




Transportation

RECOMMENDED FY25 BUDGET

\$64,638,206

FULL TIME EQUIVALENTS

268.44

 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 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. 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 recommended FY25 Operating Budget for the Department of Transportation is \$64,638,206, an increase of \$5,025,106 or 8.43 percent from the FY24 Approved Budget of \$59,613,100. Personnel Costs comprise 48.81 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 51.19 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.
 - ★ Provide for the maintenance of newly added subdivision roads to the County network.
 - ★ Enhance traffic safety by increasing funding for raised pavement markers, crosswalk markings, and sign maintenance.
 - ★ Enhance Vision Zero efforts by increasing funding for the Safe Routes to School Program.
 - ★ Provide more frequent inspection of short span bridges across the County.
 - ★ Enhance tree maintenance to reduce backlogs in tree removal, tree planting, and stump removal.

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 Recommended 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 ¹ | 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 ² | 79 | 88 | 84 | 80 | 75 |

¹ 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.

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

| FY25 Recommended Changes | Expenditures | FTEs |
|---|------------------|--------------|
| FY24 Approved | 5,827,789 | 22.90 |
| Enhance: Traffic Markings | 435,500 | 0.00 |
| 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 |
| FY25 Recommended | 6,715,545 | 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, 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 Recommended Changes | Expenditures | FTEs |
|--------------------------|--------------|------|
|--------------------------|--------------|------|

| FY25 Recommended Changes | Expenditures | FTEs |
|---|-------------------|--------------|
| FY24 Approved | 16,513,598 | 71.44 |
| Enhance: Tree Removal and Planting | 500,000 | 0.00 |
| 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. | 635,511 | (6.59) |
| FY25 Recommended | 17,617,109 | 64.85 |

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 Recommended Changes | Expenditures | FTEs |
|---|----------------|-------------|
| FY24 Approved | 960,284 | 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. | 11,324 | 0.00 |
| FY25 Recommended | 971,608 | 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 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 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/Home Owner Associations.

| Program Performance Measures | Actual FY22 | Actual FY23 | Estimated FY24 | Target FY25 | Target FY26 |
|--|-------------|-------------|----------------|-------------|-------------|
| Linear feet of sidewalk construction completed (000s) ¹ | 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% |

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.

| FY25 Recommended Changes | Expenditures | FTEs |
|---|-------------------|---------------|
| FY24 Approved | 19,287,975 | 101.22 |
| Enhance: Residential Resurfacing Slurry Seal | 700,000 | 0.00 |
| Increase Cost: Highway Maintenance Contract Escalation | 672,000 | 0.00 |
| Enhance: New Subdivision Roads Maintenance | 30,230 | 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. | (251,302) | (8.04) |
| FY25 Recommended | 20,438,003 | 93.03 |

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.

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 Climate 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 Recommended Changes | Expenditures | FTEs |
|---|------------------|--------------|
| FY24 Approved | 7,930,062 | 42.24 |
| 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) |
| FY25 Recommended | 8,583,987 | 41.18 |

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 Recommended Changes | Expenditures | FTEs |
|---|------------------|--------------|
| FY24 Approved | 3,400,265 | 10.69 |
| 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. | 397,155 | 1.00 |
| FY25 Recommended | 3,797,420 | 12.69 |

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 WMATA.

| FY25 Recommended Changes | Expenditures | FTEs |
|---|------------------|--------------|
| FY24 Approved | 5,693,127 | 33.69 |
| 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 |
| Enhance: Inspection of Short Span Bridges | 25,000 | 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. | 1,076,063 | 14.69 |
| FY25 Recommended | 6,514,534 | 32.19 |

BUDGET SUMMARY

| | Actual FY23 | Budget FY24 | Estimate FY24 | Recommended FY25 | %Chg Bud/Rec |
|--|-------------------|-------------------|-------------------|---------------------|-----------------|
| COUNTY GENERAL FUND | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 17,456,055 | 19,328,681 | 17,916,753 | 21,632,368 | 11.9 % |
| Employee Benefits | 4,817,518 | 5,819,707 | 5,491,485 | 6,303,456 | 8.3 % |
| County General Fund Personnel Costs | 22,273,573 | 25,148,388 | 23,408,238 | 27,935,824 | 11.1 % |
| Operating Expenses | 30,099,268 | 27,042,556 | 31,533,546 | 29,023,854 | 7.3 % |
| Capital Outlay | 147,930 | 0 | 0 | 0 | — |
| County General Fund Expenditures | 52,520,771 | 52,190,944 | 54,941,784 | 56,959,678 | 9.1 % |
| PERSONNEL | | | | | |
| 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 % |
| REVENUES | | | | | |
| 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 | — |

BUDGET SUMMARY

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

LEAF VACUUMING

EXPENDITURES

| | | | | | |
|---------------------------------------|------------------|------------------|------------------|------------------|--------------|
| Salaries and Wages | 2,116,834 | 2,821,598 | 2,131,158 | 2,812,019 | -0.3 % |
| Employee Benefits | 523,719 | 778,323 | 381,426 | 804,052 | 3.3 % |
| Leaf Vacuuming Personnel Costs | 2,640,553 | 3,599,921 | 2,512,584 | 3,616,071 | 0.4 % |
| Operating Expenses | 3,669,694 | 3,674,002 | 3,713,027 | 3,847,950 | 4.7 % |
| Leaf Vacuuming Expenditures | 6,310,247 | 7,273,923 | 6,225,611 | 7,464,021 | 2.6 % |

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 % |
| Leaf Vacuuming Revenues | 8,847,975 | 9,291,170 | 9,310,820 | 9,283,009 | -0.1 % |

GRANT FUND - MCG

EXPENDITURES

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

PERSONNEL

| | | | | | |
|-----------|---|---|---|---|---|
| Full-Time | 0 | 0 | 0 | 0 | — |
|-----------|---|---|---|---|---|

BUDGET SUMMARY

| | Actual FY23 | Budget FY24 | Estimate FY24 | Recommended FY25 | %Chg Bud/Rec |
|----------------------------------|------------------|----------------|------------------|---------------------|-----------------|
| 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 % |
| Grant Fund - MCG Revenues | 4,159,062 | 148,233 | 148,233 | 214,507 | 44.7 % |

DEPARTMENT TOTALS

| | | | | | |
|----------------------------------|-------------------|-------------------|-------------------|-------------------|---------------|
| Total Expenditures | 60,538,482 | 59,613,100 | 61,315,628 | 64,638,206 | 8.4 % |
| Total Full-Time Positions | 460 | 461 | 461 | 456 | -1.1 % |
| Total Part-Time Positions | 4 | 4 | 4 | 4 | — |
| Total FTEs | 286.09 | 283.78 | 283.78 | 268.44 | -5.4 % |
| Total Revenues | 26,237,597 | 23,827,100 | 23,937,836 | 26,036,869 | 9.3 % |

FY25 RECOMMENDED CHANGES

| | Expenditures | FTEs |
|--|-------------------|---------------|
| COUNTY GENERAL FUND | | |
| FY24 ORIGINAL APPROPRIATION | 52,190,944 | 252.75 |
| <u>Changes (with service impacts)</u> | | |
| Enhance: Residential Resurfacing Slurry Seal [Transportation Infrastructure Construction & Maintenance] | 700,000 | 0.00 |
| Enhance: Tree Removal and Planting [Non-Roadway Right of Way Maintenance] | 500,000 | 0.00 |
| Enhance: Traffic Markings [Community/Transportation Safety] | 435,500 | 0.00 |
| Enhance: Annualization of Safe Routes to Schools Infrastructure Reviews [Community/Transportation Safety] | 212,000 | 0.00 |
| Enhance: New Subdivision Roads Maintenance [Transportation Infrastructure Construction & Maintenance] | 30,230 | 0.00 |
| Enhance: Inspection of Short Span Bridges [Transportation Services General Administration] | 25,000 | 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 |
| <u>Other Adjustments (with no service impacts)</u> | | |
| 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 |

FY25 RECOMMENDED CHANGES

| | Expenditures | FTEs |
|--|-------------------|---------------|
| 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 Infrastructure Construction & Maintenance] | 0 | (0.15) |
| Technical Adj: Workforce Reconciliation - Adjustment [Transportation Services General Administration] | 0 | 0.65 |
| 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) |
| 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) |
| FY25 RECOMMENDED | 56,959,678 | 239.81 |

LEAF VACUUMING

| | FY24 ORIGINAL APPROPRIATION | 7,273,923 | 31.03 |
|---|-----------------------------|--------------|-------|
| <u>Other Adjustments (with no service impacts)</u> | | | |
| 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) | |
| FY25 RECOMMENDED | 7,464,021 | 28.63 | |

GRANT FUND - MCG

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

PROGRAM SUMMARY

| Program Name | FY24 APPR Expenditures | FY24 APPR FTEs | FY25 REC Expenditures | FY25 REC FTEs |
|--|---------------------------|-------------------|--------------------------|------------------|
| Community/Transportation Safety | 5,827,789 | 22.90 | 6,715,545 | 22.90 |
| Non-Roadway Right of Way Maintenance | 16,513,598 | 71.44 | 17,617,109 | 64.85 |
| Parking Outside the Parking Districts | 960,284 | 1.60 | 971,608 | 1.60 |
| Transportation Infrastructure Construction & Maintenance | 19,287,975 | 101.22 | 20,438,003 | 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 | 3,797,420 | 12.69 |
| Transportation Services General Administration | 5,693,127 | 33.69 | 6,514,534 | 32.19 |
| Total | 59,613,100 | 283.78 | 64,638,206 | 268.44 |

CHARGES TO OTHER DEPARTMENTS

| Charged Department | Charged Fund | FY24 Total\$ | FY24 FTEs | FY25 Total\$ | FY25 FTEs |
|--|------------------------------|-------------------|---------------|-------------------|---------------|
| COUNTY GENERAL FUND | | | | | |
| 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 |
| Total | | 22,736,294 | 182.97 | 24,688,585 | 193.30 |

FUNDING PARAMETER ITEMS

CE RECOMMENDED (\$000S)

| Title | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| COUNTY GENERAL FUND | | | | | | |
| EXPENDITURES | | | | | | |
| FY25 Recommended | 56,960 | 56,960 | 56,960 | 56,960 | 56,960 | 56,960 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Elimination of One-Time Items Recommended in FY25 | 0 | (250) | (250) | (250) | (250) | (250) |
| Items recommended for one-time funding in FY25, including additional OT, will be eliminated from the base in the outyears. | | | | | | |
| Capital Bikeshare Program CPI-U for contracts (labor cost) | 0 | 53 | 53 | 53 | 53 | 53 |

FUNDING PARAMETER ITEMS

CE RECOMMENDED (\$000S)

| Title | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| LED Traffic Signal Maintenance | 0 | 8 | 16 | 25 | 33 | 33 |
| Traffic Signal LED Replacement Cycle is on a 10-year cycle and assumes a 3% increase in re-lamp and contractor cost per year. The 10-year cycle was based on MDOT SHA data/studies (and other DOTs, nationally) that showed LED replacement could be extended from the warranty period of five years to a time prior to anticipated life expectancy, or approximately 10 years. | | | | | | |
| Restore One-Time Lapse Increase | 0 | 156 | 156 | 156 | 156 | 156 |
| Items recommended for one-time funding in FY25, including lapse adjustment will be eliminated from the base in the outyears. | | | | | | |
| Short Span Bridge Inspection | 0 | 50 | 75 | 100 | 100 | 100 |
| Uninterrupted Power Supply (UPS) Unit Maintenance | 0 | 52 | 111 | 179 | 256 | 256 |
| The Uninterrupted Power Supply (UPS) maintenance program involves the annual preventive maintenance of UPS that have been installed at signalized intersections as well as the battery replacement. The number of County-owned intersections is expected to increase by 10 for FY25 and subsequent years. For FY25, annual preventative maintenance and testing is anticipated to be performed at 489 locations. Batteries are scheduled to be replaced every five years with 80 anticipated for FY25. | | | | | | |
| Labor Contracts | 0 | 618 | 618 | 618 | 618 | 618 |
| These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items. | | | | | | |
| Subtotal Expenditures | 56,960 | 57,647 | 57,739 | 57,841 | 57,926 | 57,926 |

LEAF VACUUMING

EXPENDITURES

| | | | | | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|
| FY25 Recommended | 7,464 | 7,464 | 7,464 | 7,464 | 7,464 | 7,464 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Labor Contracts | 0 | 57 | 57 | 57 | 57 | 57 |
| These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items. | | | | | | |
| Subtotal Expenditures | 7,464 | 7,521 | 7,521 | 7,521 | 7,521 | 7,521 |