD parking fees	-\$1,713,340	19-21
Implement Bethesda PLD parking fees	+\$10,000	19-21
Raise parking fees outside PLDs	-\$64,670	21-22
Implement parking fees outside PLDs	+\$2,000	21-22
Revenue loss from lower Bethesda PLD real property tax	+\$1,693,930	19-21
Increase revenue from higher Mass Transit real property tax	-\$1,682,340	19-21
Decrease revenue from lower Bethesda PLD personal property tax	+\$512,780	19-21
Increase revenue from higher Mass Transit personal property tax	-\$118,500	19-21
Increase subsidy for Call-'N-Ride	+\$139,680	11-12
Offsetting Call-'N-Ride revenue for greater coupon book sales	-\$7,580	11-12
Reduce Countywide/Regional Fare Share spending	-\$50,000	13-15
Reduce North Bethesda Super Fare Share spending	-\$65,000	13-15
Increase fine revenue from Mont. Hills PLD to Mass Transit Fund	-\$9,440	9
Restore planned FY10 Ride On cuts, except 72% of strategic buses	+\$1,788,100	15-16
Offsetting Ride On revenue from restoring FY10 service cuts	-\$151,820	15-16
Restore midday service on Ride On Route 6 (in September)	+\$101,070	15-16
Offsetting revenue from Route 6	-\$3,200	15-16

The Committee also recommends the following changes to tax supported funds:

Item	Dollars	Page(s)
Reduce the increase in ped safety outreach (speed camera revenue)	-\$150,000	4
Reduce the increase in ped signal timing (speed camera revenue)	-\$79,750	3-4
Silver Spring PLD payback to General Fund	-\$45,000	13-15
Increased revenue from higher Residential Parking Permit Fee	-\$20,000	22
Reduce allocation to HOA Road NDA "County" program	-\$29,680	30
Reduce allocation to HOA Road NDA "State" program (State funds)	-\$220,890	30
Reduce Rockville Parking District NDA	-\$147,430	31-32
Reduce hack inspector position from Taxi Unit	-\$63,750	10-11
Reduce revenue from proposed taxicab fees	+\$63,750	10-11

The Committee's Reconciliation List includes the following items:

Item	Dollars	Page(s)
Restore second service patrol	+\$99,380	5
Restore trail maintenance to FY08 level	+\$100,000	5
Restore funds for loop detector replacements	+\$104,170	5-6
Grant to Takoma Park for bridge repairs, with payback in the future	+\$168,000	6-7

II. FY10 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 ©1-14.

A. Overview of General Fund

For FY10, the Executive recommends total expenditures of \$46,594,010 for the transportation programs in the General Fund, a \$2,153,020 (4.4%) decrease from the FY09 approved budget of \$48,747,030. Workyears would drop by 18.2 wys (5.8%), to 295.8 wys from 314.0 wys. The Executive's recommended changes with service impacts are on ©11. The most notable proposed changes would:

- Abolish 6 positions and substantially reduce contracts for roadway and related maintenance (\$423,330). This will cut curb and gutter maintenance by 60% and other types of maintenance to a lesser degree.
- Abolish one of the two highway service patrols (-\$99,380).
- Eliminate all funds for maintenance of DOT hiker-biker trails (-\$250,000).
- Reduce one-third of the funds replacing faulty loop detectors at intersections (-\$104,170).
- Reduce flight time for the traffic plane from 5 hours/day to 4 (-\$63,000). The current hours are 6-9 am and 4-6 pm; the budget would start the morning flights at 7 am.
- Reduce funding for traffic studies (-\$70,000). Data describing the studies completed and the current backlog is on ©15.
- Suspend for FY10 the re-timing of traffic signals to optimize vehicular flow in corridors or areas (-\$200,000).
- Reduce half the funding for foliage removal blocking the sight of traffic signs (-\$80,000).
- Accelerate the re-timing of signals at intersections to lengthen their pedestrian walk phases (+\$142,000).
- Initiate a pedestrian safety outreach program (+\$300,000).
- Accelerate the pace of the Safe Routes to Schools Program (+\$333,340).

B. Recommendations for the General Fund

1. *Pedestrian safety program.* Pedestrian safety is a very high priority, and it is not surprising that the Executive wishes to step up funding for pedestrian safety programs while proposing cutbacks in other core services in transportation, many of which have implications for safety themselves. But the magnitude of the proposed pedestrian safety program increases are quite large: a 52% increase for the program to reset traffic signal timing to lengthen pedestrian walk phases; a new \$250,000 public outreach campaign, which is projected to grow more in future years; and a four-fold increase in the Safe Routes to School Program. Each is addressed below:

a. Pedestrian signal timing. This is a multi-year program to reset traffic signals at intersections so that the walk phase is based on pedestrians crossing at 3.5 feet per second rather than 4 fps. The Executive's proposed \$142,000 increase would bring the total spending for this

work to \$317,000 in FY10; if this higher level can be maintained in FYs11 and 12, all the signals will be re-timed by the end of FY12.

T&E Committee (and Council staff) recommendation (2-1): Councilmembers Berliner and Leventhal recommend increasing funding in this program, but only by \$62,750, to \$237,250 in FY10, a \$79,250 reduction in operating expense from the Executive's proposal. Maintaining this alternative level of funding would allow all intersections to be reset by FY13 instead of FY12. Councilmember Floreen concurs with the Executive's recommendation.

b. Outreach campaign. These funds would hire a consultant to develop the campaign and, by the end of the fiscal year, would produce materials that would be used to highlight the issue and educate the public. An analogy is the continuing campaign to encourage recycling. But until the consultant work is done, it is not known what outreach materials and methods will be proposed. The Council should review the analysis and recommendations of the consultant before proceeding with what could very well be an expensive long-term campaign. Beefing up the modest region-wide Street Smart Program may be a more effective means for getting the word out.

T&E Committee recommendation (2-1): Councilmembers Floreen and Berliner recommend funding only \$150,000 for this effort in FY10, a \$150,000 reduction in operating expense from the Executive's proposal. Councilmember Leventhal concurs with the Executive.

c. Safe Routes to School. The program is funded with \$80,000 in County funds in FY09, which will pay for assessments and improvements for 5 schools. At that funding level DOT notes that it will take 25 years to assess and make improvements for the rest of the County's schools. In FY09 the County also received a State grant, however, that will pay for assessments and improvements to 11 more schools, bringing this year's total to 16.

The Executive's request calls for an additional \$250,000 to implement improvements for 17 more schools in FY10 (22 altogether); if this level of funding is maintained, it would complete improvements at all schools within the next 6 years: by the end of FY15. He also requests \$78,470 for a new Planning Specialist position to handle the workload of the faster implementation. The position is budgeted for 0.8 wy in FY10; in FY11 and beyond the full work year would cost \$98,090 annually, not including potential step and COLA increases. Finally, he requests a \$4,870 one-time operating expense for the employee's furniture, computer, and equipment.

Council staff recommendation: Double the FY09 County funding for this program by adding \$80,000, a reduction from the Executive's request of \$253,340 (\$174,870 in operating expense and \$78,470 in personnel). This would have the County pay for improvements at 11 schools, a program level that should be accomplished without adding personnel. The County could also solicit other grant opportunities.

T&E Committee recommendation (3-0): Concur with the Executive. The Committee members agree with the Executive that this program is of such a high priority that it should be accelerated rapidly.

2. Hiker-biker trail maintenance. The Executive recommends eliminating funding for the maintenance of hiker-biker trails that are the responsibility of DOT. This item was budgeted at \$250,000 in FY09, and \$100,000 in FY08.

Many of the calls for maintenance are from users of the North Bethesda Trail and the Georgetown Branch Interim Trail between Bethesda and West Silver Spring. However there are hundreds of other small paths trails that together could potentially outweigh the complaints from these two. Requests are generally for sweeping, brush removal, drainage, tree removal and potholes.

DOT staff believes the program is much under-funded; last year it estimated that proper maintenance of all trails together would cost \$1.5-1.8 million annually. Most of the maintenance, including sweeping, clearing and grubbing, paving, and trash removal, would be contracted out. Emergencies, such as removing downed trees, would be done by in-house crews.

One idea that should be explored is for the Parks Department to take over the maintenance of DOT's off-road trails, since it has better equipment and expertise to do the job than DOT. Since DOT has taken over the maintenance of park roads and bridges, having Parks maintain DOT's off-road trails would be an apt quid pro quo.

T&E Committee (and Council staff) recommendation (3-0): Add \$100,000 (operating expense) to the Reconciliation List to restore at least the FY08 level of funding for bikeway maintenance. Paltry as this amount is compared to the need, it is still better than no program at all. DOT and M-NCPPC should explore shifting this program to the Parks Department starting in FY11.

3. Service patrol. This program arguably provides the most direct service to commuters in terms of safety and traffic flow. Two roving crews pull disabled vehicles from the travel lanes and have towed an average of 82 vehicles/month during the first eight months of FY09, which is higher than the 77 vehicles/month reported last year and the 58 vehicles/month in FY07. Data describing the progress of the program since its initiation in FY06 are on ©16-17.

The Executive proposes abolishing one of the two patrols, meaning that either the morning or afternoon rush period will not have this service.

T&E Committee (and Council staff) recommendation (3-0): Add \$99,380 to the Reconciliation List to retain both the morning and afternoon service patrols.

4. Loop detector replacement. Faulty loop detectors result in inefficient traffic flow at intersections, adding to needless travel delay as well as pollution from idling. At the start of FY10 the backlog of loop detectors that need to be replaced is projected to be 73 intersections. If funds are not restored the backlog would be 108 intersections at the end of FY10.

This budget item was already reduced by the FY09 Savings Plan by \$60,240. The Executive is recommending a further cut of \$104,170.

T&E Committee (and Council staff) recommendation (3-0): Add \$104,170 to the Reconciliation List to retain the current level of funding to replace loop detectors. Even if these funds are restored, however, the backlog would still grow to 93 intersections at the end of FY10 since the program has already been cut. So a bad situation will get worse anyway, just not as bad if these funds are restored.

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

In February Councilmembers Ervin and Elrich proposed that the County fund up to 50% of the cost of repairing each bridge, and no more than \$84,000 per bridge, if the City provided the balance. If the City directly receives Federal stimulus funds, then it would have to be used towards the cost of these repairs before any of the County funds would be tapped. Therefore, the Ervin/Elrich proposal would allow for County funding of \$168,000 or less, depending on the circumstances (©18). The Executive Branch has responded that it will not make stimulus funds available for the repair of these bridges, noting the General Assembly’s recent cuts in Highway User Revenue to the County were proportionately deeper than to the municipalities.

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

A relevant precedent is the CIP amendment for the Pinecrest Revitalization—Takoma Park in 1999. At that time the City asked the County for \$1.9 million to perform sidewalk, curb and gutter replacement as well as street resurfacing in the Pinecrest neighborhood of Takoma Park. This neighborhood had been annexed shortly before the unification referendum, but some of it had been within the City for decades. Many of the same issues pertaining to that request pertain to this case as well; see Council staff’s analysis and recommendations on ©19-21. The Council ultimately decided to fund the improvements with a grant, but with the condition that the \$455,000 of improvements within the non-annexed area be reimbursed to the County under the provisions of a subsequent memorandum of understanding between the County and City (see the excerpt from the Council’s April 13, 1999 minutes on ©22-24 and Resolution 14-99 on ©25-28).

This example is relevant because the Council distinguished between the work considered to be beyond the City’s normal responsibility—upgrading the streets in a newly annexed area—from that which had always been the City’s responsibility. The analogy is that the County could

advance a portion of the funds to the City for the repair of these bridges, but it should expect a reimbursement over time.

T&E Committee (and Council staff) recommendation (3-0): Add \$168,000 to the Reconciliation List for these bridges with the provisions proposed by Councilmembers Ervin and Elrich, and the added provision that before any of these funds are disbursed that an MOU between the City and County be executed specifying full reimbursement of these funds over time. An example is for the City to reimburse the County 10% of the amount annually for 10 years, with the reimbursement in the form of a reduced annual municipal tax duplication payment to the City.

C. 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 \$5,247,990 reflects very little change for FY10. The budget would decrease by \$29,870 (-0.6%) and the workforce would decline by 1.9 wys (-3.6%) to 50.3 wys in order to provide much the same service. There would only be marginal increases to household charges in FY10: 92 cents more (to \$93.96) for single-family dwellings and 2 cents more (to \$4.06) for townhouses and multi-family units.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.

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

Because these issues are so intertwined in the T&E Committee's recommendations, they will be treated here as a package.

A. Parking Lot District Funds

For FY10, the Executive recommends total expenditures of \$23,395,440 for the four Parking Lot District (PLD) funds, a \$1,456,680 (5.9%) decrease from the FY09 approved budget of \$24,852,120. Workyears would increase by 0.8 wys (1.6%), to 50.9 wys from 50.1 wys. The Executive's recommendations for the four Parking Lot District (PLD) funds are on ©29-41.

1. Financial health of the PLDs. As has been the case for the past several years, the relative financial condition of each respective PLD differs from each other. The Bethesda PLD (©38) is in good shape, with a projected ending reserve of \$15.9 million in FY10 (54.2% of resources) despite major cross-subsidies to the Bethesda Urban Partnership (BUP) for urban district services (\$2,835,000), again to BUP for transportation demand management services performed by its subsidiary, Bethesda Transportation Solutions (\$928,500), and to the Mass Transit Fund for 75% of revenue collected from fines (\$3.6 million).

The tiny Montgomery Hills PLD (©39), which comprises of all of two parking lots, is in fine shape, with a projected ending reserve near 70% of resources despite making all its requisite cross-subsidies to the Mass Transit Fund and to the Silver Spring Regional Services Center for streetscape services.

The Silver Spring PLD (©40) is only in fair shape, but it has improved over the past year with its bump in revenue from last year's rate increase. The improvement will allow two significant developments in FY10. First, the PLD will be able to resume transferring its 75% share of fine revenue to the Mass Transit Fund (\$1.95 million), a cross-subsidy that was foregone the past few years. Second, it will begin to transfer nearly \$700,000 annually to the Mass Transit Fund to pay for the cost of the free VanGo shuttle, just as the Bethesda PLD has paid for the Bethesda Circulator for the past several years.

The Wheaton PLD (©41), despite last year's hefty revenue increase, is still in dire financial shape. The rate increase adopted last year has brought in much less revenue than anticipated fee revenue: it was expected to rise from \$725,000 in FY08 to \$1,035,000 in FY09, but the estimate now is that only \$835,000 will be collected this year. Furthermore, the PLD's property tax revenue is down by more than a quarter. As a result, its projected FY10 ending reserve is projected to be a miniscule 3.8% of resources, despite the fact that its cross-subsidy to transportation management is dropping by 22% (from \$60,000 to \$47,000), its cross-subsidy to the Wheaton Urban District is declining by 58% (from \$688,490 to \$292,320), and its fine revenue transfer to the Mass Transit Fund has been eliminated (from \$237,880) for FY10 and the foreseeable future.

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

If the evaluation proves positive, it is possible that a payment-by-cellphone program would be implemented more widely starting in FY11. DOT staff expects that this may result in somewhat less revenue to the County, because there would be less overpayment for parking time and fewer citations. But the potential improvement in customer service would be significant.

3. Parking security. The Executive proposes no change in FY10 to the number of parking security patrol hours in any of the PLDs. The cost for police security in Bethesda and Silver Spring would increase from \$45.21/hour and \$48.82/hour, but the cost for park police security in Wheaton would remain at \$43.10/hour, the cost of contract security guards would remain at \$20.42/hour, and the cost of security provided by the Silver Spring Urban Service

Corps would remain at \$11.71/hour. A table summarizing the FY09 and FY10 security budgets is on ©42.

4. *Parking management study.* On March 16 the PHED and T&E Committees met to discuss the scope of a \$150,000 parking management study to be conducted in FY10. The committee members agreed that the study should be led by DOT but funded jointly by the County Government and M-NCPPC. M-NCPPC has requested that the PHED Committee and Council put \$75,000 on the Reconciliation List for its half of the cost (©43). As for County Government, a leading possibility being discussed is to absorb its \$75,000 from part of the \$260,000 already programmed in the Facility Planning-Parking PDF for FY10. Unless the Council hears otherwise from the Executive, it would seem to be a safe assumption that the County Government will absorb its \$75,000 without needing further Council action.

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

There is an error in the fine revenue transfer within the Montgomery Hills PLD. The estimated fine revenue is \$27,500 and so the transfer should be \$20,620, not \$11,180 as shown on ©39.

T&E Committee (and Council staff) recommendation (3-0): Increase the fine transfer from the Montgomery Hills PLD to the Mass Transit Fund by \$9,440 (included in the Bus Service/Call-'N-Ride Package, see page 2).

B. Mass Transit Fund

For FY10, the Executive recommends total expenditures of \$112,445,000 for the Mass Transit Fund, a \$4,936,240 (4.2%) decrease from the FY09 approved budget of \$117,381,240. Workyears would decrease by 33.9 wys (3.9%), to 837.5 wys from 871.4 wys. (These figures and the recommendations described below reflect the Executive's April 20 budget revisions.) The Executive's recommendations for the Mass Transit Fund are on ©44-51, and the relevant budget adjustments are on ©52-53.

1. *Changes with service impacts.* The Executive's recommendations with service impacts are on the top of ©50. The most notable proposed changes would:

- Reduce Ride On service starting July 5, 2009 (-\$2,027,510 net savings) as detailed on ©51:
 - Eliminate weekday service on Routes 3 and 31.
 - Shorten Route 7.
 - Eliminate Saturday service on Routes 98, L8, T2 and Z2.
 - Eliminate Sunday service on Routes 83, L8 and T2.
 - Discontinue weekday service on the Route 32 Woodrock Extension.

- Eliminate service to Falls Grove on Route 43.
- Reduce frequency of Route 43 and 93 during peak periods, and Route 15 in the evening, all days (Monday through Sunday).
- Reduce regular evening service on weekday Routes 17, 34, 49, 57, 61 and 83; on Saturday Routes 17 and 34 and on Sunday routes 34 and 56. Certain trips will continue to operate on these routes later into evening after regular 30 minute service ends.
- Restructure Routes 6 and 37 and Routes 18 and 25.
- Continue the Ride On service cuts implemented in early April (as part of FY09 Savings Plan) through FY10 (-\$1,255,930 net savings). These service cuts are described on ©52.
- Reduce two depot supervisors: to 10 from 12 (-\$128,580).
- Reduce materials at bus stops (-\$73,200).
- Reduce maintenance in commuter rail lots (-\$45,000).
- Add Ride On Mystery Rider Program for ADA compliance monitoring (+\$50,000).

2. Taxicab fees and Taxi Unit budget. The Executive is recommending three changes to the schedule of taxicab fees that apply to drivers, companies, and passenger vehicle license (PVL) owners. He recommends deleting the temporary Driver Identification Card fee of \$15 since the IDs are no longer issued. He proposes increasing the fee for PVL renewals from \$325 to \$750, and doubling the fee to transfer 1-4 PVLs, from \$2,500/PVL to \$5,000/PVL. The Executive's transmittal memo noted that these changes were needed to raise \$368,130 to make the Taxi Unit self-supporting—only 65% of its costs have been covered by fees since 2006—and to replace the unit manager position with an additional program specialist for regulating and licensing and a third hack inspector. Subsequently DOT staff pointed out that the proposed fees would increase revenue by \$403,880, and that this is the amount—not \$368,130—that is included in the Executive's recommended budget and is needed to fund the unit and the new net position at the 100% level. Concurrently, the Executive is recommending a \$94,870 increase in the unit's operating budget. The Executive's transmittal is on ©53-56.

On April 23 the Coalition for a Competitive Taxicab Industry (CCTI) responded with its analysis and a set of alternative recommendations (©57-63). It argues that the Taxi Unit's staffing-to-PVL ratio is already much higher than their counterparts in nearly all other jurisdictions in the region (1 staff for 132 PVLs compared to a regional average of 1 staff to 245 PVLs) and that the proposed staffing would increase the ratio to 1 staff for every 102 PVLs. CCTI also notes that the Executive's proposed increases in the renewal and transfer fees would raise them much higher than elsewhere, and that the proposed fees would raise about \$475,000. Alternatively, CCTI is recommending three smaller increases: raising the fee for PVL renewals from \$325 to \$400 (not to \$750), raising the vehicle replacement fee from \$75 to \$150, and increasing the renewal fee for existing drivers from \$75 to \$80 for a one-year renewal and from \$150 to \$160 for a two-year renewal.

Attached are DOT's response (©64-65), CCTI's follow-up response (©66-72), and a letter from Barwood (©73-77). Arguments are made and defended against regarding staffing levels, revenues, and comparisons with other neighboring jurisdictions.

After reviewing this material, Council staff believes a third hack inspector (annual cost: \$63,750) would be useful in enforcing the taxi regulations and thus improving customer service, but that the fine revenue has been underestimated. Recall last year that DOT recommended increasing enforcement levels for residential permit parking and noted that by doing so the new fine revenue would more than pay for the added cost. An additional hack inspector would not generate enough fine revenue to pay for this position, since current fine revenue is estimated to be relatively low (\$27,265). But it is not unrealistic that a 50% increase in inspectors would generate 50% more in revenue. Therefore, the revenue estimate should be \$14,000 higher.

Also, Council staff is persuaded by CCTI's and Barwood's arguments that the program specialist position (\$96,100) is not warranted at this time. The current ratio of PVLs held by fleets is about 80%, and it should not drop significantly over the next year.

Council staff recommendation: Reduce expenditures by \$96,100 (personnel cost) and increase revenue estimate from fines by \$14,000, a net savings of \$110,110.

T&E Committee recommendation (3-0): At DOT's request, the Committee unanimously recommends eliminating funding for new hack inspector position and retaining the new program specialist position, a savings of \$63,750 (personnel cost).

The Committee directed Council staff to come up with a set of recommended fees based on this recommendation. After a subsequent meeting with representatives of CCTI and DOT, Council staff recommends the following: Approve the Executive's recommendation to delete the \$15 Driver ID Card fee, set the PVL Renewal fee at \$495/PVL, and set the license transfer fee for 1-4 PVLs at \$3,995/PVL.

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

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

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

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

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

Among the highest priorities in FY10 is to protect and enhance the safety net of services for vulnerable populations during the economic downturn. The first three income thresholds in this program have not changed in well over a decade, despite inflation. The lowest income category is getting significant use, but those in the \$14,001-17,000 and \$17,001-20,000 categories also need this service and would avail themselves of it in larger numbers if the discounts were more pronounced. Council staff asked DOT for a cost estimate for an alternative that reduces the payment in the second category from \$17.50/book to \$10/book (a \$7.50 savings/book) and reduces the payment in the third category from \$26.25/book to \$20/book (a \$6.25 savings/book). DOT estimates that this would add a net cost of \$132,100 in FY10; it would increase expenditures by \$139,680 and revenue by \$7,580 on an annual basis.

T&E Committee (and Council staff) recommendation (2-0): Councilmembers Floreen and Leventhal recommend adding \$139,680—with an offsetting \$7,580 in revenue—to reduce the cost of coupon books to \$10 (from \$17.25) for those in the second category and to \$20 (from \$26.25) for those in the third category. This proposal would increase the subsidy for one-person households making \$14-17,000/year category from 71% to 83%, saving them up to \$15/month. It would also increase the subsidy for one-person households earning \$17-20,000/year from 56% to 67%, saving them up to \$12.50/month. DOT estimates that 10% more households in each category would use Call-'N-Ride.

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

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

a more detailed breakdown of the \$83.50/hour partially allocated and \$97.73/hour fully allocated costs (©78).

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

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

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

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

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

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

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

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

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

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

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

In Year One, the employer pays \$1.00 per participating employee and the County pays up to \$114.00 per month per employee. The employer distributes up to

\$115.00 in Metrocheks and/or Ride On passes – “for free” – to its transit-using employees.

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

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

A silver lining during the present economic downturn is that commuters are opting to take transit in ever increasing numbers, even after gasoline prices have dropped by half from the \$4 per gallon price of last summer. So, in the near-term at least, the importance of financial enticements is less than they have been. This was recognized to a degree in the FY09 Savings Plan, when \$190,000 (59.4%) of the originally-funded Fare Share Program was de-funded.

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

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

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

T&E Committee (and Council staff) recommendation (2-0): Councilmembers Floreen and Leventhal recommend all of the following:

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

6. Ride On service. As noted above, the Executive is recommending cutting a substantial amount of Ride On service for FY10. To avoid cutting this service, the Council would have to budget an additional \$2,027,510 for Ride On. Furthermore, should the Council wish to restore the service cuts implemented as part of the FY09 Savings Plan (©52), it would have to budget an additional \$1,050,000 if that service were to be restored Labor Day weekend or, alternatively, an additional \$630,000 for it to be restored after New Year's Day. The first call should be to avoid cutting service further in FY10; the April cuts, while significant to those who lost service, generally represented the weakest performing parts of the Ride On system.

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

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

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

T&E Committee recommendation (2-1): Councilmembers Floreen and Leventhal recommend:

- **adding \$1,788,100 to restore all planned Ride On service cuts through FY10 (offset by an additional \$151,820 in fare revenue from this service), including funds to add**

- back 28% of the strategic buses (buses placed strategically to fill in when other buses break down or are over-filled);
- adding \$101,070 to restore in September the midday service on Route 6 that was eliminated in April as part of the FY09 Savings Plan; and
- that the Bethesda PLD and Mass Transit taxes be adjusted down and up, respectively, as noted above.

This is the main part of the Bus Service/Call-'N-Ride Package. **Councilmember Berliner does not support this proposal.**

7. Metrobus service. Under the budget plan tentatively approved by the WMATA Board on April 30, most of the Metrobus service planned for elimination and reductions (highlighted on ©79-82) would be retained by using funds from WMATA's reserves. The few changes to be implemented are:

- Riders who board the J7/J9 I-270 Express buses will pay the \$3.10 cash express fare or \$3.00 with a SmarTrip card, the same as the Executive has proposed for Ride On Route 70.
- The L7 (Connecticut Avenue to Maryland line) route will be eliminated but extra buses would be added to the L8 route in the same corridor.
- The C7 and C9 routes (Greenbelt to Glenmont) will be eliminated, but these are among the poorest performing routes in the system.
- Some off-peak mid-week service on the Z2 (Colesville to Ashton) routes also would be eliminated.

The 'Bus Service/Call-'N-Ride Package' would allow the County to continue to operate the L8 and T2 service on Saturdays and Sundays and the Z2 on Saturdays (there is no Sunday service on the Z2).

C. Transportation Fees, Charges, and Fares

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

1. Suspend for FY10 free Ride On and Metrobus service for seniors and people with disabilities. For decades Federal law has required that seniors and people with disabilities be charged no more than half the regular transit fare. In 2006 Councilmember Andrews proposed, and the Council approved, allowing seniors and the disabled to ride free on Ride On and Metrobus mid-day on weekdays, between the end of the morning rush period and the start of the evening rush period. The purpose was to provide free accessibility to locations frequented by these groups, especially to senior centers, doctors' offices, and libraries. A secondary benefit was to encourage some senior or disabled patrons to ride in the off-peak rather than the peak, mitigating a bit of the overcrowding on some routes during rush hours.

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

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

Montgomery County is alone in the region in providing free service for seniors and the disabled on both Metrobus and Ride On. Prince George's County provides free service on its County-run bus system (The Bus), but it comprises only roughly 10% of the bus service that Metrobus provides there. Metrobus charges a 60-cent fare in Prince George's County, the District of Columbia, and all Northern Virginia jurisdictions. The local bus services in Arlington (ART), Alexandria (DASH), and Fairfax County (Fairfax Connector) all charge half-fares, as does the Mass Transit Administration buses in the Baltimore region.

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

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

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

T&E Committee recommendation (2-0): Councilmembers Floreen and Leventhal concur with the Executive in continuing this program.

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

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

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

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

T&E Committee recommendation (2-0): Councilmembers Floreen and Leventhal concur with the Executive in continuing this program as well.

3. Suspend for FY10 the C-Pass providing County employees free Ride On service. Every County Government employee has an ID card that allows them unlimited free ridership on Ride On. This un-bargained privilege was granted to County employees by County Executive Duncan earlier this decade. The privilege does not apply to employees in other County agencies: MCPS, Montgomery College, or M-NCPPC. If the pass were suspended in FY10, the Mass Transit Fund would earn an additional \$54,000 in fares. MCGEO opposes suspending the C-Pass and has filed a grievance.

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

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

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

T&E Committee recommendation (2-0): Councilmembers Floreen and Leventhal concur with the Executive in continuing this program, too.

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

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

T&E Committee (and Council staff) recommendation (2-0): Councilmembers Floreen and Leventhal concur with the Executive.

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

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

T&E Committee (and Council staff) recommendation (2-0): Councilmembers Floreen and Leventhal concur with the Executive.

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

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

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

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

Council staff recommendation: Approve the proposed increase, resulting in a \$10,000 added appropriation (operating expense) and \$2,451,900 in additional revenue, for a net revenue increase of \$2,441,900.

Under current law, Bethesda PLD fee revenue can only be used for parking operations in the PLD and contributions to Urban District and transportation demand management functions serving the Bethesda CBD. However, Expedited Bill 17-09 would allow fees from a PLD to be used to pay for bus routes serving a PLD (©83-85). Passage of this bill would allow the \$2,441,900 to be transferred to the Mass Transit Fund to restore all the proposed FY10 Ride On cuts, and some of the April cuts as well.

If the bill passes there is another funding variation to be considered. The Council could reduce the Bethesda Parking District tax on improved property by 10¢/\$100 (to 18¢/\$100) and on unimproved property by 5¢/\$100 (to 9¢/\$100—the rates on unimproved property have always been half of those on improved property), thus reducing the Bethesda PLD's real property tax contribution to the FY10 budget by \$1,693,930. Concurrently, the Council could increase the countywide Mass Transit Tax by 0.1¢/\$100 (to 3.9¢/\$100) on real property, which would generate virtually the same amount "lost" by reducing the Bethesda PLD property tax: \$1,682,340. (Personal property tax rates are tied to the real property rates. Thus the Bethesda PLD personal property tax would also be reduced, returning \$512,780 more to the taxpayers, and the Mass Transit personal property tax would be increased, generating an additional \$118,500.) Doing both would have the following consequences:

- Most of the \$2,441,900 generated by the Bethesda PLD would "stay" in Bethesda. That is, some funding for the Bethesda PLD would shift away from its taxpayers—primarily building owners who are landlords of smaller businesses in Bethesda (the bigger

enterprises generally provide their own parking and don't pay the tax)—and onto parkers.

- The overall FY10 Operating Budget would stay within the countywide property tax cap.
- Bethesda PLD taxpayers would receive a long-deserved tax break at a time when they could use it. For most property taxes, as assessments have increased over time the rates have decreased. Not so for the PLDs, however. The Bethesda PLD has had the same tax rates (28¢/\$100 for improved property and 14¢/\$100 for unimproved property) for well more than a decade, while assessments there have risen dramatically.
- Countywide, residents and businesses would pay a very small increase in their property taxes. The average residential bill would go up by about \$4. This is fair, since the bus service being cut affects all parts of the county.

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

A second option would increase a smaller amount of revenue:

- Raise the price of all short-term spaces in the Bethesda Parking Lot District (PLD) from \$0.75 to \$1.00 per hour.
- Raise the price of long-term spaces in the Bethesda PLD from \$0.50 to \$0.65 per hour.
- Raise the price of the Parking Convenience Sticker in the Bethesda PLD from \$95 to \$120 per month.
- Raise the price of a 2-person carpool permit in the Bethesda PLD from \$70 to \$90/month.
- Raise the price of a 3-4-person carpool permit in the Bethesda PLD from \$40 to \$50/month.
- Raise the price of a 5+-person carpool permit in the Bethesda PLD from \$10 to \$13/month.
- Raise the price of the Daily Parking Permit in the Bethesda PLD and for the Daily Maximum and a Lost Ticket in Garage 49 from \$8.25 to \$10.50 per day.

T&E Committee recommendation (2-1): Councilmembers Floreen and Leventhal recommend increasing the fees according to this second option, reducing the Bethesda PLD by 10 cents/\$100 for improved property and 5 cents/\$100 for unimproved property, and increasing the Mass Transit tax by 0.1 cent/\$100. The personal property tax rates would also be adjusted accordingly. The Committee also made two other recommendations: to transfer neither \$35,000 from the Wheaton PLD nor \$9,500 from the Montgomery Hills PLD to the Mass Transit Fund for transportation demand management. These funds would remain in the PLDs' reserves.

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

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

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

T&E Committee (and Council staff) recommendation (3-0): Approve the proposed increase, resulting in a \$2,000 added appropriation (operating expense) and \$64,670 in additional revenue, for a net revenue increase of \$62,670, all attributable to the Mass Transit Fund.

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

T&E Committee (and Council staff) recommendation (2-0): Councilmembers Floreen and Leventhal recommend increasing the biennial Residential Parking Permit fee to \$35, increasing revenue by \$20,000 to the General Fund.

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

T&E Committee (and Council staff) recommendation (2-0): Councilmembers Floreen and Leventhal recommend approving this increase in the fine.

IV. CIP amendments: transportation projects

This section will address several of the transportation-related CIP amendments transmitted by the Executive with his March Operating Budget recommendations, and subsequently.

1. Pedestrian Safety Program capital projects. Four proposed CIP amendments would utilize current revenue generated by the speed cameras. Council staff is concerned about building in long-term commitments for these programs at this time, for two reasons.

First, in a CIP “off year” such as this, the Council’s general practice is not to change the scope of level-of-effort projects beyond the budget year: FY10 in this case. Long-term funding commitments to all level-of-effort projects—including, for example, infrastructure maintenance projects—should be considered concurrently as part of the review of the upcoming FY11-16 CIP, not now.

Second, there is no guarantee that speed camera revenue will be generated at a high level for a number of years. If the cameras are successful, the revenue should decline as compliance increases.

a. Pedestrian Safety Program (©86-87). The Executive recommends adding \$600,000 each year to this program to conduct two additional pedestrian safety audits annually in high incidence areas (for a total of four) and the design and construction of improvements suggested by these audits. The improvements tend to be signing, marking, and other traffic operations measures appropriately funded with current revenue.

During FY09 the high incidence areas are: Piney Branch Road from Flower Avenue to the County line; Wisconsin Avenue from Montgomery Avenue to Leland Street; Georgia Avenue from Sligo Avenue to Spring Street; and Rockville Pike from north of Randolph Road to Halpine Road. The four tentative high incidence area locations for FY10 are: Colesville Road in the Silver Spring CBD; the Glenmont Metro Station Policy Area (Georgia Avenue/Randolph Road/Glenallan Avenue); Connecticut Avenue in Aspen Hill; and Veirs Mill (Veirs Mill Road and Randolph Road).

Council staff recommendation: Approve the Executive’s funding request for FY10, but postpone consideration of funding for FY11 and beyond to the full CIP next year (©88-89).

T&E Committee recommendation (3-0): Concur with the Executive.

b. Pedestrian Lighting Participation – MSHA Projects (©90). The State Highway Administration does not provide continuous roadway streetlighting in its projects: lighting desired primarily for sidewalks and trails alongside roads. However, SHA will fund such a program as long as the local jurisdiction funds the necessary amount above SHA’s maximum contribution, which is \$2,500 per fixture for fixtures up to 14 feet tall, and \$4,200 per fixture for fixtures up to 25 feet tall.

The Executive proposes programming \$760,000 to fund the County’s share of continuous lighting for the Rockville Pike/Montrose Road interchange in FY10. Considering the number and height of streetlights in these projects that are eligible for cost-sharing, last year DOT staff estimated that SHA’s contribution only be about 20% of the total cost.

Council staff recommendation: Delete this project. Providing County funds for 80% of the lighting that is eligible for a 20% State match would not be a wise use of resources, unless this particular project is among the highest priorities for pedestrian lighting. Council staff

suspects it is not. The speed camera funds would be better redirected towards other improvements to public safety.

Alternatively, should the Council wish to fund this program, Council staff recommends funding the \$760,000 with G.O. Bonds rather than speed camera revenue (©91). These are debt-eligible expenses; speed camera revenue could be used for other improvements to public safety that are not debt-eligible, such as purchasing fire apparatus.

T&E Committee recommendation (3-0): Concur with the Executive. The Council could consider funding this increment with G.O. Bonds rather than Current Revenue if the ambulance fee is not approved.

c. Intersection and Spot Improvements (©92). The Executive recommends adding \$500,000 annually beginning in FY10 to construct intersection modifications and traffic calming improvements that are debt-eligible.

Council staff recommendation: Approve the Executive's funding request for FY10, but fund it with G.O. bonds rather than speed camera revenue. Postpone consideration of funding for FY11 and beyond to the full CIP next year (©93).

T&E Committee recommendation (3-0): Concur with the Executive. The Council could consider funding this increment with G.O. Bonds rather than Current Revenue if the ambulance fee is not approved.

d. Annual Sidewalk Program (©94). The Executive recommends adding \$1,200,000 of speed camera revenue in FY10 to this program, which constructs new sidewalks primarily from the backlog of neighborhood sidewalk requests. In the FY09-14 CIP approved last May the Council programmed \$1,350,000 for both FY09 and FY10, and \$2,350,000 annually for FYs11-14. The Executive's recommendation would raise the FY10 total to \$2,550,000.

Adding more sidewalks certainly contributes to pedestrian safety, but the program is not as focused on hot spots as is the high incidence area program. The sidewalks built under this program are generally (but not universally) desired in the neighborhoods where they are built, but they are often lightly used. There are other programs within the Pedestrian Safety Program that are likely to provide more safety.

Council staff recommendation: Do not add funding to this program this year. If, however, the Council wishes to add funding, do it with G.O. Bonds instead (sidewalk construction is a debt-eligible expense) and use the speed camera funds for other public safety initiatives (©95).

T&E Committee recommendation (3-0): Concur with the Executive. The Council could consider funding this increment with G.O. Bonds rather than Current Revenue if the ambulance fee is not approved.

2. Street Tree Preservation (©96). The Council had approved \$1 million each in FYs09-10 and \$2 million annually in FYs11-12 and \$3 million annually in FYs13-14 for this program that performs neighborhood block tree pruning. The program is now funded entirely with Current Revenue.

In order to free up some funds to close the Operating Budget gap, the Executive is recommending reducing the program by half in FY10. Furthermore, the \$500,000 balance would be funded with \$458,000 of land sale proceeds (reprogrammed from another project), so only \$42,000 would be funded with Current Revenue.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.

3. Advanced Transportation Management System (©97). For the last several years this program has received \$1.5 million for an assortment of technology improvements to the traffic and transit control systems. Often it has been supplemented with other funds for one-time improvements, such as the three-year project to replace Ride On's Computer Aided Dispatch/Automatic Vehicle Locator system, which is being completed this fiscal year.

In order to free up some funds to close the Operating Budget gap, the Executive is recommending reducing the regular funding by 10% (\$150,000) in FY10. DOT advises that this cut will result in no new traffic surveillance cameras to be installed in FY10. There are currently 185 cameras in place with 30 cameras yet to be installed. The programmed level of effort has been about 10 per year, so per the current plan DOT would have the full installation completed in FY12. This reduction will delay completion until FY13 if the \$150,000 were to be restored in FYs11-13.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.

4. Bus Stop Improvements (©98). By the end of FY09 this program to improve the County's large inventory of bus stops will be half-way to completion. Only 10% of the \$2 million annual funding is with Mass Transit Fund Current Revenue, and the Executive is recommending reducing 10% of that (i.e., \$20,000, or 1% of the FY10 total) to help close the budget gap.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive's FY10 cut, but add the \$20,000 back in FY12, so as to leave the total program funding intact (©99).

5. Montgomery Mall Transit Center (©100). Initially the County's contribution to the construction of the new transit center was to be completed by now, but the work is tied to the developer's schedule, which has been delayed. Now the Executive is anticipating the County's expenditure to be in FY11.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.

6. **Facility Planning-Transportation** (©101-102). The Executive is proposing several changes to the funding and schedule of studies in the facility planning program, including:

- Adding \$500,000 (\$350,000 in FY10 and \$150,000 in FY11) for a county-wide bus rapid transit (BRT) feasibility study. The main purpose of this study is to identify what segments would, working together, constitute an effective BRT network. The study would consist of ridership forecasts (probably for Year 2020), conceptual engineering, and an initial-level assessment of community and environmental impacts and capital and operating cost. The results should feed into the Planning Board's draft amendment to the Master Plan of Highways and Transportation, and ultimately lead to preliminary engineering studies such as those already programmed for the Veirs Mill Road BRT and the Georgia Avenue Busway.
- Adding \$925,000 (mostly already spent through FY09) for the work by DOT and its consultant for the Road Code Task Force and subsequent Executive regulation. Of this amount \$70,000 would be programmed in FY10 to transform the numerical data in the regulation into standards for the Design Manual.
- Deleting the Phase II study for Longdraft Road widening (the T&E Committee had decided that only spot improvements were not warranted in the near-to-mid term) and the East Deer Park Bridge replacement (repairs will be performed instead).
- Delaying the study for the Dorsey Mill Road extension and bridge over I-270 in Germantown by two years, from FYs09-12 to FYs11-14.
- Deleting \$160,000 for studies of potential new park-and-ride lots and transit centers in FYs09-10 (\$80,000 each year). The program would pick up again in FY11.
- Delaying four sidewalk studies scheduled to start in FY13—Falls Road (west side), Goldsboro Road, Jones Mill Road, and Midcounty Highway—by two years each, as would the study for a Clarksburg Transit Center.

The net of these changes would reduce the cost of the program within the FY09-14 period by \$166,000 (less than 1%), but Current Revenue (including Mass Transit Fund Current Revenue) would be reduced by \$1,994,000, due to the substitution of \$1,828,000 of land sale proceeds (reprogrammed from another project).

T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive, except to program the entire \$500,000 for the BRT study in FY10, and not to delay the Falls Road (west side) and Goldsboro Road sidewalk studies (©103-104). All the funds for the BRT study are planned to be appropriated for FY10 anyway. It is desirable to complete this study as soon as possible.

7. **Bethesda CBD Streetscape** (©105). This project was included in the CIP by the Council several years ago to meet one of the staging requirements of the Bethesda CBD Sector Plan. It funds streetscape improvements along the three roadway segments mentioned in the sector plan: Woodmont Avenue between Old Georgetown Road and Cheltenham Drive;

Wisconsin Avenue between Cheltenham Drive and the north end of the CBD; and East-West Highway between Waverly and Pearl Streets.

The work is divided into two stages. Stage 1 includes replacing the existing sidewalk with brick pavers, installing street trees in pits, installing new benches and trash receptacles, and installing conduit (on the East-West Highway and Woodmont Avenue segments only) to allow for the future undergrounding of utilities. Stage 2, following later, would provide luminaires and their electrical connections, as well as installing the conduit for the Wisconsin Avenue segment. Neither stage of the project includes undergrounding the utilities.

The Executive's recommendation would delay the start of construction for Stage 1 by two years, to FY12. The cost of the project, at \$10,349,000, would remain unchanged. The scope of the project has slowly dwindled over time as abutting properties redevelop, since they are required to provide the streetscaping along their frontage. Given the Council's approval of its resolution on brick pavers, this project can proceed without a change in scope. Council staff asked DOT to revise the project description form (PDF) to reflect the project's current production schedule.

T&E Committee (and Council staff) recommendation (2-0): Councilmembers Floreen and Leventhal recommend approving the revised PDF on ©106 which reflects DOT's current production schedule.

8. Brookville Service Park (©107). The last stage of the long-planned reconstruction of this Ride On fleet maintenance and highway services depot is scheduled to start in June and be completed in late FY11. The Executive recommends an amended PDF that shows \$1 million of spending deferred to FY12 (for fiscal reasons).

T&E Committee (and Council staff) recommendation (2-0): Councilmembers Floreen and Leventhal recommend not amending this PDF. The PDF in the Approved CIP (©108) correctly reflects the current production schedule.

9. North County Maintenance Depot (©109). This facility would ultimately have three parts: a new, third Ride On depot housing up to 250 buses; a Fleet Services depot to maintain these buses as well as about 90 pieces of heavy duty highway maintenance vehicles and equipment; and a new highway maintenance depot to consolidate facilities now in Shady Grove and Poolesville. Currently the design and construction of a first phase of this depot is programmed in the Approved CIP at a cost of \$74,449,000. The first phase includes the design, land acquisition, site preparation and access to the entire site, and the construction of the first part of the Ride On depot that would accommodate 150 buses. The current PDF shows construction starting in FY10 and ending in FY11.

The Executive is recommending a new schedule that would defer the start of construction by one fiscal year and completion by two fiscal years, to FY13. The delay is due primarily to a protracted land acquisition, but there are also further complications in providing sewer and water connections and other issues. In order to stay within the same cost the initial phase of the Ride On depot was down-scaled to the point where it would accommodate 120 buses instead of 150.

Council staff has asked DGS to prepare a revised PDF reflecting the project's latest production schedule and cost estimate (©110). The production schedule is nearly the same, but the cost is now estimated to be \$10,192,000 higher. Furthermore, the new PDF notes that even these costs and schedule are uncertain and likely to change.

Nevertheless, the County has no realistic option but to continue trying to develop the depot on this site. An exhaustive search several years ago identified this as the only site in the northern part of the county large enough to encompass these uses and that at the same time was sufficiently shielded from residential areas. This project's deferral is unfortunate, since any meaningful increase in bus service is now delayed by another two years: four years from now.

T&E Committee (and Council staff) recommendation (2-0): Councilmembers Floreen and Leventhal recommend approving the revised PDF on ©110, reflecting the project's latest cost estimate and production schedule.

10. State Transportation Participation (STP) project. Late last year the Council amended this project to program several transit, highway, and intersection improvements. New information has come forward that necessitates amending the project again:

- The Council had anticipated that \$4.4 million in State funding for the design of future interchanges on US 29 and the widening of MD 124 would be reallocated to improvements under STP, but this winter the Maryland Department of Transportation reallocated these funds to other needs in the FY09-14 Consolidated Transportation Program (CTP) instead.
- The intersection improvement at MD 28 (First Street) and MD 586 (Veirs Mill Road) in Rockville was to be funded equally by the County and State, but the State now will be funding it entirely in the CTP with Federal stimulus money.
- The STP project needs a FY10 appropriation of \$36,948,000 to proceed with those projects already programmed to begin in FY10:
 - Design and construction of six intersection improvements (\$3,225,000);
 - Land acquisition and utility relocation for the Georgia Avenue/Randolph Road interchange (\$6,123,000);
 - Design of the Watkins Mill Road bridge over I-270 (\$7,600,000);
 - Design of the Montrose Parkway "missing link" between the MD355/Montrose interchange, which is under construction, and the Montrose Parkway East project, which is programmed for construction (\$9,000,000);
 - Preliminary engineering for the Veirs Mill Road Bus Rapid Transit (BRT) line between Wheaton and Rockville (\$6,000,000);
 - Design of a pedestrian tunnel beneath Georgia Avenue from the Forest Glen Metro Station (\$2,000,000); and
 - Preliminary engineering for improvements to MD 97 (Georgia Avenue) through Montgomery Hills (\$3,000,000).

In anticipation of these types of revisions the Council introduced STP as a potential amendment earlier in 2009. Therefore, the Council can act on this as part of the CIP amendment package to be approved on May 21.

T&E Committee (and Council staff) recommendation (3-0): Approve the revised PDF on ©111.

11. Ride On Bus Fleet. This project funds the replacement of Ride On buses. The project description form in the Approved CIP is on ©112. In January the Executive recommended an amendment to reflect several changes (©113):

Funding

- Reduction of \$5,000,000 in State aid in FY09
- Mitigation funding from Parc Potomac \$475,000 for one bus in FY09
- Increased short term financing for buses by \$1,491,000 (from 17 to 20 hybrids) in FY09
- Increased Federal aid, based on recent grant awards in FY09 of \$1,142,000 - this includes \$485,000 for Glenmont buses to enhance service while new garage is under construction
- Increased Federal aid, based on recent grant award, by \$758,000 in FY10
- Decreased Mass Transit Funds by \$96,000 in FY09 and \$2,346,000 in FY10
- Net decrease of \$1,988,000 in FY09 and \$1,588,000 in FY10: -\$3,576,000 total

Cost

- Delay FY10 purchase of 12 gas cut-away buses: -\$2,280,000 (anticipate FY 12 purchase)
- Reduce FY09 order by 4 hybrids (from 39 to 35): -\$1,988,000
- Adjust FY10 price per diesel bus from \$331,000 to \$350,000: +\$342,000 (no change in the number of buses to be purchased)
- Increase FY10 order by 1 diesel bus: +\$350,000
- Net decrease of \$1,988,000 in FY09 and \$1,588,000 in FY10: -\$3,576,000 total

Now the Executive is recommending some further changes (©114):

Funding

- Lower State grant from \$2,740,000 in FY10 to \$2,000,000: -\$740,000
- Increase in Federal grant by \$40,000 in FY10
- Increase in Economic Stimulus funds of \$6,550,000 in FY10
- Net increase of \$5,850,000 in FY10

Cost

- Reduce FY10 diesel order by 2 buses (\$700,000) due to lower State Grant
- Purchase 12 hybrids and 1 diesel bus with Economic Stimulus funds in FY10: +\$6,550,000
- Net increase of \$5,850,000 in FY10

T&E Committee (and Council staff) recommendation (3-0): Approve the revised PDF on ©114.

12. Three other proposed amendments. The Executive is now formally proposing amendments to: (1) replace Current Revenue with G.O. Bond funding in the Sidewalk & Infrastructure Revitalization project (©115); (2) defer the funding for the Randolph Road from Rock Creek to Charles Road project to reflect the current production schedule (©116); and (3) adjusting down the funding for the Silver Spring Traffic Improvements project, reflecting the reduced scope of the programmed intersection improvement at Colesville Road and Dale Drive (©117). **The T&E Committee and the Council already reviewed and tentatively approved these same changes during its worksessions this winter; no further action is necessary.**

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

The Executive's recommendation for this nondepartmental account includes \$297,700 for both the State reimbursement program for private roads and \$40,000 for the program to partially reimburse HOAs from County resources (© 118).

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

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

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

T&E Committee (and Council staff) recommendation (3-0): Reduce the "County" program appropriation to \$10,320 in FY10, a \$29,680 reduction (operating expense). Reduce the "State" program appropriation to \$76,810, a \$220,890 reduction (operating expense). Both reductions are commensurate with the Highway User Revenue reductions in the State's FY10 budget.

VI. FY10 Operating Budget: Rockville Parking District NDA

The Executive is recommending \$524,930 for this non-departmental account (©119) which would pay for four categories of costs associated with parking in the Rockville core:

1. There is an annual payment in lieu of taxes to share in the overall expenses of the Parking District, which for FY10 is \$130,000, the same as in each of the last few years. The amount could change in future years, however.
2. There is an annual payment of \$180,000 as the County's share in the repayment of outstanding debt for the garages in the Parking District. This commitment will continue for the life of the 30-year bonds issued by the City to fund construction of the garages.
3. There is a reimbursement due to the Parking District for revenue lost due to free parking being provided for Rockville Library employees. The estimate of revenue lost in FY10 is \$71,390, up from \$67,500 in FY09. The difference is due to the anticipated increase in parking enforcement hours; the City is considering extending parking charges to 10 pm weekdays and to Saturdays.
4. There is also a reimbursement due to the Parking District for revenue lost due to free parking being provided to Rockville Library patrons. The estimate of revenue lost is \$143,540, up from \$84,000 that was estimated for FY09. For a library patron, the routine is: park in a garage, note the number of the space, and go to the pay station in the library, enter the space number, and get a receipt displaying when the 2 free hours of parking would expire.

In FY09 this NDA did not fund the \$84,000 reimbursement for patron parking because at the time it was anticipated that the Council would subsequently take up the issue of whether the County should continue to subsidize library patron parking. On June 10, 2008 an earlier resolution that had allowed unlimited free parking for patrons was amended to restrict free parking to the first two hours. However, the Executive never submitted a supplemental appropriation requesting the \$84,000 for reimbursements, so the NDA is in a deficit. Furthermore, in the agreement with the City, \$84,000 (\$7,000/month) is a *minimum* reimbursement; should the pay station indicate a larger use, the County is committed to a larger payment. So far in FY09 use of the pay station is about one-third higher than the minimum, so the deficit is likely to be commensurately higher. There is no indication how many of those using the pay station are actually library patrons.

The FY10 estimate of \$143,540 for library patron reimbursements is 71% higher than the Executive's recommendation for the FY09 budget. There are two reasons for this increase: the higher-than-expected use of the pay station and the possible extension of parking charges to weekday evenings and Saturdays.

Given these increases, the Council should once again consider its policy of providing free parking for library patrons in locations where parking is charged. Citizens are accustomed to paying for parking in urban centers, whether they are shopping, visiting their doctor's office, or

attending a day-time Planning Board hearing in Silver Spring, a meeting at their Regional Service Center in Silver Spring, Bethesda, or Wheaton, or even a daytime hearing or worksession of their County Council (after the first hour, which is free). This would require revisiting the Council's resolution, which should not occur until this summer, after the conclusion of current budget deliberations. In the meantime the Council should only budget those funds which are certain to be needed.

T&E Committee (and Council staff) recommendation (2-1): Councilmembers Berliner and Leventhal recommend approving at this time a budget of \$377,500 for this NDA, a \$147,430 reduction in operating expense from the Executive's recommendation. The \$377,500 would include the \$130,000 payment in lieu of taxes, the \$180,000 annual payment for outstanding debt, and \$67,500 for the employee parking reimbursement. In early FY10 we should learn whether Rockville will indeed extend charging hours to weekend nights and Saturdays and the Council should confirm or repeal the free parking policy; once these issues are resolved, the Council should entertain a supplemental appropriation to fund the balance that is needed to meet its financial commitments with the City. **Councilmember Floreen concurs with the Executive.**

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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 FY10 Operating Budget for the Department of Transportation is \$51,842,000, a decrease of \$2,182,890 or 4.0 percent from the FY09 Approved Budget of \$54,024,890. Personnel Costs comprise 54.1 percent of the budget for 449 full-time positions and six part-time positions for 346.1 workyears. Operating Expenses account for the remaining 45.9 percent of the FY10 budget.

County Government Reorganization

In FY09, the County Executive implemented a reorganization of Montgomery County Government designed to improve effectiveness, customer service, accessibility, and efficiency. As part of this reorganization, the Department of Transportation was created to provide more focus for transportation programs. The Department of Transportation includes transportation capital projects design and construction, traffic engineering and operations, highway maintenance, parking management, and transit services functions previously housed in the Department of Public Works and Transportation. Due to the scale of operations, Parking Management and Transit Services are displayed separately.

In FY10, the Vacuum Leaf Collection program, fully budgeted in the Vacuum Leaf Collection fund, will be moved from the Department of Environmental Protection's Solid Waste Division into the Department of Transportation in order to consolidate operational and fiscal responsibilities in one department.

For ease of comparison, the Vacuum Leaf Collection fund figures for FY08 through FY10 have been displayed together in the Department of Transportation budget section. For all other components of the department's budget summary, FY08 actuals reflect the old organizational structure, while the FY09 budget, FY09 estimate, and FY10 budget figures reflect the new organizational structure.

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**

①

DEPARTMENT PERFORMANCE MEASURES

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

Measure	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Headline Measures					
Transportation Capital Improvement Projects completed within 10% of the cost estimate in the original Project Description Form ¹					
Transportation project schedule (Within 3 Months of Plan)					
Percent of primary/arterial road quality rated fair or better		45%	50%	56%	63%
Percent of rural/residential road quality rated fair or better		35%	37%	39%	41%

¹ Both of the Transportation Capital Project Performance Measures are under construction.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ **Completed inspections of 206 Long Span Bridges; Completed inspections of 83 Short Span Bridges.**
- ❖ **Began development of a comprehensive Pavement Management System that will provide a formula based methodology including types of distress, extent of pavement distress, average daily traffic, and road classification for all County roadway pavements, both residential and primary. Conducted first annual pavement condition analysis and pavement ratings as data input to the Pavement Management System.**
- ❖ **Created a program for Residential Road Reconstruction to rebuild residential streets that are presently beyond maintainability. "Re-invented" existing CIP project for Residential Resurfacing into a more comprehensive project. This will allow a diverse approach to residential pavement. DOT will apply the most effective treatment to the specific level of roadway pavement distress, in an effort to preserve all residential pavements.**
- ❖ **Focused traffic and safety studies to the access restriction category to reduce the backlog in that area.**
- ❖ **Productivity Improvements**
 - **Participation in the CountyStat Process to ensure more efficient coordination on County Projects.**
 - **Required Critical Path Method scheduling by contractors and in monthly project reports to enable efficient review of contractor progress, allow early identification of potential delays and enhance the ability to develop recovery schedules in the event of slippage.**
 - **Developed Storm Operations Center to improve storm response by bringing together improved technology and storm managers in one location. In all, the bundled technologies housed in the Storm Operations Center provide for more effective and efficient winter road operations.**
 - **Continued to develop the skills and knowledge base of technician/support staff (i.e., engineering technicians) for the purpose of using field investigations and engineering judgment to solve as many complaints as possible rather than full engineering studies. This approach contributed to improving staff production and output in terms of the number of studies conducted per year.**

PROGRAM CONTACTS

Contact Bruce Meier of the Department of Transportation at 240.777.7195 or Adam Damin of the Office of Management and Budget at 240.777.2794 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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	457,980	2.5

	Expenditures	WYs
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	17,380	-0.4
FY10 CE Recommended	475,360	2.1

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	204,550	1.3
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-11,430	0.0
FY10 CE Recommended	193,120	1.3

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	590,830	6.6
Reduce: Abolish Administrative Specialist Position	-69,460	-1.0
Reduce: Abolish Management Services Supervisor position	-151,510	-1.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-17,740	-0.6
FY10 CE Recommended	352,120	4.0

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	0	0.0
FY10 CE Recommended	0	0.0

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	961,140	1.5
Increase Cost: Parking Contract Costs	25,090	0.0
Increase Cost: Bethesda Library Parking Enforcement	10,300	0.0

3

	Expenditures	WYs
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-3,500	-0.2
FY10 CE Recommended	993,030	1.2

Resurfacing

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

Program Performance Measures	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Percentage of annual requirement for residential resurfacing funded ¹	39.0	47.0	47.0	47.0	47.0
Percent of primary/arterial road quality rated fair or better		45%	50%	56%	63%
Percent of rural/residential road quality rated fair or better		35%	37%	39%	41%

¹ Program is transitioning to a Pavement Management System.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	2,628,200	4.9
Increase Cost: Asphalt Contract Cost Adjustment	210,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-106,590	-0.3
FY10 CE Recommended	2,731,610	4.6

Roadway and Related Maintenance

Roadway maintenance includes 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 clearing and grubbing; guardrail repair and replacement; street cleaning; regrading and reshaping dirt 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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	20,159,090	164.2
Increase Cost: Maintenance New Roads	129,000	0.0
Increase Cost: Maintenance of Newly Accepted Subdivision Roads	99,430	0.0
Increase Cost: Miscellaneous personnel costs related to closing of Damascus Beauty Spot	63,040	1.0
Increase Cost: Miscellaneous Operating Expenses	62,400	0.0
Reduce: Field investigations (Lapse Engineer III)	-60,420	-0.8
Reduce: Roadway, Shoulder, Curb, and Gutter Maintenance	-322,800	0.0
Reduce: Roadway Maintenance (Abolish 6 positions)	-423,330	-7.7
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-771,180	-0.1
FY10 CE Recommended	18,935,230	156.6

Snow Removal/Wind/Rain Storms

This program includes the removal of storm debris 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 snow summit conferences; equipping other County vehicles with plows; and using a variety of contracts to assist in clearing streets.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	3,504,550	26.5
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-210,380	-1.1
FY10 CE Recommended	3,294,170	25.4

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	440,190	0.6
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	9,100	0.3
FY10 CE Recommended	449,290	0.9

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	676,230	6.5
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-14,020	-0.6
FY10 CE Recommended	662,210	5.9

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.

Program Performance Measures	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Number of traffic studies pending	381	274	233	245	257

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	1,219,180	6.0
Enhance: Pedestrian Safety Educational Outreach Campaign (Component of Pedestrian Safety Initiative)	250,000	0.0
Add: Pedestrian Signal Timing Review (Component of Pedestrian Safety Initiative)	142,000	0.0
Enhance: Operating costs related to Engineer III to be charged to Pedestrian Safety Program CIP # 500333	4,870	0.0
Eliminate: Unique Crosswalk Treatment Program	-60,000	0.0
Reduce: Traffic studies	-70,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	577,060	1.8
FY10 CE Recommended	2,063,110	7.8

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	2,504,550	15.7
Reduce: Road markings	-25,000	0.0
Reduce: Foliage removal from traffic control devices	-80,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-90,480	-1.1
FY10 CE Recommended	2,309,070	14.6

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.

Program Performance Measures	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
The backlog of signalized intersections with a malfunctioning sensor .	NA	45	73	103	123

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	2,486,770	14.5
Decrease Cost: Abolish Field Services Technician	-19,970	-0.4
Decrease Cost: Red Light Camera maintenance	-33,780	0.0
Reduce: Loop Detectors Program	-104,170	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	360,660	-3.4
FY10 CE Recommended	2,689,510	10.7

Bikeway Maintenance

This program provides general maintenance activities for bikeways and trails that are included in the County's inventory. Activities include, but are not limited to, resurfacing, mowing, clearing/grubbing, and tree maintenance. Grading for drainage control of the shoulders and the path itself is also part of this program.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	250,000	0.0
Eliminate: Off Road Trail Maintenance	-250,000	0.0
FY10 CE Recommended	0	0.0

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. Another component of this program is the acquisition of properties and buildings for public use and the disposition of public properties to public or quasi-public agencies and to members of the public at large.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	186,110	1.4
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-63,630	-0.5
FY10 CE Recommended	122,480	0.9

Transportation Community Outreach

The 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 community outreach 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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	323,910	1.0
Shift: Potomac Trash Treaty COG contribution to DEP	-50,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-67,250	0.0
FY10 CE Recommended	206,660	1.0

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 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 FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Linear feet of sidewalk construction completed (000) ¹	25.5	22.7	22	30	40
Percentage of customers satisfied with new capital projects ²	90.0	92.0	92.0	92.0	92.0

¹ Sidewalk Construction is funded by CIP.

² Outreach is for CIP projects.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	767,930	2.7
Decrease Cost: Inspection of short span bridges	-40,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-79,990	0.4
FY10 CE Recommended	647,940	3.1

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.

Program Performance Measures	Actual FY07	Actual FY08	Estimated FY09	Projected FY10	Projected FY11
Transportation Capital Improvement Projects completed within 10% of the cost estimate in the original Project Description Form ¹					
Transportation project schedule (Within 3 Months of Plan)					

¹ Both of the Transportation Capital Project Performance Measures are under construction.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	426,390	1.5
Decrease Cost: Motor Pool charges	-18,910	0.0
Shift: Increase charges to the Capital Improvements Program	-109,690	-1.2
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	76,720	1.2
FY10 CE Recommended	374,510	1.5

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	1,519,240	7.6
Decrease Cost: Advanced Transportation Management System (ATMS) materials	-40,000	0.0
Reduce: Traffic airplane flight times	-63,000	0.0
Reduce: Service patrols from 2 to 1	-99,380	-1.0
Eliminate: Signal Optimization	-200,000	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	173,950	0.9
FY10 CE Recommended	1,290,810	7.5

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	632,320	3.5
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-297,550	0.0
FY10 CE Recommended	334,770	3.5

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. The Department of Environmental Protection will continue to identify priority tree planting areas.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	4,358,260	16.5
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-49,340	0.0
FY10 CE Recommended	4,308,920	16.5

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	5,277,860	52.2
Increase Cost: Motor Pool Rate Adjustment	282,730	0.0
Increase Cost: Annualization of FY09 Personnel Costs	64,710	0.0
Increase Cost: Service Increment	17,200	0.0
Increase Cost: Retirement Adjustment	17,190	0.0
Increase Cost: Group Insurance Adjustment	14,380	0.0
Increase Cost: Miscellaneous Charges	4,390	0.0
Increase Cost: Annualization of FY09 Operating Expenses	720	0.0
Increase Cost: Occupational Medical Services Adjustment	40	0.0

	Expenditures	WYs
Decrease Cost: Retirement Incentive Program (RIP) Savings	-92,620	0.0
Decrease Cost: Chargeback Decreases	-93,780	-0.8
Decrease Cost: Reduce Personnel/Operating Costs	-244,830	-1.1
FY10 CE Recommended	5,247,990	50.3

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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	4,449,610	29.0
Decrease Cost: Miscellaneous Operating Expenses	-1,480	0.0
Decrease Cost: Training and information technology support	-30,000	0.0
Reduce: Lapse Executive Administrative Aide	-64,010	-1.0
Reduce: Abolish Principal Administrative Aide	-64,440	-1.0
Shift: Position funding correction	-90,840	-0.8
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-38,750	0.4
FY10 CE Recommended	4,160,090	26.6

BUDGET SUMMARY

	Actual FY08	Budget FY09	Estimated FY09	Recommended FY10	% Chg Bud/Rec
COUNTY GENERAL FUND					
EXPENDITURES					
Salaries and Wages	0	18,481,160	18,320,130	17,266,150	-6.6%
Employee Benefits	0	7,987,600	7,026,990	7,404,990	-7.3%
County General Fund Personnel Costs	0	26,468,760	25,347,120	24,671,140	-6.8%
Operating Expenses	0	22,278,270	21,332,950	21,922,870	-1.6%
Capital Outlay	0	0	0	0	—
County General Fund Expenditures	0	48,747,030	46,680,070	46,594,010	-4.4%
PERSONNEL					
Full-Time	0	468	468	449	-4.1%
Part-Time	0	6	6	6	—
Workyears	0.0	314.0	314.0	295.8	-5.8%
REVENUES					
Subdivision Review	0	529,160	529,160	188,000	-64.5%
Residential Parking Permits	0	125,000	125,000	125,000	—
Maintenance of Traffic Signals	0	846,500	846,500	846,500	—
Highway User State Aid	0	39,672,000	32,936,000	33,046,000	-16.7%
Rockville Visitor Parking	0	65,000	65,000	65,000	—
County General Fund Revenues	0	41,237,660	34,501,660	34,270,500	-16.9%
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	—
Workyears	0.0	0.0	0.0	0.0	—
REVENUES					
Property Tax	26,585	29,970	29,330	31,390	4.7%
Investment Income	927	0	0	0	—
Bradley Noise Abatement Revenues	27,512	29,970	29,330	31,390	4.7%
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	—
Workyears	0.0	0.0	0.0	0.0	—
REVENUES					
Property Tax	8,044	8,720	8,720	9,360	7.3%
Investment Income	285	0	0	0	—
Cabin John Noise Abatement Revenues	8,329	8,720	8,720	9,360	7.3%
VACUUM LEAF COLLECTION					
EXPENDITURES					
Salaries and Wages	2,492,082	2,616,040	2,519,160	2,536,340	-3.0%
Employee Benefits	613,965	912,530	912,530	857,580	-6.0%
Vacuum Leaf Collection Personnel Costs	3,106,047	3,528,570	3,431,690	3,393,920	-3.8%
Operating Expenses	2,005,368	1,749,290	1,749,290	1,854,070	6.0%
Capital Outlay	0	0	0	0	—
Vacuum Leaf Collection Expenditures	5,111,415	5,277,860	5,180,980	5,247,990	-0.6%
PERSONNEL					
Full-Time	0	0	0	0	—

	Actual FY08	Budget FY09	Estimated FY09	Recommended FY10	% Chg Bud/Rec
Part-Time	0	0	0	0	—
Workyears	52.8	52.2	52.2	50.3	-3.6%
REVENUES					
Collection Fees	5,904,209	6,947,410	6,820,160	6,882,000	-0.9%
Investment Income	28,672	60,000	40,440	40,000	-33.3%
Vacuum Leaf Collection Revenues	5,932,881	7,007,410	6,860,600	6,922,000	-1.2%
DEPARTMENT TOTALS					
Total Expenditures	5,111,415	54,024,890	51,861,050	51,842,000	-4.0%
Total Full-Time Positions	0	468	468	449	-4.1%
Total Part-Time Positions	0	6	6	6	—
Total Workyears	52.8	366.2	366.2	346.1	-5.5%
Total Revenues	5,968,722	48,283,760	41,400,310	41,233,250	-14.6%

FY10 RECOMMENDED CHANGES

	Expenditures	WYs
COUNTY GENERAL FUND		
FY09 ORIGINAL APPROPRIATION	48,747,030	314.0
Changes (with service impacts)		
Enhance: Safe Routes to Schools (Component of Pedestrian Safety Initiative)	333,340	0.8
Enhance: Pedestrian Safety Educational Outreach Campaign (Component of Pedestrian Safety Initiative) [Traffic and Pedestrian Safety]	250,000	0.0
Add: Pedestrian Signal Timing Review (Component of Pedestrian Safety Initiative) [Traffic and Pedestrian Safety]	142,000	0.0
Enhance: Operating costs related to Engineer III to be charged to Pedestrian Safety Program CIP # 500333 [Traffic and Pedestrian Safety]	4,870	0.0
Reduce: Road markings [Traffic Sign & Marking]	-25,000	0.0
Eliminate: Unique Crosswalk Treatment Program [Traffic and Pedestrian Safety]	-60,000	0.0
Reduce: Field investigations (Lapse Engineer III) [Roadway and Related Maintenance]	-60,420	-0.8
Reduce: Traffic airplane flight times [Transportation Management and Operations]	-63,000	0.0
Reduce: Lapse Executive Administrative Aide [Administration]	-64,010	-1.0
Reduce: Abolish Principal Administrative Aide [Administration]	-64,440	-1.0
Reduce: Abolish Administrative Specialist Position [Transportation Engineering and Management Services]	-69,460	-1.0
Reduce: Traffic studies [Traffic and Pedestrian Safety]	-70,000	0.0
Reduce: Foliage removal from traffic control devices [Traffic Sign & Marking]	-80,000	0.0
Reduce: Service patrols from 2 to 1 [Transportation Management and Operations]	-99,380	-1.0
Reduce: Loop Detectors Program [Traffic Signals & Advanced Transportation Mgmt. Syst.]	-104,170	0.0
Reduce: Abolish Management Services Supervisor position [Transportation Engineering and Management Services]	-151,510	-1.0
Eliminate: Signal Optimization [Transportation Management and Operations]	-200,000	0.0
Eliminate: Off Road Trail Maintenance [Bikeway Maintenance]	-250,000	0.0
Reduce: Roadway, Shoulder, Curb, and Gutter Maintenance [Roadway and Related Maintenance]	-322,800	0.0
Reduce: Roadway Maintenance (Abolish 6 positions) [Roadway and Related Maintenance]	-423,330	-7.7
Other Adjustments (with no service impacts)		
Increase Cost: CPI adjustment 3.25%: All other Contracts (excluding Asphalt)	315,630	0.0
Increase Cost: Asphalt Contract Cost Adjustment [Resurfacing]	210,000	0.0
Increase Cost: Retirement Adjustment	160,840	0.0
Increase Cost: Service Increment	146,280	0.0
Increase Cost: Maintenance New Roads [Roadway and Related Maintenance]	129,000	0.0
Increase Cost: Group Insurance Adjustment	100,650	0.0
Increase Cost: Maintenance of Newly Accepted Subdivision Roads [Roadway and Related Maintenance]	99,430	0.0
Increase Cost: Miscellaneous personnel costs related to closing of Damascus Beauty Spot [Roadway and Related Maintenance]	63,040	1.0
Increase Cost: Miscellaneous Operating Expenses [Roadway and Related Maintenance]	62,400	0.0
Increase Cost: Rebid Contracts	62,000	0.0
Increase Cost: Annualization of FY09 Lapsed Positions	52,230	0.4
Increase Cost: Contract Marketing Specialist	50,000	0.0
Increase Cost: Parking Contract Costs [Parking Outside the Parking Districts]	25,090	0.0
Increase Cost: Bethesda Library Parking Enforcement [Parking Outside the Parking Districts]	10,300	0.0
Increase Cost: Printing and Mail Adjustments	5,410	0.0
Technical Adj: Change to reflect actual compliment	0	0.5
Decrease Cost: Miscellaneous Operating Expenses [Administration]	-1,480	0.0
Decrease Cost: Central Duplication Recovery	-8,460	0.0

	Expenditures	WYs
Decrease Cost: Elimination of One-Time Items Approved in FY09	-16,330	0.0
Decrease Cost: Motor Pool charges [Transportation Construction]	-18,910	0.0
Decrease Cost: Abolish Field Services Technician [Traffic Signals & Advanced Transportation Mgmt. Syst.]	-19,970	-0.7
Decrease Cost: Training and information technology support [Administration]	-30,000	0.0
Decrease Cost: Red Light Camera maintenance [Traffic Signals & Advanced Transportation Mgmt. Syst.]	-33,780	0.0
Decrease Cost: Advanced Transportation Management System (ATMS) materials [Transportation Management and Operations]	-40,000	0.0
Decrease Cost: Inspection of short span bridges [Transportation Planning and Design]	-40,000	0.0
Shift: Potomac Trash Treaty COG contribution to DEP [Transportation Community Outreach]	-50,000	0.0
Shift: Position funding correction [Administration]	-90,840	-0.8
Shift: Increase charges to the Capital Improvements Program [Transportation Construction]	-109,690	-1.2
Decrease Cost: Annualization of FY09 Personnel Costs	-456,860	0.0
Decrease Cost: Motor Pool Rate Adjustments	-537,920	0.0
Decrease Cost: Retirement Incentive Program (RIP) Savings	-813,770	-5.0
FY10 RECOMMENDED:	46,594,010	295.8

VACUUM LEAF COLLECTION

FY09 ORIGINAL APPROPRIATION	5,277,860	52.2
Other Adjustments (with no service impacts)		
Increase Cost: Motor Pool Rate Adjustment [Vacuum Leaf Collection]	282,730	0.0
Increase Cost: Annualization of FY09 Personnel Costs [Vacuum Leaf Collection]	64,710	0.0
Increase Cost: Service Increment [Vacuum Leaf Collection]	17,200	0.0
Increase Cost: Retirement Adjustment [Vacuum Leaf Collection]	17,190	0.0
Increase Cost: Group Insurance Adjustment [Vacuum Leaf Collection]	14,380	0.0
Increase Cost: Miscellaneous Charges [Vacuum Leaf Collection]	4,390	0.0
Increase Cost: Annualization of FY09 Operating Expenses [Vacuum Leaf Collection]	720	0.0
Increase Cost: Occupational Medical Services Adjustment [Vacuum Leaf Collection]	40	0.0
Decrease Cost: Retirement Incentive Program (RIP) Savings [Vacuum Leaf Collection]	-92,620	0.0
Decrease Cost: Chargeback Decreases [Vacuum Leaf Collection]	-93,780	-0.8
Decrease Cost: Reduce Personnel/Operating Costs [Vacuum Leaf Collection]	-244,830	-1.1
FY10 RECOMMENDED:	5,247,990	50.3

PROGRAM SUMMARY

Program Name	FY09 Approved		FY10 Recommended	
	Expenditures	WYs	Expenditures	WYs
Automation	457,980	2.5	475,360	2.1
Bridge Maintenance	204,550	1.3	193,120	1.3
Transportation Engineering and Management Services	590,830	6.6	352,120	4.0
Noise Abatement Districts	0	0.0	0	0.0
Parking Outside the Parking Districts	961,140	1.5	993,030	1.3
Resurfacing	2,628,200	4.9	2,731,610	4.6
Roadway and Related Maintenance	20,159,090	164.2	18,935,230	156.6
Snow Removal/Wind/Rain Storms	3,504,550	26.5	3,294,170	25.4
Streetlighting	440,190	0.6	449,290	0.9
Traffic Planning	676,230	6.5	662,210	5.9
Traffic and Pedestrian Safety	1,219,180	6.0	2,063,110	7.8
Traffic Sign & Marking	2,504,550	15.7	2,309,070	14.6
Traffic Signals & Advanced Transportation Mgmt. Syst.	2,486,770	14.5	2,689,510	10.7
Bikeway Maintenance	250,000	0.0	0	0.0
Property Acquisition	186,110	1.4	122,480	0.9
Transportation Community Outreach	323,910	1.0	206,660	1.0
Transportation Planning and Design	767,930	2.7	647,940	3.1
Transportation Construction	426,390	1.5	374,510	1.5
Transportation Management and Operations	1,519,240	7.6	1,290,810	7.5
Transportation Policy	632,320	3.5	334,770	3.5
Tree Maintenance	4,358,260	16.5	4,308,920	16.5
Vacuum Leaf Collection	5,277,860	52.2	5,247,990	50.3
Administration	4,449,610	29.0	4,160,090	26.6
Total	54,024,890	366.2	51,842,000	346.1

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY09		FY10	
		Total\$	WYs	Total\$	WYs
COUNTY GENERAL FUND					
Cable Television	Cable Television	243,950	0.5	243,940	0.5
CIP	CIP	0	113.5	12,160,100	115.1
Solid Waste Services	Solid Waste Disposal	406,950	4.9	371,430	3.7
Transit Services	Mass Transit	160,780	1.0	171,780	1.0
Urban Districts	Bethesda Urban District	35,000	0.0	35,000	0.0
Urban Districts	Silver Spring Urban District	25,000	0.0	30,000	0.0
Urban Districts	Wheaton Urban District	20,000	0.0	20,000	0.0
Total!		891,680	119.9	13,032,250	120.3

FUTURE FISCAL IMPACTS

Title	CE REC.					
	FY10	FY11	FY12	FY13	FY14	FY15
(\$000's)						
This table is intended to present significant future fiscal impacts of the department's programs.						
COUNTY GENERAL FUND						
Expenditures						
FY10 Recommended	46,594	46,594	46,594	46,594	46,594	46,594
No inflation or compensation change is included in outyear projections.						
Annualization of Positions Recommended in FY10	0	41	41	41	41	41
New positions in the FY10 budget are generally lapsed due to the time it takes a position to be created and filled. Therefore, the amounts above reflect annualization of these positions in the outyears.						
Elimination of One-Time Items Recommended in FY10	0	-10	-10	-10	-10	-10
Items recommended for one-time funding in FY10, including (one time costs related to new positions), will be eliminated from the base in the outyears.						
Labor Contracts	0	71	71	71	71	71
These figures represent the estimated cost of service increments and associated benefits.						
Operating Budget Impacts for Selected Transportation Projects	0	49	160	200	244	244
Subtotal Expenditures	46,594	46,745	46,856	46,896	46,940	46,940
VACUUM LEAF COLLECTION						
Expenditures						
FY10 Recommended	5,248	5,248	5,248	5,248	5,248	5,248
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	8	8	8	8	8
These figures represent the estimated cost of service increments and associated benefits.						
Subtotal Expenditures	5,248	5,256	5,256	5,256	5,256	5,256

ANNUALIZATION OF PERSONNEL COSTS AND WORKYEARS

	FY10 Recommended		FY11 Annualized	
	Expenditures	WYs	Expenditures	WYs
Enhance: Safe Routes to Schools (Component of Pedestrian Safety Initiative)	78,470	0.8	98,090	1.0
Increase Cost: Miscellaneous personnel costs related to closing of Damascus Beauty Spot (Roadway and Related Maintenance)	63,040	1.0	84,050	1.3
Total	141,510	1.8	182,140	2.3

FY10-15 PUBLIC SERVICES PROGRAM: FISCAL PLAN		VACUUM LEAF FUND					
FISCAL PROJECTIONS	FY09 ESTIMATE	FY10 REC	FY11 PROJECTION	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION
ASSUMPTIONS							
Indirect Cost Rate	12.88%	13.73%	13.73%	13.73%	13.73%	13.73%	13.73%
CPI (Fiscal Year)	4.1%	3.3%	2.8%	2.5%	2.5%	2.5%	2.5%
Charge per single-family household	93.04	93.96	99.02	97.63	99.68	105.57	107.61
Charge per multi-family unit and townhome unit	4.04	4.06	4.28	4.22	4.30	4.56	4.65
BEGINNING FUND BALANCE	(63,500)	96,570	433,360	438,400	467,490	464,690	460,380
REVENUES							
Charges For Services	6,820,160	6,882,000	7,252,260	7,150,390	7,300,490	7,732,320	7,881,990
Miscellaneous	40,440	40,000	40,000	40,000	40,000	40,000	40,000
Subtotal Revenues	6,860,600	6,922,000	7,292,260	7,190,390	7,340,490	7,772,320	7,921,990
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To The General Fund	(1,519,550)	(1,337,220)	(1,812,620)	(1,473,210)	(1,435,730)	(1,640,600)	(1,554,010)
Indirect Costs	(553,010)	(578,440)	(580,000)	(568,870)	(536,910)	(561,290)	(586,780)
Technology Modernization CIP	(454,480)	(465,990)	(491,060)	(513,600)	(536,910)	(561,290)	(586,780)
Transfers To Special Fds: Non-Tax + ISF	(98,530)	(112,450)	(88,940)	(55,270)	0	0	0
To Solid Waste Disposal Fund for Compost Facility	(966,540)	(758,780)	(1,232,620)	(904,340)	(898,820)	(1,079,310)	(967,230)
	(966,540)	(758,780)	(1,232,620)	(904,340)	(898,820)	(1,079,310)	(967,230)
TOTAL RESOURCES	5,277,550	5,681,350	5,913,000	6,155,580	6,372,250	6,596,410	6,828,360
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(5,180,980)	(5,247,990)	(5,466,130)	(5,679,620)	(5,899,090)	(6,127,560)	(6,365,400)
Labor Agreement	n/a	0	(8,470)	(8,470)	(8,470)	(8,470)	(8,470)
Subtotal PSP Oper Budget Approp / Exp's	(5,180,980)	(5,247,990)	(5,474,600)	(5,688,090)	(5,907,560)	(6,136,030)	(6,373,870)
TOTAL USE OF RESOURCES	(5,180,980)	(5,247,990)	(5,474,600)	(5,688,090)	(5,907,560)	(6,136,030)	(6,373,870)
YEAR END FUND BALANCE	96,570	433,360	438,400	467,490	464,690	460,380	454,490
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES							
	1.8%	7.6%	7.4%	7.6%	7.3%	7.0%	6.7%

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.

TRAFFIC STUDIES PROGRAM
As of 4/2/2009

Pending Traffic Studies

	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	14	13	15	16	13
Arterial Traffic Safety/Calming	9	14	16	23	34
Business District Parking	3	3	5	4	5
CBD Street Safety	0	1	1	3	4
Intersection Safety	16	21	33	40	47
Uncategorized Issues	10	9	14	16	18
Ped/Bike Safety	4	6	12	15	12
Permit Parking	1	2	6	7	6
Residential Parking	15	9	49	71	79
Residential Traffic Safety/Calming	29	40	49	51	59
Sight Distance Investigations	1	1	2	4	5
Speed Hump Studies	6	6	10	9	16
Signalized Intersection Operations	3	3	-	-	-
Speed Limit Review	2	2	4	5	7
Residential Stop Signs	6	10	27	43	60
Site Plan Review	3	1	0	0	1
School Zone Safety	18	23	16	31	23
Traffic Signal Request	13	10	10	15	20
Traffic Signal Study	16	9	-	-	-
Crosswalks	10	12	18	28	32
	179	195	287	381	441

Traffic Studies Completed In:

FY09	205
FY08	390
FY07	451
FY06	409
FY05	322
FY04	310
FY03	165



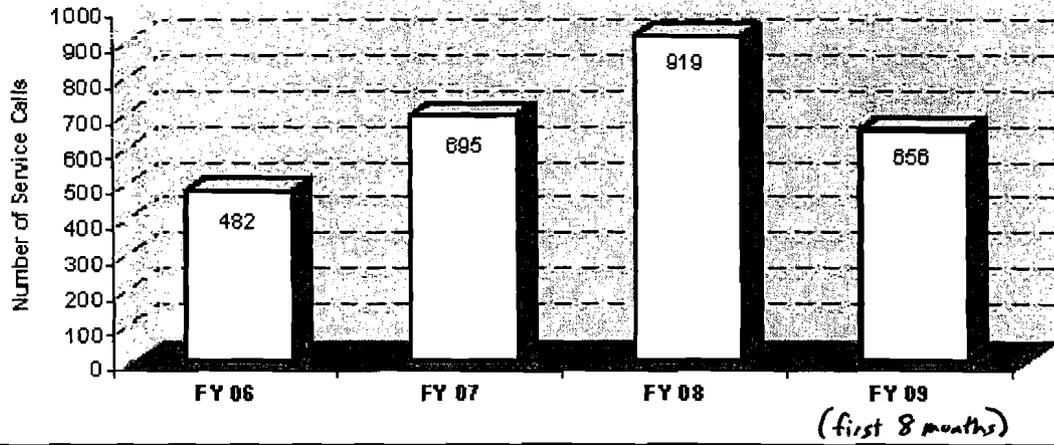
Montgomery County, MD DOT : Service Patrol Program Overview

	Service Call Categories					Received From					Problem Found					Action Taken											
	Disabled	Accidents	Incidents	Special Events	Debris	Totals	MC-10	Media	Observed	TMC	Other	Flat Tire	Out of Gas	Over heated	Stalled	Other	Changed Tire / Air	Gave Gas	Jump Start	Pushed Vehicle	Towed Vehicle	Blocked Lane with Lights on	Throw Out Cones	Throw Out Flares	Throw Out Absorbents	Throw Out De-icer	Clean Up Debris
FY 06	286	179	13	2	2	482	38	1	265	168	4	35	38	9	132	88	41	45	23	59	87	401	38	78	22	2	76
FY 07	386	273	21	14	1	695	101	0	147	413	36	33	79	10	247	286	26	75	21	54	313	523	60	124	72	1	160
FY 08	437	445	22	14	1	919	160	0	178	443	144	32	85	8	295	502	28	74	22	45	470	791	68	135	126	1	259
FY 09	276	306	53	21	0	656	46	0	111	347	145	32	45	6	185	368	29	36	18	36	324	543	78	58	102	5	199
Grand Totals	1,385	1,203	109	51	4	2,752	345	1	701	1,371	331	132	247	33	859	1,264	124	230	84	194	1,194	2,258	244	395	322	9	683
Yearly Avg	346	301	27	13	1	688	86	0	175	343	83	33	62	8	215	316	31	58	21	49	299	565	61	99	81	2	173

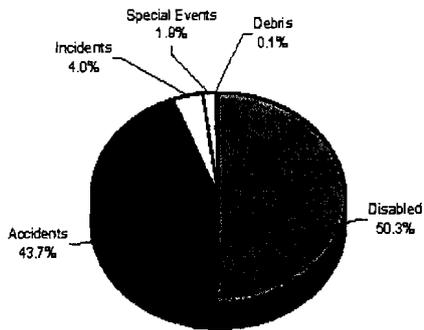
Figures for FY09 are for the first eight months.

16

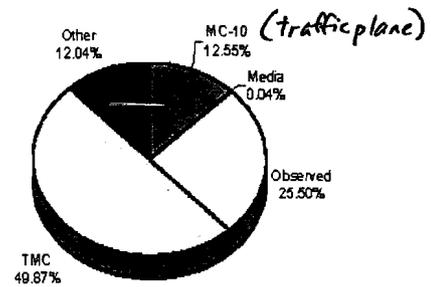
Service Calls by Fiscal Year Through Q2 of FY 09



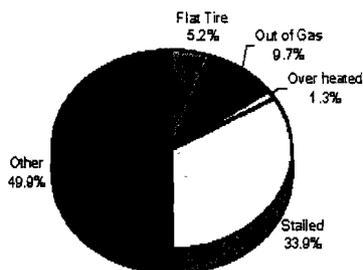
Distribution of Service Calls by Category Overview



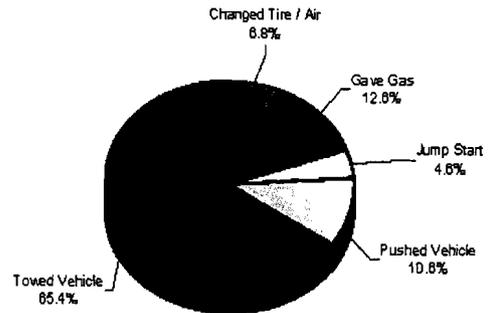
Distribution of Service Calls by Received From Source Overview



Distribution of Problems Found Overview



Distribution of Service Patrol Assistance Performed Overview





MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

VALERIE ERVIN
COUNCILMEMBER
DISTRICT 5

February 19, 2009

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

Re: Repairs to City of Takoma Park Bridges

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

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

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

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

Thank you for your consideration.

Sincerely,

Valerie Ervin
Councilmember, District 5

Marc Elrich
Councilmember, At-Large

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

by substitute motion of Councilmember Dacek:

YEAS: Andrews, Dacek, Leggett, Berlage, Subin, Praisner, Silverman

NAYS: Ewing, Krahnke.

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

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

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

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

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

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

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

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

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

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

ACTION: Defeated the Councilmember Silverman's substitute motion:

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

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

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

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

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

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

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

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

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

Background

1. Article 3, Section 307, of the Charter of Montgomery County, Maryland, provides that: (a) a supplemental appropriation may be adopted by the County Council for any purpose on or after January 1 of any fiscal year upon the recommendation of the County Executive; (b) the County Executive must specify the source of funds to finance the supplemental appropriation; and (c) a public hearing must be held after at least one week's notice to the public.
2. Article 3, Section 302, of the Charter of Montgomery County, Maryland, provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of six Councilmembers.
3. The Department of Public Works and Transportation has requested the following capital project appropriation increases:

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

Supplemental Appropriation #26-S99-CMCG-15

Page Two

4. Curbs and gutters not properly maintained are unsightly and result in an increased decline in the roadway infrastructure because water in the roadway that is not properly managed increases the rate of deterioration of the roadway surface, roadway subgrade, and shoulder areas. This has resulted in increased roadway pavement damage in the Pinecrest Community of Takoma Park. Repairs to sidewalks, curbs, gutters, storm drain inlets; and road resurfacing will improve safety and the aesthetic characteristics of the neighborhood.
5. The County Executive recommends this Supplemental Appropriation and Amendment to the FY99 Capital Budget and Amendment to the FY99-04 Capital Improvements Program in the amount of \$1,900,000 and specifies the source of funds as G.O. Bonds.
6. Notice of public hearing was given, and a public hearing was held.

Action

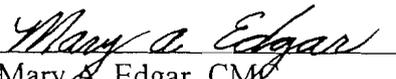
The County Council for Montgomery County, Maryland, approves the following action:

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

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

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

This is a correct copy of Council action.


 Mary A. Edgar, CMC
 Clerk of the Council

APPROVED:

(26)

 /s/
 Douglas M. Duncan
 County Executive

Pinecrest Revitalization - Takoma Park -- No. 509978

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Takoma Park**
 Relocation Impact **None.**

Date Last Modified
 Previous PDF Page Number
 Required Adequate Public Facility

March 2, 1999
NONE
NO

EXPENDITURE SCHEDULE (\$000)

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

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,900	0	0	1,900 1,900	1,900 1,900	0	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

~~Current Revenue~~

~~755~~ 438

DESCRIPTION

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

Service Area

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

Plans and Studies

The program is based on field inspection.

Cost Change

Not applicable.

FISCAL NOTE

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

APPROPRIATION AND EXPENDITURE DATA

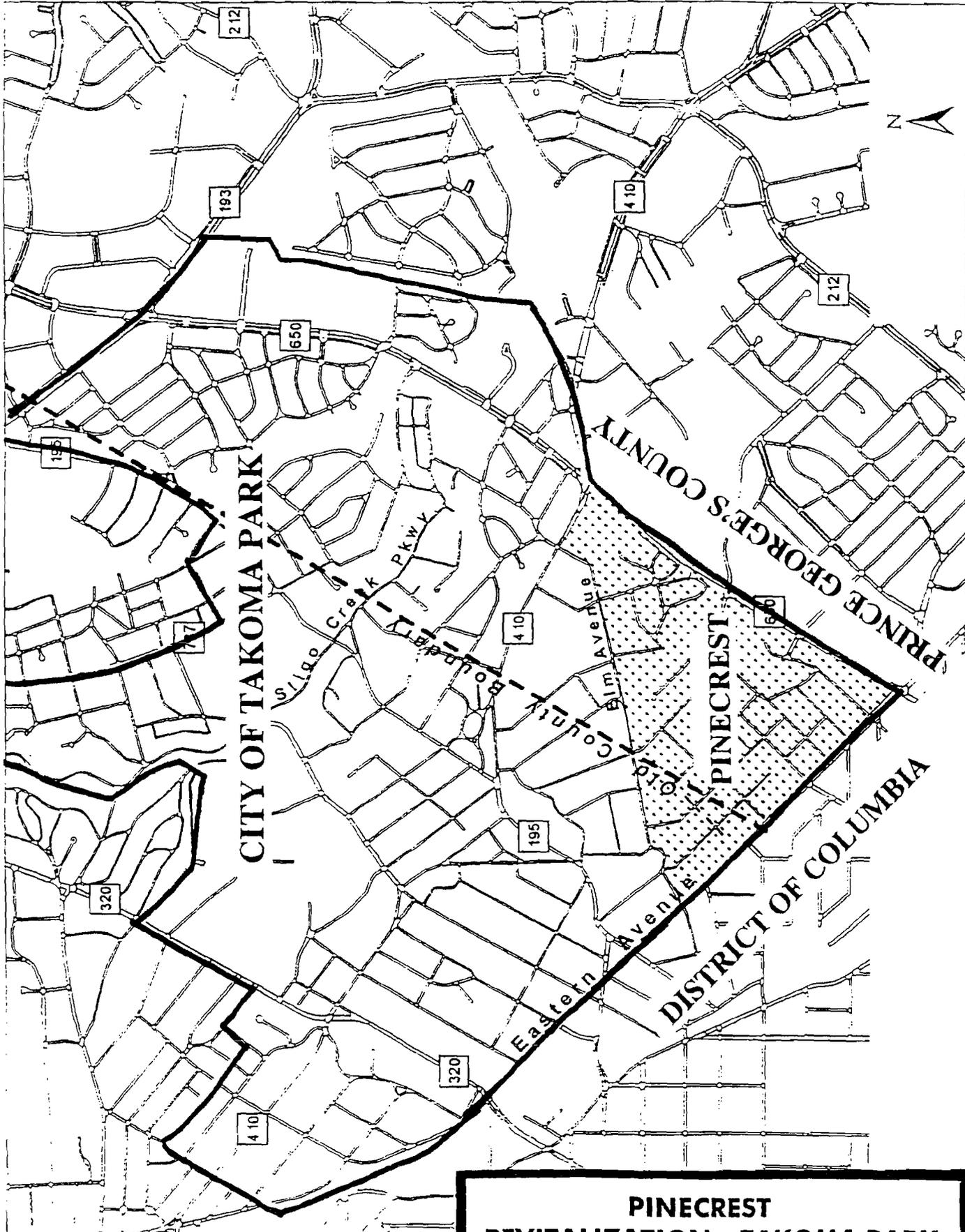
Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		1,900
First Cost Estimate		
Current Scope	FY99	1,900
Last FY's Cost Estimate		0
Present Cost Estimate		1,900
Appropriation Request	FY00	0
Supplemental		
Appropriation Request	FY99	1,900
Cumulative Appropriation		0
Expenditures		
Encumbrances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

COORDINATION

WSSC
 Other Utilities
 Pinecrest Civic Association
 City of Takoma Park

MAP

See Map on Next Page



**PINECREST
 REVITALIZATION - TAKOMA PARK
 CIP NO. 509978**

Parking District Services

MISSION STATEMENT

The mission of Parking District Services is to:

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

BUDGET OVERVIEW

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

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

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

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

¹ New measure; to be calculated in the future.

ACCOMPLISHMENTS AND INITIATIVES

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

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Management Services and Property Development

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

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

Financial Management Program

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

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

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

¹ New measure; to be calculated in the future.

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

30

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

Parking Facility Maintenance and Engineering

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

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

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

Parking Operations

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

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

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

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

FY10 Recommended Changes	Expenditures	WT
FY09 Approved	9,086,730	20.4
Increase Cost: Contracts Consumer Price Index (CPI) - Bethesda	190,560	0.0
Increase Cost: Contracts CPI - Silver Spring	184,410	0.0
Increase Cost: Cashier Contract - Silver Spring	142,130	0.0
Add: Pay By Cell Phone Pilot Program - Bethesda	50,000	0.0
Increase Cost: Motor Pool Rate Adjustment - Silver Spring	47,400	0.0
Increase Cost: Contracts CPI - Wheaton	34,640	0.0
Increase Cost: Motor Pool Rate Adjustment - Bethesda	32,510	0.0
Increase Cost: Cashier Contract - Bethesda	14,080	0.0
Increase Cost: Waste system Benefit Charges - Silver Spring	10,960	0.0
Increase Cost: Motor Pool Rate Adjustment - Wheaton	6,190	0.0
Increase Cost: Waste System Benefit Charge - Bethesda	5,750	0.0
Increase Cost: Contracts CPI - Montgomery Hills	3,000	0.0
Increase Cost: Pay-on-Foot Maintenance - Silver Spring	2,610	0.0
Increase Cost: Printing and Mail Adjustment - Silver Spring	2,200	0.0
Increase Cost: Pay-on-Foot Maintenance - Bethesda	1,310	0.0
Increase Cost: Printing and Mail Adjustment - Bethesda	1,240	0.0
Increase Cost: Waste Benefit Charge - Wheaton	1,070	0.0
Increase Cost: Motor Pool Rate Adjustment - Montgomery Hills	660	0.0
Increase Cost: Waste Benefit Charge - Montgomery Hills	180	0.0
Increase Cost: Printing and Mail Adjustment - Wheaton	130	0.0
Increase Cost: Printing and Mail Adjustment - Montgomery Hills	10	0.0
Decrease Cost: Central Duplicating Deficit Recovery Charge - Wheaton	-40	0.0
Decrease Cost: Central Duplicating Deficit Recovery Charge - Silver Spring	-250	0.0
Decrease Cost: Central Duplicating Deficit Recovery Charge - Bethesda	-260	0.0
Decrease Cost: Ticket Database Management Contract Savings - Silver Spring	-21,290	0.0
Decrease Cost: Ticket Database Management Contract Savings - Wheaton	-24,230	0.0
Decrease Cost: Ticket Database Management Contract Savings - Bethesda	-44,690	0.0
Miscellaneous adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	93,420	-5.1
FY10 CE Recommended	9,820,430	14.8

(32)

BUDGET SUMMARY

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

33

	Actual FY08	Budget FY09	Estimated FY09	Recommended FY10	% Chg Bud/Rec
Salaries and Wages	177,723	212,590	197,310	235,450	10.8%
Employee Benefits	57,143	62,180	59,200	83,490	34.7
Wheaton Parking District Personnel Costs	234,866	274,770	256,510	318,940	16.1
Operating Expenses	868,090	952,070	952,070	977,380	2.7%
Capital Outlay	0	4,100	4,100	0	—
Wheaton Parking District Expenditures	1,102,956	1,230,940	1,212,680	1,296,320	5.3%
PERSONNEL					
Full-Time	3	3	3	3	—
Part-Time	0	0	0	0	—
Workyears	3.1	3.3	3.3	3.5	6.1%
REVENUES					
Property Tax	398,828	543,800	402,330	429,640	-21.0%
Parking Fees	679,538	1,035,000	835,000	835,000	-19.3%
Parking Fines	657,891	513,120	513,120	520,000	1.3%
Investment Income	58,556	45,400	11,400	5,100	-88.8%
Wheaton Parking District Revenues	1,794,813	2,137,320	1,761,850	1,789,740	-16.3%
DEPARTMENT TOTALS					
Total Expenditures	22,497,166	24,852,120	24,668,520	23,395,440	-5.9%
Total Full-Time Positions	42	52	52	52	—
Total Part-Time Positions	0	0	0	0	—
Total Workyears	47.7	50.1	50.1	50.9	1.6%
Total Revenues	39,355,146	40,768,370	39,928,180	40,996,220	0.6%

FY10 RECOMMENDED CHANGES

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

(34)

MONTGOMERY HILLS PARKING DISTRICT**FY09 ORIGINAL APPROPRIATION****113,310****0.4****Other Adjustments (with no service impacts)**

Increase Cost: Contracts CPI - Montgomery Hills [Parking Operations]	3,000	0.0
Increase Cost: Motor Pool Rate Adjustment - Montgomery Hills [Parking Operations]	660	0.0
Increase Cost: Service Increment	210	0.0
Increase Cost: Utilities - Montgomery Hills [Financial Management Program]	190	0.0
Increase Cost: Waste Benefit Charge - Montgomery Hills [Parking Operations]	180	0.0
Increase Cost: Leases - Montgomery Hills [Financial Management Program]	130	0.0
Increase Cost: Retirement Adjustment	110	0.0
Increase Cost: Group Insurance Adjustment	60	0.0
Increase Cost: Printing and Mail Adjustment - Montgomery Hills [Parking Operations]	10	0.0
Increase Cost: Risk Management Adjustment - Montgomery Hills [Financial Management Program]	10	0.0
Decrease Cost: Occupational Medical Services Adjustment - Montgomery Hills [Financial Management Program]	-30	0.0
Increase Cost: Annualization of FY09 Personnel Costs	-1,410	0.0

FY10 RECOMMENDED:**116,430****0.4****SILVER SPRING PARKING DISTRICT****FY09 ORIGINAL APPROPRIATION****11,001,690****24.9****Other Adjustments (with no service impacts)**

Increase Cost: Contracts CPI - Silver Spring [Parking Operations]	184,410	0.0
Increase Cost: Cashier Contract - Silver Spring [Parking Operations]	142,130	0.0
Increase Cost: Utilities - Silver Spring [Financial Management Program]	128,440	0.0
Increase Cost: Motor Pool Rate Adjustment - Silver Spring [Parking Operations]	47,400	0.0
Technical Adj: Position funding Correction - Silver Spring [Management Services and Property Development]	31,810	0.4
Increase Cost: Annualization of FY09 Lapsed Positions	21,640	0.0
Increase Cost: Waste system Benefit Charges - Silver Spring [Parking Operations]	10,960	0.0
Increase Cost: Service Increment	9,970	0.0
Increase Cost: Retirement Adjustment	9,890	0.0
Increase Cost: Leases - Silver Spring [Financial Management Program]	6,710	0.0
Increase Cost: Annualization of FY09 Personnel Costs	6,340	0.0
Increase Cost: Group Insurance Adjustment	3,440	0.0
Increase Cost: Pay-on-Foot Maintenance - Silver Spring [Parking Operations]	2,610	0.0
Increase Cost: Printing and Mail Adjustment - Silver Spring [Parking Operations]	2,200	0.0
Increase Cost: Risk Management Adjustments - Silver Spring [Financial Management Program]	1,540	0.0
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-by-Space Machines - Silver Spring [Financial Management Program]	1,320	0.0
Decrease Cost: Central Duplicating Deficit Recovery Charge - Silver Spring [Parking Operations]	-250	0.0
Decrease Cost: Occupational Medical Services Adjustment - Silver Spring [Financial Management Program]	-2,310	0.0
Decrease Cost: Ticket Database Management Contract Savings - Silver Spring [Parking Operations]	-21,290	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY09 - Silver Spring [Parking Facility Maintenance and Engineering]	-23,300	0.0
Decrease Cost: Debt Service - Silver Spring [Financial Management Program]	-855,940	0.0

FY10 RECOMMENDED:**10,709,410****25.3****WHEATON PARKING DISTRICT****FY09 ORIGINAL APPROPRIATION****1,230,940****3.3****Other Adjustments (with no service impacts)**

Increase Cost: Contracts CPI - Wheaton [Parking Operations]	34,640	0.0
Technical Adj: Position Funding Correction - Wheaton [Management Services and Property Development]	22,150	0.1
Increase Cost: Annualization of FY09 Personnel Costs	18,560	0.0
Increase Cost: Utilities - Wheaton	7,170	0.0
Increase Cost: Motor Pool Rate Adjustment - Wheaton [Parking Operations]	6,190	0.0
Increase Cost: Service Increment	1,540	0.0
Increase Cost: Retirement Adjustment	1,490	0.0
Increase Cost: Waste Benefit Charge - Wheaton [Parking Operations]	1,070	0.0
Increase Cost: Leases - Wheaton [Financial Management Program]	720	0.0
Increase Cost: Group Insurance Adjustment	430	0.0

	Expenditures	WYs
Increase Cost: Debit/Credit Card Bank Fees for Pay-on-Foot and Pay-by-Space Machines - Wheaton [Financial Management Program]	240	0.0
Increase Cost: Risk Management Adj. - Wheaton [Financial Management Program]	170	0
Increase Cost: Printing and Mail Adjustment - Wheaton [Parking Operations]	130	0.6
Technical Adj: Workyear adjustment	0	0.1
Decrease Cost: Central Duplicating Deficit Recovery Charge - Wheaton [Parking Operations]	-40	0.0
Decrease Cost: Occupational Medical Services Adjustment - Wheaton [Financial Management Program]	-310	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY09 - Wheaton [Parking Facility Maintenance and Engineering]	-4,540	0.0
Decrease Cost: Ticket Database Management Contract Savings - Wheaton [Parking Operations]	-24,230	0.0
FY10 RECOMMENDED:	1,296,320	3.5

PROGRAM SUMMARY

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

CHARGES TO OTHER DEPARTMENTS

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

FUTURE FISCAL IMPACTS

Title	CE REC.		(5000's)			
	FY10	FY11	FY12	FY13	FY14	FY15
BETHESDA PARKING DISTRICT						
Expenditures						
FY10 Recommended	11,273	11,273	11,273	11,273	11,273	11,273
No inflation or compensation change is included in outyear projections.						
Elimination of One-Time Items Recommended in FY10	0	-50	-50	-50	-50	-50
Items recommended for one-time funding in FY10, including Pay By Cell Phone pilot program, will be eliminated from the base in the outyears.						
Labor Contracts	0	4	4	4	4	4
These figures represent the estimated cost of service increments and associated benefits.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	1	2	2	2	2
Install debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
Debt Service	0	1	4	10	16	19
These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.						
Pay-On-Foot Maintenance	0	1	-45	-45	-45	-45
Maintenance costs per contract.						
Retiree Health Insurance Pre-Funding	0	75	112	121	130	139
These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.						
Subtotal Expenditures	11,273	11,306	11,300	11,315	11,330	11,343

(36)

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

(37)

FY10-15 PUBLIC SERVICES PROGRAM: FISCAL PLAN

BETHESDA PARKING LOT DISTRICT

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

Assumptions:

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

FY10-15 PUBLIC SERVICES PROGRAM: FISCAL PLAN

MONTGOMERY HILLS PARKING LOT DISTRICT

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

should be \$20,620

Assumptions:

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

FY10-15 PUBLIC SERVICES PROGRAM: FISCAL PLAN

SILVER SPRING PARKING LOT DISTRICT

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

Assumptions:

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

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

Assumptions:

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

FY09 Adopted Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	2,266	2,266	0	4,532
Cost	\$102,440	\$102,440	\$0	\$204,880
Total Park Police	0	0	2,385	2,385
Cost	\$0	\$0	\$102,800	\$102,800
Total Sworn Officer Patrol Hours	2,266	2,266	2,385	6,917
Cost	\$102,440	\$102,440	\$102,800	\$307,680
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours	24,711	37,963	6,305	68,979
Cost	\$501,010	\$776,097	\$131,560	\$1,408,667
Service Corp.	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	8,320	0	8,320
Cost	\$0	\$97,414	\$0	\$97,414
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	26,977	48,549	8,690	84,216
PLD Cost	\$603,450	\$975,951	\$234,360	\$1,813,761

*MCP Benefits per District are included

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

FY10 CE RECOMMENDED PARKING SECURITY BUDGET				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	2,266	2,266	0	4,532
Cost	\$110,635	\$110,635	\$0	\$221,270
Total Park Police	0	0	2,385	2,385
Cost	\$0	\$0	\$102,800	\$102,800
Total Sworn Officer Patrol Hours	2,266	2,266	2,385	6,917
Cost	\$110,635	\$110,635	\$102,800	\$324,070
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours (estimated)	24,711	37,963	6,305	68,979
Cost	\$501,010	\$776,097	\$131,560	\$1,408,667
Service Corp.	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	8,320	0	8,320
Cost	\$0	\$97,414	\$0	\$97,414
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	26,977	48,549	8,690	84,216
PLD Cost	\$611,645	\$984,146	\$234,360	\$1,830,151

*MCP Benefits per District are included

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



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

April 17, 2009

MEMORANDUM

TO: Marlene Michaelson, Senior Legislative Analyst
Montgomery County Council

VIA: Rollin Stanley, Director *RS*
Montgomery County Planning Department

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

SUBJECT: Request for FY 10 Operating Budget Reconciliation List Addition

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

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

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

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

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

(43)

Transit Services

MISSION STATEMENT

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

BUDGET OVERVIEW

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

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

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

LINKAGE TO COUNTY RESULT AREAS

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

- ❖ *An Effective and Efficient Transportation Network*
- ❖ *Healthy and Sustainable Neighborhoods*
- ❖ *Vital Living for All of Our Residents*

DEPARTMENT PERFORMANCE MEASURES

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

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

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

ACCOMPLISHMENTS AND INITIATIVES

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

44

- ❖ 392 employers with nearly 52,000 employees have filed Traffic Mitigation Plans with Commuter Services.
- ❖ Commuter Services partnered with Council of Governments (COG) for the 35th annual Bike to Work Day. Montgomery County had seven Pit Stops with a total of 1,812 registrants – about one-quarter of the region's registration of 7,000.
- ❖ Commuter Services conducted the first Car Free Day in Montgomery County September 22nd in cooperation with the first-time regional effort by COG. This effort was designed to encourage people to try alternative methods of transportation and as a result, to consider reducing use of single occupant vehicles. Through efforts at multiple locations in the County we reached over 1,000 commuters with information about alternative forms of commuting.
- ❖ Ride On is equipping its entire fleet of buses with annunciators for its passengers with disabilities. With the expected implementation of a new Computer Aided Dispatch/Automatic Vehicle Location system, passengers will hear automated announcements of bus stops, cross streets, and transit centers. This will enhance our service in accordance with the Americans with Disabilities Act.
- ❖ In January 2008 the Division of Transit Services expanded the Seniors Ride Free program from midday only to all day every day. Ridership under this program has nearly doubled to about 1.4 million boardings per year, providing more mobility options for County seniors.
- ❖ Productivity Improvements
 - In FY10, Transit Services will be bringing on-line its new Fixed Route Scheduling software. This special purpose, proprietary software optimizes transit schedules by minimizing the non-revenue time a bus is out on the street as well as minimizing a bus operator's non-productive driving time.
 - Increased the use of online submissions for Annual Commuter Survey and Traffic Mitigation Plans.

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Special Transportation Programs

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

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

Ride On

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

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

45

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

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

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

Commuter Services

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

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

Taxi Regulation

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

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

Customer Service

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

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

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

Transit Parking Facility Maintenance

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

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

Transit Operations Planning and Control

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

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

Passenger Facilities

The Passenger Facilities program provides for the safe, comfortable, clean, and accessible entry for transit customers into the transit system. The program is responsible for supervising the construction and maintenance of bus shelters and the collection of the County's share of revenues generated through advertising sales, as provided under a 15-year franchise agreement. It is also responsible for the purchase, installation, maintenance and replacement of all equipment, including but not limited to bus benches, trash receptacles, transit information display units, bus stop passenger alert lights (beacons), and other passenger amenities. The program installs and maintains all system signage, including poles and bus stop flags.

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

Fixed Costs

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

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

Administration

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

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

BUDGET SUMMARY

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

(49)

FY10 RECOMMENDED CHANGES

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

50

PROGRAM SUMMARY

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

CHARGES TO OTHER DEPARTMENTS

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

FUTURE FISCAL IMPACTS

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

(50A)

DETAIL ON RECOMMENDED FY10 CE AMENDMENTS

Tax Supported

RESOURCE AMENDMENTS

Correction and Rehabilitation

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

DOT-Transit Services

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

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

Health and Human Services

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

Public Libraries

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

Transportation

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

Montgomery County Public Schools

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

Montgomery College

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

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

Detail on Recommended Budget Adjustments

Tax Supported

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

Other

RELEASE OF FY09 SET ASIDE

2,203,700

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

Total Tax Supported Resources

-25,665,821

EXPENDITURE AMENDMENTS

DOT-Transit Services

RESTORE: RIDE-ON SERVICE

600,000

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

Environmental Protection

ADD: SUPPORT FOR THE MARYLAND CLEAN ENERGY CENTER

270,000

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

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

NDA - Conference and Visitors Bureau

INCREASE COST: ALLOCATION TO CONFERENCE AND VISITORS BUREAU

7,840

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

NDA - Productivity Enhancements and Personnel Cost Savings

DECREASE COST: FY10 RETIREMENT INCENTIVE PROGRAM

-1,241,170

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

NDA - Retiree Health Benefits Trust

FY10 Ride On
Service Cuts

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

51

RIDE ON

MONTGOMERY COUNTY TRANSIT

April 5, 2009

Service Changes

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



Montgomery County
Department of Transportation
Division of Transit Services

101 Monroe Street 5th Floor, Rockville, MD 20850
240-777-7433(RIDE) • TTY 240-777-5869
Rotary 240-777-5871

Service to be Changed/Discontinued

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

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

SATURDAY: Route 18, 26, 43 and 90

SUNDAY: Route 26

See details of these routes below.



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

WEEKDAY

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

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

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

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

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

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

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

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

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

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

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

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

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

WEEKEND

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

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

Route 43 Saturday Trip departure times were adjusted.

Route 90 Saturday Eliminate Saturday service.



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

April 10, 2009

TO: Phil Andrews, President
Montgomery County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Resolution for Taxicab Fees

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

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

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

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

IL/jm

Attachments

Resolution No. _____
Introduced: _____
Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Taxicab Fees

Background

1. Sections 53-107 and 53-206 of the County Code, as amended by Chapter 37 of the Laws of Montgomery County (Bill 37-05), authorize the Council to set, by resolution adopted after a public hearing, taxicab fees that the Director of the Department of Transportation must charge to administer Chapter 53 of the County Code.
2. Section 53-107(b) provides that the Council must not set fees that exceed the aggregate cost of administering Chapter 53, except as authorized by Section 53-206.
3. The County Executive has requested an increase in taxicab fees to cover the cost of administering Chapter 53.
4. The increase is needed because the cost of administering the regulation of the taxicab industry is increasing due to a recent court decision. The decision will allow Barwood to transfer their fleet licenses to individuals. This will result in a change of the County taxicab structure from an 80% fleet/ 20% individual system to a system with 75% of the taxicab licenses held by individuals.

Action

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

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

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

Date

TAXICAB FEES

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

**TABLE I
TAXICAB FEES**

I. Driver Identification Card (ID)

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

II. Passenger Vehicle License (PVL)

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



April 23, 2009

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

Dear Ms. Floreen:

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

Jurisdictional Comparisons: Staffing Levels (Attachment 1)

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

Montgomery County: Staffing Levels

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

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

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

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

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

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

Jurisdictional Comparisons: Fees (Attachment 2)

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

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

Montgomery County’s Proposed Fee Increases

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

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

Discussion

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

- No information has been provided on the current workload of the staff. Are they constantly overworked? There has been no basis shown for additional staff. There has been no estimated work years (or actually months) provided to justify the need, i.e., requirement to approve the transfer of approximately 40 PVLs. Instead, DOT implies that the all of the Barwood PVL transfers will happen almost immediately not over the 5 years that Barwood has planned.
- This proposed resolution was not accompanied by any detailed revenue information. DOT did not provide to the County Council the actual revenue raised in prior years, nor any detailed estimation of the revenue that would be raised in FY2010 and beyond by the existing fees and their proposed increases.

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

CCTI's Proposal (Attachment 3)

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

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

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

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

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

- We propose that the PVL renewal fee be increased to \$400. This figure is based on the U.S. Department of Labor's inflation rate from 2000 to 2009. This fee was last raised in 2000.
- We are proposing to double the vehicle replacement fee from \$75 to \$150. Each vehicle replacement involves time for the inspector to make a special inspection of the new vehicle at the meter course.
- We are proposing a small increase to the renewal fees for existing drivers, which is also based on the inflation rate. The one year renewal would go from \$75 to \$80 and the two year renewal from \$150 to \$160.

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

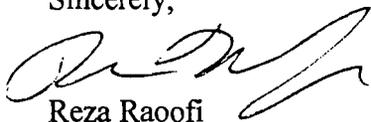
Conclusion

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

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

Thank you.

Sincerely,



Reza Raoofi
President, CCTI and Action Taxi

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

**TAXI REGULATOR STAFF RATIOS
WASHINGTON METRO AREA**

ATTACHMENT 1

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

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

**FEE COMPARISONS
WASHINGTON METRO AREA**

ATTACHMENT 2

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

(62)

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

PROPOSED TAXI FEE REVENUE COMPARISONS

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

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

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

TAXICAB FEE RESOLUTION BULLETS

PROPOSED FEE RESOLUTION

- Eliminate the Driver Fee for Temporary IDs, because Temporary IDs are no longer issued.
- Increase the annual PVL Renewal Fee from \$325 to \$750. This fee produces regular and recurring revenue because it is the fee that every licensee must pay each year to operate a taxicab. This fee is the foundation of the fee revenue.
- Increase the Fee to Transfer from One to Four PVLs from \$2,500/ PVL to \$5,000/ PVL. This fee is recommended to capture some of the costs for the impending transfer of licenses anticipated from the Barwood case and Expedited Bill 30-08.

The Industry Has the Capability to Pay the Annual PVL Renewal Fee Increase Due to the Awards of Additional PVLs and the Barwood Court Case

- **Industry Growth.** Action Taxi, Regency Cab, and Sun Cab have received additional taxi licenses since 2006 that they can rent for about \$3,538,000 each year in addition to the rent they receive yearly from all their original taxicabs.

Since 2006, Action Taxi, Regency Cab, and Sun Cab, have received an additional 108 newly awarded PVLs which they rent to drivers at about \$105 a day, \$630 a week, \$32,760 a year per taxicab. The additional 108 awarded PVLs can bring in up to \$3,538,000 in additional revenue to these fleets each year.

The three fleets hold a total of 208 PVLs. The proposed PVL Renewal Fee increase of \$425 [from \$325 to \$750] will cost the three fleets a total of \$88,400 more each year in renewal fees, which they certainly can pay when the additional rental income is considered.

The three fleets will also be able to benefit by participating in the waivers under Expedited Bill 30-08 and profit by transferring their PVLs to individuals.

- **The Barwood Court Decision.** Barwood has the ability to transfer the licenses they hold to individuals.

If they transfer 250 at \$60,000 each as they plan, they will receive \$15,000,000.

The PVL Renewal Fee increase will impact each new licensee. The remaining PVL Renewal Fee increase will be more than covered by the profits Barwood has the capability to attain from the transfer of their PVLs.

There is a Need for Additional Staff

An increase from one to two Program Specialists is needed for regulating and licensing.

An increase from two to three Code Enforcement Inspectors is needed for enforcement to protect the public safety and welfare.

The current staff was established in 2004 to implement the revised Code based on the current structure of 80% of the licenses held by fleets, and 20% held by individuals.

2004	580 Taxicabs [460 Fleet/ 120 Individual]
2006	650 Taxicabs [516 Fleet/ 134 Individual]
2008	715 Taxicabs [566 Fleet/ 149 Individual]
Barwood Case & Bill 30-08	715 Taxicabs [185 Fleet/ 530 Individual]

Staff is already hard pressed to meet the increasing needs of the additional licensees. We are at capacity with the current number of taxicabs and individual licensees.

We do not know how quickly the licenses held by fleets will transfer to individuals, but we must have staff in place to accommodate the increase in transactions and responsibilities.

- **Impact of Barwood Case.**

Tasks will increase further because the January 2009 court decision allows Barwood Cab to transfer most of their 360 taxicab licenses to individuals.

Chapter 53 is established to regulate and enforce the code by “licensee” not by fleet. In other words, if a fleet such as Barwood is a licensee that holds 360 taxicabs licenses, it takes fewer staff to regulate the company than if those 360 licenses were held by 360 individuals (small business owners).

- **CCTI’s Comments.**

CCTI compares both fees and staffing with other jurisdictions but the comparisons are not well-founded.

Most of the jurisdictions do not have transferable licenses with a street value.

Most of them depend on their police to do the greatest percentage of enforcement. They also pay those police officers to do the enforcement although, unless a specific officer is assigned wholly to taxicabs, the positions do not appear on CCTI’s list of “enforcement staff.”

Some jurisdictions such as Prince George’s County only provide permitting and no other services.

Some agencies, such as the Maryland Public Service Commission do not fulfill the requirements of their mission. For example, the PSC does not provide the State-wide enforcement necessary to apprehend offenders and prevent illegal operations of sedan and vans providing for-hire service.



April 28, 2009

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

Dear Ms. Floreen:

CCTI would like to take this opportunity to respond to the comments by DOT at the April 27th worksession on the Taxi Unit's proposed FY2010 budget and on the proposed resolution to increase taxi fees. It was disappointing to our members that DOT did not provide any meaningful explanation of why DOT requires additional staff or why certain taxi fees need to be increased by 100% to 130%. The Director did state that Montgomery County is different than our surrounding jurisdictions, but there was no explanation of how the taxi industry or the regulation requirements are different in Montgomery County. Since our County's taxi industry needs to be competitive with surrounding jurisdictions, especially for drivers and those issues that impact drivers, CCTI believes that it is important for DOT to explain why there needs to be such major differences.

Staffing Levels: New Program Specialist

DOT continues to assert that more staff is necessary because of the "Barwood situation," which implies that the fleet to individual ratio will almost immediately be flipped **from 80%/20% fleet to individual to 20%/80% fleet to individual**. At the same time, DOT only forecasted 40 total transfers of PVLs for FY2010. Assuming all these transfers were from fleets to individuals, the ratio would be **73.8% fleet to 26.2% individual**. Assuming a more realistic number of 50 transfers per year, the ratio in **FY2012 would be about 60% fleet to 40% individual**.

Some of the jurisdictions in the Washington Metro area, which average half or less of a taxi staff ratio than Montgomery County, currently have much higher individual to fleet ratios. Baltimore City currently has a ratio of **29% fleet to 71% individual**. (see Attachment 1, last column) They are regulated by the PSC which has a staff ratio of **1 to 362, compared to Montgomery County's request for a staff ratio of 1 to 102**.

(66)

Responsibilities of DOT Regulating Fleets vs. Individuals

While it would appear that DOT needs to spend significantly more time regulating individual PVL owners as compared to regulating the fleets, this is simply not the case. **Section 53-219 requires fleets to monitor and ensure compliance with Chapter 53 of both their affiliated and their rental drivers.** DOT currently requires the fleets to ensure that affiliates show up for annual meter and cosmetic inspections. DOT currently requires fleets to investigate any complaints in regards to affiliates. There is no reason that CCTI is aware that DOT could not require fleets to provide on behalf of their affiliates, other information such as PVL renewals, insurance certificates and semi-annual vehicle inspection reports if that would lessen the need for additional staffing.

Staffing Levels: New Taxicab Inspector

DOT has requested, in the 2010 Budget, for a third taxicab inspector to be added. Early in this decade, Montgomery County did not have any taxicab inspector. Around 2002, the first inspector was hired; at which time there were 580 taxis. In 2005 an additional inspector was added, which brought the ratio of inspectors to taxicabs to **1 inspector per 290 taxis**. With the addition of new PVLs the **current ratio is 1 per 358 taxis**. **The ratio with an additional inspector is 1 per 238 taxis**. Please note that this is vehicle to inspector ratio, not the staff to vehicle ratio discussed in this letter.

The vast majority of the citations issued by inspectors are for non-safety violations, such as failure by a driver to maintain a complete manifest. Other common violations are for (i) parking to solicit business in a public parking space as opposed to a taxi stand and (ii) smoking in a taxi.

The FY2008 and projected FY2009 and FY2010 revenue from fines based on tickets written by the inspectors and police was provided to CCTI by DOT. In FY2008 the citation revenue was \$28,952. DOT has forecasted for both FY2009 and FY2010 citation revenue of \$27,265. However, there is no explanation of why revenue is anticipated to decrease, except perhaps that drivers are doing a better job. If there is a need for an additional inspector, one would expect that DOT's estimate of citation revenue would increase, not decrease.

Based on the amount of citation revenue, we estimate that 300 to 500 citations are issued annually. DOT has stated that some of the surrounding jurisdictions use police officers to enforce their taxi rules. DOT has not attempted to either show the number of citations, the fine revenue from these jurisdictions, or the significance of the police officer assistance in those jurisdictions, to show that Montgomery County does not have sufficient inspectors.

DOT'S "Justification" for Higher Fees

The Director of DOT made two interesting comments on Monday morning to justify a higher fee structure for the industry. First, new PVLs on the street have created additional taxicab fare revenues, and second, the sales price of PVLs of \$50,000 to \$55,000 justify a much higher PVL renewal fee. Neither of these justifications have any relationship to an annual operating fee, that is levied on both fleets and individual owners.

On the first point, no data was provided that actual fare revenue has increased. A new PVL does not create new passengers. DOT is aware of the severe recession, which translates into decreased trips for drivers. While there has been a slight fare increase in the past year, with the addition of new PVLs on the streets, drivers are finding it harder than ever to make a reasonable living. The fare revenue has minimal to no relationship to the amount that Fleet PVL owners can afford to pay in operating costs. There is still intense competition for drivers and the fleets are not in a position to raise the daily rent charged to drivers.

On the second point, the sales price of a PVL has no relation to the income that a PVL can generate. Operating expenses, such as PVL renewal fees comes from operating revenue, not a sale of the underlying asset. The value of the PVL has not risen over the past 10 years. A fair argument could be made that the value will actually decrease when the Barwood transfers start. A "tax" of 10% or more on these transfers is unjustified and unreasonable.

Proposed Fees Will Generate Excess Revenues in Violation of Chapter 53 (Attachment 2)

Attachment 2 shows the FY2010 and FY2011 fee structure using DOT's and CCTI's proposed fees. FY2011 includes the bi-annual issuance of new PVLs. Using **DOT's fee increases**, DOT will raise a combined **\$2,112,030** over the two year period. Their estimated budget for FY2010 is \$826,510 and assuming a 3% rate of increase, which is much higher than the current inflation rate, its FY2011 budget would be approximately \$851,305. The combined two years would be \$1,677,815. These fees **would exceed revenue by \$434,215 even with a higher staffing level.** Section 53-107(b) states "Except as provided in Section 53-206," (reference to initial license fee) "the **Council must not set fees that in the aggregate exceed the cost of administering this Chapter.**"

CCTI's proposed fees would generate \$1,421,380. These fees would fund DOT at FY2009 levels. That budget includes the cost for the part-time time Taxi Unit manager, who is retiring and not being replaced. CCTI believes its fee structure would cover the necessary costs of running the Taxi Unit, and even generate a small surplus.

Conclusion

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

Sincerely,

<via e-mail>

Reza Raoofi
President, CCTI and Action Taxi

(68)

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

**TAXI REGULATOR STAFF RATIOS AND FLEET/AFFILIATE RATIOS
WASHINGTON METRO AREA**

ATTACHMENT 1

JURISDICTION	STAFF	REGULATION RESPONSIBILITIES	# VEHICLES	RATIO STAFF: VEHICLES	FLEET MIX
MONTGOMERY COUNTY PROPOSED FY2010	7 full time	Taxis Only	715	1 per 102	26% Affiliate
MONTGOMERY COUNTY CURRENT FY2009	5.4 Full time	Taxis Only	715	1 per 132	20% Affiliate
MD PSC: BALTIMORE CITY CURRENT	2 dedicated to taxis, 19 total	Taxis plus sedans, limos and buses	6,873	1 per 362	70% Affiliate
PRINCE GEORGE'S COUNTY CURRENT	2 not all taxi	Taxis plus ice cream trucks, tow trucks, vending machines	775	1 per 388	25% Affiliate
DISTRICT OF COLUMBIA CURRENT	19 full time	Taxis plus limos	5044	1 per 265	95% Affiliate 5%
70 ARLINGTON COUNTY CURRENT	2 staff, 1 inspector	Taxis Only	765	1 per 255	55% Affiliate
CITY OF ALEXANDRIA CURRENT	3 full time	Taxis Only	730	1 per 243	95% Affiliate 5%
FAIRFAX COUNTY CURRENT	3 not all taxi	Taxis plus pawnbrokers, massage therapists	576	1 per 192	55% Affiliate
ANNE ARUNDEL COUNTY CURRENT	4 not all taxi	Taxis plus other licenses	520	1 per 130	57% Affiliate
FREDERICK COUNTY CURRENT	1 part time	Taxis Only	61	1 per 122	Unknown
AVERAGE RATIO WITHOUT MONTGOMERY COUNTY				1 per 245	

* Baltimore City ratio

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

**FEE COMPARISONS
WASHINGTON METRO AREA**

ATTACHMENT 2

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

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

(2)

**PROPOSED TAXI FEE REVENUE COMPARISONS
FY2010 and FY2011**

ATTACHMENT 2

	PROPOSED FY2010						ESTIMATED FY2011		
	DOT Fee	DOT Estimated Number	DOT Total Revenue	CCTI Fee	CCTI Estimated Number	CCTI Total Revenue	CCTI Estimated Number	Estimated Total Revenue DOT Fees	CCTI Total Revenue
DRIVER ID FEES									
Application	\$ 20	425	\$ 8,500	\$ 20	425	\$ 8,500	425	\$8,500	\$ 8,500
Temporary ID	NA	0		N/A	0				
New ID one year	\$ 50	385	\$ 19,250	\$ 50	385	\$ 19,250	385	\$19,250	\$ 19,250
One year ID	\$ 75	185	\$ 13,875	\$ 80	185	\$ 14,800	185	\$13,875	\$ 14,800
Renew ID two year	\$ 150	300	\$ 45,000	\$ 160	300	\$ 48,000	300	\$45,000	\$ 48,000
Duplicate ID	\$ 25	35	\$ 875	\$ 25	35	\$ 875	35	\$875	\$ 875
Test Fee	\$ 20	410	\$ 8,200	\$ 20	410	\$ 8,200	410	\$8,200	\$ 8,200
TOTAL DRIVER FEES			\$ 95,700			\$ 99,625		\$95,700	\$ 99,625
PVL FEES									
PVL Renewal	\$ 750	715	\$ 536,250	\$ 400	715	\$ 286,000	715	\$536,250	\$ 286,000
Vehicle Replacement	\$ 75	180	\$ 13,500	\$ 150	180	\$ 27,000	180	\$13,500	\$ 27,000
PVL affiliate co. transfer	\$ 150	10	\$ 1,500	\$ 150	10	\$ 1,500	10	\$1,500	\$ 1,500
dividual PVL request*	\$ 500	0	\$ -	\$ 500	0	\$ -	60	\$30,000	\$ 30,000
leet PVL application*	\$ 1,000	0	\$ -	\$ 1,000	0	\$ -	3	\$3,000	\$ 3,000
New PVL in serv. - Indiv*	\$ 5,000	0	\$ -	\$ 5,000	0	\$ -	14	\$70,000	\$ 70,000
New PVL in serv. - Fleet*	\$ 2,500	0	\$ -	\$ 2,500	0	\$ -	56	\$140,000	\$ 140,000
PVL owner transfer/indiv	\$ 5,000	40	\$ 200,000	\$ 2,500	50	\$ 125,000	60	\$300,000	\$ 150,000
Complete Company sale		0							
Sliding flat fee (See Memo)									
Vehicle reinspect/ 1st	\$ 25	112	\$ 2,800	\$ 25	112	\$ 2,800	112	\$2,800	\$ 2,800
Vehicle reinspect/ 2nd	\$ 75	60	\$ 4,500	\$ 75	60	\$ 4,500	60	\$4,500	\$ 4,500
Vehicle reinspect/ 3rd	\$ 150	20	\$ 3,000	\$ 150	20	\$ 3,000	20	\$3,000	\$ 3,000
Total PVL Fees			\$ 761,550			\$ 449,800		\$ 1,104,550	\$ 717,800
Total Driver Fees			\$ 95,700			\$ 99,625		\$ 95,700	\$ 99,625
Estimated Fines			\$ 27,265			\$ 27,265		\$ 27,265	\$ 27,265
TOTAL REVENUE			\$ 884,515			\$ 576,690		\$1,227,515	\$ 844,690

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

April 28, 2009

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

RE: Proposed Revised Taxicab Fees

Dear Councilmember Floreen:

During the Committee work session on April 27, representatives of the Department of Transportation attempted to justify their request for additional staffing of the taxicab unit by referring to the "Barwood issue." The "Barwood issue" is apparently a shorthand reference to the Department's unjustified fears that an increased number of passenger vehicle license ("PVL") transfers and/or a higher number of individual operators affiliated with one of the County's taxicab fleets will require a dramatic increase in regulatory attention from the Department of Transportation. We respectfully suggest that with proper planning, communication and cooperation between the Department and the taxicab industry, neither of the Department's fears will be realized.

I. The Fear of an Increased Number of Individual Owner Affiliates.

From the first day that Barwood announced its intention to seek the Bankruptcy Court's Order to transfer licenses to willing taxi operators, the Department has insisted that the integrity of its regulatory scheme would be destroyed. This was the centerpiece of their objection to Barwood's reorganization plan, which led to a two-day trial before the Bankruptcy Court in January of 2009. Yet, when asked to articulate specific concerns as to how Barwood's requested reorganization plan would negatively impact the regulatory scheme, the Department had no answer.

The reason for this silence is that Barwood's reorganization plan sought only to pre-empt the single narrow provision of § 53-204, which previously restricted a fleet to selling only two (2) PVLs per year. Barwood's reorganization plan did not request a pre-emption of any other aspect of the taxicab code, and that fact was critical in the Court's final ruling approving Barwood's plan. With the entire code structure intact, Barwood, as well as the other taxicab fleets, will remain primarily responsible for the enforcement of the Code and meeting customer service standards, regardless of the number of individual owners affiliated with the respective fleets. For Barwood specifically it will mean that Barwood's affiliate fleet is likely to grow from its current level of approximately 105 affiliates, to a larger number. In all other respects, the operation of Barwood's business will be identical.

In its submission to the Council, the Department has also mischaracterized the scope of Barwood's reorganization plan. The plan calls for the transfer of PVLs over a five year period, with the average number of transfers to be fifty (50) per year. The plan is constructed with the hope that the transfer price can be maintained, in which case fewer PVLs may need to be sold in the last year. In the event that the transfer price falls, due to soft demand, additional supply, or excessive transfer fees, the number of PVLs that Barwood will need to sell will, of necessity, increase in order to accomplish the goal of paying Barwood's creditors.

In any event, it is difficult to imagine how an increased number of affiliated owners will create a heavier regulatory burden on the Department. The Department has been asked to provide any statistical basis to show that individual owner operators are more likely to violate the law or to provide poor customer service. To date, no such evidence has been produced. Rather, it has been the experience of Barwood that the owner operators are far more likely to provide excellent customer service, are far less likely to receive complaints, and are far less likely to violate the Code. This is no phenomenon; rather it is simply because they are financially invested in the taxicab system and cannot afford to take risks. It is also true that owner operators tend to be more experienced operators and drivers who have built up a personal business founded upon customer service. It is the less experienced drivers that tend to cut corners, give up short runs for the opportunity to make a bigger return on a longer run, or get involved in more accidents.

Given that the number of actual operators will not increase, the Department has not put forth any credible evidence that a different ratio of fleet owned vehicles to individual owned vehicles will create a heavier regulatory burden on the Department. Indeed, it is Barwood's belief that that regulatory burden will become lighter as the number of individual owner operators increases.

II. The Fear of Processing Transfer Applications.

On April 1, 2009, Barwood's counsel met with representatives of the Department of Transportation, including the Director and the County Attorney. The purpose of this meeting was to provide the County with a preview of all of the documents that Barwood may employ in the transfer a PVL to a new buyer. Barwood provided these documents of its own volition and with the desire to seek comment and to discuss issues in preparation of smoothing the transfer process.

During that meeting, considerable time was spent in discussing the current transfer process. Over the past several years, there has been an average of only eight to ten transfers per year, all of which occur among individual owners. No fleet has transferred a license to an individual in recent memory. At the meeting, the Department described the transfer process as being relatively informal. Typically, the buyer and seller would make an appointment and appear together and present the transfer documents, including the transfer form prescribed by the Department. Typically, the

transfer would be approved on the same day, although there are instances where additional information was needed in order to meet Code requirements.

Although no specific numbers were discussed, it was clear that the time involved for review of these documents and approval of a transfer was more on the order of an hour, than many hours. Certainly, if one measured the transfer fee of \$2500.00 against the time invested by the County to review and approve a transfer, the fee would be viewed as generous indeed.

Recognizing that the historic number of transfers is going to substantially increase over the next few years, Barwood has articulated its commitment to streamline the transfer process so that the review time by a County employee is brought to an absolute minimum. It continues to await any suggestions from the Department that might make the process more efficient. The Department recently revised its transfer form and sought comment from the fleets. On April 22, 2009, Barwood provided those comments, a copy of which is attached hereto. Barwood also recommended creating the transfer form in such a way that it could be filled out and submitted electronically, providing the Department with the template to do so.. In any event, future transfers involving Barwood PVLs will be managed carefully by Barwood employees in order to assure a smooth process. This will mean that all applications will be reviewed prior to submission to the Department to determine that all aspects of the Department's approval criteria are met prior to submission.

As such, should the number of transfers rise to 40 to 50 per year, the impact on the Department will be, and should be, minimal. Certainly, it is in the transferor's interest to make this desire a reality and there is no reason why the industry and the Department, working together, cannot create a process that would take little of the Department's time.

III. The "Barwood Issue" is a Misnomer.

In October of 2008, the Counsel enacted Expedited Bill 30-08. This bill was passed to provide the taxi fleets the right to seek a waiver of the prohibition against transferring more than two (2) licenses to individuals during a calendar year. As a result of this bill, Barwood applied for a waiver which, unfortunately, was not approved. The prohibition, however, was pre-empted by the United States Bankruptcy Court. Nevertheless, Barwood has been advised that one, possibly two, of the remaining three fleets in the County have filed waiver requests which are currently pending. As such, the number of PVLs to be transferred over the course of the next few years is not simply due to transfers sought by Barwood alone. Rather, it is likely that there will be transfers from each of the fleets, thereby making this an "industry issue."

In any event, we believe that the fears articulated by the Department as a result of the approval of Barwood's reorganization plan are without rational basis. They are simply fears of change. There has been no credible evidence offered to suggest that the

impending changes to the industry will increase the regulatory burden of the Department, or that customer service will be negatively impacted.

Respectfully submitted,



Lee Barnes

CC: Hon. Roger Berliner
Hon. George Leventhal

Curtin, Vanessa

From: Barnes, Lee
Sent: Wednesday, April 22, 2009 4:40 PM
To: 'Kutz, Nancy'; 'James.Ryan@montgomerycountymd.gov'
Subject: New Transfer Application Feedback

Thank you for requesting feedback from the taxi fleets. We are happy to provide you with our observations. After reviewing the new transfer application Barwood's overall opinion is that the DOT should have two applications; one for individuals and one for corporations. Feedback on specific sections of the revised transfer application is listed below.

Pg.3. Financial Information

#2. **"If the transferee is not a licensed taxicab driver he or she must obtain a criminal background check."** This question seems to be specific to an individual. How would you require a corporation to submit fingerprints for a background check? It seems more appropriate to have this section not apply to corporations at all or, as stated above, to have a separate transfer application for corporations who are interested in purchasing PVLs.

#3. **"If the transferee is not a license driver they must obtain a driving record for the past three years from the Motor Vehicle Administration."** We suggest moving this question to #7 under Terms and Conditions and have listed additional comments in that section below.

#4. This question asks about the model year vehicle being placed in service. In our experience at the time an individual files this application they do not yet know what model year vehicle they are going to purchase. This language can easily be modified to "I plan to place" instead of I am placing a model year _____ vehicle into service. Neither individuals or corporations typically purchase vehicles until the transfer is approved, our concern here is that they won't be penalized if another model year is purchased instead.

Pg.4 Terms and conditions

#5. Security Interest. Chapter 53 Section 204 (f) – states **"lien holder must notify at least 30 days prior to Security Interest Filing creation"** We believe the section quoted applies to security interest filings that are created on an already owned PVL not one that is being transferred. The security interest can't be created until the transfer is approved.

#7. **"Will the applicant be personally driving the taxicab"** ? If the applicant answers yes then the driving record requirement would apply here, but if the applicant answers no, then no driving record should be required. Why would someone who wants to own a PVL but NOT operate a vehicle have to provide a driving record? Part 2 of the question then states if the answer was "no" to provide the name of the person who will be driving their vehicle at the time the application is filed.

Pg. 5 Criteria

It is unclear who is required to sign and date this section.

Pg. 6. Criteria continued

#8 **"Have you been convicted of fraud, misrepresentation, or false statement in the course of doing business?"** It should read in the course of 'doing **taxi** business?' This is how it is phrased in Chapter 53-214.

General Question

As stated we feel there should be two applications, one for an individual and one for a corporation. Are there any additional changes you foresee that would need to be made for Corporations purchasing more than one PVL or for corporate who are based outside of Maryland?

Lee Barnes

FY10 CE RECOMMENDED BUDGET

Operating Cost of Ride On Bus Service

<u>Cost Element</u>	<u>Cost/Hour</u> <u>FY10 Dollars</u>		
	<u>Cost</u>	<u>Cumulative</u>	
Bus Operators	\$41.61	\$41.61	
Motor Pool	\$31.29	\$72.90	→ Rate for any new service added
Coordinators	\$3.24	\$76.13	
Other Operating Labor	\$4.37	\$80.50	
Schedule/Communications	\$3.00	\$83.50	→ WMATA Non-Regional Rate \$102.41
Customer Service/Safety	\$2.55	\$86.05	
Other Non-labor Oper/Mgmt Svcs/ General Administration/Other	\$4.56	\$90.61	
Indirect	\$7.12	\$97.73	
Fully Allocated Cost	<u>\$97.73</u>		

78

MONTGOMERY
ROUTES (*)

FY2010 METROBUS SERVICE REDUCTION PACKAGE

LINE ELIMINATIONS		
ROUTE(S)	LINE NAME	CHANGE
District of Columbia		
M2	Fairfax Village - Naylor Road	Discontinue all service. Alternate routes: F14.
* D5	MacArthur Blvd. - Georgetown	Discontinue all service. Alternate routes: D6. RETAINED
Maryland		
B27	Bowie - New Carrollton	Discontinue all service. Alternate routes: B21, B22, T16, T17.
B29, B31	Crofton - New Carrollton	Discontinue all service. Alternate routes: B21, B22, B24, B25, C28.
* C7, C9	Greenbelt - Glenmont	Discontinue all service. Alternate routes: 83, 86, 87, 89, C2, C8, R2, R5, R12, T17, Z8, Z9, Ride On 10, The Bus 11. ELIMINATED
C12, C14	Hillcrest Heights	Discontinue all service. Alternate routes: H11, H12, P12.
R3	Greenbelt - Fort Totten	Discontinue all service. Alternate routes: 83, C2, C4, C8, F4, F6, F8, R1, R2, R4, R5, R12, T16, T17, The Bus 11, 13, 14, 15, 15X, 16.
W15	Indian Head Highway	Discontinue all service. Alternate routes: A2, D12, D13, D14, P12, W13.

LINE ELIMINATIONS/SERVICE SUBSTITUTION		
Virginia		
22B	Pentagon-Army/Navy Dr.-Shirley Pk.	Discontinue all service by Metro -- Service to be replaced by Arlington Transit
24P	Ballston - Pentagon	Discontinue all service by Metro - Service to be replaced by Arlington Transit

ROUTE OR SEGMENT ELIMINATIONS

ROUTE(S)	LINE NAME	SERVICE REDUCTION DESCRIPTION
Maryland		
C4,C2	Greenbelt - Twinbrook	Discontinue all C4 service between Wheaton and Twinbrook Stations. (C2 applies only to trips going to or from garage which had been extended west of Wheaton Station.) <i>RETAINED</i>
C8	College Park - White Flint	Eliminate weekday off-peak and all Saturday service. <i>RETAINED</i>
J5	Twinbrook - Silver Spring	Reroute over the discontinued segments of C4 and Q2 as a partial replacement during rush hours only. Increase frequency from 30 to 20 minutes. <i>RETAINED</i>
L7	Connecticut Avenue - Maryland	Eliminate L7 and increase service on L8. <i>ELIMINATED</i>
NH1	National Harbor	Reroute from Southern Avenue Station to Branch Avenue Station.
P17, P18, P19	Oxon Hill - Fort Washington	Reroute all trips to Southern Avenue Station. Charge regular fare instead of express fare.
Q2	Veirs Mill Road	Eliminate north of Rockville Station and south of Wheaton Station at all times except retain route between Rockville Station and Montgomery College as required for student travel. <i>RETAINED</i>
W13, W14	Bock Road	Reroute all trips to Southern Avenue Station. Charge regular fare instead of express fare.
Z2	Colesville - Ashton	Eliminate weekday midday service. On Saturday, eliminate service between White Oak and Colesville. <i>RETAINED w SOME REDUCTIONS</i>
Virginia		
10A	Hunting Towers - Pentagon	Eliminate weekday service after 9 p.m. and all weekend service. Increase service on 10B to replace Alexandria portion of weekday service and Saturday late evening and Sunday 10A service.
21A,B,C,D,F	Landmark - Pentagon	Restructure to a single route via Reynolds St., Edsall Rd., Whiting St., Stevenson Ave., Yoakum Pkwy., Edsall Rd., Van Dorn St., Duke St., I-395 to Pentagon.
26A,E,W	GEORGE (Falls Church service)	Eliminate all service or increase fare

INCREASE FARE ON SPECIFIC ROUTES		
ROUTE(S)	LINE NAME	FARE CHANGE
Maryland		
J7, J9	I-270 Express	Charge \$3.10 cash/\$3.00 SmarTrip express fare instead of regular fare. <i>RETAINED w/ EXPRESS FARE</i>
W19	Indian Head Express	Charge \$3.10 cash/\$3.00 SmarTrip express fare instead of regular fare.
Virginia		
26A,E,W	GEORGE (Falls Church service)	Increase from \$0.50 to regular fare (\$1.35 cash/\$1.25 SmarTrip).

CHANGE IN FREQUENCY OF SERVICE		
ROUTE(S)	LINE NAME	CHANGE
District of Columbia		
52, 53, 54	14 th Street	Interval between buses during rush hours to increase from 4.5 to 5 minutes. However, new express DC Circulator service will operate on 14 th Street between Irving Street and H Street beginning on April 1, 2009.
80	North Capitol Street	Interval between buses during a.m. rush hours to increase from 8.5 to 10 minutes.
90, 92	U Street - Garfield	Interval between buses during a.m. rush hours to increase from 4 to 4.5 minutes and during p.m. rush hours from 5 to 5.5 minutes.
H2, H3, H4	Crosstown	Interval between buses during a.m. rush hours to increase from 5 to 5.5 minutes and during p.m. rush hours from 8.5 to 10 minutes.
H6	Brookland - Fort Lincoln	Interval between buses during rush hours to increase from 10 to 14 minutes and during midday hours from 15 to 20 minutes. However, there will be no loss of capacity on this line because larger buses were assigned to the route.
N2, N3, N4	Massachusetts Avenue	Interval between buses during p.m. rush hours to increase from 6 to 7 minutes.
S2, S4	16 th Street	Interval between buses during rush hours to increase from 4 to 4.5 minutes. However, there will be new express bus service during rush hours on 16 th Street beginning on March 30, 2009.
V7, V9	Minnesota Avenue - M Street	Interval between buses during rush hours to increase from 8 to 9 minutes.
X2	Benning Road - H Street	Interval between buses during rush hours to increase from 6.8 to 7.5 minutes.

Maryland		
A12	M. L. King Jr. Highway	Interval between buses during rush hours to increase from 20 to 25 minutes.
J11, J12	Marlboro Pike	Interval between buses during rush hours to increase from 23 to 31 minutes.
Z9, Z29	Laurel - Burtonsville Express	Interval between buses during a.m. rush hours to increase from 20 to 30 minutes on each route. RETAINED
Z11, Z13	Greencastle - Briggs Chaney Express	Interval between Z11 buses during rush hours to increase from 10 to 15 minutes. RETAINED
Virginia		
7A, 7E, 7F	Lincolnia - North Fairlington	7A,F: Interval between buses during evening hours to increase from 15 to 30 minutes between 8 and 10 p.m. 7E: Interval between buses during a.m. rush hours to increase from 4 to 7.5 minutes and during p.m. rush hours to increase from 7.5 to 10 minutes.

OPERATION ON WEEKENDS BY Metrobus INSTEAD OF BY Ride On (Metrobus to continue to operate weekday service.)		
ROUTE(S)	LINE NAME	DAY(S)
L8	Connecticut Avenue - Maryland	Saturday & Sunday. Same service as provided by Ride On.
T2	River Road	Saturday & Sunday. Same service as provided by Ride On.
Z2	Colesville - Ashton	Saturday. Same service as provided by Ride On between White Oak and Silver Spring Station. (Does not operate on Sunday.)

*THIS WEEKEND WOULD CONTINUE TO BE PROVIDED BY RIDE ON
W/ APPROVAL OF THE 'BUS SERVICE / CALL-'N-RIDE' PACKAGE.*

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

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

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

AN EXPEDITED ACT to:

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

By amending

Montgomery County Code
Chapter 60, Parking Lot Districts
Section 16

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

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

27 Parking fee revenue transferred to fund these activities must
28 derive only from parking fees collected in that parking lot
29 district.

30 (2) In this subsection, "parking fee" means revenue from parking
31 meters, parking permits, or any other user charge for parking.

32 * * *

33 **Sec. 2. Expedited Effective Date.**

34 The Council declares that this legislation is necessary for the immediate
35 protection of the public interest. This Act takes effect on July 1, 2009.

36
37 *Approved:*

38

Philip M. Andrews, President, County Council

Date

39 *Approved:*

40

Isiah Leggett, County Executive

Date

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

42

Linda M. Lauer, Clerk of the Council

Date

Pedestrian Safety Program -- No. 500333

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 17, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,316	766	0	550	50	100	100	100	100	100	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,815	349	66	1,400	150	250	250	250	250	250	0
Construction	7,169	119	0	7,050	800	1,250	1,250	1,250	1,250	1,250	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,300	1,234	66	9,000	1,000	1,600	1,600	1,600	1,600	1,600	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	5,050	0	0	5,050	800	850	850	850	850	850	0
G.O. Bonds	4,566	550	66	3,950	200	750	750	750	750	750	0
PAYGO	584	584	0	0	0	0	0	0	0	0	0
State Aid	100	100	0	0	0	0	0	0	0	0	0
Total	10,300	1,234	66	9,000	1,000	1,600	1,600	1,600	1,600	1,600	0

DESCRIPTION

This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and the walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the ADA. This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes pedestrian safety audits at High Incidence Areas, physical improvements, education and outreach.

COST CHANGE

Increase due to the addition of \$600k each year, beginning in FY10, to conduct two additional pedestrian roadway safety audits and implement the identified safety improvements.

JUSTIFICATION

The County Executive's Blue Ribbon Panel on Pedestrian Safety identified the need to improve the walkability along Montgomery County roadways and, in particular, in the CBDs where there is high pedestrian concentration and mass transit ridership. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage increased pedestrian activity and safer access to schools and mass transit. The issue of pedestrian safety has been an elevated concern for pedestrians, cyclists, motorists, and public officials. To address this issue the County Executive's Pedestrian Safety Initiative has developed strategies and goals to make our streets walkable and pedestrian friendly. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, motorists, and cyclists.

Various studies for improvements will be done under this project with emphasis on pedestrian safety and traffic circulation. A study of over 200 Montgomery County schools (Safe Route to Schools program) was completed in FY05. This study identified needs and prioritized schools based on need for signing, pavement markings, circulation, and pedestrian accessibility.

The December 2007 "Pedestrian Safety Initiative"

OTHER

This project is intended to address the Engineering aspect of the "Three E's" concept (Engineering, Education, and Enforcement), which is one of the recommendations included in the final Blue Ribbon Panel on Pedestrian and Traffic Safety Report. Additional efforts to improve pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring ADA compliance will be addressed under the following projects: Annual Sidewalk Program; Bus Stop Improvements; Intersection and Spot Improvements; Neighborhood Traffic Calming; Transportation Improvements for Schools; ADA Compliance; Transportation; Resurfacing; Primary/Arterial; Sidewalk and Infrastructure Revitalization; Streetlighting; Traffic Signals; and ATMS.

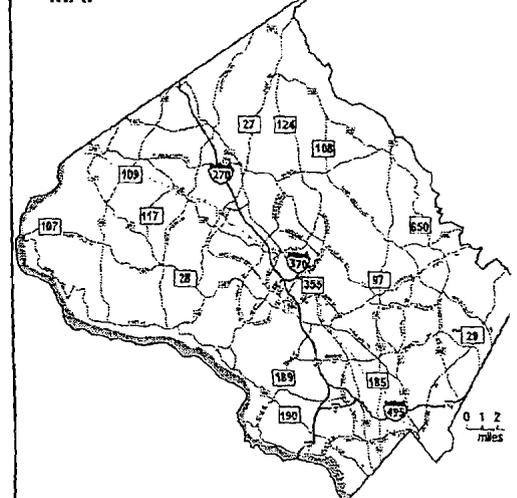
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate		
Current Scope	FY10	10,300
Last FY's Cost Estimate		7,300
Appropriation Request	FY10	1,600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,300
Expenditures / Encumbrances		1,277
Unencumbered Balance		1,023
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Washington Metropolitan Area Transit Authority
Maryland-National Capital Park and Planning Commission
Mass Transit Administration
Maryland State Highway Administration
Wheaton Central Business District
Wheaton Regional Services Center
Commission on Aging
Commission on People with Disabilities
Montgomery County Pedestrian Safety Advisory Committee
Citizen's Advisory Boards
Various CIP Projects

MAP



Pedestrian Safety Program -- No. 500333 (continued)

OTHER DISCLOSURES

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

Pedestrian Safety Program -- No. 500333

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 17, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years	
Planning, Design, and Supervision	1116	1,310	766	0	350	550	50	100	50	100	50	100
Land	0	0	0	0	0	0	0	0	0	0	0	
Site Improvements and Utilities	1415	1,813	349	66	1,000	1,400	150	250	150	250	150	250
Construction	5369	2,109	119	0	5,507	850	1,250	800	1,250	800	1,250	
Other	0	0	0	0	0	0	0	0	0	0	0	
Total	7900	10,300	1,234	66	1,000	1,600	1,000	1,600	1,000	1,600	1,000	

FUNDING SCHEDULE (\$000)

Current Revenue: General	2650	5,050	0	0	800	850	250	250	250	250	250
G.O. Bonds		4,566	550	66	200	750	750	750	750	750	750
PAYGO		584	584	0	0	0	0	0	0	0	0
State Aid		100	100	0	0	0	0	0	0	0	0
Total	7900	10,300	1,234	66	1,000	1,600	1,000	1,600	1,000	1,600	1,000

DESCRIPTION

This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and the walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the ADA. This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes pedestrian safety audits at High Incidence Areas, physical improvements, education and outreach.

COST CHANGE

Increase due to the addition of \$600k each year, beginning in FY10, to conduct two additional pedestrian roadway safety audits and implement the identified safety improvements.

JUSTIFICATION

The County Executive's Blue Ribbon Panel on Pedestrian Safety identified the need to improve the walkability along Montgomery County roadways and, in particular, in the CBDs where there is high pedestrian concentration and mass transit ridership. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage increased pedestrian activity and safer access to schools and mass transit. The issue of pedestrian safety has been an elevated concern for pedestrians, cyclists, motorists, and public officials. To address this issue the County Executive's Pedestrian Safety Initiative has developed strategies and goals to make our streets walkable and pedestrian friendly. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, motorists, and cyclists.

Various studies for improvements will be done under this project with emphasis on pedestrian safety and traffic circulation. A study of over 200 Montgomery County schools (Safe Route to Schools program) was completed in FY05. This study identified needs and prioritized schools based on need for signing, pavement markings, circulation, and pedestrian accessibility.

The December 2007 "Pedestrian Safety Initiative"

OTHER

This project is intended to address the Engineering aspect of the "Three E's" concept (Engineering, Education, and Enforcement), which is one of the recommendations included in the final Blue Ribbon Panel on Pedestrian and Traffic Safety Report. Additional efforts to improve pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring ADA compliance will be addressed under the following projects: Annu Sidewalk Program; Bus Stop Improvements; Intersection and Spot Improvements; Neighborhood Traffic Calming; Transportation Improvements for School ADA Compliance; Transportation; Resurfacing; Primary/Arterial; Sidewalk and Infrastructure Revitalization; Streetlighting; Traffic Signals; and ATMS.

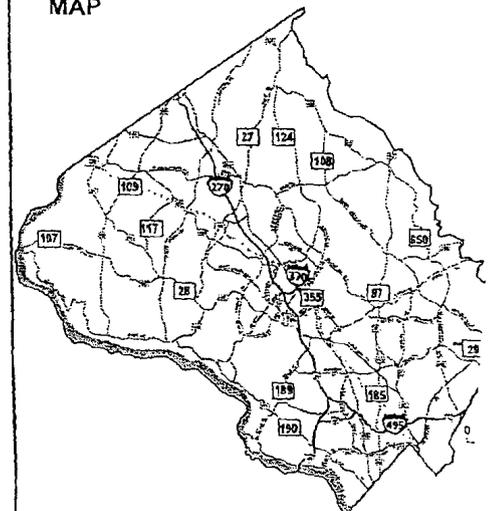
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate	FY10	7900
Current Scope		10,300
Last FY's Cost Estimate		7,300
Appropriation Request	FY10	1,600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,300
Expenditures / Encumbrances		1,277
Unencumbered Balance		1,023
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Washington Metropolitan Area Transit Authority
Maryland-National Capital Park and Planning Commission
Mass Transit Administration
Maryland State Highway Administration
Wheaton Central Business District
Wheaton Regional Services Center
Commission on Aging
Commission on People with Disabilities
Montgomery County Pedestrian Safety Advisory Committee
Citizen's Advisory Boards
Various CIP Projects

MAP



88

Pedestrian Safety Program -- No. 500333 (continued)

OTHER DISCLOSURES

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

Pedestrian Lighting Participation - MSHA Projects -- No. 500920

Category	Transportation	Date Last Modified	March 18, 2009
Subcategory	Traffic Improvements	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	820	0	0	820	20	780	20	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	820	0	0	820	20	780	20	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	760	0	0	760	0	760	0	0	0	0	0
G.O. Bonds	60	0	0	60	20	20	20	0	0	0	0
Total	820	0	0	820	20	780	20	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				18	0	2	4	4	4	4
Energy				87	0	11	19	19	19	19
Net Impact				105	0	13	23	23	23	23

DESCRIPTION

This project provides resources to leverage State funds for implementation of pedestrian lighting on MD 124 (Airpark Road to Fieldcrest Road) and at the MD 355 Interchange with Montrose Parkway/Randolph Road.

COST CHANGE

Add funds in FY10 to enable the installation of a complete lighting system as part of the State's MD355/Montrose interchange project.

JUSTIFICATION

Montgomery County's lighting standards provide for safety and accessibility for pedestrians and bicyclists along all roadways, sidewalks and joint-use paths in Montgomery County. This project is needed to provide lighting in accordance with County standards on two roadway projects being constructed by the Maryland State Highway Administration (MSHA). Due to current State policy and fiscal considerations, MSHA does not include continuous roadway lighting in its projects. MSHA will, however, include and partially fund a continuous pedestrian lighting system in its projects provided that the local jurisdiction agrees to fund any costs above and beyond the State's maximum contribution. In order to leverage the State's contribution, the County must have funding available for its matching portion. Currently, there are two projects in which the County has the opportunity to leverage MSHA funds to have pedestrian lighting installed. They are: MD 124 (Airpark Road to Fieldcrest Road) and at the MD 355 Interchange with Montrose Parkway / Randolph Road.

FISCAL NOTE

Both of the State projects are design/build projects and construction contracts have been awarded by MSHA. The pedestrian lighting system has been designed but is not included in the construction contracts pending cost sharing commitments from the County. The State's contribution for the MD355/Montrose Lighting project is \$732.5k and the County's estimated cost is \$758k. The final costs for each project are subject to negotiations between MSHA and the construction contractor.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

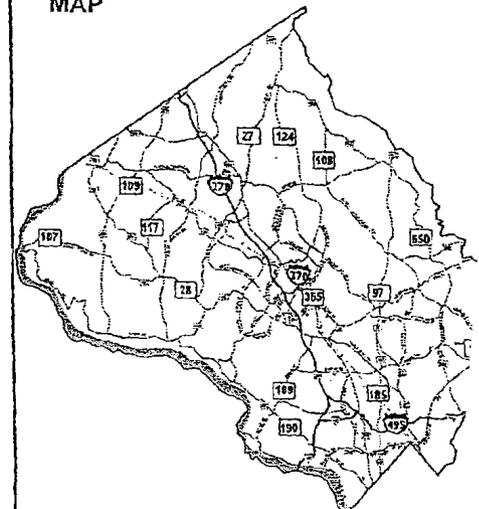
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY10	820
Last FY's Cost Estimate		60
Appropriation Request	FY10	780
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20
Expenditures / Encumbrances		2
Unencumbered Balance		18
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Potomac Electric Power Company

MAP



Pedestrian Lighting Participation - MSHA Projects -- No. 500920

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	820	0	0	820	20	780	20	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	820	0	0	820	20	780	20	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	760	0	0	760	0	780	0	0	0	0	0
G.O. Bonds	820 60	0	0	820 60	20	780 20	20	0	0	0	0
Total	820	0	0	820	20	780	20	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				18	0	2	4	4	4	4
Energy				87	0	11	19	19	19	19
Net Impact				105	0	13	23	23	23	23

DESCRIPTION

This project provides resources to leverage State funds for implementation of pedestrian lighting on MD 124 (Airpark Road to Fieldcrest Road) and at the MD 355 Interchange with Montrose Parkway/Randolph Road.

COST CHANGE

Add funds in FY10 to enable the installation of a complete lighting system as part of the State's MD355/Montrose interchange project.

JUSTIFICATION

Montgomery County's lighting standards provide for safety and accessibility for pedestrians and bicyclists along all roadways, sidewalks and joint-use paths in Montgomery County. This project is needed to provide lighting in accordance with County standards on two roadway projects being constructed by the Maryland State Highway Administration (MSHA). Due to current State policy and fiscal considerations, MSHA does not include continuous roadway lighting in its projects. MSHA will, however, include and partially fund a continuous pedestrian lighting system in its projects provided that the local jurisdiction agrees to fund any costs above and beyond the State's maximum contribution. In order to leverage the State's contribution, the County must have funding available for its matching portion. Currently, there are two projects in which the County has the opportunity to leverage MSHA funds to have pedestrian lighting installed. They are: MD 124 (Airpark Road to Fieldcrest Road) and at the MD 355 Interchange with Montrose Parkway / Randolph Road.

FISCAL NOTE

Both of the State projects are design/build projects and construction contracts have been awarded by MSHA. The pedestrian lighting system has been designed but is not included in the construction contracts pending cost sharing commitments from the County. The State's contribution for the MD355/Montrose Lighting project is \$732.5k and the County's estimated cost is \$758k. The final costs for each project are subject to negotiations between MSHA and the construction contractor.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

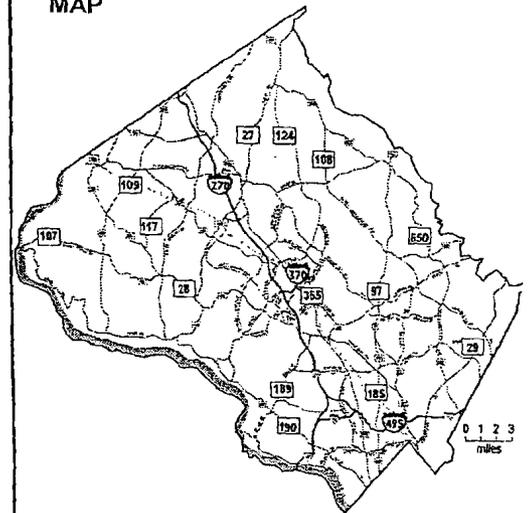
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY10	820
Current Scope		
Last FY's Cost Estimate		60
Appropriation Request	FY10	780
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20
Expenditures / Encumbrances		2
Unencumbered Balance		18
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Potomac Electric Power Company

MAP



91

Intersection and Spot Improvements -- No. 507017

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 17, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,145	0	0	2,145	220	385	385	385	385	385	0
Land	400	0	290	110	10	20	20	20	20	20	0
Site Improvements and Utilities	925	0	0	925	50	175	175	175	175	175	0
Construction	4,329	0	1,149	3,180	280	580	580	580	580	580	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,799	0	1,439	6,360	560	1,160	1,160	1,160	1,160	1,160	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	2,500	0	0	2,500	0	500	500	500	500	500	0
G.O. Bonds	5,275	0	1,416	3,860	560	660	660	660	660	660	0
Intergovernmental	23	0	23	0	0	0	0	0	0	0	0
Total	7,799	0	1,439	6,360	560	1,160	1,160	1,160	1,160	1,160	0

DESCRIPTION

This project provides for planning and reconstructing various existing intersections in Montgomery County and for an annual congestion study to identify locations where there is a need for congestion mitigation. The project also includes the identification and implementation of corridor modifications and traffic calming treatments to enhance pedestrian safety. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. The projects listed below reflect their current status.

COST CHANGE

Increase due to the addition of \$500k each year, beginning in FY10, to identify and implement corridor and intersection modifications and traffic calming to enhance pedestrian safety.

JUSTIFICATION

Ongoing studies conducted by the Traffic Engineering and Operations Division indicate that many locations need capacity and/or vehicular and pedestrian safety improvements.

The December 2007 "Pedestrian Safety Initiative"

OTHER

Projects completed in FY06-07: Father Hurley Blvd & Observation Dr, Hillcrest Ave, Old Baltimore Rd & Covered Wagon Way, Observation Dr and Shakespeare Blvd, Undesignated - Several small scale projects also completed.

Projects currently under construction/recently completed: Bonifant St & Georgia Ave - Summer 2007, Warfield Rd and Plum Creek Rd - Summer 2007, Connecticut Ave, Grand Pre to Bel Pre - Summer 2007, Ridge Rd & Oak Dr - Summer 2007, New Hampshire Ave & Oakview Dr - Spring 2008.

To be constructed in FY08-10: Arcola Ave, Kemp Mill to University, Veirs Mill Elementary School access improvements, S. Glen Rd & Falls Rd, Briggs Chaney Rd & Good Hope Rd, Shady Grove Rd & Damestown Rd, Calverton Blvd, Cherry Hill Rd to Prince George's Line, E. Gude Drive & Southlawn Lane, Randolph Rd, Rock Creek to Dewey (Design Only), Randolph Rd - Veirs Mill to Colie (Dropped - Costs exceeded benefits)

OTHER DISCLOSURES

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

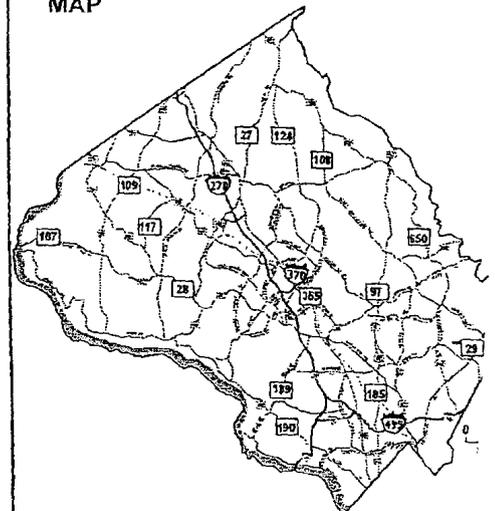
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY10	7,799
Current Scope		
Last FY's Cost Estimate		7,308
Appropriation Request	FY10	1,160
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,999
Expenditures / Encumbrances		1,418
Unencumbered Balance		581
Partial Closeout Thru	FY07	32,793
New Partial Closeout	FY08	2,009
Total Partial Closeout		34,802

COORDINATION

Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
U.S. Army Corps of Engineers
Washington Metropolitan Area Transit Authority
Developers
Montgomery County Pedestrian Safety Advisory Committee
Citizen's Advisory Boards

MAP



92

Annual Sidewalk Program -- No. 506747

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,602	0	78	2,524	379	629	379	379	379	379	0
Land	40	0	10	30	5	5	5	5	5	5	0
Site Improvements and Utilities	273	0	15	258	43	43	43	43	43	43	0
Construction	10,546	0	58	10,488	923	1,873	1,923	1,923	1,923	1,923	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	13,461	0	161	13,300	1,350	2,550	2,350	2,350	2,350	2,350	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	1,200	0	0	1,200	0	1,200	0	0	0	0	0
G.O. Bonds	11,627	0	127	11,500	1,250	1,250	2,250	2,250	2,250	2,250	0
State Aid	634	0	34	600	100	100	100	100	100	100	0
Total	13,461	0	161	13,300	1,350	2,550	2,350	2,350	2,350	2,350	0

DESCRIPTION

This pedestrian access improvement program provides sidewalks and bus pads on County-owned roads and some State-maintained roadways under the Maryland State Highway retrofit sidewalk program. Some funds from this project will go to support the Renew Montgomery program. The Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on the list. 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

Add funds in FY10 for Pedestrian Safety Initiative for enhanced sidewalk construction

JUSTIFICATION

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations; bus stops; shopping and medical centers; employment, recreational, and school sites. The average rate of requests for sidewalks has been between 80-100 per year over the last two years. A backlog of over 100 requests remains.

OTHER

Projects implemented under this project originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures.

OTHER DISCLOSURES

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

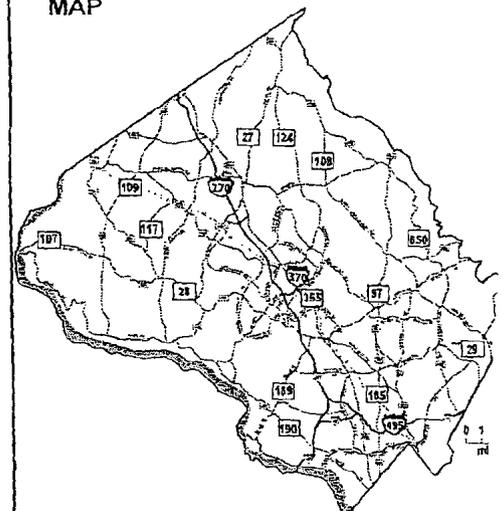
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY67	(\$000)
First Cost Estimate	FY10	13,461
Current Scope		
Last FY's Cost Estimate		13,606
Appropriation Request	FY10	2,550
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,511
Expenditures / Encumbrances		1,152
Unencumbered Balance		359
Partial Closeout Thru	FY07	23,418
New Partial Closeout	FY08	1,345
Total Partial Closeout		24,763

COORDINATION

Renew Montgomery program
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Montgomery County Public Schools
Washington Metropolitan Area Transit Authority
Sidewalk and Infrastructure Revitalization
Maryland Mass Transit Administration
Montgomery County Pedestrian Safety Advisory Committee
Commission on People with Disabilities

MAP



Annual Sidewalk Program -- No. 506747

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,602	0	78	2,524	379	629	379	379	379	379	0
Land	40	0	10	30	5	5	5	5	5	5	0
Site Improvements and Utilities	273	0	15	258	43	43	43	43	43	43	0
Construction	10,546	0	58	10,488	923	1,873	1,923	1,923	1,923	1,923	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	13,461	0	161	13,300	1,350	2,550	2,350	2,350	2,350	2,350	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Current Revenue: General	1,200	0	0	1,200	0	1,200	0	0	0	0	0
G.O. Bonds	12,827	0	127	12,954	1,250	2,450	2,250	2,250	2,250	2,250	0
State Aid	634	0	34	600	100	100	100	100	100	100	0
Total	13,461	0	161	13,300	1,350	2,550	2,350	2,350	2,350	2,350	0

DESCRIPTION

This pedestrian access improvement program provides sidewalks and bus pads on County-owned roads and some State-maintained roadways under the Maryland State Highway retrofit sidewalk program. Some funds from this project will go to support the Renew Montgomery program. The Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on the list. 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

Add funds in FY10 for Pedestrian Safety Initiative for enhanced sidewalk construction

JUSTIFICATION

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations; bus stops; shopping and medical centers; employment, recreational, and school sites. The average rate of requests for sidewalks has been between 80-100 per year over the last two years. A backlog of over 100 requests remains.

OTHER

Projects implemented under this project originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures.

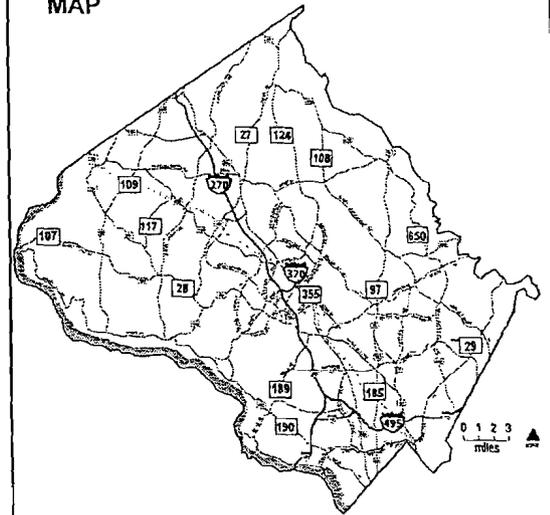
OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY67	(\$000)
First Cost Estimate	FY10	13,461
Current Scope		
Last FY's Cost Estimate		13,606
Appropriation Request	FY10	2,550
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,511
Expenditures / Encumbrances		1,152
Unencumbered Balance		359
Partial Closeout Thru	FY07	23,418
New Partial Closeout	FY08	1,345
Total Partial Closeout		24,763

COORDINATION
 Renew Montgomery program
 Maryland-National Capital Park and Planning Commission
 Maryland State Highway Administration
 Montgomery County Public Schools
 Washington Metropolitan Area Transit Authority
 Sidewalk and Infrastructure Revitalization
 Maryland Mass Transit Administration
 Montgomery County Pedestrian Safety Advisory Committee
 Commission on People with Disabilities

MAP



Street Tree Preservation -- No. 500700

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,268	68	40	1,160	210	110	210	210	210	210	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	13,527	3,187	0	10,340	790	390	1,790	1,790	2,790	2,790	0
Other	5	5	0	0	0	0	0	0	0	0	0
Total	14,800	3,260	40	11,500	1,000	500	2,000	2,000	3,000	3,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	14,342	3,260	40	11,042	1,000	42	2,000	2,000	3,000	3,000	0
Land Sale	458	0	0	458	0	458	0	0	0	0	0
Total	14,800	3,260	40	11,500	1,000	500	2,000	2,000	3,000	3,000	0

DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will include the removal of limbs to: reduce safety hazards to pedestrians and motorists; preserve the health and longevity of trees; correct structural imbalances/defects; improve aesthetics and adjacent property values; and improve sight distance. Proactive pruning will prevent premature deterioration, minimize liability, reduce storm damage potential and costs, improve appearance and enhance the condition of street trees.

COST CHANGE

Reduce funding and expenditures for fiscal capacity in FY10

JUSTIFICATION

Prior to FY84 the County provided for scheduled cyclical pruning every six years for all trees in the old Suburban District. This work was funded through the dedicated Suburban District Tax. Between FY84 and FY97, fiscal constraints caused a reduction in pruning to a 40-90 year cycle. In FY97, the County eliminated the Suburban District Tax and expanded its street tree maintenance program from the old Suburban District to include the entire County and the street tree population increased from an estimated 100,000 to over 250,000 trees. Since that time, only pruning in reaction to emergency/safety concerns has been provided. A street tree has a life expectancy of 60 years and, under current conditions, a majority of street trees will never receive any pruning. Lack of cyclical pruning leads to increased storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, premature death and decay from disease, weakening of structural integrity, and increased public security risks. Healthy street trees provide a myriad of public benefits including energy savings, aesthetic enhancements that soften the hard edges of buildings and pavements, property value enhancement, mitigation of various airborne pollutants, reduction in the urban heat island effect, and stormwater management enhancement. Various CIP projects provide for the preservation, revitalization, restoration, or protection of all types of public infrastructure.

The "Forest Preservation Strategy" Task Force Report (October, 2000) recommends the development of a "green infrastructure" CIP project for street tree maintenance. The "Forest Preservation Strategy Update" (July, 2004) reinforced the need for a CIP project that addresses street trees. Also, see recommendations in the inter-agency study of tree management practices by the Office of Legislative Oversight (Report #2004-8 - September, 2004) and the Tree Inventory Report and Management Plan by Appraisal, Consulting, Research, and Training Inc. (November, 1995). Studies have shown that healthy trees provide significant year-round energy savings. Winter windbreaks can lower heating costs by 10 to 20 percent and summer shade can lower cooling costs by 15 to 35 percent. Every tree that is planted and maintained saves \$20 in energy costs per year. In addition, a healthy street tree canopy captures the first 1/2 inch of rainfall reducing the need for stormwater management facilities.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

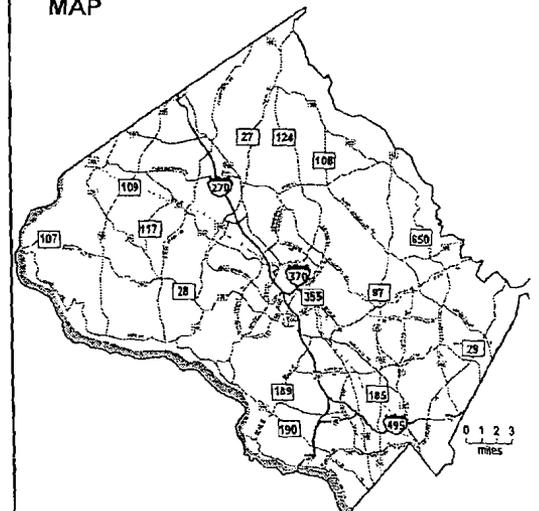
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY10	14,800
Current Scope		
Last FY's Cost Estimate		15,300
Appropriation Request	FY10	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,300
Expenditures / Encumbrances		3,263
Unencumbered Balance		1,037
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Environmental Protection
Maryland Department of Natural Resources
Utility companies

MAP



Advanced Transportation Management System -- No. 509399

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	6,953	5,829	0	1,124	298	150	169	169	169	169	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	36,052	23,558	1,740	10,754	4,230	1,200	1,331	1,331	1,331	1,331	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	3,734	3,734	0	0	0	0	0	0	0	0	0
Total	46,793	33,175	1,740	11,878	4,528	1,350	1,500	1,500	1,500	1,500	0

FUNDING SCHEDULE (\$000)

Cable TV	2,241	2,196	45	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	15,164	6,139	175	8,850	1,500	1,350	1,500	1,500	1,500	1,500	0
Federal Aid	3,237	2,538	269	430	430	0	0	0	0	0	0
G.O. Bonds	8,396	8,396	0	0	0	0	0	0	0	0	0
Mass Transit Fund	6,064	4,015	351	1,698	1,698	0	0	0	0	0	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
State Aid	8,870	7,070	900	900	900	0	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
Total	46,793	33,175	1,740	11,878	4,528	1,350	1,500	1,500	1,500	1,500	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				525	25	50	75	100	125	150
Energy				105	5	10	15	20	25	30
Program-Staff				450	0	50	50	100	100	150
Program-Other				27	0	3	3	6	6	9
Net Impact				1,107	30	113	143	226	256	339
WorkYears					0.0	1.0	1.0	2.0	2.0	3.0

DESCRIPTION

This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan dated February 2001 and revised September 2005. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring ADA compliance.

COST CHANGE

Reduce funding and expenditures for fiscal capacity in FY10.

JUSTIFICATION

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system.

OTHER

This project includes the replacement of Ride On's Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) system and on-bus hardware (including radios). The replacement is based on a comprehensive evaluation completed in May 2005 and will provide improved safety and security, more reliable service, better informed scheduling, and a platform for real-time customer information. \$7,540,000 is included in FY07-09 for this replacement.

OTHER DISCLOSURES

- 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.

- * Expenditures will continue indefinitely.

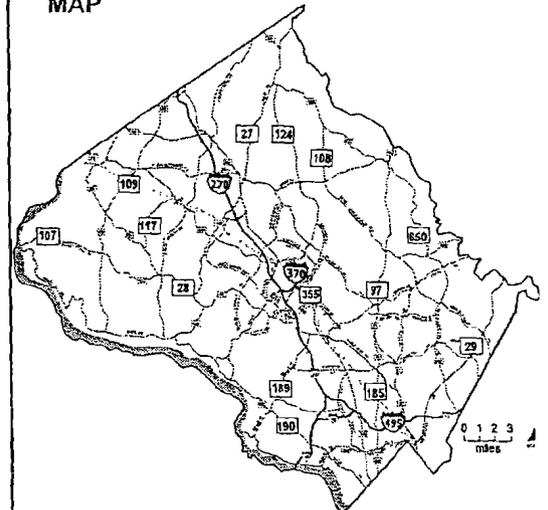
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate		
Current Scope	FY10	46,793
Last FY's Cost Estimate		46,943
Appropriation Request	FY10	1,350
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		39,443
Expenditures / Encumbrances		37,864
Unencumbered Balance		1,579
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Developers
Department of Technology Services
Department of Police
Federal Transit Administration (FTA)
Federal Highway Administration (FHWA)
Fibernet
Maryland State Highway Administration
Virginia DOT
Other Local Governments
Other Private Entities
Traffic Signals project
Traffic Signal System Modernization Project
Montgomery County Pedestrian Safety Advisory Committee
Citizen's Advisory Boards
Montgomery County Planning Board

MAP



97

Bus Stop Improvements -- No. 507658

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	995	0	0	995	240	235	240	240	20	20	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	258	0	8	250	250	0	0	0	0	0	0
Construction	7,737	0	352	7,385	1,760	1,745	1,760	1,760	180	180	0
Other	28	0	28	0	0	0	0	0	0	0	0
Total	9,018	0	388	8,630	2,250	1,980	2,000	2,000	200	200	0

FUNDING SCHEDULE (\$000)

	Total	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
G.O. Bonds	7,588	1,800	1,800	1,800	1,800	0	0	0
Mass Transit Fund	1,180	200	180	200	200	200	200	0
State Aid	250	250	0	0	0	0	0	0
Total	9,018	2,250	1,980	2,000	2,000	200	200	0

DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now handled under the operating budget.

COST CHANGE

Reduce funding and expenditures for fiscal capacity in FY10.

JUSTIFICATION

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

In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going. Full-scale construction began in October 2006. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations.

OTHER

Any required purchase of land for right-of-way will be funded initially out of the Advance Land Acquisition Revolving Fund (ALARF), then reimbursed by a future appropriation from this project. The total cost of this project may increase when land expenditures are programmed.

FISCAL NOTE

Funding for this project includes general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund. The additional funds in FY09 (\$250K) are to be funded with State Aid through the State Bicycle Retrofit Program.

OTHER DISCLOSURES

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

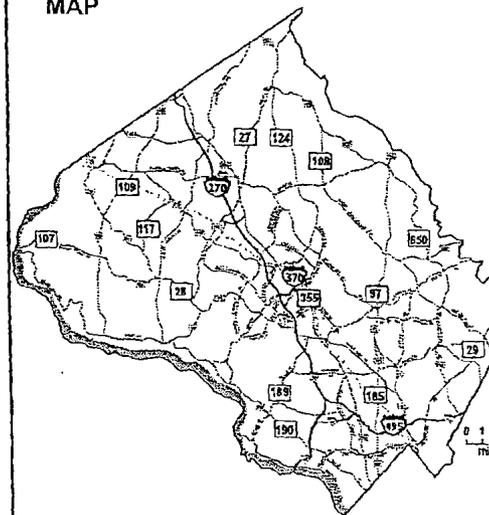
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY76	(\$000)
First Cost Estimate	FY10	9,018
Current Scope		
Last FY's Cost Estimate		10,646
Appropriation Request	FY10	1,980
Supplemental Appropriation Request		250
Transfer		0
Cumulative Appropriation		2,388
Expenditures / Encumbrances		2,263
Unencumbered Balance		125
Partial Closeout Thru	FY07	3,391
New Partial Closeout	FY08	1,858
Total Partial Closeout		5,249

COORDINATION

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

MAP



Bus Stop Improvements -- No. 507658

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1000-995	0	0	1000-995	240	235	240	245-240	20	20	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	258	0	8	250	250	0	0	0	0	0	0
Construction	77527,737	0	352	74067,385	1,760	1,745	1,760	1715-1,760	180	180	0
Other	28	0	28	0	0	0	0	0	0	0	0
Total	90788,018	0	388	8658,630	2,250	1,980	2,000	2202,000	200	200	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,588	0	388	7,200	1,800	1,800	1,800	1,800	0	0	0
Mass Transit Fund	1200-1,180	0	0	1200-1,180	200	180	200	220-200	200	200	0
State Aid	250	0	0	250	250	0	0	0	0	0	0
Total	90788,018	0	388	8658,630	2,250	1,980	2,000	2,000	200	200	0

DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now handled under the operating budget.

COST CHANGE

Shift Reduce funding and expenditures for fiscal capacity ^{from} FY10 to FY12.

JUSTIFICATION

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

In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going. Full-scale construction began in October 2006. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations.

OTHER

Any required purchase of land for right-of-way will be funded initially out of the Advance Land Acquisition Revolving Fund (ALARF), then reimbursed by a future appropriation from this project. The total cost of this project may increase when land expenditures are programmed.

FISCAL NOTE

Funding for this project includes general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund. The additional funds in FY09 (\$250K) are to be funded with State Aid through the State Bicycle Retrofit Program.

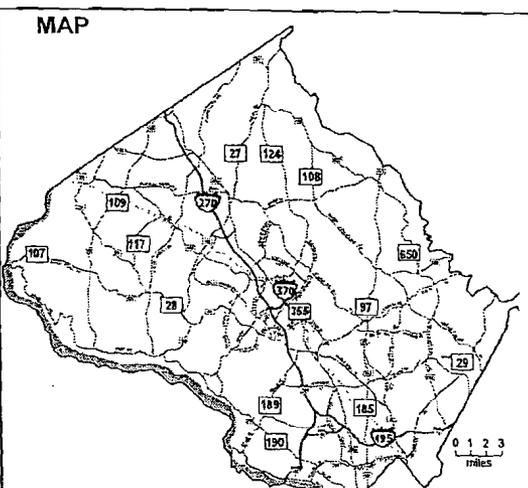
OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY06	(\$000)
First Cost Estimate		
Current Scope	FY10	9038,018
Last FY's Cost Estimate		10,646
Appropriation Request	FY10	1,980
Supplemental Appropriation Request		250
Transfer		0
Cumulative Appropriation		2,388
Expenditures / Encumbrances		2,263
Unencumbered Balance		125
Partial Closeout Thru	FY07	3,391
New Partial Closeout	FY08	1,858
Total Partial Closeout		5,249

COORDINATION

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



(99)

Montgomery Mall Transit Center -- No. 500714

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	40	6	14	20	0	0	20	0	0	0	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	1,110	0	30	1,080	0	0	1,080	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,150	6	44	1,100	0	0	1,100	0	0	0	0

FUNDING SCHEDULE (\$000)

Mass Transit Fund	1,150	6	44	1,100	0	0	1,100	0	0	0	0
Total	1,150	6	44	1,100	0	0	1,100	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				110	10	20	20	20	20	20
Net Impact				110	10	20	20	20	20	20

DESCRIPTION

This project provides for the County portion of the new Montgomery Mall Transit Center. Mall owners will develop the land and construct all bus and passenger foundation structures including utilities. The County will design and fund construction, as well as maintain the patron waiting area with weather/wind protected sides, passenger seating, a transit center canopy to protect patrons, and a driver restroom. This project also includes construction oversight.

JUSTIFICATION

On January 27, 2005, the Planning Board granted Westfield Montgomery Mall conditional approval for a 500,000 square foot mall expansion. This expansion requires Westfield to participate in construction of a new and expanded Montgomery Mall Transit Center adjacent to the I-270 right-of-way. Westfield will provide construction of all base infrastructure, valued at \$2 million. Westfield will pay for design and construction of drives, ramps, platform pads, and utility access. The County will pay for the transit center canopy and all passenger and bus operator amenities on the passenger waiting pad.

OTHER

The construction schedule has been postponed due to the delay of the developer's construction. The County could not construct the County portion until Westfield completes all the civil work. The construction of the County portion is not expected to start until FY11 in order to coordinate with the Montgomery Mall expansion by the developer which has been delayed. The design of this project has been completed through Facility Planning: Transportation.

FISCAL NOTE

Expenditures and funding have been shifted to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">1,150</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">1,150</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">1,150</td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">-1,100</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">1,150</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">6</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">1,144</td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY08</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY09	1,150	Current Scope		1,150	Last FY's Cost Estimate		1,150	Appropriation Request	FY10	-1,100	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		1,150	Expenditures / Encumbrances		6	Unencumbered Balance		1,144	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>Department of Transportation Westfield, Inc. Utilities Department of Permitting Services Maryland-National Capital Park and Planning Commission Department of Economic Development Facility Planning: Transportation</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY07	(\$000)																																							
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Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

(100)

Facility Planning-Transportation -- No. 509337

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	47,099	28,508	1,033	17,558	2,295	2,079	2,845	3,079	3,260	4,000	0
Land	381	336	45	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	52	52	0	0	0	0	0	0	0	0	0
Other	49	49	0	0	0	0	0	0	0	0	0
Total	47,709	29,073	1,078	17,558	2,295	2,079	2,845	3,079	3,260	4,000	*

FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	36,708	26,200	657	9,851	1,905	131	2,025	1,950	1,910	1,930	0
Impact Tax	1,553	184	80	1,289	230	120	660	279	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	1,849	21	0	1,828	0	1,828	0	0	0	0	0
Mass Transit Fund	3,285	1,825	320	1,140	160	0	160	150	200	470	0
Recordation Tax Premium	3,450	0	0	3,450	0	0	0	700	1,150	1,600	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	47,709	29,073	1,078	17,558	2,295	2,079	2,845	3,079	3,260	4,000	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 CIP. Prior to the establishment of a CIP stand-alone project, the Department of Transportation (DOT) will perform Phase I of facility planning, a rigorous planning level investigation of the following critical project elements: purpose and need; usage forecasts and traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation. At the end of Phase I, the Transportation and Environment 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 the 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 and then determine if the candidate project has the merits to advance into the CIP as a fully-funded, stand-alone project.

COST CHANGE

Reduce funding and expenditures for fiscal capacity in FY10.

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. General Plan; Master Plans; and Master Plan of Highways; and Maryland-National Park and Planning Commission (M-NCPPC) Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

FISCAL NOTE

Replace current revenue with land sale proceeds in FY10. Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact tax will continue to be applied to qualifying projects.

OTHER DISCLOSURES

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

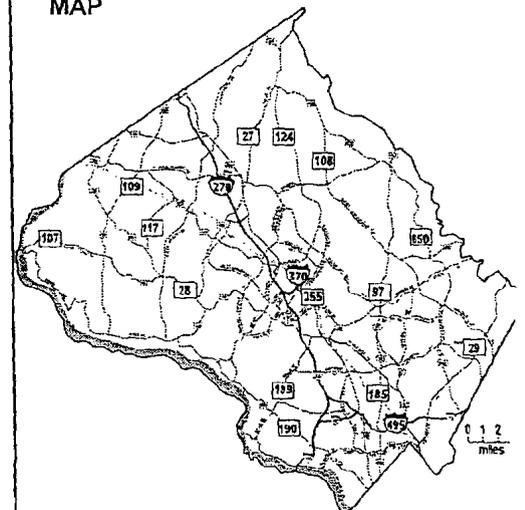
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate		
Current Scope	FY10	47,709
Last FY's Cost Estimate		47,875
Appropriation Request	FY10	2,159
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,505
Expenditures / Encumbrances		32,198
Unencumbered Balance		3,307
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Maryland-National 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

MAP



101

FACILITY PLANNING TRANSPORTATION – No. 509337

Studies Underway or to Start in FY09-10:

Road/Bridge Projects

Dedicated but Unmaintained Roads Study
 Dorsey Mill Road Extended and Bridge (over I-270)
 East Deer Park Drive Bridge (over CSX Railroad)
 East Gude Drive Widening (Crabbs Branch Way-MD28)
 Midcounty Hwy Extended (Mont. Village Ave-MD27)
 Observation Dr (Waters Discovery -1/4 mi. S. Stringtown)
 Robert's Tavern Road/MD355 Bypass
 Seminary Road Intersection
 Road Code Production of Standards and Specifications

Sidewalk/Bikeway Projects

Bradley Boulevard Bikeway (Wilson La-Goldsboro Rd)
 Central Avenue Sidewalk (MD355-MARC)
 MD355 Sidewalk (Hyattstown Mill Rd-MC Line)
 MacArthur Blvd Bike Path Seg #3 (Oberlin Ave-DC Line)
 Oak Drive/MD27 Sidewalk
 Seven Locks Road Sidewalk/Bikeway (Montrose-Bradley)
 Sixteenth Street Sidewalk (Lyttonsville Rd-Spring St)

Mass Transit Projects

Takoma/Langley Park Transit Center*
 County-wide Bus Rapid Transit Feasibility Study (BRT)

Other Candidate Studies to Start in FY11-14:

Road/Bridge Projects

Arlington Road Widening (Wilson La-Bradley Blvd)

Sidewalk/Bikeway Projects

Dale Drive Sidewalk (MD97-US29)
 Falls Road Sidewalk-West Side (River Rd-Dunster Rd)
 Franklin Avenue Sidewalk (US29-MD193)
 Goldsboro Road Bikeway (MacArthur Blvd-River Rd)
 Interim Capital Crescent Trail (Stewart Ave-SS Metro)
 Jones Mill Rd Bikelanes (Beach Dr-Jones Bridge Rd)
 MacArthur Blvd Bike Path Seg #1 (Stable La – I-495)
 Midcounty Hwy BW/SW (Woodfield –Shady Grove)
 NIH Circulation & North Bethesda Trail Extension
 Tuckerman Lane Sidewalk (Gainsborough-Westlake)

Mass Transit Projects

Clarksburg Transit Center
 New Transit Center/Park-and-Ride

Other Candidate Studies Proposed after FY14:

Road/Bridge Projects

N/A

Sidewalk/Bikeway Projects

Dufief Mill Sidewalk (MD28-Travilah Rd)
 Forest Glen Bikeway (MD97-Sligo Creek Park)
 Flower Ave Sidewalk (Piney Branch Rd – Carroll Ave)
 Strathmore Ave SW (Stillwater Ave-Garrett Park)

Mass Transit Projects

Hillandale Transit Center
 Lakeforest Transit Center Modernization
 Olney Longwood Park & Ride
 Olney Transit Center
 University Boulevard BRT
 UpCounty Park-and-Ride Expansion

*State project – County consulting and staff time charged to Facility Planning

Facility Planning-Transportation -- No. 509337

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	48409	28,508	1,033	17,558	2,295	2,229	2,645	3,079	3,660	4,910	0
Land	381	336	45	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	52	52	0	0	0	0	0	0	0	0	0
Other	49	49	0	0	0	2,229	2,645	0	0	0	0
Total	49019	47,709	1,078	17,558	2,295	2,229	2,645	3,079	3,660	4,910	0

FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	38018	38,703	26,200	657	9,851	1,905	281	1815	2,025	1,950	2310
Impact Tax	1,553	184	80	1,289	230	120	660	279	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	1,849	21	0	1,828	0	1,828	0	0	0	0	0
Mass Transit Fund	3,285	1,825	320	1,140	160	0	160	150	200	470	0
Recordation Tax Premium	3,450	0	0	3,450	0	0	0	700	1,150	1,600	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	49019	47,709	29,073	17,558	2,295	2,229	2,645	3,079	3,260	4,000	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 CIP. Prior to the establishment of a CIP stand-alone project, the Department of Transportation (DOT) will perform Phase I of facility planning, a rigorous planning level investigation of the following critical project elements: purpose and need; usage forecasts and traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation. At the end of Phase I, the Transportation and Environment 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 the 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 and then determine if the candidate project has the merits to advance into the CIP as a fully-funded, stand-alone project.

COST CHANGE

Reduce funding and expenditures for fiscal capacity in FY10.

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. General Plans; Master Plans; and Master Plan of Highways; and Maryland-National Park and Planning Commission (M-NCPPC) Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

FISCAL NOTE

Replace current revenue with land sale proceeds in FY10. Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact tax will continue to be applied to qualifying projects.

OTHER DISCLOSURES

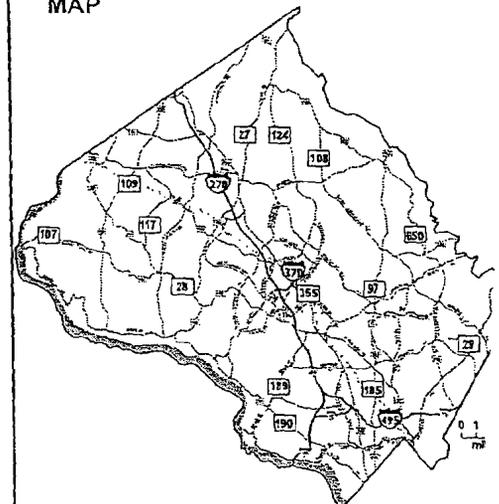
- A pedestrian impact analysis will be performed during design or is in progress.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY93	(\$000)
First Cost Estimate		
Current Scope	FY10	47,709
Last FY's Cost Estimate		49019
Appropriation Request	FY10	2,159
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,505
Expenditures / Encumbrances		32,198
Unencumbered Balance		3,307
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Maryland-National 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

MAP



103

FACILITY PLANNING TRANSPORTATION – No. 509337

Studies Underway or to Start in FY09-10:

Road/Bridge Projects

Dedicated but Unmaintained Roads Study
Dorsey Mill Road Extended and Bridge (over I-270)
East Deer Park Drive Bridge (over CSX Railroad)
East Gude Drive Widening (Crabbs Branch Way-MD28)
Midcounty Hwy Extended (Mont. Village Ave-MD27)
Observation Dr (Waters Discovery -1/4 mi. S. Stringtown)
Robert's Tavern Road/MD355 Bypass
Seminary Road Intersection
Road Code Production of Standards and Specifications

Sidewalk/Bikeway Projects

Bradley Boulevard Bikeway (Wilson La-Goldsboro Rd)
Central Avenue Sidewalk (MD355-MARC)
MD355 Sidewalk (Hyattstown Mill Rd-MC Line)
MacArthur Blvd Bike Path Seg #3 (Oberlin Ave-DC Line)
Oak Drive/MD27 Sidewalk
Seven Locks Road Sidewalk/Bikeway (Montrose-Bradley)
Sixteenth Street Sidewalk (Lyttonsville Rd-Spring St)

Mass Transit Projects

Takoma/Langley Park Transit Center*
County-wide Bus Rapid Transit Feasibility Study (BRT)

Other Candidate Studies to Start in FY11-14:

Road/Bridge Projects

Arlington Road Widening (Wilson La-Bradley Blvd)

Sidewalk/Bikeway Projects

Dale Drive Sidewalk (MD97-US29)
Falls Road Sidewalk-West Side (River Rd-Dunster Rd)
Franklin Avenue Sidewalk (US29-MD193)
Goldsboro Road Bikeway (MacArthur Blvd-River Rd)
Interim Capital Crescent Trail (Stewart Ave-SS Metro)
Jones Mill Rd Bikelanes (Beach Dr-Jones Bridge Rd)
MacArthur Blvd Bike Path Seg #1 (Stable La - I-495)
Midcounty Hwy BW/SW (Woodfield -Shady Grove)
NIH Circulation & North Bethesda Trail Extension
Tuckerman Lane Sidewalk (Gainsborough-Westlake)

Mass Transit Projects

Clarksburg Transit Center
New Transit Center/Park-and-Ride

Other Candidate Studies Proposed after FY14:

Road/Bridge Projects

N/A

Sidewalk/Bikeway Projects

Dufief Mill Sidewalk (MD28-Travilah Rd)
Forest Glen Bikeway (MD97-Sligo Creek Park)
Flower Ave Sidewalk (Piney Branch Rd - Carroll Ave)
Strathmore Ave SW (Stillwater Ave-Garrett Park)

Mass Transit Projects

Hillandale Transit Center
Lakewood Transit Center Modernization
Olney Longwood Park & Ride
Olney Transit Center
University Boulevard BRT
UpCounty Park-and-Ride Expansion

*State project – County consulting and staff time charged to Facility Planning

Bethesda CBD Streetscape -- No. 500102

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2009
Yes
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,107	81	98	628	123	0	105	0	200	200	300
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,226	0	21	1,205	390	0	0	815	0	0	0
Construction	7,716	0	0	5,416	0	0	205	1,485	1,726	2,000	2,300
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,049	81	119	7,249	513	0	310	2,300	1,926	2,200	2,600

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,049	81	119	7,249	513	0	310	2,300	1,926	2,200	2,600
Total	10,049	81	119	7,249	513	0	310	2,300	1,926	2,200	2,600

OPERATING BUDGET IMPACT (\$000)

Maintenance				4	0	0	0	0	2	2
Energy				4	0	0	0	0	2	2
Net Impact				8	0	0	0	0	4	4

DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD; and 750 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill in the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, roadway signs and the installation of conduit for the future undergrounding of existing overhead utility lines. The removal of the overhead utility lines and their placement in the underground conduits is not included.

JUSTIFICATION

Staging of the Bethesda CBD Sector Plan recommends implementation of transportation improvements and facilities identified in Stage I prior to moving to Stage II.

Bethesda CBD Sector Plan, approved and adopted July 1994; and Bethesda Streetscape Plan Standards, updated April 1992.

OTHER

This work will be completed in two stages. Stage 1, to be completed in FY12, will provide brick pavers, street trees, benches, and trash receptacles in all segments, and install the underground conduit for the Woodmont Avenue and East-West Highway segments. Stage 2, to be started in FY13 and finished beyond the six-year period, will complete the streetscaping work in these three segments.

FISCAL NOTE

Project schedule is amended to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
First Cost Estimate		
Current Scope	FY09	10,049
Last FY's Cost Estimate		10,049
Appropriation Request	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		713
Expenditures / Encumbrances		106
Unencumbered Balance		607
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Montgomery County Public Schools
Department of Permitting Services
Maryland State Highway Administration
Utility Companies
Bethesda-Chevy Chase Regional Services Center

MAP

See Map on Next Page

Bethesda CBD Streetscape -- No. 500102

HS
2/9/09

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2009
Yes
None
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2032 4,197	81	98	1533 629	513 423	385 0	105	150 0	200	200	300
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	686 1,326	0	21	265 1,295	399	0	0	645 843	0	0	0
Construction	733 2,746	0	0	503 15,416	0	0	205 1,001 483	1,726	2,000	2,300	
Other	0	0	0	0	0	0	0	0	0	0	
Total	10,049	81	119	7,249	513	385 0	310	2,396	1,926	2,200	2,600

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,049	81	119	7,249	513	0	310	2,396	1,926	2,200	2,600
Total	10,049	81	119	7,249	513	0	310	2,396	1,926	2,200	2,600

OPERATING BUDGET IMPACT (\$000)

Maintenance				4	0	0	0	0	2	2
Energy				4	0	0	0	0	2	2
Net Impact				8	0	0	0	0	4	4

DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD; and 750 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill in the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, roadway signs and the installation of conduit for the future undergrounding of existing overhead utility lines. The removal of the overhead utility lines and their placement in the underground conduits is not included.

JUSTIFICATION

Staging of the Bethesda CBD Sector Plan recommends implementation of transportation improvements and facilities identified in Stage I prior to moving to Stage II.

Bethesda CBD Sector Plan, approved and adopted July 1994; and Bethesda Streetscape Plan Standards, updated April 1992.

OTHER

This work will be completed in two stages. Stage 1, to be completed in FY12, will provide brick pavers, street trees, benches, and trash receptacles in all segments, and install the underground conduit for the Woodmont Avenue and East-West Highway segments. Stage 2, to be started in FY13 and finished beyond the six-year period, will complete the streetscaping work in these three segments.

FISCAL NOTE

Project schedule is amended to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td>FY01</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY09</td> <td>10,049</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>10,049</td> </tr> <tr> <td>Appropriation Request</td> <td>FY10</td> <td>385 0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>713</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>105</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>607</td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY07</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY08</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY01	(\$000)	First Cost Estimate			Current Scope	FY09	10,049	Last FY's Cost Estimate		10,049	Appropriation Request	FY10	385 0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		713	Expenditures / Encumbrances		105	Unencumbered Balance		607	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>Maryland-National Capital Park and Planning Commission Montgomery County Public Schools Department of Permitting Services Maryland State Highway Administration Utility Companies Bethesda-Chevy Chase Regional Services Center</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY01	(\$000)																																							
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Current Scope	FY09	10,049																																							
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Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

Brookville Service Park -- No. 509928

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2009
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,297	1,516	342	439	254	123	62	0	0	0	0
Land	503	503	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6,257	2,848	193	3,210	2,011	799	0	400	0	0	0
Construction	8,073	234	454	7,385	4,308	1,485	992	600	0	0	0
Other	789	226	152	411	194	217	0	0	0	0	0
Total	17,913	5,327	1,141	11,445	6,767	2,624	1,054	1,000	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	50	0	50	0	0	0	0	0	0	0	0
G.O. Bonds	17,863	5,327	1,091	11,445	6,767	2,624	1,054	1,000	0	0	0
Total	17,913	5,327	1,141	11,445	6,767	2,624	1,054	1,000	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				374	0	22	88	88	88	88
Energy				170	0	10	40	40	40	40
Net Impact				544	0	32	128	128	128	128

DESCRIPTION

This project, located at 8710 Brookville Road in Silver Spring, provides a depot area for approximately 134 full-time, contract, and temporary employees associated with the maintenance and repair of the streets in the Silver Spring and Kensington/Wheaton areas of the County. The project includes tearing down abandoned building "A" and construction of a new administrative building next to the existing one, relocation of the fuel station, and installation of a gate for site security. Subsequently, building "B" will be demolished and new maintenance bays will be constructed for storage vehicles and equipment used for roadway construction and repair. To improve site circulation and access, a new road immediately to the north of the site will be constructed. This project also includes improvements to existing bus parking, additional employee parking, new lights, bus heaters, two additional bus maintenance bays, and modification of shops to accommodate taller buses.

JUSTIFICATION

The condition of the existing facility imposes serious constraints on the depot's efficiency. All administration functions and accommodations for the employees who report to the site on a daily basis are located in building "B". Building "A" contains office space, bunk room, and storage and service bays. Building "B" is not sufficient or suitable to respond to the emergency and routine needs of the County. Two distinct operations generate heavy volumes of vehicular traffic in the complex. The trucks and construction equipment associated with roadway repair use the site and the Brookville site houses one of the major terminals for the Ride On Bus program. The fuel station is located such that a blind sloping curve constitutes an unsafe intersection for both transit and depot vehicles. The Brookville Service Park has no official entrance, and the general motoring public enters the site without warning, resulting in unsafe conditions for the public and employees. The current layout does not permit buses to turn around and does not accommodate longer and taller buses. The existing holding capacity is low and inefficient.

Program of Requirements (POR): Brookville Road service yard, Silver Spring depot, November 1997 and amendment to the POR for Brookville Service Park, December 2001.

OTHER

Indoor air quality improvements for building "H" are included in the project: Indoor Air Quality Improvements – Brookville Depot. No part of this facility will be placed on land identified in the Georgetown Branch Master Plan Amendment for light rail yard and shop facilities.

FISCAL NOTE

Project schedule is adjusted for fiscal capacity and project completion will not be delayed.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

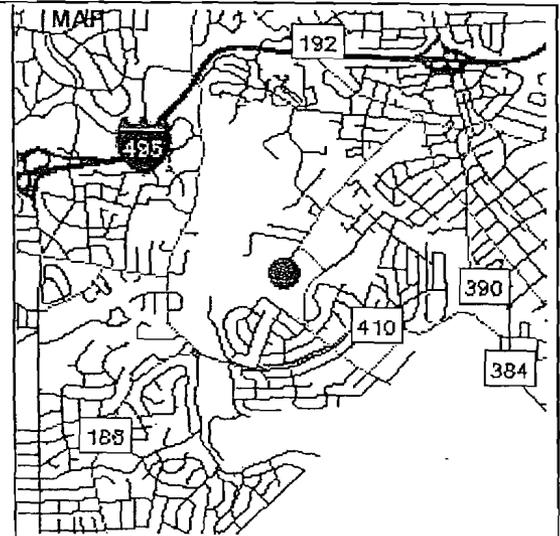
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
First Cost Estimate	FY08	16,813
Current Scope		
Last FY's Cost Estimate		17,913
Appropriation Request	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,913
Expenditures / Encumbrances		15,353
Unencumbered Balance		2,560
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Transportation
Department of Technology Services
Department of Permitting Services
Department of General Services
Silver Spring Regional Services Center
Indoor Air Quality Improvements – Brookville Depot

Special Capital Projects Legislation [Bill No. 7-03] was adopted by Council May 14, 2003.



(107)

Brookville Service Park -- No. 509928

Category	Transportation	Date Last Modified	June 24, 2008
Subcategory	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Silver Spring	Status	Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,297	1,050	808	439	254	123	62	0	0	0	0
Land	503	503	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6,251	338	2,703	3,210	2,011	1,199	0	0	0	0	0
Construction	8,073	193	495	7,385	4,308	2,085	992	0	0	0	0
Other	789	57	321	411	194	217	0	0	0	0	0
Total	17,913	2,141	4,327	11,445	6,767	3,624	1,054	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	50	0	50	0	0	0	0	0	0	0	0
G.O. Bonds	17,863	2,141	4,277	11,445	6,767	3,624	1,054	0	0	0	0
Total	17,913	2,141	4,327	11,445	6,767	3,624	1,054	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				374	0	22	88	88	88	88
Energy				170	0	10	40	40	40	40
Net Impact				544	0	32	128	128	128	128

DESCRIPTION

This project provides a depot area for approximately 134 full-time, contract, and temporary employees associated with the maintenance and repair of the streets in the Silver Spring and Kensington/Wheaton areas of the County. The project includes tearing down abandoned building "A" and construction of a new administrative building next to the existing one, relocation of the fuel station, and installation of a gate for site security. Subsequently, building "B" will be demolished and new maintenance bays will be constructed for storage vehicles and equipment used for roadway construction and repair. To improve site circulation and access, a new road immediately to the north of the site will be constructed. This project also includes improvements to existing bus parking, additional employee parking, new lights, bus heaters, two additional bus maintenance bays, and modification of shops to accommodate taller buses.

COST CHANGE

Cost increase attributed to construction cost escalation.

JUSTIFICATION

The condition of the existing facility imposes serious constraints on the depot's efficiency. All administration functions and accommodations for the employees who report to the site on a daily basis are located in building "B". Building "A" contains office space, bunk room, and storage and service bays. Building "B" is not sufficient or suitable to respond to the emergency and routine needs of the County. Two distinct operations generate heavy volumes of vehicular traffic in the complex. The trucks and construction equipment associated with roadway repair use the site and the Brookville site houses one of the major terminals for the Ride On Bus program. The fuel station is located such that a blind sloping curve constitutes an unsafe intersection for both transit and depot vehicles. The Brookville Service Park has no official entrance, and the general motoring public enters the site without warning, resulting in unsafe conditions for the public and employees. The current layout does not permit buses to turn around and does not accommodate longer and taller buses. The existing holding capacity is low and inefficient.

Program of Requirements (POR): Brookville Road service yard, Silver Spring depot, November 1997 and amendment to the POR for Brookville Service Park, December 2001.

OTHER

Indoor air quality improvements for building "H" are included in the project: Indoor Air Quality Improvements -- Brookville Depot. No part of this facility will be placed on land identified in the Georgetown Branch Master Plan Amendment for light rail yard and shop facilities.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

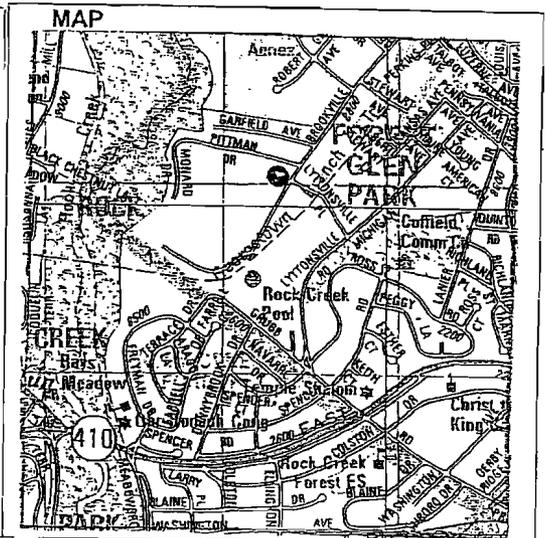
APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY99	(\$000)
First Cost Estimate		
Current Scope	FY08	16,813
Last FY's Cost Estimate		16,813
Appropriation Request	FY09	2,058
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,855
Expenditures / Encumbrances		5,636
encumbered Balance		10,219
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
 Department of Transportation
 Department of Technology Services
 Department of Permitting Services
 Department of General Services
 Silver Spring Regional Services Center
 Indoor Air Quality Improvements -- Brookville Depot

Special Capital Projects Legislation [Bill No. 7-03] was adopted by Council May 14, 2003.

108



North County Maintenance Depot -- No. 500522

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 05, 2009
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	9,751	969	3,657	5,125	2,772	1,530	523	0	0	0	0
Land	10,000	17	9,983	0	0	0	0	0	0	0	0
Site Improvements and Utilities	17,266	0	0	17,266	0	0	4,894	6,372	6,000	0	0
Construction	36,242	0	0	36,242	0	0	12,553	13,689	10,000	0	0
Other	1,190	0	0	1,190	0	0	238	952	0	0	0
Total	74,449	986	13,640	59,823	2,772	1,530	18,508	21,013	16,000	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	74,449	986	13,640	59,823	2,772	1,530	18,508	21,013	16,000	0	0
Total	74,449	986	13,640	59,823	2,772	1,530	18,508	21,013	16,000	0	0

DESCRIPTION

This project will provide for the planning, design and construction of Phase I of a new North County Depot for the Departments of Transportation and General Services. The facility will serve as a staging, operations and maintenance center and will accommodate the planned future growth of the County's transit fleet. Phase I of the new North County facility will accommodate 120 new buses, provide for their maintenance and house the departments' operational and administrative staff. The facility will complement the existing county maintenance facilities at Brookville in Silver Spring and Crabbs Branch Way in Rockville. This project will be designed to allow future expansion of the facility to accommodate 250 new buses and almost 90 pieces of heavy duty vehicles and equipment.

JUSTIFICATION

The County proposes to double transit ridership on the "Ride-On" system by 2020. This will require the addition of a new bus maintenance facility as the existing facilities are nearing their maximum capacity. In addition, a new highway maintenance depot is needed in the fast growing UpCounty area to better serve County residents. The new depot will consolidate the existing operations at the Gaithersburg west and Poolesville depots and provide for future growth.

OTHER

The design of the project will comply with the Department of Transportation, the Department of General Services, and ADA standards.

FISCAL NOTE

Project schedule amended to reflect current implementation plan

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
First Cost Estimate	FY09	59,823
Current Scope		
Last FY's Cost Estimate		74,449
Appropriation Request	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20,553
Expenditures / Encumbrances		6,552
Unencumbered Balance		14,001
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Transportation
Department of General Services
Department of Technology Services
Department of Permitting Services
Washington Suburban Sanitary Commission
PEPCO
Upcounty Regional Services Center
Washington Gas
Allegheny Power
State Highway Administration

Special Capital Projects Legislation [Bill No. 10-06] was adopted by Council May 25, 2006.

MAP

See Map on Next Page

North County Maintenance Depot -- No. 500522

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 21, 2009
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	9,751	989	0	8,782	236	2,998	2,915	1,147	995	491	0
Land	10,000	17	0	9,983	0	9,983	0	0	0	0	0
Site Improvements and Utilities	20,555	0	0	20,555	0	0	10,838	9,403	313	0	0
Construction	43,145	0	0	43,145	0	0	9,806	19,611	13,728	0	0
Other	1,190	0	0	1,190	0	0	0	112	978	100	0
Total	84,641	986	0	83,655	236	12,981	23,560	30,273	16,014	591	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	84,641	986	0	83,655	236	12,981	23,560	30,273	16,014	591	0
Total	84,641	986	0	83,655	236	12,981	23,560	30,273	16,014	591	0

DESCRIPTION

This project will provide for the planning, design and construction of Phase I of a new North County Depot for the Departments of Transportation and General Services. The facility will serve as a staging, operations and maintenance center and will accommodate the planned future growth of the County's transit fleet. Phase I of the new North County facility will accommodate 120 new buses, provide for their maintenance and house the departments' operational and administrative staff. The facility will complement the existing county maintenance facilities at Brookville in Silver Spring and Crabbs Branch Way in Rockville. This project will be designed to allow future expansion of the facility to accommodate 250 new buses and almost 90 pieces of heavy duty vehicles and equipment.

JUSTIFICATION

The County proposes to double transit ridership on the "Ride-On" system by 2020. This will require the addition of a new bus maintenance facility as the existing facilities are nearing their maximum capacity. In addition, a new highway maintenance depot is needed in the fast growing UpCounty area to better serve County residents. The new depot will consolidate the existing operations at the Gaithersburg west and Poolesville depots and provide for future growth.

OTHER

The design of the project will comply with the Department of Transportation, the Department of General Services, and ADA standards.

FISCAL NOTE

Project schedule amended to reflect current implementation plan; however, costs and schedule are uncertain and likely to change

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate	Department of Transportation	
Current Scope	Department of General Services	
Last FY's Cost Estimate	Department of Technology Services	
Appropriation Request	Department of Permitting Services	
Supplemental Appropriation Request	Washington Suburban Sanitary Commission	
Transfer	PEPCO	
Cumulative Appropriation	Upcounty Regional Services Center	
Expenditures / Encumbrances	Washington Gas	
Unencumbered Balance	Allegheny Power	
Partial Closeout Thru	State Highway Administration	
New Partial Closeout	Special Capital Projects Legislation [Bill No. 10-08] was adopted by Council May 25, 2006.	
Total Partial Closeout		

110

Ride On Bus Fleet -- No. 500821

Category
Subcategory
Administering Agency
Planning Area
Service Area

Transportation
Mass Transit
Transportation
Countywide
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

June 23, 2008
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Other	82,301	0	12,742	69,559	19,383	8,238	5,780	7,678	6,086	22,394	0
Total	82,301	0	12,742	69,559	19,383	8,238	5,780	7,678	6,086	22,394	0

FUNDING SCHEDULE (\$000)

Federal Aid	12,701	0	0	12,701	2,201	2,100	2,100	2,100	2,100	2,100	0
Mass Transit Fund	26,969	0	0	26,969	993	3,398	940	2,838	1,246	17,554	0
Short-Term Financing	21,191	0	12,742	8,449	8,449	0	0	0	0	0	0
State Aid	21,440	0	0	21,440	7,740	2,740	2,740	2,740	2,740	2,740	0
Total	82,301	0	12,742	69,559	19,383	8,238	5,780	7,678	6,086	22,394	0

DESCRIPTION

This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan.

JUSTIFICATION

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

The FY08-12 plan calls for the following:

- FY08: 42 full-size diesel
- FY09: 39 full-size hybrid diesel/electric
- FY10: 18 full-size; 12 small
- FY11: 17 full-size
- FY12: 22 full-size
- FY13: 17 full-size
- FY14: 52 full-size; 20 small

FISCAL NOTE

42 buses in FY08 and 17 buses in FY09 to be financed over five years with short-term financing.
Federal and State Aid estimates are based on historical receipts.
Federal funds require a 20 percent County match.
An additional \$5 million in State Aid is assumed in FY09.

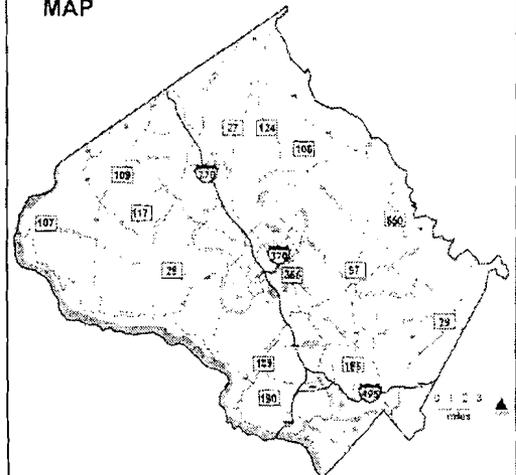
OTHER DISCLOSURES

- 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.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	47,035
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY09	19,383
Appropriation Request Est.	FY10	8,238
Supplemental Appropriation Request		12,742
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION
Department of General Services

MAP



Ride On Bus Fleet -- No. 500821

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2009
No
None
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Other	78,725	0	12,742	65,983	17,395	6,650	5,780	7,678	6,086	22,394	0
Total	78,725	0	12,742	65,983	17,395	6,650	5,780	7,678	6,086	22,394	0

FUNDING SCHEDULE (\$000)

Contributions	475	0	0	475	475	0	0	0	0	0	0
Federal Aid	14,601	0	0	14,601	3,343	2,858	2,100	2,100	2,100	2,100	0
Mass Transit Fund	24,527	0	0	24,527	897	1,052	940	2,838	1,246	17,554	0
Short-Term Financing	22,682	0	12,742	9,940	9,940	0	0	0	0	0	0
State Aid	16,440	0	0	16,440	2,740	2,740	2,740	2,740	2,740	2,740	0
Total	78,725	0	12,742	65,983	17,395	6,650	5,780	7,678	6,086	22,394	0

DESCRIPTION

This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan.

COST CHANGE

Due to reduction of \$5 million in State Aid in FY09, revise plan as follows: delay purchase of 12 small gas buses; purchase four fewer Hybrid buses in FY09; purchase one additional Diesel bus in FY10.

JUSTIFICATION

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

The FY08-14 plan calls for the following:

- FY08: 42 full-size diesel
- FY09: 35 full-size hybrid diesel/electric
- FY10: 19 full-size diesel
- FY11: 18 full-size
- FY12: 22 full-size
- FY13: 17 full-size
- FY14: 52 full-size; 20 small

FISCAL NOTE

- 42 buses in FY08 and 20 buses in FY09 to be financed over five years with short-term financing
- Federal funding higher than budgeted due to receipt of additional grants
- State Aid estimates are based on FY09 grants
- Federal funds require a 20 percent County match
- Contributions of \$475K in FY09 from Traffic Mitigation Agreement

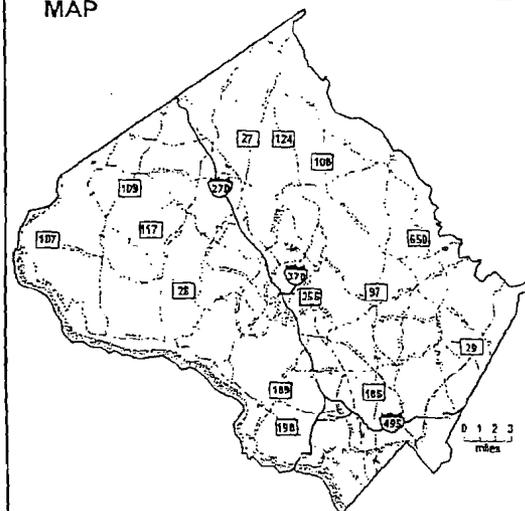
OTHER DISCLOSURES

- 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.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY10	78,725
Current Scope		
Last FY's Cost Estimate		82,301
Appropriation Request	FY10	4,662
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		32,125
Expenditures / Encumbrances		31,091
Unencumbered Balance		1,034
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION
Department of General Services

MAP



Ride On Bus Fleet -- No. 500821

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 28, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Other	84,575	0	12,742	71,833	17,395	12,500	5,780	7,678	6,086	22,394	0
Total	84,575	0	12,742	71,833	17,395	12,500	5,780	7,678	6,086	22,394	0

FUNDING SCHEDULE (\$000)

Contributions	475	0	0	475	475	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	0	0	6,550	0	6,550	0	0	0	0	0
Federal Aid	14,641	0	0	14,641	3,343	2,898	2,100	2,100	2,100	2,100	0
Mass Transit Fund	24,527	0	0	24,527	897	1,052	940	2,838	1,246	17,554	0
Short-Term Financing	22,682	0	12,742	9,940	9,940	0	0	0	0	0	0
State Aid	15,700	0	0	15,700	2,740	2,000	2,740	2,740	2,740	2,740	0
Total	84,575	0	12,742	71,833	17,395	12,500	5,780	7,678	6,086	22,394	0

DESCRIPTION

This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan.

COST CHANGE

Due to reduction of \$5 million in State Aid in FY09, revise plan as follows: delay purchase of 12 small gas buses; purchase four fewer Hybrid buses in FY09; Due to reduction of \$740K in State Aid in FY10, revise plan to purchase 2 fewer Diesel buses in FY10 Federal Stimulus funds of \$6.55M in FY10; purchase 12 full-size Hybrid buses and 1 Diesel bus

JUSTIFICATION

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

The FY08-14 plan calls for the following:

- FY08: 42 full-size diesel
- FY09: 35 full-size hybrid diesel/electric
- FY10: 18 full-size diesel; 12 full-size hybrid
- FY11: 18 full-size
- FY12: 22 full-size
- FY13: 17 full-size
- FY14: 52 full-size; 20 small

FISCAL NOTE

42 buses in FY08 and 20 buses in FY09 to be financed over five years with short-term financing
Federal funding in FY09 and FY10 higher due to receipt of additional grants
State Aid estimates are based on FY09 grants (except for known FY10 reduction)
Federal funds (excluding Federal Stimulus funds) require a 20 percent County match
Contributions of \$475K in FY09 from Traffic Mitigation Agreement

OTHER DISCLOSURES

- 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.
- Expenditures will continue indefinitely.

<p>APPROPRIATION AND EXPENDITURE DATA</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td>FY09</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY10</td> <td>84,575</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>82,301</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY10</td> <td>10,512</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>32,125</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>31,091</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>1,034</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY07</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY08</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY10	84,575	Last FY's Cost Estimate		82,301				Appropriation Request	FY10	10,512	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		32,125	Expenditures / Encumbrances		31,091	Unencumbered Balance		1,034				Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>COORDINATION Department of General Services</p>	<p>MAP</p>
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Current Scope	FY10	84,575																																																
Last FY's Cost Estimate		82,301																																																
Appropriation Request	FY10	10,512																																																
Supplemental Appropriation Request		0																																																
Transfer		0																																																
Cumulative Appropriation		32,125																																																
Expenditures / Encumbrances		31,091																																																
Unencumbered Balance		1,034																																																
Partial Closeout Thru	FY07	0																																																
New Partial Closeout	FY08	0																																																
Total Partial Closeout		0																																																

Sidewalk & Infrastructure Revitalization -- No. 508182

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 16, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,576	0	912	2,664	299	473	473	473	473	473	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	34,167	0	1,296	32,871	3,736	5,827	5,827	5,827	5,827	5,827	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	37,743	0	2,208	35,535	4,035	6,300	6,300	6,300	6,300	6,300	*

FUNDING SCHEDULE (\$000)

Contributions	3,886	0	888	3,000	500	500	500	500	500	500	0
Current Revenue: General	1,322	0	1,322	0	0	0	0	0	0	0	0
G.O. Bonds	32,535	0	0	32,535	3,535	5,800	5,800	5,800	5,800	5,800	0
Total	37,743	0	2,208	35,535	4,035	6,300	6,300	6,300	6,300	6,300	0

DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure ADA compliance.

Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

JUSTIFICATION

Curbs, gutters and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 70 miles of curbs and gutters and 35 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes.

A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2006, "Report of the Infrastructure Maintenance Task Force," identified an annual replacement program level of effort based on a 30 year life for curbs and gutters.

OTHER

The Department of Transportation (DOT) maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

FISCAL NOTE

Replace current revenue with GO Bonds in FY10. Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to \$500,000. Payments for this work are displayed as "Contributions" in the funding schedule.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

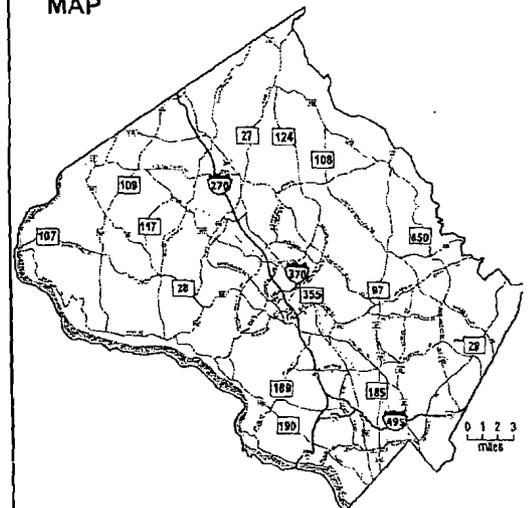
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
First Cost Estimate		
Current Scope	FY10	37,743
Last FY's Cost Estimate		43,421
Appropriation Request	FY10	6,300
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,243
Expenditures / Encumbrances		4,314
Unencumbered Balance		1,929
Partial Closeout Thru	FY07	70,767
New Partial Closeout	FY08	5,678
Total Partial Closeout		76,445

COORDINATION

Washington Suburban Sanitary Commission
Other Utilities
Montgomery County Public Schools
Homeowners
Montgomery County Pedestrian Safety Advisory Committee
Commission on People with Disabilities

MAP



Randolph Road from Rock Creek to Charles Road -- No. 500910

Category	Transportation	Date Last Modified	February 24, 2009
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	298	0	0	298	44	30	224	0	0	0	0
Land	114	0	0	114	114	0	0	0	0	0	0
Site Improvements and Utilities	85	0	0	85	85	0	0	0	0	0	0
Construction	1,649	0	0	1,649	0	0	1,649	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,146	0	0	2,146	243	30	1,873	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,146	0	0	2,146	243	30	1,873	0	0	0	0
Total	2,146	0	0	2,146	243	30	1,873	0	0	0	0

DESCRIPTION

This project provides for design and reconstruction of existing Randolph Road, which is a major east/west arterial road, from Rock Creek to Charles Road for a total length of approximately 1,500 feet. Included in the project limits are three intersections: at Dewey Road, Saint Dunston Lane, and Colin Road. Improvements include increasing the radius of the existing roadway from 260 feet to 535 feet, increasing the length of left turning lanes at Dewey Road, and providing ADA compatible sidewalks, crossings, and ramps.

JUSTIFICATION

Studies conducted by the Traffic Engineering/Operations Division of the Department of Transportation (DOT) indicate that traffic accident rates are significantly higher than state average in this section of Randolph Road. The studies also identified congestion at the intersection of Dewey Road and recommends lengthening the existing left turning lanes. Pedestrian safety improvements at Dewey Road will provide safe crossing of Randolph Road and access to Rock Creek Park.

FISCAL NOTE

Project schedule is amended to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">2,146</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">2,146</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate	FY09	2,146	Current Scope			Last FY's Cost Estimate		2,146	<p>Maryland National Capital Park and Planning Commission Maryland Department of the Environment Department of Permitting Services Facility Planning : Transportation Utility Companies</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY09	(\$000)												
First Cost Estimate	FY09	2,146												
Current Scope														
Last FY's Cost Estimate		2,146												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY10	0	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY10	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">2,146</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">2,145</td> </tr> </table>	Cumulative Appropriation	2,146	Expenditures / Encumbrances	1	Unencumbered Balance	2,145								
Cumulative Appropriation	2,146													
Expenditures / Encumbrances	1													
Unencumbered Balance	2,145													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY08</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>116</p>				
Partial Closeout Thru	FY07	0												
New Partial Closeout	FY08	0												
Total Partial Closeout		0												

Silver Spring Traffic Improvements -- No. 508716

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 18, 2009
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	783	0	435	348	154	40	154	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	306	0	181	125	0	125	0	0	0	0	0
Construction	1,400	0	0	1,400	0	0	1,400	0	0	0	0
Other	56	0	56	0	0	0	0	0	0	0	0
Total	2,545	0	672	1,873	154	165	1,554	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,545	0	672	1,873	154	165	1,554	0	0	0	0
Total	2,545	0	672	1,873	154	165	1,554	0	0	0	0

DESCRIPTION

This project provides for intersection and roadway improvements in Silver Spring, in support of the Silver Spring Central Business District (CBD) Sector Plan, and the Silver Spring Redevelopment project to accommodate the flow of traffic related to development within the CBD. Dale Drive at Colesville Road (US 29) improvement is the last improvement from the study that generated various improvements already in place in and around the CBD. The east leg of Dale Drive currently has a left-turn lane and a combination thru and right turn-lane. The proposed improvement requires an additional lane on the east Dale Drive approach resulting in a left-turn only lane, a thru only lane, and a right-turn only lane. This project also includes signal reconstruction, construction of a retaining wall and concrete sidewalk adjacent to the Toll House Restaurant on the north side of Dale Drive and concrete sidewalks on the west leg of Dale Drive.

COST CHANGE

Cost reduction due to scope change that includes elimination of the land widening on the westside of the intersection.

JUSTIFICATION

The improvement at Dale Drive and Colesville Road (US 29) will result in improved safety and traffic flow.

OTHER

16th Street (MD 390) and East-West Highway (MD 410) - construction complete; utility relocations reimbursed to MSHA.
Dale Drive at Colesville Road (US 29) - construction -FY11.

FISCAL NOTE

Project schedule is amended to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY87	(\$000)
First Cost Estimate	FY10	2,545
Current Scope		
Last FY's Cost Estimate		3,912
Appropriation Request	FY10	1,569
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		976
Expenditures / Encumbrances		124
Unencumbered Balance		852
Partial Closeout Thru	FY07	4,365
New Partial Closeout	FY08	78
Total Partial Closeout		4,443

COORDINATION

Developers
Department of Permitting Services
Facility Planning-Transportation
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Silver Spring Redevelopment Project
Citizen's Advisory Board

MAP

See Map on Next Page

(117)

Historical Activities

This NDA contains a General Fund (\$355,340) and a State (\$25,000) appropriation 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).
- **Historic Preservation Grant Fund:** The Historic Preservation Grant Fund is administered through the Historic Preservation Commission. The Historic Preservation Commission accepts proposals from County historical groups which compete for grant funding for historically significant or educational projects. Currently, historic preservation grant awards are recommended by the Historic Preservation Commission and executed by 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.
- **Maryland Historic Grant:** The Maryland Historic Grant is a matching grant whereby the State of Maryland provides funds for historic preservation, and Montgomery County contributes matching funds totaling 25 percent of the State grant. These grant funds are passed through the County to M-NCPPC, which uses the dollars in its historic activity endeavors.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	380,340	0.0
FY10 CE Recommended	380,340	0.0

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 HOA 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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	337,700	0.0
FY10 CE Recommended	337,700	0.0

Housing Opportunities Commission

The Housing Opportunities Commission is a public corporation established by Maryland law to act 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.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	6,140,640	0.0
Increase Cost: Annualization of FY09 Personnel Costs, not including cost of living adjustment	169,300	0.0
Reduce: Temporary Staff Budget for Housing Resources	-9,100	0.0
Eliminate: Professional Services Budget for Legislative & Public Affairs	-12,500	0.0
Reduce: Parent Resource Center Budget	-25,000	0.0
Reduce: Tenant Services Contracts	-27,000	0.0
Reduce: Resident Counselor Services	-50,000	0.0
Reduce: Youth Services	-50,000	0.0
FY10 CE Recommended	6,136,340	0.0

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.

for all agencies.

One approach used to address retiree health benefits funding is to determine an amount which, if set aside on an annual basis and actively invested through a trust vehicle, will build up over time and provide sufficient funds to pay future retiree health benefits. This amount, known as an Annual Required Contribution or "ARC", was calculated for County agencies last year to be \$240 million or nearly \$190 million more than the previous annual payment for current retirees. Still too large an amount to be set aside all at once in FY08, the County chose a further approach of "ramping up" to the ARC amount over several years, with the amount set aside each year increasing steadily until the full ARC is reached. A total of \$31.9 million for all tax supported agencies was budgeted for this purpose in FY08.

For FY09, the ARC has been recalculated and is now estimated at \$250 million. This amount consists of two pieces – the annual amount the County would usually pay out for health benefits for current retirees (the pay as you go amount), plus the additional amount estimated as needed to fund retirees' future health benefits (the pre-funding portion). The pay as you go amount can be reasonably projected based on known facts about current retirees, and the pre-funding portion is estimated on an actuarial basis. For FY09, a ramp-up period of eight years was assumed, up from the five year phase-in that was planned in FY08. Because of the County's fiscal situation, the Executive recommends level funding in FY10, which allows the County to defer \$26 million in increased trust contributions.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	16,391,930	0.0
FY10 CE Recommended	16,391,930	0.0

Risk Management (General Fund Portion)

This NDA funds the General Fund contribution to the Liability and Property Coverage Self-Insurance Fund. The Self-Insurance Fund, managed by the Division of Risk Management in the Department of Finance, provides comprehensive insurance coverage to contributing agencies. Contribution levels are based on the results of an annual actuarial study. Special and Enterprise Funds, as well as outside agencies and other jurisdictions, contribute to the Self-Insurance Fund directly. A listing of these member agencies and the amounts contributed can be found in the Department of Finance, Risk Management Budget Summary.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	9,809,740	0.0
Increase Cost: Risk Management Adjustment	1,700,990	0.0
FY10 CE Recommended	11,510,730	0.0

Notes: Provides for higher required contribution levels. Many factors are used to calculate annual contribution levels, such as: payroll numbers to derive workers' compensation insurance costs; operating budget and description of operations to derive general liability insurance costs; the number and type of vehicles to derive auto liability and auto physical damage costs; and property value to derive real property insurance costs.

Rockville Parking District

This NDA provides funding towards the redevelopment of the City of Rockville Town Center and the establishment of a parking district. The funding reflects a payment from the County to the City of Rockville for County buildings in the Town Center development and is based on the commercial square footage of County buildings.

Also included are funds to reimburse the City for the cost of library employee parking, library patron parking, and the County's capital cost contribution for the garage facility as agreed in the General Development Agreement.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	377,500	0.0
Enhance: Patron Parking	143,540	0.0
Increase Cost: Employee Parking	3,890	0.0
FY10 CE Recommended	524,930	0.0

State Property Tax Services

This NDA provides for two State reimbursement programs administered by the Department of Finance: the Homeowners Reimbursement and Homestead Property Tax Program.

FY10 Recommended Changes	Expenditures	WYs
FY09 Approved	0	0.0