

Subject: FY20 Operating Budgets, Transportation: General, Mass Transit, and Leaf Vacuum Collection Funds; related FY20 NDAs Budgets; Selected FY19-24 CIP projects—transportation; FY19 supplemental appropriation, Resurfacing: Residential/Rural Roads	
Analyst: Glenn Orlin, Deputy Director	Committee: T&E
Keywords: #FY20operatingbudget, transportation	

EXPECTED ATTENDEES

Al Roshdieh, Director, Department of Transportation (DOT)
 Emil Wolanin, Deputy Director, DOT
 Christopher Conklin, Deputy Director for Transportation Policy, DOT
 Tim Cupples, Chief, Division of Transportation Engineering, DOT
 Richard Dorsey, Chief, Division of Highway Services, DOT
 Dan Hibbert, Chief, Division of Transit Services, DOT
 Fred Lees, Chief, Management Services, DOT
 Michael Paylor, Chief, Division of Transportation Engineering and Operations, DOT
 Brady Goldsmith, Alison Dollar-Sibal, and Deborah Lambert, Budget Analysts, Office of Management and Budget (OMB)

Department of Transportation (excluding Parking Lot District Funds)		
FY20 CE REC:	\$196,720,309	1,220.7 FTE
Increase/Decrease from FY19	+\$7,105,329 (+3.7%)	+30.0FTE (+2.5%)

COMMITTEE RECOMMENDED CHANGES

1. Postpone a decision on the Executive's supplemental appropriation request and CIP amendment for Resurfacing: Residential/Rural Roads until CIP Reconciliation.
2. Do not approve the Executive's request for \$500,000 (Current Revenue) in FY20 in Bus Rapid Transit: System Development for environmental studies for the MD 355 BRT. In the summer the Council will consider whether to proceed with funding for Veirs Mill Road BRT, MD 355 BRT, or both.
3. In Facility Planning-Transportation, do not defer the planning studies for North High Street and Summit Avenue Extended, accelerate the completion of the Clarksburg Transit Center study by one year, defer the start of the Old Columbia Pike study by two years and its completion by one year, and do not accelerate \$30,000 for miscellaneous non-transit studies from FY21 to FY20.
4. Concur with the Executive's recommendation to reduce Street Tree Preservation by \$200,000 in FY20, but increase the funding levels in FY21-24 by \$100,000 each year.
5. Split Bicycle-Pedestrian Priority Area Improvements into five new projects: Fenton Street Cycletrack, Bicycle-Pedestrian Priority Area Improvements – Wheaton CBD, Bicycle-Pedestrian Priority Area Improvements – Veirs Mill/Randolph, Bicycle-Pedestrian Priority Area Improvements – Purple Line, and Bicycle-Pedestrian Priority Area Improvements – General.
6. Approve the FY20 budget for the General Fund, with these additions to the Reconciliation List:
 - i. \$100,000 for pedestrian safety audits.

- ii. \$600,000 (in three tranches of \$200,000) for stump removals.
 - iii. \$175,000 for street tree planting.
 - iv. \$480,000 (in two tranches of \$240,000) for slurry seal resurfacing.
 - v. \$70,000 for maintenance and installation of raised pavement markings.
7. Approve the FY20 budget for the Mass Transit Fund, with these additions to the Reconciliation List:
- i. Restore proposed Ride On service cuts, in the following four tranches: (1) \$603,938 for Routes 49, 55, 57, and 64; (2) \$657,960 for Route 59, including one replacement bus; (3) \$655,245 for Route 26, including one replacement bus; and (4) \$661,153 for Route 38, including one replacement bus.
 - ii. Substitute five electric buses for diesel bus, in two tranches: (1) \$1,033,500 for three electric buses; and (2) \$689,000 for two electric buses.
 - iii. Expand hours for Kids Ride Free, in two tranches: (1) \$712,711 to expand to 6:00 am to 8 pm, all days; and (2) \$298,059 to further expand to all bus service hours.
 - iv. Restore \$500,000 for the FareShare Program, in two tranches of \$250,000.
8. Do not approve the Executive's proposed \$5 million increase in the Snow Removal and Storm Cleanup NDA, but to add the \$5 million to the Reconciliation List, in two tranches of \$2.5 million.

OTHER ISSUES

During the rest of 2019, the T&E Committee wishes to review financing solutions for the White Flint Special Taxing District and the scope of the bus stop improvements program.

This report contains:

Full Staff Report to the Council

Attachments to Full Staff Report to the Council

Page 1-15

© 1-93

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MEMORANDUM

May 3, 2019

TO: County Council

FROM: ^{GO} Glenn Orlin, Deputy Director

SUBJECT: FY19-24 Capital Improvements Program (CIP): amendments
FY20 Operating Budget: Department of Transportation (DOT), Vacuum Leaf Collection Fund, General Fund, and Mass Transit Fund; Homeowners' Association Road Maintenance Reimbursement NDA; Rockville Parking District NDA; Vision Zero NDA, and Snow Removal and Storm Cleanup NDA
Supplemental Appropriation to the FY19 Capital Budget, Montgomery County Government: Resurfacing: Residential/Rural Roads - \$3,885,000

PURPOSE: Develop recommendations on CIP amendments and on the above portions of the FY20 Operating Budget¹

I. FY19-24 CIP: transportation amendments (except Parking Lot Districts)

1. Resurfacing: Residential/Rural Roads (©1-4). In January the Executive recommended accelerating \$1 million from FY22 to FY19—for which he requested a supplemental appropriation—and accelerating \$400,000 in FY23 and \$1 million from FY24 to FY20. The six-year total would be unchanged. The Council held a public hearing on the supplemental appropriation on February 12. The Executive is now recommending amending this recommendation to add another \$2,885,000 in FY19, utilizing the balance of the FY19 General Obligation set aside.

Over the years the Council has significantly increased the resources for residential street resurfacing, patching, and rehabilitation, but the annual funding levels remain an order of magnitude smaller than what is optimal. In nearly every year recently the Council has augmented the funding for residential street resurfacing by accelerating funds into the first year of a CIP when the CIP is reconciled in May, if there is fiscal space to do so. This is one of the few local government programs that can spend capital resources quickly, once they are approved.

When the Council reviewed the original request this winter, it decided to postpone action on the supplemental appropriation and CIP amendment until CIP Reconciliation in May. The same rationale holds true for this larger amended request. At the Council's CIP Reconciliation it will be known how much funding can be accelerated, which may be less, the same, or more than the Executive's current

¹ Key words: #FY20budget, plus search terms transportation, snow, transit.

recommendation. In any event, whatever funds are accelerated would be spent later this spring, so there is no need to act on this updated request now.

T&E Committee (and Council staff) recommendation (3-0): Confirm the earlier decision not to approve this supplemental appropriation and CIP amendment until after CIP Reconciliation.

2. Bus Rapid Transit: System Development (©5-6). The Executive is recommending \$500,000 more in Current Revenue to initiate an environmental study for the MD 355 Bus Rapid Transit (BRT) corridor. In his March 15 transmittal he notes that:

By Summer 2019, the Department of Transportation will have a Recommended Alternative for BRT on MD 355. The next stage to advancing the project will be to commence environmental work, either under the Federal or State environmental law, depending on the source of funding expected to implement the project.

In its CIP worksession this past winter, Councilmember Riemer recommended accelerating the Veirs Mill Road BRT project by three years, from FY23 to FY20. At the urging of DOT, the Committee agreed to postpone a decision on this acceleration until this summer, when it would be able to review both it and the DOT's recommended alternative for the MD 355 BRT. At that time the Council might chose to proceed first with the recommended alternative for the Veirs Mill Road BRT (Alternative 2.5), the MD 355 BRT, or, if funding were available, both simultaneously. Until then, approving the Executive's requested \$500,000 for the MD 355 BRT study is premature.

T&E Committee (and Council staff) recommendation (3-0): Do not include the \$500,000 in the CIP now. When the two BRT routes are reviewed this summer, Council staff will prepare draft CIP amendments for each BRT route for the Council to choose from.

3. Facility Planning-Transportation (©7-8). Potential transportation projects are evaluated under this program. During Phase I of facility planning alternatives are identified and broadly analyzed for their relative benefits and impacts; the result is usually a single alternative retained for detailed study. During Phase II of facility planning the selected alternative is further defined to the point where all the significant benefits and impacts are known, and there is a reliable cost estimate. At the end of Phase II the project is likely to be brought before the Council for its consideration for design and construction funding in the CIP. Facility planning work is funded with forms of current revenue (i.e., cash, not bond proceeds) since there is no guarantee that completion of facility planning will result in a project that is built.

North High Street. The Executive has recommended deferring two facility planning studies (©7-8). Although not explicitly stated, the delays are likely being recommended to create some additional current revenue "space" in FY20 to help fund the FY20 Operating Budget. One project study he recommends deferring is for the extension of North High Street in Olney by one year, shifting \$150,000 from FY20 to FY21. This would be a very short project—literally, about 150 feet—from the west end of North High Street to Morningwood Drive. The Greater Olney Citizens Association (GOCA) requested this funding two years ago to help improve circulation to and from the Town Center, and it is not in favor of deferring the study (©8A). **T&E Committee (and Council staff) recommendation (3-0): Do not delay this study.**

Summit Avenue Extended. The Executive also recommends delaying much of Phase II of facility planning for Summit Avenue Extended in Kensington. First identified as a need in the 2012 Kensington Sector Plan, this extension would divert traffic away from the Connecticut Avenue intersections with Plyers Mill Road and with Knowles Avenue, both of which are exceedingly congested during peak periods. The road is also central to the Town's plans for the redevelopment of the northwest portion of its business district. Phase I of facility planning has been completed, and last fall the T&E Committee reviewed the alternatives and recommended a particular alternative to carry forward into Phase II (©9). Phase II is underway, but the Executive recommends stopping the study in early FY20 and not picking it up again until late in FY23, a three-year delay. Both the Mayor of Kensington and Councilmember Friedson have written in opposition to the proposed delay (©10-12). **T&E Committee (and Council staff) recommendation (3-0): Do not delay this study either.** This project is needed sooner than later. Furthermore, stopping the study in midstream would disrupt the study's continuity.

Understanding the need to limit the use of cash in Facility Planning-Transportation, Council staff recommends these further changes:

- Clarksburg Transit Center.* Currently Phase I facility planning is programmed for \$65,000 in FY21 and \$130,000 in FY23. (Phase II is programmed at \$130,000 in FY24 and \$260,000 in FY25.) It is unrealistic for any phase of facility planning to have a gap year.
Council staff recommendation: Defer the \$65,000 in FY21 to FY22. This would not affect the completion year for facility planning, which would still be FY25.
T&E Committee recommendation (3-0): Accelerate funding to complete planning in FY24.
- Old Columbia Pike.* This is facility planning for the master-planned widening of Old Columbia Pike between Stewart Lane in White Oak and Cherry Hill Road in Fairland, including the construction of a new bridge over Paint Branch. Currently the study is spread out over six years: 2½ years for Phase I (FY20 through mid-FY22) and 3½ years for Phase II (mid-FY22 through FY25). The main purpose for the project is to provide a means to carry local traffic between the built-out Viva White Oak and the White Oak Shopping Center area without having to mix with the more regional traffic on US 29. However, since this facility planning funding schedule was established, the first phase of Viva White Oak has progressed more slowly, which means that the balance of the development is also lagging.
T&E Committee (and Council staff) recommendation (3-0): Compress the schedule from 6 years to 5 (2 years for Phase I, 3 years for Phase II), starting Phase I in FY22 and completing Phase II in FY26.
- Non-transit miscellaneous studies.* The program sets aside a small amount of funds each year for miscellaneous studies. There is an amount for transit studies and non-transit studies. The Approved CIP has \$65,000 annually set aside for miscellaneous non-transit studies. The Executive is recommending accelerating \$30,000 from the FY21 set-aside to FY20.
T&E Committee (and Council staff) recommendation (3-0): Do not accelerate \$30,000; retain the annual level of \$65,000.

The net result of these five recommendations, compared to the Executive's recommendations, are shown below (in \$000) and on ©13-14. The FY20 level would be \$100,000 higher than the Executive, but most of the later years would be lower

	Total	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
North High Street	0	0	0	+150	-150	0	0	0	0
Summit Avenue Extended	0	0	0	+145	+480	0	-145	-480	0
Clarksburg Transit Center	0	+260	0	0	0	+130	0	+130	-260
Old Columbia Pike	0	-590	0	-165	-495	0	-65	+135	+590
Non-transit misc. studies	0	0	0	-30	+30	0	0	0	0
Total	0	-330	0	+100	-135	+130	-210	-215	+330

4. Street Tree Preservation (©15-16). This is the program that conducts proactive neighborhood-by-neighborhood block tree pruning to extend the life of street trees. The program has been funded at an annual level of \$3 million for the past decade: \$18 million over the course of a six-year CIP. It is funded with Current Revenue. As part of the FY19 Savings Plan approved earlier this year, the Council reduced the planned spending in this program by \$200,000 in FY19, but increased the funds programmed in FY23 and FY24 by \$100,000 each, to \$3.1 million each of these two years. The Executive is now recommending reducing the FY20 spending by \$200,000 as well, and he also recommends returning the funding in FYs23-24 to the \$3 million level. Therefore, he is recommending a reduction of \$400,000 during the FY20-24 period.

The \$3 million annual amount traditionally programmed is only a fraction of the need, which was estimated in the last *Infrastructure Maintenance Task Force Report* (2016) as \$7 million/year. In addition, the \$3 million level has not kept up with inflation; DOT estimates that the annual amount needed now simply to perform the same level of work as a decade ago is \$3.3 million.

T&E Committee (and Council staff) recommendation (3-0): Concur with the \$200,000 reduction in FY20 to help achieve savings for the operating budget but increase the funding in FYs21-24 to \$3.1 million annually (©17-18). This would retain the \$18 million funding level over the six years of the CIP, and it would initiate a slightly higher spending pattern for this important infrastructure maintenance program starting in FY21. In the FY21-26 CIP the Council should attempt to ratchet this program even higher, at least to the \$3.3 million annual level, or higher if possible.

5. Bus Stop Improvements (©19). The Executive is recommending an amendment to reflect a production delay of \$523,000 of work from FY18 to FY20 (\$123,000) and FY21 (\$400,000). There is no change to the scope or overall cost of the program. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.**

6. Intelligent Transit System (©20). The Executive is reflecting that the replacement of the Computer Aided Dispatch/Automated Vehicle Locator (CAD/AVL) will occur in FYs19-21 rather than FY18, as was assumed in the Approved CIP last year. There is no change to the scope or overall cost of the program. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.**

7. White Flint projects. The Executive recommends deferrals in three projects. In White Flint West Workaround (©21-22), the land acquisition for the Executive Boulevard/Old Georgetown Road/Hoya Street (Towne Road) intersection has been delayed one year (from FYs17-18 to FYs18-19), and the construction period has also been delayed one year (from FYs18-21 to FYs19-22). The improvements to Hoya Street (Towne Road) was to occur in FYs19-20, but the schedule now has its duration stretched out over four years: FYs19-22. In White Flint District West: Transportation (©23-24), the start of design for the reconstruction of Rockville Pike as an urban boulevard would be postponed from FY23 to sometime beyond the six-year CIP period. In White Flint Traffic Analysis and Mitigation

(©25-26), site specific studies of access restrictions to mitigate cut-through traffic have been deferred to FYs21-22.

A major concern about the White Flint Taxing District is that it is not generating close to enough revenue to fund these projects, as well as the White Flint District East: Transportation project for which funding has already been deferred to beyond FY24. Of the \$21.2 million that has been spent on these projects through March 2019, only about \$11.8 million is from tax district revenue: the General Fund has had to advance about \$9.4 million. With heavy expenditures on the White Flint West Workaround programmed in FY20, the General Fund advance will likely exceed \$20 million by the end of next year. The Executive Branch is aware of this problem and will be working on a comprehensive funding approach that will undoubtedly involve White Flint stakeholders and others. This should be resolved prior to the development of the FY21-26 CIP.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive's recommendations for these three projects. The text in the White Flint District West: Transportation PDF should be revised to note that the Rockville Pike design will not begin until after FY24.

8. Brighton Dam Road Bridge (©27-28). A recent Federal inspection of this bridge identified additional structural issues that need to be addressed, costing \$390,000. The cost increase will be divided equally among Howard County, WSSC, and Montgomery County. The project's completion has been delayed one year, to FY22. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.**

9. Funding switches. The Executive recommends funding switches in the Capital Crescent Trail (©29-30), Intersection and Spot Improvements (©31), and MCG Reconciliation (©32) projects to reconcile his proposed spending with available funds. None of these changes would affect the scope or timing of work. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.**

Furthermore, a text change is needed in Intersection and Spot Improvements. Its list of subprojects should include the intersection of Bradley Boulevard and Wilson Lane. Last year the Council moved the funds for this improvement to this PDF from Bradley Boulevard Improvements.

10. Bicycle-Pedestrian Priority Area Improvements. During its winter worksession the Committee concurred with Councilmember Riemer's proposal to increase funding for this program by \$1.5 million in FY20. Subsequently, Mr. Riemer proposes splitting the program into four new projects: Fenton Street Cycletrack, Bicycle-Pedestrian Priority Area Improvements – Wheaton CBD, Bicycle-Pedestrian Priority Area Improvements – Veirs Mill/Randolph, and the balance of the program in Bicycle-Pedestrian Priority Area Improvements – General.

T&E Committee and (Council staff) recommendation (3-0): Split the program into five projects: Fenton Street Cycletrack (©33), Bicycle-Pedestrian Priority Area Improvements – Wheaton CBD (©34), Bicycle-Pedestrian Priority Area Improvements – Veirs Mill/Randolph, (©35), Bicycle-Pedestrian Priority Area Improvements – Purple Line (©36) and the balance of the program in Bicycle-Pedestrian Priority Area Improvements – General (©37A-37B).

11. Ride On Bus Fleet. The review of this amendment can be found in the discussion of the Mass Transit Fund later in this staff report.

II. Overview of Operating Budget for Transportation

DOT's Recommended FY20 budget is \$225,009,601, a 3.5% increase from FY19:

	<i>FY18 Actual</i>	<i>FY19 Approved</i>	<i>FY20 Recom.</i>	<i>% Change FY19-20</i>
<i>Expenditures by fund</i>				
General Fund	\$62,189,308	\$45,814,082	\$46,220,798	+0.9%
Leaf Collection Fund	\$6,258,229	\$6,204,721	\$6,538,664	+5.4%
Mass Transit Fund	\$132,956,631	\$137,596,177	\$143,960,847	+4.6%
Parking District Funds	\$25,741,439	\$27,829,266	\$28,289,292	+1.7%
<i>FTEs</i>	<i>1,206.20</i>	<i>1,208.20</i>	<i>1,234.70</i>	<i>+2.2%</i>

The final expenditures in both FY19 and FY20 will be higher, however, because the General Fund budgets in those years do not yet include funds from snow removal and storm clearance supplemental appropriations.

III. 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 ©38-51.

A. Vacuum Leaf Collection Fund

This fund pays for two vacuum leaf collections during the late fall/early winter each year. The Executive's recommended budget of \$6,538,664 reflects an increase of 333,943 (+5.4%). There are no proposed changes to the current 31.03 workyears allocated to this function. The Executive is recommending a \$5.23 increase to the fee for single-family units (currently, \$102.93/unit) and an increase of \$0.18 for multi-family units (currently, \$4.08/unit). These proposed charges are the subject of a public hearing on April 23. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.**

B. General Fund

1. Overview. The Operating Budget approved last May for FY19 for the transportation programs in the General Fund was \$45,814,082. For FY20, the Executive recommends total expenditures of \$46,220,798 for the transportation programs in the General Fund, a \$406,716 (0.9%) increase from the FY19 Budget. He recommends 458 full-time and 8 part-time positions, which translate to 286.80 full-time equivalents (FTEs). The estimated lapse in FY20 is \$1,768,189, slightly higher than the FY19 estimate of \$1,702,634.

The Executive's recommended changes are on ©48. He is recommending no new major initiatives for FY20. Other than compensation-related changes, the reductions with service implications are to the

stump removal and street tree planting programs, discussed below. The Committee should decide whether any (or any part) of the following items should go on the Reconciliation List:

2. *Stump removal program.* The Council budgeted \$696,000 in FY18 for removal of stumps in the public right-of-way, but it was reduced to \$279,000 in FY19. The Savings Plan approved earlier this year reduced that amount by half, to \$134,500. The Executive is recommending a budget of \$200,000 for FY20. The cost to remove a stump varies widely according to its size, but the average cost is \$475. The price includes grinding the stump, taking away the chips generated from the grinding, backfilling with top soil, seeding the area, and applying straw to prevent erosion.

As of the beginning of April, the queue of stumps to be removed is 7,635. At \$200,000 annually, it will take more than 18 years to address the backlog, not including inflation and the fact that more stumps will be added to the queue. Stump removals address a nuisance, and so they fall short of needs that are related to public safety, providing alternative transportation, and other important objectives in the budget. Nevertheless, no element of the County's maintenance responsibilities should fall this far behind.

T&E Committee (and Council staff) recommendation (3-0): Add \$600,000 to the Reconciliation List, in three \$200,000 tranches. What may help mitigate the backlog slightly is that the Department of Permitting Services is currently waiving the required fee for a permit if a resident wishes to remove a stump from in front of his or her home.

3. *Street tree planting program.* The Council budgeted \$775,000 in FY19 for street tree planting. The Executive is recommending a budget of \$600,000 for FY20, a reduction of \$175,000 (-23%). The average cost of planting a street tree is \$370, so the proposed budget would plant 473 fewer trees.

T&E Committee (and Council staff) recommendation (3-0): Add \$175,000 to the Reconciliation List to keep the tree planting program at the FY19 level.

4. *Residential resurfacing.* Most of the resurfacing budget is in the CIP. However, funding for the application of slurry seal—an emulsion that coats the road surface to mitigate water damage that would lead to more substantial resurfacing work—is in the operating budget. The Executive is recommending no increase to the budget in FY20: \$2,614,410. The cost per lane-mile of applying slurry seal has increased about 18.5%, however.

T&E Committee (and Council staff) recommendation (3-0): Add \$480,000 to the Reconciliation List, in two \$240,000 tranches. Adding the full \$480,000 would allow for slurry seal to be applied to the same 37 lane-miles as in FY19.

5. *Raised pavement marking (RPM) program.* RPMs supplement painted lane markings to provide increased positive guidance to motorists during nighttime and wet pavement conditions. They are effective in reducing traffic accidents, especially at night and in wet weather. RPMs project very slightly above the road surface and are not covered with water when the road surface is wet. The State Highway Administration estimates that RPMs reduce accidents at night by 20% and during wet nights by 25%.

There are over 400 lane-miles of RPMs already installed. They need to be maintained or replaced every 3-4 years, which involves either replacing the plastic reflectors if the cast iron housings are still in good condition or replacing the whole unit if it is missing or damaged. While less expensive than new installations, maintenance is not inexpensive because the work is done in active traffic. In addition, DOT has a backlog of 10 lane-miles of roadway that need RPMs. The cost of new RPM installations is \$2,000 per lane mile.

T&E Committee (and Council staff) recommendation (3-0): Add \$20,000 to the Reconciliation List to eliminate the backlog of new installations, and another \$50,000 for maintenance or replacement of existing RPMs.

6. Traffic studies. Over the years the Council has paid close attention to the backlog of traffic study requests. The chart on ©52 shows that the current backlog (as of April 19) is 122. This is well below the backlog reported last April, which was 210.

7. GET-IN Program. The Government Employees Transit Incentive (GET-IN) Program provides a fare subsidy to County employees who forego their parking privileges in County garages and lots. The subsidy is available for Metrorail, Metrobus, and MARC.² When the program began in 1985, the monthly subsidy was \$15. In the next few years it was raised to \$20 and then \$35, where it has remained for more than two decades. The MCGEO Agreement would raise the monthly subsidy to \$75.

There are currently 77 participants. Executive staff has estimated that utilization would increase to 100 participants. The estimated cost difference between 77 participants at \$35 per month and 100 participants at \$75 per month is \$57,660. These funds are included in the Executive's recommended FY20 budget for DOT's General Fund.

8. Pedestrian safety audits. Councilmember Rice recommends adding \$100,000 to the Reconciliation List to increase the number of pedestrian safety audits and to implement those recommendations from the audits normally funded from the Operating Budget (©52A). **T&E Committee (and Council staff) recommendation (3-0): Add \$100,000 to the Reconciliation List for pedestrian safety audits and implementation.**

IV. Mass Transit Fund

1. Overview. The Executive's recommendations for the Mass Transit Fund are attached on ©53-60. The Executive recommends total expenditures of \$143,960,847 for the Mass Transit Fund, a \$6,364,670 (4.6%) increase from the FY19 approved budget. Operating Budget workyears would increase by 26.5 FTEs, to 902.87 FTEs, a 3.0% increase. The estimated lapse in FY20 is \$338,554, lower than the FY19 estimate of \$538,462.

2. Ride On and Ride On Bus Fleet.

a. FLASH. Other than compensation increases, the largest single addition to the Ride On budget would be the cost of initiating the FLASH service on US 29 between Burtonsville and Silver Spring. This

² Initially the benefit applied to Ride On, as well. Subsequently the County created the C-Pass, which allows all County employees to use Ride On free of charge.

service, planned to begin in early May 2020, will cost \$1,677,368 for the last two months of FY20. It will replace the interim Route 129 service; during that period its discontinuation will save \$189,628. Thus, the net cost in FY20 is \$1,487,780. DOT plans to operate FLASH as a free service for the first two months, so there will be no fare revenue in FY20. For the first full year of operation in FY21, the estimated cost is \$5,746,877, offset by estimated fare revenue of \$2,140,811—a 37.3% cost recovery, more than double the Ride On system average cost recovery of 18.4%—and bus and shelter advertising revenue of \$250,000.

b. Route frequency. The Executive is recommending reducing the frequency of service on seven Ride On routes, starting in September 2019:

- Route 26 (see route map on ©61): from 15 to 20 minutes
- Route 38 (©62): from 20/25 to 30 minutes
- Route 49 (©63): from 15 to 20 minutes during morning peak periods
- Route 55 (©64): from 15 to 20 minutes during midday
- Route 57 (©65): from 15 to 20 minutes during morning peak period, and from 20 to 25 minutes during midday
- Route 59 (©66): from 15 to 20 minutes during peak periods
- Route 64 (©67): from 25 to 30 minutes

Three of these reductions would require one fewer bus each, so the replacement buses funded under the Ride On Bus Fleet project could be reduced by three. The chart on ©68 describes the anticipated savings (and slightly offsetting fare revenue losses) from these reductions, including the bus acquisition savings.

The Executive had recommended reductions in some of these same routes as part of his proposed FY19 Savings Plan. As before, all of these reductions would be on some of Ride On's best performing routes. The "FY19 Ride On Route Profile" on ©69-71 lists displays—in descending order—the effectiveness of current Ride On routes on weekdays, Saturdays and Sundays; all seven of the routes proposed for reduction (annotated with → and ←) are among the top half most efficient, and four of them are in the top ten among weekday routes. The estimated net savings from these reductions is \$1,003,297 in the Operating Budget and \$1,575,000 in Current Revenue in the Ride On Bus Fleet project, a total net savings of \$2,578,297.

T&E Committee (and Council staff) recommendation (3-0): Add to the Reconciliation List the retention of this service, in four tranches. The second through fourth tranches are ranked in descending order of efficiency:³

- 1. \$603,938 for Routes 49, 55, 57, and 64.**
- 2. \$657,960 for Route 59, including \$525,000 for a replacement bus.**
- 3. \$655,245 for Route 26, including \$525,000 for a replacement bus.**
- 4. \$661,153 for Route 38, including \$525,000 for a replacement bus.**

³ Typically, additions to the CIP over the Executive's recommendations are expressed as direct adds to the draft CIP, and then they may be reduced or delayed as part of CIP Reconciliation. However, in this case, since the bus replacements are directly tied to whether the Council wishes to include funds to retain a service, these bus replacement costs will be included with the associated Operating Budget Reconciliation List item.

c. *CNG and electric bus acquisitions.* The Executive's proposed amendment for Ride On Bus Fleet reflects the reduction of bus replacements by two: three less for the service reductions noted above, but one more compressed natural gas (CNG) bus to replace another that was totaled (©71A). Insurance proceeds cover part of the cost of the CNG bus replacement.

Among the 31 buses proposed for replacement, 10 are electric buses funded partially by a federal grant. The remaining acquisitions would be for 18 large diesel buses, 2 small diesel buses, and the aforementioned CNG bus. Councilmember Riemer recommends substituting 5 of the 18 large diesel buses with electric buses (©72). The cost of an electric bus is \$869,500 (including a charging station for each), so the cost differential with a diesel bus is \$344,500. All the electric buses would be housed at the Brookeville Depot in Silver Spring, since that is where sufficient electric power supply is available. *Council staff recommendation: Consider adding to the draft CIP up to five electric replacement buses as a substitute for large diesel buses.*

T&E Committee recommendation (3-0): Add to the draft CIP five electric replacement buses as a substitute for large diesel buses, in two tranches: (1) \$1,033,500 for three buses; and (2) \$689,000 for two buses.

d. *Microtransit pilot.* Last year the Council approved the Executive's request to initiate a pilot bus service on Route 52 between Olney and Rockville, currently one of the worst performing routes in the system, carrying only 6.4 riders/hour. DOT explained that this new program would change Route 52 to allow for deviations to alternate pickup locations as needed. This new service would have shifted from the 30'-long clean diesel buses to 7 smaller minibuses, and it would have broadened the service area within Olney's neighborhoods, including Olney Mill, Longwood and Brookeville. A new microbus service, Route 302, would have operated every 10 minutes during the AM and PM peak periods on weekdays, with direct connections to Rockville and the Metrorail station there.

Over the past year DOT has had second thoughts about using this route for a pilot. Given its length (12 miles) route deviations might have caused a strain to keep the buses on schedule. DOT is now planning pilots in two other areas: Wheaton/Glenmont and Rockville (©73). Unlike the aborted plan for Route 52, these services would be totally demand-responsive. The Wheaton/Glenmont service will be a weekday peak period service provided by two of the minibuses. The Rockville service will be a weekday midday service (9:30 am-to-3:00 pm) provided by one minibus. One minibus will be held as a spare. (The other 3 minibuses will operate on the Route 52.) With the start of the new minibus routes, customers will be able to use a new app to flag or call the next available bus to alternate pickup locations. These pilots will begin at the end of June.

If successful, the pilot might be extended to other areas with poorly performing routes, especially Route 301 between Tobytown and Rockville, which carries only 4.2 riders/hour on weekdays, 1.8 riders/hour on Saturdays and 1.1 riders/hour on Sundays. The routes could still begin in Tobytown and end in Rockville but operate as a totally demand-responsive route for points in between.

e. *Farebox parts.* The Division of Transit Services (DTS) has been experiencing increasing issues with malfunctioning fareboxes over the years. An interim solution has been to salvage parts from fareboxes from retired buses, but that supply is dwindling, and once the component fails it can no longer be repaired. The fareboxes' Kontron board parts are no longer being produced or supported and DTS has

been working with WMATA and the vendor (Cubic) on a solution to keep the fareboxes operational to collect cash and accept SmarTrip cards. The cost to remediate all fareboxes is \$2 million. Based on funding availability and its spare reserves, DTS is planning for a three-year replacement program for the Kontron boards and other peripherals to continue functionality. The \$300,000 request is for the first year of this replacement program.

3. Kids Ride Free. Elementary and secondary school students who are Montgomery County residents may ride any Ride On bus and most Metrobus routes⁴ within the county without paying a fare between 2:00 until 8:00 pm weekdays. The student must show the bus operator either a Youth Cruiser SmarTrip card or a valid school ID. When the program was established in FY07 the “free” hours were 2:00-7:00 pm weekdays; they were extended to 8:00 pm weekdays starting in FY15.

There are two elements to the cost of Kids Ride Free. One is the foregone revenue to Ride On due to students who are using Ride On already but under the program are riding for free. The other is a reimbursement to WMATA for its foregone revenue on Metrobuses. Based on actual counts of students currently using the program, the Executive is recommending budgeting an additional \$93,030 for the WMATA reimbursement (as well as an additional \$41,545 reimbursement for Seniors Ride Free).

Councilmember Glass recommends expanding the program to all bus service hours (©74), and some students testified or corresponded advocating the same. DOT has estimated the added net cost and ridership for several options of expanding the hours of Kids Ride Free (©75). The net cost of expanding the program to all hours (effective July 2019) is \$1,010,770.

Council staff recommendation: Consider adding funds to the Reconciliation List in three tranches, each tranche representing an incrementally larger expansion of hours:

- *Tranche 1: expand to 6:00 am to 8:00 pm weekdays: \$528,660.*
- *Tranche 2: further expand to 6:00 am to 8:00 pm weekdays and weekends: \$184,051.*
- *Tranche 3: further expand to all bus service hours: \$298,059.*

T&E Committee recommendation (3-0): Add funds to the Reconciliation List in two tranches:

- **Tranche 1: further expand to 6:00 am to 8:00 pm weekdays and weekends: \$712,711.**
- **Tranche 2: further expand to all bus service hours: \$298,059.**

4. FareShare Program. For FY19 the Council had budgeted \$500,000 for this program that helps buy down transit fares for employees if there is an equal contribution by their employers. This is one of the primary tools that DOT’s Commuter Services section has in its toolkit to incentivize transit use. However, by early in 2019 only \$350,000 had been claimed, so the Executive proposed—and the Council concurred—to eliminate the \$150,000 balance as part of the FY19 Savings Plan.

The Executive is recommending defunding the program for FY20. Councilmember Friedson recommends against eliminating funds for the program (©76).

⁴ Metrobus Routes C2, C4, C8, D5, F4, J1, J2, J3, J4, K6, K9, L8, Q2, Q4, Q6, T2, Y2, Y7, Y8, Z2, Z6, Z7, Z8, and Z11.

T&E Committee (and Council staff) recommendation (3-0): Add \$500,000 to the Reconciliation List to retain FY19 level funding for FareShare, in two tranches of \$250,000 each.

5. *Call-'n'-Ride.* The Call-'n'-Ride Program provides subsidized taxi service for low-income seniors (age 65 or older) and low-income persons with disabilities (age 18 or older). The subsidy levels were last adjusted five years ago. A participant may purchase \$60 or \$120 in taxi vouchers each month at a heavily subsidized rate. The subsidies for one-person households in the FY19 budget were as follows:

- A person earning less than \$15,857 would pay \$5.25 for \$60 of rides (91.3% subsidy).
- A person earning \$15,857-\$21,403 would pay \$10 for \$60 of rides (83.3% subsidy).
- A person earning \$21,404-\$26,951 would pay \$20 for \$60 of rides (66.7% subsidy).
- A person earning \$26,952-\$32,499 would pay \$30 for \$60 of rides (50.0% subsidy).

A table showing both the income ranges for households up to six persons is on ©77. A breakdown of participants by subsidy level is on ©78. There are currently 5,180 participants, 83.9% of whom fall in the lowest income category.

The County has received a \$554,430 Enhanced Mobility Program grant from the Council of Governments that DOT is using to further halve the cost for the lowest income category. Therefore, as of this March, those in this category may purchase \$120 of taxi vouchers monthly for \$5.25, a 95.6% subsidy. This deeper discount will be in effect until January 31, 2021. Customers have been notified that the deeper discount is only guaranteed until then.

6. *Transportation Services Improvement Fund (TSIF).* The money in this fund is collected from ride-hailing services Uber and Lyft. Its primary purpose is to offset the additional costs associated with providing accessible transportation and providing incentives to improve or expand transportation options for eligible senior citizens and persons of limited income.

Last spring a decision was made by the Council to use money collected in the TSIF to supplant monies in the Mass Transit Fund to help pay for the Call-n-Ride and Seniors Ride Free programs. This included all money collected in the TSIF through FY18 (approximately \$2.9 million) as well as projected receipts in FY19 (approximately \$1.3 million) minus what had been committed to taxi owners and operators up to that point (approximately \$60,000), the total equaling about \$4.14 million. Since then there has been a steady increase in the quarterly deposits into the TSIF such that through the end of FY19 revenue will exceed \$5 million. This resulted in several actions/findings:

- The Council decided to take action so that the TSIF could only supplement not supplant existing funding.
- The current Executive Regulation ER 1-17 governing the disbursement of the TSIF was not resulting in more wheelchair-accessible vehicles (WAVs) on the road in the taxi fleets. Only about 30 WAVs are participating in the program and approximately \$600,000 has been disbursed or obligated.
- Proposed ER 11-19 (©79-90) was advertised in the February Register and proposes multiple changes to the program to further incentivize the purchase and operation of WAVs which will hopefully significantly increase participation.

- This draft ER 11-19 will be revised to address comments received and will be forwarded to Council in the next few weeks along with a request to appropriate unobligated funds in the TSIF to pay owners and drivers to purchase and operate WAVs.

V. Homeowners Association Road Maintenance Reimbursement NDA

The Executive's recommendation for this nondepartmental account is \$62,089 which is for the State reimbursement program for private roads; this is the same as the FY19 budget. He recommends no funding for the program to partially reimburse the Homeowners Associations (HOA) from County resources (©91).

The "State" program reimburses HOAs for roads eligible to be counted for State Highway User Revenue; the funds associated with these roads are sent to the County and then passed through to the HOAs. Most of the 50-odd miles of eligible roads under this program are in Montgomery Village, but there are a few miles in Olney and Germantown as well.

The "County" program is supposed to reimburse HOAs for eligible roads at roughly the cost that the County spends to maintain its own roads, subject to the availability of appropriations. However, for two decades the Council limited the reimbursement to around \$1,000 per eligible mile, a fraction of the cost of maintaining a County road. For the FY10 budget, the Council reduced the appropriation to only about \$250 per eligible mile, and for FY11 through FY19 the Council suspended funding for this program altogether. The Executive recommends extending this suspension through FY20. Therefore, this would be the tenth consecutive year with no funding for the "County" program.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive, for now; once the distribution of State Highway User Revenue is finalized, there may need to be an adjustment.

VI. Rockville Parking District NDA

The Executive is recommending \$420,000 for this non-departmental account, which is \$5,000 (+1.2%) more than the \$415,000 budgeted for FY19 (©92). This NDA pays for three categories of costs associated with parking in the Rockville core:

- There is an annual payment in lieu of taxes to share in the overall expenses of the Parking District, which for FY20 is \$137,360, \$1,982 higher than the \$135,378 budgeted for FY19. This is due to the slightly higher value assessed to this property.
- 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.
- There is a reimbursement due to the Parking District for revenue lost due to free parking being provided for County employees in the Rockville Library building. The estimate of revenue that will be lost in FY20 is \$102,588, \$2,988 higher than the \$99,600 budgeted in FY19.

The sum of these changes would bring the budget to \$419,948. The budget request has been rounded to \$420,000. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.**

VII. Vision Zero NDA

This NDA “provides for the planning and implementation of educational, enforcement and engineering efforts to reduce the number of traffic fatalities to zero.” According to the Vision Zero 2-Year Action Plan (November 2017), most of the efforts at the county level are to be undertaken by the Departments of Transportation, Police, Fire and Rescue, and Public Information, as well as CountyStat, M-NCPPC, and the Vision Zero Task Force. This NDA provides funds that supplement the other related funding pots in departmental budgets, which are both in the Operating Budget and CIP.

The Executive is recommending \$175,000 for the NDA, the same as was budgeted in FY19 (©93). The recommendation includes funding for a Vision Zero Coordinator and other miscellaneous related costs. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Executive.**

Last year the Council provided these funds to hire the coordinator as a County position as of the fall of 2018. However, during the Council’s Vision Zero briefing last fall, it was announced that the Executive would be hiring a contractor initially. The contract would be for one year with another two years’ of renewal, so the Coordinator may become an employee within a one-to-three-year timeframe. As of this writing a contractor has not been selected. If he or she does start in FY19 then the entire contract amount will be encumbered, but if not the \$108,000 set aside for the position will have lapsed.

VIII. FY20 Operating Budget: Snow Removal and Storm Cleanup NDA;

As a consequence of the Great Recession, one of several measures taken early this decade to demonstrate fiscal prudence to the bond houses was to budget a larger amount in anticipation of snow and storm events. During the first year of this nondepartmental account, FY12, the funding level was set at \$5,884,990.⁵ It remained at that level until the FY18 Budget, when the Council reduced it by \$3 million, to \$2,884,990, and this funding level was unchanged for FY19. The Executive recommends increasing this amount by \$5,000,000, to \$7,884,990 in FY20, to bring the total somewhat closer to usual levels of spending for snow removal and storm cleanup (©92). In addition to the amount proposed for the DOT’s General Fund budget (\$3,468,178, which covers the cost of 24.78 FTEs of the DOT workforce charging to this effort, in addition to a small amount for materials), the total proposed is \$11,353,168.

However, regardless of the size of this NDA, in most years there will still need to be a snow and storm supplemental, and the General Fund has always been able to accommodate it. Therefore, the Council may wish to reduce the funding level of this NDA. Some options are:

- Reduce the NDA to \$5,884,990, the same level as in FYs12-17. This would free up \$2,000,000 in resources to be used elsewhere in the Operating Budget.

⁵ \$5,884,990 was selected because the amount in DOT’s budget that year was \$3,115,010, bringing the total to \$9 million.

- Reduce the NDA to \$6,000,000, the same rationale as (1), except a round amount. This would free up \$1,884,990 in resources to be used elsewhere in the Operating Budget.
- Reduce the NDA to \$2,884,990, the same level as in FYs18-19. This would free up \$5,000,000 in resources to be used elsewhere in the Operating Budget.
- Reduce the NDA to \$3,000,000, the same rationale as (3), except a round amount. This would free up \$4,884,990 in resources to be used elsewhere in the Operating Budget.

While this is a nondepartmental account, the tradition has been that only DOT costs have been charged to it. OMB has indicated that it would allow both DOT and DGS costs to be charged to it starting in FY20. Council staff concurs.

T&E Committee recommendation (3-0): Reduce the NDA to \$2,884,990, the same level as in FYs18-19, freeing up \$5,000,000 in resources to be used elsewhere in the Operating Budget. Add \$5,000,000 to the Reconciliation List in two tranches of \$2,500,000.

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Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY19-24 Capital Improvements Program and
Supplemental Appropriation #11-S19-CMCG-9 to the FY19 Capital Budget
Montgomery County Government
Department of Transportation
Resurfacing: Residential/Rural Roads (No. 500511), \$3,885,000

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Resurfacing:	500511	PDS	\$383,000	GO Bonds
Residential/Rural Roads		Construction	<u>\$3,502,000</u>	
		TOTAL	\$3,885,000	

Amendment to the FY19-24 Capital Improvements Program and Supplemental Appropriation
#11-S19-CMCG-9
Page Two

4. This supplemental and amendment is needed to accelerate fiscal capacity to a core transportation infrastructure project. The supplemental and amendment will also help avoid the need to fund significantly more costly road rehabilitation work on 20.7 lane miles of County roads. The recommended amendment is consistent with the criteria for amending the CIP because the project provides an opportunity to achieve significant cost avoidance.
5. The County Executive recommends an amendment to the FY19-24 Capital Improvements Program and a supplemental appropriation in the amount of \$3,885,000 for Resurfacing: Residential/Rural Roads (No. 500511) and specifies that the source of funds will be GO 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 FY19-24 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Resurfacing:	500511	PDS	\$383,000	GO Bonds
Residential/Rural Roads		Construction	<u>\$3,502,000</u>	
		TOTAL	\$3,885,000	

This is a correct copy of Council action.

Megan Davey Limarzi, Esq., Clerk of the Council



Resurfacing: Residential/Rural Roads (P500511)

Category
SubCategory
Planning Area

Transportation
Highway Maintenance
Countywide

Date Last Modified
Administering Agency
Status

05/17/18
Transportation
Ongoing

Total	FY17	FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	15,067	44,000	16	7,000	797,175	1,387	1,020	1,020	1,387	1,387	-
Construction	167,359	468,887	101,549	13,886	49,412	8,613	8,980	8,980	8,613	8,613	-
Other	225	225	225	519	12,115	-	-	-	-	-	-
TOTAL EXPENDITURES	172,651	513,112	101,790	20,976	59,885	10,000	8,000	8,000	10,000	10,000	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	6,556	309	1,639	4,808	4,808	-	-	-	-	-	-
G.O. Bonds	172,256	468,887	99,864	17,115	54,262	10,000	8,000	8,000	10,000	10,000	-
PAYGO	1,617	1,617	-	53,777	9,277	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,222	-	2,222	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	172,651	513,112	101,790	20,976	59,885	10,000	8,000	8,000	10,000	10,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Approp. Request	10,000	Year First Appropriation	FY05
Appropriation FY 20 Approp. Request	10,000	Last FY's Cost Estimate	148,766
Cumulative Appropriation	122,766		
Expenditure / Encumbrances	112,247		
Unencumbered Balance	10,519		

FY19 Supplemental Appropriation
Request 3,885

PROJECT DESCRIPTION

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,244 lane-miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the County in-house paving crew.

COST CHANGE

Cost increase due to the addition of FY23-24 to this ongoing level of effort project; plus an \$8.0 million increase in FY19, a \$2.5 million increase in FY20, and annual decreases of \$250K in FY21-22.

PROJECT JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory.

OTHER

The design and planning stages, as well as project construction, 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 American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

FISCAL NOTE

\$44 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential and Rural Road Rehabilitation (No. 500914). In FY17, a Special Appropriation of \$8.0 million (\$6.5 million in Current Revenue and \$1.5 million in G.O. Bonds) was approved for this project. In FY17, a Supplemental Appropriation of \$4.302 million in G.O. Bonds was approved for this project. In FY19, a Supplemental Appropriation of \$3,885,000 was approved for this project.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Postal Service.

④



Bus Rapid Transit: System Development (P501318)

Category
SubCategory
Planning Area

Transportation
Mass Transit (MCG)
Countywide

Date Last Modified
Administering Agency
Status

03/04/19
Transportation
Planning Stage

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	29,835	9,877	4,958	13,000	3,000	1,000	-	2,000	2,000	5,000	2,000
Land	40	40	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	29,875	9,917	4,958	13,000	3,000	1,000	-	2,000	2,000	5,000	2,000

FUNDING SCHEDULE (\$000s)											
Current Revenue: Mass Transit	17,375	917	2,458	12,000	2,500	500	-	2,000	2,000	5,000	2,000
Federal Aid	500	-	500	-	-	-	-	-	-	-	-
G.O. Bonds	6,321	3,321	2,000	1,000	500	500	-	-	-	-	-
Impact Tax	2,000	2,000	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	3,179	3,179	-	-	-	-	-	-	-	-	-
State Aid	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	29,875	9,917	4,958	13,000	3,000	1,000	-	2,000	2,000	5,000	2,000

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Approp. Request	1,000	Year First Appropriation	FY13
Cumulative Appropriation	17,875	Last FY's Cost Estimate	29,375
Expenditure / Encumbrances	13,399		
Unencumbered Balance	4,478		

PROJECT DESCRIPTION

This project provides for the initial steps and detailed studies related to a Bus Rapid Transit (BRT) system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, and Veirs Mill Road.

ESTIMATED SCHEDULE

Phase 1 (Alternatives Retained for Design Study) facility planning for the MD 355 and US 29 corridors occurred in FY15 through FY17. Phase 2 (Recommended Alternative) facility planning for MD 355 will occur in FY18-19. Planning and design for US 29 will be complete in FY18, and construction will begin in FY19 in Project #501912. Planning for the New Hampshire Avenue BRT corridor will begin in FY22 and will be complete in FY24. Planning for the North Bethesda Transitway will begin in FY24 and be complete in FY25.

COST CHANGE

Increase due to environmental study for MD 355 corridor

PROJECT JUSTIFICATION

The proposed BRT will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The BRT will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit Corridors Functional Master Plan (November 2013); MCDOT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Transit Administration, MD 355 Bus Rapid Transit Corridor Planning Study (April 2017); Maryland Transit Administration, US 29 Bus Rapid Transit Corridor Planning Study (April 2017); MDOT MD 586 (Veirs Mill Road) Draft Corridor Study Report (September 2016).

OTHER

The County programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for a master-planned BRT line on Veirs Mill Road between the Rockville and Wheaton Metrorail Stations (\$6 million). This study was funded in the State Transportation Participation project, PDF #500722, and a recommended alternative was selected in FY18. Design funds for the Veirs Mill BRT have been programmed in Bus Rapid Transit: Veirs Mill Road (#501913).

FISCAL NOTE

The Maryland Department of Transportation Consolidated Transportation Program for 2014-2019 provided \$10 million for County Rapid Transit System planning; \$4.2 million in FY15 and \$5.8 million in FY16. The Department used these funds to begin facility planning for the MD 355 and US 29 corridors. Assumes \$2 million in Impact Taxes from the cities of Rockville and Gaithersburg toward MD 355 facility planning. The FY19 appropriation is for the following: BRT outreach and BRT program support. In FY18, a funding switch was made to reduce Revenue Bonds: Liquor Fund appropriation and increase GO Bonds by \$421k.

COORDINATION

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



Facility Planning-Transportation (P509337)

Category
SubCategory
Planning Area

Transportation
Roads
Countywide

Date Last Modified
Administering Agency
Status

03/05/19
Transportation
Ongoing

Total	Thru FY18	Revised FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	65,634	48,219	95	14,720	2,565	1,925	1,860	2,795	2,890	2,885	2,600
Land	720	720	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	128	128	-	-	-	-	-	-	-	-	-
Construction	54	54	-	-	-	-	-	-	-	-	-
Other	131	131	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	66,667	49,252	95	14,720	2,565	1,925	1,860	2,795	2,890	2,885	2,600

FUNDING SCHEDULE (\$000s)

Contributions	4	4	-	-	-	-	-	-	-	-	-
Current Revenue: General	47,351	34,307	405	10,819	972	582	1,400	2,470	2,695	2,690	1,820
Current Revenue: Mass Transit	6,673	4,274	(331)	1,950	520	455	260	325	195	195	780
Impact Tax	8,070	6,070	-	-	-	-	-	-	-	-	-
Intergovernmental	785	764	21	-	-	-	-	-	-	-	-
Land Sale	2,099	2,099	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,610	1,659	-	1,951	1,073	878	-	-	-	-	-
State Aid	75	75	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	66,667	49,252	95	14,720	2,565	1,925	1,860	2,795	2,890	2,885	2,600

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	1,470	Year First Appropriation	FY93
Cumulative Appropriation	52,642	Last FY's Cost Estimate	66,667
Expenditure / Encumbrances	50,998		
Unencumbered Balance	1,644		

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

OTHER

N. High Street Phase II deferred from FY20 to FY21. Summit Avenue Extended Phase II deferred from FY20/21 to FY23/24.

FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects. Funding switch in FY19 for \$1,073,000 and in FY20 for \$878,000 between Current Revenue: General and Recordation Tax Premium.

DISCLOSURES

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

COORDINATION

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

FACILITY PLANNING TRANSPORTATION - No. 509337

FY19-24 PDF Project List

Studies Underway or to Start in FY19-20:

Road Projects

- Crabbs Branch Way Extended to Amity Drive
- Old Columbia Pike/Prosperity Drive Widening (Stewart La - Cherry Hill Rd)
- Summit Avenue Extended (Plyers Mill Rd - University Blvd)
- US 29 Mobility & Reliability

Sidewalk/Bikeway Projects

- Bowie Mill Road Bikeway (MD115 - MD108)
- MacArthur Blvd Bikeway Improvements Segment 1 (Stable La - I-495)
- Sandy Spring Bikeway (MD108 - MD182 - Norwood Rd)
- Tuckerman Lane Sidewalk (Falls Rd - Old Georgetown Rd)
- Dale Drive Sidewalk (US 29 to MD 97)

Mass Transit Projects

- Boyds Transit Improvements
- Germantown Transit Center Expansion
- Milestone Transit Center Expansion
- Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY21-24:

Road Projects

- Great Seneca Highway at Sam Eig Highway and Muddy Branch Road Intersections
- Parklawn Drive / Nicholson Lane Multi-modal Improvements (Randolph Rd - MD 355)
- MD 355 at Gude Drive Intersection
- MD 355 (Clarksburg) Bypass
- Bethesda One-way Street Conversion Study
- North High Street Extended to Morningwood Drive

Sidewalk/Bikeway Projects

- Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Rd - Femdale St)
- Lyttonsville Bicycle and Pedestrian Priority Area
- MacArthur Blvd Bikeway (Falls Road - Stable Lane)
- Middlebrook Road / Wisteria Drive Multi-modal Improvements (MD 118 - Great Seneca Highway)
- Norfolk Avenue Shared Street (Woodmont Avenue to Rugby Avenue)

Mass Transit Projects

- Clarksburg Transit Center
- Metropolitan Grove Park and Ride

Other Candidate Studies Proposed after FY24:

Mass Transit Projects

- Olney Longwood Park-and-Ride

Tim
GOCA
Greater Olney Civic Association

GO
CC
PD

Matt Quinn
President
CHERRYWOOD

Dave Miller
Executive Vice President
NORRICK MEADOWS

John Blachere
First Vice President
ASHLEY HOLLOW

Hilary Phillips-Rogers
Second Vice President
VICTORIA SPRINGS

Carol Frenkel
Recording Secretary
OLNEY MILL

Ryan Martin
Corresponding Secretary
BROOKVILLE KNOLLS

Bob Hambrecht
Treasurer
WILLIAMSBURG VILLAGE

Kathleen Donodeo
Transportation Ch.
Hallowell

2019 APR 23 P.O. Box 219 • Olney, Maryland • 20830
www.goca.org

Tuesday, April 23, 2019

To: Montgomery County Council President Navarro
Montgomery County Council

RECEIVED
MONTGOMERY COUNTY

Subject: Funding to study connecting North High Street

I am writing on behalf of the Greater Olney Civic Association (GOCA) regarding County funding to study connecting North High Street to Morningwood Drive in the Olney Town Center.

GOCA understands that approximately \$150,000 had been proposed for the County's Fiscal Year 2020 budget for this study, but that the County Executive has suggested that the funding be postponed one fiscal year to FY 2021.

As you know, opening the connection from North High Street to Morningwood Drive is anticipated to have multiple benefits for the Olney Town Center. Through extending the existing grid network of roadways, such a connection could provide alternative access to the Town Center from the west, reducing some traffic on Georgia Avenue at a section that experiences considerable congestion. Such an improvement would also allow the area to be redeveloped, something anticipated by the Olney Master Plan. Finally, the project is expected to significantly improve pedestrian connections in the area.

GOCA has supported this project for some time and would like to see it move forward into the County's Capital Budget as soon as possible. Of course, delaying the study for a year would necessarily delay the capital project as well.

We ask that the Council retain the originally-projected funds for the study, to allow this important project to continue to move forward.

Thank you for your assistance.

Sincerely,

Matthew Quinn
President
Greater Olney Civic Association, Inc.

8A

MEMORANDUM

October 15, 2018

TO: Al Roshdieh, Director
Department of Transportation

FROM: Roger Berliner, Chair
Transportation, Infrastructure, Energy and Environment (T&E) Committee

SUBJECT: Summit Avenue Extended project

On October 11 the T&E Committee reviewed the results of Phase I facility planning for this project. The Committee unanimously concluded that Alternative L1 be continued into Phase II of facility planning, the preliminary engineering phase of development. Phase II should also examine how a connection to Concord Street could be made to address all or most of the traffic between the University Boulevard/Connecticut Avenue intersection and the Plyers Mill Road/Metropolitan Avenue intersection.

The Committee was also supportive of moving as quickly as possible to fund and implement the short-term improvements identified in the Phase I study.

The Committee appreciates the work the Department of Transportation has completed for this study, especially the effort of John "JT" Thomas.

cc: Councilmembers
Casey Anderson, Chair, Montgomery County Planning Board

Mayor Tracey Furman

**Council Member Darin Bartram
Council Member Bridget Hill-Zayat**



**Council Member Conor Crimmins
Council Member Duane Rollins**

April 9, 2019

The Honorable Nancy Navarro
Council President
100 Maryland Avenue
Rockville MD 20850

Re: Support for Summit Avenue Extension, Kensington

Dear Council President Navarro:

Please accept this letter on behalf of the Kensington Town Council as we urge for the County Council's continued support of the proposed Summit Avenue Extension project. Specifically, we are requesting that the recommendation from the County Executive to delay funding beyond the FY20 Operating Budget (FY19-24 Capital Improvements Program) for the Phase II study of the project be reconsidered by the County Council, and that the project be kept on track and remain a priority for Montgomery County.

The Summit Avenue Extension, highlighted within our 2012 Kensington and Vicinity Sector Plan, is of great importance to our community and an integral part of both current and future development within the Town. This project is the only option that has been presented that has the potential to significantly relieve traffic congestion within the heart of Kensington, by providing a bypass for vehicles traversing along Connecticut Avenue between University Boulevard and Knowles Avenue.

The Planning Board is acutely aware of our community's existing traffic impediments, as the center of our Town is peculiarly situated between four State roads (Connecticut, Knowles, Metropolitan, and University), in addition to a major east-west route (Plyers Mill Road) connecting Kensington to Georgia Avenue. For this reason, the Planning Board voted unanimously to recommend the full completion of the Summit Avenue Extension this past September, in an effort to help improve our already dismal rush-hour traffic congestion issues and to relieve what has been designated a failing intersection at Connecticut Avenue and Knowles Avenue.

Traffic concerns along Connecticut Avenue are nothing new to our Town, as we have been experiencing growth and development around our community for over fifty years (See Figure 1, Page two). This continued development without the supporting infrastructure has taken its toll on Kensington, and while we are certainly doing our part to help support a pressing County priority by providing senior living facilities within the down-County area (Solera Senior Living and Knowles Manor Senior Living) we have an expectation that the County will help support our principal concern of traffic congestion.

Town of Kensington 3710 Mitchell Street Kensington, MD 20895
Phone 301.949.2424 Fax 301.949.4925
www.tok.md.gov

10

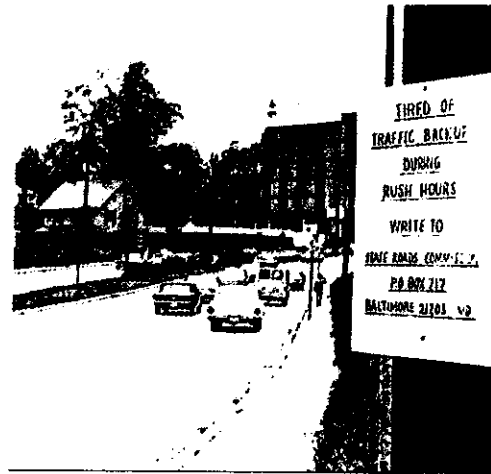
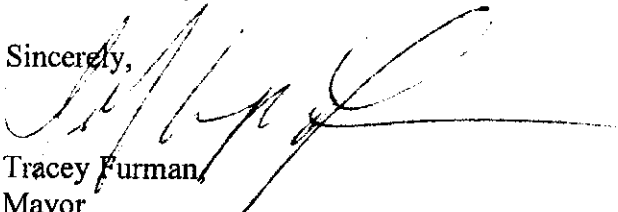


Figure 1

Moreover, the Summit Avenue Extension would improve movement throughout the Town, takes into consideration the proximity the Ken-Gar neighborhood, and is consistent with the County's Master Plan of Highways Roadway Classification. This project is of utmost priority to the Town and would serve County residents needing to visit or pass through Kensington. But, more importantly, *there are no other options to meaningfully mitigate traffic through Kensington.* The Summit Avenue Extension does precisely this—offering the continuation of existing roads to complete a bypass around the center of Town.

We implore you to fund the Phase II study for FY 2020-2021 and to press forward with development of the Summit Avenue Extension. As the County approves further development within Kensington and surrounding areas, it is only fair that measures are undertaken to help alleviate the accompanying traffic.

Sincerely,


Tracey Furman,
Mayor

CC: Montgomery County Council
Glenn Orlin
Kensington Town Council

(11)



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ANDREW FRIEDSON
COUNCILMEMBER
DISTRICT 1

April 9, 2019

TO: Councilmember Tom Hucker, Chair, T&E Committee
Councilmember Hans Riemer
Councilmember Evan Glass

FROM: Councilmember Andrew Friedson 

SUBJECT: Summit Avenue Extended Phase II Facility Planning

Chair Hucker and Members of the T&E Committee,

Please support keeping the Summit Avenue Extended project on schedule by rejecting the County Executive's recommendation to delay funding for the next phase of Facility Planning by three years.

The Summit Avenue extension is a critical part of the master plan vision for Kensington because it will provide a north-south transportation alternative to Connecticut Avenue, one of the most congested stretches of roadway in our County.

The T&E Committee on the previous Council reviewed MCDOT's Phase I Facility Planning progress on Summit Avenue Extended just last fall. On October 11, 2018 the Committee recommended MCDOT proceed with Phase II of Facility Planning. The Committee discussed the potential to reduce much of the project's estimated \$14 million in right-of-way costs if Facility Planning is complete and MCDOT is ready to proceed to construction by the time property owners to the area north of Plyers Mill Road and west of Connecticut Avenue propose redevelopment.

Delaying Facility Planning by three years as proposed by the County Executive could result in the County losing out on the opportunity to take advantage of these cost savings, in addition to holding back the implementation of a much-needed piece of transportation infrastructure.

Thank you as always for your consideration of and I look forward to your review of this item at the April 25 Committee hearing.

(12)



Facility Planning-Transportation (P509337)

Category
SubCategory
Planning Area

Transportation
Roads
Countywide

Date Last Modified
Administering Agency
Status

03/05/19
Transportation
Ongoing

Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	65,634	48,219	95	14,720	2,565	1,925	1,800	2,705	2,890	2,885	2,600
Land	720	720	-	14,390	-	2,025	1,525	2,925	2,680	2,670	2,930
Site Improvements and Utilities	128	128	-	-	-	-	-	-	-	-	-
Construction	54	54	-	-	-	-	-	-	-	-	-
Other	131	131	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	66,667	49,252	95	14,720	2,565	1,925	1,800	2,705	2,890	2,885	2,600
				14,390		2,025	1,525	2,925	2,680	2,670	2,930

FUNDING SCHEDULE (\$000s)

Contributions	4	4	-	10,229	-	692	1,265	-	2,485	2,505	2,410
Current Revenue: General	47,351	34,307	405	10,819	972	502	1,400	2,470	2,095	2,605	1,820
Current Revenue: Mass Transit	6,673	4,274	(331)	1,850	520	455	260	285	195	2,345	700
Impact Tax	6,070	6,070	-	2,210	-	-	-	455	-	325	520
Intergovernmental	785	764	21	-	-	-	-	-	-	-	-
Land Sale	2,099	2,099	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,610	1,659	-	1,951	1,073	878	-	-	-	-	-
State Aid	75	75	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	66,667	49,252	95	14,720	2,565	1,925	1,800	2,705	2,890	2,885	2,600
				14,390		2,025	1,525	2,925	2,680	2,670	2,930

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	1,470	Year First Appropriation	FY93
Cumulative Appropriation	52,642	Last FY's Cost Estimate	66,667
Expenditure / Encumbrances	50,998		
Unencumbered Balance	1,644		

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

OTHER

N. High Street Phase II deferred from FY20 to FY21. Summit Avenue Extended Phase II deferred from FY20/21 to FY23/24. Old Columbia Pike Phase I deferred from FY 20/22 to FY 22/23, Phase II from FY 22/25 to FY 24/26, Clarksburg Transit Center Phase I accelerated from FY 21/23 to FY 21/22, Phase II from FY 24/25 to FY 23/24.

FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects. Funding switch in FY19 for \$1,073,000 and in FY20 for \$878,000 between Current Revenue: General and Recordation Tax Premium.

DISCLOSURES

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

COORDINATION

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

FACILITY PLANNING TRANSPORTATION - No. 509337

FY19-24 PDF Project List

Studies Underway or to Start in FY19-20:

Road Projects

- Crabbs Branch Way Extended to Amity Drive
- Old Columbia Pike/Prosperity Drive Widening (Stewart La - Cherry Hill Rd)
- Summit Avenue Extended (Plyers Mill Rd - University Blvd)
- US 29 Mobility & Reliability

Sidewalk/Bikeway Projects

- Bowie Mill Road Bikeway (MD115 - MD108)
- MacArthur Blvd Bikeway Improvements Segment 1 (Stable La - I-495)
- Sandy Spring Bikeway (MD108 - MD182 - Norwood Rd)
- Tuckerman Lane Sidewalk (Falls Rd - Old Georgetown Rd)
- Dale Drive Sidewalk (US 29 to MD 97)

Mass Transit Projects

- Boyds Transit Improvements
- Germantown Transit Center Expansion
- Milestone Transit Center Expansion
- Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY21-24:

Road Projects

- Great Seneca Highway at Sam Eig Highway and Muddy Branch Road Intersections
- Parklawn Drive / Nicholson Lane Multi-modal Improvements (Randolph Rd - MD 355)
- MD 355 at Gude Drive Intersection
- MD 355 (Clarksburg) Bypass
- Bethesda One-way Street Conversion Study
- North High Street Extended to Morningwood Drive

Sidewalk/Bikeway Projects

- Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Rd - Ferndale St)
- Lyttonsville Bicycle and Pedestrian Priority Area
- MacArthur Blvd Bikeway (Falls Road - Stable Lane)
- Middlebrook Road / Wisteria Drive Multi-modal Improvements (MD 118 - Great Seneca Highway)
- Norfolk Avenue Shared Street (Woodmont Avenue to Rugby Avenue)

Mass Transit Projects

- Clarksburg Transit Center
- Metropolitan Grove Park and Ride

Other Candidate Studies Proposed after FY24:

Mass Transit Projects

- Olney Longwood Park-and-Ride



Street Tree Preservation (P500700)

Category
SubCategory
Planning Area

Transportation
Highway Maintenance
Countywide

Date Last Modified
Administering Agency
Status

03/12/19
Transportation
Ongoing

Total	FY18	FY19	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,768	59	9	2,700	450	450	450	450	450	450	-
Construction	40,203	25,303	-	14,900	2,350	2,350	2,550	2,550	2,550	2,550	-
Other	29	29	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	43,000	25,391	9	17,600	2,800	2,800	3,000	3,000	3,000	3,000	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	33,232	17,827	9	15,396	1,952	1,444	3,000	3,000	3,000	3,000	-
Land Sale	458	458	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	9,310	7,106	-	2,204	848	1,356	-	-	-	-	-
TOTAL FUNDING SOURCES	43,000	25,391	9	17,600	2,800	2,800	3,000	3,000	3,000	3,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	2,600	Year First Appropriation	FY07
Cumulative Appropriation	28,400	Last FY's Cost Estimate	43,400
Expenditure / Encumbrances	25,419		
Unencumbered Balance	2,981		

PROJECT DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will reduce hazardous situations to pedestrians and motorists, help reduce power outages in the County, preserve the health and longevity of trees, decrease property damage incurred from tree debris during storms, correct structural imbalances/defects that cause future hazardous situations and that shorten the lifespan of the trees, improve aesthetics and adjacent property values, improve sight distance for increased safety, and provide clearance from street lights for a safer environment. Proactive pruning will prevent premature deterioration, decrease liability, reduce storm damage potential and costs, improve appearance, and enhance the condition of street trees.

COST CHANGE

Cost decrease in FY19 reflecting the Savings Plan and in FY20 due to fiscal capacity.

PROJECT JUSTIFICATION

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. The street tree population has now increased from an estimated 200,000 to about 500,000 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 unless a hazardous situation occurs. 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, increased public security risks, and increased liability claims. Healthy street trees that have been pruned on a regular cycle provide a myriad of public benefits including energy savings, a safer environment, 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. Failure to prune trees in a timely manner can result in trees becoming diseased or damaged and pose a threat to public safety. Over the long term, it is more cost effective if scheduled maintenance is performed. The Forest Preservation Strategy Task Force Report (October, 2000) recommended 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 (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 storm water management facilities.

FISCAL NOTE

Funding switch in FY20 for \$773,000 between Current Revenue: General and Recordation Tax Premium.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Street Tree Preservation (P500700)

Category
SubCategory
Planning Area

Transportation
Highway Maintenance
Countywide

Date Last Modified
Administering Agency
Status

03/12/19
Transportation
Ongoing

Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
-------	------	------	------	------	------	------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,768	59	9	2,700	450	460	450	450	450	450	-
Construction	40603	40203	25,303	-	14,000	2,350	2,350	2,550	2,550	2,550	-
Other	29	29	-	15,250	-	-	2,150	2,150	2,650	2,650	-
TOTAL EXPENDITURES	43,000	25,391	9	17,950	2,800	2,800	3,000	3,000	3,000	3,000	-
	43,400			18,000			3,100	3,100	3,100	3,100	

FUNDING SCHEDULE (\$000s)

Current Revenue: General	33682	38232	17,827	9	15,796	-	-	2,100	3,200	3,100	3,100
Land Sale	458	458	-	-	1,952	1,444	9,000	9,000	3,000	3,000	-
Recordation Tax Premium (MCG)	9,310	7,108	-	-	2,204	848	1,356	-	-	-	-
TOTAL FUNDING SOURCES	43,000	25,391	9	17,950	2,800	2,800	3,000	3,000	3,000	3,000	-
	43,400			18,000			3,100	3,100	3,100	3,100	

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	2,800	Year First Appropriation	FY07
Cumulative Appropriation	28,400	Last FY's Cost Estimate	43,400
Expenditure / Encumbrances	25,419		
Unencumbered Balance	2,981		

PROJECT DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will reduce hazardous situations to pedestrians and motorists, help reduce power outages in the County, preserve the health and longevity of trees, decrease property damage incurred from tree debris during storms, correct structural imbalances/defects that cause future hazardous situations and that shorten the lifespan of the trees, improve aesthetics and adjacent property values, improve sight distance for increased safety, and provide clearance from street lights for a safer environment. Proactive pruning will prevent premature deterioration, decrease liability, reduce storm damage potential and costs, improve appearance, and enhance the condition of street trees.

COST CHANGE

Cost decrease in FY19 reflecting the Savings Plan and in FY20 due to fiscal capacity, *offset by increases in FYs 21-24.*

PROJECT JUSTIFICATION

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. The street tree population has now increased from an estimated 200,000 to about 500,000 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 unless a hazardous situation occurs. 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, increased public security risks, and increased liability claims. Healthy street trees that have been pruned on a regular cycle provide a myriad of public benefits including energy savings, a safer environment, 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. Failure to prune trees in a timely manner can result in trees becoming diseased or damaged and pose a threat to public safety. Over the long term, it is more cost effective if scheduled maintenance is performed. The Forest Preservation Strategy Task Force Report (October, 2000) recommended 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 (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 storm water management facilities.

FISCAL NOTE

Funding switch in FY20 for \$773,000 between Current Revenue: General and Recordation Tax Premium.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Bus Stop Improvements (P507658)

Category
SubCategory
Planning Area

Transportation
Mass Transit (MCG)
Countywide

Date Last Modified
Administering Agency
Status

03/12/19
Transportation
Ongoing

Total	Thru FY13	Rem FY13	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,711	1,556	-	1,155	195	180	320	160	160	160	-
Land	1,293	570	-	723	800	123	-	-	-	-	-
Construction	2,140	425	-	1,715	275	240	480	240	240	240	-
Other	172	172	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	6,316	2,723	-	3,593	1,070	523	800	400	400	400	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	3,118	636	-	2,482	140	342	800	400	400	400	-
G.O. Bonds	3,198	2,087	-	1,111	930	181	-	-	-	-	-
TOTAL FUNDING SOURCES	6,316	2,723	-	3,593	1,070	523	800	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	-	Year First Appropriation	FY76
Cumulative Appropriation	4,316	Last FY's Cost Estimate	6,316
Expenditure / Encumbrances	3,272		
Unencumbered Balance	1,044		

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

OTHER

Schedule adjustments in FY20 and FY21 to reflect actual implementation.

FISCAL NOTE

Funding for this project includes general obligation bonds with debt service financed from the Mass Transit Facilities Fund.

DISCLOSURES

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

COORDINATION

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



Intelligent Transit System (P501801)

Category
SubCategory
Planning Area

Transportation
Mass Transit (MCG)
Countywide

Date Last Modified
Administering Agency
Status

03/14/19
Transportation
Ongoing

Total	Thru FY13	Run FY13	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Site Improvements and Utilities	15,600	154	-	15,446	1,710	7,906	4,330	500	500	500	-
TOTAL EXPENDITURES	15,600	154	-	15,446	1,710	7,906	4,330	500	500	500	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	3,500	154	-	3,346	500	646	700	500	500	500	-
Short-Term Financing	12,100	-	-	12,100	1,210	7,260	3,630	-	-	-	-
TOTAL FUNDING SOURCES	15,600	154	-	15,446	1,710	7,906	4,330	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	300	Year First Appropriation	FY18
Cumulative Appropriation	13,100	Last FY's Cost Estimate	15,600
Expenditure / Encumbrances	1,103		
Unencumbered Balance	11,997		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Replacement of the Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system in FY19-21; maintenance and expansion of Real Time informational signs in FY19-24.

PROJECT JUSTIFICATION

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

FISCAL NOTE

Schedule adjustments to reflect actual implementation.

COORDINATION

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

20



White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	03/12/19
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

	Total	Thru FY18	Rein FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 5 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,239	1,777	591	4,871	1,279	2,026	1,066	500	-	-	-
Land	592	111	103	378	146	232	-	-	-	-	-
Site Improvements and Utilities	23,868	686	3,209	19,963	3,863	8,800	8,800	500	-	-	-
Construction	30,990	7,588	902	22,500	4,000	8,898	7,602	2,000	-	-	-
TOTAL EXPENDITURES	62,689	10,172	4,805	47,712	9,288	19,956	15,468	3,000	-	-	-

FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	62,689	10,172	4,805	47,712	9,288	19,956	15,468	3,000	-	-	-
TOTAL FUNDING SOURCES	62,689	10,172	4,805	47,712	9,288	19,956	15,468	3,000	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				14	-	-	-	-	7	7
Energy				2	-	-	-	-	1	1
NET IMPACT				16	-	-	-	-	8	8

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	2,258	Year First Appropriation	FY15
Cumulative Appropriation	53,888	Last FY's Cost Estimate	62,689
Expenditure / Encumbrances	12,414		
Unencumbered Balance	41,274		

PROJECT DESCRIPTION

This project provides for land acquisition, site improvements and utility (SI&U) relocations, construction management and construction for one new road, one new bikeway, one relocated road, and an intersection realignment improvement, and the reconstruction of an existing roadway in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. Preliminary and final engineering were funded through FY14 by White Flint District West: Transportation (CIP #501116). The proposed projects for construction are: 1. Main Street/Market Street (B-10) - Old Georgetown Road (MD187) to Woodglan Drive- new two-lane 1,200-foot roadway. 2. Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Woodglan Drive- new 1,200-foot bikeway. 3. Executive Boulevard Extended (B-15) - Marinelli Road to Old Georgetown Road (MD187)- 900 feet of relocated four-lane roadway. 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Hoya Street from the intersection realignment of Hoya Street/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development. 5. Hoya Street (M-4A)- Montrose Parkway to the intersection of Old Georgetown Road-1,100 feet of reconstructed 4-lane roadway.

ESTIMATED SCHEDULE

1. Main Street/Market Street (B-10) - Design in FY14 through FY18, SI&U in FY17 through FY19, and construction in FY17 through FY19. 2. Main Street/Market Street (LB-1) - Design in FY14 through FY18, SI&U in FY17 through FY19, and construction in FY16 through FY19. 3. Executive Boulevard Extended (B-15) - Design in FY14 through FY18, SI&U and construction in FY17 through FY18 (Phase 1) and FY20 through FY21(Phase 2). 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY18, land acquisition in FY18 and FY19, SI&U and construction in FY19 through FY22. 5. Hoya Street (M-4A) - Design in FY14 through FY18, land acquisition in FY18 through FY20, SI&U and construction in FY19 through FY22. The schedule and cost estimates assume that all land needed for road construction will be dedicated by the major developers in a timely manner and that the construction of the conference center replacement parking will take place prior to the start of the road construction.

PROJECT JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian and bicycle circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

OTHER

The segments of Main Street/Market Street and Executive Boulevard Extended that are adjacent to the Conference Center site will be constructed by the contractor of

(21)

the Conference Center Parking Garage. Expenditures for these segments are in FY17 and FY18 in order to coordinate with the construction of the parking garage and minimize impacts to the surrounding community.

FISCAL NOTE

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." If White Flint Special Tax District revenues are not sufficient to fund these projects then the County will utilize advance funding and management of debt issuance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers, Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers



White Flint District West: Transportation (P501116)

Category	Transportation	Date Last Modified	03/09/19
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY15	Rem FY16	Total 6 Years	FY 16	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	15,269	5,393	70	-	-	-	-	-	-	9,806
Land	611	401	2	-	-	-	-	-	-	208
Construction	55,215	-	-	-	-	-	-	-	-	55,215
TOTAL EXPENDITURES	71,095	5,794	72	-	-	-	-	-	-	65,229

FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	71,095	5,794	72	-	-	-	-	-	-	65,229
TOTAL FUNDING SOURCES	71,095	5,794	72	-	-	-	-	-	-	65,229

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	-	Year First Appropriation	FY11
Cumulative Appropriation	5,935	Last FY's Cost Estimate	71,095
Expenditure / Encumbrances	5,935		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects. The following projects are funded through FY18 for final design: 1. Main Street/Market Street (B-10)-Old Georgetown Road (MD 187) to Woodglen Drive: new two-lane 1,200 foot roadway. 2. Main Street/Market Street (LB-1)-Old Georgetown Rd (MD 187) to Woodglen Drive: new 1,200 foot bikeway. 3. Executive Blvd Extended (B-15)-Marinelli Road to Old Georgetown Road (MD 187): 900 feet of relocated four-lane roadway. 4. Intersection of Hoya Street (formerly Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road. The following project is proposed for both design and construction in the FY19-22 and Beyond 6-Years period: Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive: 6,300 feet of reconstructed six-to-eight-lane roadway. This project also provides for consulting fees for the analysis and studies necessary to implement the district.

LOCATION

North Bethesda

ESTIMATED SCHEDULE

Design is underway on all projects in the western workaround, with the exception of the Rockville Pike segment, and will conclude in FY18. Design of the Rockville Pike section will begin after FY24 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP#501318) and to reflect the pace of White Flint Redevelopment and related affordability. The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the major developers in a timely manner.

PROJECT JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit-oriented development around the Metro Station. These road improvements, along with other District roads proposed to be constructed by developers, will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

FISCAL NOTE

Funding Sources: The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." With an overall goal of providing infrastructure financing to allow implementation in a timely manner, the County will conduct feasibility studies to determine the affordability of special bond obligation issues prior to the funding of the projects 1, 2, 3, and 4 listed in the Description section above. If White Flint Special Tax District revenues are not sufficient to fund these projects, the County will utilize forward funding, advance funding, and management of debt issuance or repayment in a manner to comply with the goal. A public-private partnership will be

considered to expedite this project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers



White Flint Traffic Analysis and Mitigation (P501202)

Category
SubCategory
Planning Area

Transportation
Traffic Improvements
North Bethesda-Garrett Park

Date Last Modified
Administering Agency
Status

03/13/19
Transportation
Planning Stage

Total	FY13	FY14	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,780	841	-	1,119	376	81	331	331	-	-	-
Site Improvements and Utilities	189	189	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,949	830	-	1,119	376	81	331	331	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,284	145	-	1,119	376	81	331	331	-	-	-
Impact Tax	665	685	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,949	830	-	1,119	376	81	331	331	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	(419)	Year First Appropriation	FY12
Cumulative Appropriation	1,706	Last FY's Cost Estimate	1,949
Expenditure / Encumbrances	1,061		
Unencumbered Balance	645		

PROJECT DESCRIPTION

This project is in direct response to requirements of the approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of and surrounding the White Flint Sector Plan area that will occur as a result of redevelopment densities approved under the new White Flint Sector Plan. These components include: (A) Cut-through traffic monitoring and mitigation; (B) Capacity improvements to address congested intersections; and (C) A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will plan and implement specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure, and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components.

ESTIMATED SCHEDULE

Component A-access restrictions: ongoing bi-annual data collection: site specific studies are conducted when traffic data indicates need. Component B- Intersection Mitigation: site specific preliminary engineering and concept plan development commenced in FY12 based on M-NCPPC Comprehensive Local Area Transportation Review (CLATR) evaluation. Component C- Modal Split Activities: transit, pedestrian, bicycle access, and safety studies in FY 12; data collection and updating Transportation Demand Management (TDM) information in FY12-13.

PROJECT JUSTIFICATION

Component A: The new White Flint Sector Plan area was approved on March 23, 2010. The plan allows for significantly higher density than the existing development. As a result neighborhoods surrounding the Sector Plan area could be potentially impacted by an increase in cut-through traffic. The approved Sector Plan states: Before any additional development can be approved, the following actions must be taken: Initiate development of plans for through-traffic access restrictions for the residential neighborhoods abutting the Sector Plan area, including traffic from future development in White Flint, and implement these plans if sufficient neighborhood consensus is attained. Component B: The approved plan did not address the possible negative impact on the roads/intersections outside of the Sector Plan boundary but the plan recognized that those impacts could occur. Therefore, major intersections along primary corridors leading into the Sector Plan area need to be evaluated and appropriate safety and capacity improvements identified and implemented to fulfill the vision of the plan. This component is not part of the phasing process but needs to be addressed to mitigate impacts from the Sector Plan. Component C: The plan also recognized that capacity improvements alone would not be sufficient to manage the increased traffic resulting from the higher densities within the Sector Plan area. The Sector Plan states: The following prerequisites must be met during Phase 1 before moving to Phase 2: Achieve thirty-four percent non-auto mode share for the Sector Plan area. Increasing the modal split within the White Flint Sector Plan boundary is an integral component to the overall success of the Plan's vision. Transit, pedestrian, bicycle access, safety improvements, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. A monitoring mechanism for the modal split will also be developed.

FISCAL NOTE

Programmed impact taxes have already been collected from the White Flint Metro Station Policy Area (MSPA).

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, U.S. Army Corps of Engineers, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Montgomery County Pedestrian and Traffic Safety Advisory Committee, Citizen's Advisory Boards, Neighborhood Homeowner's Associations, Utility Companies, Civic Associations, White Flint Transportation Management District (TMD)



Brighton Dam Road Bridge No. M-0229 (P501907)

Category
SubCategory
Planning Area

Transportation
Bridges
Olney and Vicinity

Date Last Modified
Administering Agency
Status

04/10/19
Transportation
Planning Stage

Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	880	-	-	880	-	636	127	127	-	-	-
Construction	1,360	-	-	1,360	-	-	701	659	-	-	-
TOTAL EXPENDITURES	2,250	-	-	2,250	-	636	828	786	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	750	-	-	750	-	212	276	262	-	-	-
Intergovernmental	1,500	-	-	1,500	-	424	552	524	-	-	-
TOTAL FUNDING SOURCES	2,250	-	-	2,250	-	636	828	786	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	390	Year First Appropriation	FY19
Cumulative Appropriation	1,860	Last FY's Cost Estimate	1,860
Expenditure / Encumbrances	-		
Unencumbered Balance	1,860		

PROJECT DESCRIPTION

This project provides for the rehabilitation of the existing Brighton Dam Road Bridge No. M-0229 over Brighton Dam of Triadelphia Reservoir. This 602-foot long 15-span bridge, which is supported by Brighton Dam, is in need of repairs to the parapets and bridge roadway deck joints to enhance the safety of the traveling public and the integrity of the dam.

LOCATION

The project site is located at the Montgomery/Howard County Line approximately 1.2 miles east of the intersection of Brighton Dam Road and New Hampshire Avenue (MD 650) in Brookeville.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the Brighton Dam Road Bridge will remain approximately 6,000 vehicles per day.

ESTIMATED SCHEDULE

The design is expected to be completed in the spring of 2019. Construction is scheduled to start in June 2020 and be completed in August 2020.

COST CHANGE

A recent Federal inspection identified additional structural issues that need to be addressed totaling \$390,000, which is to be divided three ways, \$130,000 from Howard County, \$130,000 from WSSC, and \$130,000 from Montgomery County.

PROJECT JUSTIFICATION

This bridge, reconstructed in 1999, requires repairs to the 1,002-foot long west parapets, 642-foot long east parapets and sixteen bridge roadway deck joints. The parapets have severe concrete spalling at many parapet joints. The bridge roadway deck joints have failed, allowing water and deicing chemicals to flow through the bridge deck which resulted in corrosion and deterioration to the mechanized equipment for the dam operations. Brighton Dam Road is classified as an arterial road in the 2005 Olney Master Plan. The deterioration of the parapets and bridge roadway deck joints was identified through the County's 2015 biennial inspection program. The bridge rehabilitation was requested by WSSC to protect the newly reconstructed dam operating equipment. Funding for this project will be shared equally between Montgomery County, Howard County and WSSC in accordance with the August 28, 1996, Agreement. A Memorandum of Understanding (MOU) between Montgomery County, Howard County, and WSSC is required for this project. The funding shown as "Intergovernmental" is from Howard County, and WSSC for their share of the project cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Suburban Sanitary Commission, Howard County, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland-National Capitol Park and Planning Commission, Montgomery County Department of Permitting Services, U.S. Army Corps of Engineers



Capital Crescent Trail (P501316)

Category
SubCategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Countywide

Date Last Modified
Administering Agency
Status

03/05/18
Transportation
Under Construction

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,481	705	881	3,085	1,725	1,250	40	40	40	-	-
Land	1,428	411	1,017	-	-	-	-	-	-	-	-
Construction	49,288	20,748	133	28,409	14,066	10,249	2,848	1,167	99	-	-
Other	6,000	-	-	6,000	(1,350)	3,000	1,350	3,000	-	-	-
TOTAL EXPENDITURES	61,197	21,862	1,831	37,504	14,461	14,499	4,238	4,207	99	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	51,633	17,977	1,831	31,825	12,261	11,020	4,238	4,207	99	-	-
Impact Tax	9,564	3,885	-	5,679	2,200	3,479	-	-	-	-	-
TOTAL FUNDING SOURCES	61,197	21,862	1,831	37,504	14,461	14,499	4,238	4,207	99	-	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				10	-	-	-	-	-	-	10
Energy				10	-	-	-	-	-	-	10
NET IMPACT				20	-	-	-	-	-	-	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 20 Approp. Request			15,110		Year First Appropriation						FY15
Cumulative Appropriation			37,543		Last FY's Cost Estimate						61,197
Expenditure / Encumbrances			22,443								
Unencumbered Balance			15,100								

PROJECT DESCRIPTION

This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring as a largely 12-foot-wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

PROJECT JUSTIFICATION

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan.

OTHER

The County will continue to coordinate with the Maryland Transit Administration (MTA) to identify options to build a sidewalk or path alongside the Purple Line beneath Wisconsin Avenue and the Air Rights and Apex buildings in Bethesda. If the County and the MTA identify feasible options, the County will consider adding them to the scope of this project in the future. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed public-private partnership for the Purple Line and reflects the actual bid by the Concessionaire. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of \$3 million per year to FY20-22.

Shifted \$1.65 million from FY21 to FY19 to reflect an updated MTA billing schedule. Funding switch in FY20 of \$773,000 between GO Bonds and Impact Tax.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

29

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.



Intersection and Spot Improvements (P507017)

Category
SubCategory
Planning Area

Transportation
Traffic Improvements
Countywide

Date Last Modified
Administering Agency
Status

03/12/19
Transportation
Ongoing

Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,385	2,793	-	2,582	336	336	360	360	600	600	-
Land	90	23	7	60	10	10	10	10	10	10	-
Site Improvements and Utilities	3,984	2,724	-	1,260	200	200	230	230	200	200	-
Construction	9,316	118	736	8,464	1,298	1,298	1,400	1,400	1,534	1,534	-
Other	829	829	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	19,604	6,485	743	12,376	1,844	1,844	2,000	2,000	2,344	2,344	-

FUNDING SCHEDULE (\$000s)

Contributions	482	-	482	-	-	-	-	-	-	-	-
Current Revenue: General	3,841	1,103	238	2,500	-	500	500	500	500	500	-
G.O. Bonds	15,258	5,382	-	9,876	1,844	1,344	1,500	1,500	1,844	1,844	-
Intergovernmental	23	-	23	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	19,604	6,485	743	12,376	1,844	1,844	2,000	2,000	2,344	2,344	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	1,844	Year First Appropriation	FY70
Cumulative Appropriation	9,072	Last FY's Cost Estimate	19,604
Expenditure / Encumbrances	7,282		
Unencumbered Balance	1,790		

PROJECT 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.

PROJECT JUSTIFICATION

Ongoing studies conducted by the Division of Traffic Engineering and Operations indicate that many corridors and intersections need traffic calming modifications as well as capacity and/or vehicular and pedestrian safety improvements.

OTHER

Examples of recently completed and soon to be completed projects: Riffle Ford Road at Darnestown Road, Seven Locks Road at Tuckerman Lane, Clarendon Road at Fairfax Road, Bradmoor Drive at Roosevelt Street, MacArthur Boulevard at Oberlin Avenue. Projects scheduled for completion in FY19 and beyond include Democracy Boulevard at Westlake Drive, Cheshire Drive at Old Georgetown Road, Great Seneca Highway at Muddy Branch Road, Judson Road at Henderson Avenue, Randolph Road at Parklawn Drive, Brink Road at Wildcat Road, Montgomery Village Avenue at Lake Shore Drive, and several other sites. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

Expenditures include \$500,000 per year for corridor and intersection modifications in support of Strategy No. 4 of the County Executive's Pedestrian Safety Initiative. Acceleration of \$1,213,000 in GO Bonds from FY19 into FY18 and an offsetting funding schedule switch with Current Revenue General. Funding switch in FY19 of \$1,713,000 between Current Revenue: General and GO Bonds (Bond Premium).

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland 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



MCG Reconciliation PDF

(P501404)

Category
SubCategory
Planning Area

Transportation
Roads
Countywide

Date Last Modified
Administering Agency
Status

03/08/19
Transportation
Preliminary Design Stage

Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

TOTAL EXPENDITURES

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,827	-	-	1,827	-	-	1,126	701	-	-	-
G.O. Bonds	(156,153)	-	(14,819)	(141,334)	(11,942)	(10,837)	(29,581)	(29,508)	(29,311)	(30,155)	-
Impact Tax	71,898	-	7,280	64,638	8,117	8,521	12,000	12,000	12,000	12,000	-
Recordation Tax Premium (MCG)	82,428	-	7,559	74,869	3,825	2,316	16,455	16,807	17,311	18,155	-
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	-	Year First Appropriation	-
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project reconciles County government projects funded with particular funding sources with the CIP database by balancing funding components on the macro level.

Fenton Street Cycletrack

Category
Subcategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Silver Spring CBD

Date Last Modified
Administering Agency
Status

March 15, 2019
Transportation
Design

Expenditures Schedule (\$000)

Cost Element	Total	Thru FY18	Rem. FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
Planning, Design & Supervision	626	253	0	371	0	250	66	55	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	633	0	0	633	0	0	633	0	0	0	0
Construction	2,997	61	0	2,936	66	0	1,700	1,170	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,256	316	0	3,940	66	250	2,399	1,225	0	0	0

Funding Schedule (\$000)

GO Bonds	4,256	316	0	3,940	66	250	2,399	1,225	0	0	0
Total	4,256	316	0	3,940	66	250	2,399	1,225	0	0	0

Operating Budget Impact (\$000)

Energy											
Maintenance											
Program Staff											
Net Impact											

PROJECT DESCRIPTION

This project provides for the design and construction of Phases II, II, and IV of a cycletrack along Fenton Street in the Silver Spring Central Business District (CBD).

ESTIMATED SCHEDULE

Completion of the Phases II and III is anticipated in FY21. Completion of Phase IV is anticipated in FY22.

PROJECT JUSTIFICATION

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

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

Appropriation and Expenditure Data	Coordination	Map
Date First Appropriation (\$000)		
First Cost Estimate Current Scope (FY20)	4,256	
Last FY's Cost Estimate	0	
Appropriation Request FY19	0	
Appropriation Request FY20	250	
Supplemental Approp. Request	0	
Transfer	0	
Cumulative Appropriation	0	
Expenditures/Encumbrances	0	
Unencumbered Balance	0	

Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD

Category
Subcategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Wheaton CBD

Date Last Modified
Administering Agency
Status

March 15, 2019
Transportation
Facility Planning

Expenditures Schedule (\$000)

Cost Element	Total	Thru FY17	Est. FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
Planning, Design & Supervision	900	0	0	900	350	320	230	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	1,300	0	0	1,300	0	770	220	310	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,200	0	0	2,200	350	1,090	450	310	0	0	0

Funding Schedule (\$000)

GO Bonds	2,200	0	0	2,200	350	1,090	450	310	0	0	0
Total	2,200	0	0	2,200	350	1,090	450	310	0	0	0

Operating Budget Impact (\$000)

Energy											
Maintenance											
Program Staff											
Net Impact											

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Wheaton Central Business District (CBD) Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans.

ESTIMATED SCHEDULE

Completion of the Amherst Avenue cycle track is anticipated in FY20. Other projects not yet identified are scheduled to be completed in FY22.

PROJECT JUSTIFICATION

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

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

Appropriation and Expenditure Data	Coordination	Map
Date First Appropriation (\$000)		
First Cost Estimate Current Scope (FY20)	2,200	
Last FY's Cost Estimate	0	
Appropriation Request FY19	0	
Appropriation Request FY20	1090	
Supplemental Approp. Request	0	
Transfer	0	
Cumulative Appropriation	0	
Expenditures/Encumbrances	0	
Unencumbered Balance	0	

Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph

Category
Subcategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Kensington/Wheaton

Date Last Modified
Administering Agency
Status

March 15, 2019
Transportation
Design

Expenditures Schedule (\$000)

Cost Element	Total	Thru FY17	Est. FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
Planning, Design & Supervision	600	0	0	600	0	0	300	300	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	1,320	0	0	1,320	0	0	0	0	220	1,100	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,920	0	0	1,920	0	0	300	300	220	1,100	0

Funding Schedule (\$000)

GO Bonds	1,920	0	0	1,920	0	0	300	300	220	1,100	0
Total	1,920	0	0	1,920	0	0	300	300	220	1,100	0

Operating Budget Impact (\$000)

Energy											
Maintenance											
Program Staff											
Net Impact											

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans.

ESTIMATED SCHEDULE

Completion of projects not yet identified are scheduled to be completed in FY21 and FY22.

PROJECT JUSTIFICATION

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

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

Appropriation and Expenditure Data	Coordination	Map
Date First Appropriation (\$000)		
First Cost Estimate Current Scope (FY20)	1,920	
Last FY's Cost Estimate	0	
Appropriation Request FY19	0	
Appropriation Request FY20	0	
Supplemental Approp. Request	0	
Transfer	0	
Cumulative Appropriation	0	
Expenditures/Encumbrances	0	
Unencumbered Balance	0	

Bicycle-Pedestrian Priority Area Improvements - Purple Line

Category
Subcategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Silver Spring-Takoma

Date Last Modified
Administering Agency
Status

April 25, 2019
Transportation
Facility Planning

Expenditures Schedule (\$000)

Cost Element	Total	Thru FY17	Est. FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
Planning, Design & Supervision	2,047	0	0	2,047	0	60	0	787	900	300	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	120	0	0	120	0	120	0	0	0	0	0
Construction	2,270	0	0	2,270	0	610	0	0	635	1,025	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,437	0	0	4,437	0	790	0	787	1,535	1,325	0

Funding Schedule (\$000)

GO Bonds	4,437	0	0	4,437	0	790	0	787	1,535	1,325	0
Total	4,437	0	0	4,437	0	790	0	787	1,535	1,325	0

Operating Budget Impact (\$000)

Energy											
Maintenance											
Program Staff											
Net Impact											

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements starting in FY20 in the Long Branch, Piney Branch/University, Takoma/Langley, and Silver Spring CBD master-planned Bicycle-Pedestrian Priority Areas in the vicinity of the Purple Line. The Fenton Street Cycletrack expenditures are included in the Fenton Street Cycletrack project.

ESTIMATED SCHEDULE

Completion of the Silver Spring CBD projects are anticipated in FY20. Other projects not yet identified in Long Branch, Piney Branch/University, and Takoma/Langley are scheduled to be completed in FY24.

PROJECT JUSTIFICATION

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

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

Appropriation and Expenditure Data	Coordination	Map
Date First Appropriation (\$000)		
First Cost Estimate Current Scope (FY20)	4,437	
Last FY's Cost Estimate	0	
Appropriation Request FY19	0	
Appropriation Request FY20	790	
Supplemental Approp. Request	0	
Transfer	0	
Cumulative Appropriation	0	
Expenditures/Encumbrances	0	
Unencumbered Balance	0	



Bicycle-Pedestrian Priority Area Improvements (P501532) — General

Category	Transportation	Date Last Modified	05/09/18 4/25/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	8,758	1,215	1,305	6,238	730	684	1,212	1,277	1,319	1,016	-
Land	25	-	25	ADJUST AS APPROPRIATE							
Site Improvements and Utilities	1,345	14	78	1,253	-	620	313	320	-	-	-
Construction	15,547	306	2,432	12,809	1,870	1,196	2,425	2,153	1,751	3,414	-
TOTAL EXPENDITURES	25,675 14678	1,535	3,840	20,300 9303	2,600 2184	2,500 1870	3,950 801	3,750 1128	3,070 1315	4,430 2005	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	14303	25,300	1,226	3,774	20,300 9303	2,600 2184	2,500 1870	3,950 801	3,750 1128	3,070 1315	4,430 2005
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	25,675 14678	1,535	3,840	20,300 9303	2,600 2184	2,500 1870	3,950 801	3,750 1128	3,070 1315	4,430 2005	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	2,600	Year First Appropriation	FY16
Appropriation FY 20 Request	2084 2,500	Last FY's Cost Estimate	16,375
Cumulative Appropriation	5,375		
Expenditure / Encumbrances	3,765		
Unencumbered Balance	1,610		

PROJECT DESCRIPTION

The project provides for the design and construction of bicycle and pedestrian capital improvements in the 30 Bicycle-Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of utility poles.

LOCATION

A study in FY15 identified sub-projects in: Glenmont, Grosvenor, Silver Spring Central Business District (CBD), Veirs Mill/Randolph Road, and Wheaton Central Business District (CBD) BiPPAs. A study in FY17 identified sub-projects in Long Branch, Piney Branch/University Boulevard, and Takoma-Langley Crossroads BiPPAs.

ESTIMATED SCHEDULE

Design and construction of projects in the Silver Spring CBD BiPPA began in FY16 and will continue through FY24. Design of projects in the Grosvenor BiPPA began in FY17 and construction of projects is anticipated to begin in FY18. ~~Design of projects in Wheaton BiPPA is anticipated to begin in FY19 with construction beginning in FY20. Design of projects in the Glenmont BiPPA is anticipated to start in FY21 with construction beginning in FY23. Design of projects in the Takoma/Langley and Long Branch BiPPAs is expected to begin in FY23 with construction beyond FY24.~~

COST CHANGE

Cost change due to ~~the acceleration of sub-projects in Wheaton, Veirs Mill, Takoma/Langley, and Long Branch by one year and in Piney Branch Road/University Blvd by two years as well as the addition of FY23 and FY24 to this ongoing project.~~ *Splitting off the Fenton Street Cycletrack, and the subprojects in Wheaton, Veirs Mill/Randolph, and along the Purple Line into separate projects.*

PROJECT JUSTIFICATION

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

OTHER

The 30 BiPPAs are identified in various County master plans. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

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

COORDINATION

Chambers of Commerce, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority



Transportation

RECOMMENDED FY20 BUDGET

\$52,864,404

FULL TIME EQUIVALENTS

286.80

✱ **AL ROSHDIEH, DIRECTOR**

MISSION STATEMENT

The mission of the Department of Transportation's (DOT) General Fund supported programs 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 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 FY20 Operating Budget for the Department of Transportation is \$52,864,404, an increase of \$845,601 or 1.63 percent from the FY19 Approved Budget of \$52,018,803. Personnel Costs comprise 52.08 percent of the budget for 458 full-time position(s) and eight part-time position(s), and a total of 286.80 FTEs. Total FTEs may include seasonal or temporary positions and may also reflect workforce charged to or from other departments or funds. Operating Expenses account for the remaining 47.92 percent of the FY20 budget.

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

COUNTY PRIORITY OUTCOMES

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

- ◆ Thriving Youth and Families
- ◆ Easier Commutes
- ◆ A Greener County
- ◆ Effective, Sustainable Government
- ◆ Safe Neighborhoods

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below (where applicable), with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY19 estimates reflect funding based on the FY19 Approved Budget. The FY20 and FY21 figures are performance targets based on the FY20 Recommended Budget and funding for comparable service levels in FY21.

ACCOMPLISHMENTS

- ☒ Completed 27,325 linear feet of sidewalk.
- ☒ Completed biennial inspections of 220 bridges and renovations for 25 bridges.
- ☒ Resurfaced 178 lane miles between the Residential Resurfacing, Depot Patching and Paving, Permanent Patching, and Slurry Seal CIP programs.
- ☒ Completed major bridge and/or storm drain improvement projects along Kinster Drive, Valley Wood Drive, West Lake Terrace, Twig Road, Bel Pre Road, Connecticut Avenue, and Barnes Road.
- ☒ Pruned 9,576 Trees, removed 3,601 trees and 3,153 stumps, planted 1,709 trees, and responded to 401 foliage work orders.
- ☒ Responded to 15 storm events totaling roughly 16 inches of snow accumulation. Utilized approximately 55,000 tons of salt and treated roughly 5,200 lane miles of road.
- ☒ The annual leafing collection program collected over 109,114 cubic yards of leaf debris, and the annual sweeping program swept 4,055 miles of road and removed 643 tons of debris.
- ☒ Repaired/restored 120 vehicle sensors for optimal traffic signal operation.
- ☒ Re-timed 64 traffic signals to implement new pedestrian crossing timing and vehicle clearance timing standards.
- ☒ Built and activated HAWK beacons at Muddy Branch and Harmony Hall, MacArthur and Dunrobbin, Randolph and Livingston, Aspen Hill Road and Northgate Shopping Center, Democracy & Walter Johnson HS, and Willard & The Hills Plaza, which were among the first of their kind in Montgomery County.
- ☒ Repaired 8 signal cabinet knockdowns and 30 signal pole knockdowns to ensure continuity of traffic operations
- ☒ Deployed Adaptive Traffic Control pilot at 10 locations along Montrose Road and Montrose Parkway to ensure operations flow through the corridor.
- ☒ Replaced Uninterrupted Power Supply (UPS) systems at 67 locations as part of UPS life-cycle equipment replacement which is critical to ensure signal operation and safety during power outages.
- ☒ Repaired 7,650 streetlight outages, replaced 425 knocked down streetlights, and installed 744 new streetlights Countywide to ensure visibility for motorists and pedestrians.
- ☒ Installed 566 crosswalks and 529 stop bars to ensure safe, designated crossings for pedestrians.
- ☒ Installed pedestal beacon flashers at Schaeffer Road, Black Rock Road, MD 118 (Germantown Road), and MD 28 (Darnestown Road) along the PEPCO Natural Trail to improve pedestrian safety.

PROGRAM CONTACTS

Contact Fred Lees of the Department of Transportation at 240.777.2196 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's operating budget.

PROGRAM DESCRIPTIONS

✴ Automation

The Automation Program provides staffing, material, and support to develop and maintain information systems in support of the Department's business operations. This includes the 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 Department of Technology Services.

FY20 Recommended Changes

Expenditures

FTEs

FY19 Approved

505,585

2.85

Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.

23,499

0.00

FY20 Recommended

529,084

2.85

*** Bike Share**

This program provides for the planning, management and operation of the Capital Bikeshare Program in Montgomery County. The purpose of this program is to develop additional options for short trips, promote the use of transit and contribute to a more pedestrian and bicycle-friendly environment. This includes management and operation of the Capital Bikeshare Network throughout Montgomery County; planning and implementation of new stations, technology, and operations; and coordination with the five regional partners in Capital Bikeshare, as well as municipalities within Montgomery County.

FY20 Recommended Changes

Expenditures

FTEs

FY19 Approved

1,808,106

1.00

Decrease Cost: Improve Bikeshare Program Efficiency

(200,000)

0.00

Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.

1,620

0.00

FY20 Recommended

1,609,726

1.00

*** Bridge Maintenance**

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

FY20 Recommended Changes

Expenditures

FTEs

FY19 Approved

182,423

1.04

Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.

3,577

0.00

FY20 Recommended

186,000

1.04

*** 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.

FY20 Recommended Changes

Expenditures

FTEs

FY19 Approved

1,005,845

8.00

Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.

42,079

0.00

FY20 Recommended

1,047,924

8.00

*** Parking Outside the Parking Districts**

This program administers, operates, and maintains the parking program outside the Parking Districts. Included in this program are residential permit parking and peak hour traffic enforcement. The residential permit parking program is responsible for the sale of parking permits and parking enforcement in these areas. Participation in the program is requested through a petition of the majority of the citizens who live in that area. The program is designed to mitigate the adverse impact of commuters parking in residential areas. Peak hour traffic enforcement

in the Bethesda and Silver Spring Central Business Districts assures the availability of travel lanes during peak traffic periods. The program is also responsible for the management of County employee parking in the Rockville core.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	1,077,627	1.60
Increase Cost: Residential Permit Program	50,000	0.00
Decrease Cost: Software Maintenance	(50,034)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	2,873	0.00
FY20 Recommended	1,080,466	1.60

☀ **Resurfacing**

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

Program Performance Measures	Actual FY17	Actual FY18	Estimated FY19	Target FY20	Target FY21
Percent of primary/arterial road quality rated good or better	52%	52%	43%	36%	30%
Percent of rural/residential road quality rated good or better	48%	50%	44%	38%	35%
Percentage of annual requirement for residential resurfacing funded	47%	39%	43%	38%	42%

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	2,614,410	0.00
FY20 Recommended	2,614,410	0.00

☀ **Roadway and Related Maintenance**

Roadway maintenance includes hot mix asphalt road patching (temporary and permanent roadway repairs, skin patching, and crack sealing); shoulder maintenance; and storm drain maintenance, including erosion repairs, roadway ditch and channel repairs, cleaning enclosed storm drains, and repair and/or replacement of drainage pipes. Related activities include: mowing; roadside vegetation clearing and grubbing; traffic barrier repair and replacement; street cleaning; regrading and reshaping dirt/gravel roads; and temporary maintenance of curbs, gutters, and sidewalks. Starting in FY07, DOT began providing routine maintenance of roadway, bridges, and storm drain surfaces and other miscellaneous items for Park roads.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	16,077,505	122.72
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	708,169	1.01
FY20 Recommended	16,785,674	123.73

☀ **Snow Removal/Wind/Rain Storms**

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

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	3,417,377	24.78
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	50,801	0.00
FY20 Recommended	3,468,178	24.78

Streetlighting

This program is responsible for 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.

FY20 Recommended Changes		Expenditures	FTEs
FY19 Approved			
Decrease Cost: Savings from Lower Maintenance Costs for LED Streetlights		618,767	0.30
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.		(100,000)	0.00
		482	0.00
FY20 Recommended		519,249	0.30

Traffic Planning

This program provides for traffic engineering and safety review of road construction projects in the CIP and for review of master plans, preliminary development plans, and road geometric standards from a pedestrian, bicycle, and traffic engineering and safety standpoint. The program also conducts 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; reviews traffic and pedestrian impact studies for the Local Transportation Area Review process; and oversees the preparation, review, approval, and monitoring of development-related transportation mitigation agreements.

FY20 Recommended Changes		Expenditures	FTEs
FY19 Approved			
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.		650,495	5.00
		9,025	1.00
FY20 Recommended		659,520	6.00

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 roads, 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 FY17	Actual FY18	Estimated FY19	Target FY20	Target FY21
Average number of days to respond to requests for traffic studies	62	22	25	30	35
Number of traffic studies pending	265	273	270	270	270

FY20 Recommended Changes		Expenditures	FTEs
FY19 Approved			
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.		1,998,579	12.60
		(144,301)	(1.07)
FY20 Recommended		1,854,278	11.53

Traffic Sign and Marking

This program provides for engineering investigations of citizen complaints about traffic signs, street names, pavement markings (centerline, lane lines, edge lines, crosswalks, raised pavement markers, etc.) and inadequate visibility at intersections. It also designs, reviews, and inspects traffic control plans for CIP road projects and for permit work performed in right-of-ways. This 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.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	2,129,446	10.20
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	197,067	0.57
FY20 Recommended	2,326,513	10.77

☼ **Traffic Signals & Advanced Transportation Mgmt System**

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 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 includes provision of testimony for the County in court cases involving traffic signals.

Program Performance Measures	Actual FY17	Actual FY18	Estimated FY19	Target FY20	Target FY21
The backlog of signalized intersections with a malfunctioning sensor	136	93	110	110	110

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	1,944,269	8.12
Decrease Cost: Extend Replacement Cycle of LED Traffic Signals by One Year Based on Experience	(405,500)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(31,837)	0.00
FY20 Recommended	1,506,932	8.12

☼ **Transportation Community Outreach**

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

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	238,120	1.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	5,928	0.00
FY20 Recommended	244,048	1.00

☼ **Property Acquisition**

This program is responsible for acquiring land for transportation capital projects. Property Acquisition staff works with licensed real estate appraisers and other real estate professionals to assess a property's fair market value and provide just compensation to property owners from whom land and/or other property rights are taken for public use. In addition to land acquisition, this program administers the abandonment of rights-of-ways that are no longer needed for present or anticipated future public use.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	89,256	0.60

FY20 Recommended Changes

	Expenditures	FTEs
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	3,493	0.00
FY20 Recommended	92,749	0.60

✱ Transportation Planning

The Transportation Engineering Planning Unit manages the Facility Planning, Bicycle and Pedestrian Priority Area and the Annual Bikeways programs. Prior to a capital project being funded for design and construction, it must first undergo Facility Planning. The planning process examines multi-modal transportation improvements that are in compliance with area master plans to meet the forecasted conditions. These analyses are performed at a higher level of detail than what is provided during the master plan process. Facility Planning culminates with a project prospectus report and preliminary design plan which allows projects to compete for funding as a stand-alone CIP. Bicycle and Pedestrian Priority Areas (BIPPA) are identified geographical areas in Montgomery County, where the enhancement of pedestrian and bicyclist traffic and safety is a priority. The objective of the BIPPA program is to improve safe bicyclist and pedestrian access to support cohesive neighborhoods and vibrant communities. The Annual Bikeways Program plans, designs and constructs bikeways, shared use paths, and wayfinding throughout the County. The purpose of this project is to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, employment centers, recreational and educational facilities, and other major attractions.

FY20 Recommended Changes

	Expenditures	FTEs
FY19 Approved	79,830	0.55
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	3,497	0.00
FY20 Recommended	83,327	0.55

✱ Transportation Design

This program provides for the development of engineering construction plans and specifications for all transportation-related projects in the County's Capital Improvements Program (CIP). This includes the planning, surveying, and 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 FY17	Actual FY18	Estimated FY19	Target FY20	Target FY21
Linear feet of sidewalk construction completed (000) ¹	24	27	20	20	20

¹ The cost per linear foot of sidewalk can increase dramatically if retaining walls or the acquisition of right-of-way is required. This significantly impacts the linear feet constructed per year.

FY20 Recommended Changes

	Expenditures	FTEs
FY19 Approved	770,162	1.86
Decrease Cost: Adjust Bridge Load Testing Based on Testing Needs	(150,000)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	83,615	0.43
FY20 Recommended	703,777	2.29

✱ Transportation Construction

This program provides overall construction contract administration, construction management and inspection of the Department's transportation CIP projects. This includes performing constructability reviews, 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.

Program Performance Measures	Actual FY17	Actual FY18	Estimated FY19	Target FY20	Target FY21
Transportation capital improvement projects completed within 10% of the cost estimate	75%	75%	90%	90%	90%
Transportation capital improvement projects completed within 3 months of projected timeline	50%	25%	75%	75%	75%

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	172,417	0.85
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	14,022	0.00
FY20 Recommended	186,439	0.85

☼ Traffic Management and Operations

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

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	1,674,956	7.30
Increase Cost: Uninterrupted Power Supply (UPS) Unit Maintenance	11,250	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	141,911	0.50
FY20 Recommended	1,828,117	7.80

☼ 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 County and State capital operating transportation projects and programs. 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, such as administration of the Impact Tax Program, development and negotiation of participation agreements with private developers, and the Development Approval Payment program.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	556,660	3.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	17,680	0.75
FY20 Recommended	574,340	3.75

☼ 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.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	4,697,223	18.37
Reduce: Stump Removal - 421 Stumps will still be Removed	(79,000)	0.00

FY20 Recommended Changes	Expenditures	FTEs
Reduce: Tree Planting - 1,622 Trees will still be Planted	(175,000)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	82,408	0.00
FY20 Recommended	4,525,631	18.37
Note(s): Total tree maintenance program reductions across all budgets and the Street Tree Preservation CIP project amount to only 4 percent in FY20.		

☀ Vacuum Leaf Collection

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

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	6,204,721	31.03
Increase Cost: Finance Chargeback for Property Tax Billing	4,375	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	329,568	0.00
FY20 Recommended	6,538,664	31.03

☀ 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. As previously mentioned, 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.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	3,505,024	20.53
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	394,334	0.31
FY20 Recommended	3,899,358	20.84

BUDGET SUMMARY

	Actual FY18	Budget FY19	Estimate FY19	Recommended FY20	%Chg Bud/Rec
COUNTY GENERAL FUND					
EXPENDITURES					
Salaries and Wages	17,608,668	16,246,455	14,994,427	17,269,698	6.3 %
Employee Benefits	6,201,790	6,404,906	6,016,677	6,608,815	3.2 %
County General Fund Personnel Costs	23,810,458	22,651,361	21,011,104	23,878,513	5.4 %
Operating Expenses	38,354,080	23,162,721	24,307,448	22,342,285	-3.5 %
Capital Outlay	24,770	0	0	0	—
County General Fund Expenditures	62,189,308	45,814,082	45,318,552	46,220,798	0.9 %
PERSONNEL					
Full-Time	457	457	457	457	—

BUDGET SUMMARY

	Actual FY18	Budget FY19	Estimate FY19	Recommended FY20	%Chg Bud/Rec
Part-Time	8	8	8	8	—
FTEs	252.27	252.27	252.27	255.02	1.1 %
REVENUES					
Bus Advertising	6,250	0	18,750	0	—
Federal Grants	733,750	0	0	0	—
Miscellaneous Revenues	403,408	230,900	230,900	230,900	—
Motor Pool Charges/Fees	7,432	0	4,377	0	—
Other Charges/Fees	914,226	800,000	875,000	675,000	-15.6 %
Other Fines/Forfeitures	6,325	0	0	0	—
Other Intergovernmental	1,727,668	4,043,312	4,043,312	0	-100.0 %
Parking Fees	187,423	210,000	210,000	210,000	—
Parking Fines	1,472,405	0	0	0	—
Residential Parking Permits	14,331	24,000	24,000	24,000	—
State Aid: Highway User	3,674,021	3,764,808	3,821,454	8,218,086	118.3 %
State Grants	0	650,000	650,000	650,000	—
Street Tree Planting	147,676	75,000	75,000	75,000	—
Subdivision Plan Review	258,074	300,000	300,000	300,000	—
Traffic Signals Maintenance	0	994,000	994,000	994,000	—
County General Fund Revenues	9,552,989	11,092,020	11,246,793	11,376,986	2.6 %

LEAF VACUUMING

EXPENDITURES

Salaries and Wages	2,487,831	2,599,150	2,396,255	2,703,359	4.0 %
Employee Benefits	712,171	811,998	725,343	845,949	4.2 %
Leaf Vacuuming Personnel Costs	3,200,002	3,411,148	3,121,598	3,549,308	4.1 %
Operating Expenses	3,058,227	2,793,573	3,080,616	2,989,356	7.0 %
Leaf Vacuuming Expenditures	6,258,229	6,204,721	6,202,214	6,538,664	5.4 %

PERSONNEL

Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	31.03	31.03	31.03	31.03	—

REVENUES

Investment Income	16,350	20,750	20,750	26,850	29.4 %
Leaf Vacuum Collection Fees	7,229,947	7,595,788	7,595,788	7,988,714	5.2 %
Other Charges/Fees	11,332	0	0	0	—
Systems Benefit Charge	(12)	0	0	0	—
Leaf Vacuuming Revenues	7,257,617	7,616,538	7,616,538	8,015,564	5.2 %

GRANT FUND - MCG

EXPENDITURES

Salaries and Wages	0	0	0	82,120	—
Employee Benefits	0	0	0	22,822	—
Grant Fund - MCG Personnel Costs	0	0	0	104,942	—
Grant Fund - MCG Expenditures	0	0	0	104,942	—

PERSONNEL

Full-Time	0	0	0	1	—
Part-Time	0	0	0	0	—
FTEs	0.00	0.00	0.00	0.75	—

REVENUES

State Grants	0	0	0	104,942	—
Grant Fund - MCG Revenues	0	0	0	104,942	—

DEPARTMENT TOTALS

Total Expenditures	68,447,537	52,018,803	51,520,766	52,864,404	1.6 %
Total Full-Time Positions	457	457	457	458	0.2 %
Total Part-Time Positions	8	8	8	8	—

BUDGET SUMMARY

	Actual FY18	Budget FY19	Estimate FY19	Recommended FY20	%Chg Bud/Rec
Total FTEs	283.30	283.30	283.30	286.80	1.2 %
Total Revenues	16,810,606	18,708,558	18,863,331	19,497,492	4.2 %

FY20 RECOMMENDED CHANGES

Expenditures FTEs

COUNTY GENERAL FUND

FY19 ORIGINAL APPROPRIATION

45,814,082 252.27

Changes (with service impacts)

Reduce: Stump Removal - 421 Stumps will still be Removed [Tree Maintenance]	(79,000)	0.00
Reduce: Tree Planting - 1,622 Trees will still be Planted [Tree Maintenance]	(175,000)	0.00

Other Adjustments (with no service impacts)

Increase Cost: FY20 Compensation Adjustment	957,071	0.00
Increase Cost: Annualization of FY19 Personnel Costs	315,090	2.75
Increase Cost: Motor Pool Adjustment	287,308	0.00
Increase Cost: Residential Permit Program [Parking Outside the Parking Districts]	50,000	0.00
Increase Cost: Retirement Adjustment	28,020	0.00
Increase Cost: Uninterrupted Power Supply (UPS) Unit Maintenance [Traffic Management and Operations]	11,250	0.00
Increase Cost: Maintenance of Newly Accepted Subdivision Roads	7,740	0.00
Shift: Annualization of ESRI Enterprise Agreement - Shift to DTS	(17,200)	0.00
Decrease Cost: Software Maintenance [Parking Outside the Parking Districts]	(50,034)	0.00
Decrease Cost: Personnel Savings	(73,029)	0.00
Decrease Cost: Savings from Lower Maintenance Costs for LED Streetlights [Streetlighting]	(100,000)	0.00
Decrease Cost: Adjust Bridge Load Testing Based on Testing Needs [Transportation Design]	(150,000)	0.00
Decrease Cost: Improve Bikeshare Program Efficiency [Bike Share]	(200,000)	0.00
Decrease Cost: Extend Replacement Cycle of LED Traffic Signals by One Year Based on Experience [Traffic Signals & Advanced Transportation Mgmt System]	(405,500)	0.00

FY20 RECOMMENDED

46,220,798 255.02

LEAF VACUUMING

FY19 ORIGINAL APPROPRIATION

6,204,721 31.03

Other Adjustments (with no service impacts)

Increase Cost: Motor Pool Adjustment	191,408	0.00
Increase Cost: FY20 Compensation Adjustment	98,797	0.00
Increase Cost: Annualization of FY19 Personnel Costs	36,113	0.00
Increase Cost: Finance Chargeback for Property Tax Billing [Vacuum Leaf Collection]	4,375	0.00
Increase Cost: Retirement Adjustment	3,250	0.00

FY20 RECOMMENDED

6,538,664 31.03

GRANT FUND - MCG

FY19 ORIGINAL APPROPRIATION

0 0.00

Federal/State Programs

Enhance: Base Realignment and Closure (BRAC) Grant Increase	104,942	0.75
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FY20 RECOMMENDED

104,942 0.75

PROGRAM SUMMARY

Program Name	FY19 APPR Expenditures	FY19 APPR FTEs	FY20 REC Expenditures	FY20 REC FTEs
Automation	505,585	2.85	529,084	2.85
Bike Share	1,808,106	1.00	1,609,726	1.00
Bridge Maintenance	182,423	1.04	186,000	1.04

PROGRAM SUMMARY

Program Name	FY19 APPR Expenditures	FY19 APPR FTEs	FY20 REC Expenditures	FY20 REC FTEs
Transportation Engineering and Management Services	1,005,845	8.00	1,047,924	8.00
Parking Outside the Parking Districts	1,077,627	1.60	1,080,466	1.61
Resurfacing	2,614,410	0.00	2,614,410	0.00
Roadway and Related Maintenance	16,077,505	122.72	16,785,674	123.73
Snow Removal/Wind/Rain Storms	3,417,377	24.78	3,468,178	24.78
Streetlighting	618,767	0.30	519,249	0.30
Traffic Planning	650,495	5.00	659,520	6.00
Traffic and Pedestrian Safety	1,998,579	12.60	1,854,278	11.53
Traffic Sign and Marking	2,129,446	10.20	2,326,513	10.77
Traffic Signals & Advanced Transportation Mgmt System	1,944,269	8.12	1,506,932	8.12
Transportation Community Outreach	238,120	1.00	244,048	1.00
Property Acquisition	89,256	0.60	92,749	0.60
Transportation Planning	79,830	0.55	83,327	0.55
Transportation Design	770,162	1.86	703,777	2.29
Transportation Construction	172,417	0.85	186,439	0.85
Traffic Management and Operations	1,674,956	7.30	1,828,117	7.80
Transportation Policy	556,660	3.00	574,340	3.75
Tree Maintenance	4,697,223	18.37	4,525,631	18.37
Vacuum Leaf Collection	6,204,721	31.03	6,538,664	31.03
Administration	3,505,024	20.53	3,899,358	20.84
Total	52,018,803	283.30	52,864,404	286.80

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY19 Total\$	FY19 FTES	FY20 Total\$	FY20 FTES
COUNTY GENERAL FUND					
Urban Districts	Bethesda Urban District	30,000	0.00	30,000	0.00
Urban Districts	Silver Spring Urban District	25,000	0.00	25,000	0.00
Urban Districts	Wheaton Urban District	12,900	0.00	12,900	0.00
Transit Services	Mass Transit	194,640	1.00	0	1.00
Permitting Services	Permitting Services	207,203	0.75	0	0.00
Environmental Protection	Water Quality Protection	4,103,822	32.29	4,122,161	32.29
Solid Waste Services	Solid Waste Disposal	278,502	2.90	283,891	2.90
CIP	Capital Fund	14,798,044	148.24	14,988,338	146.23
Cable Television Communications Plan	Cable TV	1,226,768	0.75	1,230,300	0.75
Total		20,876,879	185.93	20,692,590	183.17

FUTURE FISCAL IMPACTS

CE RECOMMENDED (\$000S)

Title	FY20	FY21	FY22	FY23	FY24	FY25
COUNTY GENERAL FUND						
EXPENDITURES						
FY20 Recommended	46,221	46,221	46,221	46,221	46,221	46,221
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	293	293	293	293	293
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	46,221	46,515	46,515	46,515	46,515	46,515

LEAF VACUUMING

EXPENDITURES

FUTURE FISCAL IMPACTS

CE RECOMMENDED (\$000s)

Title	FY20	FY21	FY22	FY23	FY24	FY25
FY20 Recommended	6,539	6,539	6,539	6,539	6,539	6,539
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	35	35	35	35	35
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	6,539	6,574	6,574	6,574	6,574	6,574

FY20-25 PUBLIC SERVICES PROGRAM: FISCAL PLAN				Vacuum Leaf Collection			
FISCAL PROJECTIONS	FY19 ESTIMATE	FY20 REC	FY21 PROJECTION	FY22 PROJECTION	FY23 PROJECTION	FY24 PROJECTION	FY25 PROJECTION
ASSUMPTIONS							
Indirect Cost Rate	18.23%	20.45%	20.45%	20.45%	20.45%	20.45%	20.45%
CPI (Fiscal Year)	2.2%	2.3%	2.5%	2.7%	2.7%	2.7%	2.7%
Investment Income Yield	2.3%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
% of leaves attributed to single-family households	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%
% of leave attributed to multi-family units and townhome units	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%
Charges per single-family household	\$ 102.93	\$ 108.16	\$ 120.31	\$ 124.09	\$ 127.10	\$ 129.64	\$ 132.74
BEGINNING FUND BALANCE	356,062	393,534	214,601	246,779	238,672	270,565	302,458
REVENUES							
Charges For Services	7,595,788	7,988,714	8,886,176	9,165,350	9,387,871	9,575,176	9,804,922
Miscellaneous	20,750	26,850	32,950	39,050	39,050	39,050	39,050
Subtotal Revenues	7,616,538	8,015,564	8,919,126	9,204,400	9,426,921	9,614,226	9,843,972
INTERFUND TRANSFERS (Net Non-CIP)	(1,376,852)	(1,655,833)	(2,379,152)	(2,515,985)	(2,504,307)	(2,491,781)	(2,515,311)
Transfers To The General Fund	(621,852)	(725,833)	(751,862)	(773,459)	(795,681)	(818,549)	(842,079)
Indirect Costs	(621,852)	(725,833)	(751,862)	(773,459)	(795,681)	(818,549)	(842,079)
Transfers To Special Fds: Non-Tax + ISF	(755,000)	(930,000)	(1,627,290)	(1,742,526)	(1,708,626)	(1,673,232)	(1,673,232)
To Solid Waste Disposal Fund	(755,000)	(930,000)	(1,627,290)	(1,742,526)	(1,708,626)	(1,673,232)	(1,673,232)
TOTAL RESOURCES	6,595,748	6,753,265	6,754,575	6,935,194	7,161,286	7,393,010	7,631,119
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(6,202,214)	(6,538,664)	(6,472,798)	(6,661,524)	(6,855,723)	(7,055,554)	(7,261,180)
Labor Agreement	n/a	0	(34,998)	(34,998)	(34,998)	(34,998)	(34,998)
Subtotal PSP Oper Budget Approp / Exp's	(6,202,214)	(6,538,664)	(6,507,796)	(6,696,522)	(6,890,721)	(7,090,552)	(7,296,178)
TOTAL USE OF RESOURCES	(6,202,214)	(6,538,664)	(6,507,796)	(6,696,522)	(6,890,721)	(7,090,552)	(7,296,178)
YEAR END FUND BALANCE	393,534	214,601	246,779	238,672	270,565	302,458	334,941
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	6.0%	3.2%	3.7%	3.4%	3.8%	4.1%	4.4%

Assumptions:

Assumptions:

1. Leaf Vacuuming rates are adjusted to achieve cost recovery.
2. The Vacuum Leaf Collection fund balance policy target is \$250,000. In future years, rates will be adjusted annually to fund the approved service program and to maintain the appropriate ending balance.

PENDING TRAFFIC STUDIES

CATEGORY	As of 4/19/2019
AR = access restrictions	0
ATC = arterial traffic safety / calming	4
BDP = business district parking	0 * Handled by Division of Parking Services
C = crosswalks	4
CBD = CBD street safety	1
IS = intersection safety	0
MISC = uncategorized issues	45
MR = marking request	1
PBS = pedestrian / bicycle safety	7
PP = permit parking	3
PR = plan review (simple)	0
RP = residential parking	3
RSS = residential stop sign	3
RTC = residential traffic safety / calming	6
SD = sight distance investigations	4
SH = speed hump study	0
SIO = signalized intersection operations	0
SLR = speed limit review	2
SPR = site plan review (comprehensive)	0
SR = sign request	28
SZS = school zone safety	0
TIS = traffic impact study	4
TSR = traffic signal request (new)	0
TSS = traffic signal study	7
Total	122

52



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

CRAIG RICE
COUNCILMEMBER
DISTRICT 2

April 24, 2019

To: T & E Committee Chair Councilmember Tom Hucker
Councilmember Evan Glass
Councilmember Hans Reimer

From: Councilmember Craig Rice *CR*

Re: Funding for Pedestrian Safety Audits

As County Councilmembers, we are well-aware of the concern from our residents for safer streets. It is not a single-community or district issue—it affects all of us.

As a result, the Council has taken a reignited focus on improving pedestrian safety on our local roads, especially in high-incident areas and school zones. For example, we have demonstrated our strong commitment to reducing vehicle, pedestrian, and bicycle collisions through Vision Zero.

Therefore, we must continue to ensure adequate funding for Traffic and Pedestrian Safety initiatives. **I am requesting that \$100,000 be placed on the reconciliation list for pedestrian safety audits.** These audits are a vital piece to MCDOT's pedestrian safety strategy as it allows them to develop the plans that will result in safer neighborhoods, school zones, and communities.

52A



Transit Services

RECOMMENDED FY20 BUDGET

\$143,960,847

FULL TIME EQUIVALENTS

902.87

✱ **AL ROSHDIEH, DIRECTOR**

MISSION STATEMENT

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

BUDGET OVERVIEW

The total recommended FY20 Operating Budget for the Division of Transit Services is \$143,960,847, an increase of \$6,364,670 or 4.6 percent from the FY19 Approved Budget of \$137,596,177. Personnel Costs comprise 57.83 percent of the budget for 886 full-time position(s) and no part-time position(s), and a total of 902.87 FTEs. Total FTEs may include seasonal or temporary positions and may also reflect workforce charged to or from other departments or funds. Operating Expenses account for the remaining 42.17 percent of the FY20 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 \$22,400,120 is required.

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

COUNTY PRIORITY OUTCOMES

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below (where applicable), with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY19 estimates reflect funding based on the FY19 Approved Budget. The FY20 and FY21 figures are performance targets based on the FY20 Recommended Budget and funding for comparable service levels in FY21.

INITIATIVES

- ✱ Implement new limited stop FLASH service on US 29 between the Burtonsville Park-and-Ride Lot and the Silver Spring Transit Center in May 2020. The line will include 18 new station platforms with a fleet of 16 60-foot articulated buses. Service will run from 5:30 am - midnight seven days a week with 7.5 minute headways in the morning and afternoon peak periods and 15 minutes at all other times.

- ★ Implement Ride On FLEX bus service in Spring 2019 . This will be a demand response service. There will be 3 geofenced zones- Rockville, Glenmont and Wheaton. This service will operate with smaller circulator buses are more reasonable and flexible to operate along small neighborhood roads. The opportunity to get closer into the neighborhoods and utilize a new "app" to arrange for pickup should attract new riders and revitalize transit use in the areas.
- ★ Ride On is rolling out its new computer aided dispatch/automatic vehicle location (CAD/AVL) system. The CAD/AVL system provides critical real time bus fleet information. The CAD/AVL system provides schedule adherence, route adherence, traveler information output and fleet management. The new CAD/AVL system is fully integrated to transit planning software and Real Time.

ACCOMPLISHMENTS

- ☑ Extended Route 75 Germantown MARC station during weekday peak periods.
- ☑ Obtained a Federal grant to support infrastructure and purchase costs for new electric buses in FY20.
- ☑ Ride On's new Route 129 (US29) limited stop bus service connecting to the Silver Spring Transit Center began in early calendar year 2018.
- ☑ Forty-two Ride On bus shelters are now solar powered. The bus shelters are located in areas where electric utilities do not have nearby power connections. The solar power provides safety lighting, and there are plans to install solar equipment in 10 additional shelters. Overall, 10 percent of all shelters will be solar powered.
- ☑ Real Time signs are in over 80 locations displaying real time bus arrival/departure information.

PROGRAM CONTACTS

Contact Darlene Flynn 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

☼ 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. 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, and other passenger amenities. The program installs and maintains all system signage, including poles and bus stop flags.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	1,385,063	5.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	120,668	0.00
FY20 Recommended	1,505,731	5.00

☼ Medicaid and Senior Programs

Medicaid and Senior Special Transportation Programs provide: transportation to and from medical appointments for Medicaid participants, a user-side subsidy program (Call-n-Ride) that provides travel options for low-income elderly and disabled, and outreach and information on public private transportation programs available to seniors and persons with disabilities.

FY20 Recommended Changes

FY19 Approved

Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.

FY20 Recommended

Expenditures	FTEs
8,108,630	12.50
35,627	0.00
8,144,257	12.50

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 the County's mass transit services with Metrobus and Metrorail service, which is provided by the Washington Metropolitan Area Transit Authority. The Ride On transit system operates and manages more than 78 routes; maintains a strategic plan for replacement of the bus fleet; trains new bus operators, provides continuing safety, remedial, and refresher instruction for existing operators; and coordinates activities with a state of the art Central Communications Center, which also operates Ride On's computer-aided dispatch/automatic vehicle location system.

Program Performance Measures

	Actual FY17	Actual FY18	Estimated FY19	Target FY20	Target FY21
Hours of service	1,144,238	1,179,961	1,196,243	1,217,615	1,254,792
Number of reported collisions between Ride On buses and a person or object, per 100,000 miles driven	3.6	3.6	3.6	3.6	3.6
On time performance for Ride On buses	88.5%	88.2%	88.7%	89.2%	89.7%
Passengers per hour of service	20.1	18.3	18.3	18.2	18.4
Passengers transported (millions)	22.984	21.59	21.83	22.13	23.05
Ride On passengers transported per capita (Ratio of the number of passengers boarding a Ride On bus within a fiscal year and Montgomery County's population) ¹	23.0	21.5	21.6	21.8	22.6
Percent of Ride On customers who report a satisfactory customer service experience	N/A	N/A	TBD	TBD	TBD
Ride On complaints per 100,000 bus riders	20.5	23.1	21.9	20.8	20.5

¹ Definition: This measure is calculated annually comparing the number of Ride On passengers to the Montgomery County Population. It indicates whether Ride On is maintaining a constant share of Montgomery County residents.

FY20 Recommended Changes

FY19 Approved

Add: US 29 FLASH Operating Costs

Increase Cost: Farebox Parts to Ensure Revenue Collection

Increase Cost: Kids Ride Free/Seniors Ride Free to Reflect Actual Charges

Technical Adj: Technical Adjustment Staffing

Decrease Cost: Elimination of Bus Detours due to Lytonsville Place Bridge Reopening

Eliminate: Rock Spring Business Park Express Bus Service

Reduce: Frequency of Buses on Seven Routes

Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.

FY20 Recommended

Expenditures	FTEs
112,038,994	802.49
1,487,740	37.00
300,000	0.00
134,575	0.00
0	0.10
(273,962)	0.00
(443,000)	0.00
(1,041,640)	(9.60)
5,092,302	(1.19)
117,295,009	828.80

Commuter Services

The Commuter Services Section promotes alternatives to the single occupant vehicle -- including transit, car/vanpooling, biking, walking, and telework-- to reduce traffic congestion and improve air quality. Programs and services are concentrated in the County's five Transportation Management Districts: Silver Spring, Friendship Heights, Bethesda, North Bethesda and Greater Shady Grove, and in the Wheaton Transportation Planning & Policy area. Commuting information and assistance is also provided to businesses, employees, and residents throughout the County. Programs are developed to support use of transportation options and the section coordinates with other local, state and regional agencies on efforts to improve effectiveness of those options.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	3,998,521	16.39
Increase Cost: COG Grant Increase (Commuter Services)	9,126	0.00
Technical Adj: Technical Adjustment Staffing	(83,017)	(1.00)
Eliminate: Fare Share Program Due to Low Usage	(500,000)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	529,159	1.20
FY20 Recommended	3,953,789	16.59

☼ 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 of Chapter 53 of the Montgomery County Code.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	689,849	5.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	28,178	0.00
FY20 Recommended	718,027	5.00

☼ Customer Service

The Customer Service program is the interface between Ride On's service delivery and customer information. In addition to managing the distribution of paper transit timetables, web sites are maintained and updated, and real time information is provided through various media (phone, web, mobile apps and signs). System information is provided by way of electronic system maps and informational displays inside and outside of buses and bus stop shelters. As needed, public forums are arranged for proposed service changes.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	2,133,004	5.63
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	154,118	(0.01)
FY20 Recommended	2,287,122	5.62

☼ Transit Operations Planning

The Transit Operations Planning 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 Ride On service, evaluates and develops Ride On routes; adjusts schedules three times a year, and coordinates bus service with the Washington Metropolitan Area Transit Authority.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	2,908,810	7.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(459,854)	0.00
FY20 Recommended	2,448,956	7.00

☼ Transit Parking Facility Maintenance

The Transit Parking Facility Maintenance program funds the operation and maintenance of the Park & Ride Lots as well as Transit Centers. The Division of Parking Management Operations section provides and manages the maintenance services.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	400,221	1.28

FY20 Recommended Changes	Expenditures	FTEs
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	5,643	0.00
FY20 Recommended	405,864	1.28

☀ 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.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	2,486,471	0.00
Increase Cost: Risk Management Adjustment	643,794	0.00
FY20 Recommended	3,130,265	0.00

☀ 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.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved	3,446,614	21.08
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	625,213	0.00
FY20 Recommended	4,071,827	21.08

BUDGET SUMMARY

	Actual FY18	Budget FY19	Estimate FY19	Recommended FY20	%Chg Bud/Rec
MASS TRANSIT					
EXPENDITURES					
Salaries and Wages	54,687,001	57,539,911	58,000,595	60,438,322	5.0 %
Employee Benefits	17,875,219	19,925,853	19,381,205	21,194,306	6.4 %
Mass Transit Personnel Costs	72,562,220	77,465,764	77,381,800	81,632,628	5.4 %
Operating Expenses	55,339,625	55,025,283	57,407,873	57,128,463	3.8 %
Capital Outlay	115,491	26,000	0	111,500	328.9 %
Mass Transit Expenditures	128,017,336	132,517,047	134,789,673	138,872,591	4.8 %
PERSONNEL					
Full-Time	840	844	844	871	3.2 %
Part-Time	0	0	0	0	—
FTEs	857.98	863.27	863.27	889.77	3.1 %
REVENUES					
Bus Advertising	953,434	1,007,900	935,000	935,000	-7.2 %
Insurance Recoveries	171,016	0	0	0	—
Investment Income	0	551,830	0	0	-100.0 %
Miscellaneous Revenues	50,082	0	0	0	—
Motor Pool Charges/Fees	623,391	0	0	0	—
Other Charges/Fees	3,143,668	2,492,142	2,492,142	2,492,442	—
Other Fines/Forfeitures	7,542	0	0	0	—
Parking Fees	775,453	661,385	720,000	720,000	8.9 %
Parking Fines	603,792	405,000	525,000	525,000	29.6 %
Property Tax	111,853,469	100,841,399	99,820,084	138,627,663	37.5 %

BUDGET SUMMARY

	Actual FY18	Budget FY19	Estimate FY19	Recommended FY20	%Chg Bud/Rec
Recreation Fees	3,849	0	0	0	—
Ride On Fare Revenue	21,661,527	21,708,654	20,647,875	20,609,532	-5.1 %
State Aid: Call N' Ride	387,911	387,911	379,107	379,107	-2.3 %
State Aid: Damascus Fixed Route	309,958	309,950	309,950	309,950	—
State Aid: Ride On	39,711,634	39,628,000	40,628,000	40,628,000	2.5 %
Taxi Licensing Fees	493,912	425,000	400,000	400,000	-5.9 %
Mass Transit Revenues	180,750,638	168,419,171	166,857,158	205,626,694	22.1 %

GRANT FUND - MCG

EXPENDITURES

Salaries and Wages	1,133,988	1,322,697	1,322,697	1,304,894	-1.4 %
Employee Benefits	393,805	296,065	296,065	316,293	6.8 %
Grant Fund - MCG Personnel Costs	1,527,793	1,618,762	1,618,762	1,621,187	0.1 %
Operating Expenses	3,411,502	3,460,368	3,460,368	3,467,069	0.2 %
Grant Fund - MCG Expenditures	4,939,295	5,079,130	5,079,130	5,088,256	0.2 %

PERSONNEL

Full-Time	17	15	15	15	—
Part-Time	0	0	0	0	—
FTEs	16.39	13.10	13.10	13.10	—

REVENUES

Federal Grants	2,227,357	1,939,693	1,939,693	1,939,693	—
State Grants	1,115,995	3,139,437	3,139,437	3,148,563	0.3 %
Grant Fund - MCG Revenues	3,343,352	5,079,130	5,079,130	5,088,256	0.2 %

DEPARTMENT TOTALS

Total Expenditures	132,956,631	137,596,177	139,868,803	143,960,847	4.6 %
Total Full-Time Positions	857	859	859	886	3.1 %
Total Part-Time Positions	0	0	0	0	—
Total FTEs	874.37	876.37	876.37	902.87	3.0 %
Total Revenues	184,093,990	173,498,301	171,936,288	210,714,950	21.5 %

FY20 RECOMMENDED CHANGES

	Expenditures	FTEs
MASS TRANSIT		
FY19 ORIGINAL APPROPRIATION	132,517,047	863.27
<u>Changes (with service impacts)</u>		
Add: US 29 FLASH Operating Costs [Ride On]	1,487,740	37.00
Add: Annualization of Route 52 Restructuring	192,027	0.00
Add: Annualization of Route 75 Extension	35,608	0.00
Eliminate: Rock Spring Business Park Express Bus Service [Ride On]	(443,000)	0.00
Eliminate: Fare Share Program Due to Low Usage [Commuter Services]	(500,000)	0.00
Reduce: Frequency of Buses on Seven Routes [Ride On]	(1,041,640)	(9.60)
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: FY20 Compensation Adjustment	2,909,066	0.00
Increase Cost: Motor Pool Adjustment	1,460,495	0.00
Increase Cost: Annualization of FY19 Personnel Costs	1,115,363	0.00
Increase Cost: Risk Management Adjustment [Fixed Costs]	643,794	0.00
Increase Cost: Farebox Parts to Ensure Revenue Collection [Ride On]	300,000	0.00
Increase Cost: Kids Ride Free/Seniors Ride Free to Reflect Actual Charges [Ride On]	134,575	0.00
Increase Cost: Retirement Adjustment	123,456	0.00
Increase Cost: Nicholson Court (Lease)	117,100	0.00
Increase Cost: Annualization of FY19 Lapsed Positions	49,286	0.00
Increase Cost: County Share of Administrative Costs of the Washington Suburban Transit Commission (WSTC)	38,653	0.00
Increase Cost: North Bethesda Transportation Management District Contract	34,000	0.00
Increase Cost: TMD Biennial reports	20,000	0.00

FY20 RECOMMENDED CHANGES

	Expenditures	FTEs
Increase Cost: Mobile Commuter Store Contract	20,000	0.00
Increase Cost: Bethesda Transportation Management District Contract	16,000	0.00
Technical Adj: Technical Adjustment Staffing [Ride On]	0	0.10
Technical Adj: Technical Adjustment Staffing [Commuter Services]	(83,017)	(1.00)
Decrease Cost: Elimination of Bus Detours due to Lytonsville Place Bridge Reopening [Ride On]	(273,962)	0.00

FY20 RECOMMENDED

138,872,591 889.77

GRANT FUND - MCG

FY19 ORIGINAL APPROPRIATION

5,079,130 13.10

Other Adjustments (with no service impacts)

Increase Cost: COG Grant Increase (Commuter Services) [Commuter Services]	9,126	0.00
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FY20 RECOMMENDED

5,088,256 13.10

PROGRAM SUMMARY

Program Name	FY19 APPR Expenditures	FY19 APPR FTEs	FY20 REC Expenditures	FY20 REC FTEs
Passenger Facilities	1,385,063	5.00	1,505,731	5.00
Medicaid and Senior Programs	8,108,630	12.50	8,144,257	12.50
Ride On	112,038,994	802.49	117,295,009	828.80
Commuter Services	3,998,521	16.39	3,953,789	16.59
Taxi Regulation	689,849	5.00	718,027	5.00
Customer Service	2,133,004	5.63	2,287,122	5.62
Transit Operations Planning	2,908,810	7.00	2,448,956	7.00
Transit Parking Facility Maintenance	400,221	1.28	405,864	1.28
Fixed Costs	2,486,471	0.00	3,130,265	0.00
Administration	3,446,614	21.08	4,071,827	21.08
Total	137,596,177	876.37	143,960,847	902.87

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY19 Total\$	FY19 FTEs	FY20 Total\$	FY20 FTEs
MASS TRANSIT					
Health and Human Services	General Fund	282,694	0.00	282,694	0.00

FUTURE FISCAL IMPACTS

CE RECOMMENDED (\$000S)

Title	FY20	FY21	FY22	FY23	FY24	FY25
MASS TRANSIT						
EXPENDITURES						
FY20 Recommended	138,873	138,873	138,873	138,873	138,873	138,873
No inflation or compensation change is included in outyear projections.						
Annualization of Positions Recommended in FY20	0	1,612	1,612	1,612	1,612	1,612
New positions in the FY20 budget are generally assumed to be filled at least two months after the fiscal year begins. Therefore, the above amounts reflect annualization of these positions in the outyears.						
Annualization of Bus Frequency Reductions	0	(279)	(279)	(279)	(279)	(279)
Reflect full year of savings for frequency reductions implemented in September 2019.						
US 29 FLASH Operating Costs	0	1,422	1,422	1,422	1,422	1,422
US 29 FLASH limited stop service is projected to begin operations in May 2020.						
Labor Contracts	0	1,017	1,017	1,017	1,017	1,017
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	138,873	142,645	142,645	142,645	142,645	142,645

Transit Services

Transportation **48-7**

(59)

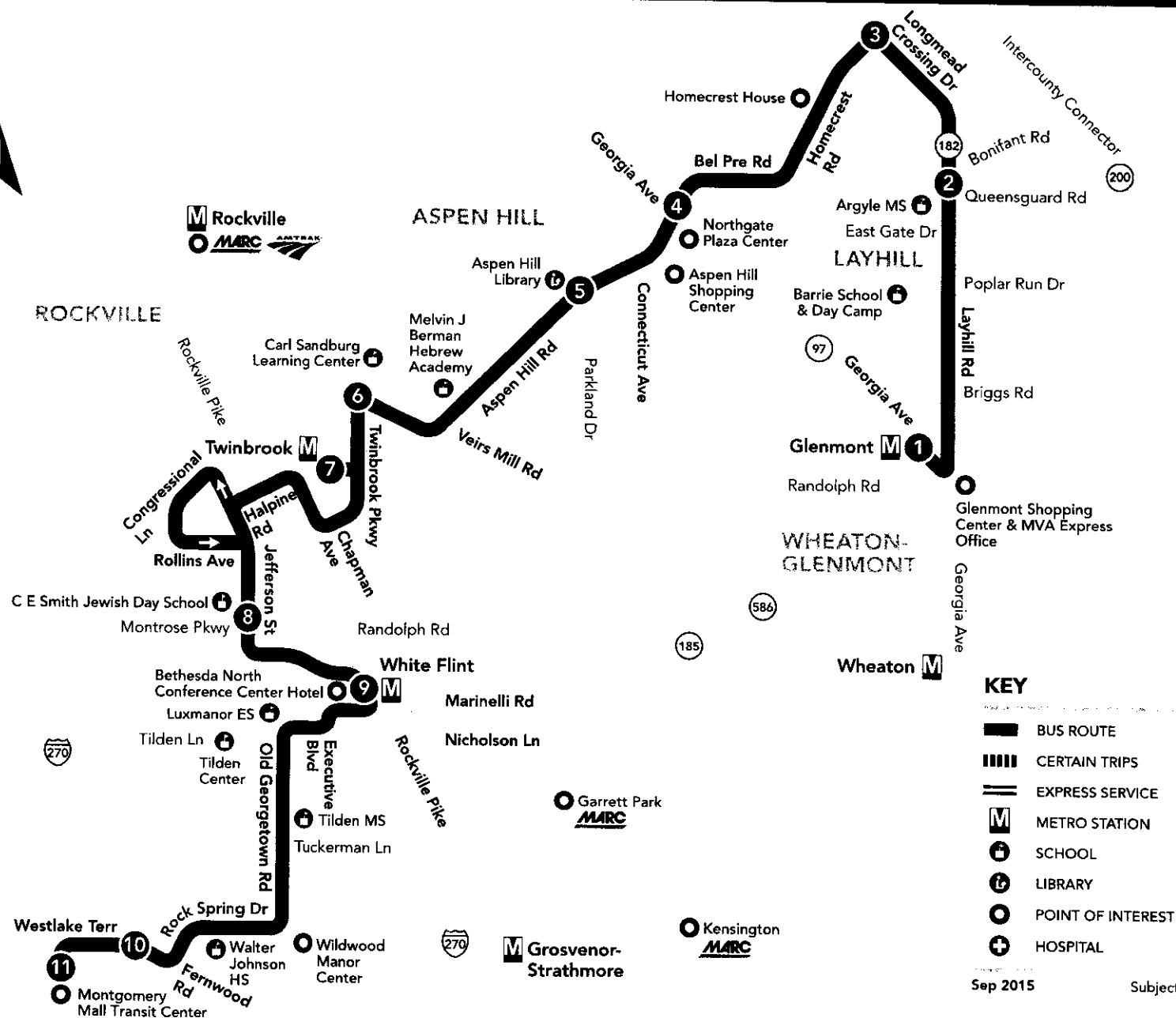
ANNUALIZATION OF PERSONNEL COSTS AND FTES

	FY20 Recommended		FY21 Annualized	
	Expenditures	FTEs	Expenditures	FTEs
US 29 FLASH Operating Costs	792,040	37.00	2,403,904	37.00
Total	792,040	37.00	2,403,904	37.00

26

Glenmont **M** – Aspen Hill – Wheaton Woods – Twinbrook **M** –
White Flint **M** – Montgomery Mall Transit Center

Ride On
Montgomery County Transit



KEY

- BUS ROUTE
- CERTAIN TRIPS
- EXPRESS SERVICE
- METRO STATION
- SCHOOL
- LIBRARY
- POINT OF INTEREST
- HOSPITAL

Sep 2015

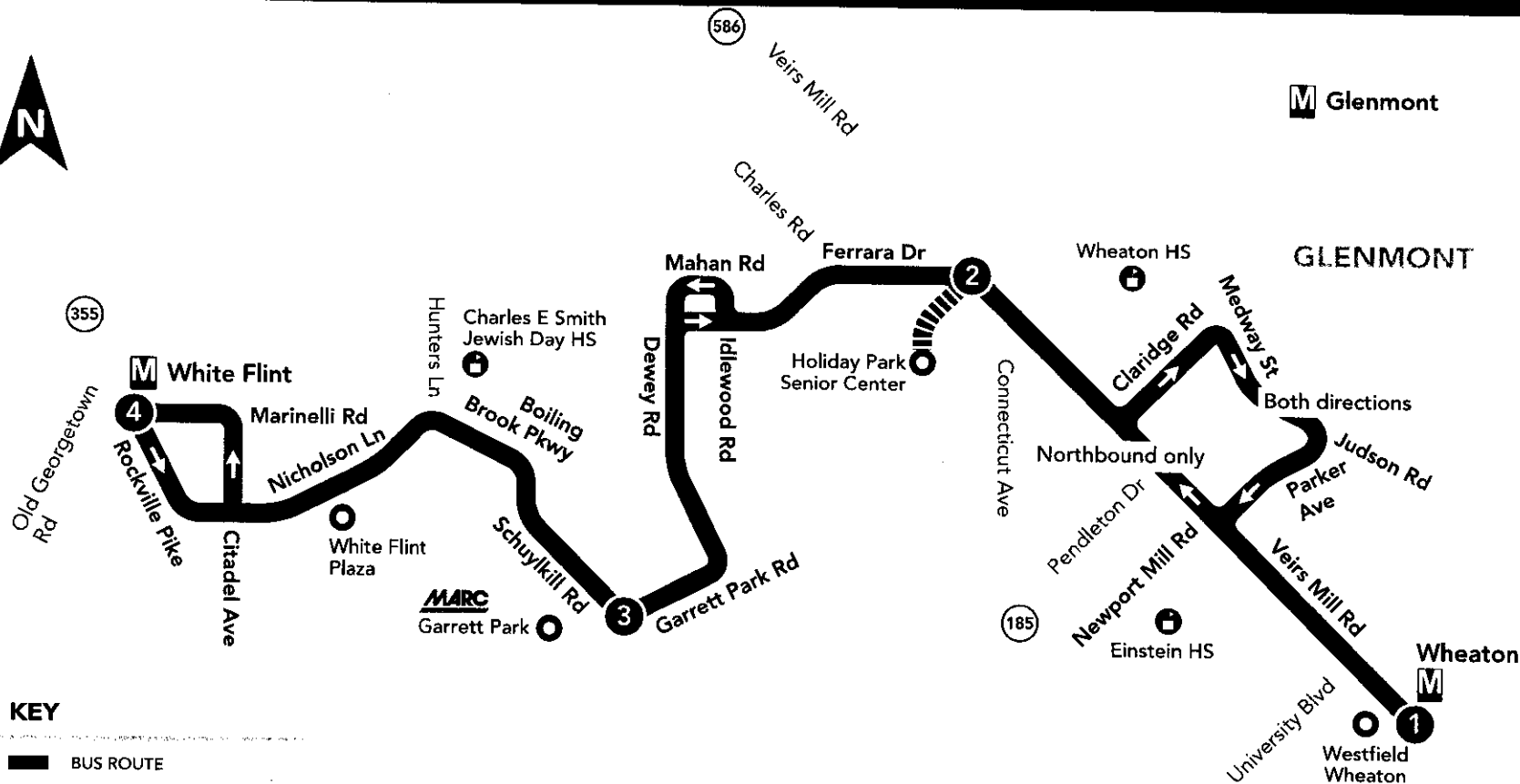
Subject to change

(61)

38

Wheaton Metro Station – Connecticut Estates –
Holiday Park Senior Center – Randolph Hills –
White Flint Metro Station

Ride On
Montgomery County Transit



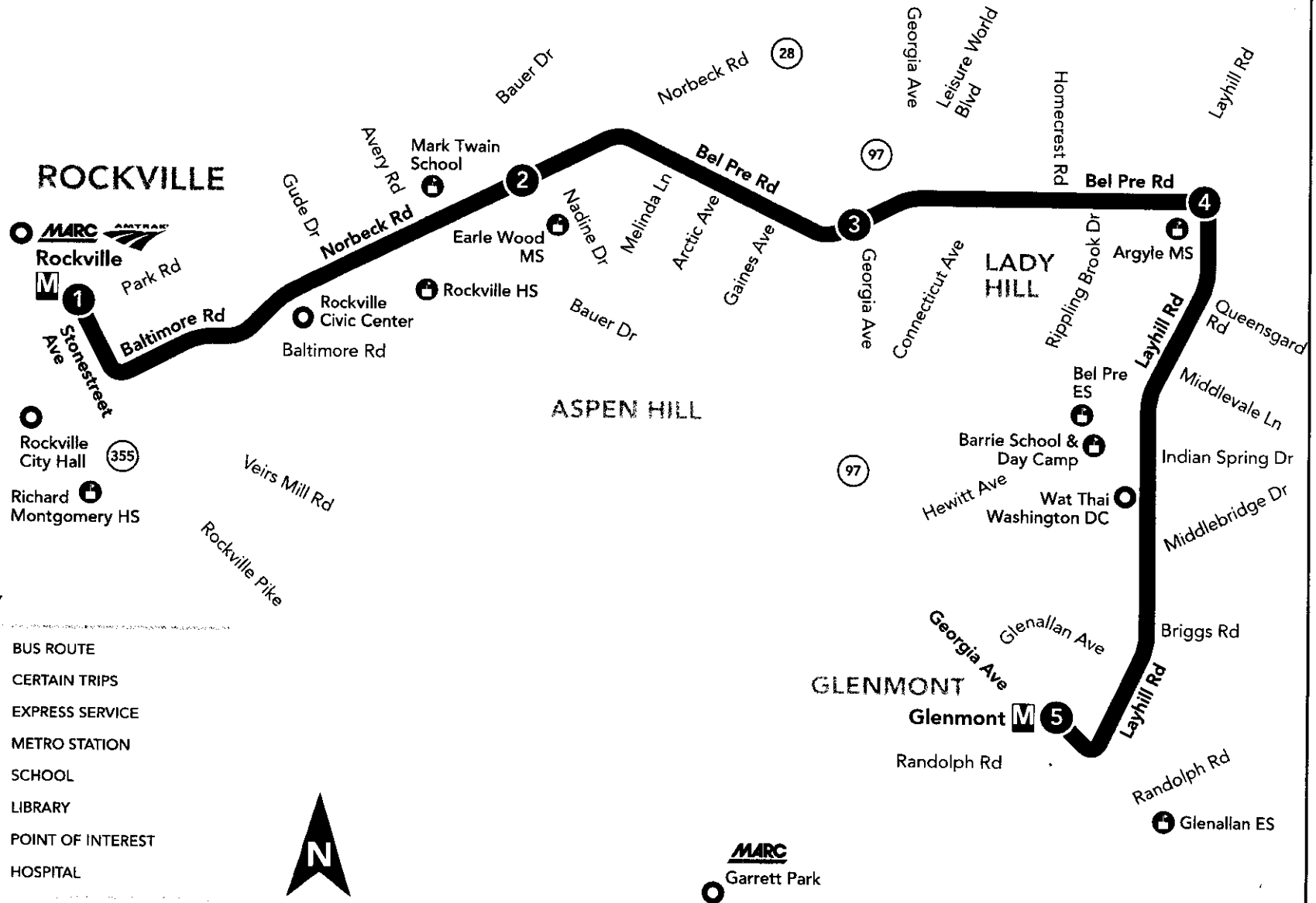
KEY

- BUS ROUTE
- CERTAIN TRIPS
- EXPRESS SERVICE
- METRO STATION
- SCHOOL
- LIBRARY
- POINT OF INTEREST
- HOSPITAL

Jan 2016

Subject to change

62

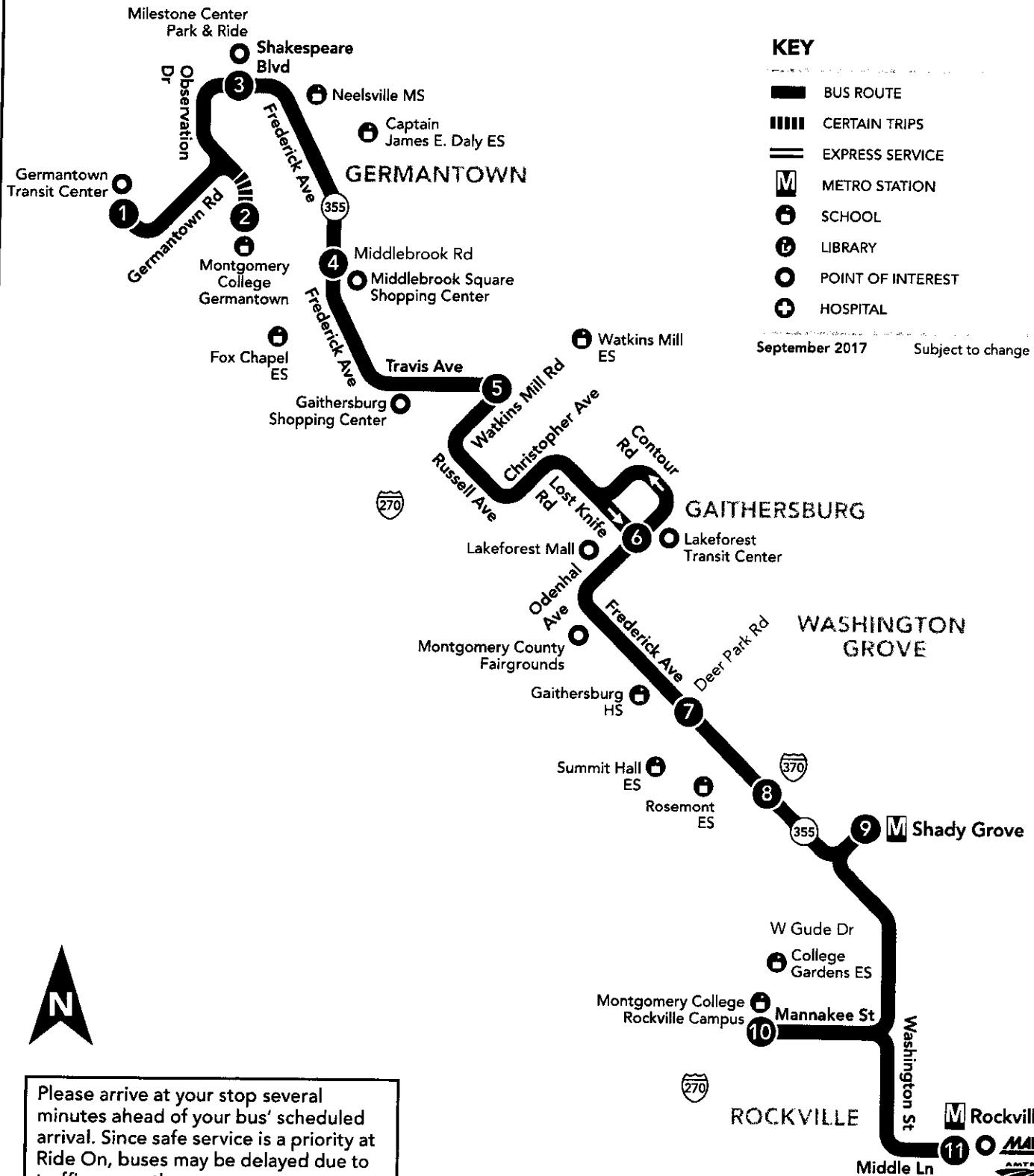


55

Germantown Transit Center (GTC) –
Montgomery College (Germantown) - Milestone Ctr –
Lakeforest TC – Shady Grove M – Rockville M

Ride On

Montgomery County Transit



September 2017 Subject to change

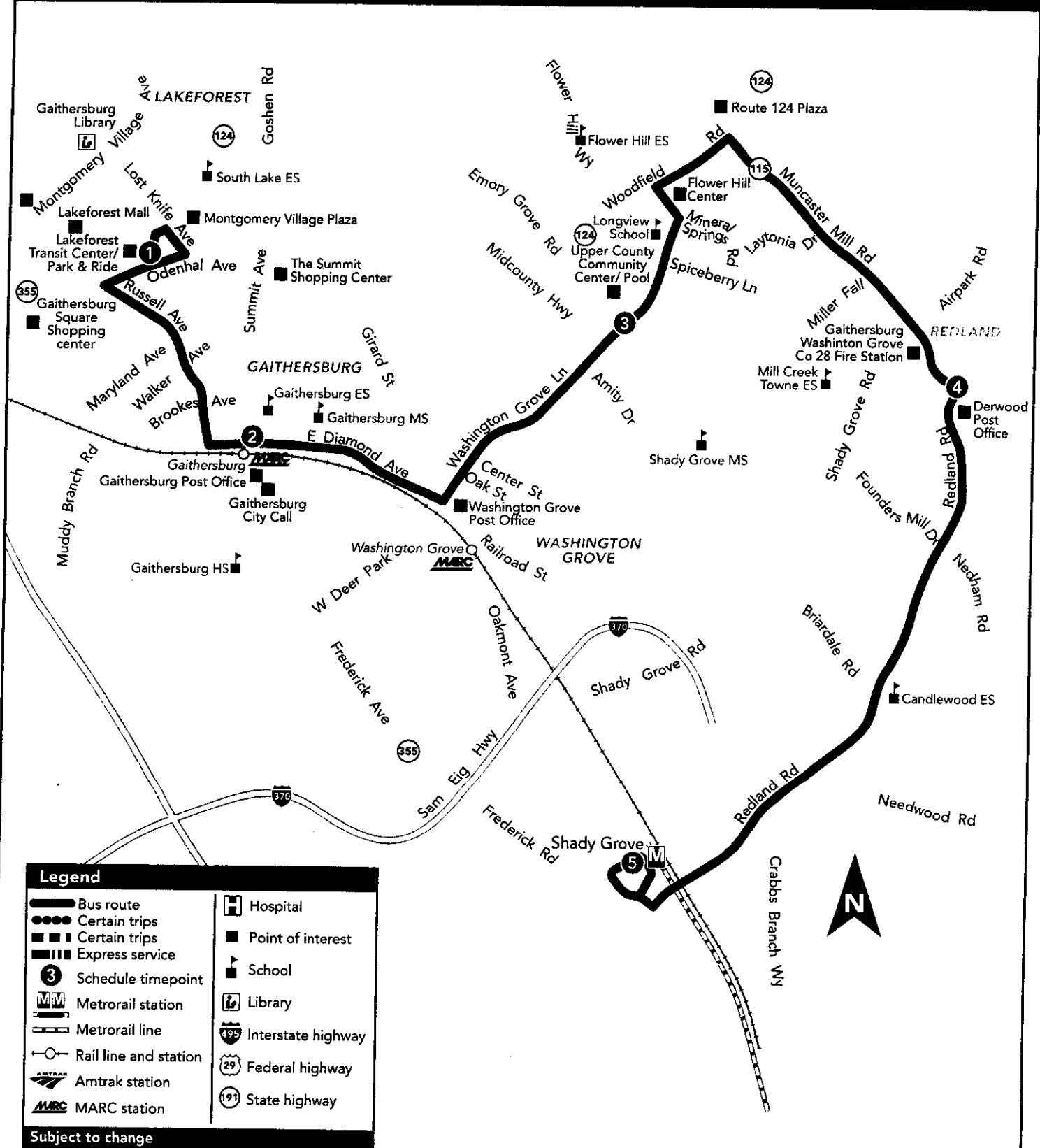
Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

57

Lakeforest Transit Center – Old Town Gaithersburg –
Washington Grove – Emory Grove – Redland Rd –
Shady Grove **M**

Ride On

Montgomery County Transit

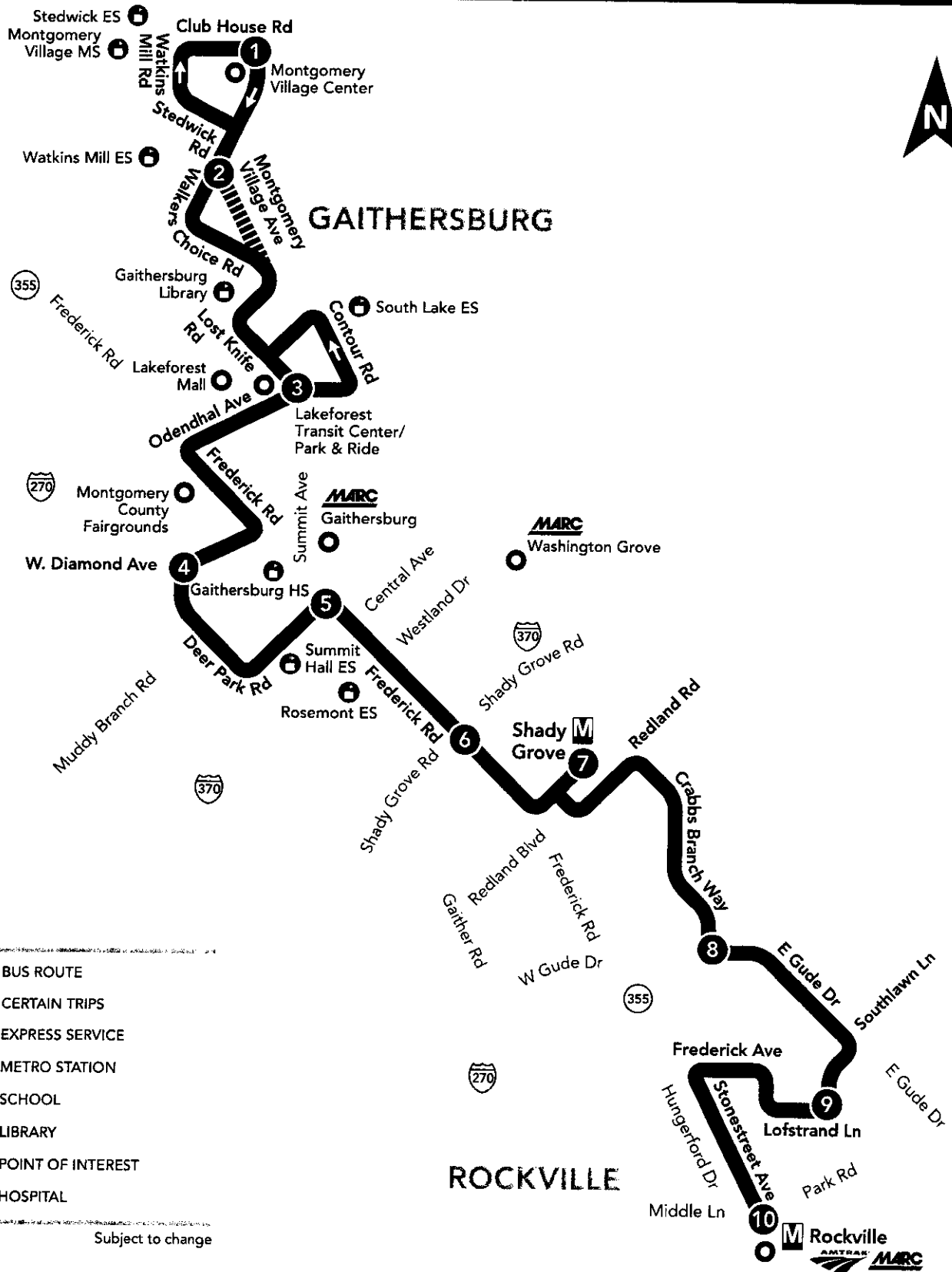


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59

Montgomery Village Center – Lakeforest Transit Ctr –
Muddy Branch Road – West Deer Park –
Shady Grove **M** – Lincoln Park – Rockville **M**

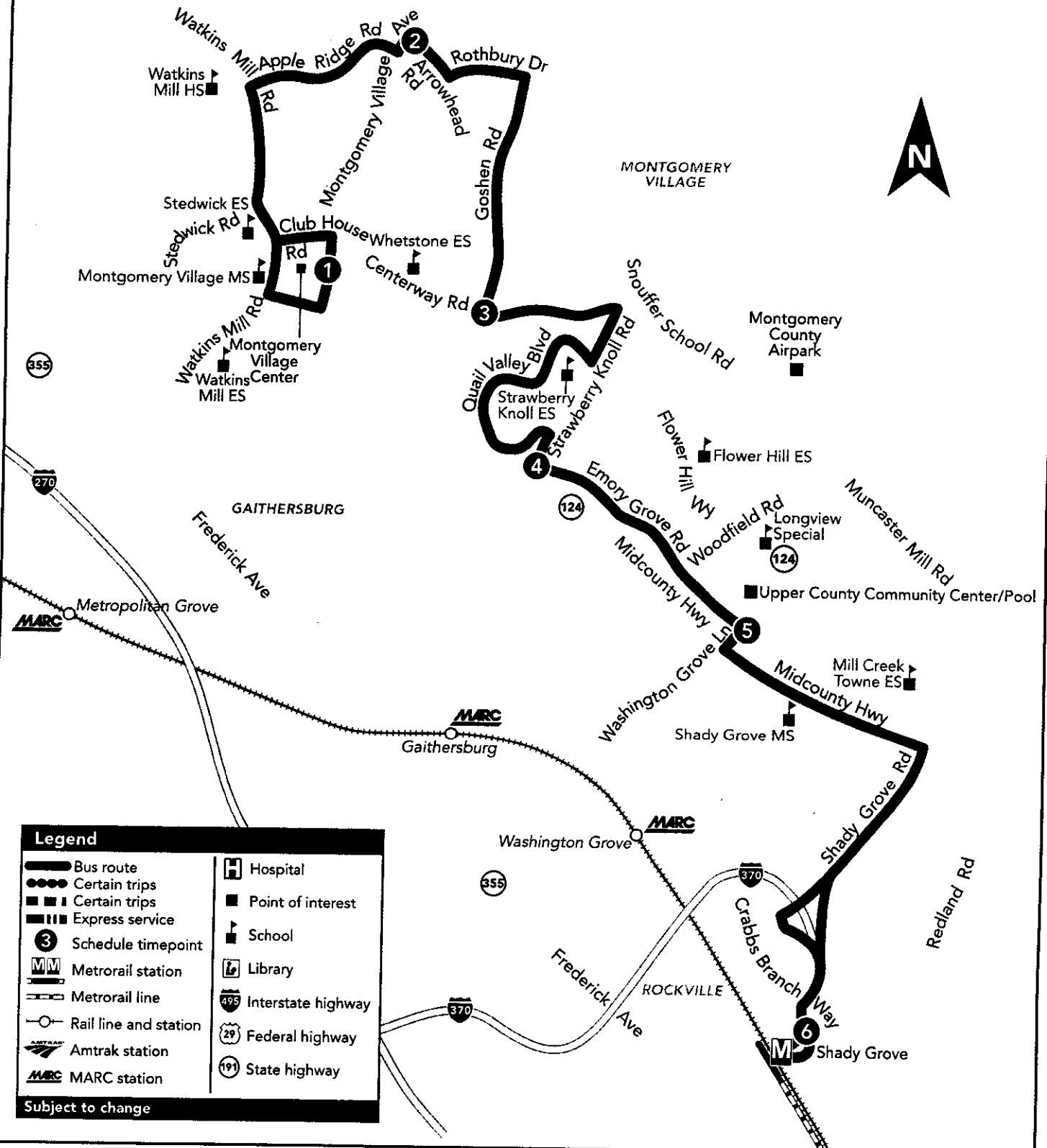
Ride On
Montgomery County Transit



64

Montgomery Village Center – Goshen Rd –
Quail Valley – Emory Grove Rd –
Midcounty Hwy – Shady Grove **M**

Ride On
Montgomery County Transit



FY20 Ride On Service Reductions Details

Route	Ser	Route Description	Current Avg Daily Riders	Riders Per Platform Hour	Current Annual Operating Cost	Current Annual Revenue	Frequency Reduction Annual Operating Cost	Frequency Reduction Annual Revenue	Frequency Reduction Net Cost	Frequency Reduction Annual Savings	Frequency Reduction Net Savings FY20	Bus Savings	Frequency Reduction Notes
26	Wkdy	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	2,685	20.5	\$ 2,706,239	\$ 684,675	\$ 2,530,780	\$ 674,405	\$ 1,856,375	\$ 165,189	\$ 130,245	\$525,000	15 to 20
38	Wkdy	Wheaton-White Flint	726	16.4	\$ 912,387	\$ 185,130	\$ 736,928	\$ 182,353	\$ 554,575	\$ 172,682	\$ 136,153	\$525,000	20/25 to 30
49	Wkdy	Glenmont-Layhill-Rockville	1,693	25.3	\$ 1,378,902	\$ 431,715	\$ 1,244,728	\$ 429,556	\$ 815,171	\$ 132,016	\$ 104,090		15 to 20 AM only
55	Wkdy	GTC-Milestone-MC,G-Lakeforest-Shady Grove-MC,R-Rockville	5,253	30.8	\$ 3,657,807	\$ 1,339,515	\$ 3,399,779	\$ 1,319,422	\$ 2,080,356	\$ 237,935	\$ 187,603		15 to 20 midday only
57	Wkdy	Lakeforest-Washington Grove-Shady Grove	1,433	25.0	\$ 1,228,214	\$ 365,415	\$ 1,001,149	\$ 363,588	\$ 637,561	\$ 225,238	\$ 177,591		15 to 20 AM only/20 to 25 midday
59	Wkdy	Montgomery Village-Lakeforest-Shady Grove-Rockville	2,677	23.8	\$ 2,357,345	\$ 682,635	\$ 2,181,886	\$ 675,809	\$ 1,506,077	\$ 168,633	\$ 132,960	\$525,000	15 to 20 peak
64	Wkdy	Montgomery Village-Quail Valley-Ernory Grove-Shady Grove	1,223	21.2	\$ 1,193,122	\$ 311,865	\$ 1,017,663	\$ 307,187	\$ 710,476	\$ 170,781	\$ 134,654		25 to 30

\$ 1,003,297 \$ 1,575,000

69

FY19 Ride On Route Profile

Route	Ser	Route Description	Avg Daily Riders	Annual Riders	Annual Platform Hours	Riders Per Platform Hour
55	Wkdy	GTC-Milestone-MC,G-Lakeforest-Shady Grove-MC,R-Rockville	5,453	1,390,409	45,186	30.8
15	Wkdy	Langley Park-Wayne Ave.-Silver Spring	2,657	677,556	23,817	28.4
9	Wkdy	Wheaton-Four Corners-Silver Spring	1,530	390,065	14,535	26.8
15	Sat	Langley Park-Wayne Ave.-Silver Spring	2,116	112,152	4,240	26.5
48	Sat	Wheaton-Bauer Dr.-Rockville	1,290	68,383	2,671	25.6
49	Wkdy	Glenmont-Layhill-Rockville	1,691	431,078	17,034	25.3
61	Wkdy	GTC-Lakeforest-Shady Grove	2,208	562,998	22,466	25.1
57	Wkdy	Lakeforest-Washington Grove-Shady Grove	1,486	378,994	15,173	25.0
55	Sat	GTC-Milestone-Lakeforest-Shady Grove-Rockville	3,686	195,376	7,828	25.0
46	Wkdy	Montgomery College-Rockville Pike-Medical Center	2,947	751,528	31,136	24.1
49	Sat	Glenmont-Layhill-Rockville	958	50,783	2,104	24.1
59	Wkdy	Montgomery Village-Lakeforest-Shady Grove-Rockville	2,723	694,301	29,121	23.8
15	Sun	Langley Park-Wayne Ave.-Silver Spring	1,276	72,746	3,061	23.8
59	Sat	Montgomery Village-Lakeforest-Shady Grove-Rockville	1,922	101,888	4,293	23.7
11	Wkdy	Silver Spring-East/West Hwy-Friendship Heights	619	157,760	6,681	23.6
48	Wkdy	Wheaton-Bauer Dr.-Rockville	1,796	457,959	19,406	23.6
10	Wkdy	Twinbrook-Glenmont-White Oak-Hillandale	2,229	568,438	24,149	23.5
100	Sat	GTC-Shady Grove	650	34,463	1,479	23.3
20	Wkdy	Hillandale-Northwest Park-Silver Spring	2,534	646,043	28,152	22.9
100	Wkdy	GTC-Shady Grove	1,974	503,476	22,313	22.6
34	Wkdy	Aspen Hill-Wheaton-Bethesda-Friendship Heights	2,254	574,664	25,704	22.4
61	Sat	GTC-Lakeforest-Shady Grove	1,495	79,257	3,562	22.3
24	Wkdy	Hillandale-Northwest Park-Takoma	271	69,126	3,137	22.0
20	Sat	Hillandale-Northwest Park-Silver Spring	1,836	97,312	4,426	22.0
2	Sat	Lyttonsville-Silver Spring (detour includes 2A only)	378	20,052	928	21.6
34	Sat	Wheaton-Bethesda-Friendship Heights	1,249	66,188	3,085	21.5
63	Wkdy	Shady Grove-Gaither Road-Piccard Dr.-Rockville	796	202,959	9,461	21.5
10	Sun	Twinbrook-Glenmont-White Oak-Hillandale	1,337	76,200	3,580	21.3
64	Wkdy	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	1,223	311,886	14,739	21.2
61	Sun	GTC-Lakeforest-Shady Grove	1,396	79,586	3,762	21.2
59	Sun	Montgomery Village-Lakeforest-Shady Grove-Rockville	1,721	98,088	4,765	20.6
26	Wkdy	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	2,685	684,760	33,431	20.5
78	Wkdy	Kingsview-Richter Farm-Shady Grove	299	76,245	3,774	20.2
1	Sun	Silver Spring - Friendship Heights	762	43,410	2,177	19.9
55	Sun	GTC-Milestone-Lakeforest-Shady Grove	2,282	130,060	6,623	19.6
2	Wkdy	Lyttonsville-Silver Spring (detour includes 2A & 2B)	585	149,175	7,599	19.6
12	Wkdy	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	1,225	312,439	15,938	19.6
46	Sat	Montgomery College-Rockville Pike-Medical Center	1,711	90,692	4,749	19.1
17	Wkdy	Langley Park-Maple Ave.-Silver Spring	986	251,430	13,184	19.1
54	Wkdy	Lakeforest-Washingtonian Blvd-Rockville	1,508	384,434	20,171	19.1
19	Wkdy	Northwood-Four Corners-Silver Spring	186	47,515	2,499	19.0
58	Wkdy	Lakeforest-Montgomery Village-East Village-Shady Grove, Watkins Mill & MD355	1,206	307,551	16,269	18.9
34	Sun	Wheaton-Bethesda-Friendship Heights	1,120	63,816	3,386	18.8
57	Sat	Lakeforest-Washington Grove-Shady Grove	923	48,932	2,597	18.8
56	Wkdy	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	1,663	424,086	22,593	18.8
16	Wkdy	Takoma-Langley Park-Silver Spring	2,289	583,738	31,161	18.7
71	Wkdy	Kingsview-Dawson Farm-Shady Grove	298	75,863	4,055	18.7
1	Wkdy	Silver Spring-Leland St.-Friendship Heights	1,129	287,874	15,402	18.7
16	Sat	Takoma-Langley Park-Silver Spring	2,115	112,086	6,090	18.4
57	Sun	Lakeforest-Washington Grove-Shady Grove	763	43,491	2,371	18.3
58	Sat	Lakeforest-Montgomery Village-East Village-Shady Grove	768	40,726	2,237	18.2
20	Sun	Hillandale-Northwest Park-Silver Spring	1,323	75,383	4,167	18.1

FY19 Ride On Route Profile

Route	Ser	Route Description	Avg Daily Riders	Annual Riders	Annual Platform Hours	Riders Per Platform Hour
5	Wkdy	Twinbrook-Kensington-Silver Spring	1,655	422,110	23,333	18.1
79	Wkdy	Clarksburg-Skylark-Scenery-Shady Grove	322	82,004	4,565	18.0
L8	Sat	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	1,045	55,389	3,122	17.7
49	Sun	Glenmont-Lay hill-Rockville	678	38,637	2,212	17.5
60	Wkdy	Montgomery Village-Flower Hill-Shady Grove	246	62,751	3,596	17.5
54	Sun	Lakeforest-Washingtonian Boulevard-Rockville	871	49,671	2,850	17.4
47	Wkdy	Rockville-Montgomery Mall-Bethesda	1,330	339,065	19,533	17.4
74	Wkdy	GTC-Great Seneca Hwy.-Shady Grove	958	244,205	14,076	17.3
65	Wkdy	Montgomery Village-Shady Grove	178	45,326	2,627	17.3
14	Wkdy	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	719	183,281	10,863	16.9
97	Wkdy	GTC, Germantown MARC, Waring Station, GTC	580	147,985	8,874	16.7
48	Sun	Wheaton-Bauer Dr.-Rockville	686	39,088	2,348	16.6
26	Sat	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	1,641	86,995	5,242	16.6
38	Wkdy	Wheaton-White Flint	726	185,066	11,271	16.4
12	Sat	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	725	38,416	2,343	16.4
1	Sat	Silver Spring-Leland St.-Friendship Heights	668	35,422	2,189	16.2
22	Wkdy	Hillandale-White Oak-FDA-Silver Spring	485	123,760	7,727	16.0
9	Sun	Wheaton-Four Corners-Silver Spring	609	34,699	2,172	16.0
64	Sat	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	719	38,085	2,412	15.8
28	Wkdy	Silver Spring Downtown (VanGo)	650	165,750	10,506	15.8
58	Sun	Lakeforest-Montgomery Village-East Village-Shady Grove	629	35,848	2,291	15.6
26	Sun	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	1,553	88,493	5,666	15.6
41	Sat	Aspen Hill-Weller Rd.-Glenmont	485	25,718	1,659	15.5
25	Wkdy	Langley Park-Washington Adventist Hosp-Maple Ave-Takoma	409	104,231	6,732	15.5
56	Sat	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	1,032	54,709	3,540	15.5
23	Wkdy	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	592	150,981	9,971	15.1
54	Sat	Lakeforest-Washingtonian Boulevard-Rockville	791	41,919	2,798	15.0
L8	Sun	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	684	38,960	2,605	15.0
10	Sat	Twinbrook-Glenmont-White Oak-Hillandale	1,075	56,953	3,853	14.8
17	Sat	Langley Park-Maple Ave.-Silver Spring	605	32,083	2,173	14.8
66	Wkdy	Shady Grove-Piccard Drive-Shady Grove Hospital-Traville TC	108	27,434	1,862	14.7
46	Sun	Montgomery College-Rockville Pike-Medical Center	1,212	69,070	4,703	14.7
2	Sun	Lyttonville-Silver Spring (detour includes 2A only)	225	12,844	884	14.5
16	Sun	Takoma-Langley Park-Silver Spring	1,497	85,305	6,014	14.2
51	Wkdy	Norbeck P&R-Hewitt Ave.-Glenmont	240	61,115	4,335	14.1
43	Wkdy	Traville TC-Shady Grove-Hospital-Shady Grove	629	160,480	11,450	14.0
38	Sat	Wheaton-White Flint	462	24,504	1,754	14.0
9	Sat	Wheaton-Four Corners-Silver Spring	542	28,748	2,062	13.9
41	Wkdy	Aspen Hill-Weller Rd.-Glenmont	516	131,665	9,486	13.9
97	Sat	GTC, Gunner's Lake, GTC	269	14,253	1,034	13.8
101	Wkdy	EXTRA-Lakeforest-Medical Center	1,664	424,413	30,855	13.8
14	Sat	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	461	24,451	1,791	13.6
56	Sun	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	816	46,526	3,454	13.5
74	Sat	GTC-Great Seneca Hwy.-Shady Grove	644	34,114	2,576	13.2
76	Wkdy	Poolesville-Kentlands-Shady Grove	648	165,325	12,495	13.2
29	Wkdy	Bethesda-Glen Echo-Friendship Heights	574	146,264	11,348	12.9
17	Sun	Langley Park-Maple Ave.-Silver Spring	487	27,759	2,189	12.7
39	Wkdy	Briggs Chaney-Glenmont	258	65,875	5,279	12.5
21	Wkdy	Briggs Chaney-Tamarack-Dumont Oaks-Silver Spring	293	74,694	5,993	12.5
8	Wkdy	Wheaton-Forest Glen-Silver Spring	618	157,484	12,725	12.4
5	Sat	Twinbrook-Kensington-Silver Spring	804	42,616	3,456	12.3
13	Wkdy	Takoma-Manchester Rd.-Three Oaks Dr.-Silver Spring	175	44,604	3,647	12.2
45	Wkdy	Fallsgrove-Rockville Senior Center-Rockville-Twinbrook	870	221,723	18,131	12.2
38	Sun	Wheaton-White Flint	377	21,499	1,784	12.1
12	Sun	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	512	29,203	2,428	12.0
4	Wkdy	Kensington-Silver Spring	249	63,516	5,406	11.7

FY19 Ride On Route Profile

Route	Ser	Route Description	Avg Daily Riders	Annual Riders	Annual Platform Hours	Riders Per Platform Hour
30	Wkdy	Medical Center-Pooks Hill-Bethesda	559	142,439	12,266	11.6
75	Wkdy	Clarksburg-Correctional Facility-Milestone-GTC	515	131,219	11,373	11.5
70	Wkdy	Milestone-Medical Center-Bethesda Express	645	164,518	14,510	11.3
18	Wkdy	Langley Park-Takoma-Silver Spring	552	140,654	12,495	11.3
T2	Sat	Friendship Hts, River Rd, Falls Rd, Rockville W.	557	29,534	2,645	11.2
47	Sat	Rockville-Montgomery Mall-Bethesda	707	37,493	3,445	10.9
43	Sat	Traville TC-Shady Grove-Hospital-Shady Grove	355	18,828	1,744	10.8
32	Wkdy	Naval Ship R&D-Cabin John-Bethesda	198	50,511	4,692	10.8
41	Sun	Aspen Hill-Weller Rd.-Glenmont	226	12,901	1,231	10.5
64	Sun	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	442	25,194	2,423	10.4
47	Sun	Rockville-Montgomery Mall-Bethesda	599	34,153	3,300	10.3
T2	Sun	Friendship Hts, River Rd, Falls Rd, Rockville W.	508	28,928	2,799	10.3
73	Wkdy	Clarksburg-Old Baltimore-Shady Grove	326	83,194	8,058	10.3
76	Sat	Kentlands-Shady Grove	275	14,575	1,458	10.0
90	Wkdy	Milestone-Damascus-Woodfield Rd- Airpark Shady Grove	695	177,225	17,723	10.0
43	Sun	Traville TC-Shady Grove-Hospital-Shady Grove	307	17,499	1,756	10.0
23	Sat	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	294	15,569	1,579	9.9
33	Wkdy	Glenmont-Kensington-Medical Center	283	72,101	7,344	9.8
100	Sun	GTC-Shady Grove	398	22,662	2,383	9.5
97	Sun	GTC, Gunner's Lake, GTC	154	8,764	946	9.3
44	Wkdy	Twinbrook-Hungerford-Rockville	125	31,981	3,596	8.9
18	Sat	Langley Park-Takoma-Silver Spring	334	17,724	1,993	8.9
98	Wkdy	GTC, Kingsview, GCC, Cinnamon Woods	415	105,889	12,291	8.6
28	Sat	Silver Spring Downtown (VanGo)	399	21,125	2,465	8.6
29	Sun	Glen Echo-Friendship Heights	126	7,192	878	8.2
67	Wkdy	Traville TC-North Potomac-Shady Grove	84	21,293	2,627	8.1
5	Sun	Twinbrook-Kensington-Silver Spring	638	36,352	4,492	8.1
45	Sat	Fallsgrove-Rockville-Twinbrook	375	19,875	2,465	8.1
42	Wkdy	White Flint-Montgomery Mall	380	96,879	12,036	8.0
36	Wkdy	Potomac-Bradley Blvd.-Bethesda	296	75,501	9,435	8.0
37	Wkdy	Potomac-Tuckerman La.-Grosvenor-Wheaton	173	44,158	5,610	7.9
8	Sat	Wheaton-Forest Glen-Silver Spring	312	16,514	2,141	7.7
7	Wkdy	Forest Glen-Wheaton	57	14,450	1,913	7.6
75	Sat	Clarksburg-Correctional Facility-Milestone-GTC	320	16,973	2,263	7.5
6	Wkdy	Grosvenor-Parkside-Montgomery Mall Loop	226	57,694	7,727	7.5
81	Wkdy	Rockville-Tower Oaks-White Flint	129	32,916	4,437	7.4
29	Sat	Bethesda-Glen Echo-Friendship Heights	129	6,824	922	7.4
75	Sun	Clarksburg-Correctional Facility-Milestone-GTC	245	13,984	2,001	7.0
96	Wkdy	Montgomery Mall-Rock Spring-Grosvenor	205	52,360	7,574	6.9
18	Sun	Langley Park-Takoma	197	11,201	1,625	6.9
53	Wkdy	Shady Grove-MGH-Olney-Glenmont	255	64,983	9,894	6.6
52	Wkdy	MGH-Olney-Rockville	120	30,643	4,794	6.4
83	Sat	GTC-Waters Landing-Milestone	183	9,717	1,595	6.1
31	Wkdy	Glenmont-Kemp Mill Rd.-Wheaton	95	24,204	4,029	6.0
83	Wkdy	Germantown MARC-GTC-Waters Landing-Milestone-Holy Cross	374	95,391	16,397	5.8
129	Wkdy	Limited Stop US29 Burtonsville-Silver Spring	341	86,955	15,275	5.7
98	Sat	GTC, Kingsview, Soccerplex	195	10,344	1,850	5.6
42	Sat	White Flint-Montgomery Mall	190	10,048	1,929	5.2
301	Wkdy	Tobytown-Rockville	67	17,000	4,004	4.2
301	Sat	Tobytown-Rockville	28	1,484	832	1.8
301	Sun	Tobytown-Rockville	18	1,026	895	1.1



Ride On Bus Fleet (P500821)

Category
SubCategory
Planning Area

Transportation
Mass Transit (MCG)
Countywide

Date Last Modified
Administering Agency
Status

03/14/19
Transportation
Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	263,088	137,749	13,848	111,491	18,558	20,574	17,292	9,432	24,083	21,552	-
TOTAL EXPENDITURES	263,088	137,749	13,848	111,491	18,558	20,574	17,292	9,432	24,083	21,552	-

FUNDING SCHEDULE (\$000s)

Contributions	820	430	45	345	-	345	-	-	-	-	-
Current Revenue: Mass Transit	106,471	23,128	4,872	78,473	250	13,864	15,292	7,432	22,083	19,552	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	48,680	28,469	4,496	15,715	3,350	5,965	1,600	1,600	1,600	1,600	-
G.O. Bonds	958	958	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	81,321	86,728	35	14,558	14,558	-	-	-	-	-	-
State Aid	15,940	9,140	4,400	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	263,088	137,749	13,848	111,491	18,558	20,574	17,292	9,432	24,083	21,552	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	20,574	Year First Appropriation	FY09
Cumulative Appropriation	170,155	Last FY's Cost Estimate	258,743
Expenditure / Encumbrances	150,646		
Unencumbered Balance	19,509		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

FY19: 9 full-size diesel, 19 small diesel, 4 electric, and 7 microtransit; FY20: 18 large diesel, 10 electric, 2 small diesel, and 1 CNG ; FY21: 22 full-size hybrid; FY22: 13 full-size hybrid; FY23: 1 large diesel, 12 full-size hybrid, 28 small diesel, and 7 microtransit; FY24: 8 full-size hybrid and 32 small diesel

COST CHANGE

Increase due to the addition of Federal Aid to cover incremental cost of electric buses, insurance proceeds and matching current revenue to replace totaled CNG bus offset by decrease of three large diesel buses due to frequency reductions.

PROJECT JUSTIFICATION

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

FISCAL NOTE

Contributions in FY20 represents insurance proceeds.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services, Maryland Transit Administration


71A



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

HANS RIEMER
COUNCILMEMBER, AT-LARGE

MEMORANDUM

To: Councilmembers
From: Councilmember Hans Riemer 
Date: March 14, 2019
Re: Adding more electric buses to our RideOn Fleet

Responding to the prospect of massive climate disruption, the County has committed to reducing our greenhouse gas (GHG) emissions by 80% in 2027 and 100% in 2035. A leading contributor to the County's GHG emissions is the transportation sector, coming in at 41% of the total emissions. While the County does not have the ability to raise emission standards on vehicles—that is a federal issue—it can transition its fleet of RideOn buses to lower or zero emission vehicles.

The County has already begun this effort. Current funding commitments include four electric buses for FY19 and 10 electric buses in FY20. Federal grants have provided the funds for the buses and associated electric infrastructure. These are steps in the right direction, and MCDOT should be recognized for their vision and commitment to a greener County.

With more funding we can move faster. Accordingly, I am proposing that we add another five electric buses to the fleet by FY20, for a total of 19. Those five buses would replace five of the 31 diesel buses scheduled to be purchased in FY20. To make this a reality, I estimate that we would need to add \$1.75 million to FY20 in the RideOn Bus Fleet PDF to cover the delta in cost between diesel and electric buses.

Thank you for your consideration of my request. I recognize that funding is tight, and it will be a challenge.

72



Montgomery County / Ride On Notice of Public Forum On Proposed Service Changes Thursday, April 25, 2019



Montgomery County Department of Transportation, Transit Services would like to introduce a new innovative concept. This concept introduces a pilot program that includes Rockville, Glenmont and Wheaton service areas. The pilot program allows riders to request trips from a designated pick up and drop off location using an "app" on their mobile phones. The service area is designed for travel within a pre-defined geographical zone at specific times of the day. Riders will be given an estimated time for pick up and drop off and directed to a nearby virtual stop by an 11-passenger bus. For additional information prior to the public forum regarding these proposed changes, please access the Ride On web site at www.rideonbus.com

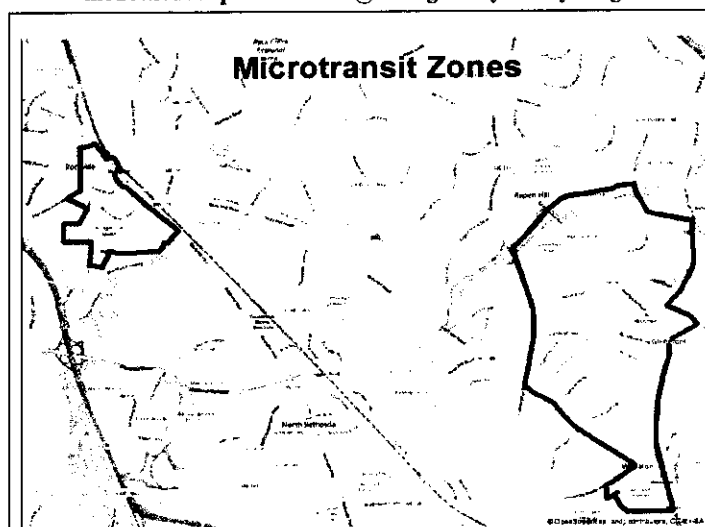
Montgomery County hereby notifies the general public and other interested parties that a public forum will be held on **Thursday, April 25, 2019** starting at 6:30 p.m. and ending after the last speaker at the A. Mario Loiederman Middle School; 12701 Goodhill Road, Silver Spring, Maryland 20906. In the case of inclement weather, the public forum will be April 29, 2019 at A. Mario Loiederman Middle School. There will be an Open House to showcase how the mobile app will function from 6:30 pm - 7:00 pm. The formal meeting will follow.

Individuals and representatives of organizations who would like to speak at the public forum are requested to furnish in writing by email, on or before **April 22, 2019** their name, home address, telephone number, e-mail address and organization to Division of Transit Services, Ride On Public Forum, 101 Monroe Street, 5th Floor, Rockville, Maryland 20850. Individuals who have signed up to speak must bring two (2) printed copies of their testimony for the record. Sign language interpreter services will be provided only upon request with notice as far in advance as possible but not less than 3 business days prior to the date of the forum. Large print format is available upon request. All comments will be considered before any changes are finalized.

Comments may be written, faxed or e-mailed on the proposed service changes to the Division of Transit Services by 5:00 p.m. on May 3, 2019. Send your comments to:

Division of Transit Services
Ride On Public Forum
101 Monroe Street, 5th Floor
Rockville, Maryland 20850
(240) 777-5800 (phone)
(240) 777-5801 (fax)

mcdot.rideonpublicforums@montgomerycountymd.gov



Title VI: Montgomery County assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Act of 1987, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Discard May 5, 2019



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

EVAN GLASS
COUNCILMEMBER
AT-LARGE

TRANSPORTATION & ENVIRONMENT COMMITTEE
HEALTH AND HUMAN SERVICES COMMITTEE;
LEAD FOR HOMELESSNESS AND VULNERABLE COMMUNITIES

February 27, 2019

County Executive Marc Elrich
Executive Office Building
101 Monroe Street
Rockville, MD 20850

Re: Expansion of Kids Ride Free Program

County Executive Elrich,

I appreciate your strong support for sustainable and affordable transportation options throughout our region. Montgomery County's long history of prioritizing public transportation is evident by the fact that Ride On is now the D.C. region's second largest bus system by ridership. This investment in alternative transportation has allowed Montgomery County to be a place where residents can thrive, regardless of economic status.

Transportation access has also emerged as a leading indicator of a person's ability to escape poverty. From fiscal year 2004 through fiscal year 2018, poverty in Montgomery County increased by 46% and the number of public-school students receiving Free and Reduced Meals (FARMS) rose from 23% to 35% of the student population. Access to reliable transportation is spread unevenly across Montgomery County. Our lowest income areas have nearly double the number of carless households than our higher income areas.

As a former non-profit director working with low income youth, I saw the power of transit to connect students with after school activities. And on my second day as a Councilmember, high school students spoke to me about the negative impacts of limited affordable transportation options. Economic status should not determine our student's ability to get to the library, Metro, or back to their homes.

While county leadership moves to evaluate our budget through an equity lens, expanding access to transit must be a top priority. To achieve this goal, I urge you to make the Kids Ride Free program available all day, seven days a week to every Montgomery County Public School student. Inequality of mobility leads to inequality of opportunity. I look forward to working with you on this issue.

Sincerely,

Evan Glass
Councilmember
At-Large Montgomery
County Council

74

CC: Transportation and Environment Committee, Director Al Roshdieh, Dr. Glenn Orlin

Kids Ride Free

Free Fare Period	Lost Ride On Revenue	Ride On Ridership ¹	Payment to WMATA for Foregone Revenue	WMATA Ridership ²	Total Net Cost/Foregone Revenue	Total Ridership	Added Net Cost/Foregone Revenue ³	Added Ridership ⁴
2pm-8pm weekdays (current)	\$838,315	821,877	\$550,000	455,959	\$1,388,315	1,277,836	N/A	N/A
2pm - 11pm weekdays	\$1,005,977	986,252	\$660,041	547,151	\$1,666,018	1,533,403	\$277,703	255,567
6am - 8pm weekdays	\$1,156,975	1,134,290	\$760,000	629,978	\$1,916,975	1,764,268	\$528,660	486,432
6am - 8pm every day	\$1,268,093	1,243,229	\$832,933	690,414	\$2,101,026	1,933,643	\$712,711	655,807
All bus service hours	\$1,448,002	1,419,609	\$951,083	788,321	\$2,399,085	2,207,930	\$1,010,770	930,094
¹ Ride On ridership based upon cost of \$1.02 average per trip								
² WMATA ridership based upon an approximate cost of \$1.21 average per trip on Metrobus								
³ Compared to the current hours for Kids Ride Free								
⁴ Compared to current ridership for Kids Ride Free								

75



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ANDREW FRIEDSON
COUNCILMEMBER
DISTRICT 1

April 4, 2019

TO: Councilmember Tom Hucker, Chair, T&E Committee
Councilmember Hans Riemer
Councilmember Evan Glass

FROM: Councilmember Andrew Friedson *AF*

SUBJECT: FareShare Program

Chair Hucker and Members of the T&E Committee,

It has come to my attention that the County Executive has proposed eliminating the County's FareShare Program in his recommended Fiscal Year 2020 Operating Budget. The FareShare Program incentivizes the use of transit by matching employer contributions toward the cost of employee transit fares.

I have heard concerns about eliminating this program from a property owner in a transit-oriented location that is using FareShare to help subsidize part of the cost of transit fares for about 100 employees. These employees work in the property's various retail and restaurant establishments. The property owner's transportation benefits program – strengthened by the County's modest contribution through FareShare – has made it easier for these employees to get to work and more likely for them to use transit.

As evidenced by the recent Committee conversation on Transportation Demand Management (TDM), this program is an excellent example of how we should be partnering with employers to prioritize transit use as a more productive alternative to penalizing them.

Colleagues, I ask that you recommend against eliminating funding for the FareShare Program when you take this item up as part of the Mass Transit Fund budget on April 25.

I would also welcome the opportunity to discuss how to strengthen this program so that more employers are taking advantage of it. Thank you for your thoughtful consideration of my concerns.

76

Call-n-Ride Income Eligibility Categories by Household Sizes

Breakdown of Income Eligibility Categories for Call-n-Ride Income Levels by Household Size								
Categories	Cost Per \$60 Value	Cost Per \$120 Value	1-Person	2-Person	3-Person	4-Person	5-Person	6-Person
Level 1	\$5.25	\$10.50	up to \$15,856	up to \$21,403	up to \$26,950	up to \$32,498	up to \$38,047	up to \$43,595
Level 2	\$10.00	\$20.00	\$15,857 - \$21,403	\$21,404 - \$24,404	\$26,951 - \$31,404	\$32,499 - \$37,489	\$38,048 - \$43,747	\$43,596 - \$49,295
Level 3	\$20.00	\$40.00	\$21,404 - \$26,951	\$24,405 - \$29,951	\$31,405 - \$36,725	\$37,490 - \$42,500	\$43,748 - \$49,447	\$49,296 - \$54,995
Level 4	\$30.00	\$60.00	\$26,952 - \$32,499	\$29,952 - \$36,951	\$36,726 - \$42,800	\$42,501 - \$47,102	\$49,448 - \$55,147	\$54,996 - \$60,695

Call-n-Ride

Current Participants by Subsidy Levels

<u>Subsidy Level</u>	<u>Cost Per \$60 value</u>	<u>Cost Per \$120 value</u>	<u># of Participants</u>	<u>% of total Participants</u>
91.30%	\$5.25	\$10.50	4344	83.86%
83.30%	\$10.00	\$20.00	390	7.53%
66.70%	\$20.00	\$40.00	185	3.57%
50%	\$30.00	\$60.00	86	1.66%
Same Day Access (50%)	\$30.00	N/A	175	3.38%
		<u>Total</u>	<u>5180</u>	<u>100.00%</u>



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

TRANSPORTATION SERVICES IMPROVEMENT FUND REQUIREMENTS

DEPARTMENT OF TRANSPORTATION

Issued by: County Executive
COMCOR 53.801.01
Regulation No. 11-19

Authority: Code Section 53-801
Supersedes: Executive Regulation 1-17

Council Review Method (2) Under Code Section 2A-15
Register Vol. 36 No. 2

Comment Deadline: March 3, 2019

Effective Date:

SUMMARY: The regulation establishes the procedures for disbursing monies from the Transportation Services Improvement Fund.

ADDRESS: Director, Department of Transportation
Executive Office Building, 10th Floor
101 Monroe Street
Rockville, Maryland 20850

STAFF CONTACTS: [Michael Pollard, Director Office, 240-777-5852]
Hannah Henn, Office of the Director, 240-777-8389

53.801.01.01 Background Information

In 2015, the Maryland General Assembly passed legislation regulating Transportation Network Companies (TNC), including ride-hailing services such as Uber and Lyft. The legislation (which is codified at § 10-401, *et seq* of the Public Utilities Article) created a new regulatory framework in which TNCs in the State must operate. In addition to its regulatory function, the legislation also authorizes a county or municipality to impose an assessment on TNC trips that originate within the county or municipality. Pursuant to the State's enabling legislation, Montgomery County has imposed a \$0.25 assessment fee (or "surcharge") on TNCs for each trip originating in



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

"the Fund") and must be used for transportation purposes that are specified in § 53-801 of the Montgomery County Code.

Section 53-801 of the Montgomery County Code requires the County Executive to establish, by regulation, procedures for disbursing monies from the Fund. The monies from the Fund are to be used to ensure the continued viability of accessible service throughout the County for [people] persons with disabilities, eligible senior citizens, and [low-income residents] persons of limited income.

53.801.01.02 Purpose

The purpose of this regulation is to: [provide guidance for distribution of monies from the Fund to taxicab owners and operators to offset the increased costs of owning and operating accessible vehicles and to provide incentives for improving or expanding transportation options for eligible senior citizens and persons with limited income. This regulation establishes procedures under which an eligible person may apply for the use of these funds.]

- (a) establish reimbursement programs to offset the increased costs of owning and operating accessible vehicles for which taxicab Owners and Drivers may be eligible for reimbursement from the Fund;
- (b) establish incentive programs for improving or expanding transportation options for persons with disabilities, eligible senior citizens, and persons of limited income, for which taxicab Owners and Drivers may be eligible for distributions from the Fund; and
- (c) establish rules and procedures for distributing monies from the Fund to eligible applicants who desire to participate in the authorized programs.

53.801.01.03 Regulation

- (a) Applicants must use an application form provided by the Department, complete the form fully, and agree to all terms contained in the application.
- (b) [All questions on the form must be fully answered.] The application must provide that a person who makes a false statement to any questions on the application form will be denied disbursement from the Fund, and that funds already disbursed based on false information must be returned to the County.



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

[(c)] A person who makes a false statement to any questions on the application form will be denied reimbursement from the Fund.]

[(d)](c) Applicants must submit all required documentation to the Department to qualify for the distribution or reimbursement from the Fund.

(d) The Fund provides many programs of opportunity for reimbursement or distribution of monies to eligible applicants. In order for an eligible applicant to qualify for any reimbursement or distribution of monies from the Fund, the applicant must have satisfied all reporting requirements required by this Regulation or the County Code. The County must not disburse any monies from the Fund to an applicant if the applicant is not in compliance with the reporting requirements of any program provided for in this Regulation in which the applicant has participated.

(e) Fleets and Associations seeking disbursements from the Fund must provide dispatch system data to the Montgomery County Department of Transportation (MCDOT) as necessary to verify reported trip information.

(f) Fleets and Associations participating in programs defined in this Regulation must work with Montgomery County Department of Transportation to disseminate program information and opportunities related to the Fund to drivers.

(g) The application must provide that a recipient of monies disbursed from the Fund must agree to return those monies to the County if the recipient's PVL or Taxicab Driver Identification Card is revoked, suspended, or denied by the County within five years of disbursement from the Fund.

53.801.01.04. Definitions

(a) **Accessible Taxicab** - means a taxicab that [the Department has authorized to transport passengers with disabilities] is a wheelchair accessible vehicle that the Department has authorized to transport passengers with disabilities.

(b) **Passenger Vehicle License** – means a County-issued license to provide taxicab service using a specified motor vehicle.] **Association** – means individual licensees who join



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

together to form a business entity to provide taxicab service utilizing a single trade name consisting of a minimum of six licenses.

(c) [Owner – means an individual or entity that:

- (1) is listed with the state motor vehicle agency as holding legal title to a specific motor vehicle;
- (2) acts as the agent of the registered owner for all purposes, including acceptance of liability, payment of judgments and other legal obligations, and receipt of any legal notice of process.]

Department – means the Montgomery County Department of Transportation (MCDOT).

(d) **Driver** – means an individual authorized to operate a taxicab under Chapter 53 of the Montgomery County Code who has been issued a Montgomery County Taxicab Driver Identification Card.

(e) **Fleet** - means any entity that holds in its own name six or more licenses.

(f) **License** – means a Passenger Vehicle License issued by Montgomery County.

(g) **Licensee** – means an individual or fleet to whom the Director of the Montgomery County Department of Transportation (MCDOT) has issued a Passenger Vehicle License (PVL) to provide taxicab service.

(h) **Owner** – means a Licensee who has been issued and holds a valid PVL to provide taxicab services in Montgomery County with a specified motor vehicle, and:

- (1) is listed with the state motor vehicle agency as holding legal title to the specific motor vehicle for which the PVL was issued;
- (2) is a conditional vendee or lessee of the vehicle for which the PVL is issued that is the subject of an agreement for conditional sale or lease, if the conditional vendee or lessee has assumed liability, and is authorized to pay judgments and accept any legal notice or service of process, with respect to the vehicle; or
- (3) acts as the agent of the registered owner for all purposes, including acceptance of liability, payment of judgments and other legal obligations, and receipt of any legal notice of process.



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

- (i) **Passenger Vehicle License (PVL)** – means a County-issued license to provide taxicab service using a specified motor vehicle.

53.801.01.05 Reimbursements and Distributions

[Reimbursements in this regulation are based on the increased costs incurred by Drivers and Owners of Accessible Taxicabs. These reimbursements are broken down into two categories: Vehicle Ownership and Maintenance, Vehicle Operating/Driver Expenses and will be reimbursed as outlined below.]

In this Regulation, reimbursements and distributions are based on:

- (1) the increased costs incurred by Drivers and Owners of Accessible Taxicabs;
- (2) the need to incentivize operation of Accessible Taxicabs;
- (3) the desire to maintain an adequate number of licensed Drivers providing Accessible Taxicab services; and
- (4) the need to incentivize taxi services for Call-n-Ride customers requiring short trips.

These reimbursements and distributions are broken down into three categories: a) Accessible Taxicab Ownership, b) Accessible Taxicab Operating/Driver Expenses, and c) Taxicab Service Incentives, and will be disbursed from the Fund as provided below. All disbursements are subject to the availability and appropriation of monies in the Fund.

(a) **Accessible Taxicab Ownership [and Maintenance]**

Background

The cost to purchase a larger vehicle and convert it to an Accessible Taxicab is significantly more than that of a standard sedan. In 2016, it was estimated that the cost to convert a vehicle was between \$10,000 and \$20,000 depending on the type of vehicle and extent of the modifications. Additionally, the cost to maintain these vehicles is higher due to the additional systems associated with the lifts and increased wear on brakes and transmissions. The Fund will reimburse a portion of these costs to encourage the operation of Accessible Taxicabs in the County.



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

[The Montgomery County Department of Transportation (MCDOT) will determine the appropriate amount to reimburse the vehicle owners as compensation for the higher initial costs and ongoing maintenance costs. The reimbursement is calculated based on the costs of purchasing, retrofitting, and maintaining a vehicle as an Accessible Taxicab. The reimbursement for this category is calculated to offset the cost of a vehicle conversion and additional accessible service maintenance costs over the service life of the vehicle. These rates are to be reviewed by MCDOT every odd-numbered year. The rate established for 2017-2018 is \$15,000 per eligible vehicle to be distributed in five annual payments: Year 1- \$4,000, Year 2- \$4,000, Year 3- \$3,000, Year 4- \$2,000, and Year 5- \$2,000.]

[To receive the initial disbursement, the Owner must complete and submit a reimbursement application along with documentation of: (1) the purchase of an Accessible Taxicab on or after January 1, 2016, that is not more than three model years old, or (2) the conversion of a vehicle not more than three model years old to an Accessible Taxicab on or after January 1, 2016.]

[To receive subsequent annual disbursements, the Owner must complete and submit a reimbursement application along with documentation demonstrating that the Accessible Taxicab has been in operation a minimum of 40 hours per week for at least 50 weeks in the year since the previous disbursement. MCDOT will verify the operation prior to disbursement.]

[The maximum reimbursement amount is \$15,000 per vehicle even if the Accessible Taxicab is sold or transferred to a different owner. If an Accessible Taxicab is sold prior to the original owner receiving the entire \$15,000 the new owner may apply for the remaining eligible disbursement on an annual basis that is also conditioned upon a demonstration that the Accessible Taxicab has been in operation a minimum of 40 hours per week for at least 50 weeks in the year since the previous disbursements.]

[Awards from the Fund may not exceed the amount the applicant paid to purchase and or retrofit the vehicle. Awardees of federal, state or private grants in the form of monies, a vehicle or combination thereof towards the acquisition of an Accessible Taxicab are only eligible to receive reimbursement from the Fund for costs incurred to purchase or retrofit the vehicle, such that the total value of the grants and reimbursements does not exceed the cost to purchase and retrofit the vehicle.]

Funding Opportunities



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

In order to address the higher initial costs and ongoing maintenance costs of Accessible Taxicabs, up to \$15,000 per eligible vehicle may be available for reimbursement as set forth in this Regulation. Except as set forth in this Regulation, an Owner is not eligible for a disbursement from the Fund for the purchase of an Accessible Taxicab or the conversion of a vehicle into an Accessible Taxicab if a previous disbursement was made from the Fund for the purchase or conversion of that particular vehicle.

To be eligible for reimbursement of up to \$15,000, the Owner must complete and submit a reimbursement application along with documentation of: (1) the purchase of an Accessible Taxicab on or after January 1, 2016, that is presently not more than three model years old, or (2) the conversion of a vehicle that is presently not more than three model years old to an Accessible Taxicab on or after January 1, 2016. An Owner who applies for capital reimbursement under this program must agree that the PVL associated with the Accessible Taxicab will be required to be associated with an Accessible Taxicab for all subsequent renewals of the PVL.

As part of the reimbursement application, the Owner must agree that following reimbursement, and on a quarterly basis, the Owner must demonstrate that the Accessible Taxicab has been in operation for a minimum of 40 hours per week for at least 50 weeks (or equivalent thereof) each year for five years immediately following payment. The Owner must agree that if these required hours of operation are not met and demonstrated by manifests or data deemed acceptable by MCDOT's Taxicab Unit, that the Owner will be required, upon demand by the County, to return the disbursed funds to the County, and the County may take legal action against any recipient in violation of program requirements.

Prior Disbursements made to an Owner under Regulation No. 1-17 adopted on July 25, 2017 by Council Resolution No. 18-878.

Regulation No. 1-17 provided that an Owner who converted a vehicle into an Accessible Taxicab was eligible for up to \$15,000 that would be distributed over five years provided that the Owner demonstrated that the Accessible Taxicab was in service for a minimum of 40 hours per week for at least 50 weeks for the prior year. Regulation No. 1-17 provided reimbursement according to the following schedule: Year 1- \$4,000, Year 2- \$4,000, Year 3- \$3,000, Year 4- \$2,000, and Year 5- \$2,000. An Owner who has received a disbursement pursuant to Regulation No. 1-17 is eligible for a lump sum payment up to the balance of the \$15,000 that would have otherwise been distributed over five years. By way of example, an Owner who has received \$4,000 is eligible for an immediate distribution of the remaining \$11,000 balance. The Owner must apply for the balance of the lump-sum payment of up to \$15,000. The Owner must continue to keep the



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

Accessible Vehicle in service for a minimum of 40 hours per week for at least 50 weeks (or equivalent thereof) each year for five years immediately following the initial disbursement made to the Owner pursuant to Regulation No 1-17. The Owner must agree that if these required hours of operation are not met and demonstrated on a quarterly basis by manifests or data deemed acceptable by MCDOT's Taxicab Unit, that the Owner will be required, upon demand by the County, to return the disbursed funds to the County, and the County may take legal action against any recipient in violation of program requirements.

(b) **[Vehicle] Accessible Taxicab Operating/Driver Expenses**

Background

The [Driver's] cost to operate an Accessible Taxicab is significantly higher than non-accessible taxicabs because Accessible [Vehicles] Taxicabs tend to be larger and less fuel-efficient than that of the industry standard vehicle, the Toyota Prius. The fuel component of this reimbursement is calculated based on the difference in gas mileage between the Toyota Prius and a typical minivan or an equivalent vehicle, and the average cost of gasoline. Additionally, there are [multiple expenses] often higher costs associated with providing accessible passenger service that are not reflected in a standard taxicab meter rate [the County will reimburse drivers for providing. These costs include the additional costs of operation due to greater travel times and the load and unload time associated with picking up a passenger who is wheelchair bound]. These costs include the greater travel distances Accessible Taxicabs experience at the time of dispatch to the service pickup location due to the lower density of Accessible Taxicabs throughout the County, as well as additional time to safely load and unload passengers in wheelchairs.

[For the calendar year 2017, the reimbursement paid to drivers of Accessible Taxicabs for the increased fuel costs and driver expenses combined will be \$0.10 per mile for every mile that the vehicle travels while in service. Additionally, MCDOT will reimburse drivers for dispatched and transported passenger wheelchair trip pickups at a rate of \$10 per trip. MCDOT will review the reimbursement rates every calendar year.]

[Disbursements will be made monthly, subject to the availability and appropriation of monies in the Fund. To receive a disbursement, the Driver must complete and submit a reimbursement application along with a signed manifest documenting all trips provided in the previous month. The driver must highlight all dispatched and transported passenger wheelchair trip pickups listed on trip records submitted to MCDOT. MCDOT will verify the trip records with the affiliated Fleet's record.]



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

Funding Opportunities

Mileage

The reimbursement available to Drivers of Accessible Taxicabs for the increased fuel costs will be \$0.10 per mile for every mile that the vehicle travels while in service, whether or not a passenger is in the vehicle, and regardless of passenger type.

Wheelchair Trips

The County will reimburse Drivers of Accessible Taxicabs who are dispatched to and successfully transport passengers requiring wheelchair service at a rate of \$15 per trip during the hours of 6:00 a.m. to 11:59 p.m., and \$20 per trip from 12:01 a.m. to 5:59 a.m.

Disbursements for mileage and wheelchair trip provision will be made monthly. To receive a disbursement, the Driver must complete and submit a reimbursement application along with a signed manifest documenting all trips provided in the previous month, with any wheelchair trips clearly identified. The applicant must highlight all dispatched and transported passenger wheelchair trip pickups listed on trip records submitted to MCDOT. MCDOT may verify the trip records with the affiliated Fleet or Association's record. MCDOT may verify mileage claims by examination of vehicle equipment or other available data.

(c) Taxicab Service Incentives

Background

Despite the funding opportunities provided by Regulation No. 1-17 adopted on July 25, 2017 by Council Resolution No. 18-878, Owners and Drivers have not availed themselves of such opportunities. In order to entice more Owners and Drivers into purchasing, retrofitting and driving Accessible Taxicabs, and to provide improved transportation services for persons with disabilities, eligible senior citizens, and persons of limited income, additional incentives must be offered to reach the goal set forth in § 53-506(e) of the County Code and improve and expand service options as set forth in § 53-801(d)(2) of the County Code.

Funding Opportunities

Insurance



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

For Accessible Taxicabs operating a minimum 50 weeks per year and 40 hours per week, or an equivalent thereof as demonstrated by manifests or data deemed acceptable by MCDOT's Taxicab Unit, Licensees may apply to be reimbursed for costs to purchase a third-party policy of insurance meeting the minimum amounts required by § 53-224(a) of the Montgomery County Code. The Licensee must apply for reimbursement and demonstrate the expenditure for a third-party policy of insurance meeting the minimum amounts required by § 53-224(a) of the Montgomery County Code. If the Licensee demonstrates that the Accessible Taxicab has operated for a minimum of 50 weeks per year and 40 hours per week (or equivalent thereof), the Licensee may be approved to be reimbursed \$1,000 per year for the actual costs spent on purchasing a policy of insurance for the Accessible Taxicab. Licensees are eligible for reimbursement at the time they can demonstrate adequate levels of Accessible Taxicab service for one year prior to the date of reimbursement.

Fees to MCDOT

For Accessible Taxicabs operating a minimum 50 weeks per year and 40 hours per week, or an equivalent thereof as demonstrated by manifests or data deemed acceptable by MCDOT's Taxicab Unit, Licensees are eligible to be reimbursed for the payment of certain fees as set forth in this Regulation.

- (1) PVL Renewal Fee: Licensees who are providing Accessible Taxicab service for a minimum 50 weeks per year and 40 hours per week, or an equivalent thereof as demonstrated by manifests or data deemed acceptable by MCDOT's Taxicab Unit, may apply for reimbursement from the Fund for their annual PVL renewal fee after demonstrating the provision of accessible service in the Accessible Taxicab for the year following the PVL renewal.
- (2) PVL Transfer Fee: For a PVL transfer that involves changing the vehicle associated with that PVL from a sedan to an Accessible taxicab, the new Licensee may apply to MCDOT, at the time of fee payment, for reimbursement from the Fund for the PVL transfer fee. A Licensee who applies for reimbursement of the PVL Transfer Fee must agree that the PVL will be required to be associated with an Accessible Taxicab, and that all subsequent renewals of that PVL will be for an Accessible Taxicab.
- (3) Application and Initial License Fee for Newly Issued Licenses: If the Department issues new Licenses for Accessible Taxicabs, an applicant for the License who is found qualified to compete for a PVL by the



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

Department may, after being found qualified, apply for reimbursement of the application fee, irrespective of whether the applicant is actually issued a License. An applicant who is issued a PVL for an Accessible Taxicab may apply to MCDOT, at the time of fee payment, for reimbursement from the Fund for costs to pay the initial license fee.

Call-n-Ride Guaranteed Fare

Background

Call-n-Ride customers requiring taxicab transportation for shorter trips are less attractive trips for taxi dispatch because of the low resulting fare, but Call-n-Ride customers may have no alternative to transportation by taxi, including trips across relatively short distances.

Funding Opportunity

To encourage timely and more reliable service to Call-n-Ride customers, MCDOT will round up any Call-n-Ride fare to at least \$8, resulting in an \$8 guaranteed fare to taxicab Drivers for both accessible and non-accessible Call-n-Ride trips, and regardless of taxicab vehicle type. The difference between the meter rate charged to the Call-n-Ride customer and the \$8 guaranteed fare will be paid to Drivers monthly and be based on the Driver's trip manifest and any standard verifications conducted by the Call-n-Ride program staff.

53.801.01.06 Reimbursement Transparency

Reimbursements from the Fund will be reported annually by the Department of Transportation's Taxicab Services Section.

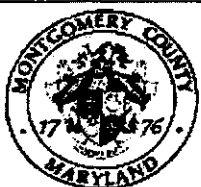
53.801.01.07 Application and Requirements

All applications and required documentation shall be on forms and in a format approved by the Director of MCDOT.

53.801.01.08 Minimum Fund Levels and Prorated Disbursements

All disbursements from the Fund are subject to the availability and appropriation of adequate funding.

[The Fund must maintain a balance (the "Required Balance") that is 5% greater than the projected disbursement for the following 90 days.] MCDOT may halt or temporarily



MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject Transportation Services Improvement Fund	Number 11-19
Originating Department Department of Transportation	Effective Date

freeze the application process for any or all reimbursement opportunities included in this Regulation if projected financial obligations for previously-approved applicants meet or exceed funds already transferred from the State to the Fund.

53.801.01.09 Misuse of Funds

Any recipient of a disbursement under this regulation who uses the monies for any purpose other than as permitted by the County hereunder must refund all monies received within seven (7) days of a County demand for a refund. Any recipient who misuses a disbursement is barred from participating in this program and is subject to [all legal] any action[s] that may be brought in law or in equity, including all actions and penalties contained in Chapter 53 of the Montgomery County Code.

53.801.01.10 Reimbursement Not to Exceed the Purchase Price of the Accessible Taxicab

Reimbursement from the Fund to purchase an Accessible Taxicab or retrofit the vehicle into an Accessible Taxicab may not exceed the amount the applicant actually paid to purchase or retrofit the vehicle. Awardees of federal, state or private funding grants towards the procurement of an Accessible Taxicab are ineligible to receive reimbursement from the Fund for costs incurred to purchase or retrofit the vehicle, such that the total amount of grants and reimbursements exceeds the purchase price of the vehicle.

53.801.01.11 [Senior and Limited Income] Transportation Enhancements

At the end of each calendar year, the Director will review the Fund balance to determine what portion of the Fund may be used to improve or expand transportation options for persons with disabilities, eligible senior citizens or persons with limited income.

53.801.01.12 Effective Date

This regulation becomes effective when the Council adopts a resolution approving the Regulation or on a later date specified in the Regulation. If the Council does not approve or disapprove the proposed Regulation within 60 days after receiving it, or by any subsequent deadline set by resolution, the Regulation is automatically approved.

Approved:

Marc Elrich, County Executive

Date

years (after retirement) that they were eligible to participate in the group insurance plan as an active employee. The County government pays the remaining 80 percent of the premium. Thereafter, these retirees pay 100 percent of the premium. Employees hired before January 1, 1987, are also offered the option at retirement to convert from the 20/80 arrangement to a lifetime cost sharing option.

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

On March 5, 2002, the County Council approved a one-time opportunity for retirees still under the 20/80 arrangement with an expiration date to elect the lifetime cost sharing arrangement. The new percentage paid by the County for those electing this arrangement ranges from 50 percent to 68 percent, depending upon years of active eligibility under the plan and years since retirement. The cost sharing election process has been completed. The budget does not include employer contributions from participating outside agencies.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved		
Increase Cost: Group Insurance Claims Costs Based on Actual Annual Claims	41,642,478	0.00
FY20 Recommended	4,470,522	0.00
	46,113,000	0.00

This NDA provides funding for the Historical Society to support the Society's Education Program staff, educational and outreach programs for County residents, and to maintain the Historical Society's research library and museums.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved		
Increase Cost: Operating Expenses	135,000	0.00
FY20 Recommended	15,000	0.00
	150,000	0.00

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

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved		
FY20 Recommended	62,089	0.00
	62,089	0.00

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

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved		
	6,680,270	0.00

employment benefits (OPEB) for employees of Montgomery County Public Schools and Montgomery County College. In FY15, the County and all other agencies implemented the Medicare Part D Employer Group Waiver Program for Medicare eligible retirees/survivors effective January 1, 2015. This has reduced retiree drug insurance costs and the County's OPEB liability. The County achieved full pre-funding in FY15, consistent with Council resolution No. 16-555. In FY19, these contributions were budgeted at \$43.6 million (County General Fund), \$79.4 million (MCPS Consolidated Trust), and \$2.8 million (Montgomery College Consolidated Trust). Due to a significant shortfall of originally estimated tax revenues, the County initiated several cost containment measures to restore current year reserves. On a one-time basis, the County will reduce FY19 pre-funding to the Consolidated Trust by \$89.6 million.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved		
Decrease Cost: County Contribution Based on Actuarial Valuation	43,562,660	0.00
FY20 Recommended	(8,881,830)	0.00
	34,680,830	0.00

☀ Risk Management (General Fund)

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.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved		
Increase Cost: Risk Management Adjustment	17,417,251	0.00
FY20 Recommended	2,374,272	0.00
	19,791,523	0.00

☀ 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 for the cost of library employee parking and the County's capital cost contribution for the garage facility as agreed in the General Development Agreement.

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved		
Increase Cost: Rockville Parking District	415,000	0.00
FY20 Recommended	5,000	0.00
	420,000	0.00

☀ Snow Removal and Storm Cleanup

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

FY20 Recommended Changes	Expenditures	FTEs
FY19 Approved		
Increase Cost: Additional Contingency Funding based on Historical Actuals	2,884,990	0.00
FY20 Recommended	5,000,000	0.00
	7,884,990	0.00

☀ State Positions Supplement

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

FY20 Recommended Changes

Increase Cost: Formula Projection Adjustment

Expenditures

FTEs

98,423

0.00

FY20 Recommended

1,126,765

0.00

☀ **Telecommunications**

This NDA provides the operating expenses appropriations for telecommunication charges incurred by departments, including land-line charges and Private Branch Exchange System (PBX) maintenance and support charges. Prior to FY17, the Department of Technology Services charged individual departments and funds for expenses incurred.

FY20 Recommended Changes

Expenditures

FTEs

FY19 Approved

5,356,382

0.00

FY20 Recommended

5,356,382

0.00

☀ **Vision Zero**

This NDA provides for the planning and implementation of educational, enforcement, and engineering efforts to reduce the number of traffic related fatalities to zero. This could include activities such as targeted enforcement of distracted and aggressive driving; educational campaigns to increase driver awareness of pedestrians and bicyclists; or designing roadways to reduce conflicts and enhance safety.

FY20 Recommended Changes

Expenditures

FTEs

FY19 Approved

175,000

0.00

FY20 Recommended

175,000

0.00

☀ **Working Families Income Supplement**

This NDA provides funds to supplement the State's Refundable Earned Income Tax Credit (EITC). The intent of the Working Families Income Supplement is to provide financial assistance to low-income working families in Montgomery County. The County, through the NDA, reimburses the State for the cost of the refund and related administrative expenses.

FY20 Recommended Changes

Expenditures

FTEs

FY19 Approved

23,305,090

0.00

Decrease Cost: Align fund with historical usage and further anticipated reduced need.

(3,200,000)

0.00

FY20 Recommended

20,105,090

0.00

☀ **WorkSource Montgomery, Inc**

This is the private non-profit corporation authorized by Council Resolution 18-295 as the County's designated workforce development corporation. WorkSource Montgomery, Inc. has been designated to implement the County's workforce development policies established by the Workforce Development Board to promote job growth and talent attraction.

FY20 Recommended Changes

Expenditures

FTEs

FY19 Approved

1,809,594

0.00

FY20 Recommended

1,809,594

0.00

BUDGET SUMMARY

	Actual FY18	Budget FY19	Estimate FY19	Recommended FY20	% Chg Bud/Rec
COUNTY GENERAL FUND					
EXPENDITURES					
Salaries and Wages	571,552	2,149,601	623,011	2,226,225	3.6 %
Employee Benefits	91,066	126,338	121,726	136,675	8.2 %
County General Fund Personnel Costs	662,618	2,275,939	744,737	2,362,900	3.8 %

MEMORANDUM

May 6, 2019

TO: County Council
FROM: ⁶⁰ Glenn Orlin, Deputy Director
SUBJECT: FY19-24 Capital Improvements Program (CIP): Fenton Street Cycletrack, Bicycle-Pedestrian Priority Area Improvements – Wheaton CBD, Bicycle-Pedestrian Priority Area Improvements – Veirs Mill/Randolph, Bicycle-Pedestrian Priority Area Improvements – Purple Line, and the balance of the program in Bicycle-Pedestrian Priority Area Improvements – General
PURPOSE: Review reallocation of funds among these five projects¹

Department of Transportation (DOT) staff reviewed the project description forms (PDFs) on ©33-37A-B of the main staff report. For ease of accounting and for better transparency, they recommend retaining all the Silver Spring CBD subprojects, except the Fenton Street Cycletrack, in the new Bicycle-Pedestrian Priority Area Improvements – General PDF. Furthermore, they recommend spreading the administrative costs across all five PDFs (they have been included in the Bicycle-Pedestrian Priority Area Improvements – General PDF). The revised PDFs are on ©33A-37B.

Council staff concurs with DOT. It is important to note that, cumulatively, these revisions do not change the scope of work, total cost, or costs/year from the Committee's recommendations.

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¹ Key word: #BiPPA.

Fenton Street Cycletrack

Category
Subcategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Silver Spring CBD

Date Last Modified
Administering Agency
Status

May 6, 2019
Transportation
Design

Expenditures Schedule (\$000)

Cost Element	Total	Thru FY18	Rem. FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
Planning, Design & Supervision	993	255	0	738	23	300	232	144	39	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	633	0	0	633	0	0	633	0	0	0	0
Construction	3,234	61	0	3,173	66	10	1,805	1,248	44	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,860	316	0	4,544	89	310	2,670	1,392	83	0	0

Funding Schedule (\$000)

GO Bonds	4,256	316	0	4,544	89	310	2,670	1,392	83	0	0
Total	4,256	316	0	4,544	89	310	2,670	1,392	83	0	0

Operating Budget Impact (\$000)

Energy											
Maintenance											
Program Staff											
Net Impact											

PROJECT DESCRIPTION

This project provides for the design and construction of Phases II, II, and IV of a cycletrack along Fenton Street in the Silver Spring Central Business District (CBD).

ESTIMATED SCHEDULE

Completion of the Phases II and III is anticipated in FY21. Completion of Phase IV is anticipated in the summer of 2022.

PROJECT JUSTIFICATION

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

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

Appropriation and Expenditure Data	Coordination	Map
Date First Appropriation (\$000)		
First Cost Estimate Current Scope (FY20)	4,256	
Last FY's Cost Estimate	0	
Appropriation Request FY19	0	
Appropriation Request FY20	250	
Supplemental Approp. Request	0	
Transfer	0	
Cumulative Appropriation	0	
Expenditures/Encumbrances	0	
Unencumbered Balance	0	

Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD

Category
Subcategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Wheaton CBD

Date Last Modified
Administering Agency
Status

May 6, 2019
Transportation
Facility Planning

Expenditures Schedule (\$000)

Cost Element	Total	Thru FY17	Est. FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
Planning, Design & Supervision	1,121	0	0	1,121	367	372	282	39	45	16	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	1,465	0	0	1,465	0	780	253	345	50	37	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,586	0	0	2,586	367	1,152	535	384	95	53	0

Funding Schedule (\$000)

GO Bonds	2,586	0	0	2,586	367	1,152	535	384	95	53	0
Total	2,586	0	0	2,586	367	1,152	535	384	95	53	0

Operating Budget Impact (\$000)

Energy											
Maintenance											
Program Staff											
Net Impact											

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Wheaton Central Business District (CBD) Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans.

ESTIMATED SCHEDULE

Completion of the Amherst Avenue cycle track is anticipated in FY20. Other projects not yet identified are scheduled to be completed primarily in FY22.

PROJECT JUSTIFICATION

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

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

Appropriation and Expenditure Data	Coordination	Map
Date First Appropriation (\$000)		
First Cost Estimate Current Scope (FY20)	2,586	
Last FY's Cost Estimate	0	
Appropriation Request FY19	0	
Appropriation Request FY20	1090	
Supplemental Approp. Request	0	
Transfer	0	
Cumulative Appropriation	0	
Expenditures/Encumbrances	0	
Unencumbered Balance	0	

Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph

Category
Subcategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Kensington/Wheaton

Date Last Modified
Administering Agency
Status

May 6, 2019
Transportation
Design

Expenditures Schedule (\$000)

Cost Element	Total	Thru FY17	Est. FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
Planning, Design & Supervision	841	0	0	841	84	65	321	319	13	39	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	1,463	0	0	1,463	0	12	13	17	234	1,187	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,304	0	0	2,304	84	77	334	336	247	1,226	0

Funding Schedule (\$000)

GO Bonds	2,304	0	0	2,304	84	77	334	336	247	1,226	0
Total	2,304	0	0	2,304	84	77	334	336	247	1,226	0

Operating Budget Impact (\$000)

Energy											
Maintenance											
Program Staff											
Net Impact											

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans.

ESTIMATED SCHEDULE

Completion of projects not yet identified are scheduled to be completed in FY24.

PROJECT JUSTIFICATION

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

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

Appropriation and Expenditure Data	Coordination	Map
Date First Appropriation (\$000)		
First Cost Estimate Current Scope (FY20)	2,304	
Last FY's Cost Estimate	0	
Appropriation Request FY19	0	
Appropriation Request FY20	0	
Supplemental Approp. Request	0	
Transfer	0	
Cumulative Appropriation	0	
Expenditures/Encumbrances	0	
Unencumbered Balance	0	

Bicycle-Pedestrian Priority Area Improvements - Purple Line

Category
Subcategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Silver Spring-Takoma

Date Last Modified
Administering Agency
Status

May 6, 2019
Transportation
Facility Planning

Expenditures Schedule (\$000)

Cost Element	Total	Thru FY17	Est. FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
Planning, Design & Supervision	1,955	0	0	1,955	0	0	0	638	952	365	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	1,762	0	0	1,762	0	0	0	34	59	1,669	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,717	0	0	3,717	0	0	0	672	1,011	2,034	0

Funding Schedule (\$000)

GO Bonds	3,717	0	0	3,717	0	0	0	672	1,011	2,034	0
Total	3,717	0	0	3,717	0	0	0	672	1,011	2,034	0

Operating Budget Impact (\$000)

Energy											
Maintenance											
Program Staff											
Net Impact											

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements starting in FY20 in the Long Branch, Piney Branch/University, and Takoma/Langley master-planned Bicycle-Pedestrian Priority Areas in the vicinity of the Purple Line. The Fenton Street Cycletrack expenditures are included in the Fenton Street Cycletrack project.

ESTIMATED SCHEDULE

Completion of the projects not yet identified in Long Branch, Piney Branch/University, and Takoma/Langley are scheduled to be completed in FY24.

PROJECT JUSTIFICATION

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

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

Appropriation and Expenditure Data	Coordination	Map
Date First Appropriation (\$000)		
First Cost Estimate Current Scope (FY20)	3,717	
Last FY's Cost Estimate	0	
Appropriation Request FY19	0	
Appropriation Request FY20	0	
Supplemental Approp. Request	0	
Transfer	0	
Cumulative Appropriation	0	
Expenditures/Encumbrances	0	
Unencumbered Balance	0	



Bicycle-Pedestrian Priority Area Improvements — General

(P501532)

Category
SubCategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Countywide

Date Last Modified
Administering Agency
Status

05/02/19
Transportation
Ongoing

Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,758	1,707	813	6,238	256	780	256	584	330	1212	629	1277	1319	1045	320
Land	25	-	25	-	-	-	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,345	30	62	1,253	1504	324	620	0	348	0	320	-	-	-	-
Construction	15,547	1,426	1,312	12,809	1870	1804	1400	81	2426	337	2433	1274	1201	813	344
TOTAL EXPENDITURES	25,675	3,163	2,212	20,300	2,000	2,500	3,050	3,750	3,070	4,430	-	-	-	-	-
				8649	2060	2460	411	966	1634	1118					

FUNDING SCHEDULE (\$000s)

Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-	-	-	-	-
G.O. Bonds	25,300	1,226	3,774	20,300	2,600	2,500	3,950	3,750	3,070	4,430	-	-	-	-	-
TOTAL FUNDING SOURCES	25,675	1,535	3,840	20,300	2,600	2,500	3,950	3,750	3,070	4,430	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	2,500	Year First Appropriation	FY16
Cumulative Appropriation	7,975	Last FY's Cost Estimate	25,675
Expenditure / Encumbrances	4,720		
Unencumbered Balance	3,255		

PROJECT DESCRIPTION

The project provides for the design and construction of bicycle and pedestrian capital improvements in the 30 Bicycle-Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of utility poles.

LOCATION

A study in FY15 identified sub-projects in: Glenmont, Grosvenor, Silver Spring Central Business District (CBD), Veirs Mill/Randolph Road, and Wheaton Central Business District (CBD) BiPPAs. A study in FY17 identified sub-projects in Long Branch, Piney Branch/University Boulevard, and Takoma-Langley Crossroads BiPPAs.

ESTIMATED SCHEDULE

Design and construction of projects in the Silver Spring CBD BiPPA began in FY16 and will continue through FY24. Design of projects in the Grosvenor BiPPA began in FY17 and construction of projects is anticipated to begin in FY18. ~~Design of projects in Wheaton BiPPA is anticipated to begin in FY19 with construction beginning in FY20. Design of projects in the Glenmont BiPPA is anticipated to start in FY21 with construction beginning in FY23. Design of projects in the Takoma-Langley and Long Branch BiPPAs is expected to begin in FY23 with construction beyond FY24.~~

COST CHANGE

Cost change due to the ~~acceleration of sub-projects in Wheaton, Veirs Mill, Takoma-Langley, and Long Branch by one year and in Piney Branch Road/University Blvd by two years as well as the addition of FY23 and FY24 to this ongoing project.~~

PROJECT JUSTIFICATION

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

OTHER

The 30 BiPPAs are identified in various County master plans. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

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

COORDINATION

Chambers of Commerce, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority

37B