



Committee: T&E
Committee Review: Completed
Staff: Glenn Orlin, Senior Analyst
Purpose: To make preliminary decisions – straw vote expected
Keywords: #transit

AGENDA ITEM #34
 May 10, 2023
Worksession

SUBJECT

FY24 Operating Budget Department of Transportation Mass Transit Fund;
 Amendments to the FY23-28 Capital Improvements Program

EXPECTED ATTENDEES

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

FY24 COUNTY EXECUTIVE RECOMMENDATION

DOT Mass Transit & Grant Funds	FY23 Approved	FY24 CE Recommended	Change from FY23 Approved
Mass Transit Fund	\$167,835,477	\$177,606,586	5.8%
Personnel Costs	\$97,545,246 897.51 FTEs	\$100,945,520 885.51 FTEs	3.5% (12.00 FTEs)
Operating Costs	\$70,178,731	\$76,549,566	9.1%
Capital Outlay	\$111,500	\$111,500	0.0%
Grant Fund	\$5,114,844	\$5,116,934	0.3%
Personnel Costs	\$1,627,099 13.10 FTEs	\$1,629,189 13.10 FTEs	0.1% --
Operating Costs	\$3,487,745	\$3,487,745	0.0%
Total Expenditures (All Funds)	\$172,950,321 910.61 FTEs	\$182,723,520 898.61 FTEs	5.7% (12.00 FTEs)

COMMITTEE RECOMMENDATIONS

- Place on the Reconciliation List with High Priority \$308,000 for the replacement of 3 Bethesda Circulator buses with zero-emission vehicles, and \$294,795 for enhanced funding for four subprograms within the Transportation Services Improvement Fund (TSIF).
- Do not fund \$20,000 to produce Transportation Management District biennial reports and \$20,000 to conduct commuter surveys for employees and residents.
- Fund the balance of the Mass Transit Fund budget as recommended by the Executive.

- Concur with the Executive's proposed CIP amendments for: Ride On Fare Equipment Replacement, Facility Planning: Mass Transit, North Bethesda Metro Station North Entrance, Bus Rapid Transit: MD 355 Central, Bus Rapid Transit: MD 355 South/North, Bus Rapid Transit: Veirs Mill Road, and Bicycle and Pedestrian Priority Area Improvements - Veirs Mill/Randolph.

This report contains:

Staff Report

Pages 1-7, ©1-33

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M E M O R A N D U M

May 5, 2023

TO: County Council

FROM: Glenn Orlin, Senior Analyst

SUBJECT: **FY24 Operating Budget Department of Transportation Mass Transit Fund; Amendments to the FY23-28 Capital Improvements Program¹**

PURPOSE: Review Committee recommendations and make tentative decisions

Expected Participants:

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

FY24 Operating Budget Department of Transportation Mass Transit Fund

Summary of FY24 Recommended Mass Transit Fund (MTF) Budget

DOT Mass Transit & Grant Funds	FY23 Approved	FY24 CE Recommended	Change from FY23 Approved
Mass Transit Fund	\$167,835,477	\$177,606,586	5.8%
Personnel Costs	\$97,545,246 897.51 FTEs	\$100,945,520 885.51 FTEs	3.5% (1.3%)
Operating Costs	\$70,178,731	\$76,549,566	9.1%
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Operating Costs	\$3,487,745	\$3,487,745	0.0%
Total Expenditures (All Funds)	\$172,950,321 910.61 FTEs	\$182,723,520 898.61 FTEs	5.7% (1.3%)

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

The Executive’s recommendations for this fund are on ©1-8. The MTF’s Fiscal Plan is on ©9.

The budget of the MTF is presented in three programs, consolidated from the eight programs that had been displayed in budgets up through and including FY20. At Council staff’s request a crosswalk has been prepared showing the budgets of eight subprograms that the Committee historically wished to retain for more transparency. That crosswalk is on ©10.

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

Replacing Bethesda Circulator buses with zero-emission vehicles (\$308,000). The additional ongoing cost is for the Bethesda Urban Partnership (BUP) to enter a 5–6-year fixed cost contract with DOT’s provider which includes the capital cost for BUP to purchase 3 new electric vehicles. The contractor will provide a turnkey contract that includes all costs including vehicles, drivers, insurance, maintenance, fuel, and all other operating expenses. The current vehicles on the route have reached the end of their useful life, and DOT has been operating on one-year extensions for 3 years. **T&E Committee recommendation: Place this cost on the Reconciliation List with a “High Priority” for funding.**

Transportation Services Improvement Fund (\$294,795). The Executive is recommending more resources for four of the eight subprograms under this fund, which is funded primarily with a \$0.25/ride surcharge on Uber and Lyft. The increases by fund are shown on ©11. The largest increase is \$155,000 to continue the Call-n-Ride subsidy that, through August 2023, has been funded by a Council of Government’s (COG) Enhanced Mobility for Seniors and People with Disabilities grant. This recommendation will extend the benefit through FY24 and ensure that these low-income program participants continue to receive this discounted co-payment. Prior to the grant award many participants were unable to consistently make their co-payment, due to lack of funds. It also ensures that they always have value on their cards to take taxi trips when needed.

The other subprograms proposed to be increased are:

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

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

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

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

Transportation Management District (TMD) Biennial Reports (\$20,000). FY23 was an “off-year”, and new reports would be completed and circulated in FY24. The work would be performed with a combination of in-house efforts and a limited amount of contractor assistance. **T&E Committee recommendation: Do not fund this item.**

Commuter survey for employees and residents (\$20,000). This increase is needed in a survey off-year to implement new approaches to transportation demand management. The survey was previously postponed to fall 2022. It will be necessary to conduct further analyses of Commuter Services Section survey data and other data sources in FY24 due major changes in NADMS (non-auto driver mode share) goals adopted by Council in the most recent Growth and Infrastructure Policy. **T&E Committee recommendation: Do not fund this item.**

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

Ride On. The table on ©12-16 displays—in descending order—the effectiveness of existing Ride On routes on weekdays, Saturdays, and Sundays, as measured last fall. Overall, the average is 12.7 riders per platform hour; effectiveness is down nearly half from the 22.4 riders per hour pre-COVID.

COVID, however, has merely accelerated a slide in Ride On ridership that has persisted for more than a decade. In the late 2000’s the average ridership per hour was more than twice what it is now, and nearly all routes then met Ride On’s minimum performance standards: 15 riders

per platform hour for peak-period-only routes and 10 riders per platform hour for all-day routes. By the fall of 2022, however, more than half the weekday routes—50 of 80—failed these same standards, this despite the County’s efforts to spur ridership by extending the hours of Kids Ride Free, Seniors Ride Free, and reducing the base fare from \$2.00 to \$1.00. The weekday routes that fall below the standard are highlighted in the table in **bold red** and with an ↓.

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

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

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

A table showing both the income levels for households up to six persons is on ©17. Note that the TSIF budget assumes a further \$5.25 subsidy if a person buys a second \$60-worth of rides. Therefore, someone in Level 1 would pay \$5.25 for either \$60- or \$120-worth of rides/month. Someone in Level 2 would pay \$10.00 for \$60-worth of rides and \$14.75 for \$120-worth of rides. The same discount would apply to Levels 3 and 4. A breakdown of participants by subsidy level is on ©18.

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

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

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

Amendments to the CIP

Ride On Fare Equipment Replacement (©19). The Executive proposes this new \$1,105,000 project to purchase and replace fare collection equipment for the Ride On fleet, including fare vaults and fareboxes. The expenditure would be in FY24 and funded with Current Revenue. **T&E Committee recommendation: Concur with the Executive's proposed amendment.**

Facility Planning: Mass Transit (©20). The Executive is recommending deleting the funds allocated for studies of a Clarksburg Transit Center, which will be incorporated in the BRT MD 355 South North project. He also recommends deleting the funds for study of a Hillandale Bus Layover, which will instead be part of the developer funded Hillandale Gateway project. The savings total \$960,000 in Current Revenue. **T&E Committee recommendation: Concur with the Executive's proposed amendment.**

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

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

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

A new PDF has been developed to show only the potential County contribution to this WMATA project. It retains the \$8,115,000 of G.O. bonds shown in the Approved CIP, but these County funds can now be deferred somewhat due to the additional State aid. Subsequently the Executive concurred with this recommendation, which is on ©21-22. **T&E Committee recommendation: Concur with the Executive's recommendation.**

The three BRT projects in the CIP—and the related Bicycle-Pedestrian Priority Area Improvements: Veirs Mill/Randolph project—are recommended to be changed substantially due to several factors:

1. Cost escalation based on more completed design work leading to a better understanding of the projects' scopes;
2. Increased unit costs of labor and materials;
3. Higher costs for hydrogen fuel cell buses;

4. Federal requirements for higher levels of project management and construction cost contingencies;
5. Incorporation of elements from other projects into the scope of these projects - most significantly, moving the work in the Bicycle and Pedestrian Priority Area Improvements - Veirs Mill/Randolph project into the BRT: Veirs Mill Road project;
6. The influx of State lottery funds dedicated to BRT projects; and
7. The deferral of toll revenue from the Opportunity Lanes until the State decides how (or whether) it wishes to proceed.

The changes in each project are described below.

Bus Rapid Transit: MD 355 Central (©23-24; see the detailed explanation of cost and expenditure schedule changes on ©25). The project scope consists of a new BRT line between the Rockville and Germantown campuses of Montgomery College. The proposed scope also includes the design of a Montgomery College-Rockville Transit Center and a relocated and expanded Lakeforest Transit Center.

The total cost of this project would increase by \$71,010,000 (+19.8%) due mainly for the first four reasons noted above. The additional revenue would come from three sources:

- \$45,564,000 (+28.7%) in additional Federal aid. As the project is more expensive, the Federal matching share is anticipated to increase commensurately.
- \$17,746,000 (+59.3%) in additional State aid. This is part of the \$20,150,000 authorized by the General Assembly in its recent session and includes \$150,000 for the design of the Montgomery College-Rockville Transit Center, which has been incorporated into this project.
- \$7,700,000 (+4.8%) in additional Opportunity Lanes revenue, reallocated from the BRT: MD 355 South/North project. In the Approved CIP this anticipated revenue had been programmed in FYs24-28; in the proposed amendment this revenue is assumed in FYs25-29 instead. As noted above, programming it later buys some time for the State to decide how or whether it will proceed with the toll lane project.

Project planning was completed in FY19. Completion of final design would be deferred one year, to FY26. Construction of the BRT line is still planned to be completed in FY28. However, the transit center work extends into FY29, and the project description form suggests that more funding eventually will be needed to complete them.

Bus Rapid Transit: MD 355 South/North (©26-27; see the detailed explanation of cost and expenditure schedule changes on ©28). This project would design the ultimate extension of the MD 355 BRT line north from Montgomery College-Germantown and south from the Rockville Metro Station to the Bethesda Metro Station. The proposed scope would include the design of a Clarksburg Transit Center, replacing the funding that has been programmed for its facility planning. No land acquisition, site improvement, utility relocation or construction funding has yet to be programmed for these extensions.

The total cost of this design project would increase by \$2,796,000 (+28.8%) mostly due to the delayed implementation. The Approved CIP had assumed the design would be conducted in FYs23-24 but funded entirely with Opportunity Lanes revenue. Since that project did not proceed as anticipated, the design would now start in FY24 and not be completed until FY27.

As noted above, \$7,700,000 of Opportunity Lanes revenue would be reallocated to the BRT: MD 355 Central project, reducing this funding in this project from \$9,700,000 to \$2,000,000 and deferring it until FYs26-27. The balance of \$10,496,000 is filled by direct State aid in FYs24-25.

Bus Rapid Transit: Veirs Mill Road (©29-30). This project would design and build a new BRT line along Veirs Mill Road between the Wheaton and Rockville Metro Stations and extend north to Montgomery College-Rockville, where it would meet the southern terminus of the BRT: MD 355 Central project. The proposed project would also incorporate all the work post-FY23 in the Bicycle-Pedestrian Priority Area Improvements – Veirs Mill/Randolph project. (The proposed amendment for this pared down “BiPPA” project is on ©31.) The strategy behind combining these two projects is the better likelihood of rendering the bike-ped improvements more eligible for Federal aid if they are adjuncts to the BRT project.

The cumulative cost of these two projects would increase by \$70,769,000 (+69.5%) due mainly to the first six reasons noted at the top of this staff report. (The detailed explanation of cost and expenditure schedule changes are on ©32-33.) The assumed revenue changes are as follows:

- \$51,573,000 (+107.7%) in additional Federal aid;
- \$28,788,000 in new State lottery funds for BRT;
- -\$8,092,000 (-28.4%) in regular State aid – these funds would be reallocated to the BRT: MD 355 South/North project; and
- -\$1,500,000 (-24.3%) in G.O. bonds; these funds would be used instead for the related Twinbrook Connector Trail.

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



Transit Services

RECOMMENDED FY24 BUDGET
\$182,723,520

FULL TIME EQUIVALENTS
898.61

 **CHRISTOPHER CONKLIN, DIRECTOR**

MISSION STATEMENT

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

BUDGET OVERVIEW




The total recommended FY24 Operating Budget for the Division of Transit Services is \$182,723,520, an increase of \$9,773,199 or 5.65 percent from the FY23 Approved Budget of \$172,950,321. Personnel Costs comprise 56.14 percent of the budget for 868 full-time position(s) and 16 part-time position(s), and a total of 898.61 FTEs. Total FTEs may include seasonal or temporary positions and may also reflect workforce charged to or from other departments or funds. Operating Expenses account for the remaining 43.86 percent of the FY24 budget.

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


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

COUNTY PRIORITY OUTCOMES

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

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

INITIATIVES

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

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

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

INNOVATIONS AND PRODUCTIVITY IMPROVEMENTS

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

PROGRAM CONTACTS

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

PROGRAM PERFORMANCE MEASURES

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

PROGRAM DESCRIPTIONS

✳ **Community Mobility Services**

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

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

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

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

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

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

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

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

FY24 Recommended Changes	Expenditures	FTEs
Increase Cost: Three Percent Inflationary Adjustment to Non-Profit Service Provider Contracts	4,985	0.00
Increase Cost: COG Grant Increase	2,090	0.00
Re-align: Adjust Call-N-Ride budget to reflect actual expenditures	(500,000)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	312,447	0.00
FY24 Recommended	17,249,822	34.83

☀ Transit Services

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

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

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

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

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

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

☀️ Transit Services General Administration

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

FY24 Recommended Changes	Expenditures	FTEs
FY23 Approved	2,003,289	6.00
Increase Cost: FY23 Mid-Year Position Changes	100,090	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(103,884)	0.00
FY24 Recommended	1,999,495	6.00

BUDGET SUMMARY

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

BUDGET SUMMARY

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

GRANT FUND - MCG

EXPENDITURES

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

PERSONNEL

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

REVENUES

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

DEPARTMENT TOTALS

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

FY24 RECOMMENDED CHANGES

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

FY24 RECOMMENDED CHANGES

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

GRANT FUND - MCG

FY23 ORIGINAL APPROPRIATION 5,114,844 13.10

Other Adjustments (with no service impacts)

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

FY24 RECOMMENDED 5,116,934 13.10

PROGRAM SUMMARY

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

CHARGES TO OTHER DEPARTMENTS

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

(7)

Transportation **54-7**

CHARGES TO OTHER DEPARTMENTS

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

FUNDING PARAMETER ITEMS

CE RECOMMENDED (\$000S)

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

FY24-29 PUBLIC SERVICES PROGRAM: FISCAL PLAN

Mass Transit

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

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

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

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

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

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

FY23 Ride On Route Profile

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

FY23 Ride On Route Profile

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

FY23 Ride On Route Profile

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

FY23 Ride On Route Profile

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

FY23 Ride On Route Profile

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

Ride On System

14,487,462 1,140,503 12.7

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

Call-n-Ride

Breakdown of Participants by Subsidy Levels

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

Call-n-Ride and Same Day Access

Breakdown of Participants by Subsidy Levels

Call-n-Ride

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

Same Day Access

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



Ride On Fare Equipment Replacement (P502404)

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

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

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

FUNDING SCHEDULE (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

PROJECT JUSTIFICATION

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

COORDINATION

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



Facility Planning: Mass Transit (P502308)

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

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

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

FUNDING SCHEDULE (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

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

PROJECT JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master-planned mass transit recommendations. This Facility Planning project provides decision makers with reliable information to determine whether a master-planned mass transit facility recommendation merits inclusion in the CIP as a stand-alone project.

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

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



North Bethesda Metro Station Northern Entrance (P501914)

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

EXPENDITURE SCHEDULE (\$000s)

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

FUNDING SCHEDULE (\$000s)

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

OPERATING BUDGET IMPACT (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

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

LOCATION

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

ESTIMATED SCHEDULE

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

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

COST CHANGE

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

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

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

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

DISCLOSURES

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

COORDINATION

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



Bus Rapid Transit: MD 355 Central (P502005)

Category	Transportation	Date Last Modified	04/17/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Final Design Stage

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

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	59,135	5,983	5,517	47,635	3,450	10,333	9,585	8,089	8,089	8,089	-
Land	70,003	-	-	70,003	500	6,950	9,457	26,548	19,598	6,950	-
Site Improvements and Utilities	50,871	-	-	50,871	-	4,625	23,123	18,498	4,625	-	-
Construction	191,677	-	-	187,435	-	-	-	74,974	74,974	37,487	4,242
Other	57,894	-	-	57,894	-	-	-	-	28,947	28,947	-
TOTAL EXPENDITURES	429,580	5,983	5,517	413,838	3,950	21,908	42,165	128,109	136,233	81,473	4,242

FUNDING SCHEDULE (\$000s)

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	2,550	-	750	1,800	-	-	-	-	-	1,800	-
Federal Aid	204,427	-	-	204,427	-	-	-	74,492	68,117	61,818	-
Impact Tax	3,064	1,297	1,767	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	167,679	-	-	163,437	-	-	23,849	53,617	68,116	17,855	4,242
Recordation Tax Premium (MCG)	4,186	1,186	3,000	-	-	-	-	-	-	-	-
State Aid	47,674	3,500	-	44,174	3,950	21,908	18,316	-	-	-	-
TOTAL FUNDING SOURCES	429,580	5,983	5,517	413,838	3,950	21,908	42,165	128,109	136,233	81,473	4,242

APPROPRIATION AND EXPENDITURE DATA (\$000s)

	17,746	Year First Appropriation	FY20
Appropriation FY 24 Request	17,746	Year First Appropriation	FY20
Cumulative Appropriation	37,928	Last FY's Cost Estimate	358,570
Expenditure / Encumbrances	10,910		
Unencumbered Balance	27,018		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on MD 355 between Rockville and Germantown. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. In addition, the project includes the planning and design of a new transit center near Montgomery College-Rockville and a relocated and expanded Lakeforest Transit Center to support the project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017 for BRT along MD 355 from Bethesda to Clarksburg. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing of the median busway alternative since 2020. Preliminary engineering of the full corridor from Bethesda to Clarksburg is being completed and then final design and construction for the Central segment will occur. Final design and construction of the North and South segments will occur as a separate project.

LOCATION

The MD 355 BRT corridor spans Clarksburg to Bethesda. The Central phase of this project will include the master plan areas of Shady Grove and Germantown, as well as the cities of Rockville and Gaithersburg. A subsequent phase will provide service to the master plan areas of Bethesda, North Bethesda, Garrett Park, White Flint and Clarksburg.

ESTIMATED SCHEDULE

Project planning was completed in FY19. Preliminary engineering began in FY20 and will be completed in FY23. Final design will follow and will be completed in FY26. Construction activities, including right of way acquisition and utility relocations, may begin as early as FY25. Construction of the BRT will be completed in FY28. Transit center construction will extend beyond six years pending available funding.

COST CHANGE

Cost increase is due to updated project cost estimates from the 30% design stage. These costs include updates for unit cost increases to reflect inflation, year of expenditure, increased vehicle costs, and additional coordination with the Federal Transit Administration as part of the Federal Capital Investment Grant program.

PROJECT JUSTIFICATION

MD 355 FLASH will transform mobility options with the implementation of a 22-mile, premium, branded, limited-stop BRT service along MD 355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. MD 355 FLASH will improve passenger transit mobility by connecting riders to high density housing and employment centers. MD 355 FLASH is being phased

to accelerate delivery. This phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will follow.

A new transit center near Montgomery College-Rockville will provide increased space to accommodate both the MD 355 BRT and Veirs Mill Road BRT operations as well as improve overall transit access and operations at this location. The Lakeforest Transit Center is currently undersized for existing operations. Relocation of the transit center closer to MD 355 will allow the critical connection between MD 355 BRT and the numerous local bus routes that stop there, while reducing the diversion for MD 355 BRT and saving passengers travel time. Redevelopment of the former Lakeforest Mall creates an opportunity for joint development considerations that should be explored in the near-term.

FISCAL NOTE

Programming of funds through final design and construction improves the project's eligibility for earlier entry into the Federal Transit Administration's Capital Investment Grant program. This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County. The amended FY21-26 CIP added \$6 M in State grants. Additional State aid in FY23-25 includes State grants for capital projects in Montgomery County programmed and/or preauthorized during the 2022 and 2023 State General Assembly sessions, including \$150,000 in the 2023 session specifically identified to support planning and design of a new transit center near Montgomery College in Rockville. Op Lanes Maryland funding was deferred in FY23 to allow the new State administration time to move the project forward.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Maryland DOT State Highway Administration & Maryland Transit Administration, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Comcast, Maryland Department of Natural Resources, Federal Transit Administration, City of Gaithersburg, City of Rockville, Washington Metropolitan Area Transit Authority, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, MD 355 BRT Corridor Advisory Committee

	FY23-28 TOTAL (\$000)	355BRT Central	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current	\$ 49,870	PD&S	\$ 15,700	\$ 13,200	\$ 6,130	\$ 7,190	\$ 5,140	\$ 2,510	\$ -
Proposed	\$ 47,635	PD&S	\$ 3,450	\$ 10,333	\$ 9,585	\$ 8,089	\$ 8,089	\$ 8,089	\$ -
Current	\$ 93,528	Land	\$ 10,728	\$ 5,000	\$ 17,500	\$ 42,800	\$ 17,500	\$ -	\$ -
Proposed	\$ 70,003	Land	\$ 500	\$ 6,950	\$ 9,457	\$ 26,548	\$ 19,598	\$ 6,950	\$ -
Current	\$ 35,572	SI&U	\$ -	\$ 8,472	\$ 8,100	\$ 17,000	\$ 2,000	\$ -	\$ -
Proposed	\$ 50,871	SI&U	\$ -	\$ 4,625	\$ 23,123	\$ 18,498	\$ 4,625	\$ -	\$ -
Current	\$ 147,100	Construction	\$ -	\$ 10,000	\$ 18,500	\$ 50,100	\$ 50,000	\$ 18,500	\$ -
Proposed	\$ 187,435	Construction	\$ -	\$ -	\$ -	\$ 74,974	\$ 74,974	\$ 37,487	\$ 4,242
Current	\$ 21,000	Other	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 11,000	\$ -
Proposed	\$ 57,894	Other	\$ -	\$ -	\$ -	\$ -	\$ 28,947	\$ 28,947	\$ -
Current	\$ 347,070	TOTAL	\$ 26,428	\$ 36,672	\$ 50,230	\$ 117,090	\$ 84,640	\$ 32,010	\$ -
Proposed	\$ 413,838	TOTAL	\$ 3,950	\$ 21,908	\$ 42,165	\$ 128,109	\$ 136,233	\$ 81,473	\$ 4,242

Cost Increases

- Design
 - Design costs adjusted to remove design of O&M facility.
 - Coordination with the Federal Transit Administration (FTA) Project Management Oversight Consultant (PMOC) not previously accounted for in terms of consultant time.
- Land
 - Property acquisition costs are known to a greater degree following the completion of preliminary engineering. Overall, land costs for the BRT decreased. The costs shown now reflect estimates for staff time (DTE and OCA) as well as up to date property valuations.
- SI&U
 - The proposed costs reflect a better understanding of the utility impacts (35% design) and utility contingencies and year of expenditure inflation figures based on FTA cost estimating.
- Construction
 - Construction costs are more reliable given the level of design at this time (35%) compared to the last budget.
 - Project costs have been refined to reflect the latest costs for materials and include contingencies and cost of expenditure factors that FTA requires.
- Other
 - Vehicles – The original cost estimate did not assume hydrogen fuel cell buses, which will be required to operate the service using a zero-emission bus. These buses cost almost \$2M and the estimated fleet for this route is 22 buses. A 10% contingency has also been applied as well as a year of expenditure inflation based on the FTA cost estimating.



Bus Rapid Transit: MD 355 South/North (P502309)

Category	Transportation	Date Last Modified	04/13/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

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

Planning, Design and Supervision	12,496	-	-	12,496	-	5,117	5,379	1,000	1,000	-	-
TOTAL EXPENDITURES	12,496	-	-	12,496	-	5,117	5,379	1,000	1,000	-	-

FUNDING SCHEDULE (\$000s)

Op Lanes Maryland Transit Funding	2,000	-	-	2,000	-	-	-	1,000	1,000	-	-
State Aid	10,496	-	-	10,496	-	5,117	5,379	-	-	-	-
TOTAL FUNDING SOURCES	12,496	-	-	12,496	-	5,117	5,379	1,000	1,000	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	5,646	Year First Appropriation	FY23
Cumulative Appropriation	4,850	Last FY's Cost Estimate	9,700
Expenditure / Encumbrances	-		
Unencumbered Balance	4,850		

PROJECT DESCRIPTION

This project will complete design for the Southern and Northern segments of the MD 355 Bus Rapid Transit (BRT) corridor. The Southern segment is from Montgomery College - Rockville to Bethesda Metro station. The Northern segment is from Montgomery College - Germantown to Clarksburg. This is part of the larger MD 355 BRT corridor that extends from Bethesda to Clarksburg. The Central segment will be designed and constructed as a separate project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing since 2020. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. In addition, the project will consider the inclusion of a new transit center in the Clarksburg area to facilitate connections between different transit services as demand increases. Preliminary engineering of the BRT project is currently being completed.

LOCATION

MD 355 between Rockville and Bethesda in the south and Germantown and Clarksburg in the north. Master plan areas include: Bethesda, North Bethesda, Garrett Park, White Flint, Germantown, and Clarksburg. The project also includes the city of Rockville.

ESTIMATED SCHEDULE

Preliminary engineering will be completed in 2023 (see fiscal note). Final design will begin in FY24 and is anticipated to be completed by FY26. Planning and design for the Clarksburg Transit Center will occur in FY26 and 27. The construction schedule is unknown at this time.

COST CHANGE

Cost increase due to design cost escalation and addition of planning and design for Clarksburg Transit Center.

PROJECT JUSTIFICATION

The project will transform mobility options with the completed implementation of a 22-mile, premium, branded, limited-stop BRT service along MD 355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The project is being phased to accelerate delivery. The first phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will be completed as a second phase.

FISCAL NOTE

Programming of funds through final design improves the project's eligibility for potential entry into the Federal Transit Administration's Capital Investment Grant program. Preliminary engineering for this phase is funded in the MD 355 Central project (P502005). This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County. State aid in FY24-25 includes State grants for capital projects in Montgomery County programmed during the 2023 State General Assembly session. Op Lanes Maryland funding was deferred in FY23 to allow the new State administration time to move the project forward.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Maryland DOT State Highway Administration & Maryland Transit Administration, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Comcast, Maryland Department of Natural Resources, and Federal Transit Administration (FTA), City of Rockville, Washington Metropolitan Area Transit Authority, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, and MD 355 BRT Corridor Advisory Committee

	FY23-28 TOTAL (\$000)	355BRT North/South	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current	\$ 9,700	PD&S	\$ 4,850	\$ 4,850	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed	\$ 12,496	PD&S	\$ -	\$ 5,117	\$ 5,379	\$ 1,000	\$ 1,000	\$ -	\$ -
Current	\$ -	Land	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed	\$ -	Land	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current	\$ -	SI&U	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed	\$ -	SI&U	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current	\$ -	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed	\$ -	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current	\$ -	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed	\$ -	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current	\$ 9,700	TOTAL	\$ 4,850	\$ 4,850	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed	\$ 12,496	TOTAL	\$ -	\$ 5,117	\$ 5,379	\$ 1,000	\$ 1,000	\$ -	\$ -

Cost Changes

- Design
 - Design schedule adjust to reflect current schedule.
 - Design costs adjust to account for cost escalation due to schedule change.
 - Design costs include design of Clarksburg Transit Center removed from Facility Planning: Mass Transit.



Bus Rapid Transit: Veirs Mill Road (P501913)

Category	Transportation	Date Last Modified	04/13/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Final Design Stage

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

Planning, Design and Supervision	33,349	2,705	2,786	27,858	3,500	3,348	4,240	8,385	8,385	-	-
Land	13,315	9	-	13,306	-	646	7,683	3,944	1,033	-	-
Site Improvements and Utilities	14,138	-	-	14,138	-	-	-	7,069	7,069	-	-
Construction	68,760	-	-	68,760	-	-	252	34,352	34,156	-	-
Other	39,473	-	-	39,473	-	-	-	-	39,473	-	-
TOTAL EXPENDITURES	169,035	2,714	2,786	163,535	3,500	3,994	12,175	53,750	90,116	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	9,250	-	2,500	6,750	-	-	-	-	6,750	-	-
Federal Aid	99,447	-	-	99,447	-	-	-	22,316	77,131	-	-
G.O. Bonds	4,670	-	-	4,670	-	674	922	937	2,137	-	-
Impact Tax	3,000	2,714	286	-	-	-	-	-	-	-	-
State Aid	23,880	-	-	23,880	3,500	-	-	20,380	-	-	-
State Bus Rapid Transit Fund	28,788	-	-	28,788	-	3,320	11,253	10,117	4,098	-	-
TOTAL FUNDING SOURCES	169,035	2,714	2,786	163,535	3,500	3,994	12,175	53,750	90,116	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	35,691	Year First Appropriation	FY20
Cumulative Appropriation	9,000	Last FY's Cost Estimate	86,800
Expenditure / Encumbrances	3,275		
Unencumbered Balance	5,725		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations.

LOCATION

Veirs Mill Road and Hungerford Drive between Wheaton and Rockville

ESTIMATED SCHEDULE

Project planning was completed in FY18 and preliminary engineering was completed in FY22. Final design began in FY23 and will be completed by mid-FY25. Property acquisition activities will begin in FY24 and construction is anticipated to start in FY25 and be completed by FY27. Buses will be purchased in FY27.

COST CHANGE

Cost increase is due to the addition of the Veirs Mill Road/Randolph Road BiPPA project and updated project cost estimates from the 30% design stage. These costs include updates for unit cost increases to reflect inflation, year of expenditure, increased vehicle costs, and additional coordination with the Federal Transit Administration as part of the Federal Capital Investment Grant program.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety.

Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019).

FISCAL NOTE

The previous programming of funds for final design facilitated acceptance into the Federal Transit Administration's Capital Investment Grant (CIG) program. This project was combined with the Veirs Mill Road/Randolph Road BiPPA project to leverage additional Federal funds. The project was accepted in July 2022 into CIG Project Development and is now working toward a project rating and ultimately a funding grant agreement. The inclusion of the local portion of construction and bus purchase funding positions the project to advance through the CIG program in a timely fashion to receive a fully funded grant agreement. State Aid reflects state grants for capital projects in Montgomery County programmed and/or preauthorized during the 2022 and 2023 State General Assembly Sessions. The State Bus Rapid Transit Fund is a new source of annual funding available to BRT projects in Maryland, and funds shown from this source have been committed by the State to Montgomery County in 2023 and 2024.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, MDOT-SHA, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, and Veirs Mill Road BRT Corridor Advisory Committee, Federal Transit Administration



Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)

Category Transportation **Date Last Modified** 04/14/23
SubCategory Pedestrian Facilities/Bikeways **Administering Agency** Transportation
Planning Area Kensington-Wheaton **Status** Preliminary Design Stage

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

Planning, Design and Supervision	3,501	597	234	2,670	2,670	-	-	-	-	-
TOTAL EXPENDITURES	3,501	597	234	2,670	2,670	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	3,501	597	234	2,670	2,670	-	-	-	-	-
TOTAL FUNDING SOURCES	3,501	597	234	2,670	2,670	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY20
Cumulative Appropriation	3,501	Last FY's Cost Estimate	14,967
Expenditure / Encumbrances	786		
Unencumbered Balance	2,715		

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 with costs beyond FY23 incorporated into the Bus Rapid Transit: Veirs Mill Road (501913) project to maximize federal funding for the project.

LOCATION

Randolph/Veirs Mill BiPPA

ESTIMATED SCHEDULE

Preliminary design of projects in the Western Sector started in FY21 and continued in FY22. Preliminary design of projects in the Central and Eastern Sectors will start in FY22.

COST CHANGE

This project will be combined with and implemented through the Bus Rapid Transit: Veirs Mill Road (501913) project.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in the Randolph/Veirs Mill BiPPA. These efforts will also help to meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030. This work will be coordinated with the Veirs Mill BRT project to minimize duplicative work and provide enhanced access to the BRT stations.

FISCAL NOTE

The original cost of this project was based on concept level estimates. The cost has been updated as design progressed and schedule accelerated to coincide with the Veirs Mill Road BRT project. This allows for this project to be included in the Capital Investment Grant (CIG) application to the Federal Transit Administration for the Veirs Mill Road BRT project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park & Planning Commission, Maryland Department of Natural Resources, Washington Metropolitan Area Transit Authority.

	FY23-28 TOTAL (\$000)	Veirs Mill Road BiPPA and BRT	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current	\$ 9,179	PD&S	\$ 6,170	\$ 660	\$ 972	\$ 899	\$ 478	\$ -	
Proposed	\$ 30,528	PD&S	\$ 6,170	\$ 3,348	\$ 4,240	\$ 8,385	\$ 8,385	\$ -	
Current	\$ 11,465	Land	\$ -	\$ 924	\$10,541	\$ -	\$ -	\$ -	
Proposed	\$ 13,306	Land	\$ -	\$ 646	\$ 7,683	\$ 3,944	\$ 1,033	\$ -	
Current	\$ 400	SI&U	\$ -	\$ -	\$ 400	\$ -	\$ -	\$ -	
Proposed	\$ 14,138	SI&U	\$ -	\$ -	\$ -	\$ 7,069	\$ 7,069	\$ -	
Current	\$ 57,892	Construction	\$ -	\$ -	\$13,044	\$34,074	\$10,774	\$ -	
Proposed	\$ 68,760	Construction	\$ -	\$ -	\$ 252	\$34,352	\$34,156	\$ -	
Current	\$ 16,500	Other	\$ -	\$ -	\$ -	\$ -	\$16,500	\$ -	
Proposed	\$ 39,473	Other	\$ -	\$ -	\$ -	\$ -	\$39,473	\$ -	
Current	\$ 95,436	TOTAL	\$ 6,170	\$ 1,584	\$24,957	\$34,973	\$27,752	\$ -	
Proposed	\$166,205	TOTAL	\$ 6,170	\$ 3,994	\$12,175	\$53,750	\$90,116	\$ -	

Cost Changes

- Design
 - Unknowns regarding the BiPPA improvements in terms of grade differentials, utility conflicts, and impacts to environmental/historic features will require additional design to resolve
 - Coordination with the Federal Transit Administration (FTA) Project Management Oversight Consultant (PMOC) not previously accounted for in terms of consultant time
 - Additional evaluation and back and forth regarding environmental impacts (e.g., Park property) or historic properties involves more design resources. The solutions and/or requirements to obtain the necessary approvals have driven up both the design and construction costs.
 - The BiPPA PDF did not adequately account for the full design cost of the entire BiPPA corridor and also underestimated the design challenges. We initially covered this with the BRT design funding, but need to recover those funds and account for the underestimate.
- Land
 - Property acquisition costs are known to a greater degree following the completion of preliminary engineering. Overall, land costs for the BRT decreased but increased substantially for the BiPPA. The costs shown now reflect estimates for staff time (DTE and OCA) as well as up to date property valuations.
- SI&U
 - The previous estimate for utilities was part of the overall construction estimate. The BiPPA grossly underestimated the utility impacts associated with the project. The proposed costs reflect a better understanding of the utility impacts (35% design) and utility contingencies and year of expenditure inflation figures from the FTA cost estimating spreadsheet.

- Construction
 - Construction costs are more reliable given the level of design at this time (35%) compared to the last budget.
 - BiPPA – The full extent of the potential issues for geometric design, environmental/historic property impacts, and necessary permits were not well known given no real planning work had begun at the time of the last budget update. There was little or no consideration of grade (elevation) differentials, utility impacts, and impacts to potential environmental- or historic sensitive areas. Evaluating impacts to environmental (e.g. Park property) or historic properties and the requirements to obtain the necessary approvals drives up both design and construction costs. The implantation of BiPPA improvements in many long stretches involves grading (elevation) issues. Two examples: In the area between Parkland Drive and Turkey Branch Parkway, the westbound travel lanes are considerably lower than the area (shoulder) on the northside, where the shared use path would be placed. The presence of utility poles further complicates the design: we have to “squeeze” a 10-foot path between existing residential fences (separating backyards from ROW), the utilities, and the road. The elevation difference in many such areas requires a retaining wall AND a railing (about 36” tall fence) to protect the shared-use path users. This will be costly and still not attractive or inviting for users. The 2nd area is at the low elevation point on VMR (Matthew Hanson Park crossing). We have to design elaborate and complicated retaining walls to get close to meeting ADA requirements. Again: the design alone is costly; construction will involve more than “ten feet of concrete shared use path,” and alas, it will still not be very attractive or facile for the users. There are many more such locations where negotiating the grade differences and utilities requires detailed evaluation and design, let alone construction. In other areas of the project where there are grading challenges, we are even considering installing underground drainage systems to replace open drainage channels or embankments, as an alternative to use of retaining walls and railings. If feasible, this solution will be more costly to design and construct than a mere “ten-foot wide concrete path.”
 - BRT – Project costs have been refined to reflect the latest costs for materials and include contingencies and cost of expenditure factors that FTA requires in the cost estimating spreadsheet.
- Other
 - Vehicles – The original cost estimate did not assume hydrogen fuel cell buses, which will be required to operate the service using a zero-emission bus. These buses cost almost \$2M and the estimated fleet for this route is 15 buses. A 10% contingency has also been applied as well as a year of expenditure inflation based on the FTA cost estimating spreadsheet.