



Committee: T&E
Committee Review: At a future date
Staff: Ludeen McCartney-Green, Legislative Attorney
Purpose: To receive testimony – no vote expected
Keywords: # transportation demand management
#tdmrepeal

AGENDA ITEM #10
July 8, 2025
Public Hearing

SUBJECT

Bill 24-25, Transportation – Transportation Demand Management – Repeal

Lead Sponsors: Councilmembers Balcombe and Glass, and Council President Stewart
Co-sponsors: Councilmembers Albornoz and Sayles

EXPECTED ATTENDEES

Members of the Public

COUNCIL DECISION POINTS & COMMITTEE RECOMMENDATION

- To receive public testimony

DESCRIPTION/ISSUE

Bill 24-25 would:

- (1) repeal Article II of Chapter 42A of the Montgomery County Code; and
- (2) amend the law governing transportation demand management in the County.

This report contains:

Staff Report	Pages 1-4
Bill 24-25	© 1
Sponsor's Memorandum	© 31
Fiscal Impact Extension Request Memorandum	© 33

*The Economic Impact Statement, Climate Assessment, and Racial Equity & Social Justice Impact Statements were not available at the time of publication of this staff report. They can be found at the below address when available: [Racial Equity and Social Justice, Economic, and Climate Impact Statements - Office of Legislative Oversight- Montgomery County, Maryland \(montgomerycountymd.gov\)](https://www.montgomerycountymd.gov/legislativeservices/office-of-legislative-oversight/)

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MEMORANDUM

July 3, 2025

TO: County Council

FROM: Ludeen McCartney-Green, Legislative Attorney

SUBJECT: Bill 24-25, Transportation Demand Management - Repeal

PURPOSE: Public Hearing – to receive testimony

Bill 24-25, Transportation Demand Management - Repeal, sponsored by Lead Sponsors Councilmembers Balcombe and Glass, and Council President Stewart, and cosponsored by Councilmembers Alborno and Sayles, was introduced on June 17, 2025. A public hearing is scheduled for July 8 at 1:30 p.m. A Transportation and Environment (TE) Committee worksession will be scheduled at a later date.

PURPOSE

Bill 24-25 would repeal Article II of Chapter 42A of the Montgomery County Code and amend the law governing transportation demand management in the County. Lead Sponsor Councilmember Balcombe explained the purpose of introducing this bill. See Sponsor's memorandum at page © 31.

BACKGROUND

Since the creation of the Silver Spring Transportation Management District (TMD) in the mid-1980s, employers in Montgomery County's TMDs have been required to submit "traffic mitigation plans." In 2006, the Council created a system for Transportation Demand Management (TDM) fees and requirements for certain employers, also expanding those requirements to new buildings. The current TDM fee is \$0.10 per square foot, yielding about \$1 million per year to fund MCDOT's administration of the TDM program. Since 2006, "traffic mitigation plans" have given way to TDM Plans.¹

The most recent change to the TDM program in the County was Bill 36-18, Transportation Management – Transportation Demand Management Plan – Amendments, enacted by the Council in December 2019. Bill 36-18 expanded the County's use of TDM to reduce traffic congestion and automobile emissions, support multi-modalism and achievement of non-automobile travel

¹ TE Worksession Staff Report dated July 18, 2024, by legislative analyst, Stephen Kenny.
https://montgomerycountymd.granicus.com/GeneratedAgendaViewer.php?view_id=169&clip_id=17481

goals, enhance the efficient use of transportation infrastructure, and promote sustainability of existing and future development, implemented commuter surveys, included residential building type, and added more enforcement mechanisms for Montgomery County Department of Transportation (MCDOT).

Under existing law, TDM strategies are required for new developments in certain policy areas of the County, as defined by the Growth and Infrastructure Policy (GIP), the intent here is to make the County's approach more flexible and responsive to changing parameters in transportation and development and increase accountability for results amongst employers and building owners. Essentially, by law, a TDM plan should include a set of strategies designed to be implemented for: 1) new or existing buildings, 2) new or existing development, or 3) for employers of a certain size (25 employees +). However, the options, recommended, or specific TDM strategies for employers or owners to adopt, among other requirements, were not codified in law but would be delineated in executive regulations.

The staff report provided to the Council before action on Bill 36-18 included a proposed timeline for the implementation of a successful TDM program. The following was stated in the Council staff report on page 2:

“The revisions of the County's transportation demand management program will be contained in four sequential Council actions: (1) Bill 36-18; (2) the Executive Regulation following from the version of Bill 36-18 ultimately enacted; (3) a resolution identifying a new set of Transportation Management Districts (TMDs), their geographic scope, and the composition of their advisory committees; and (4) the TDM fee schedule, which will be included in a revised version of the resolution that sets transportation fees, charges, and fares. Soon after the Council's version of Bill 36-18 is enacted, DOT will promulgate a draft Executive regulation. Council staff believes that this Method 2 regulation could be transmitted to the Council in early 2020.”²

While Bill 36-18 was passed in 2019, parts (2) – (4) of the above, are still pending and/or have not been submitted for review or action by the Council. The Executive Regulations were drafted in 2021 (ER 8-21) but were never formally submitted to the Council until December 2023

TDM Executive Regulations 8-21 (disapproved by the Council)

The Joint Transportation and Environment (TE) and Economic Development (ECON) committee began the review of the draft regulations on July 22, 2024, 4 years after the legislation passed. However, the Committee decided to pause review of the draft regulations until after the GIP review because the GIP goals are tied to the TDM program. The GIP includes a primary quantitative objective to achieve the Non-Auto-Driver Mode Share (NADMS) goals in Red, Orange, and Yellow policy areas in the County.³ For more information regarding GIP, a detailed staff report is available [here](#).

²Action Staff Report on Bill 36-18, December 3, 2019, at page 2. <<https://apps.montgomerycountymd.gov/ccllms/BillDetailsPage?RecordId=2592&fullTextSearch=36-18>>

³Many master and sector plans stipulate the NADMS goal(s) in their respective areas, based on what is necessary to bring each of the areas into land use/transportation balance at build-out. Some areas have goals that apply only to employees arriving or leaving work (i.e., Silver Spring CBD); some plans also have goals for residents living in

The latest action by the Council was on June 24, 2025, to disapprove of ER 8-21 as transmitted by the Executive by an 8-3 vote.⁴

Office of Inspector General Audit Report

As described in the sponsor's memorandum, the Office of Inspector General (OIG) conducted a review back in March 2025 to evaluate the Department's compliance with the requirements of Transportation Management Districts (TMD) and evaluate the data used to support claims of effectiveness for increasing NADMS in the County. The OIG found that MCDOT did not ensure employers complied with TDM plans or commuter-related surveys and did not publish or provide certain entities with progress reports as mandated under the TDM law. Here is the full report and recommendations provided by OIG: [OIG Publication #25-09](#).

BILL SPECIFICS

As described above, Bill 24-25 seeks to repeal the entire Transportation Demand Management program for employers, existing owners, and applicants of new development projects. **Before the repeal takes effect, on December 31, 2025, Section 2 of the bill text (lines 738-756) provides a phase-out of the TDM plan requirements.**

First phase - Notice. By September 1, 2025, MCDOT will be required to send notices to each person affected by the repeal, including employers, building owners, or any responsible party that has an existing TDM plan under Section 42A-24 or 42A-25. The notice must include the following information: 1) the timeline for the phase out of the program; 2) confirmation that the site/location is no longer subject to any TDM requirements under Chapter 42A; 3) guidance regarding the release of any liens recorded in the County's land records; and 4) cancellation of any traffic mitigation agreements previously executed.

Second phase – Lien Release. Under current law (§42A-26), a project-based TDM plan⁵ provided by an applicant or owner and approved by MCDOT must also be recorded in the County's land records against the property. The transition clause takes into consideration that a lien release process by the Department is necessary if the TDM law is repealed. Specifically, the Director is required, starting on September 1, 2025, to accept lien release requests from affected employers or building owners. All lien releases received by the Department must be recorded by December 1, 2025.

Lastly, any TDM plans submitted as part of a new development project would be considered null and void. Projects currently in the pipeline under a subdivision or optional method development application, according to Section 42A-26, would no longer be required to obtain approval of a TDM plan to satisfy application requirements.

that area commuting to work (i.e., North Bethesda, Chevy Chase Lake); and some blend the two into one goal (i.e., Bethesda CBD).

⁴ [Resolution to disapprove Executive Regulation #8-21, Transportation Demand Management](#)

⁵ A project-based TDM plan commits to achieving a NADMS share that exceeds 5% of the TMD goal.

<u>This packet contains:</u>	<u>Circle #</u>
Bill 24-25	1
Sponsor's Memorandum	31
Fiscal Impact Extension Memorandum	33

*The Economic Impact Statement, Climate Assessment, and Racial Equity & Social Justice Impact Statements were not available at the time of publication of this staff report. They can be found at the below address when available: [Racial Equity and Social Justice, Economic, and Climate Impact Statements - Office of Legislative Oversight- Montgomery County, Maryland \(montgomerycountymd.gov\)](https://montgomerycountymd.gov/legislativeservices/legislativeservices/Pages/Racial-Equity-and-Social-Justice-Economic-and-Climate-Impact-Statements.aspx)

Bill No. 24-25
Concerning: Transportation Demand Management - Repeal
Revised: 6/23/2025 Draft No. 2
Introduced: June 17, 2025
Expires: December 7, 2026
Enacted: _____
Executive: _____
Effective: _____
Sunset Date: None
Ch. _____, Laws of Mont. Co. _____

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

Lead Sponsors: Councilmembers Balcombe and Glass, and Council President Stewart
Co-Sponsors: Councilmembers Albornoz and Sayles

AN ACT to:

- (1) repeal Article II of Chapter 42A of the Montgomery County Code; and
- (2) amend the law governing transportation demand management in the County.

By repealing

Montgomery County Code
Chapter 42A, Ridesharing and Transportation Management
Article II
Sections 42A-21;42A-22; 42A-23; 42A-24, 42A-25, 42A-26, 42A-27, 42A-28, 42A-29, 42A-30, 42A-31, and 42A-32

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

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

28 directly accessed through that unit such that only occupants of that unit
 29 are able to use the space or spaces.

30 *Carpool* means a motor vehicle occupied by 2 or more employees traveling
 31 together.

32 *Commute* means a home-to-work or work-to-home trip. A commute may
 33 have brief intervening stops, but the primary purpose must be travel between
 34 work and home

35 *Date of final occupancy* means the earlier of:

- 36 (1) the date on which 80 percent of a building or project has been leased
 37 or sold; or
 38 (2) two years after the first final use and occupancy certificate has been
 39 issued.

40 *Department* means the Department of Transportation.

41 *Director* means the Director of the Department of Transportation or the
 42 Director's designee.

43 *District* means a transportation management district created under this
 44 Article.

45 *Employee* means a person hired by an employer, including a part-time or
 46 seasonal worker or a contractor, reporting to or assigned to work on a
 47 regular basis at a specific workplace controlled by that business or
 48 organization, including a teleworker.

49 *Employer* means any business or government entity, including the County,
 50 employing 25 or more employees including contractors assigned to a
 51 worksite. Employer does not include:

- 52 (1) a home-based business;
 53 (2) a business with no employees housed at that work site; or
 54 (3) any government agency not required by law to follow County

55 regulations.

56 *Growth and Infrastructure Policy* means the most recent policy adopted
57 under Section 33A-15.

58 *NADMS goal* means the specific NADMS percentage goal for peak period
59 commuters in a District or a Policy Area that has been established through a
60 Master Plan, through the Growth and Infrastructure Policy, or through
61 regulation.

62 *Non-Auto Driver Mode Share or NADMS* means the percent of commuters
63 who travel by modes other than driving an automobile. NADMS includes
64 commuters who travel by transit, vanpool, biking, walking, or connecting to
65 the workplace electronically. NADMS does not include carpool or vanpool
66 drivers, but it does include carpool and vanpool passengers.

67 *Peak period* means the hours of highest transportation use each workday, as
68 defined in the resolution creating a District, as established in the Growth and
69 Infrastructure Policy or established through a technical study.

70 *Planning Board* means the Montgomery County Planning Board of the
71 Maryland-National Capital Park and Planning Commission.

72 *Policy Area* means a Transportation Policy Area adopted by the County
73 Council through the Growth and Infrastructure Policy.

74 *Project-based TDM Plan* means a TDM plan for a new development project.

75 *Resident* means an adult domiciled in the relevant area.

76 *Single-occupancy vehicle* means a motor vehicle occupied by one employee
77 for commuting purposes, other than a two-wheeled vehicle.

78 *Telework* means a work arrangement where a manager directs or permits an
79 employee to perform usual job duties away from the central workplace in
80 accordance with established performance expectations and agency-approved
81 or agreed-upon terms.

82 *Traffic Mitigation Plan or TMP* means a set of strategies designed to
 83 implement TDM at an existing commercial or residential building or by an
 84 employer in an existing building.

85 *Transportation demand management or TDM* means any method of
 86 reducing demand for road capacity, especially during a peak period,
 87 including an alternative work hours program, carpools, vanpools, subsidized
 88 transit passes, preferential parking for carpools or vanpools, improved
 89 bicycle and pedestrian access and safety, public transportation, and a parking
 90 charge, or other parking management strategies.

91 *Transportation Demand Management Plan or TDM Plan* means a set of
 92 strategies designed to implement TDM for a new or existing building, a new
 93 or existing development project, or an employer.

94 *Transportation management organization* means a public, nonprofit private,
 95 or public-private firm, corporation, or instrumentality created or contracted
 96 to manage or coordinate transportation demand management programs.

97 *Vanpool* means a vehicle that has the capacity for 6 or more passengers in
 98 addition to the driver if:

- 99 (1) passengers occupy 50% or more of the seats at any point during the
 100 trip; and
 101 (2) the vehicle is used to transport employees between their residences,
 102 designated locations, and their place of employment for 80% or more
 103 of the miles the vehicle is driven.

104 *Workplace* means the place of employment, base of operations, or
 105 predominant location of an employee.]

106 **42A-22. [Findings and purposes.] Reserved.**

107 [(a) New economic development is important to stimulate the local
 108 economy. Focusing new development in high transit-service areas is

- 109 an important County land use and economic development objective.
- 110 (b) Limited transportation infrastructure, traffic congestion, inadequate
 111 access to transit, bicycle and pedestrian facilities, and safety issues
 112 impede the County’s land use and economic development objectives.
- 113 (c) Transportation demand management, in conjunction with adequate
 114 transportation facility review, planned capital improvement projects,
 115 and parking and traffic control measures, will:
- 116 (1) help provide sufficient transportation capacity to achieve
 117 County land use objectives and permit further economic
 118 development;
- 119 (2) reduce the demand for road capacity, promote safety for all
 120 users of transportation infrastructure, and improve access to
 121 transit, bicycle and pedestrian facilities; and
- 122 (3) help reduce vehicular emissions, energy consumption, and
 123 noise levels, and help address climate change.
- 124 (d) Improved traffic levels and air quality, and a reduction in ambient
 125 noise levels will help create attractive and convenient places to live,
 126 work, visit, and conduct business.
- 127 (e) Transportation demand management will equitably allocate
 128 responsibility for reducing single-occupancy vehicle trips among
 129 government, developers, employers, property owners, tenants, and the
 130 public.
- 131 (f) Transportation demand management should be consistent with any
 132 commuting goals set in the Growth and Infrastructure Policy, Master
 133 Plans, and Sector Plans. TDM should foster coordinated and
 134 comprehensive government, private industry, and public action to:
- 135 (1) make efficient use of existing transportation infrastructure;

- 136 (2) increase transportation capacity as measured by numbers of
- 137 people transported;
- 138 (3) reduce existing and future levels of traffic congestion by
- 139 moving more people in fewer vehicles;
- 140 (4) reduce air and noise pollution, and address climate change; and
- 141 (5) promote traffic safety together with transit, pedestrian and
- 142 bicycle safety and access for all users.
- 143 (g) Transportation demand management will substantially advance public
- 144 policy objectives. Adoption of this Article is in the best interest of the
- 145 public health, safety, and general welfare of the County.]

146 **42A-23. [Districts; authority of the Department and Planning Board.]**

147 **Reserved.**

- 148 [(a) The County Council by resolution may create a transportation
- 149 management district (TMD) in Red, Orange, or Yellow Policy Areas
- 150 as defined in the Growth and Infrastructure Policy. A district may be
- 151 formed from all, or portions of, one or more Policy areas, even if they
- 152 are not contiguous.
- 153 (b) The Department may take actions necessary to achieve effective
- 154 transportation demand management in each District, on its own or by
- 155 contract with any employer, transportation management organization,
- 156 or other party, including:
 - 157 (1) controlling the use of or limiting public parking, by regulation
 - 158 adopted under method (2);
 - 159 (2) prohibiting bundling of parking in new developments;
 - 160 (3) monitoring and assessing traffic patterns and pedestrian access
 - 161 and safety;
 - 162 (4) adopting traffic and parking control measures;

- 163 (5) providing transit, shuttles, circulator services, or other
164 transportation services;
- 165 (6) implementing approved transportation-related capital projects;
- 166 (7) promoting, implementing, and improving existing transit and
167 ridesharing incentives;
- 168 (8) promoting regional cooperation between the County and other
169 government agencies;
- 170 (9) creating cooperative County-private sector programs to increase
171 ridesharing and transit use; and
- 172 (10) conducting surveys, studies, and statistical analyses to
173 determine the effectiveness of and improvements needed to
174 advance transportation demand management plans and
175 employer and building owner efforts.
- 176 (c) In each District, sole source contracts may be signed with, or funds
177 granted to, one or more transportation management organizations to
178 carry out transportation demand management programs that the
179 Department could otherwise carry out, under Chapter 11B.
- 180 (d) The Department and the Planning Board may, in accordance with this
181 Article and other applicable law, jointly or separately impose
182 transportation demand management measures as conditions on the
183 Board's approval of development in any District.
- 184 (e) Each District may have a Transportation Management District
185 Advisory Committee if the Executive by regulation decides a
186 Committee is necessary to carry out this Article or if the Council
187 creates a Committee by resolution. The Executive or Council may
188 designate any existing advisory body appointed by the Executive and
189 confirmed by the Council to serve as a Transportation Management

District Advisory Committee. The Executive must appoint and the Council must confirm members of any Advisory Committee. The County must not compensate members of an Advisory Committee for their services. Advisory Committee members, not otherwise public employees as defined in Chapter 19A, are not subject to the financial disclosure provisions of that Chapter.]

42A-24. [Transportation Demand Management Plans for Employers.]

Reserved.

[(a) *Transportation Demand Management (TDM) Plan for an Individual Employer.*

- (1) The Director must require an employer subject to this Section to submit a TDM Plan meeting the requirements of this Section.
- (2) Upon written request from the Director, an employer must provide the Director with the number of full-time and part-time employees working for that organization by workplace in each Policy Area or District.
- (3) An employer must submit a TDM Plan to the Director if:
 - (A) the employer is in a Red Policy Area under the Growth and Infrastructure Policy and has 25 or more employees reporting to or assigned to that workplace;
 - (B) the employer is in an Orange Policy Area under the Growth and Infrastructure Policy and has 100 or more employees reporting to or assigned to that workplace;
 - (C) the employer is in a Yellow Policy Area under the Growth and Infrastructure Policy and has 200 or more employees reporting to or assigned to that workplace; or
 - (D) the employer is in one of the following Districts and has

217 25 or more employees reporting to or assigned to a
 218 workplace:
 219 Silver Spring TMD;
 220 Friendship Heights TMD
 221 Bethesda TMD
 222 North Bethesda TMD
 223 Greater Shady Grove TMD

224 (4) The TDM Plan must be consistent with and contribute to the
 225 achievement of any NADMS Goal or other commuting goals set
 226 in the Growth and Infrastructure Policy, Master Plans, Sector
 227 Plans, and any individual project-based goals or goals
 228 established in the regulations implementing this Article. The
 229 TDM Plan must include strategies required by regulation and
 230 other strategies selected by the employer from those permitted
 231 by regulation or proposed by the employer and approved by the
 232 Director. A TDM Plan may include an alternative work hours
 233 program, carpool or vanpool incentives, subsidized transit
 234 passes, preferential parking for carpools and vanpools, parking
 235 management strategies, peak period or single-occupancy vehicle
 236 parking charges, improved transit, bicycle and pedestrian access
 237 and safety, telework, and other transportation demand
 238 management measures approved by the Director.

239 (5) Each employer must submit its TDM Plan within 90 days after
 240 receiving written notice from the Director that it is required. The
 241 Director may extend an employer’s time to file a TDM Plan for
 242 good cause.

243 (b) *Consolidated Employer Transportation Demand Management Plans.*

- 244 (1) An employer may submit a consolidated TDM Plan with other
 245 employers in the same building or building complex. An owner
 246 of a nonresidential building in a District may submit a
 247 consolidated TDM Plan on behalf of one or more employers in
 248 the building.
- 249 (2) A consolidated plan must be designed so that the action it
 250 requires satisfies this Section for employers covered by the plan
 251 and complies with the regulations implementing this Section.
- 252 (c) Actions and assistance to be provided. The Director must:
- 253 (1) offer to help employers prepare TDM Plans;
- 254 (2) decide if each proposed plan meets the requirements of this
 255 Section; and
- 256 (3) help an employer revise a plan that the Director determines does
 257 not meet the requirements of this Section.
- 258 (d) Resubmission of TDM Plan. The Director may require an employer to
 259 resubmit a plan that the Director finds inadequate to achieve any Non-
 260 Auto Driver Mode Share goals or other commuting goals. Once a plan
 261 has been approved, the Director must not require an employer to submit
 262 a revised plan that meets the requirements of this Section more than
 263 once every two years.
- 264 (e) Annual TDM Plan report. An employer must submit a report on
 265 strategies used to implement a TDM Plan, including progress achieved
 266 under that plan, to the transportation management organization and the
 267 Director on a schedule established by the Director.
- 268 (f) Transportation Demand Management Plan for the Montgomery County
 269 Government.
- 270 (1) The Director of the Office of Human Resources, after consulting

271 with the Director of Transportation, must submit a TDM Plan for
 272 County employees to the Chief Administrative Officer with a
 273 copy to the Council.

274 (2) The TDM Plan must include incentives, policies, or outreach
 275 needed to increase the number of County employees commuting
 276 to work through modes other than driving an automobile.]

277 **42A-25. [Transportation Demand Management Plans for Existing Buildings.]**

278 **Reserved.**

279 [(a) *Transportation Demand Management (TDM) Plans for Existing Non-*
 280 *residential Buildings.*

281 (1) The Director may require an owner of a nonresidential building
 282 in a District to submit a TDM Plan if:

283 (A) the Director finds that a plan is necessary to achieve the
 284 purpose of this Article; and

285 (B) the building is not subject to either a traffic mitigation
 286 agreement currently in effect or a Project-based TDM
 287 Plan under Section 42A-26.

288 (2) If an existing non-residential building is subject to this Section,
 289 the Director must notify the building owner that a TDM plan
 290 meeting the requirements of this Section must be submitted. As
 291 specified in the notice, the owner’s plan may cover all or some
 292 employers in the building. A plan submitted under this
 293 subsection may be in addition to one an individual employer
 294 must submit.

295 (3) After receiving notice under this Section, an owner must submit
 296 a TDM Plan meeting the requirements established in the
 297 Executive Regulations for approval by the Director.

- 298 (b) *Transportation Demand Management (TDM) Plans for Existing*
 299 *Multi-Unit Residential Buildings.*
- 300 (1) The Director may require an owner of a residential building or
 301 complex with at least 100 dwelling units in a District, including
 302 a common ownership community as defined in Chapter 10B, to
 303 submit a TDM Plan if:
- 304 (A) the Director finds that a plan is necessary to achieve the
 305 purpose of this Article; and
- 306 (B) the building is not subject to either a traffic mitigation
 307 agreement currently in effect or to a Project-based TDM
 308 Plan under Section 42A-26.
- 309 (2) If an existing multi-unit residential building is subject to this
 310 Section, the Director must notify the building owner(s) that a
 311 TDM Plan meeting the requirements of this Section must be
 312 submitted.
- 313 (3) After receiving notice under this Section, the owner(s) must
 314 submit a TDM Plan that meets the requirements established in
 315 the Executive Regulations for approval by the Director.
- 316 (c) *Actions and assistance to be provided.* The Director must:
- 317 (1) offer to help building owners prepare TDM Plans;
- 318 (2) decide if each proposed plan meets the requirements of this
 319 Section; and
- 320 (3) help the building owner(s) revise a plan which does not meet the
 321 requirements.
- 322 (d) *Resubmission of TDM Plan.* The Director may require a building
 323 owner to resubmit a plan that the Director finds inadequate to achieve
 324 any Non-Auto Driver Mode Share goals or other commuting goals.

325 Once a plan has been approved, the Director must not require a
 326 building owner to submit a revised plan that meets the
 327 requirements of this Section more than once every two years.

328 (e) *Annual TDM Plan report.* A building owner must submit a report on
 329 strategies used to implement a TDM Plan, and progress on
 330 achievement of goals under that plan, to the transportation
 331 management organization and the Department based on a schedule
 332 established by the Director.]

333 **42A-26. [Transportation Demand Management Plans for New Development**
 334 **Projects (Project-based TDM Plans).] Reserved.**

335 [(a) *Applicability.* This Section applies to any an owner or applicant for a
 336 new development or construction project that submits an application
 337 for a proposed subdivision or optional method development, site plan,
 338 conditional use or building permit in a District, but excluding any
 339 project consisting solely of single family detached housing,
 340 townhouses, or a mixture of both. All such applicants must obtain
 341 approval from the Department for a Project-based Transportation
 342 Demand Management (TDM) Plan. This approval must be obtained
 343 prior to the issuance of any building permit by the Department of
 344 Permitting Services. Projects subject to this Section include
 345 developments:

- 346 (1) in a Red, Orange or Yellow Growth and Infrastructure Policy
 347 Area and larger than the minimum sizes shown in subsection
 348 (b);
- 349 (2) that do not have a fully-executed traffic mitigation agreement in
 350 effect; and
- 351 (3) where the Department decides, under standards adopted by the

352 Council for the adequacy of transportation, including Non-Auto
 353 Driver Mode Share goals and other commuting goals adopted in
 354 Master Plans, Sector Plans and the Growth and Infrastructure
 355 Policy, that more transportation facilities or transportation
 356 demand management measures are necessary to meet the
 357 County’s commuting goals.

358 (b) *Levels of Project-based TDM Plans.* An owner or applicant for a new
 359 development or construction project may be required to submit a
 360 Level 1 TDM Basic Plan , a Level 2 TDM Action Plan, or a Level 3
 361 TDM Results Plan based on the size and location of the project as
 362 follows:

363 (1) An owner or applicant for a project located in a Red Policy
 364 Area under the Growth and Infrastructure Policy must:

365 (A) submit a Level 1 TDM Basic Plan for a project with less
 366 than or equal to 40,000 gross square feet; and

367 (B) submit a Level 3 TDM Results Plan for a project with
 368 more than 40,000 gross square feet;

369 (2) An owner or applicant for a project located in an Orange Policy
 370 Area under the Growth and Infrastructure Policy must:

371 (A) submit a Level 1 TDM Basic Plan 493 for a project with
 372 at least 40,000 gross square feet, but less than or equal to
 373 80,000 gross square feet;

374 (B) submit a Level 2 TDM Action Plan for a project with
 375 more than 80,000 gross square feet, but less than or equal
 376 to 160,000 gross square feet; and

377 (C) submit a Level 3 TDM Results Plan for a project with
 378 more than 160,000 gross square feet;

- 379 (3) An owner or applicant for a project located in a Yellow Policy
 380 Area under the Growth and Infrastructure Policy must:
- 381 (A) submit a Level 1 TDM Basic Plan for a project with at
 382 least 60,000 gross square feet, but less than or equal to
 383 150,000 gross square feet; and
- 384 (B) submit a Level 2 TDM Action Plan for a project with
 385 more than 150,000 gross square feet.
- 386 (4) If an adopted Master Plan or Sector Plan requires a higher
 387 Level of Project-based TDM Plan, those Master Plan or Sector
 388 Plan requirements override those described in paragraphs (1),
 389 (2), or (3).
- 390 (5) An owner or applicant for a project with a gross square feet size
 391 disproportionate to its impact on traffic (e.g., large floor area
 392 warehouses with lower impacts; small floor area food or
 393 beverage establishments with higher impacts) may be required
 394 to adhere to a Project-based TDM Plan Level that is either
 395 lower or higher than otherwise required by its size and location,
 396 in accordance with the development approval and consistent
 397 with the Executive Regulation implementing this Article.
- 398 (c) *Components of Project-based TDM Plans.* The components of each
 399 Project-based TDM Plan Level are described in detail in the Executive
 400 Regulation adopted to implement these provisions. Each plan must
 401 include the components listed below and in the Executive Regulation.
 402 The plan must be submitted by the owner or applicant and approved
 403 by the Department. Any owner or applicant may choose to comply
 404 with the requirements for a higher Level of Project-based TDM Plan.
- 405 (1) Level One: A Project-based TDM Basic Plan is not required to

406 include specific project-based strategies other than providing
407 information, but must implement County-led strategies at the
408 Project and must include:

409 (A) Appointment of a Transportation Coordinator and
410 Commitment to Cooperate with the Department's
411 Programs. Each owner of a project must designate an
412 individual responsible to assist and cooperate with the
413 Department's efforts to achieve the Non-Auto Driver
414 Mode Share goals and other traffic mitigation and
415 commuting goals. This assistance must include
416 distribution of information on commuting options to the
417 on-site population; coordinating with the Department to
418 conduct on-site commuting-related outreach events;
419 ensuring participation in commuter surveys by the on-site
420 population; attending occasional training sessions for
421 Transportation Coordinators; and other duties included in
422 the Executive Regulation.

423 (B) *Notification.* Each owner of a project is required to notify
424 the Department in writing within 30 days of receipt of
425 final Use and Occupancy certificate from the Department
426 of Permitting Services of the designated Coordinator's
427 contact information; and within 30 days of any
428 subsequent change in that designation or contact
429 information.

430 (C) *Access to the Project.* Each owner must provide space
431 on-site by prior arrangement with the Department to
432 allow the Department to promote TDM, including

433 participation in commuter surveys. Such space need not
434 be exclusively for this purpose but must be suitable for
435 this purpose, as determined by the Department.

436 (D) *TDM Information*. Displays of TDM-related information
437 must be placed in a location visible to employees,
438 residents, and other project users.

439 (2) Level Two: A Project-based TDM Action Plan requires a
440 commitment to take specific actions by the owner or applicant
441 to achieve a base Non-Auto Driver Mode Share that is 5%
442 higher than the District's NADMS goal to help the County
443 achieve district-wide commuting goals. The Director may
444 establish a project NADMS goal that is up to 5% higher or 5%
445 lower than the base NADMS goal in Red Policy Areas and up
446 to 10% higher or 10% lower than the base NADMS goal in
447 Orange and Yellow Policy Areas. The plan must include
448 project-based strategies and demonstrate over time that the
449 adopted strategies are contributing toward achievement of the
450 commuting goals, in compliance with the Executive Regulation.
451 A project must be considered to be contributing toward
452 achievement of the district's commuting goals if the biennial
453 surveys of building occupants demonstrate increased on-site
454 Non-Auto Driver Mode Share, or a measurable improvement in
455 an alternative Department-approved metric, if applicable, in
456 proportion to the level necessary to achieve the project's goal
457 by the date established in the project's TDM plan. Once the
458 NADMS goal or other commuting goals have been achieved,
459 the owner must maintain the level necessary to continue

460 achieving the goals. A Project-based TDM Action Plan must
461 include the Project-based TDM Basic Plan components and the
462 following:

463 (A) *Selection of Strategies.* The owner or applicant must
464 propose a Project-based TDM Plan that includes required
465 strategies and selected optional strategies. Additional
466 strategies may be proposed by the owner or applicant and
467 may be included in the Project-based TDM Plan if
468 approved by the Department.

469 (B) *Commitment to Fund and Implement the Plan.* The owner
470 or applicant must commit to fund and implement the
471 Project-based TDM Plan at an adequate level to
472 contribute toward achievement of the commuting goals.

473 (C) *Self-Monitoring.* The owner or applicant must conduct
474 self-monitoring, consistent with Department
475 requirements, to determine if the Project-based TDM
476 Plan is contributing toward achievement of the District's
477 goals. The self-monitoring must be conducted in addition
478 to any monitoring conducted by the Department.

479 (D) *Biennial Report.* Progress reports must be provided to the
480 County in alternating years, in a format consistent with
481 Department requirements.

482 (E) *Addition and/or Substitution of Strategies.* If the
483 strategies initially selected by the owner or applicant do
484 not result in the plan contributing toward achievement of
485 District goals by four years after Date of Final
486 Occupancy, the Department may require revisions in the

487 project's plan using other strategies proposed by the
 488 owner or applicant. The owner or applicant must agree to
 489 implement these revised strategies if required by the
 490 Department at a level consistent with the owner's
 491 commitment to fund and implement the plan. This
 492 process may be repeated until the project demonstrates it
 493 is contributing toward achievement of district goals,
 494 consistent with the Executive Regulations. Once the
 495 NADMS goal or other commuting goals have been
 496 achieved, the owner must maintain the level necessary to
 497 continue achieving the goals.

498 (F) *Additional Funding Commitment.* If the project does not
 499 contribute toward achievement of the commuting goals
 500 by six years after Date of Final Occupancy, the
 501 Department may require increased funding by the owner
 502 for existing or new TDM strategies to be implemented at
 503 the project. The owner must commit additional funds to
 504 supplement on-site strategies if required by the
 505 Department. The amount of the additional funding must
 506 be as established in the Executive Regulation.

507 (G) *Performance Incentives.* The owner may be eligible for
 508 annual performance incentives established by the
 509 Department for continued contribution over multiple
 510 years toward achievement of commuting goals, including
 511 reductions in TDM fees or other financial benefits, as
 512 established in the Executive Regulation.

513 (3) Level Three: A Project-based TDM Results Plan requires a

514 commitment by the owner or applicant to achieve a base Non-
515 Auto Driver Mode Share that is 5% higher than the District's
516 goal as well as related commuting goals at that project. The
517 plan must include project-based strategies and demonstrate that
518 the plan is achieving the goals established for the project. The
519 Director may establish a project NADMS goal that is up to 5%
520 higher or 5% lower than the base NADMS goal in Red Policy
521 Areas and up to 10% higher or 10% lower than the base
522 NADMS goal in Orange and Yellow Policy Areas. The plan
523 must be submitted by the owner or applicant and approved by
524 the Department. A Project-based TDM Results Plan must
525 include the Project-based TDM Action Plan components and
526 the following:

527 (A) *Independent Monitoring.* Monitoring by a consultant
528 approved by the Department, to determine whether the
529 project is meeting its goals. This monitoring must be
530 done on a regular basis consistent with the Executive
531 Regulations.

532 (B) *Addition and/or Substitution of Strategies.* If the
533 strategies initially selected by the owner or applicant do
534 not result in the project achieving its goals by six years
535 after Date of Final Occupancy, the Department may
536 require revisions in the project's plan using other
537 strategies proposed by the owner or applicant. The owner
538 or applicant must agree to implement these revised
539 strategies if required by the Department at a level
540 consistent with the owner's commitment to fund and

541 implement the plan. This process may be repeated until
 542 the project demonstrates it is achieving its goals, in
 543 compliance with the Executive Regulation.

544 (C) *Additional Funding Commitment.* If the strategies
 545 selected by the owner or applicant do not result in
 546 achievement of the project goals by six years after Date
 547 of Final Occupancy, the Department may require
 548 increased funding by the owner for existing or new TDM
 549 strategies to be implemented at the project. Additional
 550 increases in funding may be required if the goals have
 551 still not been achieved by eight years after Date of Final
 552 Occupancy. The owner must commit additional funds to
 553 supplement on-site strategies if required by the
 554 Department. The amount of the additional funding must
 555 be as established in the Executive Regulation.

556 (D) *Performance Incentives.* The owner may be eligible for
 557 annual performance incentives established by the
 558 Department for continued achievement of project goals
 559 over multiple years, including reductions in TDM fees or
 560 other financial benefits, as established by the Executive
 561 Regulation.

- 562 (d) *Process.* A Project-based TDM Plan must be:
- 563 (1) proposed by the owner or applicant and approved by the
 564 Department;
 - 565 (2) made an express condition of any approval for:
 - 566 (A) subdivision or another plan approval under Chapter 50;
 - 567 (B) site plan or another plan approval under Chapter 59; or

- 568 (C) building permit for a recorded lot;
- 569 (3) subject to all other review and approval requirements of Chapter
- 570 50 and Chapter 59, with approval of the Department required
- 571 for any revisions to an approved TDM Program; and
- 572 (4) recorded in the County’s land records.

573 A Project-based TDM Plan must be required for all such approvals except
 574 where equivalent provisions of a fully-executed traffic mitigation agreement
 575 for the project are in effect in perpetuity.

576 (e) *Enforcement.* The Director must enforce the terms of each Project-
 577 based TDM Plan. This does not limit the Planning Board’s authority to
 578 revoke or otherwise enforce any approvals under Chapter 50 or Chapter
 579 59. Where a Project-based TDM Plan is a condition of building permit
 580 approval, the Department of Permitting Services must confirm that the
 581 TDM Plan has been approved by the Director prior to issuing a
 582 building permit.]

583 **42A-27. [Traffic Mitigation Agreements.] Reserved.**

584 [*Enforcement.* The Department must enforce the terms of each traffic
 585 mitigation agreement. This does not limit the Planning Board’s authority to
 586 revoke or otherwise enforce any approvals for subdivision under Chapter
 587 50 or optional method development under Chapter 59.]

588 **42A-28. [Commuter survey and related data collection.] Reserved.**

589 [(a) The Director, after consulting the appropriate Advisory Committee,
 590 must conduct a commuter survey, or obtain through other available
 591 mechanisms, data on commuting by employees and residents within a
 592 defined area. The data must be obtained on a schedule determined by
 593 the Director.

594 (b) The Director, in consultation with the appropriate Advisory

595 Committee, must prepare a survey or other data collection mechanism
596 as necessary to generate information to:

597 (1) create an accurate data base of employee and resident
598 commuting patterns; and

599 (2) monitor progress toward reaching any commuting goals set in
600 the Growth and Infrastructure Policy, Master Plans or Sector
601 Plans, as implemented by the Department through Executive
602 Regulations or other adopted policies and procedures.

603 (c) The Department must distribute the survey to employers; building
604 owners or managers; tenants, condominium and homeowners
605 associations; Transportation Coordinators, and others required to
606 conduct the survey or to participate in other ways in the data
607 collection process, based on a schedule the Director sets. The
608 Department may also collect commuting data through other available
609 mechanisms in addition to or in place of the commuter survey.

610 (d) Each notified employer, building owner or manager, Transportation
611 Coordinator or other entity must distribute, collect, and return the
612 completed surveys, or otherwise provide the required data through
613 other Department-approved mechanisms. Data collected must be
614 provided to the transportation management organization and the
615 Department within the time period established by the Department.

616 (e) Any entity required to participate in the commuting survey, or to
617 participate in data collection through another mechanism, must make
618 a good faith effort to generate survey responses or other data from
619 their target population with the objective of achieving at least a 40
620 percent compliance rate for an entity with a target population of either
621 100 or more employees or 100 or more residents and 50 percent for an

622 entity with a target population of less than 100 employees or less than
 623 100 residents. The Director may require a smaller or larger response
 624 rate from a given worksite, building, or project based on requirements
 625 for statistical validity.]

626 **42A-29. [Executive report on Transportation Demand Management.]**

627 **Reserved.**

628 [(a) By December 1 of each even-numbered year, the Director must
 629 submit to the appropriate Advisory Committee and the Planning
 630 Board a report on transportation demand management in each
 631 operating District. The report should include the following
 632 information to the extent feasible within the constraints of available
 633 resources:

- 634 (1) employee commuting patterns by employer, building or project;
 635 residential commuting patterns by building or project; other
 636 commuting or travel patterns as appropriate;
- 637 (2) auto occupancy rates by employer, residential unit or other
 638 appropriate measures;
- 639 (3) level of service measurements for each major intersection in the
 640 policy area and selected critical intersections outside the area;
- 641 (4) parking supply and demand;
- 642 (5) status of road or intersection improvements, signal automation,
 643 bicycle and pedestrian access and safety, and other traffic
 644 modifications in or near the district;
- 645 (6) transit use and availability;
- 646 (7) carpool and vanpool use;
- 647 (8) bicycle and bikeshare use;
- 648 (9) use of other transportation modes relevant to analyzing

- 649 achievement of commuting goals;
- 650 (10) the number of electric vehicle charging stations in the area; and
- 651 (11) the source and use of any funds received under this Article.
- 652 (b) By March 1 of each odd-numbered year, the Executive must forward
- 653 required reports to the Council. The Executive must note any
- 654 area of disagreement between the Director and an Advisory
- 655 Committee.
- 656 (c) If any commuting goals set in the Growth and Infrastructure Policy
- 657 are not met eight years after a district is created or by June 30, 2028,
- 658 whichever is later, the Director must recommend corrective action to
- 659 the Executive. This action may include additional mitigation
- 660 measures. If the Executive agrees that such action is necessary, the
- 661 Executive should propose appropriate legislation or adopt appropriate
- 662 regulations as authorized by law.]

663 **42A-30. [Regulations.] Reserved.**

664 [The Executive must adopt regulations under method (2) to implement this

665 Article. The regulations may implement the requirements of this Article in

666 phases.]

667 **42A-31. [Transportation Demand Management Fee.] Reserved.**

668 [(a) *Authority.*

- 669 (1) The Council may, by resolution adopted under Section 2-57A,
- 670 set the transportation demand management fee that the
- 671 Department must annually charge an applicant, and each
- 672 successor in interest, for subdivision, optional method
- 673 development approval, or a building permit.
- 674 (2) The Department is authorized to charge a transportation
- 675 demand management fee adopted by the Council to:

- 676 (A) an applicant for subdivision or optional method approval,
677 site plan approval or a building permit in a District; and
- 678 (B) an owner of existing commercial, industrial or multi-unit
679 residential developed property in the District, including a
680 property where the principal use is a commercial parking
681 facility.
- 682 (b) *Use of revenue.* The revenue generated by a transportation demand
683 management fee must be used in the District in which the development
684 or property subject to the fee is located to cover the cost of:
- 685 (1) administering the District and TDM strategies, and coordinating
686 with projects and occupants (including employees and residents)
687 within that District or Policy Area, including review and
688 monitoring of TDM Plans; and
- 689 (2) any program implemented under Section 42A-23(b), including
690 any vehicle or other equipment necessary to carry out the
691 program.
- 692 (c) *Rate.* The rate of a transportation demand management fee must be set
693 to produce not more than an amount of revenue substantially equal to
694 the:
- 695 (1) portion of the cost of administering TDM in the District,
696 including the review and monitoring of TDM Plans, reasonably
697 attributable to the transportation effects of the development
698 project or property subject to the fee; and
- 699 (2) portion of the cost of any program implemented under
700 Section 42A-23(b), including any vehicle or other equipment
701 necessary to carry out the program, reasonably attributable to the
702 transportation effects of the development project or property

703 subject to the fee.

704 (d) *Method.* A transportation demand management fee may be assessed
 705 on:

706 (1) the gross square feet, the gross floor area, the maximum or
 707 actual number of employees, or the average number of
 708 customers, visitors, or patients, in a nonresidential building;

709 (2) the number of dwelling units, the gross square feet or the gross
 710 floor area, in a residential building;

711 (3) the number of parking spaces associated with a building; or

712 (4) any other measurement reasonably related to transportation use
 713 by occupants of, employees located in, or visitors to a particular
 714 development or property, including property where the
 715 principal use is as a commercial parking facility.

716 (e) *Variation.* The transportation demand management fee and the basis
 717 on which it is assessed may vary within each District, between one
 718 District and another, and from one building category or land use
 719 category to another.]

720 **42A-32. [Enforcement.] Reserved.**

721 [(a) The Department must enforce this Article. An employer, owner,
 722 building or project manager or other responsible party subject to
 723 Section 42A-24 or 42A-25 that does not submit a TDM Plan or
 724 required report, comply with required provisions of a plan, or provide
 725 survey data consistent with the requirements of Section 42A-28 within
 726 30 days after a second notice has committed a class C violation.

727 (b) A party to a Project-based Transportation Demand Management Plan
 728 under Section 42A-26 who does not comply with the approved plan
 729 within 30 days after notice of noncompliance has committed a class A

730 violation.

731 (c) Any party that does not submit required reports on numbers of
 732 employees, transportation demand management plans and strategies,
 733 Non-Auto Driver Mode Share, progress toward goals, survey results
 734 or other TDM-related provisions or measurements on a timely basis
 735 has committed a class C violation.

736 (d) Any party who falsifies any required data or reports has committed a
 737 class A violation.]

738 **Sec 2. Staggered phase-out of the TDM plan requirement.**

739 (a) Required notice. By September 1, 2025, the Department must send a
 740 notice to each employer, building owner, or responsible party with an
 741 existing TDM plan under Section 42A-24 or 42A-25 that:

- 742 (1) explains the phase-out timeline under Section 2 of this Act;
- 743 (2) confirms that the site is no longer subject to a TDM Plan under
 744 Chapter 42A;
- 745 (3) provides guidance on the next steps to release any applicable
 746 lien recorded in the County’s land records; and
- 747 (4) confirms that any traffic mitigation agreements executed under
 748 Chapter 42A before this Act took effect are considered
 749 terminated and no longer remain in effect.

750 (b) Lien release.

751 (1) Beginning on October 1, 2025, the Director must accept any
 752 lien release request submitted by an affected employer or
 753 building owner.

754 (2) By December 1, 2025, the Director must record in the County’s
 755 land records all the lien releases received under Section 2 of

756 this Act.

757 **Sec 3. Effective date; transition.**

758 (a) The amendments under Section 1 of this Act must take effect on
759 December 31, 2025.

760 (b) *New development projects under review.* An applicant who, before the
761 effective date of this Act, submitted for consideration a building or
762 development project to the Department, as part of a subdivision or
763 optional method development application, under Section 42A-26,
764 would no longer need approval of the TDM plan to meet the
765 requirements for the application.



MONTGOMERY COUNTY COUNCIL

MARILYN BALCOMBE
COUNCILMEMBER
DISTRICT 2

ECONOMIC DEVELOPMENT COMMITTEE
TRANSPORTATION AND ENVIRONMENT COMMITTEE

MEMORANDUM

June 10, 2025

TO: County Council

FROM: Councilmember Marilyn Balcombe, District 2

SUBJECT: Bill xx- 25, Transportation Demand Management - Repeal

Colleagues,

The Transportation and Environment (T&E) Committee is in the process of reviewing the proposed regulations for the County's Transportation Demand Management (TDM) program. The purpose of the program is to increase Non-Auto Driver Mode Share (NADMS) in specific areas defined in the law.

After working through the most recent amendment to the TDM law and the corresponding regulations, the T&E Committee is proposing a full repeal of the TDM law (Chapter 42A, Ridesharing and Transportation Management - Article II). Draft legislation will be introduced on June 17, 2025.

In assessing the proposed repeal, it is important to understand recent legislative history as the determining factors pertinent to the proposed repeal:

- **Legislation** - *Bill 36-18, Transportation Management – Transportation Demand Management Plan – Amendments*, was introduced November 13, 2018, by the Council President at the request of the County Executive and approved on December 3, 2019. The bill greatly expanded the number of employers required to submit TDM plans, established increased requirements on new and existing commercial buildings, and established new requirements for residential multi-family buildings.
- **Regulations** - Draft regulations were not introduced until February 5, 2024, four years after Bill 36-18 passed. Given the complexity of regulations and the impact on businesses, the T&E Committee included the Economic Development Committee in the discussion and Council extended the deadline for approval of the regulations.
- **IG Reports** – The County's Inspector General (IG) conducted an audit of the TDM program in 2016 and reported inadequate oversight of compliance from employers related to TDM plans, inadequate survey results, and departmental non-compliance in publishing biennial reports as mandated by County Code. Nine years later, the IG conducted a **second** audit that showed no improvement in the program and determined that significant deficiencies remain. ([OIG Publication #25-09](#), March 2025).

- ***Commuting Patterns*** – Most recent surveys of the commuting patterns indicate that we have far surpassed our NADMS goals due to the significant change in commuting patterns post-pandemic.

It is important to note that the County should continue to have NADMS goals and should continue to encourage residents to walk, bike, and/or take transit. However, given the significant change in our telework environment, the increasing complexity of the TDM program, and the reported inefficiency of the existing program, repealing the existing TDM law is the best path forward. This repeal will give MCDOT an opportunity to look at the NADMS goals and determine how to best achieve those goals given the significant changes in commuter behavior.

Attached is the draft of the legislation that would sunset the current TDM program. We respectfully request your consideration for co-sponsoring this legislation. Thank you for your time and attention to this matter.



OFFICE OF MANAGEMENT AND BUDGET


Marc Elrich
County Executive

Jennifer R. Bryant
Director

MEMORANDUM

July 2, 2025

TO: Kate Stewart, President
Montgomery County Council

FROM: Jennifer R. Bryant, Director
Office of Management and Budget 

SUBJECT: Extension Request: Fiscal Impact Statement for Bill 24-25, Transportation Demand Management - Repeal

As required by Section 2-81A of the Montgomery County Code, we are informing you that the transmittal of the Fiscal Impact Statement for the above referenced legislation will be delayed because more time is needed to collect information and conduct a meaningful analysis on the Bill. We are requesting an extension and will transmit the Fiscal Impact Statement no later than July 18, 2025.

JRB:ac

cc: Cecily Thorne, Chief of Staff to the Council President, Montgomery County Council
Craig Howard, Executive Director, Montgomery County Council
Richard S. Madaleno, Chief Administrative Officer, Office of the County Executive
Tricia Swanson, Director of Strategic Partnerships, Office of the County Executive
Chris Mullin, Manager, Office of Management and Budget
Gary Nalven, Senior Fiscal and Policy Analyst, Office of Management and Budget

Office of the Director

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