



Transportation

APPROVED FY24 BUDGET

\$59,613,100

FULL TIME EQUIVALENTS

283.78

 CHRISTOPHER CONKLIN, DIRECTOR

MISSION STATEMENT

The mission of the Department of Transportation's (DOT) General Fund supported programs is to provide an effective and efficient transportation system to ensure the safe and convenient movement of persons and vehicles on County roads; to plan, design, and coordinate development and construction of transportation and pedestrian routes; to operate and maintain the traffic signal system and road network in a safe and efficient manner; and to develop and implement transportation policies to maximize efficient service delivery. The General Fund supports programs in the Division of Traffic Engineering and Operations, the Division of Parking Management, the Division of Highway Maintenance, the Division of Transportation Engineering, the Division of Transit Services, and the Director's Office.






BUDGET OVERVIEW

The total approved FY24 Operating Budget for the Department of Transportation is \$59,613,100, an increase of \$3,466,372 or 6.17 percent from the FY23 Approved Budget of \$56,146,728. Personnel Costs comprise 48.22 percent of the budget for 461 full-time position(s) and four part-time position(s), and a total of 283.78 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 51.78 percent of the FY24 budget.

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

COUNTY PRIORITY OUTCOMES

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

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

INITIATIVES

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- ★ Plant 1,200 street trees along roads and sidewalks that are adjacent to private residences and other locations to increase canopy coverage. The Chesapeake Bay Trust (CBT) Urban Trees Grant Program awarded the Department of Transportation (MCDOT) a grant for \$362,740 to increase tree canopy in urban and underserved areas of the County. An initial amount of \$148,233 was received in FY23 and a second installment for \$148,233 will be received in FY24.
 - ★ Increase the number of condition inspections of short span highway bridge/culvert and pedestrian structures in Montgomery County. The condition inspection provides information on the current condition of the bridge structures and is fundamental in establishing the structural integrity and serviceability of a bridge. Deterioration of components or the adequacy of the structure, including the approaches and traffic safety features, can only be determined by a thorough condition inspection. The inspection program of short span structures enables the Department to be proactive in repairing or replacing smaller structures before they result in more costly repairs and public safety issues.

INNOVATIONS AND PRODUCTIVITY IMPROVEMENTS

- ★ Completed Infrastructure Safety Analysis and developed recommendations for infrastructure/roadway improvements at ten (10) locations where the highest number of school bus monitoring program citations were issued. The analysis would determine if infrastructure improvements that address pedestrian and operational safety, while enhancing or maintaining the safety of children who are boarding and disembarking school buses are necessary or appropriate. These improvements may include additional or modified signage and pavement markings, geometric modifications such as curb realignments and median installations, or the need to add traffic signals or pedestrian hybrid beacons.
- ★ Increase the number of traffic signals evaluated per year in the Traffic Signal Optimization Program to reduce vehicle delays and traffic congestion resulting from inadequate signal timing. This will enable the County to advance a four to six-year traffic signal review cycle, which is near the industry standard of three to five years, and move away from a 12 to 14-year review cycle. MCDOT is on target to review and replace 50 traffic signals this fiscal year.
- ★ Increase Bikeshare maintenance to extend the life of stations by replacing obsolete ecoboards. Ecoboards serve as the operational intelligence of each Bikeshare station.

PROGRAM CONTACTS

Contact Brady Goldsmith of the Department of Transportation at 240.777.2793 or Gregory Bruno of the Office of Management and Budget at 240.777.2773 for more information regarding this department's operating budget.

PROGRAM PERFORMANCE MEASURES

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

PROGRAM DESCRIPTIONS

★ Community/Transportation Safety

This program provides engineering studies and investigations that evaluate pedestrian and traffic operations and safety deficiencies, and includes the need for alternative pedestrian crossing signalization or beaconing; parking conflicts; streetlighting

conditions, upgrades, and maintenance; traffic signing and pavement marking needs; and sight distance deficiencies on neighborhood streets, arterial roads, and major roadways. The program also provides for the installation and maintenance of traffic control devices along County roadways and includes activities directed at the elimination of graffiti vandalism in the County through GRAB (Graffiti Abatement Partners), a not-for-profit private-public partnership.

Program Performance Measures	Actual FY21	Actual FY22	Estimated FY23	Target FY24	Target FY25
Number of traffic studies completed ¹	300	963	1,000	1,050	1,100
Percent of traffic studies completed within scheduled timeframe	90%	94%	95%	95%	95%
Number of serious and fatal crashes on Montgomery County maintained roads	69	79	70	65	60

¹ DOT received a significant increase in the number of traffic studies requested in FY22. Traffic study activity was reduced in FY21 due to atypical traffic patterns during the pandemic.

FY24 Approved Changes	Expenditures	FTEs
FY23 Approved	5,511,220	22.90
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	316,569	0.00
FY24 Approved	5,827,789	22.90

Non-Roadway Right of Way Maintenance

Elements supported under this program provide positive value to the quality of life for residents and visitors through 'green infrastructure' maintenance activities located in the County right-of-way.

Through scheduled maintenance and emergency response to hazardous conditions, priority activities associated with non-roadway maintenance include efforts to ensure the safety of all pedestrians, bicyclists, and motorists travelling within the County. Some examples include hazardous tree removal, tree pruning, traffic barrier repair, shoulder mowing, and foliage removal to provide adequate road clearance and sign, signal, and streetlight visibility. Many tree maintenance activities also contribute to the County's efforts to mitigate damage to public and private property due to severe weather events and unanticipated environmental risks.

In addition to the elements of safety, this program also offers positive environmental impacts and contributes to aesthetically mindful maintenance operations that help the County create and maintain a healthy and thriving environment. Some examples relative to environmentally conscious activities include street tree preservation and planting, tree stump removal for the establishment of new planting sites, vacuum leaf collections through the Annual Leaf Collection Program within the established leafing districts, street sweeping operations which contribute to the County's MS4 environmental permit, maintenance of a dedicated trail and bike network, beauty spot improvements, and shoulder litter removal.

Program Performance Measures	Actual FY21	Actual FY22	Estimated FY23	Target FY24	Target FY25
Number of Trees Planted (includes Tree Replacement Fund)	1,611	1,668	2,600	2,050	2,050
Backlog of 311 requests for Tree Maintenance	861	711	700	700	700
Number of verified missed streets for leaf collections	249	120	100	90	80
Survival rate of street trees planted	88%	90%	90%	90%	90%

FY24 Approved Changes	Expenditures	FTEs
FY23 Approved	15,512,821	71.88

FY24 Approved Changes	Expenditures	FTEs
Enhance: Chesapeake Bay Trust (CBT) Grant to Enhance the Tree Canopy	148,233	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.	852,544	(0.44)
FY24 Approved	16,513,598	71.44

Parking Outside the Parking Districts

This program administers, operates, and maintains the parking program outside the Parking Districts. Included in this program are residential permit parking and peak hour traffic enforcement. The residential permit parking program is responsible for the sale of parking permits and parking enforcement in these areas. Participation in the program is requested through a petition of the majority of the citizens who live in that area. The program is designed to mitigate the adverse impact of commuters parking in residential areas. Peak hour traffic enforcement in the Bethesda and Silver Spring Central Business Districts assures the availability of travel lanes during peak traffic periods. The program is also responsible for the management of the Council Office Building (COB) garage and County employee parking in the Rockville core area.

FY24 Approved Changes	Expenditures	FTEs
FY23 Approved	936,700	1.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	23,584	0.00
FY24 Approved	960,284	1.60

Transportation Infrastructure Construction & Maintenance

This program provides an effective and efficient transportation system, ensuring the safe and convenient movement of persons, bicycles, and vehicles throughout Montgomery County. The primary focus of this program is to proactively identify and address infrastructure within the County right-of-way that is in need of maintenance and to utilize industry standard best practices to determine the highest quality and most cost-effective method of repair. Infrastructure elements within this program include 5,200 lane miles of roadway; 1,665 miles of sidewalk, curb, and gutter; bridges; culverts; and an extensive storm drain system. Work performed under this program ranges from extensive redesign with reconstruction, to preventative maintenance measures that extend the longevity of existing infrastructure in good condition at a lower cost of repair. In addition to scheduled construction and maintenance, this program also supports reactive measures to address unanticipated emergencies within the County right-of-way that must be expeditiously addressed to ensure the safety of the travelling public and clear passage of the extensive transportation network.

Since 2005 the Montgomery County Department of Transportation has been a member of the Montgomery County Infrastructure Maintenance Task Force whose mission is focused on operating programs engaged in preventative maintenance that preserves the quality of capital assets so that they can be functional throughout their usual life. Currently the way this program is utilized, and the continuous efforts made to improve maintenance operations, provides the opportunity to make repairs with a more proactive and affordable strategy. Through routine and emergency maintenance operations, existing infrastructure is monitored and appropriate repairs are made as necessary to ensure the County can obtain and keep roads in good or better condition.

Common activities associated with this program include, but are not limited to: pavement surface treatment of residential and rural

roadways; hot mix asphalt road patching (temporary and permanent repairs, crack sealing); concrete sidewalk, curb, and gutter repair; storm drain maintenance including repair and/or replacement of failed storm drain pipes; basic maintenance of bridges and box culverts; construction administration and management; and inspection and testing of materials. The surface treatment activity within this program represents only the preventative maintenance measures for roadway condition repairs, and is supplemental to the more extensive, and costly, repair strategies utilized under the roadway maintenance Capital Improvement Programs (CIP). Projects and repair strategies under this program are often identified through condition assessments and collaborative efforts between department staff, County agencies, local utilities, municipalities, and local community leaders/HOAs.

Program Performance Measures	Actual FY21	Actual FY22	Estimated FY23	Target FY24	Target FY25
Number of lane miles rehabilitated	183	139	145	150	150
Average Pavement Condition Index (PCI) of roadway network	65.6	67.3	65.7	63.6	61.5
Percent of primary/arterial road quality rated good or better	44%	40%	34%	30%	29%
Percent of rural/residential road quality rated good or better	40%	51%	43%	37%	31%

FY24 Approved Changes	Expenditures	FTEs
FY23 Approved	17,090,527	101.48
Enhance: Maintenance of Newly Accepted Subdivision Roads	33,078	0.00
Enhance: Short Span Bridge Inspection	30,000	0.00
Enhance: Prior Year Operating Budget Impact (OBI)	11,000	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.	2,123,370	(0.26)
FY24 Approved	19,287,975	101.22

Transportation Management, Operations and Emergency/Storm Response

This program supports the Department's mission to provide an effective and efficient transportation system to ensure the safe and convenient movement of persons, bicycles, and vehicles throughout the County through daily traffic management operations and response to emergency events such as winter snow storms, severe wind/rain storms, natural disasters, and man-made emergency incidents.

Elements associated with the daily traffic management of this program focus on the general engineering and maintenance activities relative to the design, construction, and maintenance of traffic signals, the Advanced Transportation Management System (ATMS), and communication infrastructure that includes the County's fiber optic network. For real-time management of the traffic signal infrastructure this program also provides for the daily operations of the County's Transportation Management Center (TMC) to monitor the computerized traffic signal system, assist with multi-agency incident management response activities, and coordinate special event traffic management. Daily operations relative to the traffic signal system management account for approximately 50 percent of the program's proposed budget.

In addition to the daily traffic management of signal functionality, this program is also an integral part of coordinating the response to emergencies and severe weather events through the preparation, active response, and post-storm/emergency cleanup. Tasks performed during these operations include snow pretreatment, roadway snow removal, sidewalk snow removal, salt application, post-snow storm street sweeping, wind and rain storm debris removal, and immediate emergency repairs to damaged and unsafe infrastructure. Emergency operations often require rapid deployment of resources to clear debris/snow to ensure all transportation systems are passable for emergency first responders and the travelling public. During emergency events, this program operates the

Storm Operations Center which monitors and coordinates real-time activities countywide with Fire and Rescue, Police, Emergency Management and Homeland Security, local utility companies, and other County agencies and local jurisdictions as needed. The primary goal for the emergency response component of this program is to keep County residents and the traveling public safe, while providing reliable access to the extensive transportation network. Emergency operations under this program are funded by approximately 50 percent of the program's proposed budget. Actual annual costs associated with the emergency response activities regularly exceed the approved budget by over 900 percent, therefore expenditures over the budgeted program amount are covered by the Climate Response Non-Departmental Account.

Program Performance Measures	Actual FY21	Actual FY22	Estimated FY23	Target FY24	Target FY25
Number of snow and rain storms addressed	13	13	12	14	14
Number of verified reports of unplowed or missed streets	172	122	150	125	100
Percent of Traffic Signals with fully functioning equipment	85%	85%	87%	90%	93%

FY24 Approved Changes	Expenditures	FTEs
FY23 Approved	7,523,184	43.35
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	406,878	(1.11)
FY24 Approved	7,930,062	42.24

☀ Transportation Policy, Planning, and Project Development

This program formulates transportation and related environmental policy and provides leadership in developing a capital improvements program that achieves policy goals. In addition, this program provides coordination with regional entities to ensure compliance with environmental requirements and reviews developer plans to ensure that transportation infrastructure constructed by the private sector also achieves these policy goals.

Program Performance Measures	Actual FY21	Actual FY22	Estimated FY23	Target FY24	Target FY25
Linear feet of sidewalk construction completed (000s) ¹	27	30	30	25	25
Number of development applications reviewed ²	321	274	300	300	300

¹ The cost per linear foot of sidewalk can increase dramatically if retaining walls or the acquisition of right-of-way is required. This significantly impacts the linear feet constructed per year. The Sidewalk Program also helped manage the construction of CIP, Traffic Calming, Pedestrian Safety, Safe Routes to Schools, and Bicycle and Pedestrian Priority Area (BIPPA) projects.

² FY24 and FY25 figures are projected. The Department has no control over the number of plans reviewed.

FY24 Approved Changes	Expenditures	FTEs
FY23 Approved	3,438,760	11.69
Decrease Cost: Position Exchange with Mass Transit	(40,512)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	2,017	(1.00)
FY24 Approved	3,400,265	10.69

☀ Transportation Services General Administration

The Director's Office provides overall leadership for the Department, including policy development, planning, accountability, service integration, customer service, and the formation of partnerships. It also handles administration of the day-to-day

operations of the Department, including direct service delivery, budget and fiscal management oversight (capital and operating), training, contract management, logistics and facilities support, human resources management, and information technology. In addition, administration staff coordinates the Departmental review of proposed State legislation and provides a liaison between the County and WMATA. As previously mentioned, the Department consists of five divisions: the Division of Traffic Engineering and Operations, the Division of Parking Management, the Division of Highway Maintenance, the Division of Transportation Planning, and the Division of Transit Services.

FY24 Approved Changes	Expenditures	FTEs
FY23 Approved	6,133,516	33.19
Increase Cost: Three Percent Inflationary Adjustment to Non-Profit Service Provider Contracts	1,410	0.00
Technical Adj: Workforce Reconciliation - Adjustment	0	(0.50)
Shift: Position Transfer to OHR	(110,155)	(1.81)
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(331,644)	2.81
FY24 Approved	5,693,127	33.69

BUDGET SUMMARY

	Actual FY22	Budget FY23	Estimate FY23	Approved FY24	%Chg Bud/App
COUNTY GENERAL FUND					
EXPENDITURES					
Salaries and Wages	18,386,220	18,520,954	17,409,291	19,328,681	4.4 %
Employee Benefits	5,401,049	5,320,514	5,181,709	5,819,707	9.4 %
County General Fund Personnel Costs	23,787,269	23,841,468	22,591,000	25,148,388	5.5 %
Operating Expenses	38,029,081	25,389,673	29,543,449	27,042,556	6.5 %
Capital Outlay	287,871	0	0	0	—
County General Fund Expenditures	62,104,221	49,231,141	52,134,449	52,190,944	6.0 %
PERSONNEL					
Full-Time	456	460	460	461	0.2 %
Part-Time	7	4	4	4	—
FTEs	252.52	255.06	255.06	252.75	-0.9 %
REVENUES					
State Grants	0	650,000	650,000	650,000	—
Street Tree Planting	135,750	75,000	75,000	75,000	—
Residential Parking Permits	112,910	12,000	115,086	115,000	858.3 %
Motor Pool Charges/Fees	13,569	0	0	0	—
Parking Fees	78,169	105,000	122,918	120,000	14.3 %
Subdivision Plan Review	412,544	225,000	225,000	225,000	—
Other Fines/Forfeitures	450	0	0	0	—
Parking Fines	1,167,989	1,044,330	1,215,851	1,200,000	14.9 %
Federal Grants	1,006,000	0	0	0	—
State Aid: Highway User	8,816,137	8,797,624	8,744,531	10,573,697	20.2 %
Traffic Signals Maintenance	0	994,000	994,000	994,000	—

BUDGET SUMMARY

	Actual FY22	Budget FY23	Estimate FY23	Approved FY24	%Chg Bud/App
Miscellaneous Revenues	123,543	0	0	0	—
Other Charges/Fees	528,108	435,000	435,000	435,000	—
Bus Advertising	47,946	0	0	0	—
County General Fund Revenues	12,443,115	12,337,954	12,577,386	14,387,697	16.6 %

LEAF VACUUMING

EXPENDITURES

Salaries and Wages	2,361,926	2,616,104	2,266,056	2,821,598	7.9 %
Employee Benefits	611,763	726,132	555,062	778,323	7.2 %
Leaf Vacuuming Personnel Costs	2,973,689	3,342,236	2,821,118	3,599,921	7.7 %
Operating Expenses	3,523,788	3,573,351	3,530,223	3,674,002	2.8 %
Leaf Vacuuming Expenditures	6,497,477	6,915,587	6,351,341	7,273,923	5.2 %

PERSONNEL

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

REVENUES

Leaf Vacuum Collection Fees	8,552,231	8,739,229	8,739,229	9,112,500	4.3 %
Other Charges/Fees	14,271	0	8,275	0	—
Systems Benefit Charge	(14)	0	0	0	—
Investment Income	4,811	20,950	113,080	178,670	752.8 %
Leaf Vacuuming Revenues	8,571,299	8,760,179	8,860,584	9,291,170	6.1 %

GRANT FUND - MCG

EXPENDITURES

Salaries and Wages	188,441	0	0	0	—
Employee Benefits	54,489	0	0	0	—
Grant Fund - MCG Personnel Costs	242,930	0	0	0	—
Operating Expenses	410,866	0	0	148,233	—
Grant Fund - MCG Expenditures	653,796	0	0	148,233	—

PERSONNEL

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

REVENUES

Federal Grants	2,543,738	0	0	0	—
State Grants	1,229,083	0	0	0	—
Miscellaneous Revenues	0	0	0	148,233	—
Grant Fund - MCG Revenues	3,772,821	0	0	148,233	—

BUDGET SUMMARY

	Actual FY22	Budget FY23	Estimate FY23	Approved FY24	%Chg Bud/App
DEPARTMENT TOTALS					
Total Expenditures	69,255,494	56,146,728	58,485,790	59,613,100	6.2 %
Total Full-Time Positions	457	460	460	461	0.2 %
Total Part-Time Positions	7	4	4	4	—
Total FTEs	284.30	286.09	286.09	283.78	-0.8 %
Total Revenues	24,787,235	21,098,133	21,437,970	23,827,100	12.9 %

FY24 APPROVED CHANGES

	Expenditures	FTEs
COUNTY GENERAL FUND		
	FY23 ORIGINAL APPROPRIATION	49,231,141 255.06
<u>Changes (with service impacts)</u>		
Enhance: Maintenance of Newly Accepted Subdivision Roads [Transportation Infrastructure Construction & Maintenance]	33,078	0.00
Enhance: Short Span Bridge Inspection [Transportation Infrastructure Construction & Maintenance]	30,000	0.00
Enhance: Prior Year Operating Budget Impact (OBI) [Transportation Infrastructure Construction & Maintenance]	11,000	0.00
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Motor Pool Adjustment	1,540,736	0.00
Increase Cost: Annualization of FY23 Compensation Increases	1,387,291	0.00
Increase Cost: FY24 Compensation Adjustment	1,382,849	0.00
Technical Adj: Annualization of FY23 Personnel Costs	20,798	0.00
Increase Cost: Printing and Mail	10,659	0.00
Increase Cost: Three Percent Inflationary Adjustment to Non-Profit Service Provider Contracts [Transportation Services General Administration]	1,410	0.00
Increase Cost: Retirement Adjustment	1,221	0.00
Technical Adj: Workforce Reconciliation - Adjustment [Transportation Services General Administration]	0	(0.50)
Decrease Cost: Position Exchange with Mass Transit [Transportation Policy, Planning, and Project Development]	(40,512)	0.00
Shift: Position Transfer to OHR [Transportation Services General Administration]	(110,155)	(1.81)
Re-align: One-time Budget Adjustment to Reflect Higher Than Expected Vacant Positions	(1,308,572)	0.00
	FY24 APPROVED	52,190,944 252.75

LEAF VACUUMING

	FY23 ORIGINAL APPROPRIATION	6,915,587 31.03
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Annualization of FY23 Compensation Increases	149,252	0.00
Increase Cost: FY24 Compensation Adjustment	110,067	0.00

FY24 APPROVED CHANGES

	Expenditures	FTEs
Increase Cost: Motor Pool Adjustment	100,651	0.00
Decrease Cost: Retirement Adjustment	(1,634)	0.00
FY24 APPROVED	7,273,923	31.03

GRANT FUND - MCG

	FY23 ORIGINAL APPROPRIATION	0	0.00
Federal/State Programs			
Enhance: Chesapeake Bay Trust (CBT) Grant to Enhance the Tree Canopy	148,233	0.00	
FY24 APPROVED	148,233	0.00	

PROGRAM SUMMARY

Program Name	FY23 APPR Expenditures	FY23 APPR FTEs	FY24 APPR Expenditures	FY24 APPR FTEs
Community/Transportation Safety	5,511,220	22.90	5,827,789	22.90
Non-Roadway Right of Way Maintenance	15,512,821	71.88	16,513,598	71.44
Parking Outside the Parking Districts	936,700	1.60	960,284	1.60
Transportation Infrastructure Construction & Maintenance	17,090,527	101.48	19,287,975	101.22
Transportation Management, Operations and Emergency/Storm Response	7,523,184	43.35	7,930,062	42.24
Transportation Policy, Planning, and Project Development	3,438,760	11.69	3,400,265	10.69
Transportation Services General Administration	6,133,516	33.19	5,693,127	33.69
Total	56,146,728	286.09	59,613,100	283.78

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY23 Total\$	FY23 FTEs	FY24 Total\$	FY24 FTEs
COUNTY GENERAL FUND					
Urban Districts	Bethesda Urban District	30,000	0.00	30,000	0.00
Urban Districts	Silver Spring Urban District	25,000	0.00	30,000	0.00
Urban Districts	Wheaton Urban District	12,900	0.00	25,000	0.00
Transit Services	Mass Transit	208,058	1.00	208,058	1.00
Environmental Protection	Water Quality Protection	4,230,171	32.97	4,441,328	32.97
Recycling and Resource Management	Solid Waste Disposal	275,949	2.90	336,894	2.90
CIP	Capital Fund	15,320,738	146.03	16,790,897	145.35
Cable Television Communications Plan	Cable TV	865,935	0.75	874,117	0.75
Total		20,968,751	183.65	22,736,294	182.97

FUNDING PARAMETER ITEMS

CC APPROVED (\$000S)

Title	FY24	FY25	FY26	FY27	FY28	FY29
COUNTY GENERAL FUND						
EXPENDITURES						
FY24 Approved	52,191	52,191	52,191	52,191	52,191	52,191
No inflation or compensation change is included in outyear projections.						
Restore One-Time Lapse Increase	0	1,309	1,309	1,309	1,309	1,309
Labor Contracts	0	7,186	7,186	7,186	7,186	7,186
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	52,191	60,686	60,686	60,686	60,686	60,686
LEAF VACUUMING						
EXPENDITURES						
FY24 Approved	7,274	7,274	7,274	7,274	7,274	7,274
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	746	746	746	746	746
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	7,274	8,020	8,020	8,020	8,020	8,020

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