



# Transportation

## APPROVED FY25 BUDGET

\$63,647,476

## FULL TIME EQUIVALENTS

268.44

 CHRISTOPHER CONKLIN, DIRECTOR

## MISSION STATEMENT

The mission of the Department of Transportation (DOT) is to provide an effective and efficient transportation system that ensures 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. DOT's supported programs include 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 FY25 Operating Budget for the Department of Transportation is \$63,647,476, an increase of \$4,034,376 or 6.77 percent from the FY24 Approved Budget of \$59,613,100. Personnel Costs comprise 49.57 percent of the budget for 456 full-time position(s) and four part-time position(s), and a total of 268.44 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 50.43 percent of the FY25 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

-  Enhance residential resurfacing slurry seal to provide additional lane miles of improvements.

- ★ Enhance Vision Zero efforts by increasing funding for the Safe Routes to School Program.

## INNOVATIONS AND PRODUCTIVITY IMPROVEMENTS

- ★ Created an internal tracking system to organize review requests and submissions to the Office of the County Attorney.
- ★ Hosted bi-monthly meetings with the Office of County Attorney to ensure legal counsel is kept informed on project development/negotiation status, and reviewed case studies/Right of Way scenarios and best practices.
- ★ Added a Property Acquisition Section deadlines calendar to ensure important deadlines, dates, and reminders can be tracked in a central location.
- ★ Initiated development of "Sorry We Missed You" door hangers for Property Acquisition Section (PAS) staff to leave on residential properties in the event contact could not be made via mail, email, or phone for upcoming projects that require land acquisition or easements to their property. This innovation will aid PAS in ensuring efforts to contact property owners regarding these necessary actions are documented prior to seeking alternative methods of settlement.

## 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 FY24 estimates reflect funding based on the FY24 Approved Budget. The FY25 and FY26 figures are performance targets based on the FY25 Approved Budget and funding for comparable service levels in FY26.

## PROGRAM DESCRIPTIONS

### ★ Community/Transportation Safety

This program provides engineering studies and investigations that evaluate pedestrian and traffic operations and safety deficiencies. The studies and investigations identify the need for alternative pedestrian crossing signalization or beaconing; parking conflicts; streetlighting conditions, upgrades, and maintenance; additional traffic signing and pavement marking; 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.

Program Performance Measures	Actual FY22	Actual FY23	Estimated FY24	Target FY25	Target FY26
Number of traffic studies completed <sup>1</sup>	963	1,167	1,300	1,350	1,400
Percent of traffic studies completed within scheduled timeframe	94%	95%	90%	90%	90%
Number of serious and fatal crashes on Montgomery County maintained roads <sup>2</sup>	79	88	84	80	75

<sup>1</sup> DOT continues to receive a significantly increased number of traffic studies requested in FY23. Vehicle speeds on residential roadways and reduced law enforcement support contribute to this increase.

<sup>2</sup> Overall, crashes have been increasing due to increased travel coming out of the COVID-19 pandemic when vehicular traffic was abnormally

low.

FY25 Approved Changes	Expenditures	FTEs
<b>FY24 Approved</b>	<b>5,827,789</b>	<b>22.90</b>
Enhance: Annualization of Safe Routes to Schools Infrastructure Reviews	212,000	0.00
Increase Cost: Long Line Marking Contract Escalation	93,447	0.00
Increase Cost: Streetlight Maintenance Contract Escalation	81,750	0.00
Eliminate: Temporary Unprotected On-Street Bike Lane Reviews	(100,000)	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.	165,059	0.00
<b>FY25 Approved</b>	<b>6,280,045</b>	<b>22.90</b>

## 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, efforts to ensure the safety of all pedestrians, bicyclists and motorists traveling within the County are priority non-roadway maintenance. Some examples of non-roadway maintenance 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 that help the County create and maintain a healthy and thriving environment. Some examples of 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 which contributes to the County's Municipal Separate Storm Sewer System (MS4) environmental permit, maintenance of a dedicated trail and bike network, beauty spot improvements, and shoulder litter removal.

Program Performance Measures	Actual FY22	Actual FY23	Estimated FY24	Target FY25	Target FY26
Number of trees planted (includes Tree Replacement Fund)	1,668	2,310	2,300	2,300	2,300
Backlog of 311 requests for tree maintenance	711	700	700	700	700
Number of verified missed streets for leaf collections	120	130	100	100	90
Survival rate of street trees planted	90%	91%	91%	91%	91%

FY25 Approved Changes	Expenditures	FTEs
<b>FY24 Approved</b>	<b>16,513,598</b>	<b>71.44</b>
Shift: Montgomery Weed Control to Office of Agriculture	(32,000)	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.	630,674	(6.59)
<b>FY25 Approved</b>	<b>17,112,272</b>	<b>64.85</b>

## 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.

FY25 Approved Changes	Expenditures	FTEs
<b>FY24 Approved</b>	<b>960,284</b>	<b>1.60</b>
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	11,324	0.00
<b>FY25 Approved</b>	<b>971,608</b>	<b>1.60</b>

## 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 traveling 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. Because of the continuous efforts made to improve maintenance operations, repairs can be made using 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 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 Improvements Program (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/Homeowners' Associations.

Program Performance Measures	Actual FY22	Actual FY23	Estimated FY24	Target FY25	Target FY26
Linear feet of sidewalk construction completed (000s) <sup>1</sup>	30	37	25	25	25
Number of lane miles rehabilitated	139	234	150	157	157
Average Pavement Condition Index (PCI) of roadway network	67.3	68.2	66.3	65.3	64.4
Percent of primary/arterial road quality rated good or better	40%	56%	46%	39%	30%
Percent of rural/residential road quality rated good or better	51%	51%	43%	36%	30%

<sup>1</sup> 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.

FY25 Approved Changes	Expenditures	FTEs
<b>FY24 Approved</b>	<b>19,287,975</b>	<b>101.22</b>
Enhance: Residential Resurfacing Slurry Seal	700,000	0.00
Increase Cost: Highway Maintenance Contract Escalation	672,000	0.00
Technical Adj: Workforce Reconciliation - Adjustment	0	(0.15)
Decrease Cost: Reduction in Finance Fees	(900)	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.	(246,465)	(8.04)
<b>FY25 Approved</b>	<b>20,412,610</b>	<b>93.03</b>

## 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, as well as its response to emergency events such as winter snow storms, severe wind/rain storms, natural disasters, and man-made emergency incidents.

This program focuses on the general elements associated with daily traffic management, including 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 operates 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 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 traveling 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 can exceed the approved budget by over 900 percent, therefore expenditures over the budgeted program amount are covered by the Weather Response Non-Departmental Account.

Program Performance Measures	Actual FY22	Actual FY23	Estimated FY24	Target FY25	Target FY26
Number of snow and rain storms addressed	13	12	13	14	14
Number of verified reports of unplowed or missed streets	122	0	200	200	150
Percent of traffic signals with fully functioning equipment	85%	84%	83%	88%	89%

FY25 Approved Changes	Expenditures	FTEs
<b>FY24 Approved</b>	<b>7,930,062</b>	<b>42.24</b>
Increase Cost: UPS Unit Maintenance Contract Escalation	120,204	0.00
Increase Cost: LED Traffic Signal Maintenance Contract Escalation	14,960	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.	518,761	(1.06)
<b>FY25 Approved</b>	<b>8,583,987</b>	<b>41.18</b>

## 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 FY22	Actual FY23	Estimated FY24	Target FY25	Target FY26
Number of development applications reviewed	274	268	280	280	280

FY25 Approved Changes	Expenditures	FTEs
<b>FY24 Approved</b>	<b>3,400,265</b>	<b>10.69</b>
Technical Adj: Workforce Reconciliation - Adjustment	0	1.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	372,155	1.00
<b>FY25 Approved</b>	<b>3,772,420</b>	<b>12.69</b>

## Transportation Services General Administration

The Director's Office provides overall leadership for the department and its five divisions, 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 serves as a liaison between the County and Washington Metropolitan Area Transit Authority (WMATA).

FY25 Approved Changes	Expenditures	FTEs
<b>FY24 Approved</b>	<b>5,693,127</b>	<b>33.69</b>

FY25 Approved Changes	Expenditures	FTEs
Increase Cost: Restore One Time Lapse Increase	1,308,572	0.00
Shift: Cable Fund Chargeback to General Fund	106,135	0.75
Increase Cost: Capital Bikeshare Contract Escalation	52,685	0.00
Technical Adj: Workforce Reconciliation - Adjustment	0	0.65
Reduce: Bikeshare Program Low-Utilization Stations	(121,941)	0.00
Decrease Cost: Lapse Adjustment	(156,253)	0.00
Re-align: Repurpose Long-Term Leaf Vacuuming Fund Vacancies to Address Operational Needs	(183,165)	(2.40)
Re-align: Elimination of Long-Term General Fund Vacancies	(337,271)	(3.81)
Re-align: Repurpose Long-Term General Fund Vacancies to Address Operational Needs	(948,418)	(11.38)
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	1,101,063	14.69
<b>FY25 Approved</b>	<b>6,514,534</b>	<b>32.19</b>

## BUDGET SUMMARY

	Actual FY23	Budget FY24	Estimate FY24	Approved FY25	%Chg Bud/App
<b>COUNTY GENERAL FUND</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	17,456,055	19,328,681	20,449,385	21,632,368	11.9 %
Employee Benefits	4,817,518	5,819,707	5,680,562	6,303,456	8.3 %
<b>County General Fund Personnel Costs</b>	<b>22,273,573</b>	<b>25,148,388</b>	<b>26,129,947</b>	<b>27,935,824</b>	<b>11.1 %</b>
Operating Expenses	30,099,268	27,042,556	41,313,398	28,033,124	3.7 %
Capital Outlay	147,930	0	0	0	—
<b>County General Fund Expenditures</b>	<b>52,520,771</b>	<b>52,190,944</b>	<b>67,443,345</b>	<b>55,968,948</b>	<b>7.2 %</b>
<b>PERSONNEL</b>					
Full-Time	460	461	461	456	-1.1 %
Part-Time	4	4	4	4	—
FTEs	255.06	252.75	252.75	239.81	-5.1 %
<b>REVENUES</b>					
State Grants	0	650,000	650,000	650,000	—
Street Tree Planting	207,500	75,000	75,000	75,000	—
Residential Parking Permits	115,090	115,000	115,000	115,000	—
Motor Pool Charges/Fees	7,695	0	0	0	—
Parking Fees	144,333	120,000	120,000	120,000	—
Subdivision Plan Review	613,420	225,000	225,000	225,000	—
Other Fines/Forfeitures	400	0	0	0	—
Parking Fines	1,137,262	1,200,000	1,200,000	1,200,000	—
Federal Grants	1,022,625	0	0	0	—
State Aid: Highway User	9,316,832	10,573,697	10,664,783	12,725,353	20.3 %
Traffic Signals Maintenance	0	994,000	994,000	994,000	—
Miscellaneous Revenues	341,398	0	0	0	—

## BUDGET SUMMARY

	Actual FY23	Budget FY24	Estimate FY24	Approved FY25	%Chg Bud/App
Other Charges/Fees	313,271	435,000	435,000	435,000	—
Bus Advertising	10,734	0	0	0	—
<b>County General Fund Revenues</b>	<b>13,230,560</b>	<b>14,387,697</b>	<b>14,478,783</b>	<b>16,539,353</b>	<b>15.0 %</b>

### LEAF VACUUMING

#### EXPENDITURES

Salaries and Wages	2,116,834	2,821,598	2,302,061	2,812,019	-0.3 %
Employee Benefits	523,719	778,323	491,408	804,052	3.3 %
<b>Leaf Vacuuming Personnel Costs</b>	<b>2,640,553</b>	<b>3,599,921</b>	<b>2,793,469</b>	<b>3,616,071</b>	<b>0.4 %</b>
Operating Expenses	3,669,694	3,674,002	3,601,926	3,847,950	4.7 %
<b>Leaf Vacuuming Expenditures</b>	<b>6,310,247</b>	<b>7,273,923</b>	<b>6,395,395</b>	<b>7,464,021</b>	<b>2.6 %</b>

#### PERSONNEL

Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	31.03	31.03	31.03	28.63	-7.7 %

#### REVENUES

Leaf Vacuum Collection Fees	8,716,610	9,112,500	9,112,500	9,131,619	0.2 %
Other Charges/Fees	14,124	0	6,000	0	—
Investment Income	117,241	178,670	192,320	151,390	-15.3 %
<b>Leaf Vacuuming Revenues</b>	<b>8,847,975</b>	<b>9,291,170</b>	<b>9,310,820</b>	<b>9,283,009</b>	<b>-0.1 %</b>

### GRANT FUND - MCG

#### EXPENDITURES

Salaries and Wages	47,741	0	0	0	—
Employee Benefits	13,318	0	0	0	—
<b>Grant Fund - MCG Personnel Costs</b>	<b>61,059</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>—</b>
Operating Expenses	1,646,405	148,233	148,233	214,507	44.7 %
<b>Grant Fund - MCG Expenditures</b>	<b>1,707,464</b>	<b>148,233</b>	<b>148,233</b>	<b>214,507</b>	<b>44.7 %</b>

#### PERSONNEL

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

#### REVENUES

Federal Grants	3,307,003	0	0	0	—
State Grants	525,593	0	0	0	—
Miscellaneous Revenues	326,466	148,233	148,233	214,507	44.7 %
<b>Grant Fund - MCG Revenues</b>	<b>4,159,062</b>	<b>148,233</b>	<b>148,233</b>	<b>214,507</b>	<b>44.7 %</b>

### DEPARTMENT TOTALS



## BUDGET SUMMARY

	Actual FY23	Budget FY24	Estimate FY24	Approved FY25	%Chg Bud/App
<b>Total Expenditures</b>	<b>60,538,482</b>	<b>59,613,100</b>	<b>73,986,973</b>	<b>63,647,476</b>	<b>6.8 %</b>
<b>Total Full-Time Positions</b>	<b>460</b>	<b>461</b>	<b>461</b>	<b>456</b>	<b>-1.1 %</b>
<b>Total Part-Time Positions</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>—</b>
<b>Total FTEs</b>	<b>286.09</b>	<b>283.78</b>	<b>283.78</b>	<b>268.44</b>	<b>-5.4 %</b>
<b>Total Revenues</b>	<b>26,237,597</b>	<b>23,827,100</b>	<b>23,937,836</b>	<b>26,036,869</b>	<b>9.3 %</b>

## FY25 APPROVED CHANGES

	Expenditures	FTEs
<b>COUNTY GENERAL FUND</b>		
<b>FY24 ORIGINAL APPROPRIATION</b>	<b>52,190,944</b>	<b>252.75</b>
<b><u>Changes (with service impacts)</u></b>		
Enhance: Residential Resurfacing Slurry Seal [Transportation Infrastructure Construction & Maintenance]	700,000	0.00
Enhance: Annualization of Safe Routes to Schools Infrastructure Reviews [Community/Transportation Safety]	212,000	0.00
Eliminate: Temporary Unprotected On-Street Bike Lane Reviews [Community/Transportation Safety]	(100,000)	0.00
Reduce: Bikeshare Program Low-Utilization Stations [Transportation Services General Administration]	(121,941)	0.00
<b><u>Other Adjustments (with no service impacts)</u></b>		
Increase Cost: FY25 Compensation Adjustment	1,334,532	0.00
Increase Cost: Restore One Time Lapse Increase [Transportation Services General Administration]	1,308,572	0.00
Increase Cost: Annualization of FY24 Compensation Increases	1,241,361	0.00
Increase Cost: Highway Maintenance Contract Escalation [Transportation Infrastructure Construction & Maintenance]	672,000	0.00
Increase Cost: Overtime Adjustment	250,000	0.00
Increase Cost: UPS Unit Maintenance Contract Escalation [Transportation Management, Operations and Emergency/Storm Response]	120,204	0.00
Shift: Cable Fund Chargeback to General Fund [Transportation Services General Administration]	106,135	0.75
Increase Cost: Long Line Marking Contract Escalation [Community/Transportation Safety]	93,447	0.00
Increase Cost: Streetlight Maintenance Contract Escalation [Community/Transportation Safety]	81,750	0.00
Increase Cost: Capital Bikeshare Contract Escalation [Transportation Services General Administration]	52,685	0.00
Increase Cost: LED Traffic Signal Maintenance Contract Escalation [Transportation Management, Operations and Emergency/Storm Response]	14,960	0.00
Increase Cost: Printing and Mail	5,777	0.00
Technical Adj: Workforce Reconciliation - Adjustment [Transportation Services General Administration]	0	0.65
Technical Adj: Workforce Reconciliation - Adjustment [Transportation Infrastructure Construction & Maintenance]	0	(0.15)
Technical Adj: Workforce Reconciliation - Adjustment [Transportation Policy, Planning, and Project Development]	0	1.00
Decrease Cost: Retirement Adjustment	(11,222)	0.00
Shift: Montgomery Weed Control to Office of Agriculture [Non-Roadway Right of Way Maintenance]	(32,000)	0.00
Decrease Cost: Lapse Adjustment [Transportation Services General Administration]	(156,253)	0.00
Re-align: Elimination of Long-Term General Fund Vacancies [Transportation Services General Administration]	(337,271)	(3.81)

## FY25 APPROVED CHANGES

	Expenditures	FTEs
Decrease Cost: Motor Pool Adjustment	(708,314)	0.00
Re-align: Repurpose Long-Term General Fund Vacancies to Address Operational Needs [Transportation Services General Administration]	(948,418)	(11.38)
<b>FY25 APPROVED</b>	<b>55,968,948</b>	<b>239.81</b>

### LEAF VACUUMING

	FY24 ORIGINAL APPROPRIATION	7,273,923	31.03
<b><u>Other Adjustments (with no service impacts)</u></b>			
Increase Cost: Motor Pool Adjustment		174,848	0.00
Increase Cost: FY25 Compensation Adjustment		122,811	0.00
Increase Cost: Annualization of FY24 Compensation Increases		96,861	0.00
Decrease Cost: Reduction in Finance Fees [Transportation Infrastructure Construction & Maintenance]		(900)	0.00
Decrease Cost: Retirement Adjustment		(4,216)	0.00
Technical Adj: Annualization of FY24 Personnel Costs		(16,141)	0.00
Re-align: Repurpose Long-Term Leaf Vacuuming Fund Vacancies to Address Operational Needs [Transportation Services General Administration]		(183,165)	(2.40)
<b>FY25 APPROVED</b>		<b>7,464,021</b>	<b>28.63</b>

### GRANT FUND - MCG

	FY24 ORIGINAL APPROPRIATION	148,233	0.00
<b><u>Other Adjustments (with no service impacts)</u></b>			
Increase Cost: Annualization of FY24 Operating Expenses		66,274	0.00
<b>FY25 APPROVED</b>		<b>214,507</b>	<b>0.00</b>

## PROGRAM SUMMARY

Program Name	FY24 APPR Expenditures	FY24 APPR FTEs	FY25 APPR Expenditures	FY25 APPR FTEs
Community/Transportation Safety	5,827,789	22.90	6,280,045	22.90
Non-Roadway Right of Way Maintenance	16,513,598	71.44	17,112,272	64.85
Parking Outside the Parking Districts	960,284	1.60	971,608	1.60
Transportation Infrastructure Construction & Maintenance	19,287,975	101.22	20,412,610	93.03
Transportation Management, Operations and Emergency/Storm Response	7,930,062	42.24	8,583,987	41.18
Transportation Policy, Planning, and Project Development	3,400,265	10.69	3,772,420	12.69
Transportation Services General Administration	5,693,127	33.69	6,514,534	32.19
<b>Total</b>	<b>59,613,100</b>	<b>283.78</b>	<b>63,647,476</b>	<b>268.44</b>

## CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY24 Total\$	FY24 FTEs	FY25 Total\$	FY25 FTEs
<b>COUNTY GENERAL FUND</b>					
Urban Districts	Bethesda Urban District	30,000	0.00	35,000	0.00
Urban Districts	Silver Spring Urban District	30,000	0.00	35,000	0.00
Urban Districts	Wheaton Urban District	25,000	0.00	25,000	0.00
Technology and Enterprise Business Solutions	General Fund	0	0.00	657,985	0.00
Transit Services	Mass Transit	208,058	1.00	208,058	1.00
Environmental Protection	Water Quality Protection	4,441,328	32.97	4,441,328	32.97
Recycling and Resource Management	Solid Waste Disposal	336,894	2.90	336,894	2.90
CIP	Capital Fund	16,790,897	145.35	18,949,320	156.43
Cable Television Communications Plan	Cable TV	874,117	0.75	0	0.00
<b>Total</b>		<b>22,736,294</b>	<b>182.97</b>	<b>24,688,585</b>	<b>193.30</b>

## FUNDING PARAMETER ITEMS

CC APPROVED (\$000S)

Title	FY25	FY26	FY27	FY28	FY29	FY30
<b>COUNTY GENERAL FUND</b>						
<b>EXPENDITURES</b>						
<b>FY25 Approved</b>	<b>55,969</b>	<b>55,969</b>	<b>55,969</b>	<b>55,969</b>	<b>55,969</b>	<b>55,969</b>
No inflation or compensation change is included in outyear projections.						
<b>Elimination of One-Time Items Approved in FY25</b>	<b>0</b>	<b>(250)</b>	<b>(250)</b>	<b>(250)</b>	<b>(250)</b>	<b>(250)</b>
Items recommended for one-time funding in FY25, including the additional overtime adjustment, will be eliminated from the base in the outyears.						
<b>Restore One-Time Lapse Increase</b>	<b>0</b>	<b>156</b>	<b>156</b>	<b>156</b>	<b>156</b>	<b>156</b>
Items recommended for one-time funding in FY25, including lapse adjustment will be eliminated from the base in the outyears.						
<b>Labor Contracts</b>	<b>0</b>	<b>618</b>	<b>618</b>	<b>618</b>	<b>618</b>	<b>618</b>
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
<b>Subtotal Expenditures</b>	<b>55,969</b>	<b>56,493</b>	<b>56,493</b>	<b>56,493</b>	<b>56,493</b>	<b>56,493</b>
<b>LEAF VACUUMING</b>						
<b>EXPENDITURES</b>						
<b>FY25 Approved</b>	<b>7,464</b>	<b>7,464</b>	<b>7,464</b>	<b>7,464</b>	<b>7,464</b>	<b>7,464</b>
No inflation or compensation change is included in outyear projections.						
<b>Labor Contracts</b>	<b>0</b>	<b>57</b>	<b>57</b>	<b>57</b>	<b>57</b>	<b>57</b>
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
<b>Subtotal Expenditures</b>	<b>7,464</b>	<b>7,521</b>	<b>7,521</b>	<b>7,521</b>	<b>7,521</b>	<b>7,521</b>

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