

MEMORANDUM

December 7, 2010

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director
^{CS} Charles Sherer, Legislative Analyst

SUBJECT: FY11 Savings Plan

At this session, the Committee is to review elements of the Executive's recommended FY11 Savings Plan that are under its jurisdiction, and other possible reductions as well. See ©1-5 for relevant excerpts from the Executive's December 2, 2010 transmittal memo and background information. The Council is scheduled to consider the recommendations on the Savings Plan from all six Committees on December 14.

As noted below, the appropriate Council analysts have reviewed the recommended savings, which are outlined on the attached pages from the Executive's transmittal memo. For many budgets the recommended savings are relatively straightforward and are presented as "consent" items. Where analysts have questions or comments, they are discussed below.

"Consent" reductions

Council staff reviewed the Executive's recommended FY11 Savings Plan for the following budgets and recommends approval as submitted. The proposed reductions should have small service impacts, if any, and should be manageable for the affected departments.

Budget Item	© #	CE Rec. Reduction
Environmental Protection: other professional and non-professional services	1	-\$19,470
Transportation: parking ticketing processing	2	-\$106,790
Transportation: uniform purchasing	2	-\$25,710
Transportation: training and computer/office supplies	2	-\$59,200
Transportation: pedestrian safety outreach	2	-\$15,000
Transportation: materials testing	2	-\$25,000
Transportation: lapse Senior Supply Tech & Engineer III (2 wys)	2	-\$128,000
Transportation: traffic materials	3	-\$46,590
Transportation: traffic counts	3	-\$26,000
Mass Transit: lapse Program Specialist II for 6 months (0.5 wy)	6	-\$32,390
Mass Transit: lapse IT Fare Box Tech for 6 months (0.5 wy)	6	-\$30,020
Mass Transit: lapse Transit Marketing Specialist for 6 months (0.5 wy)	6	-\$27,480

Discussion Items

General Services

S1: Reduce frequency of cleaning and grounds maintenance (©1). The Executive proposed reducing the FY11 budget for DGS by \$1,515,680, which is 6.3% of the \$24.0 million FY11 budget for the Department. However, the entire reduction is from the Division of Facilities Management, which had an FY11 budget of \$18.0 million, down \$3.6 million (16.9%) from \$21.6 million approved in FY10.

The proposed \$1,515,680 reduction in FY11 is 8.3% of the \$18.0 million approved FY11 budget for the Division of Facilities Management, compared to the average reduction for the other General Fund departments of roughly 1%. If the Council approves this proposed \$1,515,680 reduction for FY11, the remaining budget for this Division would be \$16.5 million, which would be \$5.1 million (23.6%) less than the FY10 approved budget of \$21.6 million.

Council staff is concerned about the cleanliness and condition of County facilities, such as recreation centers, community centers, libraries, and health care and day care facilities. The FY11 budget for the Division of Facilities Management is already too low, resulting in facilities that are not as clean or as well-maintained as they should be. There are public health concerns and also concerns about the loss of revenue that will occur if people stop participating in fee-supported activities or leasing space because of the condition of the facilities. Also, items that have been deferred for maintenance should be maintained rather than further deferred. Rather than continuing to cut cleaning and maintenance, programs and costs should be reduced elsewhere.

The specific reductions totaling \$1,515,680 are shown below. OMB provided the explanations of the impacts. **Council staff recommendation: Concur with the Executive on the first three reductions, saving \$515,680:**

- Grounds maintenance - all sites, \$200,000. Current schedule: once per month for mowing and debris removal. Revised schedule: once per six weeks for mowing and debris removal. There will be a visible reduction in services, and perhaps citations for code violations. These reductions will be partially offset by the use of Alternative Community Service (ACS) teams.
- Trash hauling - all sites, \$100,000. Current schedule: two-to-three hauls per week. Revised schedule: one-to-two hauls per week. There will be a visible reduction in services, and perhaps citations for code violations.
- Increased charge-backs, \$215,680. With reduced General Fund-supplied services, using departments will need to pay for services above the diminished core level.

Council staff recommendation: Do not cut the next three items. Alternatively, if the desire is to take some of these reductions, reduce each item by half, saving \$500,000.

- Structural Repairs-All Sites, \$200,000: Less critical repairs will be deferred.
- Custodial Services-All Sites, \$300,000. Currently performing daily cleaning restrooms and trash removal. Revised schedule: two times per week for restroom cleaning and trash removal. There will be a visible reduction in services, and perhaps citations for code violations.

- Building Maintenance, \$500,000. Currently managing large deferred maintenance schedule with inadequate funds. Revised schedule would impact life-safety and mission-critical operations, i.e., Corrections, DOT, Police, Fire/Rescue, COB, EOB, JC, ECC and shelters. Will notice disrepair on building components and potential code violations on all services supporting life-safety and mission-critical operations.

Transportation General Fund

S4: Pedestrian signal timing (©2-3). One element of the Pedestrian Safety Program is to re-time every traffic signal to increase the “walk” phase of the signal’s cycle. Most signals have traditionally been set to assume that pedestrians walk at a speed of 4 feet/second. However, the new Federal standard is 3.5 feet/second, taking into account the additional time needed by seniors, for example. While this change has the effect of increasing traffic congestion to a small degree—the more time in a signal cycle reserved for pedestrians, the less time for motor vehicle traffic passing through an intersection—most in the traffic engineering profession believe this is a worthwhile tradeoff to improve pedestrian safety.

This cost to re-time the 750 traffic signals, at \$1,500 per intersection, is \$1,125,000. The Pedestrian Safety Program projected this to be a multi-year effort. Through FY10, about 175 signals have been re-timed. For FY11 \$100,000 had been budgeted, which would have re-timed another 67 intersections. At this rate all signals will be re-timed by FY19, although the program is prioritized to make adjustments first at those intersections with the highest volume of traffic and pedestrian crossings. If this were a one-time reduction, then the adjustments will still be finished in FY19. If the program were limited to \$50,000 annually from now on, however, the work will not be completed until FY27. **Council staff recommendation: Concur with the Executive, as long as this is a one-time reduction.**

S10: Loop detector replacement (©3). Loop detectors are buried under the pavement of approach lanes at intersections. If the traffic queue in a turning lane backs up to the point where it is over a loop detector, the traffic signal is actuated to give that turning lane more time in the signal cycle to process traffic. If a detector fails and is not replaced, the capacity of the intersection is reduced and congestion is increased. The Executive recommends eliminating the \$152,300 budgeted for replacing loop detectors. **Council staff recommendation: Do not take this reduction of \$152,300.**

S11, S12, and S13: Resurfacing, patching materials, and roadway maintenance (©3). Reducing or eliminating these types of infrastructure maintenance are counter to a program of sustainability, because not performing this work inevitably leads to much more costly repairs or replacements in future years. The Executive recommends deleting the \$284,010 slurry seal program for FY11, which means that 15 lane-miles of roadways will not get the protective coating that will prevent the development of potholes and other pavement failures in the next several years. His proposed \$200,000 cut in patching materials represents a 16% reduction; and \$324,060 cut in materials for shoulder, storm drain, curb and gutter, and sidewalk maintenance represents a 38% reduction. The slim silver lining of these last two cuts is that County personnel performing this work would be reassigned to more labor-intensive, but far less critical, types of roadway maintenance.

In all three areas the amounts budgeted are far below what should be budgeted for sustainability; these cuts would make a bad situation worse in the medium-to-long run. For example, the latest Infrastructure Maintenance Task Force Report (March 2010) notes that the County should be spending \$3 million

annually on slurry seal resurfacing; the \$284,010 initially budgeted represents less than 10% of the annual need. **Council staff recommendation: Do not cut resurfacing, and consider no or smaller cuts to patching materials and roadway maintenance.**

S14: Tree maintenance (©3-4). This program consists of emergency tree pruning, tree removal, and stump removal. The Executive recommends a 22% reduction in contractual tree removals. There is currently a 1,050-tree (13-month) backlog for removals; this cut will defer another 323 removals. Nevertheless, this is a lesser priority than emergency tree pruning. There is very little funding for stump removal, and its backlog is much longer. Stump removal is performed by County crews, and the Executive has taken pains to spare filled County positions as much as possible from his proposed Savings Plan reductions. **Council staff recommendation: Concur with the Executive.**

Mass Transit

S1: Reduction of one replacement Ride On bus (©5). The Ride On Bus Fleet project in the Approved CIP includes \$4,626,000 for the acquisition of 12 buses to replace buses in the fleet that have been operating for more than 12 years. (Optimally, 12 years is the maximum duration that a bus should remain in service; older buses are more unreliable and are more expensive to maintain and repair.) Of the \$4,626,000, \$2,100,000 is Federal aid and \$2,000,000 is State aid; only \$526,000 is current revenue from the Mass Transit Fund. The Executive recommends reducing this acquisition by one bus, reducing the Mass Transit Fund expenditure by \$426,000. This means that one bus older than 12 years will remain in service for at least another year. Reducing the acquisition by a second bus would save only \$100,000 more in County funds and would forego the use of several hundreds of thousands more in Federal or State aid. **Council staff recommendation: Concur with the Executive.**

S2: Delay employer incentive program (©6). During the FY10 Savings Plan and the initial FY11 Operating budget, the Council had deleted funding for nearly all Fare Share and Super Fare Share transit subsidies. However, \$400,000 was retained to attempt to establish a pilot program with WMATA for employers to offer transit passes to their employees. The pilot program has not been initiated, however. **Council staff recommendation: Concur with the Executive.**

Current Revenue in the Capital Improvements Program

Facility Planning-Transportation. Council staff's recommendation, following from the analysis in the packet for the prior agenda item, is not to proceed with Phase II facility planning for Roberts Tavern Drive Extended. This would save \$253,000 of the appropriation in FY11, as well as \$90,000 in FY12 and \$315,000 in FY13. **Council staff recommendation: Delete Phase II funding, reducing FY11 Current Revenue in the CIP by \$253,000.**

Street Tree Preservation. The Approved CIP programmed \$250,000 for proactive block tree pruning for FY11. Almost \$60,000 of this work has been completed this fall. However, it is difficult to justify any more of this work when other more critical tree maintenance is being reduced. **Council staff recommendation: Delete the remaining \$190,000 balance of Current Revenue programmed to be spent in FY11.**

Ref No.	Title	\$	Revenue
Emergency Management and Homeland Security Total:		-13,330	0
Environmental Protection			
S1	DECREASE COST: OTHER PROFESSIONAL AND NON-PROFESSIONAL SERVICES	-19,470	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u>		
	There will be no impact as a result of this action. The Department does not anticipate expenses related to professional or non-professional services in the Administrative Services section in FY11 or beyond. Basic video editing needs and temporary services can be met in-house. More complex video editing needs support MS-4 activities, which are funded by the Water Quality Protection Charge.		
Environmental Protection Total:		-19,470	0
Finance			
S1	DECREASE COST: TIMESHEET DATA ENTRY KEYPUNCH CONTRACT	-63,650	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u>		
	\$75,000 in timesheet data entry keypunch costs were budgeted in FY11 to accommodate delays in the full implementation of MTime. \$11,350 of this amount was used, leaving \$63,650 available savings.		
S2	DECREASE COST: PERSONNEL COST SAVINGS	-32,320	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u>		
	FY11 Personnel Cost savings are the result of an unusually high number of vacancies in key positions due to staff turnover.		
Finance Total:		-95,970	0
General Services			
S1	REDUCE: REDUCE FREQUENCY OF CLEANING AND GROUNDS MAINTENANCE	-1,515,680	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u>		
	Reducing the frequency of contractual cleaning and grounds maintenance will further reduce the appearance of County facilities. The grounds maintenance cut will impact mowing, leaf and trash removal.		
General Services Total:		-1,515,680	0
Health and Human Services			
S1	DECREASE COST: CONSERVATION CORPS CONTRACT	-125,000	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u>		
	Delay the start date for the new contract for the Conservation Corps until April. Due to delays, the contract will likely not start until late February. This proposal will postpone the start date until April.		
S2	DECREASE COST: HOMELESS OUTREACH CONTRACT	-21,000	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u>		
	Delay the start date for the new contract for Homeless Outreach/PIIT effort until April. This reduction represents the General Fund portion of the contract.		

Ref No. Title \$ Revenue

Technology Services

Impact:

DTS will suspend FY11 training budget. Training funds are used to keep staff current on emerging technologies and to maintain workforce knowledge and skills. In turn, DTS is better positioned to maintain the County's technology assets. By reducing training funds, DTS runs the risk of not being able to respond to all requests for service as well as limited ability to develop new and innovative technology solutions. It leads to increased system failure, under performing systems, and low employee morale. It also increases the possible need of higher priced contractor support to meet new technology solution challenges.

Technology Services Total: -263,700 0

Transportation

S1 DECREASE COST: PARKING TICKET PROCESSING -106,790 0

OMB Recommendation:

Assumes current number of tickets written does not increase.

Impact:

The remaining budget should be sufficient to fund basic parking ticket processing and collections services required to process the volume of tickets anticipated in FY11. Projected General Fund parking ticket revenues should not be affected by this savings plan reduction.

S2 DECREASE COST: UNIFORM PURCHASING -25,710 0

OMB Recommendation:

30% reduction.

Impact:

This will result in a decrease in uniform budget in Highway Maintenance of about 30%.

S3 DECREASE COST: REDUCTION IN TRAINING AND COMPUTER/OFFICE SUPPLIES -59,200 0

OMB Recommendation:

Impact:

This reduction will result in the elimination of training and the purchase of computer equipment and software for remainder of FY11 in Division of Transportation Engineering. This will limit the use of innovation in the Division using the latest technology in the market place.

S4 DECREASE COST: PEDESTRIAN SAFETY OUTREACH -15,000 0

OMB Recommendation:

60% reduction to outreach program.

Impact:

This is a 60% reduction in the pedestrian safety outreach effort in the Director's Office budget.

S5 DECREASE COST: REDUCE MATERIAL TESTING -25,000 0

OMB Recommendation:

Reduces contract by 42%.

Impact:

This will reduce contractual material testing by 40%. Funds remaining should be sufficient to achieve FY 11 testing.

S6 DECREASE COST: LAPSE SENIOR SUPPLY TECH AND ENGINEER III POSITIONS -128,000 0

OMB Recommendation:

Two positions are already vacant.

Impact:

These two positions are currently vacant in Traffic Engineering and will remain vacant for the remainder of FY 11.

S7 DECREASE COST: PEDESTRIAN SIGNAL TIMING -50,000 0

Ref No.	Title	\$	Revenue
Transportation			
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> This is a 50% reduction in the effort to adjust pedestrian signals timing to 3.5 feet/second.		
S8	DECREASE COST: TRAFFIC MATERIALS	-46,590	0
	<u>OMB Recommendation:</u> Cuts about 5% of traffic materials budget.		
	<u>Impact:</u> This is a 5% reduction in signing and traffic signal materials resulting in some delays in replacing non-critical signs, paint, signals, etc.		
S9	DECREASE COST: TRAFFIC COUNTS PROGRAM	-26,000	0
	<u>OMB Recommendation:</u> Cuts 50% of program.		
	<u>Impact:</u> This represents a 50% reduction in traffic counts which will impact response to traffic study requests.		
S10	ELIMINATE: LOOP DETECTORS	-152,300	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> This will eliminate all funding to replace loop detectors in FY11 and result in increased traffic congestion at some intersections in which the loop detector fails and is not replaced.		
S11	ELIMINATE: ELIMINATE CONTRACTUAL RESIDENTIAL RESURFACING	-284,010	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> This will eliminate the Residential Resurfacing Program in the Operating Budget for FY11. This equates to approximately 15 lane miles of roadways that will not be resurfaced. This program utilizes Slurry Seal and other such surface treatments as a routine /preventative maintenance approach to pavement management to extend pavement life and preserve pavements that are generally in good condition. Elimination of this routine maintenance program will result in more costly repairs in future years.		
S12	REDUCE: REDUCE PATCHING MATERIALS	-200,000	0
	<u>OMB Recommendation:</u> About 17% reduction in materials.		
	This reduction of \$200,000 from \$1.26 million to \$1.06 million represents a reduction of 16%. This will result in higher costs due to significant repairs needed in the future due to reduced preventive maintenance.		
	<u>Impact:</u> This reduction of \$200,000 from \$1.26 million to \$1.06 million represents a reduction of 16%. This will result in higher costs due to significant repairs needed in the future due to reduced preventive maintenance.		
S13	REDUCE: REDUCE ROADWAY AND RELATED MAINTENANCE	-324,060	0
	<u>OMB Recommendation:</u> Cuts about 38% of materials contracts for storm drains, shoulders, ect.		
	<u>Impact:</u> This 38% reduction of \$324,060 to this program will likely create a backlog of repairs and will lead to increased costs as a result of deferring maintenance of shoulders, storm drains, curbs and gutters, and sidewalks.		
S14	DECREASE COST: TREE MAINTENANCE	-340,000	0
	<u>OMB Recommendation:</u> Reduces contractual work by 22%.		

Ref No.	Title	\$	Revenue
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Transportation

Impact:

A 22% reduction of \$340,000 will result in 323 tree removals being deferred to out-years. The tree removal backlog is currently 13 months and growing. There are currently 1,050 tree removals in the queue.

Transportation Total:	-1,782,660	0
General Fund Total:	-7,879,300	0

Fire

Fire and Rescue Service

S1	DECREASE COST: EMS FEE IMPLEMENTATION COSTS	-1,216,220	0
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OMB Recommendation:

Impact:

Includes third party billing services, community outreach, training, a Manager of Billing Services, and an Information Technology Specialist.

S2	DECREASE COST: LFRD ADMINISTRATIVE STAFF	-592,000	0
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OMB Recommendation:

Impact:

This would discontinue funding 20 LFRD civilian employees. The workload would be offset with five County administrative positions.

S3	DECREASE COST: VOLUNTEER RECRUITER	-40,000	0
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OMB Recommendation:

Impact:

A civilian position in the Division of Volunteer Services.

S4	DECREASE COST: LFRD TRAVEL	-18,000	0
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OMB Recommendation:

This reduction would leave a budget of \$9,020 for the remaining eight months in FY11.

Impact:

The FY11 budget for LFRD travel is \$27,020.

S5	DECREASE COST: LFRD EDUCATION, TUITION, AND TRAINING	-33,330	0
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OMB Recommendation:

This reduction would leave a budget of \$43,390 for the remaining eight months in FY11.

Impact:

The FY11 budget for LFRD education, tuition, and training is \$76,720.

S6	DECREASE COST: LFRD OFFICE SUPPLIES AND EQUIPMENT	-30,670	0
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OMB Recommendation:

This reduction would leave a budget of \$61,390 for the remaining eight months in FY11.

Impact:

The FY11 budget for LFRD office supplies and equipment is \$92,060.

S7	DECREASE COST: LFRD TROPHIES AND AWARDS	-17,330	0
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OMB Recommendation:

This reduction would leave a budget of \$8,870 for the remaining eight months in FY11.

Impact:

The FY11 budget for LFRD trophies and awards is \$26,200.

Ref No.	Title	\$	Revenue
Fire and Rescue Service			
S8	DECREASE COST: LFRD FURNITURE	-32,670	0
	<u>OMB Recommendation:</u> This reduction would leave a budget of \$16,450 for the remaining eight months in FY11.		
	<u>Impact:</u> The FY11 budget for LFRD furniture is \$49,120.		
S9	DECREASE COST: LFRD FOOD/MEAL STANDBY FOOD	-133,330	0
	<u>OMB Recommendation:</u> This reduction would leave a budget of \$113,950 for the remaining eight months in FY11.		
	<u>Impact:</u> The FY11 budget for LFRD food/meal standby food is \$247,280.		
S10	DECREASE COST: LFRD MISC. OPERATING EXPENSES	-214,590	0
	<u>OMB Recommendation:</u> This reduction would leave a budget of \$429,210 in "Other Non Professional Services" and "Miscellaneous Operating Expenses" for the remaining eight months in FY11.		
	<u>Impact:</u> The FY11 budget for LFRD other non-professional services and miscellaneous operating expenses is \$643,800.		
S11	REDUCE: NINE AMBULANCES (24/7)	-3,240,000	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> The reduction in the EMS units would normally result in layoffs of Firefighter Rescuers. However, in order to protect public safety and reduce potential liability associated with the SAFER grant, the Fire Chief will manage the firefighter staffing reduction through attrition in the department. This management procedure will permit the retention of these trained and certified operational firefighter rescuers.		
S12	REDUCE: TWO AMBULANCES (DAY WORK)	-320,000	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> The reduction in the EMS units would normally result in layoffs of Firefighter Rescuers. However, in order to protect public safety and reduce potential liability associated with the SAFER grant, the Fire Chief will manage the firefighter staffing reduction through attrition in the department. This management procedure will permit the retention of these trained and certified operational firefighter rescuers.		
S13	DECREASE COST: SPECIAL PAY DIFFERENTIAL FOR ADVANCED LIFE SUPPORT PROVIDERS	-199,670	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> The special pay differential for Advanced Life Support providers was rejected by the County Council.		
	Fire Total:	-6,087,810	0
Mass Transit			
DOT-Transit Services			
S1	DECREASE COST: REDUCTION OF ONE REPLACEMENT RIDE ON BUS	-426,000	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> Purchase one fewer replacement bus in FY11. An older bus in the fleet will need to operate longer.		

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Ref No.	Title	\$	Revenue
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DOT-Transit Services

S2	DECREASE COST: DELAY EMPLOYER INCENTIVE PROGRAM	-400,000	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> This was a pilot program designed to encourage employers to offer a transit pass to all their employees. The result of this cut will be to delay that effort.		
S3	DECREASE COST: LAPSE PROGRAM SPECIALIST II FOR 6 MONTHS	-32,920	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> This position is currently vacant and will remain vacant for the remainder of the fiscal year.		
S4	DECREASE COST: LAPSE IT FARE BOX TECH FOR 6 MONTHS	-30,020	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> This position is vacant and will remain vacant for the remainder of the fiscal year.		
S5	DECREASE COST: LAPSE TRANSIT MARKETING SPECIALIST 6 MONTHS	-27,480	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> This position is currently vacant and will remain vacant for the remainder of the fiscal year.		
	Mass Transit Total:	-916,420	0

Recreation

Recreation

S1	REDUCE: CLOSE 4 OF 6 SPORTS ACADEMIES	-245,090	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> The Sports Academies programs serve at-risk teenage youth at seven High Schools across the County. The programs are designed to provide a safe, engaging, and supportive environment during the critical hours immediately after school when youth are at the most risk of engaging in risky behavior. In FY' 2010, juvenile crime went down as much as 9% in communities served by Sports Academies. The program also is one of the few that do not require a minimum GPA to participate.		
S2	REDUCE: CLOSE 8 OF 15 RECXTRA PROGRAMS	-93,600	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> The RecExtra program serves at risk youth at 15 Middle Schools across the County. The program is designed to provide youth with a safe, engaging, and supportive environment during the critical hours immediately after school when youth are at the most risk of engaging in risky behavior. The program also serves to enhance the after school programming at these schools by leveraging resources and paying for an after school activity coordinator.		
S3	ELIMINATE: ELIMINATE ALL NEIGHBORHOOD SENIOR PROGRAMS	-114,900	0
	<u>OMB Recommendation:</u>		
	<u>Impact:</u> The elimination of The Neighborhood Senior Programs ends service at 11 program locations. Currently over 800 residents are registered. These programs meet 1 -2 times per week and provide programs and activities such as exercise and fitness, health/wellness screening and education, special interest programs and entertainment. In addition they also bring valuable information resources to Seniors through partnerships with HHS, County hospitals, and other service providers on topics as varied as taxes, travel, legal issues, insurance, etc. Participants could access the 4 remaining Senior Centers if transportation is		