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# Transportation

## MISSION STATEMENT

The mission of the Department of Transportation (DOT) programs supported by the General Fund 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 maintain the County's transportation infrastructure; 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 FY12 Operating Budget for the Department of Transportation is \$39,591,170, a decrease of \$1,228,450 or 3.0 percent from the FY11 Approved Budget of \$40,819,620. Personnel Costs comprise 53.2 percent of the budget for 441 full-time positions and eight part-time positions for 258.1 workyears. Operating Expenses account for the remaining 46.8 percent of the FY12 budget.

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

## LINKAGE TO COUNTY RESULT AREAS

While this program area supports all eight of the County Result Areas, the following are emphasized:

- ❖ ***A Responsive, Accountable County Government***
- ❖ ***An Effective and Efficient Transportation Network***
- ❖ ***Healthy and Sustainable Neighborhoods***
- ❖ ***Safe Streets and Secure Neighborhoods***
- ❖ ***Vital Living for All of Our Residents***

## DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY11 estimates incorporate the effect of the FY11 savings plan. FY12 and FY13 targets assume the recommended FY12 budget and FY13 funding for comparable service levels.

## ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***Received a paving award from the Maryland Asphalt Institute for the rehabilitation of roads in Battery Park.***
- ❖ ***Approximately 43 Uninterruptible Power Supply (UPS) units are to be installed and placed in service through the American Recovery and Reinvestment Act (ARRA) project that improve efficiency and emergency evacuation/response by guaranteeing a power supply for these traffic signals. The Department of Transportation has installed UPS at the 90 most critical county intersections using a combination of county and grant funds.***
- ❖ ***Various traffic calming projects were completed for Dale Drive and Carroll Avenue that significantly improved pedestrian safety in these areas.***
- ❖ ***Distributed more than 23,000 newsletters announcing infrastructure repairs and maintenance activities to residents in affected neighborhoods.***

## ❖ Productivity Improvements

- **Established a new permanent patching capital project that treats roads that are eligible for total rehabilitation but not programmed for rehabilitation until the out-years, while significantly reducing out year costs.**
- **Engineering staff received training in quality control for soils, hot mix asphalt, concrete, and other construction materials as well, as safety training while working adjacent to railroad tracks.**
- **Continued use of project management software to forecast resource workload and make timely decisions regarding the use of outside resources to ensure our ability to deliver projects on time. As a result of this effort, the Division of Transportation Engineering was able to reduce its reliance on outside resources over the past year.**
- **Continued requirements for Critical Path Method (CPM) scheduling by contractors and in monthly project reports to enable efficient review of contractor progress, allow early identification of potential delays and enhance the ability to develop recovery schedules in the event of slippage.**

## PROGRAM CONTACTS

Contact William Selby of the Department of Transportation at 240.777.7180 or Adam Damin of the Office of Management and Budget at 240.777.2794 for more information regarding this department's operating budget.

## PROGRAM DESCRIPTIONS

### Automation

The Automation Program provides staffing, material, and support to develop and maintain information systems in support of the Department's business operations. This includes purchase and maintenance of IT equipment, service and support for major business systems, strategic visioning and analysis for planned IT investments, and day-to-day end use support. In addition, this program provides for coordination with the County Department of Technology Services.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>469,150</b>	<b>3.0</b>
Decrease Cost: Automation - Director's Office	-8,260	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-31,010	-0.1
<b>FY12 CE Recommended</b>	<b>429,880</b>	<b>2.9</b>

### Bridge Maintenance

This program provides for the basic maintenance of bridges and box culverts along County-maintained roadways, including removal of debris under and around bridges; wall and abutment repainting; trimming trees and mowing banks around bridge approaches; and guardrail repair. Minor asphalt repairs and resurfacing of bridges and bridge approaches are also included.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>159,170</b>	<b>1.2</b>
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	18,570	0.1
<b>FY12 CE Recommended</b>	<b>177,740</b>	<b>1.3</b>

### Transportation Engineering and Management Services

This program oversees a portion of the transportation programs, monitors and evaluates standards, investigates complaints, and implements strategies to maximize cost savings. This program is also responsible for the personnel, budget, and finance functions of several divisions in the Department of Transportation, providing essential services to the Department and serving as a point of contact for other departments.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>396,400</b>	<b>2.6</b>
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	7,900	0.2
<b>FY12 CE Recommended</b>	<b>404,300</b>	<b>2.8</b>

## Noise Abatement Districts

The Bradley and Cabin John Noise Abatement Special Taxation Districts were created in 1991 to levy a tax to defray certain ineligible State costs associated with the construction of noise barriers along the Capital Beltway that will benefit the properties in the districts. Proceeds of the tax are used to reimburse the County for debt service related to the general obligation bond proceeds which were initially used to finance the construction. The program also involves evaluation and negotiations with new communities that desire to explore their eligibility for establishment of new Noise Abatement Districts and coordination with the State Highway Administration.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>0</b>	<b>0.0</b>
<b>FY12 CE Recommended</b>	<b>0</b>	<b>0.0</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 County employee parking in the Rockville core.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>972,850</b>	<b>1.4</b>
Increase Cost: Parking Enforcement Contract (Parking Management)	52,580	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY11 (Parking Management)	-15,000	0.0
Decrease Cost: Contractual Parking Ticket Processing	-110,220	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	4,870	0.1
<b>FY12 CE Recommended</b>	<b>905,080</b>	<b>1.5</b>

## Resurfacing

This program provides for the contracted surface treatment of the County's residential and rural roadway infrastructure.

<b>Program Performance Measures</b>	<b>Actual FY09</b>	<b>Actual FY10</b>	<b>Estimated FY11</b>	<b>Target FY12</b>	<b>Target FY13</b>
Percentage of annual requirement for residential resurfacing funded <sup>1</sup>	47.0	36.0	3.0	3.0	3.0
Percent of primary/arterial road quality rated fair or better	50%	62%	67%	75%	80%
Percent of rural/residential road quality rated fair or better	37%	40%	41%	42%	43%

<sup>1</sup> Program is transitioning to a Pavement Management System.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>282,660</b>	<b>0.0</b>
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	1,350	0.0
<b>FY12 CE Recommended</b>	<b>284,010</b>	<b>0.0</b>

## Roadway and Related Maintenance

Roadway maintenance includes asphalt road patching (temporary and permanent roadway repairs, skin patching, and crack sealing); shoulder maintenance; and storm drain maintenance, including erosion repairs, roadway ditch and channel repairs, cleaning enclosed storm drains, and repair and/or replacement of drainage pipes. Related activities include: mowing; roadside clearing and grubbing; guardrail repair and replacement; street cleaning; regrading and reshaping dirt roads; and temporary maintenance of curbs, gutters, and sidewalks.

Starting in FY07, DOT began providing routine maintenance of roadway, bridges, and storm drain surfaces and other miscellaneous items for Park roads.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>15,645,940</b>	<b>139.2</b>

	<b>Expenditures</b>	<b>WYs</b>
Increase Cost: Motor Pool Rate Adjustment - Replace 24 Dump Trucks	2,016,000	0.0
Add: Newly Accepted Subdivision Roads (Highway Maintenance)	44,290	0.0
Reduce: Roadway Maintenance	-652,690	-5.2
Shift: Replace Contractual Services with In-house Staff	-1,458,980	-14.9
Shift: Storm Drain Maintenance to the Water Quality Protection Fund	-2,050,070	-30.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	1,457,880	8.2
<b>FY12 CE Recommended</b>	<b>15,002,370</b>	<b>97.3</b>

### **Snow Removal/Wind/Rain Storms**

This program includes the removal of storm debris and snow from County roadways. This includes plowing and applying salt and sand; equipment preparation and cleanup from snow storms; and wind and rain storm cleanup. Efforts to improve the County's snow removal operation have included snow summit conferences; equipping other County vehicles with plows; and using a variety of contracts to assist in clearing streets. Expenditures over the budgeted program amount for this purpose will be covered by the Snow Removal and Storm Cleanup NDA.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>2,797,240</b>	<b>23.2</b>
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	317,770	0.6
<b>FY12 CE Recommended</b>	<b>3,115,010</b>	<b>23.8</b>

### **Streetlighting**

This program includes investigation of citizen requests for new or upgraded streetlights; design or review of plans for streetlight installations on existing roads, bikeways and pedestrian facilities, and projects that are included in the CIP; coordination and inspection of streetlight installations and maintenance by utility companies; maintenance of all County-owned streetlights by contract; and inspection of contractual maintenance and repair work.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>444,440</b>	<b>0.9</b>
Increase Cost: Streetlight Maintenance Contract	68,660	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	14,600	0.0
<b>FY12 CE Recommended</b>	<b>527,700</b>	<b>0.9</b>

### **Traffic Planning**

This program provides for traffic engineering and safety review of road construction projects in the CIP; review of master plans, preliminary development plans, and road geometric standards from a pedestrian, bicycle, and traffic engineering and safety standpoint. The program also includes studies to identify small scale projects to improve the capacity and safety of intersections at spot locations throughout the County, the design of conceptual plans for such improvements, as well as the review of development plans and coordination of all such reviews within the Department of Transportation; review of traffic and pedestrian impact studies for the Local Area Review process; and development, review, approval, and monitoring of development-related transportation mitigation agreements.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>582,300</b>	<b>4.7</b>
Decrease Cost: Lapse Vacant Position and Increase Charges to Traffic Signal System Modernization CIP Project	-233,250	-2.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	9,930	0.2
<b>FY12 CE Recommended</b>	<b>358,980</b>	<b>2.9</b>

### **Traffic and Pedestrian Safety**

This program provides for engineering studies to evaluate and address concerns about pedestrian and traffic safety and parking issues on neighborhood streets, arterial, and major roadways. Data on speed, vehicular and pedestrian volumes, geometric conditions and collision records are collected and analyzed. Plans are developed to enhance neighborhood and school zone safety, maintain livable residential environments, and provide safe and efficient traffic flow as well as safe pedestrian access on arterial and major roads.

<b>Program Performance Measures</b>	<b>Actual FY09</b>	<b>Actual FY10</b>	<b>Estimated FY11</b>	<b>Target FY12</b>	<b>Target FY13</b>
Average number of days to respond to requests for traffic studies <sup>1</sup>	41	43	45	49	49
Number of traffic studies pending	200	210	220	240	240

<sup>1</sup> Reflects reduction in consultant services.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>1,251,160</b>	<b>7.3</b>
Decrease Cost: Safe Routes to Schools Grant	-15,810	-0.2
Decrease Cost: Pedestrian Safety Outreach and Street Smart Campaign	-25,000	0.0
Reduce: Abolish Engineer Technician II in Traffic Studies Section	-112,050	-1.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	41,080	0.7
<b>FY12 CE Recommended</b>	<b>1,139,380</b>	<b>6.8</b>

## **Traffic Sign & Marking**

This program includes conducting engineering investigations of citizen complaints about traffic signs, street name signs, pavement markings (centerlines, lane lines, edge lines, crosswalks, raised pavement markers, etc.), and inadequate visibility at intersections. It also includes design, review, and field inspection of traffic control plans for CIP road projects and for permit work performed in right-of-ways. The program includes fabrication and/or purchase of signs; installation and maintenance of all traffic and pedestrian signs, and street name signs (including special advance street name signs); repair or replacement of damaged signs; installation and maintenance of all pavement markings; safety-related trimming of roadside foliage obstructing traffic control devices; and day-to-day management of the traffic materials and supplies inventory. This program is also responsible for the issuance of permits for use of County roads and rights-of-ways for special events such as parades, races, and block parties.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>1,916,500</b>	<b>13.4</b>
Decrease Cost: Abolish Stock Position	-54,400	-1.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	52,980	0.7
<b>FY12 CE Recommended</b>	<b>1,915,080</b>	<b>13.1</b>

## **Traffic Signals & Advanced Transportation Mgmt. Syst.**

This program provides for the general engineering and maintenance activities associated with the design, construction and maintenance of traffic signals, the Advanced Transportation Management System (ATMS), and the communication infrastructure that supports these programs and the County's fiber optic based network. Included in this program are proactive and reactive maintenance of the field devices and related components such as traffic signals, flashers, traffic surveillance cameras, variable message signs, travelers' advisory radio sites, twisted pair copper interconnect, and fiber optic cable and hub sites; and support of the Traffic Signal, ATMS and FiberNet CIP projects. This program also includes provision of testimony for the County in court cases involving traffic signals.

<b>Program Performance Measures</b>	<b>Actual FY09</b>	<b>Actual FY10</b>	<b>Estimated FY11</b>	<b>Target FY12</b>	<b>Target FY13</b>
The backlog of signalized intersections with a malfunctioning sensor	46	81	124	175	175

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>1,888,350</b>	<b>9.8</b>
Increase Cost: LED Vehicular and Pedestrian Traffic Signals Life Cycle Replacement	353,500	0.0
Reduce: Traffic Signal Relamping	-76,000	0.0
Eliminate: Pedestrian Signal Timing Initiative	-112,390	0.0
Eliminate: Loop Detector Program	-152,300	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	66,840	0.5
<b>FY12 CE Recommended</b>	<b>1,968,000</b>	<b>10.3</b>

## **Transportation Community Outreach**

The Community Outreach program objective is to: inform County residents of DOT's services, programs, and procedures; enhance their understanding of the department's organization and responsibilities; enhance their ability to contact directly the appropriate DOT office; and provide feedback so DOT can improve its services. Staff works with the Public Information Office to respond to media inquiries. Staff refers and follows up on residents' concerns; attends community meetings; and convenes action group

meetings at the request of the Regional Services Center directors. Significant components of community outreach are the coordination of Renew Montgomery, a neighborhood revitalization program, and the Keep Montgomery County Beautiful program, which includes the Adopt-A-Road program, a beautification grants program, and annual beautification awards.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>199,090</b>	<b>1.0</b>
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-6,160	0.0
<b>FY12 CE Recommended</b>	<b>192,930</b>	<b>1.0</b>

### Property Acquisition

This program is responsible for acquiring land for transportation capital projects and includes land acquisitions for other departments on an as-needed basis. This program includes administering the abandonment of rights-of-ways which have been or currently are in public use.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>87,470</b>	<b>0.6</b>
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-420	0.0
<b>FY12 CE Recommended</b>	<b>87,050</b>	<b>0.6</b>

### Transportation Planning and Design

This program provides for the development of engineering construction plans and specifications for all transportation-related projects in the County's Capital Improvements Program (CIP). This includes planning, surveying, designing of roads, bridges, traffic improvements, pedestrian, bicycle and mass transit facilities, and storm drains; as well as the inventory, inspection, renovation, preservation and rehabilitation of existing bridges. All of these plans are environmentally sound and aesthetically pleasing and meet applicable local, State and Federal laws and regulations.

<b>Program Performance Measures</b>	<b>Actual FY09</b>	<b>Actual FY10</b>	<b>Estimated FY11</b>	<b>Target FY12</b>	<b>Target FY13</b>
Linear feet of sidewalk construction completed (000) <sup>1</sup>	25	40	40	40	40
Percentage of customers satisfied with new capital projects <sup>2</sup>	92.0	92.0	92.0	92.0	92.0

<sup>1</sup> Sidewalk Construction is funded by CIP.

<sup>2</sup> Outreach is for CIP projects.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>395,420</b>	<b>1.8</b>
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	27,710	0.1
<b>FY12 CE Recommended</b>	<b>423,130</b>	<b>1.9</b>

### Transportation Construction

This program provides overall construction administration and inspection of the Department's transportation CIP projects. This includes preparing and awarding construction contracts, monitoring construction expenditures and schedules, processing contract payments, providing construction inspection, and inspecting and testing materials used in capital projects. It measures and controls the quality of manufactured construction materials incorporated into the transportation infrastructure. This program also includes materials (manufacturing) plant inspections and testing of materials for work performed by private developers under permit with the County.

<b>Program Performance Measures</b>	<b>Actual FY09</b>	<b>Actual FY10</b>	<b>Estimated FY11</b>	<b>Target FY12</b>	<b>Target FY13</b>
Transportation Capital Improvement Projects completed within 10% of the cost estimate in the original Project Description Form	73	85	70	75	75
Transportation Capital Improvement Projects completed within 3 months of projected timeline on Project Description Form	90	50	70	75	75

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>231,830</b>	<b>0.8</b>

	Expenditures	WYs
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	5,570	0.0
<b>FY12 CE Recommended</b>	<b>237,400</b>	<b>0.8</b>

### **Transportation Management and Operations**

This program provides for the daily operations of the County's transportation management program to include operations of the Transportation Management Center (TMC), the computerized traffic signal system, the aerial surveillance sub-program, and multi-agency incident management response and special event traffic management. This program also provides hardware and software support for the TMC's computer and network infrastructure, and investigation of citizen complaints about traffic signal timing, synchronization and optimization.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>890,220</b>	<b>4.1</b>
Reduce: Advanced Transportation Management System Network Support	-50,000	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	23,910	0.2
<b>FY12 CE Recommended</b>	<b>864,130</b>	<b>4.3</b>

### **Transportation Policy**

This program provides for the integration of all transportation plans, projects, and programs to ensure Department-wide coordination and consistency. The program provides a strategic planning framework for the identification and prioritization of new capital and operating transportation projects and programs for implementation at the County and State levels. The program advocates and explains the County's transportation priorities to the Council and State Delegation. This program also includes a liaison role and active participation with local and regional bodies such as WMATA, M-NCPPC, the Metropolitan Washington Council of Governments (COG), the Transportation Planning Board (TPB), and the Maryland Department of Transportation. This program involves active participation in the master planning process in order to advance transportation priorities and ensure the ability to implement proposed initiatives. The development of transportation policy, legislation, and infrastructure financing proposals are included in this program, including administration of the Impact Tax Program, development and negotiation of participation agreements with private developers, and the Development Approval Payment program.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>393,750</b>	<b>2.4</b>
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	5,290	0.1
<b>FY12 CE Recommended</b>	<b>399,040</b>	<b>2.5</b>

### **Tree Maintenance**

The operating budget portion of the Tree Maintenance program provides for emergency tree maintenance services in the public rights-of-way. The program provides priority area-wide emergency tree and stump removal and pruning to ensure the safety of pedestrians and cyclists, minimize damage to property, and provide adequate road clearance and sign, signal, and streetlight visibility for motorists.

Starting in FY07, the street tree planting function was transferred to DOT as part of the overall Tree Maintenance program. The Department of Environmental Protection will continue to identify priority tree planting areas.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>2,817,500</b>	<b>12.7</b>
Reduce: Tree Maintenance	-31,120	0.0
Eliminate: Stump Removals	-35,000	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	960	0.6
<b>FY12 CE Recommended</b>	<b>2,752,340</b>	<b>13.3</b>

### **Vacuum Leaf Collection**

The Vacuum Leaf Collection program provides two vacuum leaf collections to the residents in the Leaf Vacuuming District during the late fall/winter months. Vacuum leaf collection is an enhanced service which complements homeowner responsibilities related to

the collection of the high volume of leaves generated in this part of the County.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>5,303,340</b>	<b>50.3</b>
Increase Cost: Charge back from Department of Finance	46,140	0.0
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-76,560	0.0
<b>FY12 CE Recommended</b>	<b>5,272,920</b>	<b>50.3</b>

### **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. 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. The Administration program includes efforts of staff from all divisions of the Department.

<b>FY12 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY11 Approved</b>	<b>3,694,840</b>	<b>22.8</b>
Shift: Increase Charges to the CIP	-522,330	-3.6
Miscellaneous adjustments, including restoration of employee furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-37,810	0.6
<b>FY12 CE Recommended</b>	<b>3,134,700</b>	<b>19.8</b>



# BUDGET SUMMARY

	Actual FY10	Budget FY11	Estimated FY11	Recommended FY12	% Chg Bud/Rec
<b>COUNTY GENERAL FUND</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	23,936,388	15,117,830	15,108,500	12,512,330	-17.2%
Employee Benefits	7,483,443	6,816,330	6,777,640	5,073,530	-25.6%
<b>County General Fund Personnel Costs</b>	<b>31,419,831</b>	<b>21,934,160</b>	<b>21,886,140</b>	<b>17,585,860</b>	<b>-19.8%</b>
Operating Expenses	62,517,323	13,530,800	12,812,450	16,696,880	23.4%
Capital Outlay	0	0	0	0	—
<b>County General Fund Expenditures</b>	<b>93,937,154</b>	<b>35,464,960</b>	<b>34,698,590</b>	<b>34,282,740</b>	<b>-3.3%</b>
<b>PERSONNEL</b>					
Full-Time	451	450	450	441	-2.0%
Part-Time	6	7	7	8	14.3%
Workyears	295.7	252.2	252.2	207.3	-17.8%
<b>REVENUES</b>					
Installing Parking Meters & Signs-Bethesda Library	0	120,000	55,000	75,000	-37.5%
Charges for Services	548,700	0	0	0	—
Residential Parking Permits	-10,562	185,000	195,560	185,000	—
Maintenance of Traffic Signals	676,775	846,500	678,700	685,500	-19.0%
Highway User State Aid	3,132,031	885,000	1,082,000	1,115,000	26.0%
Rockville Visitor Parking	108,747	80,000	80,000	80,000	—
Subdivision Review	246,378	188,000	100,000	150,000	-20.2%
<b>County General Fund Revenues</b>	<b>4,702,069</b>	<b>2,304,500</b>	<b>2,191,260</b>	<b>2,290,500</b>	<b>-0.6%</b>
<b>BRADLEY NOISE ABATEMENT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	0	0	0	0	—
Employee Benefits	0	0	0	0	—
<b>Bradley Noise Abatement Personnel Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>—</b>
Operating Expenses	0	0	0	0	—
Capital Outlay	0	0	0	0	—
<b>Bradley Noise Abatement Expenditures</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>—</b>
<b>PERSONNEL</b>					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
Workyears	0.0	0.0	0.0	0.0	—
<b>REVENUES</b>					
Property Tax	32,317	31,320	32,270	31,390	0.2%
Investment Income	45	0	0	0	—
<b>Bradley Noise Abatement Revenues</b>	<b>32,362</b>	<b>31,320</b>	<b>32,270</b>	<b>31,390</b>	<b>0.2%</b>
<b>CABIN JOHN NOISE ABATEMENT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	0	0	0	0	—
Employee Benefits	0	0	0	0	—
<b>Cabin John Noise Abatement Personnel Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>—</b>
Operating Expenses	0	0	0	0	—
Capital Outlay	0	0	0	0	—
<b>Cabin John Noise Abatement Expenditures</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>—</b>
<b>PERSONNEL</b>					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
Workyears	0.0	0.0	0.0	0.0	—
<b>REVENUES</b>					
Property Tax	8,832	9,040	8,800	8,560	-5.3%
Investment Income	14	0	0	0	—
<b>Cabin John Noise Abatement Revenues</b>	<b>8,846</b>	<b>9,040</b>	<b>8,800</b>	<b>8,560</b>	<b>-5.3%</b>
<b>GRANT FUND MCG</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	50,507	38,700	38,700	26,000	-32.8%
Employee Benefits	15,757	12,620	12,620	9,510	-24.6%
<b>Grant Fund MCG Personnel Costs</b>	<b>66,264</b>	<b>51,320</b>	<b>51,320</b>	<b>35,510</b>	<b>-30.8%</b>
Operating Expenses	-176,383	0	200,000	0	—
Capital Outlay	0	0	0	0	—
<b>Grant Fund MCG Expenditures</b>	<b>-110,119</b>	<b>51,320</b>	<b>251,320</b>	<b>35,510</b>	<b>-30.8%</b>

	Actual FY10	Budget FY11	Estimated FY11	Recommended FY12	% Chg Bud/Rec
<b>PERSONNEL</b>					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
Workyears	0.0	0.7	0.7	0.5	-28.6%
<b>REVENUES</b>					
UASI MD 5% Share	0	0	200,000	0	—
Safe Routes to Schools (SRTS)	-110,119	51,320	51,320	35,510	-30.8%
<b>Grant Fund MCG Revenues</b>	<b>-110,119</b>	<b>51,320</b>	<b>251,320</b>	<b>35,510</b>	<b>-30.8%</b>
<b>VACUUM LEAF COLLECTION</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	2,541,694	2,613,890	2,576,600	2,656,660	1.6%
Employee Benefits	564,462	838,290	835,490	765,240	-8.7%
<b>Vacuum Leaf Collection Personnel Costs</b>	<b>3,106,156</b>	<b>3,452,180</b>	<b>3,412,090</b>	<b>3,421,900</b>	<b>-0.9%</b>
Operating Expenses	2,114,789	1,851,160	1,867,550	1,851,020	0.0%
Capital Outlay	0	0	0	0	—
<b>Vacuum Leaf Collection Expenditures</b>	<b>5,220,945</b>	<b>5,303,340</b>	<b>5,279,640</b>	<b>5,272,920</b>	<b>-0.6%</b>
<b>PERSONNEL</b>					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
Workyears	50.3	50.3	50.3	50.3	—
<b>REVENUES</b>					
Collection Fees	6,908,300	6,511,940	6,511,940	6,530,750	0.3%
Investment Income	3,831	40,000	4,000	4,000	-90.0%
<b>Vacuum Leaf Collection Revenues</b>	<b>6,912,131</b>	<b>6,551,940</b>	<b>6,515,940</b>	<b>6,534,750</b>	<b>-0.3%</b>
<b>DEPARTMENT TOTALS</b>					
<b>Total Expenditures</b>	<b>99,047,980</b>	<b>40,819,620</b>	<b>40,229,550</b>	<b>39,591,170</b>	<b>-3.0%</b>
<b>Total Full-Time Positions</b>	<b>451</b>	<b>450</b>	<b>450</b>	<b>441</b>	<b>-2.0%</b>
<b>Total Part-Time Positions</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>14.3%</b>
<b>Total Workyears</b>	<b>346.0</b>	<b>303.2</b>	<b>303.2</b>	<b>258.1</b>	<b>-14.9%</b>
<b>Total Revenues</b>	<b>11,545,289</b>	<b>8,948,120</b>	<b>8,999,590</b>	<b>8,900,710</b>	<b>-0.5%</b>

## FY12 RECOMMENDED CHANGES

	Expenditures	WYs
<b>COUNTY GENERAL FUND</b>		
<b>FY11 ORIGINAL APPROPRIATION</b>	<b>35,464,960</b>	<b>252.2</b>
<b>Changes (with service impacts)</b>		
Add: Newly Accepted Subdivision Roads (Highway Maintenance) [Roadway and Related Maintenance]	44,290	0.0
Reduce: Tree Maintenance [Tree Maintenance]	-31,120	0.0
Eliminate: Stump Removals [Tree Maintenance]	-35,000	0.0
Reduce: Advanced Transportation Management System Network Support [Transportation Management and Operations]	-50,000	0.0
Reduce: Traffic Signal Relamping [Traffic Signals & Advanced Transportation Mgmt. Syst.]	-76,000	0.0
Reduce: Abolish Engineer Technician II in Traffic Studies Section [Traffic and Pedestrian Safety]	-112,050	-1.0
Eliminate: Pedestrian Signal Timing Initiative [Traffic Signals & Advanced Transportation Mgmt. Syst.]	-112,390	0.0
Eliminate: Loop Detector Program [Traffic Signals & Advanced Transportation Mgmt. Syst.]	-152,300	0.0
Reduce: Roadway Maintenance [Roadway and Related Maintenance]	-652,690	-5.2
<b>Other Adjustments (with no service impacts)</b>		
Increase Cost: Motor Pool Rate Adjustment (Load in subobj 3300)	2,108,320	0.0
Increase Cost: Motor Pool Rate Adjustment - Replace 24 Dump Trucks [Roadway and Related Maintenance]	2,016,000	0.0
Increase Cost: LED Vehicular and Pedestrian Traffic Signals Life Cycle Replacement [Traffic Signals & Advanced Transportation Mgmt. Syst.]	353,500	0.0
Increase Cost: Restore Personnel Costs - Furloughs	351,110	12.0
Increase Cost: Annualization of FY11 Personnel Costs	93,300	0.5
Increase Cost: Streetlight Maintenance Contract [Streetlighting]	68,660	0.0
Increase Cost: Parking Enforcement Contract (Parking Management) [Parking Outside the Parking Districts]	52,580	0.0
Increase Cost: Printing and Mail Adjustment	18,620	0.0
Increase Cost: Annualization of FY11 Lapsed Positions	16,910	0.3
Increase Cost: Help Desk - Desk Side Support	7,410	0.0
Increase Cost: Annualization of FY11 Operating Expenses	2,300	0.0
Decrease Cost: Automation - Director's Office [Automation]	-8,260	0.0

	Expenditures	WYs
Decrease Cost: Elimination of One-Time Items Approved in FY11 (Parking Management) [Parking Outside the Parking Districts]	-15,000	0.0
Decrease Cost: Verizon Point to Point T1 Replacement	-16,970	0.0
Decrease Cost: Pedestrian Safety Outreach and Street Smart Campaign [Traffic and Pedestrian Safety]	-25,000	0.0
Decrease Cost: Verizon Frame Relay Replacement	-25,050	0.0
Decrease Cost: Turnover Savings	-33,250	0.0
Decrease Cost: Abolish Stock Position [Traffic Sign & Marking]	-54,400	-1.0
Decrease Cost: Retirement Adjustment	-75,500	0.0
Decrease Cost: Contractual Parking Ticket Processing [Parking Outside the Parking Districts]	-110,220	0.0
Decrease Cost: Lapse Vacant Position and Increase Charges to Traffic Signal System Modernization CIP Project [Traffic Planning]	-233,250	-2.0
Decrease Cost: Group Insurance Adjustment	-465,390	0.0
Shift: Increase Charges to the CIP [Administration]	-522,330	-3.6
Shift: Replace Contractual Services with In-house Staff [Roadway and Related Maintenance]	-1,458,980	-14.9
Shift: Storm Drain Maintenance to the Water Quality Protection Fund [Roadway and Related Maintenance]	-2,050,070	-30.0
<b>FY12 RECOMMENDED:</b>	<b>34,282,740</b>	<b>207.3</b>
<b>GRANT FUND MCG</b>		
<b>FY11 ORIGINAL APPROPRIATION</b>	<b>51,320</b>	<b>0.7</b>
<b>Other Adjustments (with no service impacts)</b>		
Decrease Cost: Safe Routes to Schools Grant [Traffic and Pedestrian Safety]	-15,810	-0.2
<b>FY12 RECOMMENDED:</b>	<b>35,510</b>	<b>0.5</b>
<b>VACUUM LEAF COLLECTION</b>		
<b>FY11 ORIGINAL APPROPRIATION</b>	<b>5,303,340</b>	<b>50.3</b>
<b>Other Adjustments (with no service impacts)</b>		
Increase Cost: Charge back from Department of Finance [Vacuum Leaf Collection]	46,140	0.0
Decrease Cost: Occupational Medical Services Adjustment	-140	0.0
Decrease Cost: Retirement Adjustment	-12,430	0.0
Decrease Cost: Group Insurance Adjustment	-63,990	0.0
<b>FY12 RECOMMENDED:</b>	<b>5,272,920</b>	<b>50.3</b>

## PROGRAM SUMMARY

Program Name	FY11 Approved		FY12 Recommended	
	Expenditures	WYs	Expenditures	WYs
Automation	469,150	3.0	429,880	2.9
Bridge Maintenance	159,170	1.2	177,740	1.3
Transportation Engineering and Management Services	396,400	2.6	404,300	2.8
Noise Abatement Districts	0	0.0	0	0.0
Parking Outside the Parking Districts	972,850	1.4	905,080	1.5
Resurfacing	282,660	0.0	284,010	0.0
Roadway and Related Maintenance	15,645,940	139.2	15,002,370	97.3
Snow Removal/Wind/Rain Storms	2,797,240	23.2	3,115,010	23.8
Streetlighting	444,440	0.9	527,700	0.9
Traffic Planning	582,300	4.7	358,980	2.9
Traffic and Pedestrian Safety	1,251,160	7.3	1,139,380	6.8
Traffic Sign & Marking	1,916,500	13.4	1,915,080	13.1
Traffic Signals & Advanced Transportation Mgmt. Syst.	1,888,350	9.8	1,968,000	10.3
Transportation Community Outreach	199,090	1.0	192,930	1.0
Property Acquisition	87,470	0.6	87,050	0.6
Transportation Planning and Design	395,420	1.8	423,130	1.9
Transportation Construction	231,830	0.8	237,400	0.8
Transportation Management and Operations	890,220	4.1	864,130	4.3
Transportation Policy	393,750	2.4	399,040	2.5
Tree Maintenance	2,817,500	12.7	2,752,340	13.3
Vacuum Leaf Collection	5,303,340	50.3	5,272,920	50.3
Administration	3,694,840	22.8	3,134,700	19.8
<b>Total</b>	<b>40,819,620</b>	<b>303.2</b>	<b>39,591,170</b>	<b>258.1</b>

## CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY11		FY12	
		Total\$	WYs	Total\$	WYs
<b>COUNTY GENERAL FUND</b>					
Cable Television	Cable Television	244,390	0.5	244,610	0.5
CIP	CIP	13,886,860	131.8	16,033,380	151.2
Environmental Protection	Water Quality Protection Fund	0	0.0	2,050,070	30.0
Solid Waste Services	Solid Waste Disposal	238,440	2.9	241,990	2.9
Transit Services	Mass Transit	170,320	1.0	171,270	1.0
Urban Districts	Bethesda Urban District	30,000	0.0	15,000	0.0
Urban Districts	Silver Spring Urban District	30,000	0.0	30,000	0.0
Urban Districts	Wheaton Urban District	20,000	0.0	12,900	0.0
<b>Total</b>		<b>14,620,010</b>	<b>136.2</b>	<b>18,799,220</b>	<b>185.6</b>

## FUTURE FISCAL IMPACTS

Title	CE REC.					
	FY12	FY13	FY14	(\$000's)		
	FY15	FY16	FY17			
This table is intended to present significant future fiscal impacts of the department's programs.						
<b>COUNTY GENERAL FUND</b>						
<b>Expenditures</b>						
<b>FY12 Recommended</b>	<b>34,283</b>	<b>34,283</b>	<b>34,283</b>	<b>34,283</b>	<b>34,283</b>	<b>34,283</b>
No inflation or compensation change is included in outyear projections.						
<b>Motor Pool Rate Adjustment</b>	<b>0</b>	<b>407</b>	<b>407</b>	<b>407</b>	<b>407</b>	<b>407</b>
<b>Operating Budget Impacts for Selected Transportation Projects</b>	<b>0</b>	<b>211</b>	<b>435</b>	<b>591</b>	<b>747</b>	<b>747</b>
<b>Subtotal Expenditures</b>	<b>34,283</b>	<b>34,901</b>	<b>35,125</b>	<b>35,281</b>	<b>35,437</b>	<b>35,437</b>
<b>VACUUM LEAF COLLECTION</b>						
<b>Expenditures</b>						
<b>FY12 Recommended</b>	<b>5,273</b>	<b>5,273</b>	<b>5,273</b>	<b>5,273</b>	<b>5,273</b>	<b>5,273</b>
No inflation or compensation change is included in outyear projections.						
<b>Subtotal Expenditures</b>	<b>5,273</b>	<b>5,273</b>	<b>5,273</b>	<b>5,273</b>	<b>5,273</b>	<b>5,273</b>

FY12-17 PUBLIC SERVICES PROGRAM: FISCAL PLAN		Vacuum Leaf fund					
FISCAL PROJECTIONS	FY11 ESTIMATE	FY12 REC	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION	FY17 PROJECTION
<b>ASSUMPTIONS</b>							
Indirect Cost Rate	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%	12.59%
CPI (Fiscal Year)	2.0%	2.4%	2.7%	3.0%	3.2%	3.4%	3.6%
Investment Income Yield	0.14%	0.40%	0.90%	2.00%	2.75%	3.50%	4.00%
Charge per single-family household	\$88.91	\$88.91	\$97.50	\$97.75	\$96.15	\$106.32	\$109.00
Charge per multi-family unit and townhome unit	\$3.83	\$3.83	\$4.19	\$4.25	\$4.35	\$4.54	\$4.73
<b>BEGINNING FUND BALANCE</b>	<b>838,770</b>	<b>533,030</b>	<b>466,780</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>
<b>REVENUES</b>							
Charges For Services	6,511,940	6,530,750	7,148,860	7,333,940	7,291,300	7,974,150	8,431,340
Miscellaneous	4,000	4,000	4,000	4,000	4,000	4,000	4,000
<b>Subtotal Revenues</b>	<b>6,515,940</b>	<b>6,534,750</b>	<b>7,152,860</b>	<b>7,337,940</b>	<b>7,295,300</b>	<b>7,978,150</b>	<b>8,435,340</b>
<b>INTERFUND TRANSFERS (Net Non-CIP)</b>							
Transfers To The General Fund	(1,542,040)	(1,328,080)	(1,635,910)	(1,618,040)	(1,317,120)	(1,717,570)	(1,865,950)
Indirect Costs	(529,390)	(490,940)	(430,820)	(430,820)	(430,820)	(430,820)	(430,820)
Technology Modernization CIP	(441,190)	(430,820)	(430,820)	(430,820)	(430,820)	(430,820)	(430,820)
Transfers To Special Fds: Non-Tax + ISF	(88,200)	(60,120)	0	0	0	0	0
To Solid Waste Disposal Fund for Compost Facility	(1,012,650)	(837,140)	(1,205,090)	(1,187,220)	(886,300)	(1,286,750)	(1,435,130)
<b>TOTAL RESOURCES</b>	<b>5,812,670</b>	<b>5,739,700</b>	<b>5,983,730</b>	<b>6,219,900</b>	<b>6,478,180</b>	<b>6,760,580</b>	<b>7,069,390</b>
<b>PSP OPER. BUDGET APPROP/ EXP'S.</b>							
Operating Budget	(5,279,640)	(5,272,920)	(5,483,730)	(5,719,900)	(5,978,180)	(6,260,580)	(6,569,390)
<b>Subtotal PSP Oper Budget Approp / Exp's</b>	<b>(5,279,640)</b>	<b>(5,272,920)</b>	<b>(5,483,730)</b>	<b>(5,719,900)</b>	<b>(5,978,180)</b>	<b>(6,260,580)</b>	<b>(6,569,390)</b>
<b>TOTAL USE OF RESOURCES</b>	<b>(5,279,640)</b>	<b>(5,272,920)</b>	<b>(5,483,730)</b>	<b>(5,719,900)</b>	<b>(5,978,180)</b>	<b>(6,260,580)</b>	<b>(6,569,390)</b>
<b>YEAR END FUND BALANCE</b>	<b>533,030</b>	<b>466,780</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>
<b>END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES</b>							
	9.2%	8.1%	8.4%	8.0%	7.7%	7.4%	7.1%
<b>Assumptions:</b>							
1. Leaf vacuuming charges are adjusted to achieve cost recovery.							
2. The rates have been set to establish a fund balance of at least \$250,000, consistent with the fund balance policy developed in August 2004. In future years, rates will be adjusted annually to fund the approved service program and maintain the appropriate ending fund balance.							

