

T&E COMMITTEE #1
April 24, 2015

MEMORANDUM

April 22, 2015

TO: Transportation, Infrastructure, Energy & Environment Committee

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

SUBJECT: Meeting with WMATA representatives;
Resolution on FY16 transportation fees, charges, and fares;
FY16 Operating Budget: Mass Transit Fund, Parking Lot District Funds, and associated amendments to the FY15-20 Capital Improvements Program
FY16 Operating Budget: Rockville Parking District NDA

Those anticipated to attend this worksession include:

Al Roshdieh, Acting Director, Department of Transportation (DOT)
Emil Wolanin, Acting Deputy Director, DOT
Carolyn Biggins, Chief, Division of Transit Services, DOT
Xavius daSilva Thompson, Acting Chief, Division of Parking Management, DOT
Tony Alexiou, Chief, Management Services, DOT
Alicia Thomas, Budget Analyst, DOT
Phil McLaughlin, Manager of Operations Planning, Division of Transit Services, DOT
Sandra Brecher, Chief, Commuter Services Section, Division of Transit Services, DOT
Brady Goldsmith and Deborah Lambert, Budget Analysts, Office of Management and Budget (OMB)

I. Discussion with WMATA

The Committee has invited officials of the Washington Metropolitan Area Transit Authority (WMATA) to discuss its budget, fare changes, service changes, and other matters of note affecting Montgomery County. There will neither be fare changes nor significant service revisions in FY16.

Kathryn Porter, the Alternate Member of the WMATA Board representing Montgomery County, and Charlie Scott, WMATA's Maryland Government Affairs Officer, will brief the Committee and take questions. Their briefing materials are on ©1-10.

II. FY16 Transportation Fees, Charges, and Fares

According to Section 2-57A of the Montgomery County Code, all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect. The fees, charges, and fares currently in effect are those in Council Resolution 17-1088 adopted on May 14, 2014 and approved by the Executive on May 27, 2014.

The Executive proposes these changes to Parking Lot District (PLD) fees and hours:

- In the Silver Spring PLD: extend the charging hours in the Town Center Garages (#60 and #61) to 7:00 pm on weekdays; set the fee at all on-street meters to \$1.00/hour; set the fee at all lots to a maximum of \$0.80/hour; set the fee at all garages (except #60 and #61) to a maximum of \$0.70/hour; and create a garage-specific access permit with a maximum rate equal to the parking convenience sticker: \$123/month.
- In the Bethesda PLD: set the fee at all lots to a maximum of \$1.25/hour; set the fee at all garages to a maximum of \$1.00/hour; and create a garage-specific access permit priced at \$150/month.
- In the Wheaton PLD: set the fee for long-term spaces at a maximum of \$0.60/hour.

For FY16 the Executive recommended no changes to transit fares, parking fines, nor did he recommend changes to the residential permit parking fee or transportation management district (TMD) fees. While the Council did not propose any specific changes, some Councilmembers wished to solicit for public comment whether to establish a TMD fee for new commercial property in White Oak. The draft resolution is on ©11-18. On April 21 the Council held its public hearing on this resolution. There were no speakers.

III. FY16 Operating Budget: Parking Lot District Funds; related CIP amendments

Overview. The Executive's recommendations for the Parking Lot District (PLD) Funds are attached on ©19-30. For FY16, the Executive recommends total expenditures of \$28,025,977 for the Parking Lot District Funds, a \$501,515 (1.8%) decrease from the FY15 approved budget. Operating Budget Full-Time Equivalent (FTEs) would decrease by a net of 0.56 FTEs (-1.1%), to 49.33 FTEs. Other than compensation-related changes, the only significant change is to annualize the operating and maintenance cost for Garage 31 in Bethesda, and to install a pay-on-foot system of fare collection in Silver Spring's Garage #58 (the garage under NOAA on East-West Highway).

Structural change to PLD funding. Since the four PLDs were established more than 65 years ago, they have been funded primarily from: (1) a property tax on those building owners that rely on the County to provide what would otherwise be their off-street parking requirement under the County Code; (2) parking fees collected from garages, lots, and on-street spaces within each district; and (3) miscellaneous income, such as land sales. When the Urban Districts were formed in Bethesda, Silver

Spring, and Wheaton in the late 1980s, their funding consisted of transfers from their respective PLDs.¹ The Code also allows for transfers from the PLDs to their respective TMDs. By policy, the Executive has allocated parking fine revenue in various ways; in some years and some PLDs, this revenue is entirely retained within the PLD, transferred entirely to the Mass Transit Fund, or split between the two.

Three issues over the past year or two emerged that raised concerns about the current system. Last year the Bethesda PLD had a shortfall of revenue to meet its obligations, leading to a law allowing loans from one PLD to another.² Second, the new CR Zone will make it difficult to understand what is "Code-required parking." Third, it became evident that many property owners were inadvertently paying the PLD tax when they didn't need to do so. These issues led to a call for the Office of Legislative Oversight (OLO) to evaluate the structure of PLD funding overall. Its report, released in January, recommends that the PLDs maintain a fund balance of 30% of available resources, and that PLD revenues be used mainly for debt service, operations, maintenance, and capital improvements for the parking facilities themselves.

In sync with OLO's recommendations, the Executive is recommending a plan that has five components: (1) zeroing-out the PLD property taxes; (2) retaining all fine revenue collected in the PLDs for use by the PLDs; (3) eliminating the transfers to the TMDs; (4) transferring the funding of the Bethesda Circulator from the Bethesda PLD to the Mass Transit Fund; and (5) reducing Urban District transfers to a degree, offset by the reintroduction of baseline transfers of General Funds to the Urban Districts. What the PLDs would lose in PLD tax revenue they would largely recoup through the other four actions.

There would be no difference in the total amount of property tax revenue raised, so the plan is neutral vis-à-vis the Charter limit. The funds lost by eliminating the PLD tax, a sizable tax levied on relatively few property owners, would be made up by a slight increase in the countywide Mass Transit Fund and General Fund property taxes, which all property owners in the County pay (including PLD taxpayers). Essentially this proposal carries further what the Council initiated a few years ago, when it lowered the Bethesda PLD tax rate in order to raise the countywide Mass Transit Fund tax to stem cuts to Ride On service during the recession.

Council staff endorses most of this plan. Setting the PLD tax at zero has the side benefit of resolving the overpayment issue in FY16 and beyond. It is important to note that bond counsel concurs with this approach as long as the tax provision in law is not eliminated; in other words, the County has the ready authority to re-establish a rate at any time if necessary to support payment of outstanding debt.

Retaining the fine revenue within the PLD is logical. Most of the fines are for parking at an expired meter; furthermore, the cost of enforcement is borne by the PLD, so it should receive revenue to pay for this enforcement. There is no strong policy link between parking fines and public transit.

There is more of a link between parking and the operations of the TMD; if the latter is successful, the need (and thus the cost) of growing the parking supply is lessened. Nevertheless, TMD

¹ A decade ago a corollary arrangement was formalized in law for limited Urban District-type services in Montgomery Hills, although it is not an Urban District.

² Subsequently, in the County Government FY15 Operating Budget resolution, the Council approved a \$1.5 million loan from the Silver Spring PLD to the Bethesda PLD, to be reimbursed in FY16.

activities have stronger links to transit, and the benefits of TMDs redound primarily to the general public in reduced congestion, improved air quality, reduced energy consumption, etc.

The Bethesda Circulator—and the VanGo Circulator in Silver Spring—are different matters entirely. For many years these two routes have been free services, and both have or shortly will have revised service. The expanded route for VanGo is on ©31; this service has always been funded by the Mass Transit Fund. The proposed expansion for the Bethesda Circulator, which would go into effect in January 2016, is on ©32. While the Circulator would remain as a contract service to the Bethesda Urban Partnership, the Executive proposes shifting its funding from the Bethesda PLD to the Mass Transit Fund. Therefore, the Mass Transit Fund would need to absorb the cost of the existing service (\$728,551) plus the cost of the route expansion (\$160,000 in FY16, and \$320,000 annually starting in FY17).

The Executive's proposal would treat the two routes identically, as they should be. However, neither of these routes serve a public transit service; instead, they serve primarily an economic development purpose, or a parking efficiency purpose. The Circulator has been funded for many years by the Bethesda PLD because it circulated among the CBD's many parking lots and garages, allowing parkers find spaces in emptier facilities further from their destination within the CBD. It is doubtful that many Circulator patrons are using it as an alternative to driving from one place in the Bethesda CBD to another.

Council staff believes the better action would be to fund VanGo from the Silver Spring PLD—which, as is noted later, is now in excellent financial shape—and that the Bethesda Circulator continue to be paid for by the Bethesda PLD. The general County taxpayer does not subsidize other activities within these two Urban Districts, nor should they be paying for these free services. Due to their substantial costs, however, having them paid by the two PLDs now would draw down their reserves very rapidly.

Council staff recommendation: Concur with the Executive's proposed approach for FY16. Continue to look for means for the Bethesda Circulator and Silver Spring VanGo to be supported by CBD-based funds in the future, possibly from a combination of Urban District taxes, PLD transfers, and charging a fare for the ride.

Security. With one exception, the Executive's recommends exactly the same spending for parking garage and lot security as in FY15. All the security again will be provided by contract security guards, with the exception of 6,000 hours in the Silver Spring PLD, which will be provided by the Clean & Safe Team. The only change would be to add \$60,365 (55%) for the Clean & Safe Team's budget: DOT notes that budget has not kept up with the actual annual raises, so this represents an accounting change. A chart detailing the security in each district is on ©33.

Advertising in parking garages. Three years ago the Council urged DOT to develop a program to display advertising in PLD garages. During FY14 DOT piloted display ads in Garages 7 and 11 in Bethesda, and Garages 57 and 61 in Silver Spring. The full program was to be initiated in FY15. While DOT tried to execute this program, the County Attorney's Office determined that businesses are, in fact, prohibited from placing advertising signs off their premises under the County Code. Several years ago the Code was amended to exempt bus and bus shelter ads, and so a similar amendment is needed to

exempt garages. DOT is working on getting the required bill to the Council. However, as a result of this delay, once again no revenue from garage advertising has been assumed in the budget.

Fiscal health of the PLDs. As noted earlier, OLO’s recommendation is that each PLD strive for a year-end fund balance equal to 30% of available resources (©34). Each of the PLDs is measured against this standard in the analyses and recommendations that follow.

Montgomery Hills. This PLD is in very good fiscal shape. The year-end fund balance as a percent of resources will remain well above 30% throughout the Fiscal Plan period.

Montgomery Hills PLD: Reserves as % of Resources	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21
Executive Recommendation	39%	48%	46%	47%	49%	52%	57%

Wheaton. Not only would the Executive discontinue fine revenue transfers from the Wheaton PLD to the Mass Transit Fund, but he is also recommending discontinuing transfers to the Wheaton Urban District. However, County Code §68A-4 requires that proceeds from either the Urban District Tax or parking fee transfer must be greater than 90% of their combined total. To comply with the County Code there must be a transfer from the Wheaton PLD of at least 10% of the combined tax and the PLD transfer. The FY16 Wheaton Urban District Tax revenue is estimated to be \$196,959, so a PLD transfer of \$21,884 would satisfy the Code’s requirement.

Furthermore, the Executive’s Fiscal Plan shows that the Wheaton PLD’s projected end-of-year reserves as a percent of resources will be well above the 30% recommended by OLO. Therefore, on April 17 the PHED Committee recommended that the Executive’s budget in FY16 be supported by a \$607,000 PLD transfer in FY16, thus releasing \$607,000 of its non-baseline General Fund transfer for use elsewhere in the budget.³ Starting in FY17 the Committee recommended the 10% minimum contribution from the PLD as required by the Code, which would be \$22,646 in FY17 and rise to \$26,066 in FY21. These changes are represented in the table below, as “PHED Recommendation #1.”

The PHED Committee also placed on the Reconciliation List a \$150,000 enhancement to the Wheaton Urban District’s base budget. If the enhancement were funded with more transfers from the PLD, then the result would be as shown as “PHED Recommendation #2” in the table below.

Wheaton PLD: Reserves as % of Resources	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21
Executive Recommendation	49%	49%	47%	45%	45%	47%	47%
PHED Recommendation #1	49%	36%	33%	30%	31%	34%	34%
PHED Recommendation #2	49%	31%	23%	12%	10%	8%	3%

³ A “baseline” General Fund transfer is for services conducted by an Urban District that would otherwise be funded by the General Fund if the Urban District did not exist. All three Urban Districts are recommended to receive baseline transfers starting in FY16. A “non-baseline” General Fund transfer is strictly a subsidy from the General Fund to fund programs in an Urban District which are not funded by its Urban District tax, PLD transfer, miscellaneous income, and baseline transfer. Wheaton is the only Urban District to receive a non-baseline transfer. In FY16 the Executive recommends a non-baseline transfer to Wheaton of \$1,741,419, which would comprise 87% of its resources. Even with a \$607,000 reduction, the General Fund would be providing 56% of the Wheaton Urban District’s resources in FY16.

It is clear from this chart that while Recommendation #1 would leave a healthy reserve within the next six years, transferring a further \$150,000/year from the PLD would draw its reserve down to an insufficiently low level within two years, and a dangerously low level in subsequent years.

Council staff recommendation: Concur with PHED Recommendation #1, transferring \$607,000 from the Wheaton PLD to the Wheaton Urban District in FY16, freeing up \$607,000 in the General Fund for use elsewhere in the budget, and reflect a 10% PLD transfer in FYs17-21 in the Fiscal Plan. Do not fund Recommendation #2 from Wheaton PLD transfers. If the Council decides to include Recommendation #2 in the final budget, it should be funded by the General Fund.

Silver Spring and Bethesda. These two PLDs have had reversals of fortune. A decade ago the Silver Spring PLD was just recovering from long-term financial straits that required millions of dollars of loans from the General Fund for the maintenance of its facilities. With the revitalization of Silver Spring very far along, the health of its PLD is the best it has been in decades, despite the fact the Fiscal Plan assumes having to refund just under \$2 million in parking tax overpayments in FY15, about 24% of the anticipated tax receipts.

Silver Spring's PLD revenues will be bolstered in three ways over the next few years. In FY16 the sale of Garage #21 (at Colesville Road and Spring Street) to United Therapeutics will be completed, infusing \$6,825,000 into the fund.⁴ Also, starting July 1 of this year, the charging hours in the Town Center Garages (#60 and #61) would be extended to 7:00 pm Monday through Friday, the same as for other garages in Silver Spring; this change would generate an additional \$630,800 annually. In FY18 the Executive's plan calls for the charging hours for all parking spaces to be extended to 10:00 pm Monday through Friday, bringing in a further \$1,900,000 annually. The result of these and other smaller adjustments in the Fiscal Plan is that the Silver Spring PLD's ending reserve in FY16 will equal 55% of its available resources, far above the 30% target.

The Bethesda PLD, historically very strong, has fallen on hard times. The reduction in the tax rates and corresponding increases in fees and charging hours produced a wash. However, with Urban District transfers steadily climbing and fine revenue being largely diverted to the Mass Transit Fund, the reserves depleted so far last year that only a \$1.5 million loan from the Silver Spring PLD kept it from having a negative reserve, which in turn would have required a General Fund loan such as Silver Spring received 15 years ago. Furthermore, Bethesda has been hit with a tax refund liability of about \$660,000,⁵ and the loan from Silver Spring comes due in FY16.

Bethesda's revenues will also improve in three ways, but unlike for Silver Spring, none will be realized in FY16. In FY17 the PLD will receive a one-time payment of \$1,700,000 from the General Fund for the back portion of Garage #35 (Rugby and Woodmont Avenues) for parking for the new Bethesda Station. In FY18 it will receive \$4,500,000 from the sale of Lot #43 (Woodmont and Cordell Avenues) for a private development.⁶ In FY18 the Executive's plan calls for the charging hours for lots and garages to be extended to Saturdays, bringing in a further \$1,600,000 annually. The result of these and other smaller adjustments in the Fiscal Plan is that the Bethesda PLD's ending reserve in FY16 will

⁴ The Housing Initiative Fund (HIF) also will receive \$2,275,000 from this sale in FY16.

⁵ The Bethesda tax refund was lower because its tax rate is so much lower: 12.4¢/\$100 versus Silver Spring's 31.7¢/\$100.

⁶ The HIF will receive \$1,500,000 from this sale in FY17.

be a paltry 4% of its available resources. This small a reserve is particularly worrisome since, going forward, Bethesda's continuing revenue would be just fees and fines, with no tax revenue as a backup. If there were even a slight downturn in parking activity the PLD could go into the red.

Furthermore, the PHED Committee recommends restoring the cuts proposed by the Executive for the Silver Spring and Bethesda Urban Districts: \$96,948 and \$150,377, respectively (see ©35 and Recommendation #1, below), and, if possible, to enhance each of these budgets by a further \$150,000 (Recommendation #2). If these recommendations are funded by PLD transfers, the results would be as shown in the charts below:

Silver Spring PLD: Reserves as % of Resources	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21
Executive Recommendation	49%	55%	48%	49%	46%	42%	36%
PHED Recommendation #1	49%	55%	48%	49%	46%	41%	35%
PHED Recommendation #2	49%	55%	47%	48%	44%	40%	32%

Bethesda PLD: Reserves as % of Resources	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21
Executive Recommendation	3%	4%	8%	18%	17%	16%	13%
PHED Recommendation #1	3%	3%	7%	17%	16%	14%	10%
PHED Recommendation #2	3%	3%	6%	16%	14%	12%	8%

Until FY18, when the Bethesda PLD would receive revenue from the sale of Lot #43 and extending charging hours to Saturdays, it could receive a bridge loan from the Silver Spring PLD, which it can readily afford. If the Silver Spring PLD were to lend \$3,000,000 in FY16 to be paid back in FY18, the results would be as follows:

Silver Spring PLD (loan): Reserves as % of Resources	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21
Executive Recommendation	49%	51%	43%	49%	46%	42%	36%
PHED Recommendation #1	49%	51%	42%	49%	46%	41%	35%
PHED Recommendation #2	49%	51%	42%	48%	44%	40%	32%

Bethesda PLD (loan): Reserves as % of Resources	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21
Executive Recommendation	3%	14%	16%	18%	17%	16%	13%
PHED Recommendation #1	3%	14%	15%	17%	16%	14%	10%
PHED Recommendation #2	3%	13%	15%	16%	14%	12%	8%

Council staff recommendation: Concur with PHED Recommendation #1 for both Silver Spring and Bethesda, funding the restoration of the Executive's Urban District cuts with transfers from their respective PLDs. Furthermore, include the following provision in the FY16 County Government Operating Budget resolution:

The Silver Spring Parking Lot District must transfer \$3,000,000 in parking fee revenues to the Bethesda Parking Lot District to cover a shortfall in operating funds. The Bethesda

Parking Lot District must transfer \$3,000,000 to the Silver Spring Parking Lot District in FY 2018 as repayment.

Council staff is neutral as to whether to fund PHED Recommendation #2 from PLD transfers, or to leave them on the Reconciliation List for possible funding with General Funds. From an equity standpoint, since Council staff cannot recommend it for the Wheaton Urban District, it should not be provided for the Bethesda or Silver Spring Urban Districts. However, the Silver Spring PLD clearly can afford to fund Recommendation #2 with transfers.

Parking fee proposals. Last year the Executive proposed and the Council approved changing the system of parking fees in Bethesda from one distinguishing between long-term (lower cost) and short-term (higher cost) spaces to a system distinguishing among garage spaces (lowest cost), lot spaces (middling cost), and on-street spaces (highest cost). This year he proposes extending this concept to Silver Spring.

The Executive also proposes going to a variable price system for garages and lots. Instead of a set rate, the concept is that DOT would lower the fees in some facilities and raise them higher in others to try to balance utilization. The pricing, as noted in the resolution, is meant to be revenue neutral. In the resolution, the Council is being requested to set the maximum fee that can be charged.

Council staff has concerns about this latter approach. Lowering the fees in even a few facilities will have an effect on the margin of enticing some transit commuters to drive to work instead. Also, since the County runs the largest parking operations in these business districts, its prices drive the market: if it lowers the fee at a garage, neighboring garages are likely to lower their rates to keep their business, encouraging even more commuters to drive. As noted in the next section, recent TMD surveys are showing that already a higher share of commuters are driving alone to work in Bethesda and Silver Spring than in the past couple of years.

There are other ways of equalizing demand. The Bethesda Circulator and VanGo provide a free ride among most of the parking facilities and locations in Bethesda and Silver Spring, respectively. Commuters who have difficulty parking at their closest garage could park at another further away, and even with the bus ride there would be no extra cost. Perhaps these shuttles should be marketed more to stress this point.

In the longer term, DOT could invest in signs at the main entryways into the CBDs that would show, in real time, how many spaces are available in each garage. Some garages have that technology in place now to show how many spaces are available at each level.

Council staff recommendation: Do not change the Bethesda or Wheaton parking fees. Change the Silver Spring parking fees so the rates are distinguished among garage, lot, and on-street spaces, but at price levels that are revenue neutral with the existing long-term/short-term system.

Bethesda Lot 31 Parking Garage (©36-37). Now that Garage #31 is completed, the project has come in \$4 million lower than anticipated. The savings are due to lower than anticipated cost for Verizon Fiber cable relocation and environmental remediation. The savings were in FY14 (prior to the

current CIP period) and in Bethesda PLD Land Sale proceeds. **Council staff recommendation: Concur with the Executive's recommended expenditure schedule, but revise the reason for the cost change as shown on ©38.**

Bethesda Facility Renovations (©39). The Approved CIP programmed \$500,000/year for this project, or \$3 million over the six-year period. The Executive is recommending increasing its funding by \$10,014,000 over the FY17-20 period to address a host of issues, including elevator modernization, painting, caulking, roof and lot lighting, and a greater amount of general repairs. The anticipated use of these funds, by garage and year, is shown on ©40-41. **Council staff recommendation: Concur with the Executive.**

IV. FY16 Operating Budget: Mass Transit Fund; related CIP amendment

Overview. The Executive's recommendations for the Mass Transit Fund are attached on ©42-48. The Executive recommends total expenditures of \$126,690,185 for the Mass Transit Fund, an \$820,430 (0.7%) increase from the FY15 approved budget. Operating Budget workyears would increase by 1.57 FTEs, to 837.19 FTEs, a 0.2% increase.

The Executive's largest proposed increase to the Mass Transit Fund budget is \$659,973 for the non-public school traffic mitigation program. This will be the subject of a joint T&E/Education Committee worksession on April 29.

Ride On service. With the exception of a proposed pilot program to provide service to Tobytown (see below), there are no new routes or other significant additions to service recommended. The FY16 Budget would add \$321,229 to reflect the annual cost of the expansions initiated this past January: the lengthening of the span of service by one or two hours per day on 15 routes throughout the county, plus 5 more hours per day and all day Saturday service on Silver Spring's VanGo circulator. The table on ©49-53 displays—in descending order—the effectiveness of existing Ride On routes on weekdays, Saturdays and Sundays.⁷ Overall, the average is 22.4 riders per platform hour. Most routes meet Ride On's minimum performance standards: 15 riders per platform hour for peak-period-only routes that are served by full-size Ride On buses; 12 riders per platform hour for peak-period-only routes served by small buses; and 10 riders per platform hour for all-day routes. Those routes that fall consistently or significantly below these minimum standards should be curtailed or eliminated.

The buses on consistently underperforming routes would be better deployed to supplement other routes that are currently oversubscribed. Routes to be monitored closely in the next year are: Route 98 on weekends serving South Germantown and the Soccerplex, Route 93 between Twinbrook Metro and the Parklawn Building, and Route 42 on weekends between White Flint and Montgomery Mall. The worst performing route has been the Meet-the-MARC shuttle between Clarksburg and the Germantown MARC station; it had only carried 1.6 riders per platform hour through October, although it has been performing better lately. This route is partially supported by State aid, and is still an improvement over the Meet-the-MARC shuttle between South Germantown and the Germantown MARC station that it replaced. Nevertheless, if ridership from Clarksburg does not pick up significantly in the next year, the funds may better allocated to other routes.

⁷ This data is for the 12-month period through October 2014.

Tobytown service. The Executive proposes to pilot a route to serve Tobytown, a community of 60 residents on Pennyfield Lock Road near River Road. It would run less frequently than other routes: every 60-75 minutes from 6 am to 7 pm, on weekdays only. It would stop at the schools serving Tobytown—Travilah ES, Frost MS, and Wootton HS—as well as Shady Grove Hospital, the Universities at Shady Grove, and Rockville Metro. The fare would be \$1.75 per trip, the same as the regular Ride On fare (©54-55).

The Executive proposes initiating the service on October 1, and DOT estimates it would draw 100 patrons daily. In FY16 the cost of this route is estimated to be \$220,000, and the offsetting fare revenue is anticipated to be \$16,000, although this revenue is not accounted for in the budget.⁸ Therefore, the fare is projected to cover 7% of the service’s cost, far below the system average of 23%.

Public transit is effective only where there is sufficient density to support it. The bar is set particularly low for bus service; nevertheless, there are many remote areas of the County where transit is not supportable. There are many other settlements not served by Ride On: Laytonsville (population, 353), Brookeville (134), and Barnesville (172) are examples. Other historic minority communities in or near the Agricultural Reserve do not have Ride On service, including Jerusalem, Sugarland, and Good Hope. As noted on ©54, two earlier pilots for Tobytown were tried and failed. It has not grown since, so there is no reason to believe this pilot will fare any better. Also MCPS already serves Tobytown from Wootton HS and Frost MS with an after-school activity bus Tuesdays through Thursdays.

Council staff recommendation: Do not include this \$220,000 expenditure (and its offsetting \$16,000 in revenue) in the budget. If the Council concurs with the Executive’s recommendation, however, then the budget should show an additional \$16,000 in anticipated fare revenue.

White Oak Transportation Management District (TMD). On January 20 the Council approved Resolution 18-26 establishing the White Oak TMD and authorizing a fee. On March 31 the Council introduced a resolution setting fees, charges, and fares for FY16; in the resolution the Council left open the option to set a TMD fee for White Oak, should it wish to fund TMD activities in FY16.

Several of the stakeholders in White Oak advocate budgeting the TMD as soon as possible in order to begin to work on reducing traffic generated there among existing businesses. The funding initially would have to come entirely from the general taxpayer; when TMD fees have been initiated elsewhere, they have been applied only to commercial developments approved earlier that had paying such a fee as a condition of subdivision approval, or a commercial development that comes on line after the initiation of the fee. The fee collections in the five existing TMDs thus have been quite modest:

TMD	FY14 Actual	FY15 Est.	FY16 Budget
Silver Spring	\$ 41,573	\$ 58,400	\$ 58,400
Bethesda	\$188,438	\$155,400	\$155,400
Shady Grove	\$170,372	\$120,400	\$120,400
Friendship Heights	\$99,854	\$125,400	\$125,400
North Bethesda	\$232,875	\$155,400	\$155,400
Total TMD Revenue	\$733,112	\$615,000	\$615,000

⁸ On an annual basis, therefore, DOT estimates the cost would be about \$293,000 with offsetting revenue of about \$21,000.

The budget and workyears for each of the three County-run TMDs are:

TMD	FY16 Budget	FY16 FTEs
Silver Spring	\$358,872	3.1
Friendship Heights	\$308,865	2.9
Shady Grove	\$236,120	1.1

If the Committee wishes to establish a TMD in White Oak, then:

- **Initiate the \$0.10/sf GFA fee proposed in the draft resolution (©18).**
- **Add \$47,500 to the Reconciliation List for 0.5 FTEs of a Transit Marketing Specialist (Grade 21) assigned to the White Oak TMD (\$37,500 personnel cost; \$10,000 operating expense) starting in January 2016.** However, if the Council does decide to establish a TMD fee, then these funds should be included in the final budget.

Fare Share Program. Until the Great Recession, TMDs were budgeted to fund monetary incentives to employers to subsidize their employees' non-auto commuting. The Fare Share Program had the County buy down the cost of an employee's monthly transit fare for a year or more if there was an equal matching buy-down from the employer. The Super Fare Share Program required a 5-year contractual commitment: in the first year, the County would buy down \$64 of an employee's monthly fare if it were matched by only \$1/month per employee from the employer; in the successive 4 years the cost of the buy-down was equally shared between the County and the employer.

These programs were successful means for improving the non-auto-driver mode share (NADMS) in the TMDs, and they were two of the few "carrots" TMD marketing staff could encourage transit commuting. The last year when Fare Share and Super Fare Share Programs were budgeted was FY10 when \$981,000 was set aside for that purpose. Meanwhile the recent experience meeting NADMS goals in the TMDs has been mixed. The chart on ©56-57 shows the NADMS in FYs12-14 for each of the five existing TMDs; the current NADMS goal in the Subdivision Staging Policy (SSP) is annotated. The chart shows that Bethesda and Silver Spring fell short of the goal in FY14, and that North Bethesda has remained well below it throughout.

Council staff recommendation: Add \$500,000 (operating expense) to the Reconciliation List to restore a Fare Share program in FY16. The Division of Transit Services should decide how best to optimize the use of these funds across the TMDs, including White Oak should it be funded.

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

Following the directives from the consultant, DOT calculated the recommended partially allocated cost of Ride On for FY16 to be \$90.08/hour, compared to \$92.11/hour in FY15. This is the rate that should be used in deciding whether it would be more cost effective to add Ride On or Metrobus service. The corresponding partially-allocated rate for Metrobus is \$123.76/hour for FY16, which is up from \$118.89 from FY14. Therefore, at the margin, it is still generally more cost-effective for the

County to add Ride On service rather than Metrobus service. DOT has provided a more detailed breakdown of Ride On's \$90.08/hour partially allocated and \$108.72/hour fully allocated costs (©58).

Ride On Bus Fleet (©59). The Executive recommends amending this project which funds both replacement Ride On buses and new buses to be added to the fleet. For fiscal reasons he recommends deferring acquisition of 5 full-size diesel buses from FY15 to FY17 and one full-size diesel bus from FY16 to FY17. The 5 buses he would defer from FY15 are the 5 the Council added to last year's budget for fleet expansion to enable more peak-period Ride On service. He also recommends accelerating one compressed natural gas (CNG) bus from FY17 to FY16 and one full-size diesel from FY20 to FY17 to replace buses damaged in accidents.

Councilmember Riemer has requested that the 5 fleet-expansion buses not be deferred. He notes that the delay has already postponed these acquisitions by 9 months, and the further delay proposed by the Executive would postpone the opportunity for more add peak-period bus service by two years (©60).

Council staff recommendation: Do not defer the 5 buses for expanding the fleet, but concur with the Executive's other revisions (©61).

V. FY16 Operating Budget: Rockville Parking District NDA

The Executive is recommending \$383,400 for this non-departmental account, which is \$6,800 more than the \$376,600 budgeted for FY15 (©62). This NDA pays for three categories of costs associated with parking in the Rockville core:

- There is an annual payment in lieu of taxes to share in the overall expenses of the Parking District, which for FY16 is \$123,273, \$4,398 higher than the \$118,875 budgeted for FY15. This is due to the slightly higher value assessed to this property.
- There is an annual payment of \$180,000 as the County's share in the repayment of outstanding debt for the garages in the Parking District. This commitment will continue for the life of the 30-year bonds issued by the City to fund construction of the garages.
- There is a reimbursement due to the Parking District for revenue lost due to free parking being provided for County employees in the Rockville Library building. The estimate of revenue that will be lost in FY16 is \$80,127: \$2,402 more than the \$77,725 budgeted in FY15. This is due to a more accurate accounting of charges to the NDA.

Council staff recommendation: Concur with the Executive.



Washington Metropolitan Area Transit Authority

WMATA Proposed FY16 Budget

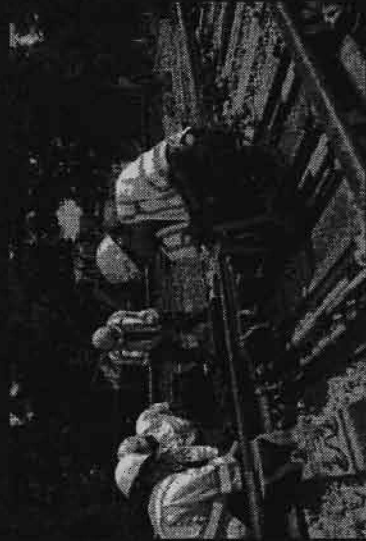
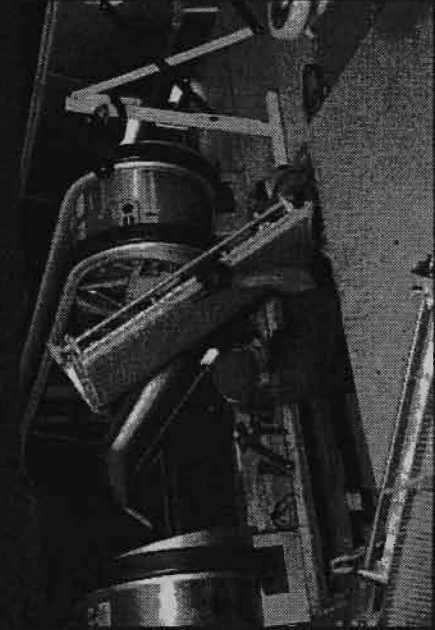
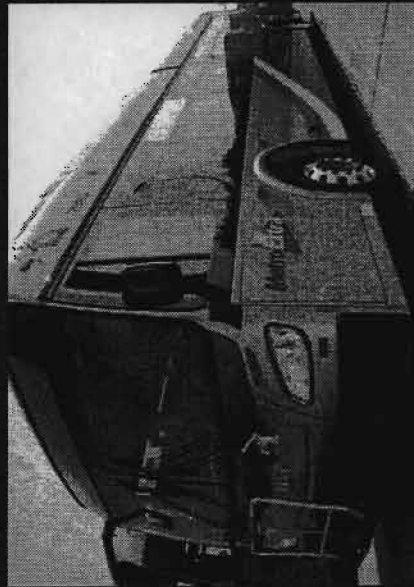
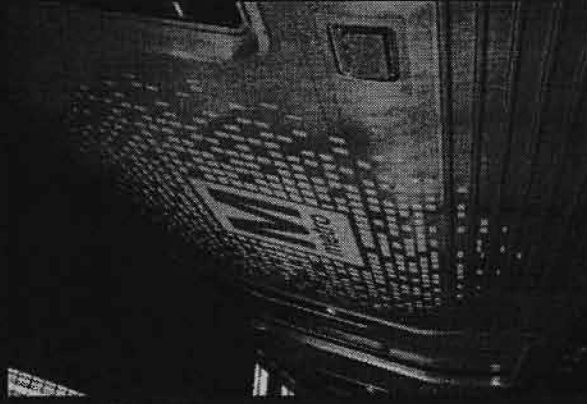
Montgomery County Council
Transportation, Infrastructure, Energy & Environment Committee

April 24, 2015



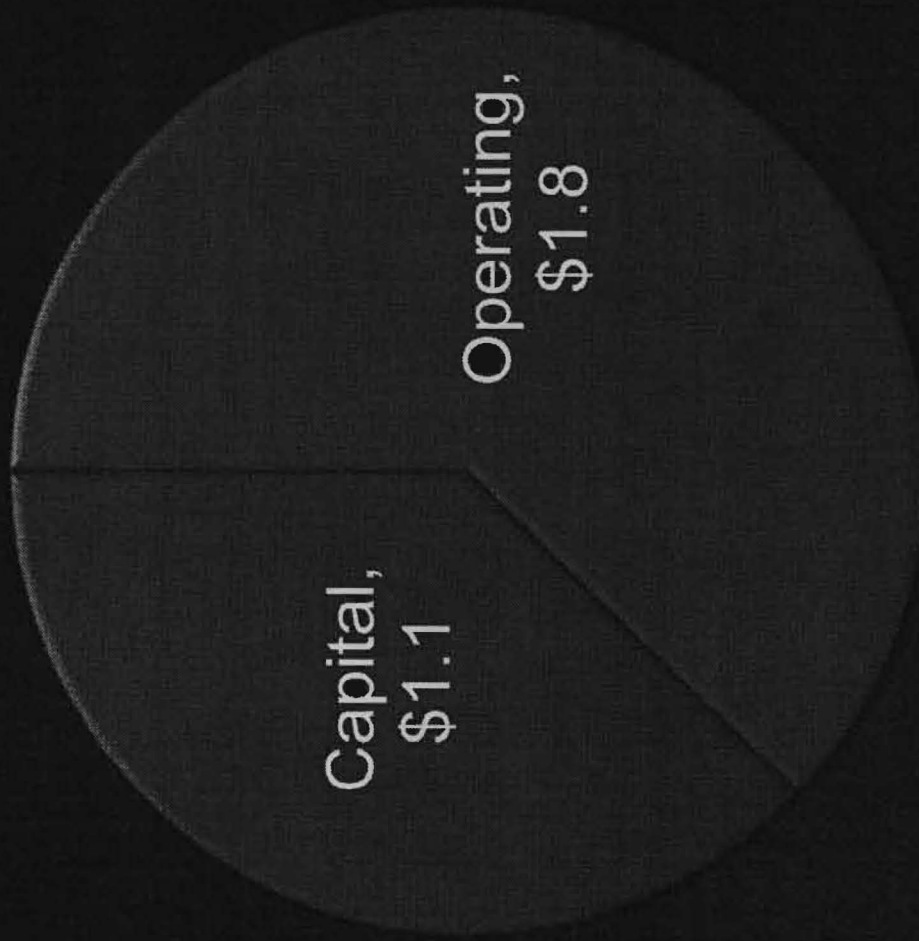


Metro's Proposed FY2016 Budget





FY16 Annual Budget: \$2.9 Billion



\$ in billions



FY16 Maryland Funding

Other/
Reimbursable, \$2

Capital,
\$113

Operating,
\$330

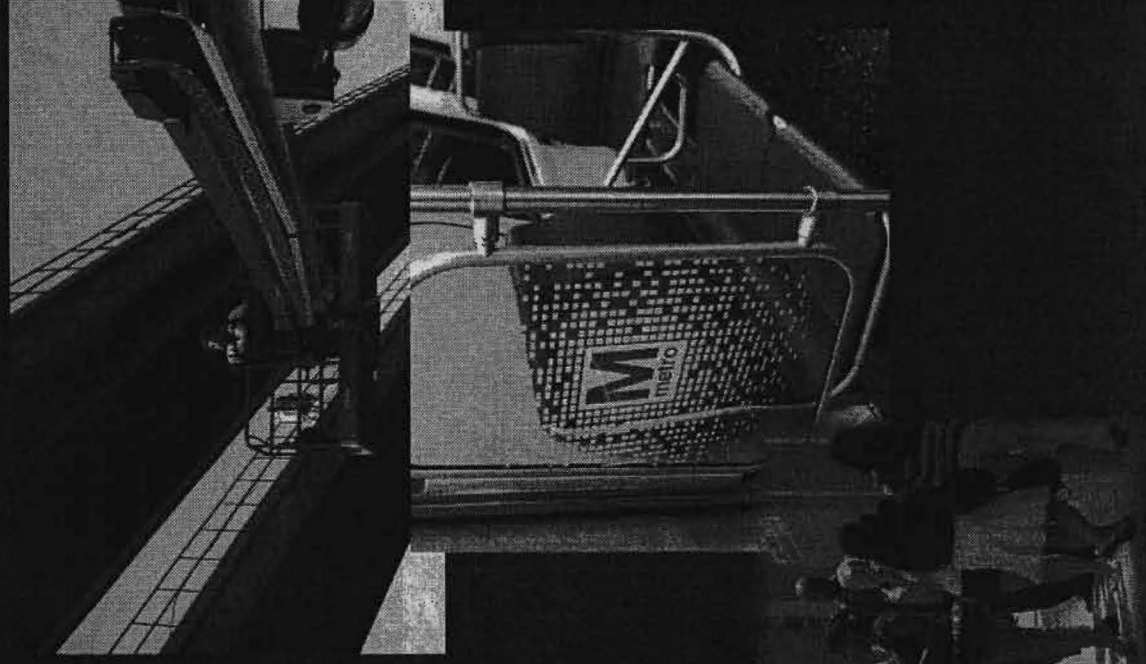
\$ in millions

Estimate as of April 2015, subject to change and
WMATA Board approval



Proposed FY16 Budget: Key Highlights

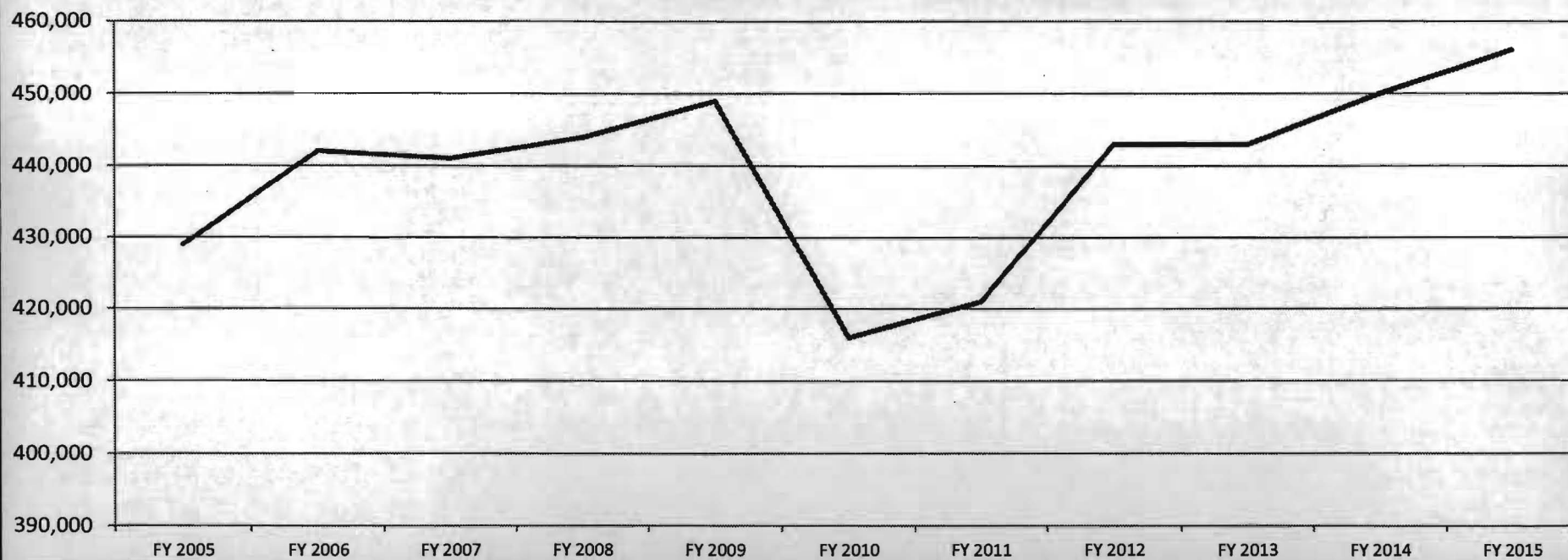
- **Priorities:**
 - 7000 series railcars in operation
 - Red, Orange/Blue line rehabilitation
 - 130 new buses
 - Bethesda Escalators – first new unit early in FY16, second completed late in FY16
 - New Transit Centers in Silver Spring and Takoma/Langley
 - No fare increases
 - No significant service changes





Ridership - Bus

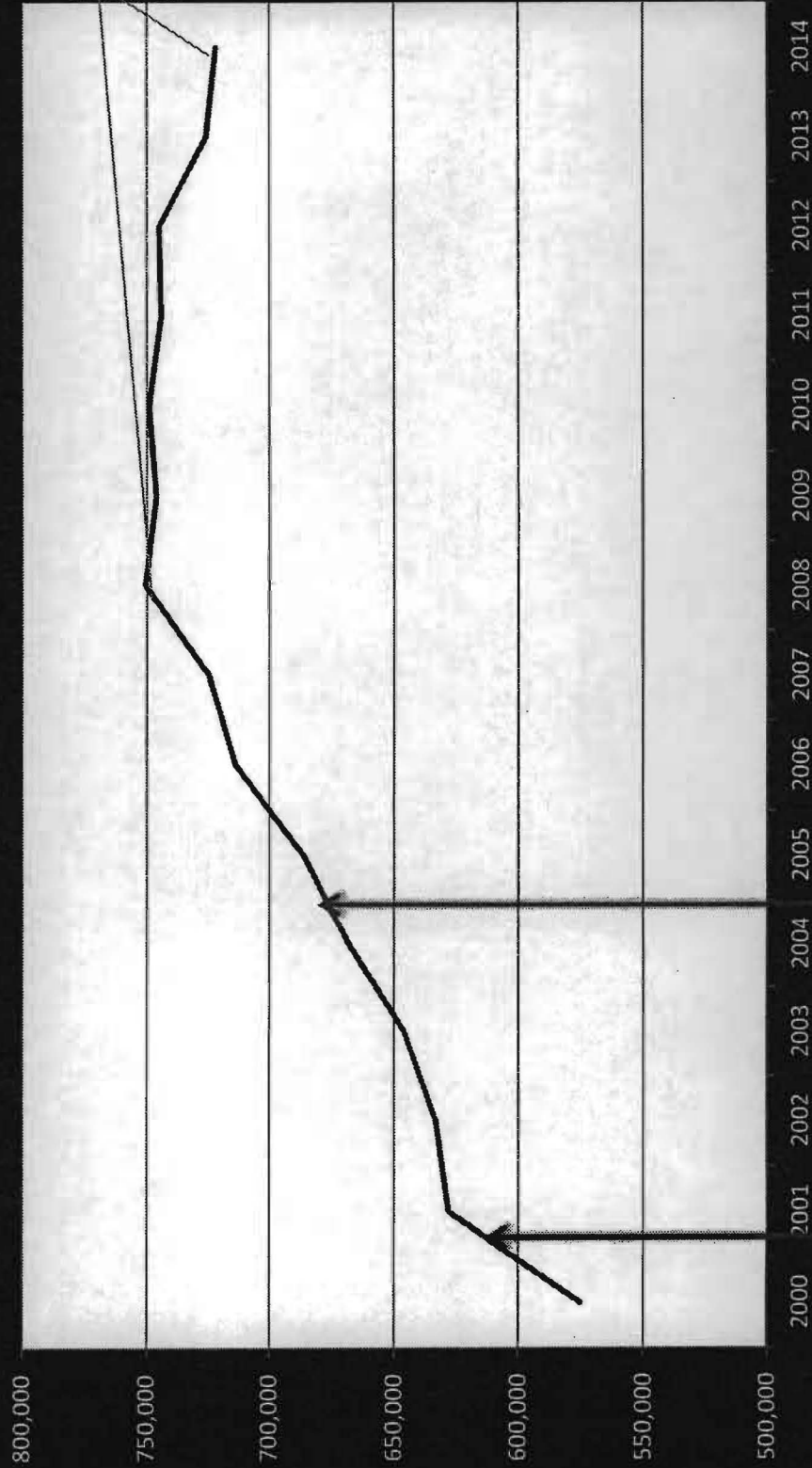
METROBUS AVERAGE WEEKDAY RIDERSHIP





Ridership – Rail

Metrorail Average Weekday Ridership



Down 3.8% since 2008 peak

Fare increases:
2003
2004
2008
2010
2012
2014

3.1 mile extension to Largo

Completion of original 103-mile system



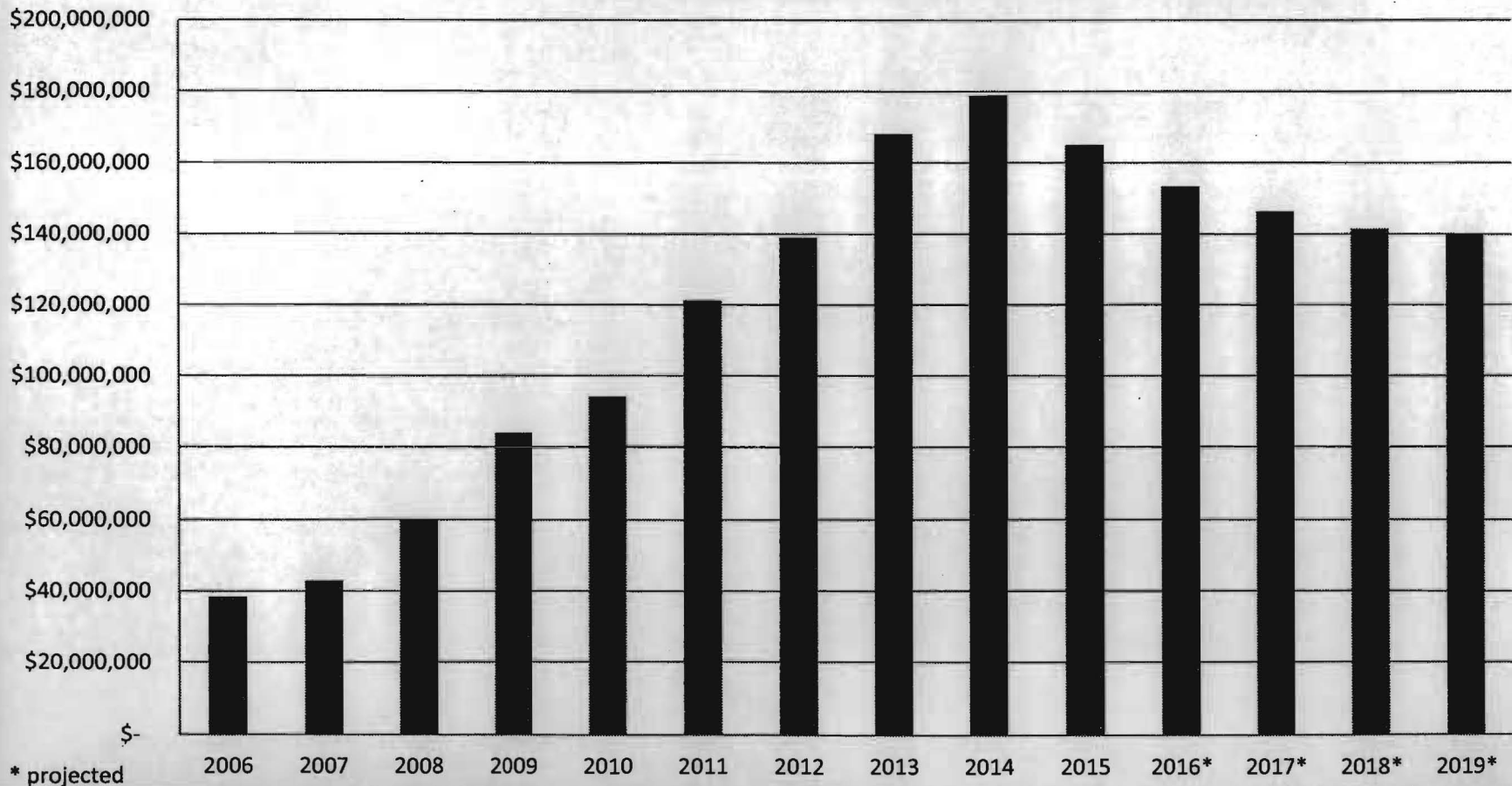
Controlling Operating Costs

- Labor constitutes over 70% of WMATA's operating costs
- WMATA negotiates contracts with five unions – ATU 689 represents the majority of Metro employees
 - 689 contract finalized in 2010 eliminated retiree health benefits for new hires
 - 2013 contract requires pension contributions – 1% in FY15, 3% in FY16 and forward
- OPEB remains a challenge for WMATA – Board recently authorized pre-funding of future liabilities
- Future capacity constraints could limit growth in passenger fare revenue



Controlling Operating Costs – Pension Detail

WMATA Total Pension Contributions by Valuation Year



* projected



Budget Calendar

April 7 – Public Hearing

April 13 – Public comment period ended



May 28 – Board adoption of budget

July 1 – Fiscal Year 2016 begins

Resolution: _____
Introduced: March 31, 2015
Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: Council President at the request of the County Executive

SUBJECT: Setting Transportation Fees, Charges, and Fares

Background

1. Under Section 2-57A of the Montgomery County Code, as of July 22, 2004 all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect.
2. The fees, charges, and fares currently in effect are those in Council Resolution 17-1088 adopted on May 14, 2014 and approved by the Executive on May 27, 2014.
3. There is a significant imbalance in the utilization of various parking facilities in the Bethesda, Silver Spring and Wheaton Parking Lot Districts. Some garages such as Garages 40 in the Bethesda PLD routinely operates at capacity while other nearby facilities such as Garage 11 operates with hundreds of spaces available throughout the day. A comprehensive parking management strategy suggests establishing pricing policies intended to better balance utilization. As a result, the Executive recommends the following changes to the parking fees schedules in the Bethesda, Silver Spring and Wheaton PLDs:
 - All Garage spaces changed from the current approved rate per hour to the *new rate or less per hour*, as set by individual facility by the Director of the Department of Transportation.
 - Establish a monthly garage specific access card rate at the current approved monthly PCS permit *rate or less per month*.
4. The purpose of this demand-based, tiered-pricing model is to allow the Director to set individual garages at varying rates in a continuing effort to balance facility utilization to increase the opportunity for parkers to find available spaces. The change is intended to be revenue neutral to each PLD as a whole.
5. A public hearing on this resolution is expected to be scheduled by the County Council.

Action

The County Council for Montgomery County approves the following resolution:

Transportation fares, fees, and charges in Resolution 17-1088 are amended as described in Table 1, attached.

The Department of Transportation Director is authorized to set the individual garage rates not to exceed the current long term or garage rates in the Bethesda, Silver Spring and Wheaton Parking Lot Districts. The price of a monthly garage specific access card is established at less than the current monthly PCS permit rate in each PLD.

These changes become effective July 1, 2015.

This is a correct copy of Council Action.

Linda M. Lauer, Clerk of the Council

Date

Approved

Isiah Leggett, County Executive

Date

TABLE 1: TRANSPORTATION FARES, FEES, AND CHARGES

I. Transit Fares

Regular cash fare or token	\$1.75
Regular fare paid with SmarTrip	\$1.75
Route 70 cash fare or token	\$4.00
Route 70 fare paid with SmarTrip	\$4.00
VanGo Route 28 and Route 94 shuttle[s]	Free
Designated routes in Free-Wheeling Days promotion	Free
Kids ride Free Program [(2-8 pm weekdays)]	Free
Give and Ride Program	Free
MetroAccess Certified and/or Conditional Customer with ID	Free
MetroAccess – Companion or Certified and/or Conditional customer with ID	Free
Children under age 5	Free
Local bus-to-bus transfer (SmarTrip only)	Free
Metrorail-to-Ride On bus transfer with SmarTrip	\$1.25
Metrorail-to-Route 70 transfer with SmarTrip	\$3.50
Local bus-to-Route 70 transfer with SmarTrip	\$2.25
Metrobus Weekly pass	Free
MARC weekly, monthly, TLC passes transfer to Ride On	Free
MTA Commuter Bus Pass transfer to Ride On	Free
Ride on Monthly Pass	\$45.00
Boarding Route 70 with weekly or monthly pass	\$2.25
Youth Cruiser Pass	\$11.00 Per Month
Youth SmarTrip Card (one-time fee)	\$2.00
Summer Youth Cruiser pass (for 3-month period of June, July, and August)	\$18.00
‘C’ Pass (for current County employees)	Free
‘U’ Pass (for Montgomery College transportation fee-paying students)	Free
except express Route 70 bus	\$2.25
Senior* with identification card from 9:30 am-3:00 pm weekdays	Free
Senior* with identification card except from 9:30 am-3:00pm weekdays	
with case fare or token	\$0.85
with SmarTrip card	\$0.85
Metrorail-to-Ride On bus transfer (SmarTrip only)	\$0.35
Local bus transfer (SmarTrip only)	Free
Senior* with identification card for express Route 70 except from 9:30 am-3:00 pm	
weekdays with cash fare or token	\$2.00
with SmarTrip card	\$2.00
Metrorail-to-Route 70 with SmarTrip	\$1.50
Local bus-to-Route 70 with SmarTrip	\$1.15
Boarding with weekly or monthly pass with SmarTrip	\$1.15

* For the purposes of this resolution, a person with disabilities not certified for Metro Access with no condition service is treated the same as a senior.

II. Parking Fees (Note: No payment is required for motorcycles in spaces or areas where only motorcycle parking is permitted. No payment is required for any vehicle at all public parking spaces on Sundays and County holidays.)

A. Bethesda Parking Lot District

1. Meters on-street from 9am to 10 pm, Monday through Saturday, and in lots from 7am to 10 pm, Monday through Friday, and in garages from 7am to 10pm, Monday through Friday.
 - a. Parking in spaces within right of way of public streets \$2.00 Per Hour
 - b. Parking in spaces on a surface parking lot [\$1.25 Per Hr.] \$1.25 or Less Per Hr.
 - c. Parking in spaces in a parking garage [\$0.80 Per Hr.] \$1.00 or Less Per Hr.

2. Garage 49

Daily Maximum	\$12.00 Per Hour
Lost Ticket	\$12.00 Per Day

3. A Garage Specific

<u>Monthly Access Card</u>	<u>\$150.00 or Less Per Month</u>
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4. Special Permits
 - a. Parking permits

Parking Convenience Sticker	\$150.00 Per Month
Daily Parking Permit	\$12.00 Per Day
“AM/PM” Parking Permit	\$20.00 Per Month
 - b. Carpool Permits

2 Persons	\$107.00 Per Month
3 and 4 Persons	\$58.00 Per Month
5 or More Persons	\$15.00 Per Month
 - c. Townhouse Resident Permit \$2.00 Per Month

5. Bethesda Library parking lot \$1.00 Per Hour

B. Silver Spring Parking Lot District

1. Meters on-street from 9 am to 6 pm, Monday through Friday, and in lots and garages from 7 am to 7 pm, Monday through Friday [, and in garages (except Garages 60 and 61) from 7 am to 7 pm, Monday through Friday]

[Short-Term (First 4 hours)]	[\$1.00 Per Hour]
[Long-Term (More than 4 hours)]	[\$0.65 Per Hour]

 - a. Parking in spaces within right of way of public streets \$1.00 Per Hour
 - b. Parking in spaces on a surface parking lot \$0.80 or Less Per Hour
 - c. Parking in spaces in a parking garage \$0.70 or Less Per Hour
(Except for Garage 60 and 61)

2. Special Permits
 - a. Parking permits

Parking Convenience Sticker	\$123.00 Per Month
Daily Parking Permit	\$7.80 Per Day
“AM/PM” Parking Permit	\$20.00 Per Month
<u>Garage Specific Monthly Access</u>	<u>\$123.00 or Less Per Month</u>

(Except for Garage 60 and 61)
 - b. Carpool Permits

2 Persons	\$87.00 Per Month
3 and 4 Persons	\$49.00 Per Month
5 or More Persons	\$11.00 Per Month
 - c. Townhouse Resident Permit

	\$2.00 Per Month
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 - d. Permit in Garages 9 and 16 for residents in the area bounded by Blair Mill Road, Eastern Avenue and Georgia Avenue

	\$95.00 Per Month
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3. Garages 60 and 61

Monthly Permit	\$1.00 Per Hour \$189.00 Per Month
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4. **Wheaton Parking Lot District**
 1. Meters on-street from 9 am to 6 pm, Monday through Saturday, and in lots from 9 am to 6 pm, Monday through Saturday, and in garages from 9 am to 6 pm, Monday through Friday

Short-Term (First 4 hours)	\$0.75 Per Hour
Long-Term (More than 4 hours)	[\$0.60 Per Hour] <u>\$0.60 or Less Per Hour</u>
 2. Special Permits

Parking Convenience Sticker	\$113.00 Per Month
Townhouse Resident Permit	\$2.00 Per Month
5. **Montgomery Hills Parking Lot District**
 1. Meters on-street from 9 am to 6 pm, Monday through Friday, and in lots from 9 am to 6 pm, Monday through Friday

Short-Term (First 4 hours)	\$0.50 Per Hour
Long-Term (More than 4 hours)	\$0.50 Per Hour
 2. Special Permits

Parking Convenience Sticker	\$90.00 Per Month
Townhouse Resident Permit	\$2.00 Per Month
6. **Areas Outside Parking Lot Districts**
 1. Meters on-street and in lots from 7 am to 7 pm, Monday through Friday

Short-Term (First 4 hours)	\$1.00 Per Hour
Long-Term (More than 4 hours)	\$0.65 Per Hour
 2. Special Permits

Parking Convenience Sticker	\$123.00 Per Month
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III. Parking Fines and Other Charges (with County Code Section Citations)

A. Motor vehicles, traffic control and highways, generally

31-6(b)(2)	Snow emergency -- Parked in Right-of-Way	\$85.00
31-7	Unregistered vehicle/parking prohibited	\$60.00
31-8	Impeding traffic, threaten public safety	\$60.00

B. Parking regulations generally -on-street

31-11(b)	Emergency/Temporary no parking sign	\$60.00
31-12	Violation of official sign (except residential permit parking)	\$60.00
31-12	Residential permit parking violation	\$50.00
31-13	Parking of vehicle -- snow accumulation	\$60.00
31-14	Parking of heavy commercial vehicles, recreational vehicles, or buses	\$75.00
31-16	Over 24 hours	\$60.00
31-17	Within 35 feet of intersection	\$60.00
31-18	Posted time limit	\$60.00
31-19	Obstructing driveways (within 5 feet)	\$60.00
31-20	No person will:	
	(a) Stop, stand or park a vehicle whether occupied or not:	
	(1) Impeding traffic	\$60.00
	(2) On a sidewalk	\$60.00
	(3) Within an intersection	\$60.00
	(4) On a crosswalk	\$60.00
	(5) Alongside street repair	\$60.00
	(6) On bridge/ in tunnel	\$60.00
	(7) On any highway ramp	\$60.00
	(8) Official school board/Montgomery College sign	\$60.00
	(9) Rush hour restriction	\$60.00
	(10) Behind Official sign in Right-of-Way	\$60.00
	(b) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger:	
	(1) within 15 feet of fire hydrant	\$60.00
	(2) within 20 feet of painted crosswalk	\$60.00
	(3) within 30 feet of traffic control signal/device	\$60.00
	(4) at a firehouse entrance clearance	\$60.00
	(5) at a No Standing sign	\$60.00
	(6) double parking	\$60.00
	(7) at a posted/marked fire lane	\$250.00
	(8) in front of theaters, posted	\$60.00
	(9) more than 12 inches from curb	\$60.00
	(10) opposite the flow of traffic	\$60.00
	(11) blocking another vehicle	\$60.00
	(12) not within designated parking space	\$60.00
	(13) at a posted bus stop	\$60.00
	(14) at a posted taxi stand	\$60.00
	(15) in a handicapped parking space	\$250.00

- (c) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passenger:
 - (1) within 50 feet of a railroad crossing \$60.00
 - (2) at an official No Parking sign \$60.00

C. Off-street public parking regulations

- 31-25 (a) No person shall park a vehicle on a public parking facility:
 - (1) in violation of an official sign \$60.00
 - (2) in a No Parking zone \$60.00
 - (3) not within a designated parking space \$60.00
 - (4) in or on driving aisle/driveway/sidewalks \$60.00
 - (5) at a bagged meter/temporary sign/barricade \$60.00
 - (6) blocking another vehicle \$60.00
 - (7) over 24 hours where not authorized \$60.00
 - (8) vehicle unregistered/inoperative \$60.00
 - (9) in violation front-in-only posted \$60.00
 - (10) straddling marked parking spaces \$60.00
 - (11) unattended/running \$60.00
 - (12) impeding traffic \$60.00
- 31-27 (b) Prohibited vehicle/weight/size/type \$60.00
- 31-30(c) (c) Snow/ice emergency \$60.00

D. Parking meters generally

- 31-35 Expired parking meter \$45.00
- 31-36 Overtime parking at parking meter \$50.00
- 31-37 More than 3 feet from parking meter \$45.00
- 31-38 More than 1 vehicle in parking space except motorcycles \$45.00

E. Administration, enforcement, penalties, and collection

- 31-62(c) Impoundment or immobilization fee \$115.00
- 31-52(e) Fee for withholding the registration of a vehicle \$10.00
- 31-57(a) First late penalty for failure to fully pay fine or appeal citation within 15 days \$25.00
- 31-59 Second late penalty for failure to fully pay the original fine and penalties within 45 days of the original issuance of the citation \$25.00

F. Residential Parking Permits

- 31-48(h) Annual fee \$20.00

IV. Transportation Management District (TMD) annual fees

In this section Gross Floor Area (GFA) is defined as described in Section 52-47 of the County Code.

A. Bethesda Transportation Management District

Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2006*	\$0.10/square foot GFA

B. Friendship Heights Transportation Management District

Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2006*	\$0.10/square foot GFA

C. North Bethesda Transportation Management District

Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2006*	\$0.10/square foot GFA

D. Silver Spring Transportation Management District

Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2006*	\$0.10/square foot GFA

E. Greater Shady Grove Transportation Management District

Commercial space occupied before July 1, 2011 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2011*	\$0.10/square foot GFA

F. White Oak Transportation Management District

Commercial space occupied before July 1, 2015 where payment of TMD fee was a condition of subdivision or optional method approval	\$0.10/square foot GFA
Commercial space first occupied on or after July 1, 2015*	\$0.10/square foot GFA

* Between July 1, [2014] 2015 and June 30, [2015] 2016, 2.5 cents/sf GFA will be charged for each full quarter after a use and occupancy permit has been issued.

Parking District Services

MISSION STATEMENT

The mission of Parking District Services is to:

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

BUDGET OVERVIEW

The total recommended FY16 Operating Budget for the Parking Lot Districts Funds is \$28,025,977, a decrease of \$501,515 or 1.8 percent from the FY15 Approved Budget of \$28,527,492. Personnel Costs comprise 18.2 percent of the budget for 52 full-time positions and a total of 49.33 FTEs. Total FTEs may include seasonal or temporary positions and may reflect workforce charged to or from other departments or funds. Operating Expenses and Debt Service account for the remaining 81.8 percent of the FY16 budget.

The FY16 Recommended Budget and projections for FY17 and beyond reflect a new proposed funding structure change for the Parking Lot Districts. This proposal better aligns funding sources with intended purpose and more clearly delineates funding requirements and sources. This proposal eliminates of future transfers from the Parking Lot Districts to the Mass Transit Fund to maintain Ride On operations or Transportation Management District activities. In all four Parking Lot Districts, the parking tax rate is set to zero and the taxing capacity is transferred to the Mass Transit Fund and the General Fund. In addition, the transfers to the Bethesda and Silver Spring Urban Districts have been reduced and will be offset by the General Fund Baseline transfer to those Urban Districts. These actions better align the taxing authority with the services provided and put the Parking Lot District funds on a more sustainable fiscal path in the future.

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY15 estimates reflect funding based on the FY15 approved budget. The FY16 and FY17 figures are performance targets based on the FY16 recommended budget and funding for comparable service levels in FY17.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ *Garage 21 (Colesville Road and Spring Street) was sold to a private property owner to facilitate the construction of the largest net zero office building on the east coast. This garage was underutilized and no longer necessary to meet the parking demands of the area. Its sale allowed the County to leverage the land to further promote economic development within Silver Spring.*
- ❖ *Opened the Capital Crescent Garage (Public Parking Garage 31) in Bethesda at Woodmont and Bethesda Avenues. This new state of the art 950 space public parking facility includes 60 foot clear spans and raised ceilings, a security system with video cameras and call stations, electric vehicle charging stations, and bicycle parking for easy access to the adjacent Capital Crescent Trail.*
- ❖ *Replaced the current individual parking meters on-street in Silver Spring with new "smart" meters. Meter enhancements include credit card processing as well as an easy to read video screen that displays parking rates, time purchased and any specific meter restrictions. The smart meter system includes an in-street sensor that allows parking availability to be displayed on the County website and provides the information to private application developers.*
- ❖ *To improve customer service, the payment system in the East West Highway Garage, under the NOAA Building, in Silver Spring will be converted from individual parking meters to a Pay On Foot system. Similar systems are now in use in Wayne Avenue and Town Square Garages in Silver Spring and the Bethesda Avenue and Capital Crescent Garages in Bethesda. The system reduces the possibility of a ticket for an expired parking meter and offers the flexibility to pay only for the time parked with a credit card, debit card, or cash.*
- ❖ *Parking Guidance Systems will continue to be rolled out to highly used facilities. Parking Guidance Systems display available parking spaces on signs at the entrance and exits to garages and transmit this data in real time to data.montgomery so that it can be used by commercial applications to help guide the public to available parking. Systems are currently operational in the Bethesda Avenue and Capital Crescent Garages in Bethesda and the Wayne Avenue and Town Square Garages in Silver Spring. The next garage scheduled for system installation is the Cameron Street Garage in Silver Spring.*
- ❖ *Expand use of demand-based parking rates to Silver Spring. This structure, now in use in Bethesda, aligns the most desirable parking spaces with the highest rate and allows customers to make an individual decision on cost versus convenience.*

PROGRAM CONTACTS

Contact Xavius DaSilva-Thompson of the Parking Districts Funds at 240.777.8711 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's operating budget.

PROGRAM DESCRIPTIONS

Management Services and Property Development

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	2,789,471	10.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	81,721	1.00
FY16 CE Recommended	2,871,192	11.60

Financial Management Program

The Financial Management Program has overall responsibility for recording and reconciling all parking district revenue and the administration of the Ad Valorem tax program.

It is also responsible for the management of the encumbrance and invoice payment process. Within this process it is directly responsible for revenue bond debt, fixed costs and utilities programs.

Program Performance Measures	Actual FY13	Actual FY14	Estimated FY15	Target FY16	Target FY17
Parking Customer Service Survey Ranking	3.28	NA	NA	NA	NA
Parking Management Cost Efficiency (ratio of expenses to revenues)	\$0.61	\$0.60	\$0.64	\$0.64	\$0.64
Parking Management Revenue Generated (\$ millions)	42.1	43.0	44.4	44.4	44.4
Parking Operating Expenditures (\$ millions)	25.7	25.8	28.4	28.4	28.4

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	8,196,946	5.21
Increase Cost: Debt Service - Bethesda	1,128	0.00
Decrease Cost: Risk Management Adjustment -Wheaton	-30	0.00
Decrease Cost: Risk Management Adjustment - Montgomery Hills	-240	0.00
Decrease Cost: Risk Management Adjustment - Bethesda	-300	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.	-53,097	-1.01
FY16 CE Recommended	8,144,407	4.20

Parking Facility Maintenance and Engineering

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

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	5,558,831	17.98
Decrease Cost: Emergency Backup Batteries in Garages - Wheaton	-22,000	0.00
Decrease Cost: Emergency Battery Backup in Garages - Bethesda	-38,500	0.00
Decrease Cost: Emergency Backup Batteries in Garages - Silver Spring	-57,200	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.	75,017	-0.48
FY16 CE Recommended	5,516,148	17.50

Parking Operations

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

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

Augmenting the public safety mission of the County Police, this unit also provides contract security guard services for parking facilities to detect and report theft, vandalism, and threats to personal security. Security support is also provided by the Silver Spring Clean and Safe Team.

Parking Operations also manages and executes the Parking Outside the Parking Districts Program funded by the County's General Fund.

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	11,982,244	16.10
Enhance: Install Pay-on-Foot Payment System in Garage 58 - Silver Spring	635,934	0.00
Increase Cost: Bethesda Garage 31 Maintenance, Operations, and Utilities	70,000	0.00
Shift: Reallocation of Operating Expenses from Montgomery Hills to Bethesda to reflect actual expenses	32,300	0.00
Shift: Reallocation of Operating Expenses from Montgomery Hills to Silver Spring to reflect actual expenses	23,100	0.00
Increase Cost: Retiree Health Insurance Pre-Funding Adjustment - Bethesda	13,530	0.00
Increase Cost: Solid Waste Services - Silver Spring	10,240	0.00
Increase Cost: Retiree Health Insurance Pre-Funding Adjustment - Silver Spring	9,330	0.00
Increase Cost: Solid Waste Services - Bethesda	5,420	0.00
Increase Cost: Replace Rate Plates Related to Performance Pricing - Silver Spring	4,327	0.00
Increase Cost: Contractual Increase for Pay-On-Foot and Pay-By-Space - Silver Spring	3,730	0.00
Shift: Reallocation of Operating Expenses from Montgomery Hills to Wheaton to reflect actual expenses	2,300	0.00
Increase Cost: Contractual Increase for Pay-On-Foot and Pay-By-Space Maintenance - Bethesda	1,500	0.00
Increase Cost: Retiree Health Insurance Pre-Funding Adjustment - Wheaton	1,400	0.00
Increase Cost: Solid Waste Services - Wheaton	1,020	0.00
Increase Cost: Contractual Increase for Pay-On-Foot and Pay-By-Space - Wheaton	240	0.00
Decrease Cost: Printing and Mail - Bethesda	-5,161	0.00
Decrease Cost: Elimination of One-Time Items Approved in FY15 - Bethesda	-30,000	0.00
Shift: Reallocation of Operating Expenses from Montgomery Hills to reflect actual expenses	-57,700	0.00
Decrease Cost: Elimination of One-Time Items Approved in FY15 - Silver Spring	-1,294,060	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.	84,536	-0.07
FY16 CE Recommended	11,494,230	16.03

BUDGET SUMMARY

	Actual FY14	Budget FY15	Estimated FY15	Recommended FY16	% Chg Bud/Rec
BETHESDA PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	1,479,017	1,567,412	1,570,209	1,610,885	2.8%
Employee Benefits	535,715	569,313	570,012	610,367	7.2%
Bethesda Parking District Personnel Costs	2,014,732	2,136,725	2,140,221	2,221,252	4.0%
Operating Expenses	10,127,618	7,915,640	7,915,640	7,964,429	0.6%
Debt Service Other	0	4,959,789	4,959,789	4,960,917	0.0%
Capital Outlay	0	0	0	0	—
Bethesda Parking District Expenditures	12,142,350	15,012,154	15,015,650	15,146,598	0.9%
PERSONNEL					
Full-Time	29	29	29	29	—
Part-Time	0	0	0	0	—
FTEs	20.40	21.12	21.12	20.84	-1.3%
REVENUES					
Investment Income	9,227	22,720	71,780	107,190	371.8%
Miscellaneous Revenues	33,344,367	284,120	-373,326	284,120	—
Parking Fees	12,448,063	13,673,730	13,715,000	14,383,000	5.2%
Parking Fines	4,663,877	4,829,000	4,600,000	4,600,000	-4.7%
Property Rentals	54,547	40,000	40,000	40,000	—
Property Tax	2,553,832	2,629,783	2,695,606	0	—
Residential Parking Permits	-19	0	0	0	—
Smart Meters	0	316,000	316,000	316,000	—
Bethesda Parking District Revenues	53,073,894	21,795,353	21,065,060	19,730,310	-9.5%
MONTGOMERY HILLS PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	35,365	35,602	36,627	36,875	3.6%
Employee Benefits	10,479	12,431	10,558	12,957	4.2%
Montgomery Hills Parking District Personnel Costs	45,844	48,033	47,185	49,832	3.7%
Operating Expenses	68,559	92,339	92,340	34,399	-62.7%
Capital Outlay	0	0	0	0	—
Montgomery Hills Parking District Expenditures	114,403	140,372	139,525	84,231	-40.0%
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	0.47	0.47	0.47	0.47	—
REVENUES					
Investment Income	1,835	0	3,370	13,100	—
Miscellaneous Revenues	-4,265	0	0	0	—
Parking Fees	34,002	52,000	45,000	45,000	-13.5%
Parking Fines	28,081	25,000	25,000	28,000	12.0%
Property Tax	87,356	82,762	87,643	0	—
Montgomery Hills Parking District Revenues	147,009	159,762	161,013	86,100	-46.1%
SILVER SPRING PARKING DISTRICT					
EXPENDITURES					
Salaries and Wages	1,518,334	1,675,668	1,680,093	1,764,616	5.3%
Employee Benefits	549,791	617,237	615,174	676,881	9.7%
Silver Spring Parking District Personnel Costs	2,068,125	2,292,905	2,295,267	2,441,497	6.5%
Operating Expenses	7,009,564	9,733,435	9,733,435	9,008,472	-7.4%
Capital Outlay	0	0	0	0	—
Silver Spring Parking District Expenditures	9,077,689	12,026,340	12,028,702	11,449,969	-4.8%
PERSONNEL					
Full-Time	20	20	20	20	—
Part-Time	0	0	0	0	—
FTEs	24.23	24.78	24.78	24.58	-0.8%
REVENUES					
Investment Income	8,884	13,540	16,340	63,540	369.3%
Miscellaneous Revenues	-434,986	0	-1,952,099	6,825,000	—
Parking Fees	10,480,369	10,550,000	10,706,250	11,805,800	11.9%
Parking Fines	2,931,302	2,256,250	2,256,250	2,256,250	—
Property Tax	7,155,730	7,808,396	8,262,275	0	—
Silver Spring Parking District Revenues	20,141,299	20,628,186	19,289,016	20,950,590	1.6%
WHEATON PARKING DISTRICT					

	Actual FY14	Budget FY15	Estimated FY15	Recommended FY16	% Chg Bud/Rec
EXPENDITURES					
Salaries and Wages	250,477	261,559	259,404	268,160	2.5%
Employee Benefits	94,534	99,708	100,102	106,730	7.0%
Wheaton Parking District Personnel Costs	345,011	361,267	359,506	374,890	3.8%
Operating Expenses	752,322	987,359	987,359	970,289	-1.7%
Capital Outlay	0	0	0	0	—
Wheaton Parking District Expenditures	1,097,333	1,348,626	1,346,865	1,345,179	-0.3%
PERSONNEL					
Full-Time	3	3	3	3	—
Part-Time	0	0	0	0	—
FTEs	3.49	3.52	3.52	3.44	-2.3%
REVENUES					
Investment Income	1,107	490	2,040	7,930	1518.4%
Miscellaneous Revenues	-85,854	0	0	0	—
Parking Fees	965,432	925,200	960,000	960,000	3.8%
Parking Fines	608,920	546,000	600,000	600,000	9.9%
Property Tax	594,183	480,795	612,004	0	—
Wheaton Parking District Revenues	2,083,788	1,952,485	2,174,044	1,567,930	-19.7%
DEPARTMENT TOTALS					
Total Expenditures	22,431,775	28,527,492	28,530,742	28,025,977	-1.8%
Total Full-Time Positions	52	52	52	52	—
Total Part-Time Positions	0	0	0	0	—
Total FTEs	48.59	49.89	49.89	49.33	-1.1%
Total Revenues	75,445,990	44,535,786	42,689,133	42,334,930	-4.9%

FY16 RECOMMENDED CHANGES

	Expenditures	FTEs
BETHESDA PARKING DISTRICT		
FY15 ORIGINAL APPROPRIATION	15,012,154	21.12
Other Adjustments (with no service impacts)		
Increase Cost: FY16 Compensation Adjustment	70,336	0.00
Increase Cost: Bethesda Garage 31 Maintenance, Operations, and Utilities [Parking Operations]	70,000	0.00
Shift: Reallocation of Operating Expenses from Montgomery Hills to Bethesda to reflect actual expenses [Parking Operations]	32,300	0.00
Increase Cost: Retirement Adjustment	18,553	0.00
Increase Cost: Retiree Health Insurance Pre-Funding Adjustment - Bethesda [Parking Operations]	13,530	0.00
Increase Cost: Group Insurance Adjustment	5,863	0.00
Increase Cost: Solid Waste Services - Bethesda [Parking Operations]	5,420	0.00
Increase Cost: Contractual Increase for Pay-On-Foot and Pay-By-Space Maintenance - Bethesda [Parking Operations]	1,500	0.00
Increase Cost: Debt Service - Bethesda [Financial Management Program]	1,128	0.00
Decrease Cost: Risk Management Adjustment - Bethesda [Financial Management Program]	-300	0.00
Decrease Cost: Printing and Mail - Bethesda [Parking Operations]	-5,161	0.00
Decrease Cost: Annualization of FY15 Personnel Costs	-10,225	-0.28
Decrease Cost: Elimination of One-Time Items Approved in FY15 - Bethesda [Parking Operations]	-30,000	0.00
Decrease Cost: Emergency Battery Backup in Garages - Bethesda [Parking Facility Maintenance and Engineering]	-38,500	0.00
FY16 RECOMMENDED:	15,146,598	20.84
MONTGOMERY HILLS PARKING DISTRICT		
FY15 ORIGINAL APPROPRIATION	140,372	0.47
Other Adjustments (with no service impacts)		
Increase Cost: FY16 Compensation Adjustment	1,462	0.00
Increase Cost: Retirement Adjustment	312	0.00
Increase Cost: Group Insurance Adjustment	122	0.00
Decrease Cost: Annualization of FY15 Personnel Costs	-97	0.00
Decrease Cost: Risk Management Adjustment - Montgomery Hills [Financial Management Program]	-240	0.00
Shift: Reallocation of Operating Expenses from Montgomery Hills to reflect actual expenses [Parking Operations]	-57,700	0.00
FY16 RECOMMENDED:	84,231	0.47

	Expenditures	FTEs
SILVER SPRING PARKING DISTRICT		
FY15 ORIGINAL APPROPRIATION	12,026,340	24.78
Changes (with service impacts)		
Enhance: Install Pay-on-Foot Payment System in Garage 58 - Silver Spring [Parking Operations]	635,934	0.00
Other Adjustments (with no service impacts)		
Increase Cost: FY16 Compensation Adjustment	73,448	0.00
Shift: Reallocation of Operating Expenses from Montgomery Hills to Silver Spring to reflect actual expenses [Parking Operations]	23,100	0.00
Increase Cost: Retirement Adjustment	19,136	0.00
Increase Cost: Solid Waste Services - Silver Spring [Parking Operations]	10,240	0.00
Increase Cost: Retiree Health Insurance Pre-Funding Adjustment - Silver Spring [Parking Operations]	9,330	0.00
Increase Cost: Group Insurance Adjustment	6,120	0.00
Increase Cost: Replace Rate Plates Related to Performance Pricing - Silver Spring [Parking Operations]	4,327	0.00
Increase Cost: Contractual Increase for Pay-On-Foot and Pay-By-Space - Silver Spring [Parking Operations]	3,730	0.00
Decrease Cost: Annualization of FY15 Personnel Costs	-10,476	-0.20
Decrease Cost: Emergency Backup Batteries in Garages - Silver Spring [Parking Facility Maintenance and Engineering]	-57,200	0.00
Decrease Cost: Elimination of One-Time Items Approved in FY15 - Silver Spring [Parking Operations]	-1,294,060	0.00
FY16 RECOMMENDED:	11,449,969	24.58
WHEATON PARKING DISTRICT		
FY15 ORIGINAL APPROPRIATION	1,348,626	3.52
Other Adjustments (with no service impacts)		
Increase Cost: FY16 Compensation Adjustment	11,604	0.00
Increase Cost: Retirement Adjustment	3,346	0.00
Shift: Reallocation of Operating Expenses from Montgomery Hills to Wheaton to reflect actual expenses [Parking Operations]	2,300	0.00
Increase Cost: Retiree Health Insurance Pre-Funding Adjustment - Wheaton [Parking Operations]	1,400	0.00
Increase Cost: Solid Waste Services - Wheaton [Parking Operations]	1,020	0.00
Increase Cost: Group Insurance Adjustment	969	0.00
Increase Cost: Contractual Increase for Pay-On-Foot and Pay-By-Space - Wheaton [Parking Operations]	240	0.00
Decrease Cost: Risk Management Adjustment -Wheaton [Financial Management Program]	-30	0.00
Decrease Cost: Annualization of FY15 Personnel Costs	-2,296	-0.08
Decrease Cost: Emergency Backup Batteries in Garages - Wheaton [Parking Facility Maintenance and Engineering]	-22,000	0.00
FY16 RECOMMENDED:	1,345,179	3.44

PROGRAM SUMMARY

Program Name	FY15 Approved		FY16 Recommended	
	Expenditures	FTEs	Expenditures	FTEs
Management Services and Property Development	2,789,471	10.60	2,871,192	11.60
Financial Management Program	8,196,946	5.21	8,144,407	4.20
Parking Facility Maintenance and Engineering	5,558,831	17.98	5,516,148	17.50
Parking Operations	11,982,244	16.10	11,494,230	16.03
Total	28,527,492	49.89	28,025,977	49.33

FUTURE FISCAL IMPACTS

Title	CE REC.					
	FY16	FY17	FY18	(\$000's)		
	FY19	FY20	FY21			
This table is intended to present significant future fiscal impacts of the department's programs.						
BETHESDA PARKING DISTRICT						
Expenditures						
FY16 Recommended	15,147	15,147	15,147	15,147	15,147	15,147
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	13	13	13	13	13
These figures represent the estimated annualized cost of general wage adjustments, service increments, and associated benefits.						
Debt Service	0	2	3	4	-2	-2
These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.						
Emergency Battery Backup in Garages	0	39	0	39	0	39
Replacement every two years.						
Retiree Health Insurance Pre-funding	0	0	-5	-11	-14	-17
These figures represent the estimated cost of pre-funding retiree health insurance costs for the County's workforce.						
Subtotal Expenditures	15,147	15,200	15,157	15,191	15,144	15,179
MONTGOMERY HILLS PARKING DISTRICT						
Expenditures						
FY16 Recommended	84	84	84	84	84	84
No inflation or compensation change is included in outyear projections.						
Subtotal Expenditures	84	84	84	84	84	84
SILVER SPRING PARKING DISTRICT						
Expenditures						
FY16 Recommended	11,450	11,450	11,450	11,450	11,450	11,450
No inflation or compensation change is included in outyear projections.						
Elimination of One-Time Items Recommended in FY16	0	-524	-524	-524	-524	-524
Items approved for one-time funding in FY16, including a Pay-On-Foot Payment System in Garage 58, will be eliminated from the base in the outyears.						
Labor Contracts	0	13	13	13	13	13
These figures represent the estimated annualized cost of general wage adjustments, service increments, and associated benefits.						
Emergency Backup Batteries in Garages	0	57	0	57	0	57
Replacement every two years.						
Retiree Health Insurance Pre-funding	0	0	-4	-8	-10	-12
These figures represent the estimated cost of pre-funding retiree health insurance costs for the County's workforce.						
Silver Spring Lot 3 Parking Garage	0	62	62	62	62	62
These figures represent the impacts on the Operating Budget of projects included in the FY16-20 Recommended Capital Improvements Program.						
Subtotal Expenditures	11,450	11,058	10,998	11,051	10,991	11,046
WHEATON PARKING DISTRICT						
Expenditures						
FY16 Recommended	1,345	1,345	1,345	1,345	1,345	1,345
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	2	2	2	2	2
These figures represent the estimated annualized cost of general wage adjustments, service increments, and associated benefits.						
Emergency Backup Batteries in Garages	0	22	0	22	0	22
Replacement every two years.						
Retiree Health Insurance Pre-funding	0	0	-1	-1	-1	-2
These figures represent the estimated cost of pre-funding retiree health insurance costs for the County's workforce.						
Subtotal Expenditures	1,345	1,369	1,347	1,368	1,346	1,367

FY16-21 Public Services Program: Fiscal Plan Bethesda Parking Lot District							
	Estimated	Recommended	Projected	Projected	Projected	Projected	Projected
	2015	2016	2017	2018	2019	2020	2021
Assumptions							
Property Tax Rate Real/Improved	0.124	0.000	0.000	0.000	0.000	0.000	0.000
Assessable Base Real/Improved (000)	1,610,800	1,677,000	1,744,500	1,829,100	1,892,300	1,959,800	2,041,400
Property Tax Collection Factor Real Property	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%
Property Tax Rate Personal/Improved	0.310	0.000	0.000	0.000	0.000	0.000	0.000
Assessable Base Personal/Improved (000)	170,100	166,300	164,000	162,400	161,500	159,500	157,500
Property Tax Collection Factor Personal Property	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%
Indirect Cost Rate	15.87%	15.98%	15.98%	15.98%	15.98%	15.98%	15.98%
CPI (Fiscal Year)	1.70%	2.00%	2.20%	2.30%	2.50%	2.80%	3.10%
Investment Income Yield	0.30%	0.55%	1.25%	1.75%	2.25%	2.75%	3.25%
Beginning Fund Balance	\$ 25,614,401	\$ 9,809,220	\$ 9,897,394	\$ 11,189,038	\$ 15,432,599	\$ 15,058,632	\$ 14,520,530
Revenues							
Taxes	\$ 2,695,606	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Charges for Services	\$ 14,031,000	\$ 14,699,000	\$ 14,699,000	\$ 16,299,000	\$ 16,299,000	\$ 16,299,000	\$ 16,299,000
Fines & Forfeits	\$ 4,600,000	\$ 4,600,000	\$ 4,600,000	\$ 4,600,000	\$ 4,600,000	\$ 4,600,000	\$ 4,600,000
Miscellaneous	\$ (261,546)	\$ 431,310	\$ 2,175,310	\$ 5,011,980	\$ 548,650	\$ 585,320	\$ 640,320
Subtotal Revenues	\$ 21,065,060	\$ 19,730,310	\$ 21,474,310	\$ 25,910,980	\$ 21,447,650	\$ 21,484,320	\$ 21,539,320
Transfers							
Transfers to General Fund	\$ (359,291)	\$ (354,960)	\$ (354,960)	\$ (354,960)	\$ (354,960)	\$ (354,960)	\$ (354,960)
Indirect Costs	\$ (339,098)	\$ (354,960)	\$ (354,960)	\$ (354,960)	\$ (354,960)	\$ (354,960)	\$ (354,960)
Technology Modernization CIP Project	\$ (20,193)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers to Special Funds : Tax Supported	\$ (7,180,009)	\$ (2,050,578)	\$ (1,867,072)	\$ (2,064,062)	\$ (2,128,599)	\$ (2,203,795)	\$ (2,287,931)
Transportation Management District	\$ (492,820)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bethesda Urban District	\$ (2,823,989)	\$ (2,050,578)	\$ (1,867,072)	\$ (1,919,162)	\$ (1,983,699)	\$ (2,058,895)	\$ (2,143,031)
Mass Transit (Fine Revenue)	\$ (3,863,200)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parking District Service Facility	\$ -	\$ -	\$ -	\$ (144,900)	\$ (144,900)	\$ (144,900)	\$ (144,900)
Transfers From General Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer from General Fund - Shady Grove Meters	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cedar Lane Meters	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Transfers From General Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer From Silver Spring PLD	\$ 1,500,000	\$ (1,500,000)	\$ -	\$ -	\$ -	\$ -	\$ -
Total Resources	\$ 40,640,161	\$ 25,633,992	\$ 29,149,672	\$ 34,680,996	\$ 34,396,690	\$ 33,984,197	\$ 33,416,959
CIP Current Revenue Appropriation Expenditure	\$ (15,815,290)	\$ (590,000)	\$ (2,492,000)	\$ (3,533,000)	\$ (3,268,000)	\$ (3,081,000)	\$ (3,081,000)
Appropriations/Expenditures							
Operating Budget	\$ (10,055,861)	\$ (10,185,681)	\$ (10,454,271)	\$ (10,744,221)	\$ (11,064,431)	\$ (11,424,811)	\$ (11,835,421)
Existing Debt Service	\$ (4,959,789)	\$ (4,960,917)	\$ (4,963,007)	\$ (4,963,470)	\$ (4,965,220)	\$ (4,958,970)	\$ (4,959,470)
Retiree Health Insurance Pre-Funding	\$ -	\$ -	\$ 20	\$ 5,170	\$ 10,970	\$ 13,990	\$ 17,220
Battery Backup	\$ -	\$ -	\$ (38,500)	\$ -	\$ (38,500)	\$ -	\$ (38,500)
Labor Agreement	\$ -	\$ -	\$ (12,876)	\$ (12,876)	\$ (12,876)	\$ (12,876)	\$ (12,876)
Subtotal PSP Operating Budget Appropriation	\$ (15,015,650)	\$ (15,146,598)	\$ (15,468,634)	\$ (15,715,397)	\$ (16,070,057)	\$ (16,382,667)	\$ (16,829,047)
Total Use of Resources	\$ (30,830,940)	\$ (15,736,598)	\$ (17,960,634)	\$ (19,248,397)	\$ (19,338,057)	\$ (19,463,667)	\$ (19,910,047)
Year End Fund Balance	\$ 9,809,220	\$ 9,897,395	\$ 11,189,038	\$ 15,432,599	\$ 15,058,632	\$ 14,520,530	\$ 13,506,912
Bond Restricted Reserve	\$ (8,784,471)	\$ (8,892,875)	\$ (8,960,102)	\$ (9,040,646)	\$ (9,136,179)	\$ (9,213,944)	\$ (9,213,944)
Year End Available Fund Balance	\$ 1,024,749	\$ 1,004,519	\$ 2,228,936	\$ 6,391,953	\$ 5,922,453	\$ 5,306,586	\$ 4,292,968
Available Fund Balance As A Percent of Resources	3%	4%	8%	18%	17%	16%	13%
Fund Balance Policy Target	\$ 7,573,299	\$ 7,734,317	\$ 7,857,699	\$ 8,035,029	\$ 8,191,334	\$ 8,414,524	\$ 8,414,524

Assumptions:

1. The cash balance includes funds required to be held by the District to cover Bond Covenants. Bond coverage (annual net revenues over debt service requirements) is maintained at about 286 percent in FY16. The minimum requirement is 125 percent.
2. Revenue for the air rights lease for Garage 49 is assumed in FY15-FY21.
3. Over FY16-21, property tax rate is reduced to zero; fine revenue and Transportation Management District transfers are eliminated.
4. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY17-21 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
5. The Parking Lot Districts have a fund balance policy target equal to 50 percent of the following year's projected operating budget expenses.

FY16-21 Public Services Program: Fiscal Plan Montgomery Hills Parking Lot District							
	Estimate d	Recommende d	Projecte d	Projecte d	Projecte d	Projecte d	Projecte d
	2015	2016	2017	2018	2019	2020	2021
Assumptions							
Property Tax Rate Real/Improved	0.240	0.000	0.000	0.000	0.000	0.000	0.000
Assessable Base Real/Improved (000)	30,300	31,500	32,800	34,400	35,600	36,900	38,400
Property Tax Collection Factor Real Property	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%
Property Tax Rate Personal/Improved	0.600	0.000	0.000	0.000	0.000	0.000	0.000
Assessable Base Personal/Improved (000)	2,500	2,400	2,400	2,400	2,400	2,400	2,400
Property Tax Collection Factor Personal Property	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%
Indirect Cost Rate	15.87%	15.98%	15.98%	15.98%	15.98%	15.98%	15.98%
CPI (Fiscal Year)	1.70%	2.00%	2.20%	2.30%	2.50%	2.80%	3.10%
Investment Income Yield	0.16%	0.19%	0.36%	0.75%	1.35%	1.80%	2.15%
Beginning Fund Balance	\$ 80,484	\$ 89,126	\$ 78,035	\$ 75,888	\$ 79,141	\$ 89,114	\$ 105,417
Revenues							
Taxes	\$ 87,643	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Charges for Services	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000
Fines & Forfeits	\$ 25,000	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000
Miscellaneous	\$ 3,370	\$ 13,100	\$ 25,190	\$ 35,270	\$ 45,350	\$ 55,430	\$ 70,550
Subtotal Revenues	\$ 161,013	\$ 86,100	\$ 98,190	\$ 108,270	\$ 118,350	\$ 128,430	\$ 143,550
Transfers							
Transfers to General Fund	\$ (12,846)	\$ (12,960)	\$ (12,960)	\$ (14,570)	\$ (14,570)	\$ (14,570)	\$ (14,570)
Indirect Costs	\$ (7,381)	\$ (7,960)	\$ (7,960)	\$ (7,960)	\$ (7,960)	\$ (7,960)	\$ (7,960)
Technology Modernization CIP Project	\$ (465)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Regional Services Center	\$ (5,000)	\$ (5,000)	\$ (5,000)	\$ (5,000)	\$ (5,000)	\$ (5,000)	\$ (5,000)
Transfers to Special Funds : Tax Supported	\$ -	\$ -	\$ -	\$ (1,610)	\$ (1,610)	\$ (1,610)	\$ (1,610)
Parking District Service Facility	\$ -	\$ -	\$ -	\$ (1,610)	\$ (1,610)	\$ (1,610)	\$ (1,610)
Total Resources	\$ 228,651	\$ 162,266	\$ 163,265	\$ 169,588	\$ 182,921	\$ 202,974	\$ 234,397
Appropriations/Expenditures							
Operating Budget	\$ (139,525)	\$ (84,231)	\$ (87,081)	\$ (90,151)	\$ (93,511)	\$ (97,261)	\$ (101,491)
Labor Agreement	\$ -	\$ -	\$ (296)	\$ (296)	\$ (296)	\$ (296)	\$ (296)
Subtotal PSP Operating Budget Appropriation	\$ (139,525)	\$ (84,231)	\$ (87,377)	\$ (90,447)	\$ (93,807)	\$ (97,557)	\$ (101,787)
Total Use of Resources	\$ (139,525)	\$ (84,231)	\$ (87,377)	\$ (90,447)	\$ (93,807)	\$ (97,557)	\$ (101,787)
Year End Available Fund Balance	\$ 89,126	\$ 78,035	\$ 75,888	\$ 79,141	\$ 89,114	\$ 105,417	\$ 132,610
Available Fund Balance As A Percent of Resources	39%	48%	46%	47%	49%	52%	57%
Target Balance	\$ 42,116	\$ 43,689	\$ 45,224	\$ 46,904	\$ 48,779	\$ 50,894	\$ 50,894

Assumptions:

1. Over FY16-21, property tax rate is reduced to zero.
2. These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY17-21 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
3. The Parking Lot Districts have a fund balance policy target equal to 50 percent of the following year's projected operating budget expenses.

FY16-21 Public Services Program: Fiscal Plan Silver Spring Parking Lot District							
	Estimated 2015	Recommended 2016	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021
Assumptions							
Property Tax Rate Real/Improved	0.317	0.000	0.000	0.000	0.000	0.000	0.000
Assessable Base Real/Improved (000)	2,157,400	2,246,100	2,336,500	2,449,800	2,534,500	2,624,900	2,734,200
Property Tax Collection Factor Real Property	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%
Property Tax Rate Personal/Improved	0.7925	0.000	0.000	0.000	0.000	0.000	0.000
Assessable Base Personal/Improved (000)	123,400	120,600	118,900	117,800	117,200	115,800	114,300
Property Tax Collection Factor Personal Property	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%
Indirect Cost Rate	15.87%	15.98%	15.98%	15.98%	15.98%	15.98%	15.98%
CPI (Fiscal Year)	1.70%	2.00%	2.20%	2.30%	2.50%	2.80%	3.10%
Investment Income Yield	0.16%	0.19%	0.36%	0.75%	1.35%	1.80%	2.15%
Beginning Fund Balance	\$ 18,341,172	\$ 14,847,113	\$ 19,202,327	\$ 14,797,994	\$ 14,014,003	\$ 12,755,803	\$ 11,084,113
Revenues							
Taxes	\$ 8,262,275	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Charges for Services	\$ 10,706,250	\$ 11,805,800	\$ 11,805,800	\$ 13,705,800	\$ 13,705,800	\$ 13,705,800	\$ 13,705,800
Fines & Forfeits	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250	\$ 2,256,250
Miscellaneous	\$ (1,935,759)	\$ 6,888,540	\$ 122,190	\$ 171,070	\$ 219,950	\$ 268,830	\$ 342,150
Subtotal Revenues	\$ 19,289,016	\$ 20,950,590	\$ 14,184,240	\$ 16,133,120	\$ 16,182,000	\$ 16,230,880	\$ 16,304,200
Transfers							
Transfers to General Fund	\$ (7,529,373)	\$ (1,091,407)	\$ (2,674,695)	\$ (2,596,503)	\$ (2,709,082)	\$ (2,828,462)	\$ (2,966,406)
Indirect Costs	\$ (370,147)	\$ (390,150)	\$ (390,150)	\$ (390,150)	\$ (390,150)	\$ (390,150)	\$ (390,150)
Technology Modernization CIP Project	\$ (346,163)	\$ (390,150)	\$ (390,150)	\$ (390,150)	\$ (390,150)	\$ (390,150)	\$ (390,150)
Other Transfers to General Fund	\$ (23,984)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers to Special Funds : Tax Supported	\$ (7,159,226)	\$ (701,257)	\$ (2,284,545)	\$ (2,206,353)	\$ (2,318,932)	\$ (2,438,312)	\$ (2,576,256)
Transportation Management District	\$ (962,430)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Silver Spring Urban District	\$ (2,440,546)	\$ (2,201,257)	\$ (2,284,545)	\$ (2,372,183)	\$ (2,484,762)	\$ (2,604,142)	\$ (2,742,086)
Mass Transit (Fine Revenue)	\$ (2,256,250)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Transfers to Special Funds	\$ (1,500,000)	\$ 1,500,000	\$ -	\$ 165,830	\$ 165,830	\$ 165,830	\$ 165,830
Total Resources	\$ 30,100,815	\$ 34,706,296	\$ 30,711,872	\$ 28,334,611	\$ 27,486,921	\$ 26,158,221	\$ 24,421,907
CIP Current Revenue Appropriation Expenditure	\$ (3,225,000)	\$ (4,054,000)	\$ (4,556,000)	\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000)	\$ (2,700,000)
Appropriations/Expenditures							
Operating Budget	\$ (10,928,702)	\$ (10,349,969)	\$ (10,649,569)	\$ (10,973,039)	\$ (11,330,349)	\$ (11,732,619)	\$ (12,191,099)
Annualize and One-Time Annualization	\$ -	\$ -	\$ 524,247	\$ 524,247	\$ 524,247	\$ 524,247	\$ 524,247
Operating Leases	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)	\$ (1,100,000)
Retiree Health Insurance Pre-Funding	\$ -	\$ -	\$ 20	\$ 3,560	\$ 7,560	\$ 9,640	\$ 11,870
Battery Backup	\$ -	\$ -	\$ (57,200)	\$ -	\$ (57,200)	\$ -	\$ (57,200)
Labor Agreement	\$ -	\$ -	\$ (13,376)	\$ (13,376)	\$ (13,376)	\$ (13,376)	\$ (13,376)
Lot 3 Parking Garage	\$ -	\$ -	\$ (62,000)	\$ (62,000)	\$ (62,000)	\$ (62,000)	\$ (62,000)
Subtotal PSP Operating Budget Appropriation	\$ (12,028,702)	\$ (11,449,969)	\$ (11,357,878)	\$ (11,620,608)	\$ (12,031,118)	\$ (12,374,108)	\$ (12,887,558)
Total Use of Resources	\$ (15,253,702)	\$ (15,503,969)	\$ (15,913,878)	\$ (14,320,608)	\$ (14,731,118)	\$ (15,074,108)	\$ (15,587,558)
Year End Available Fund Balance	\$ 14,847,113	\$ 19,202,327	\$ 14,797,994	\$ 14,014,003	\$ 12,755,803	\$ 11,084,113	\$ 8,834,349
Available Fund Balance As A Percent of Resources	49%	55%	48%	49%	46%	42%	36%
Target Balance	\$ 5,724,985	\$ 5,678,939	\$ 5,810,304	\$ 6,015,559	\$ 6,187,054	\$ 6,443,779	\$ 6,443,779

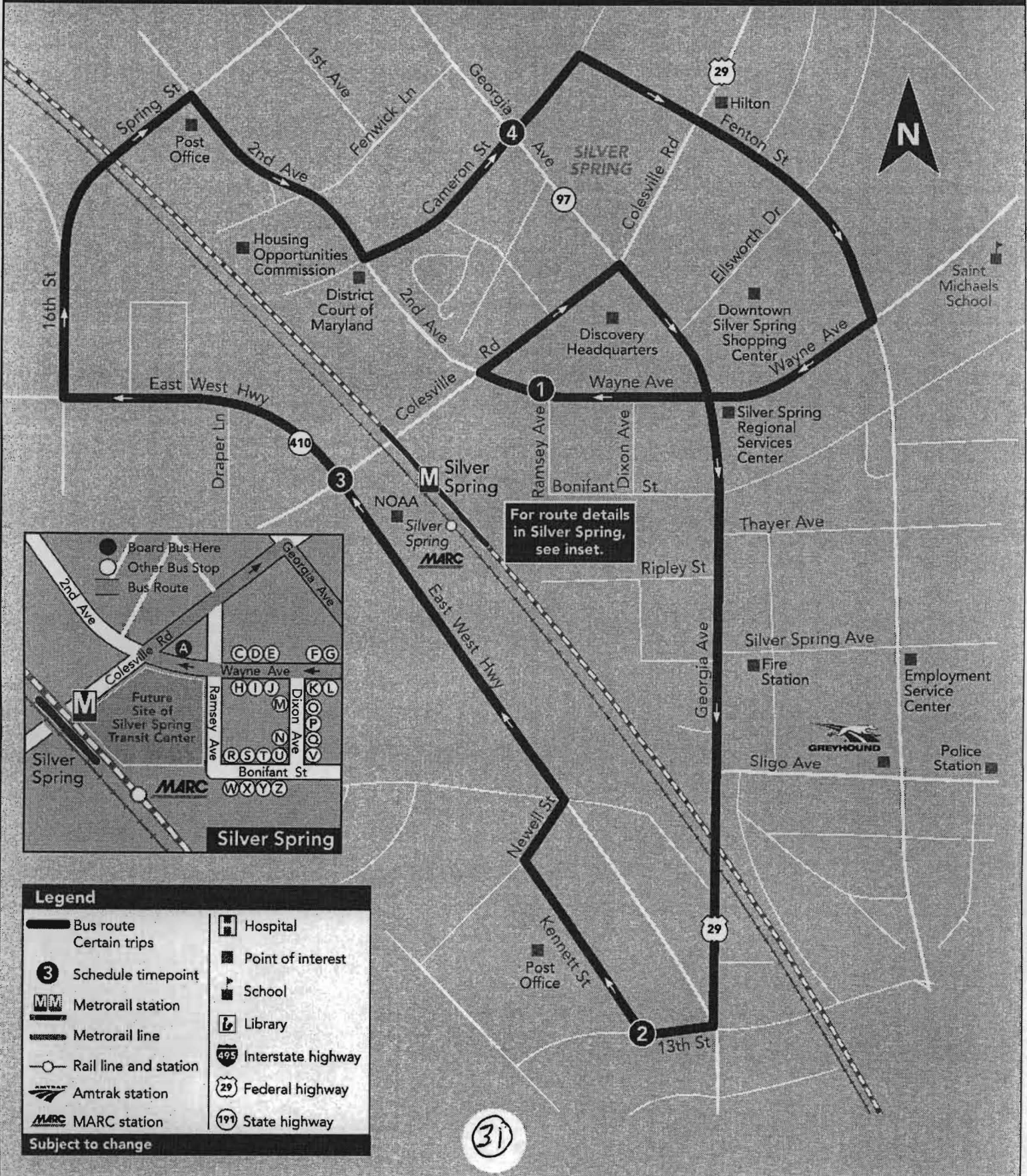
Assumptions:

- Over FY16-21, property tax rate is reduced to zero; fine revenue and Transportation Management District transfers are eliminated.
- These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY17-21 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
- The Parking Lot Districts have a fund balance policy target equal to 50 percent of the following year's projected operating budget expenses.

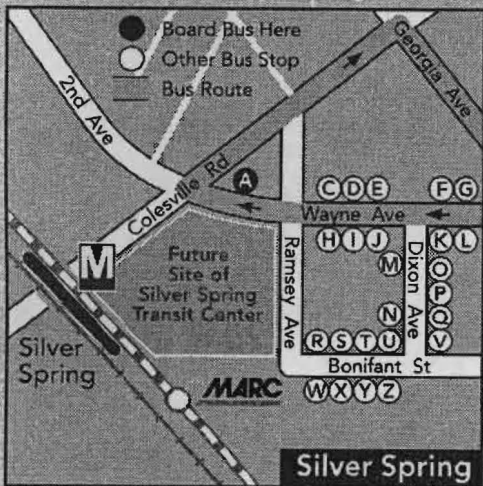
FY16-21 Public Services Program: Fiscal Plan Wheaton Parking Lot District							
	Estimated	Recommended	Projected	Projected	Projected	Projected	Projected
	2015	2016	2017	2018	2019	2020	2021
Assumptions							
Property Tax Rate Real/Improved	0.240	0.000	0.000	0.000	0.000	0.000	0.000
Assessable Base Real/Improved (000)	227,800	237,200	246,700	258,700	267,600	277,100	288,600
Property Tax Collection Factor Real Property	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%	99.20%
Property Tax Rate Personal/Improved	0.600	0.000	0.000	0.000	0.000	0.000	0.000
Assessable Base Personal/Improved (000)	10,100	9,900	9,800	9,700	9,600	9,500	9,400
Property Tax Collection Factor Personal Property	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%	99.40%
Indirect Cost Rate	15.87%	15.98%	15.98%	15.98%	15.98%	15.98%	15.98%
CPI (Fiscal Year)	1.70%	2.00%	2.20%	2.30%	2.50%	2.80%	3.10%
Investment Income Yield	0.16%	0.19%	0.36%	0.75%	1.35%	1.80%	2.15%
Beginning Fund Balance	\$ 1,343,049	\$ 1,436,975	\$ 1,442,816	\$ 1,394,829	\$ 1,316,112	\$ 1,474,013	\$ 1,610,714
Revenues							
Taxes	\$ 612,004	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Charges for Services	\$ 960,000	\$ 960,000	\$ 960,000	\$ 960,000	\$ 1,296,288	\$ 1,296,288	\$ 1,296,288
Fines & Forfeits	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 681,900	\$ 681,900	\$ 681,900
Miscellaneous	\$ 2,040	\$ 7,930	\$ 15,250	\$ 21,350	\$ 27,450	\$ 33,550	\$ 42,700
Subtotal Revenues	\$ 2,174,044	\$ 1,567,930	\$ 1,575,250	\$ 1,581,350	\$ 2,005,638	\$ 2,011,738	\$ 2,020,888
Transfers							
Transfers to General Fund	\$ (576,253)	\$ (59,910)	\$ (59,910)	\$ (79,230)	\$ (79,230)	\$ (79,230)	\$ (79,230)
Indirect Costs	\$ (58,933)	\$ (59,910)	\$ (59,910)	\$ (59,910)	\$ (59,910)	\$ (59,910)	\$ (59,910)
Technology Modernization CIP Project	\$ (55,478)	\$ (59,910)	\$ (59,910)	\$ (59,910)	\$ (59,910)	\$ (59,910)	\$ (59,910)
Technology Modernization CIP Project	\$ (3,455)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers to Special Funds : Tax Supported	\$ (517,320)	\$ -	\$ -	\$ (19,320)	\$ (19,320)	\$ (19,320)	\$ (19,320)
Wheaton Urban District	\$ (292,320)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mass Transit (Fine Revenue)	\$ (225,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parking District Service Facility	\$ -	\$ -	\$ -	\$ (19,320)	\$ (19,320)	\$ (19,320)	\$ (19,320)
Total Resources	\$ 2,940,840	\$ 2,944,995	\$ 2,958,156	\$ 2,896,949	\$ 3,242,520	\$ 3,406,521	\$ 3,552,372
CIP Current Revenue Appropriation Expenditure	\$ (157,000)	\$ (157,000)	\$ (157,000)	\$ (157,000)	\$ (157,000)	\$ (157,000)	\$ (157,000)
Appropriations/Expenditures							
Operating Budget	\$ (1,346,865)	\$ (1,345,179)	\$ (1,382,299)	\$ (1,422,349)	\$ (1,466,509)	\$ (1,516,119)	\$ (1,572,529)
Retiree Health Insurance Pre-Funding	\$ -	\$ -	\$ -	\$ 540	\$ 1,140	\$ 1,450	\$ 1,780
Battery Backup	\$ -	\$ -	\$ (22,000)	\$ -	\$ (22,000)	\$ -	\$ (22,000)
Labor Agreement	\$ -	\$ -	\$ (2,028)	\$ (2,028)	\$ (2,028)	\$ (2,028)	\$ (2,028)
Garage 13	\$ -	\$ -	\$ -	\$ -	\$ (122,110)	\$ (122,110)	\$ (122,110)
Subtotal PSP Operating Budget Appropriation	\$ (1,346,865)	\$ (1,345,179)	\$ (1,406,327)	\$ (1,423,837)	\$ (1,611,507)	\$ (1,638,807)	\$ (1,716,887)
Total Use of Resources	\$ (1,503,865)	\$ (1,502,179)	\$ (1,563,327)	\$ (1,580,837)	\$ (1,768,507)	\$ (1,795,807)	\$ (1,873,887)
Year End Available Fund Balance	\$ 1,436,975	\$ 1,442,816	\$ 1,394,829	\$ 1,316,112	\$ 1,474,013	\$ 1,610,714	\$ 1,678,485
Available Fund Balance As A Percent of Resources	49%	49%	47%	45%	45%	47%	47%
Target Balance	\$ 672,590	\$ 703,164	\$ 711,919	\$ 805,754	\$ 819,404	\$ 858,444	\$ 858,444

Assumptions:

- Over FY16-21, property tax rate is reduced to zero; Urban District transfer is eliminated.
- These projections are based on the Executive's Recommended Budget and include the revenue and resource assumptions of that budget. FY17-21 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
- The Parking Lot Districts have a fund balance policy target equal to 50 percent of the following year's projected operating budget expenses.



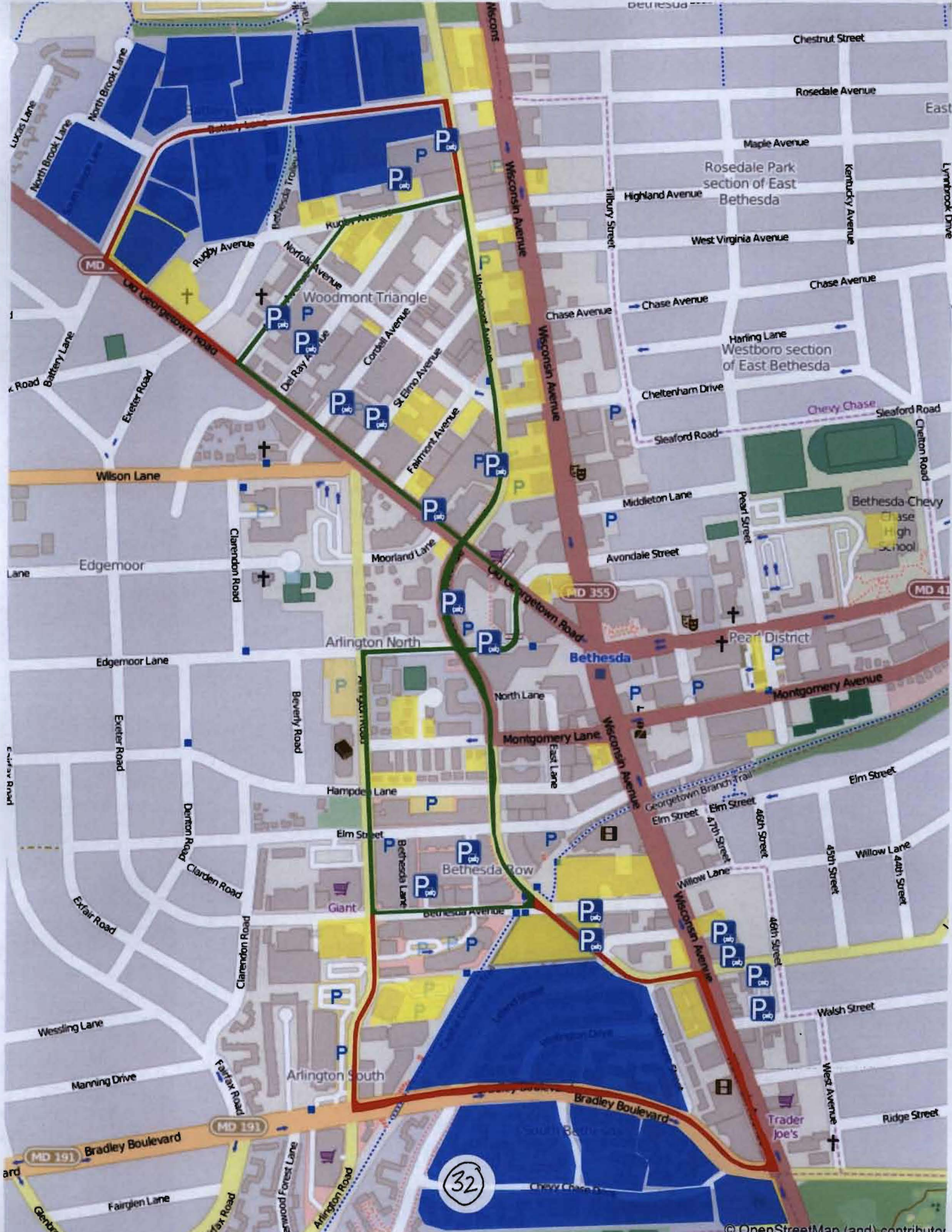
For route details in Silver Spring, see inset.



Legend

Bus route	Hospital
Certain trips	Point of interest
Schedule timepoint	School
Metrorail station	Library
Metrorail line	Interstate highway
Rail line and station	Federal highway
Amtrak station	State highway
MARC station	

Subject to change



FY15 Adopted Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Park Police	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours	29,135	38,402	8,085	75,622
Cost	\$640,971	\$848,684	\$178,672	\$1,668,327
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	6,000	0	6,000
Cost	\$0	\$104,865	\$0	\$104,865
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	29,135	44,402	8,085	81,622
PLD Cost	\$640,971	\$953,549	\$178,672	\$1,773,192

Change from FY15 Adopted to FY16 CE Recommended Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total Park Police-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$0	\$0	\$0
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$60,365	\$0	\$60,365
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change FY14 to FY15	-	-	-	0
PLD Cost-Change FY14 to FY15	\$0	\$60,365	\$0	\$60,365

PC Adjustment

FY16 CE RECOMMENDED PARKING SECURITY BUDGET				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Park Police	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours (estimated)	29,135	38,402	8,085	75,622
Cost	\$640,971	\$848,684	\$178,672	\$1,668,327
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	6,000	0	6,000
Cost	\$0	\$165,230	\$0	\$165,230
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	29,135	44,402	8,085	81,622
PLD Cost	\$640,971	\$1,013,914	\$178,672	\$1,833,557

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

*cost of 3.0 WY

B. OLO Recommendations

OLO offers the following four recommendations for Council consideration.

Recommendation #1: *Approve a PLD fund balance policy; require that future year budgets and fiscal plans comply with the fund balance policy.*

A fund balance policy specifies an amount of resources to be left in reserve to allow the program to meet its operating obligations in the event of unforeseen revenue shortfalls or cost increase. The County's Fiscal Policy recognizes the need to assure that enterprise funds maintain a sufficient fund balance by stating that the County "will, through pricing, inventory control, and other management practices, ensure appropriate fund balances for its enterprise funds while obtaining full cost-recovery for direct and indirect government support."

No PLD fund balance policy appears in any County budget document. A 2002 memorandum to the Council's Transportation and Environment Committee stated the Executive's policy was that the unrestricted fund balance for each PLD enterprise fund should be at least 50% of the projected operating expenses for the subsequent fiscal year. However, this policy statement seems to have had minimal effect on recent year budgets. For example, the current year fund balance for the Bethesda PLD is well below the standard presented in 2002 and is projected to fall below zero by FY20.

OLO recommends that the Council adopt a policy that sets a target fund balance percentage (that is, available end-of-year balances measured as a percent of total annual enterprise fund resources) for the PLDs. The purpose of a fund balance policy is to assure that each PLD fund has sufficient resources to meet its debt service, operating, and capital budget obligations and to protect against unanticipated revenue shortfalls or cost increases. OLO suggests that the fund balance policy measure available resources in the end-of-year balance excluding resources that are held in restricted reserve and are functionally unavailable for use (such as the current Bethesda revenue bond restricted reserve). **If a PLD fund balance is projected to deviate significantly from the target, the County would then take corrective measures – adjustments to revenues and/or expenditures – to comply with the policy.**

OLO advises that budgetary adjustments made to comply with the fund balance policy should be made in the context of the long-term fiscal condition of the enterprise funds. Changes in revenues or expenditures need not be made if the fund balance percentage for a single fiscal year deviates significantly from the target level. A temporary deviation of this sort could be caused by a one-time event (such as a land sale or a large non-recurring expense) but is not necessarily an indication of on-going fiscal instability. Rather, **OLO recommends that budgetary adjustments be made when multi-year projections point to an on-going trend away from the fund balance target.**

Determining the optimal target fund balance percentage for an enterprise fund is not an exact science. Nonetheless, establishment of this target is an important and necessary tool for preserving the on-going fiscal health of an enterprise fund. **Based on our review of annual variations in PLD operating budgets, OLO recommends that the Council adopt a policy to maintain a 30% fund balance percentage for PLD enterprise funds.**



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ROGER BERLINER
COUNCILMEMBER
DISTRICT 1

CHAIRMAN
TRANSPORTATION, INFRASTRUCTURE
ENERGY & ENVIRONMENT COMMITTEE

MEMORANDUM

April 17, 2015

FROM: Roger Berliner

TO: Councilmember Nancy Floreen, Chair, PHED Committee
Council President George Leventhal, Member, PHED Committee
Councilmember Hans Riemer, Member, PHED Committee

SUBJECT: Urban District FY16 Operating Budget Funding

Tomorrow morning you will take up the budgets for our county's urban districts which were created to maintain and enhance our county's downtown areas in order to keep them vibrant, safe, urban centers. Both the Bethesda Urban District and Silver Spring Urban District have recommended service reductions under the County Executive's proposed FY16 Operating Budget.

I am writing to you to recommend placing funding to restore those reductions on the Council's reconciliation list during your committee worksession tomorrow. Specifically, I request that \$150,000 be placed on the reconciliation list to fund \$38,300 for 2% wage adjustment for BUP employees commensurate with their county urban district counterparts in Wheaton and Silver Spring and \$112,077 to restore service reductions. I also request that you consider placing \$96,948 on the reconciliation list to restore service reductions in the Silver Spring Urban District.

On April 24th, the T & E Committee will take up the FY16 Operating Budget for Parking Lot Districts. I am confident that should you place the above items on reconciliation list, the T & E Committee could fund them with excess reserves in the two respective Parking Lot Districts. In the end, there would be no fiscal impact to the overall FY16 operating budget. Actions taken would be revenue neutral.

There is a great deal of change and development occurring in our down-county urban areas, and we rely heavily on our urban districts to ensure that these changes are managed effectively and proactively for the benefit of those living within, doing business in, or visiting Bethesda and Silver Spring. Bethesda and Silver Spring, collectively, are strong contributors to our county's economic health and well-being and, in my opinion, we must do all we can to maintain the level of services offered in these two urban districts.

Thank you very much for your consideration.

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Bethesda Lot 31 Parking Garage (P500932)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Parking	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Under Construction

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,565	1,851	3,378	336	336	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,089	3,089	0	0	0	0	0	0	0	0	0
Construction	43,294	33,338	8,723	1,233	1,233	0	0	0	0	0	0
Other	4,559	3,003	1,394	162	162	0	0	0	0	0	0
Total	56,507	41,281	13,495	1,731	1,731	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Contributions	2,850	0	2,850	0	0	0	0	0	0	0	0
Current Revenue: Parking - Bethesda	1,073	0	0	1,073	1,073	0	0	0	0	0	0
Land Sale - Bethesda PLD	29,160	17,857	10,645	658	658	0	0	0	0	0	0
Revenue Bonds	23,424	23,424	0	0	0	0	0	0	0	0	0
Total	56,507	41,281	13,495	1,731	1,731	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				726	121	121	121	121	121	121	121
Maintenance				702	117	117	117	117	117	117	117
Offset Revenue				-5,340	-675	-933	-933	-933	-933	-933	-933
Program-Other				2,564	369	439	439	439	439	439	439
Net Impact				-1,348	-68	-256	-256	-256	-256	-256	-256

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	-4,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		60,507
Expenditure / Encumbrances		41,360
Unencumbered Balance		19,147

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 13 60,507
Last FY's Cost Estimate	60,507

Description

This project provides for the construction of a new, underground public parking garage under the land previously used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 940 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

Capacity

The garage will consist of 940 County operated spaces with the private developer building and owning an additional 295 spaces.

Cost Change

Decrease of \$4 million due to a more limited need for consulting services than originally anticipated.

Justification

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above. Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005. Master Plan: Bethesda CBD Sector Plan July 1994.

Other

Part of Woodmont Avenue south of Bethesda Avenue will be closed for a period during construction. This temporary road closure is not anticipated to coincide with the temporary closure of Elm Street during construction of the Bethesda Metro Station South Entrance project.

Fiscal Note

The project schedule is based on the executed General Development Agreement.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Bethesda Lot 31 Parking Garage (P500932)

M-NCPPC, Bethesda Urban District, Bethesda-Chevy Chase Regional Services Center, Verizon, PN Hoffman/Stonebridge Associates, Department of General Services, Bethesda Metro Station South Entrance project, , Special Capital Projects Legislation [Bill No. 20-08] was adopted by Council June 10, 2008.

Bethesda Lot 31 Parking Garage (P500932)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Parking	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Under Construction

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,565	1,851	3,378	336	336	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,089	3,089	0	0	0	0	0	0	0	0	0
Construction	43,294	33,338	8,723	1,233	1,233	0	0	0	0	0	0
Other	4,559	3,003	1,394	162	162	0	0	0	0	0	0
Total	56,507	41,281	13,495	1,731	1,731	0	0	0	0	0	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions	2,850	0	2,850	0	0	0	0	0	0	0	0
Current Revenue: Parking - Bethesda	1,073	0	0	1,073	1,073	0	0	0	0	0	0
Land Sale - Bethesda PLD	29,160	17,857	10,645	658	658	0	0	0	0	0	0
Revenue Bonds	23,424	23,424	0	0	0	0	0	0	0	0	0
Total	56,507	41,281	13,495	1,731	1,731	0	0	0	0	0	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				726	121	121	121	121	121	121	121
Maintenance				702	117	117	117	117	117	117	117
Offset Revenue				-5,340	-675	-933	-933	-933	-933	-933	-933
Program-Other				2,564	369	439	439	439	439	439	439
Net Impact				-1,348	-68	-256	-256	-256	-256	-256	-256

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	-4,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		60,507
Expenditure / Encumbrances		41,360
Unencumbered Balance		19,147

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	60,507

Description

This project provides for the construction of a new, underground public parking garage under the land previously used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 940 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

Capacity

The garage will consist of 940 County operated spaces with the private developer building and owning an additional 295 spaces.

Cost Change

Decrease of \$4 million due to a *lower cost for public relocation and environmental remediation* more limited need for consulting services than originally anticipated.

Justification

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above. Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005. Master Plan: Bethesda CBD Sector Plan July 1994.

Other

Part of Woodmont Avenue south of Bethesda Avenue will be closed for a period during construction. This temporary road closure is not anticipated to coincide with the temporary closure of Elm Street during construction of the Bethesda Metro Station South Entrance project.

Fiscal Note

The project schedule is based on the executed General Development Agreement.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Pkg Beth Fac Renovations (P508255)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Parking	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Ongoing

Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,140	32	156	1,952	75	75	360	516	477	449	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	12,681	453	1,166	11,062	425	425	2,042	2,927	2,701	2,542	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	14,821	485	1,322	13,014	500	500	2,402	3,443	3,178	2,991	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: Parking - Bethesda	14,821	485	1,322	13,014	500	500	2,402	3,443	3,178	2,991	0
Total	14,821	485	1,322	13,014	500	500	2,402	3,443	3,178	2,991	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,307
Expenditure / Encumbrances		732
Unencumbered Balance		1,575

Date First Appropriation	FY 83
First Cost Estimate	
Current Scope	FY 16 14,821
Last FY's Cost Estimate	6,413
Partial Closeout Thru	27,116
New Partial Closeout	485
Total Partial Closeout	27,601

Description

This project provides for the renovation of or improvements to Bethesda parking facilities. This is a continuing program of contractual improvements or renovations, with changing priorities depending upon the type of deterioration and corrections required, that will protect or improve the physical infrastructure to assure safe and reliable parking facilities and to preserve the County's investment. The scope of this project will vary depending on the results of studies conducted under the Facility Planning: Parking project. Included are annual consultant services, if required, to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing.

Cost Change

Increased level of effort starting in FY17 to address deferred maintenance.

Justification

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Bethesda Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

Disclosures

Expenditures will continue indefinitely.

Coordination

Facility Planning Parking: Bethesda PLD

BETHESDA FACILITY RENOVATIONS

Garage	Project	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL	
Gar11A	lighting							\$0	
	paint ceiling			\$75,000	\$75,000			\$150,000	
	structr steel paint				\$100,000	\$100,000		\$200,000	
	general repair	\$25,000	\$25,000	\$57,875	\$57,875	\$57,875	\$57,875	\$281,500	
Gar 11	lighting							\$0	
	paint ceiling			\$175,000	\$175,000			\$350,000	
	structr steel paint					\$150,000	\$150,000	\$300,000	
	general repair	\$29,000	\$40,000	\$101,000	\$101,000	\$101,000	\$101,000	\$473,000	
	thermal/moist protect				\$33,000	\$33,000	\$33,000	\$99,000	
G11/G11	generator				\$375,000	\$375,000		\$750,000	\$2,603,500 Gar 11/11A Tot.
Gar 35	lighting		\$40,000					\$40,000	
	paint ceiling				\$100,000	\$100,000		\$200,000	
	paint steel					\$100,000	\$100,000	\$200,000	
	general repair	\$21,000	\$25,000	\$52,000	\$52,000	\$52,000	\$52,000	\$254,000	\$694,000 Gar 35 Total
Gar 40	lighting		\$70,000					\$70,000	
	ceiling paint				\$75,000	\$75,000		\$150,000	
	paint steel					\$100,000	\$100,000	\$200,000	
	general repairs	\$25,000	\$25,000	\$103,000	\$103,000	\$103,000	\$103,000	\$462,000	
	elevator modernization			\$250,000	\$250,000			\$500,000	\$1,382,000 Gar 40 Total
Gar 36	Perimeter caulking		\$50,000					\$50,000	
	Clean/paint precast				\$50,000			\$50,000	
	Membrane repair			\$30,000				\$30,000	
	lighting			\$130,000				\$130,000	
	painting				\$250,000	\$250,000		\$500,000	
	general repair			\$94,000	\$93,000	\$93,000		\$280,000	\$1,040,000 Gar 36 Total

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BETHESDA FACILITY RENOVATIONS (Continued)

Garage	Project	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL	
Gar 42	lighting							\$0	
	crack and spall		\$25,000	\$130,000	\$130,000			\$285,000	
	painting					\$300,000		\$300,000	
	Membrane repair						\$100,000	\$100,000	\$685,000 Gar 42 Total
Gar 47	knee wall/spall repr	\$150,000						\$150,000	
	railings			\$50,000				\$50,000	
	stair rpr/paint				\$100,000			\$100,000	
	strct'l steel paint						\$300,000	\$300,000	
	general repair			\$300,000	\$600,000			\$900,000	
	lighting			\$80,000				\$80,000	
Gar 47A	Stair handrail coating				\$100,000			\$100,000	
	Spall repair	\$35,000						\$35,000	
	membrane repair		\$100,000					\$100,000	
	lighting			\$100,000				\$100,000	
	general repair	\$15,000						\$15,000	
	caulking			\$100,000				\$100,000	\$2,030,000 Gar 47/47A Tot
Gar 57	srair/handrail coating	\$35,000						\$35,000	
	generator/fin lights					\$365,000		\$365,000	
	general/coatings			\$108,000	\$107,000	\$107,000	\$107,000	\$429,000	\$829,000 Gar 57 Total
Gar 49	general repair			\$116,000	\$116,000	\$116,000	\$117,000	\$465,000	
	stair coatings	\$75,000						\$75,000	
	wall painting					\$150,000		\$150,000	
	ceiling painting						\$70,000	\$70,000	
	concrete repair	\$50,000	\$50,000		\$50,000	\$100,000		\$250,000	
	elevator modernization						\$1,250,000	\$1,250,000	\$2,260,000 Gar 49 Total
Roof/lot all Bethesda				\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	
Engineering		\$40,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$290,000	\$1,490,000 District Wide
TOTAL		\$500,000	\$500,000	\$2,401,875	\$3,442,875	\$3,177,875	\$2,990,875	\$13,013,500	

(14)

Transit Services

MISSION STATEMENT

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

BUDGET OVERVIEW

The total recommended FY16 Operating Budget for the Division of Transit Services is \$126,690,185, an increase of \$820,430 or 0.7 percent from the FY15 Approved Budget of \$125,869,755. Personnel Costs comprise 56.4 percent of the budget for 826 full-time positions, and a total of 837.19 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 43.6 percent of the FY16 budget.

The general obligation bond Debt Service for the Mass Transit Fund is appropriated in the Debt Service Fund and is not displayed in this section. To pay for the Debt Service, a transfer of funds from the Mass Transit Fund to the Debt Service Fund of \$11,046,940 is required.

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

LINKAGE TO COUNTY RESULT AREAS

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

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

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY15 estimates reflect funding based on the FY15 approved budget. The FY16 and FY17 figures are performance targets based on the FY16 recommended budget and funding for comparable service levels in FY17.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***Starting in January 2015, expanded Silver Spring Van Go shuttle hours to Monday through Thursday 7am - midnight and Friday through Saturday 7am - 2am.***
- ❖ ***In FY16, expand the Bethesda Circulator route to Bradley Boulevard and Battery Lane - connecting residents, visitors, and commuters to County parking garages, the Bethesda Metro, retail and restaurants, and local grocery stores - and bring the service within walking distance of NIH and Walter Reed.***
- ❖ ***A new Call-n-Ride community outreach program has been initiated to inform residents about the program and encourage more participation. Outreach efforts include dissemination of brochures and presentations at senior centers.***
- ❖ ***Enhanced Call-n-Ride eligibility requirements to increase subsidies and reduce monthly co-payments for 528 current participants. This has also increased the number of County residents eligible for the program.***
- ❖ ***Developed and instituted On Time Performance recognition for Ride On Drivers***
- ❖ ***Partnered with Montgomery College to design and promote Commercial Drivers License technical training in Rockville***

❖ **Partnered with 30 schools and 21 libraries to sell Youth Cruiser Smartrip cards**

❖ **Productivity Improvements**

- **Created two videos in house, one on how to join/use Capital Bikeshare and another on how to use biking and Ride On.**
- **Contracted for services to conduct employer and residential outreach for the Transportation Management Districts (TMDs): Friendship Heights, Greater Shady Grove, and Silver Spring.**

PROGRAM CONTACTS

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

PROGRAM DESCRIPTIONS

Medicaid and Senior Programs

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	8,259,880	10.85
Decrease Cost: Efficiency cost savings in the Call-n-Ride Program	-869,061	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.	12,356	0.00
FY16 CE Recommended	7,403,175	10.85

Ride On

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

Program Performance Measures	Actual FY13	Actual FY14	Estimated FY15	Target FY16	Target FY17
Hours of Service	1,083,876	1,113,892	1,134,000	1,145,340	1,156,793
Number of Reported Collisions Between Ride On Buses and a Person or Object, per 100,000 miles driven	4.0	4.0	3.8	3.8	3.8
On time performance for Ride On buses		87.5%	87.6%	87.6%	87.6%
Passengers Per Hour of Service	24.5	23.6	23.1	23.1	23.1
Passengers Transported (millions)	26.603	26.337	26.153	26.441	26.731
Passengers Transported Per Capita (Ratio of the Number of Passengers Boarding a Ride On bus Within the Fiscal Year and the County Population)	27.1	26.7	26.4	26.5	26.7
Percent of Ride On Customers Who Report a Satisfactory Customer Service Experience	N/A	N/A	N/A	N/A	N/A
Reported Ride On Complaints Per 100,000 Bus Riders	27.0	24.3	24.0	23.5	23.0
Scheduled Ride On Roundtrip Circuits Missed, in Whole or in Part, per 1,000 Roundtrip Circuits	8.30	5.45	5.92	5.45	5.45

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	102,458,978	762.91
Increase Cost: Retirement Adjustment	378,871	0.00
Add: Annualization of Operating expenses for FY15 Ride On increased service and VanGo expansion	321,229	0.00
Increase Cost: Annualization of FY15 Lapsed Positions	261,010	0.00
Increase Cost: Group Insurance Adjustment	237,945	0.00
Decrease Cost: Annualization of FY15 Personnel Costs	-545,262	0.71

	Expenditures	FTEs
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	-924,165	1.98
FY16 CE Recommended	102,188,606	765.60

Commuter Services

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	3,340,204	17.80
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	125,831	0.39
FY16 CE Recommended	3,466,035	18.19

Taxi Regulation

The Taxi Regulation program is responsible for issuance, enforcement, renewal, and management of passenger vehicle licenses and taxicab driver IDs. This program administers the taxicab regulation, licensing, and permit activities of chapter 53 of the Montgomery County Code.

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	811,786	7.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	47,165	0.00
FY16 CE Recommended	858,951	7.00

Customer Service

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	1,626,034	6.13
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	4,356	0.00
FY16 CE Recommended	1,630,390	6.13

Transit Parking Facility Maintenance

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	301,344	1.11
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	17,422	0.17
FY16 CE Recommended	318,766	1.28

Transit Operations Planning

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	2,439,028	18.70
Shift: Funding of Bethesda Circulator from Bethesda Urban District to Mass Transit Fund	728,551	0.00
Add: Non-Public School Traffic Mitigation Program	659,973	1.00
Add: Tobytown Service Pilot Program (ridership will be monitored)	220,000	0.00
Enhance: Bethesda Circulator - third bus and expanded route starting January 2016	160,000	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.	39,254	-1.00
FY16 CE Recommended	4,246,806	18.70

Passenger Facilities

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	1,017,960	4.00
Increase Cost: Maintenance for transit centers, park and ride lots, and bus stops	45,255	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.	18,090	0.00
FY16 CE Recommended	1,081,305	4.00

Fixed Costs

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	3,101,271	0.67
Increase Cost: Based on actual utilities costs for transit depots	200,000	0.00
Decrease Cost: Risk Management Adjustment	-293,318	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.	0	-0.67
FY16 CE Recommended	3,007,953	0.00

Administration

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	2,513,270	6.45
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	-25,072	-1.01
FY16 CE Recommended	2,488,198	5.44

BUDGET SUMMARY

	Actual FY14	Budget FY15	Estimated FY15	Recommended FY16	% Chg Bud/Rec
MASS TRANSIT					
EXPENDITURES					
Salaries and Wages	46,606,626	49,167,284	49,568,983	51,094,454	3.9%
Employee Benefits	16,213,495	17,783,009	17,158,196	18,557,612	4.4%
Mass Transit Personnel Costs	62,820,121	66,950,293	66,727,179	69,652,066	4.0%
Operating Expenses	53,867,156	54,221,900	54,453,848	52,340,557	-3.5%
Capital Outlay	0	0	0	0	—
Mass Transit Expenditures	116,687,277	121,172,193	121,181,027	121,992,623	0.7%
PERSONNEL					
Full-Time	791	810	810	811	0.1%
Part-Time	0	0	0	0	—
FTEs	800.95	820.69	820.69	822.40	0.2%
REVENUES					
Bus Advertising	610,922	520,000	520,000	545,000	4.8%
Investment Income	4,191	1,790	7,710	7,710	330.7%
Miscellaneous Revenues	162,579	0	0	0	—
Motor Pool Charges/Fees	481,696	0	0	0	—
Parking Fees	796,505	661,385	661,385	661,385	—
Parking Fines	546,627	405,000	405,000	405,000	—
Property Tax	70,991,730	68,920,536	68,735,499	107,000,412	55.3%
Ride On Fare Revenue	21,655,986	23,638,593	23,638,593	23,534,593	-0.4%
State Aid: Call N' Ride	318,256	379,110	379,110	379,110	—
State Aid: Damascus Fixed Route	214,021	309,950	309,950	309,950	—
State Aid: Ride On	33,184,941	38,674,612	38,674,612	39,089,040	1.1%
Taxi Licensing Fees	545,877	531,000	531,000	531,000	—
Other Charges/Fees	1,465,723	878,194	878,194	982,194	11.8%
Other Fines/Forfeitures	12,905	0	0	0	—
Mass Transit Revenues	130,991,959	134,920,170	134,741,053	173,445,394	28.6%
GRANT FUND MCG					
EXPENDITURES					
Salaries and Wages	1,079,882	1,367,200	1,367,200	1,373,507	0.5%
Employee Benefits	392,184	381,597	381,597	375,290	-1.7%
Grant Fund MCG Personnel Costs	1,472,066	1,748,797	1,748,797	1,748,797	—
Operating Expenses	4,013,549	2,948,765	2,948,765	2,948,765	—
Capital Outlay	0	0	0	0	—
Grant Fund MCG Expenditures	5,485,615	4,697,562	4,697,562	4,697,562	—
PERSONNEL					
Full-Time	15	15	15	15	—
Part-Time	0	0	0	0	—
FTEs	15.11	14.93	14.93	14.79	-0.9%
REVENUES					
Federal Grants	2,896,003	1,763,357	1,763,357	1,763,357	—
Miscellaneous Revenues	111,611	0	0	0	—
Other Charges/Fees	73,320	0	0	0	—
State Grants	1,522,662	2,934,205	2,934,205	2,934,205	—
Other Intergovernmental	100,000	0	0	0	—
Grant Fund MCG Revenues	4,703,596	4,697,562	4,697,562	4,697,562	—
DEPARTMENT TOTALS					
Total Expenditures	122,172,892	125,869,755	125,878,589	126,690,185	0.7%
Total Full-Time Positions	806	825	825	826	0.1%
Total Part-Time Positions	0	0	0	0	—
Total FTEs	816.06	835.62	835.62	837.19	0.2%
Total Revenues	135,695,555	139,617,732	139,438,615	178,142,956	27.6%

FY16 RECOMMENDED CHANGES

	Expenditures	FTEs
MASS TRANSIT		
FY15 ORIGINAL APPROPRIATION	121,172,193	820.69
Changes (with service impacts)		
Add: Non-Public School Traffic Mitigation Program [Transit Operations Planning]	659,973	1.00
Add: Annualization of Operating expenses for FY15 Ride On increased service and VanGo expansion [Ride On]	321,229	0.00
Add: Tobytown Service Pilot Program (ridership will be monitored) [Transit Operations Planning]	220,000	0.00
Enhance: Bethesda Circulator - third bus and expanded route starting January 2016 [Transit Operations Planning]	160,000	0.00
Other Adjustments (with no service impacts)		
Increase Cost: FY16 Compensation Adjustment	2,286,575	0.00
Shift: Funding of Bethesda Circulator from Bethesda Urban District to Mass Transit Fund [Transit Operations Planning]	728,551	0.00
Increase Cost: Retirement Adjustment [Ride On]	378,871	0.00
Increase Cost: Annualization of FY15 Lapsed Positions [Ride On]	261,010	0.00
Increase Cost: Group Insurance Adjustment [Ride On]	237,945	0.00
Increase Cost: Based on actual utilities costs for transit depots [Fixed Costs]	200,000	0.00
Increase Cost: Maintenance for transit centers, park and ride lots, and bus stops [Passenger Facilities]	45,255	0.00
Decrease Cost: Printing and Mail	-80,389	0.00
Decrease Cost: Risk Management Adjustment [Fixed Costs]	-293,318	0.00
Decrease Cost: Annualization of FY15 Personnel Costs [Ride On]	-545,262	0.71
Decrease Cost: Efficiency cost savings in the Call-n-Ride Program [Medicaid and Senior Programs]	-869,061	0.00
Decrease Cost: Motor Pool Rate Adjustment	-2,890,949	0.00
FY16 RECOMMENDED:	121,992,623	822.40
GRANT FUND MCG		
FY15 ORIGINAL APPROPRIATION	4,697,562	14.93
Other Adjustments (with no service impacts)		
Technical Adj: Staff allocation to Commuter Services and Medicaid Grants	0	-0.14
FY16 RECOMMENDED:	4,697,562	14.79

PROGRAM SUMMARY

Program Name	FY15 Approved		FY16 Recommended	
	Expenditures	FTEs	Expenditures	FTEs
Medicaid and Senior Programs	8,259,880	10.85	7,403,175	10.85
Ride On	102,458,978	762.91	102,188,606	765.60
Commuter Services	3,340,204	17.80	3,466,035	18.19
Taxi Regulation	811,786	7.00	858,951	7.00
Customer Service	1,626,034	6.13	1,630,390	6.13
Transit Parking Facility Maintenance	301,344	1.11	318,766	1.28
Transit Operations Planning	2,439,028	18.70	4,246,806	18.70
Passenger Facilities	1,017,960	4.00	1,081,305	4.00
Fixed Costs	3,101,271	0.67	3,007,953	0.00
Administration	2,513,270	6.45	2,488,198	5.44
Total	125,869,755	835.62	126,690,185	837.19

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY15		FY16	
		Total\$	FTEs	Total\$	FTEs
MASS TRANSIT					
Health and Human Services	County General Fund	282,694	0.00	282,694	0.00
GRANT FUND MCG					
Health and Human Services	Grant Fund MCG	127,000	0.00	127,000	0.00

FUTURE FISCAL IMPACTS

Title	CE REC.	(\$000's)				
	FY16	FY17	FY18	FY19	FY20	FY21
This table is intended to present significant future fiscal impacts of the department's programs.						
MASS TRANSIT						
Expenditures						
FY16 Recommended	121,993	121,993	121,993	121,993	121,993	121,993
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	511	511	511	511	511
These figures represent the estimated annualized cost of general wage adjustments, service increments, and associated benefits.						
Subtotal Expenditures	121,993	122,504	122,504	122,504	122,504	122,504

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Trips	Avg Daily Riders	Annual Platform Hours	Riders Per Plat Hour
1	Wkdy	Silver Spring-Leland St.-Friendship Heights	28	25	21	30	80	2,100	13,082	40.9
55	Wkdy	GTC-Milestone-MC,G-Lakeforest-Shady Grove-MC,R-Rockville	12	10	12	30	163	7,712	50,618	38.9
15	Wkdy	Langley Park-Wayne Ave.-Silver Spring	6	15	7	20	174	3,250	21,497	38.6
15	Sat	Langley Park-Wayne Ave.-Silver Spring	12	12	12	20	148	2,631	3,636	38.4
15	Sun	Langley Park-Wayne Ave.-Silver Spring	20	15	15	25	116	2,049	3,181	36.7
55	Sun	GTC-Milestone-Lakeforest-Shady Grove	30	20	20	30	88	2,992	4,839	35.2
61	Sat	GTC-Lakeforest-Shady Grove	30	30	30	30	66	2,308	3,641	33.6
55	Sat	GTC-Milestone-Lakeforest-Shady Grove-Rockville	20	15	15	30	115	5,277	8,332	33.6
49	Wkdy	Glenmont-Layhill-Rockville	15	30	20	30	89	2,199	16,779	33.4
59	Wkdy	Montgomery Village-Lakeforest-Shady Grove-Rockville	15	30	15	30	101	3,831	29,504	33.1
20	Sun	Hillandale-Northwest Park-Silver Spring	25	25	20	30	84	2,073	3,574	33.1
61	Wkdy	GTC-Lakeforest-Shady Grove	20	30	20	30	83	2,839	22,313	32.4
2	Sat	Lyttonsville-Silver Spring	30	30	30	30	59	695	1,140	32.3
20	Sat	Hillandale-Northwest Park-Silver Spring	15	20	15	30	94	2,268	3,800	31.6
59	Sat	Montgomery Village-Lakeforest-Shady Grove-Rockville	30	30	30	30	73	2,563	4,399	30.9
20	Wkdy	Hillandale-Northwest Park-Silver Spring	8	15	10	20	129	3,171	26,316	30.7
57	Wkdy	Lakeforest-Washington Grove-Shady Grove	20	20	20	30	98	2,214	18,564	30.4
60	Wkdy	Montgomery Village-Flower Hill-Shady Grove	30		30		17	370	3,111	30.3
48	Sat	Wheaton-Bauer Dr.-Rockville	30	25	25	30	69	1,588	2,777	30.3
11	Wkdy	Silver Spring-East/West Hwy-Friendship Heights	9		15		37	814	6,860	30.3
48	Wkdy	Wheaton-Bauer Dr.-Rockville	25	25	20	30	89	2,085	18,029	29.5
100	Wkdy	GTC-Shady Grove	6	15	6	30	193	2,522	21,854	29.4
2	Wkdy	Lyttonsville-Silver Spring	25	30	20	30	78	897	7,880	29.0
12	Sun	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	30	30	30	30	76	1,250	2,491	28.6
12	Sat	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	30	30	30	30	78	1,226	2,321	28.0
1	Sat	Silver Spring-Leland St.-Friendship Heights	30	30	30	30	66	1,155	2,205	27.8
49	Sun	Glenmont-Lay hill-Rockville	30	30	30	30	58	1,068	2,195	27.7
12	Wkdy	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	15	30	15	30	105	1,771	16,422	27.5
57	Sat	Lakeforest-Washington Grove-Shady Grove	30	20	20	30	87	1,533	2,984	27.2
16	Sat	Takoma-Langley Park-Silver Spring	15	15	15	30	122	3,101	6,042	27.2
46	Wkdy	Shady Grove-Montgomery College-Rockville Pike-Medical Center	15	15	15	30	126	3,460	32,538	27.1
16	Wkdy	Takoma-Langley Park-Silver Spring	12	20	12	20	130	3,338	31,671	26.9
64	Wkdy	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	25	30	25	30	71	1,477	14,153	26.6
41	Wkdy	Aspen Hill-Weller Rd.-Glenmont	30	30	30	30	71	868	8,339	26.5
10	Wkdy	Twinbrook-Glenmont-White Oak-Hillandale	30	30	25	30	72	2,520	24,225	26.5
54	Wkdy	Lakeforest-Washingtonian Blvd-Rockville	20	30	20	30	81	2,039	19,941	26.1
34	Wkdy	Aspen Hill-Wheaton-Bethesda-Friendship Heights	15	30	15	30	94	2,716	26,648	26.0
59	Sun	Montgomery Village-Lakeforest-Shady Grove-Rockville	30	30	30	30	73	1,988	4,361	26.0

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Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Trips	Avg Daily Riders	Annual Platform Hours	Riders Per Plat Hour
17	Wkdy	Langley Park-Maple Ave.-Silver Spring	20	25	20	30	84	1,240	12,240	25.8
65	Wkdy	Montgomery Village-Shady Grove	30		30		14	198	1,964	25.7
24	Wkdy	Hillandale-Northwest Park-Takoma	20		30		17	304	3,060	25.3
14	Wkdy	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	30	30	30		64	952	9,639	25.2
100	Sat	GTC-Shady Grove	30	30	30	30	63	794	1,701	24.7
26	Sat	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	30	30	30	30	72	2,229	4,781	24.7
26	Wkdy	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	15	30	15	30	89	3,130	32,334	24.7
1	Sun	Silver Spring - Friendship Heights	30	30	30		60	922	2,132	24.7
61	Sun	GTC-Lakeforest-Shady Grove	30	30	30	30	61	1,543	3,671	24.0
46	Sat	Shady Grove-Montgomery College-Rockville Pike-Medical Center	25	20	20	30	92	2,244	4,966	23.9
49	Sat	Glenmont-Layhill-Rockville	30	30	30	30	65	1,028	2,290	23.8
48	Sun	Wheaton-Bauer Dr.-Rockville	30	30	30		54	937	2,246	23.8
16	Sun	Takoma-Langley Park-Silver Spring	20	15	15	30	110	2,379	5,860	23.1
57	Sun	Lakeforest-Washington Grove-Shady Grove	30	25	25		65	1,082	2,696	22.9
9	Wkdy	Wheaton-Four Corners-Silver Spring	20	30	20	30	81	1,254	14,076	22.7
54	Sun	Lakeforest-Washingtonian Boulevard-Rockville	30	30	30		53	982	2,485	22.5
58	Sat	Lakeforest-Montgomery Village-East Village-Shady Grove	30	30	30		56	904	2,131	22.5
97	Wkdy	GTC, Germantown MARC, Waring Station, GTC	15	30	15	30	52	727	8,262	22.4
19	Wkdy	Northwood-Four Corners-Silver Spring	30		30		14	219	2,499	22.3
47	Wkdy	Rockville-Montgomery Mall-Bethesda	25	30	25	30	72	1,678	19,151	22.3
56	Wkdy	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	20	30	20	30	79	2,004	23,154	22.1
58	Wkdy	Lakeforest-Mont Village-East Village-Shady Grove, Watkins Mill & MD355	25	30	25	30	73	1,339	15,632	21.8
34	Sat	Wheaton-Bethesda-Friendship Heights	30	30	30	30	72	1,437	3,498	21.8
100	Sun	GTC-Shady Grove	30	30	30	30	61	587	1,545	21.7
10	Sat	Twinbrook-Glenmont-White Oak-Hillandale	30	30	30	30	62	1,582	3,885	21.6
54	Sat	Lakeforest-Washingtonian Boulevard-Rockville	30	30	30	30	61	1,167	2,873	21.5
66	Wkdy	Shady Grove-Piccard Drive-Shady Grove Hospital-Traville TC	30		30		14	157	1,862	21.5
41	Sat	Aspen Hill-Weller Rd.-Glenmont	30	30	30	30	64	591	1,479	21.2
26	Sun	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	30	30	30	30	72	1,908	5,204	20.9
5	Wkdy	Twinbrook-Kensington-Silver Spring	10	30	12	30	98	1,870	23,307	20.5
71	Wkdy	Kingsview-Dawson Farm-Shady Grove	30		30		16	290	3,621	20.4
23	Wkdy	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	25	30	30	30	65	759	9,563	20.2
46	Sun	Shady Grove-Montgomery College-Rockville Pike-Medical Center	30	20	20	30	86	1,782	5,022	20.2
10	Sun	Twinbrook-Glenmont-White Oak-Hillandale	30	30	30		54	1,299	3,665	20.2
L8	Sat	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	30	30	30	30	68	1,094	2,894	20.0
58	Sun	Lakeforest-Montgomery Village-East Village-Shady Grove	30	30	30		49	731	2,098	19.9
17	Sat	Langley Park-Maple Ave.-Silver Spring	30	30	30	30	67	722	1,935	19.8
41	Sun	Aspen Hill-Weller Rd.-Glenmont	30	30	30		37	373	1,089	19.5

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Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Trips	Avg Daily Riders	Annual Platform Hours	Riders Per Plat Hour
38	Wkdy	Wheaton-White Flint	20	30	25	30	74	967	12,648	19.5
56	Sat	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	30	30	30		60	1,274	3,525	19.2
9	Sat	Wheaton-Four Corners-Silver Spring	30	30	30	30	59	778	2,178	18.9
9	Sun	Wheaton-Four Corners-Silver Spring	30	30	30		54	696	2,115	18.8
5	Sat	Twinbrook-Kensington-Silver Spring	30	30	30	30	73	1,063	3,042	18.5
97	Sat	GTC, Gunner's Lake, GTC	30	30	30	30	31	350	1,012	18.3
78	Wkdy	Kingsview-Richter Farm-Shady Grove	30		30		16	292	4,106	18.1
2	Sun	Lyttonsville-Silver Spring	30	30	30		53	366	1,151	18.1
56	Sun	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	30	30	30		55	1,102	3,506	17.9
25	Wkdy	Langley Park-Washington Adventist Hosp-Maple Ave-Takoma	15		15		49	537	7,701	17.8
13	Wkdy	Takoma-Manchester Rd.-Three Oaks Dr.-Silver Spring	25		30		22	250	3,596	17.7
74	Wkdy	GTC-Great Seneca Hwy.-Shady Grove	30	30	30	30	66	1,042	15,096	17.6
34	Sun	Wheaton-Bethesda-Friendship Heights	30	30	30	30	72	1,200	3,933	17.4
18	Wkdy	Langley Park-Takoma-Silver Spring	30	30	30	30	69	847	12,572	17.2
76	Wkdy	Poolesville-Kentlands-Shady Grove	15	30	15		66	813	12,087	17.2
97	Sun	GTC, Gunner's Lake, GTC	30	30	30		29	289	969	17.0
64	Sat	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	30	30	30	30	58	713	2,237	16.9
43	Wkdy	Traville TC-Shady Grove-Hospital-Shady Grove	20	30	25	30	76	730	11,042	16.9
75	Wkdy	Clarksburg-Correctional Facility-Milestone-GTC	30	30	30		56	497	7,523	16.8
45	Wkdy	Fallsgrove-Rockville Senior Center-Rockville-Twinbrook	15	30	15		78	1,041	15,759	16.8
30	Wkdy	Medical Center-Pooks Hill-Bethesda	30	30	30		59	726	11,144	16.6
63	Wkdy	Shady Grove-Gaither Road-Piccard Dr.-Rockville	30	30	30		57	656	10,098	16.6
51	Wkdy	Norbeck P&R-Hewitt Ave.-Glenmont	30		30		28	296	4,641	16.3
T2	Sat	Friendship Hts, River Rd, Falls Rd, Rockville W.	30	30	30		52	751	2,491	16.0
90	Wkdy	Damascus-Woodfield Rd- Airpark Shady Grove	20	30	20		73	881	14,280	15.7
79	Wkdy	Clarksburg-Skylark-Scenery-Shady Grove	30		30		18	317	5,228	15.5
22	Wkdy	Hillandale-White Oak-FDA-Silver Spring	17		20		34	385	6,426	15.3
L8	Sun	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	30	30	30		59	803	3,067	14.9
5	Sun	Twinbrook-Kensington-Silver Spring	30	30	30	30	73	863	3,340	14.7
29	Wkdy	Bethesda-Glen Echo-Friendship Heights	30	30	30	35	65	697	12,138	14.6
38	Sat	Wheaton-White Flint	30	30	30	30	58	624	2,306	14.3
32	Wkdy	Naval Ship R&D-Cabin John-Bethesda	30		30		27	253	4,539	14.2
17	Sun	Langley Park-Maple Ave.-Silver Spring	30	30	30	30	58	492	1,989	14.1
96	Wkdy	Montgomery Mall-Rock Spring-Grosvenor	10	30	10		59	439	8,007	14.0
23	Sat	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	30	30	30		53	420	1,606	13.9
14	Sat	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	30	30	30		46	346	1,325	13.8
47	Sat	Rockville-Montgomery Mall-Bethesda	30	30	30	30	59	927	3,556	13.8
44	Wkdy	Twinbrook-Hungerford-Rockville	30		30		25	137	2,550	13.7

(51)

Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Trips	Avg Daily Riders	Annual Platform Hours	Riders Per Plat Hour
64	Sun	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	30	30	30		54	556	2,331	13.6
T2	Sun	Friendship Hts, River Rd, Falls Rd, Rockville W.	30	30	30		52	647	2,787	13.2
8	Wkdy	Wheaton-Forest Glen-Silver Spring	30	30	30		57	660	12,750	13.2
37	Wkdy	Potomac-Tuckerman La.-Grosvenor-Wheaton	30		30		27	309	6,146	12.8
67	Wkdy	Traville TC-North Potomac-Shady Grove	30		30		15	132	2,652	12.7
70	Wkdy	Milestone-Medical Center-Bethesda Express	12		15		62	698	14,076	12.6
28	Wkdy	Silver Spring Downtown (VanGo)	12	12	12	12	96	565	11,424	12.6
3	Wkdy	Takoma-Dale Dr.-Silver Spring	35		36		6	59	1,224	12.3
47	Sun	Rockville-Montgomery Mall-Bethesda	30	30	30		53	731	3,392	12.3
36	Wkdy	Potomac-Bradley Blvd.-Bethesda	30	30	30		54	412	8,874	11.8
38	Sun	Wheaton-White Flint	30	30	30		52	484	2,423	11.4
33	Wkdy	Glenmont-Kensington-Medical Center	25		25		39	325	7,574	10.9
39	Wkdy	Briggs Chaney-Glenmont	30		30		28	222	5,177	10.9
6	Wkdy	Grosvenor-Parkside-Montgomery Mall Loop	30	30	30		58	312	7,293	10.9
8	Sat	Wheaton-Forest Glen-Silver Spring	30	30	30		47	479	2,337	10.9
18	Sat	Langley Park-Takoma-Silver Spring	30	30	30	30	63	446	2,200	10.7
28	Sat	Silver Spring Downtown (VanGo)	12	12	12	12	96	506	2,502	10.7
81	Wkdy	Rockville-Tower Oaks-White Flint	30		30		31	187	4,463	10.7
4	Wkdy	Kensington-Silver Spring	30		30		37	202	5,075	10.2
29	Sun	Glen Echo-Friendship Heights	35	35	35		43	173	1,009	9.8
18	Sun	Langley Park-Takoma	30	30	30		52	266	1,613	9.4
45	Sat	Fallsgrove-Rockville-Twinbrook	30	30	30		52	421	2,417	9.2
21	Wkdy	Briggs Chaney-Tamarack-Dumont Oaks-Silver Spring	30		30		15	228	6,477	9.0
83	Wkdy	Germantown MARC-GTC-Waters Landing-Milestone-Holy Cross	30	30	30	30	78	508	14,739	8.8
43	Sat	Traville TC-Shady Grove-Hospital-Shady Grove	30	30	30		54	277	1,675	8.8
53	Wkdy	Shady Grove-MGH-Olney-Glenmont	30		30		31	331	9,792	8.6
42	Wkdy	White Flint-Montgomery Mall	30	30	30	30	67	417	13,617	7.8
52	Wkdy	MGH-Olney-Rockville	30		30		21	161	5,330	7.7
83	Sat	GTC-Waters Landing-Milestone	30	30	30	30	62	289	2,014	7.6
31	Wkdy	Glenmont-Kemp Mill Rd.-Wheaton	30		30		22	104	3,494	7.6
29	Sat	Bethesda-Glen Echo-Friendship Heights	30	30	30		55	146	1,023	7.6
98	Wkdy	GTC, Kingsview, GCC, Cinnamon Woods	30	30	30	30	74	441	15,453	7.3
7	Wkdy	Forest Glen-Wheaton	30		30		12	47	1,811	6.6
83	Sun	GTC-Waters Landing-Milestone	30	30	30		58	238	2,138	6.3
98	Sat	GTC, Kingsview, Soccerplex	30	30	30	30	62	307	2,830	5.7
93	Wkdy	Twinbrook-HHS-Twinbrook	30		30		14	28	1,250	5.7
42	Sun	White Flint-Montgomery Mall	30	30	30		50	185	2,451	4.3
42	Sat	White Flint-Montgomery Mall	30	30	30		56	200	2,629	4.0

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Route	Ser	Route Description	AM Avg Hdwy	Base Day 1200n	PM Avg Hdwy	Evng 900p	# of Trips	Avg Daily Riders	Annual Platform Hours	Riders Per Plat Hour
98	Sun	GTC, Kingsview, Soccerplex	30	30	30		58	174	2,901	3.4
94	Wkdy	Germantown MARC-Clarksburg Meet the MARC January 2014	25		25		14	29	4,539	1.6
									1,146,501	22.4

All resources are as of January 2015
Ridership-1 year avg thru Oct-2014

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**Montgomery County Department of Transportation
Ride On Transit Services
Proposal for Service to Tobytown**

Background

Tobytown is located in a neighborhood along River Road, at the junction of Esworthy Road and River Road near the C&O Canal. In 1972, the Housing Authority funded and built Tobytown, a historical site of former slaves in 1875, with 26 duplexes and some single family units along with a small community center. There are approximately 60 residents that currently reside in this housing complex. In 1990, Transit Services established a Tobytown Shuttle that functioned like a vanpool with established connections to the Shady Grove Hospital, Shady Grove Station and various shopping venues. It was not successful and the community had a difficult time sustaining it. In October 2008, Ride On received a federal grant to pilot a specialized service “**Link A Ride**” designed specifically for isolated communities. **Link A Ride**, a subsidy based service, provided transportation to residents of Tobytown using taxicab vouchers. The vouchers were valued at \$120 per month (2 books valued at \$60 each). The cost per book was based on income with a sliding scale. This service was operational until May 2010 mainly due to insufficient usage. Some contributing factors may have included income verification and coordination.

Features include:

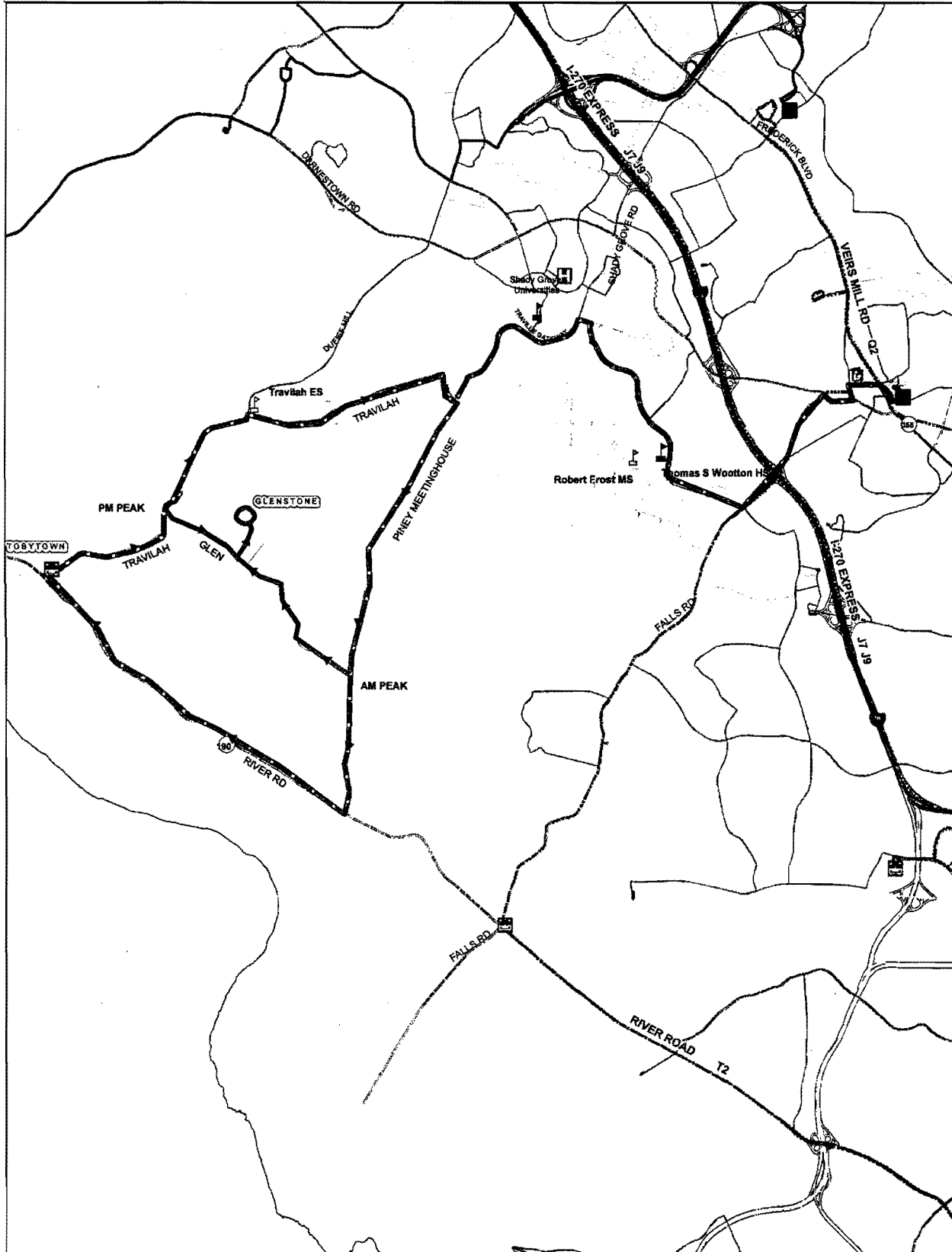
- **Service span:** 6:00am –7:00pm
- **Fleet:** (1) 12 -15 passenger vehicle (ADA accessible)
- **Frequency:** Every 60-75 minutes
- **Peak Service:** Divert via Glen Road to Glenstone Museum.
 AM Peak – via Piney Meetinghouse
 PM Peak – via Travilah Road
- Designated bus stops established along the route
- **Proposed Fare:** \$1.75

Key Locations along the Route:

- Transportation needs to schools for after school programs (Wootton High School, Frost Middle School and Travilah Elementary School)
- Transportation needs to school during the middle of day for parents
- Access to Rockville Public Library
- Access to the Rockville Metro Station
- Access to Universities at Shady Grove
- Access to Shady Grove Hospital
- No turn around desired on the property; instead offered to walk to River Road
- Neighboring residents would use the service



Montgomery County Department of Transportation
 Ride On Transit Services
 Link A Ride
 Shuttle Service



Legend

- Transfer Point
- Shady Grove Adventist Hospital
- Universities of Shady Grove
- Shady Grove Station
- Thomas S. Wootton HS
- Robert Frost MS
- Rockville Public Library
- Travilah ES

- Travilah Transit Center
- Shady Grove Station
- Rockville Station

- Universities of Shady Grove
- Thomas S. Wootton HS
- Robert Frost MS
- Travilah ES

- Shady Grove Adventist Hospital
- Transfer Points
- Rockville Public Library

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TMD Mode Share Summary - Three Year Trend				
Monday-Friday Two Hour Peak Period (7 am-8:59 am)				
	Non-Auto Driver Mode Share (%)*			
TMD	FY12	FY13	FY14	NADMS Goal
Bethesda	35.5	41.7	34.2	37%
North Bethesda	24.9	23.7	27.0	39%
Friendship Heights	39.4	41.2	42.4	39%
Silver Spring	45.5	55.2	39.2	46%
Greater Shady Grove	11.0	15.6	16.1	12.5%
<i>*NADMS Includes all bus & train, carpool & vanpool riders, telework, compressed schedule, bicycling/bikeshare, walking</i>				
	Weekday Modal Split 2-Hr Peak (%)**			
TMD	FY12	FY13	FY14	
Bethesda				
Drive Alone	60.8	54.5	62.8	
Carpool/Vanpool Driver	3.7	3.8	3.0	
Carpool/Vanpool Passenger	1.8	2.2	1.6	
Ride On	1.1	1.7	2.6	
Metrobus/Commuter Bus	3.3	4.9	3.8	
Metrorail	20.6	21.9	19.1	
MARC/VRE	1.4	2.0	1.2	
Walked/Bicycled	3.8	5.6	3.6	
Other	0.1	0.2	0.0	
Compressed Day Off	0.6	0.2	0.1	
Telework	2.8	3.0	2.3	
North Bethesda				
Drive Alone	71.1	72.1	69.4	
Carpool/Vanpool Driver	3.9	4.2	3.7	
Carpool/Vanpool Passenger	3.7	2.4	1.8	
Ride On	2.8	2.4	3.3	
Metrobus/Commuter Bus	2.5	2.4	2.9	
Metrorail	7.4	6.3	7.6	
MARC/VRE	0.9	1.0	1.4	
Walked/Bicycled	2.2	1.9	2.4	
Other	0.2	0.0	0.1	
Compressed Day Off	1.1	1.1	1.4	
Telework	4.0	6.2	6.1	
<i>**Totals may not add to 100% due to rounding</i>				

	Weekday Modal Split 2-Hr Peak (%)**		
TMD	FY12	FY13	FY14
<i>Friendship Heights</i>			
Drive Alone	57.2	54.3	54.8
Carpool/Vanpool Driver	3.4	4.5	2.9
Carpool/Vanpool Passenger	6.0	5.0	4.0
Ride On	2.9	2.1	2.4
Metrobus/Commuter Bus	2.5	2.8	2.9
Metrorail	20.5	22.0	23.7
MARC/VRE	1.6	3.0	1.8
Walked/Bicycled	3.0	2.7	4.0
Other	0.0	0.0	0.0
Compressed Day Off	0.2	0.2	0.2
Telework	2.7	3.5	3.3
<i>Silver Spring</i>			
Drive Alone	50.3	40.5	56.5
Carpool/Vanpool Driver	4.2	4.2	4.3
Carpool/Vanpool Passenger	2.3	2.9	3.5
Ride On	3.0	2.6	4.6
Metrobus/Commuter Bus	9.6	7.8	5.9
Metrorail	13.7	14.1	6.5
MARC/VRE	10.1	15.7	7.4
Walked/Bicycled	3.4	5.4	7.2
Other	0.1	0.4	0.3
Compressed Day Off	0.5	0.8	0.2
Telework	2.8	5.7	3.6
<i>Greater Shady Grove</i>			
Drive Alone	85.0	79.8	78.9
Carpool/Vanpool Driver	4.1	4.6	5.0
Carpool/Vanpool Passenger	4.4	2.5	2.5
Ride On	1.7	4.7	1.9
Metrobus/Commuter Bus	0.7	1.1	1.2
Metrorail	0.4	2.5	4.2
MARC/VRE	0.6	0.6	0.5
Walked/Bicycled	0.6	0.5	1.7
Other	0.0	0.1	0.0
Compressed Day Off	0.3	0.5	0.7
Telework	2.2	3.1	3.5
<i>**Totals may not add to 100% due to rounding</i>			

**FY16 CE Recommended Budget
Operating Cost of Ride On Bus Service**

<u>Cost Element</u>	<u>Cost/Hour</u> <u>FY16 Dollars</u>		
	<u>Cost</u>	<u>Cumulative</u>	
Bus Operators	\$46.98	\$46.98	
Motor Pool	\$31.97	\$78.95	→ Rate for any new service added
Coordinators	\$2.90	\$81.85	
Other Operating Labor	\$3.34	\$85.20	
Schedule/Communications	\$4.88	\$90.08	→ WMATA Non-Regional Rate \$123.76 (FY16)
Customer Service/Safety	\$3.00	\$93.07	
Other Non-labor Oper/Mgmt Svcs/ General Administration/Other	\$5.93	\$99.00	
Indirect	\$9.72	\$108.72	
Fully Allocated Cost	<u>\$108.72</u>		

Ride On Bus Fleet (P500821)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	190,996	65,948	26,912	98,136	16,000	13,350	11,365	16,882	23,199	17,340	0
Total	190,996	65,948	26,912	98,136	16,000	13,350	11,365	16,882	23,199	17,340	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Bond Premium	956	0	956	0	0	0	0	0	0	0	0
Contributions	475	0	475	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	6,550	0	0	0	0	0	0	0	0	0
Federal Aid	28,165	14,069	4,496	9,600	1,600	1,600	1,600	1,600	1,600	1,600	0
Impact Tax	0	0	0	0	0	0	0	0	0	0	0
Mass Transit Fund	74,847	1,621	1,090	72,136	0	11,350	9,365	14,882	21,199	15,340	0
Short-Term Financing	57,663	38,168	19,495	0	0	0	0	0	0	0	0
State Aid	22,340	5,540	400	16,400	14,400	400	400	400	400	400	0
Total	190,996	65,948	26,912	98,136	16,000	13,350	11,365	16,882	23,199	17,340	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	11,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		111,210
Expenditure / Encumbrances		66,367
Unencumbered Balance		44,843

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 16 190,352
Last FY's Cost Estimate	190,352
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Estimated Schedule

FY15: 10 full-size CNG, 21 full-size diesel, and 1 small diesel; FY16: 24 full-size CNG and 1 full-size diesel; FY17: 14 full-size CNG and 7 full-size diesel; FY18: 23 full-size CNG and 5 full-size hybrid, FY19: 9 full-size hybrid and 31 small diesel, FY20: 31 large diesel

Cost Change

Includes updated bus prices, deferral of 5 full-size diesels from FY15 and 1 full-size diesel from FY16 to FY17 due to operating and capital budget fiscal capacity; acceleration of 1 CNG from FY17 to FY16 and 1 full-size diesel from FY20 to FY17 to replace buses damaged in accidents.

Justification

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

Fiscal Note

In FY15, additional state aid from gas tax proceeds was applied to bus replacement costs

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Department of General Services



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

HANS RIEMER
COUNCILMEMBER AT-LARGE

April 21, 2014

MEMORANDUM

To: Transportation, Infrastructure, Energy & Environment Committee
From: Councilmember Hans Riemer *Hans Riemer*
Re: Restoring Funding for RideOn Fleet Expansion

The County Council, with support from the County Executive, has voted on many occasions in recent years to move ahead with planning for BRT. The County Executive continues to advocate for a transit authority in order to build BRT even more aggressively. In light of such strong support for future enhanced bus service operating in exclusive lanes, I urge the T&E Committee to re-fund the purchase of five new buses that would allow the county to expand bus service today.

As the committee is aware, bus service has been cut slightly in Montgomery County in recent years, according to our planning department's mobility report for 2014. I have often expressed the view that while we should move ahead to planning various BRT routes for the future, there is much that needs to be done now to expand RideOn service. Yet as our Council staff has advised us, we cannot increase service levels further without more buses.

Given that reality, the T&E Committee and the full Council were successful in funding five new buses to be added to RideOn's fleet beginning in FY15 during last year's budget process. In that discussion, we learned that there is a considerable lag time (up to two years) from funding/purchasing the bus to it being put into service. Thus, Council's intent was to fund the buses in FY15 and have them onto the road by FY17. These additional buses are essential to RideOn's future given that the fleet is currently maxed out and cannot provide any new and/or additional service without them.

Regrettably, the County Executive has not yet procured the buses, *and* in his amendments to the FY15-20 CIP Recommended Capital Improvements Program transmitted on March 16, 2015, he would further delay their purchase to FY17. This would mean that these buses won't be on the road until FY18-19. I find this very frustrating to say the least. While the County can't make up the nine months already past, we can move ahead and get this done as fast as possible.

Accordingly, I am respectfully requesting that the Committee consider not approving the County Executive's CIP amendment as written and instead, leaving \$2.35 million (\$470,000/bus) for the purchase of five new buses in FY15 on the CIP. My request would not alter the acceleration of the replacement buses in the out years as contemplated by the County Executive's amendment.

Thank you for your consideration of this proposal.

Ride On Bus Fleet (P500821)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

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

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	190,996	65,948	26,912	98,136	16,000	13,350	14,365	16,882	23,199	17,340
Total	190,996	65,948	26,912	98,136	16,000	13,350	14,365	16,882	23,199	17,340

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Contributions	475	0	475	0	0	0	0	0	0	0
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Federal Aid	28,165	14,069	4,496	9,600	1,600	1,600	1,600	1,600	1,600	1,600
Impact Tax	0	0	0	0	0	0	0	0	0	0
Mass Transit Fund	74,847	1,621	1,090	72,136	2,350	11,350	14,365	14,882	21,199	15,340
Short-Term Financing	57,663	38,168	19,495	0	0	0	0	0	0	0
State Aid	22,340	5,540	400	16,400	14,400	400	400	400	400	400
Total	190,996	65,948	26,912	98,136	16,000	13,350	14,365	16,882	23,199	17,340

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Justification

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Fiscal Note

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Disclosures

Expenditures will continue indefinitely.

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

Coordination

Department of General Services

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	38,577,480	0.00
Increase Cost: County Contribution Based on Actuarial Valuation	4,942,580	0.00
FY16 CE Recommended	43,520,060	0.00

Risk Management (General Fund Portion)

This NDA funds the General Fund contribution to the Liability and Property Coverage Self-Insurance Fund. The Self-Insurance Fund, managed by the Division of Risk Management in the Department of Finance, provides comprehensive insurance coverage to contributing agencies. Contribution levels are based on the results of an annual actuarial study. Special and Enterprise Funds, as well as outside agencies and other jurisdictions, contribute to the Self-Insurance Fund directly. A listing of these member agencies and the amounts contributed can be found in the Department of Finance, Risk Management Budget Summary.

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	19,547,940	0.00
Decrease Cost: Risk Management Adjustment	-3,979,514	0.00
FY16 CE Recommended	15,568,426	0.00

Rockville Parking District

This NDA provides funding towards the redevelopment of the City of Rockville Town Center and the establishment of a parking district. The funding reflects a payment from the County to the City of Rockville for County buildings in the Town Center development and is based on the commercial square footage of County buildings.

Also included are funds to reimburse the City for the cost of library employee parking and the County's capital cost contribution for the garage facility as agreed in the General Development Agreement.

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	376,600	0.00
Increase Cost: Revised Estimate	6,800	0.00
FY16 CE Recommended	383,400	0.00

Snow Removal and Storm Cleanup

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	5,884,990	0.00
FY16 CE Recommended	5,884,990	0.00

State Positions Supplement

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

FY16 Recommended Changes	Expenditures	FTEs
FY15 Approved	60,756	0.00
FY16 CE Recommended	60,756	0.00

State Property Tax Services

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