

Legislative Budget Analysis
Proposed FY 2025 Operating and Capital Budgets
Office of the County Auditor
Baltimore County, Maryland
HEARING DATE: May 14, 2024



Department of Public Works and Transportation

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Questions to Department Sent	Thursday, April 25
Responses Received	Thursday, May 2
Analysis considers all agency responses.	

BALTIMORE COUNTY
FISCAL YEAR 2025 BUDGET ANALYSIS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION (070)

BUDGET SUMMARY
\$ in Thousands

	GENERAL	SPECIAL	TOTAL	% Change Prior Year
PROPOSED CHANGE				
FY 2024 - 2025 Change	\$ 3,735.5	\$ 37,932.4	\$ 41,667.9	27.4%
BUDGET TRENDS				
FY 2023 Actual	\$ 120,645.0	\$ 10,083.4	\$ 130,728.4	
FY 2024 Approp.	135,314.8	16,542.9	151,857.7	16.2%
FY 2025 Request	139,050.3	54,475.3	193,525.6	27.4%

For Information Only:

<u>Metropolitan District Enterprise Fund</u> ⁽¹⁾	<u>Total</u>	<u>Increase</u>	% Change <u>Prior Year</u>
FY 2023 Actual	\$ 276,007.0		
FY 2024 Approp.	354,840.3	\$ 78,833.3	28.6%
FY 2025 Proposed	364,547.3	9,707.0	2.7%

⁽¹⁾ The self-supporting Metropolitan District Enterprise Fund, which supports operations in this Department and other agencies, is not subject to County Council appropriation.

PERSONNEL

	GENERAL*		SPECIAL	
	FULL-TIME	PART-TIME	FULL-TIME	PART-TIME
PROPOSED CHANGE				
FY 2024 - 2025 Change	3	(3)	0	0
BUDGET TRENDS				
FY 2023 Actual	898	112	16	1
FY 2024 Approp.	912	98	16	1
FY 2025 Request	915	95 ⁽²⁾	16	1

⁽²⁾ Increased by 1 position error included in the Executive's budget documents.

VACANCY DATA

Positions Vacant **	87	8	10	0
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* Includes positions funded with the Metropolitan District Enterprise Fund. See Appendix B.

** Provided by the Office of Budget and Finance - General Fund vacancies as of March 31, 2024; Special Fund vacancies as of April 30, 2024.

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

BUDGET SUMMARY:

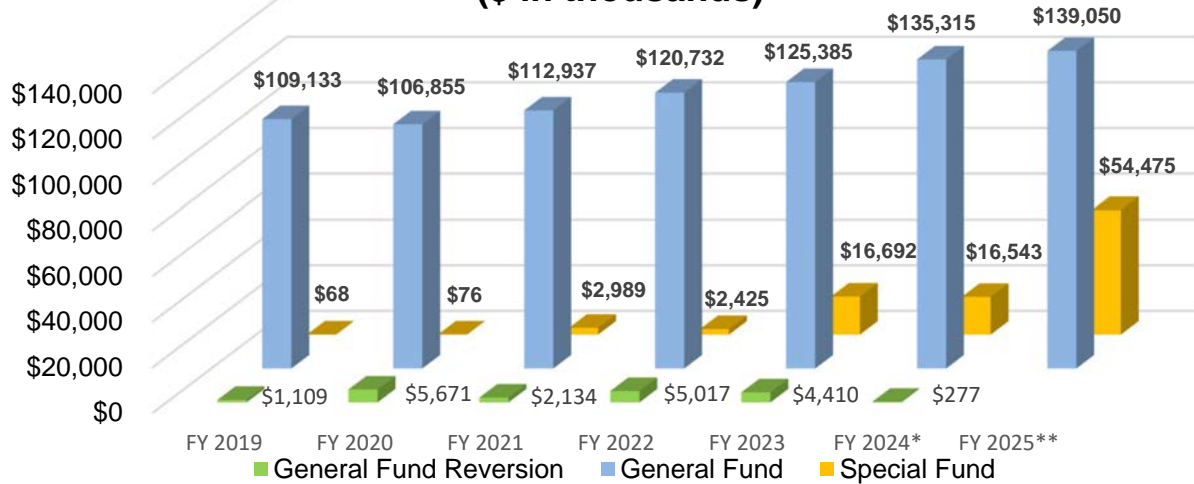
The proposed FY 2025 operating budget for the Department of Public Works and Transportation totals \$193.5 million, an increase of \$41.7 million, or 27.4% over the FY 2024 budget, excluding \$364.5 million in the Metropolitan District Enterprise Fund (which the Council does not appropriate). The General Fund budget increases by \$3.7 million, or 2.8%, and the Special Fund budget increases by \$37.9 million, or 229.3%; the significant Special Fund increase reflects the County’s new commercial waste transfer program. See details beginning on page 6.

	General Fund (\$ in thousands)	Special Fund (\$ in thousands)	Total
2025 Request	\$ 139,050	\$ 54,475	\$ 193,525
2024 Appropriation	135,315	16,543	151,858
\$ Increase	\$ 3,735	\$ 37,932	\$ 41,667
% Increase	2.8%	229.3%	27.4%
<u>Metropolitan District Enterprise Fund (Not Appropriated)</u>			
	(\$ in thousands)		
2025.....	\$ 364,547		
2024.....	354,840		
\$ Increase.....	\$ 9,707		
% Increase.....	2.7%		

See Exhibit 1 for a history of the Department’s budget and Exhibits 2A and 2B for the distribution of expenses across Bureaus and expenditures, respectively, as proposed for FY 2025.

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

Exhibit 1: Total Budget History (\$ in thousands)



* FY 2024 General Fund Reversion is an estimate from the Office of Budget and Finance.
 ** Creation of Special Fund Program for Commercial Trash Transfer in FY25 (\$36.5M).

Exhibit 2A: Total FY 2025 Budget By Bureau

(Excluding \$365k Metro Fund)
 \$193,525 (\$ in thousands)

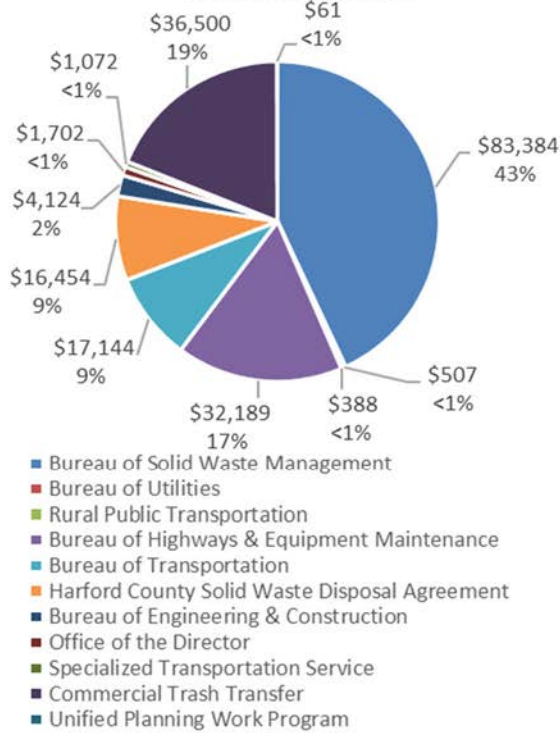
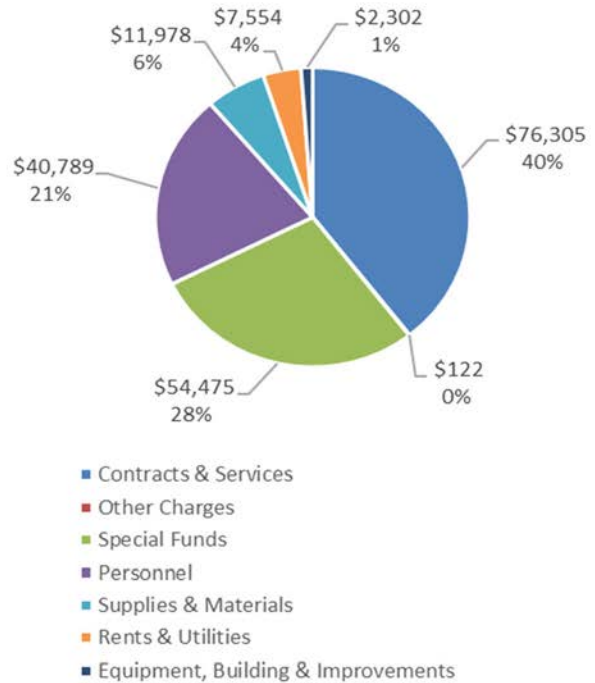


Exhibit 2B: Total FY 2025 Budget By Expenditure

(Excluding \$365k Metro Fund)
 \$193,525 (\$ in thousands)



DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

BUDGET FLEXIBILITY:

The Department's General Fund budget consists mainly of contracts and services (54.9%) and personnel (29.3%), which account for 84.2% of all costs. In recent years, the Department has expanded certain services to residents (e.g., bulk trash collection, rat eradication program second trash pick-up), which now require ongoing funding; there is little flexibility year-to-year in controlling such costs under existing contractual arrangements. In certain years, contracted snow removal costs can provide budget flexibility; however, such flexibility is not predictable, and for FY 2025, the Department reduced the Storm Emergencies Program budget under the premise that due to increasing temperatures, large snowfall events have become less prevalent. Thus, the proposed budget is already conservative in its estimate of contractual snow removal costs. Other contractual costs (related to waste disposal and collection) are also largely inflexible year-to-year. Over time, increases in the number of housing units to be served (e.g., units scheduled for weekly trash and recycling collections) create ongoing cost pressures for the Department's Refuse Collection and Disposal programs; for FY 2025, the Department assumed an increase of 500 housing units coming online for collection.

In recent years, personnel costs have provided a bit more budget flexibility. Of the 673 authorized General Fund positions, according to the Office of Budget and Finance, there were 95 vacancies as of March 31, 2024 with salaries totaling \$4.3 million. Of the 95 vacancies, 32 positions with salaries totaling \$1.4 million have been vacant for more than a year. The savings associated with such vacancies could potentially provide the Department with some budget flexibility during FY 2025 – particularly if the County has made a strategic decision to lean more heavily on outsourced provision of engineering services for day-to-day professional duties such as preparing procurement specifications (see related discussion topics on page 9). FY 2025 budgeted turnover savings total \$3.3 million, or \$1.0 million less than the salaries of the 95 vacant positions noted above, but \$1.9 million more than the salaries of the 32 longstanding vacancies.

An upcoming Departmental budget appropriation transfer (BAT) at the June 3, 2024 legislative session will transfer snow removal contract savings, along with salary savings from certain DPWT programs, to cover overages for refuse collector service contracts and salaries for the General Operation &

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

Maintenance Program due to less-than-anticipated turnover in that program, driven by Public Works Technician promotions (see below). Specifically, the proposed FY 2025 budget reflects decreases in the utilization of Public Works Technician I, II and III positions, and a significant increase in the utilization of the Technician IV position, with a net increase of 8 positions, totaling \$980 thousand. Such staffing-up efforts serve to reduce budget flexibility, as they reduce turnover (while improving service delivery).

The Department's capital budget funding earmarks have been a source of certain budget flexibility in recent years. For example, the proposed FY 2025 Streets & Highways – Subdivisions project budget includes a \$1.6 million "Contingency" earmark, and the Storm Drains – Resilience and Sustainability project budget includes a \$200 thousand "Contingency" earmark.

Finally, other one-time funding sources are occasionally identified for Departmental project work. For example, in recent years, the County has been successful in receiving certain State grants to explore specific capital improvement opportunities. For FY 2025 and FY 2026, the Office of Budget and Finance anticipates using \$5.9 million and \$9.4 million, respectively, in ARPA grant funding on various capital projects (details provided on page 17).

Pending Budget Appropriation Transfer (BAT)

Scheduled for the June 3, 2024 legislative session is a BAT totaling \$3.3 million in General Funds to transfer \$1.8 million from the Storm Emergencies program (snow removal service contracts) and \$1.5 million from various other programs (\$1.2 million in salary savings), primarily for the following:

- \$1.5 million – Refuse Collection program (service contracts) – annual increases for trash collectors; and
- \$1.2 million – General Operations & Maintenance program (salaries) – for lower turnover savings due to fewer employees leaving through retirement/resignation, and for an increase in salaries due to employees achieving higher levels within the Department's Tech Program (i.e., Public Works Technician I, II, III, etc.) once they have taken classes to learn different skills and equipment and passed the applicable tests. According to the FY 2025 Detailed Personnel Schedule, for FY 2025, there are decreases in the Public Works

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

Technician I, II and III positions, and a significant increase in the Technician IV position, with a net increase of 8 positions, totaling \$980 thousand as follows.

Position	FY 2024		FY 2025		Increase / (Decrease)	
	# of Positions	Total Salary Cost	# of Positions	Total Salary Cost	# of Positions	Total Salary Cost
Public Works Technician I	25	\$ 1,173,585	19	\$ 925,790	(6)	(\$247,795)
Public Works Technician II	9	\$ 467,408	8	\$ 442,329	(1)	(\$25,079)
Public Works Technician III	29	\$ 2,019,627	16	\$ 1,074,883	(13)	(\$944,744)
Public Works Technician IV	49	\$ 3,666,398	77	\$ 5,863,856	28	\$2,197,458
TOTALS	112	\$ 7,327,018	120	\$ 8,306,858	8	\$979,840

OPERATING BUDGET HIGHLIGHTS:

General Fund

Of the \$3.7 million (2.8%) General Fund increase, \$2.0 million is attributable to personnel expenses and \$1.7 million to operating expenses, as detailed in #1 and #2, respectively.

1. **Personnel Expenses total \$40.8 million** (29.3% of the budget), an increase of \$2.0 million, or 5.4%, primarily for the following:
 - **\$1.6 million – Salary Enhancements**
 - **\$621 thousand – Increments and longevities**
 - **\$595 thousand – FY 2025 COLA/equivalent wage adjustment:**
 - Pay Schedule I (Baltimore County Federation of Public Employees) includes a 1% COLA and a 9-year longevity, effective January 1, 2025.
 - Pay Schedule VI and XII (Supervisory, Management, Confidential and Unrepresented Employees) includes a 3% COLA, effective January 1, 2025.
 - **\$375 thousand – FY 2025 effect of FY 2024 COLA**
 - The FY 2024 budget, adopted in May 2023, included a 2% employee COLA, effective in January 2024; thus, the FY 2024 budget absorbed a portion of the annual cost of this salary enhancement; the remaining portion of the annual cost is realized in FY 2025.

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

- **\$1.0 million – Other Salary Adjustments** – Primarily for performance-based employee promotions/increases, employee development and training, plus substitution pay due to vacancies.
- **\$255 thousand – Personnel Annual Review** – Provides for the reclassification of 49 positions on Pay Schedules I, VI, and XII, effective July 1, 2024:

Position	Pay Schedule	Current Grade	New Grade
Account Clerk II	I	19	20
Account Clerk III	I	21	22
Shop Clerk	I	18	19
Utilities Crew Chief	I	27	29
Landfill Crew Chief	I	27	29
Solid Waste Crew Chief	I	27	29
Highways Crew Chief	I	27	29
Safety Officer	I	26	27
Engineer I	I	26	27
Engineer II	I	30	31
Engineer III	XII	3M	4M
Engineer IV	XII	5M	6M
Traffic Road Marking Crew Chief	I	27	29
Engineering Associate I	I	22	23
Engineering Associate II	I	25	26
Engineering Associate III	I	28	29
Engineering Associate IV	VI	30	31
Traffic Inspector	I	25	26
Planner II	I	28	29
Planner III	XII	2M	3M
Planner IV	XII	4M	5M
Survey Crew Chief	I	27	29

- **\$92 thousand – Internal Transfers of 7 Positions** (increasing General Fund portion of the salaries).
- **(\$401 thousand decrease) – Overtime** – reduction related to lower assumed snow removal costs.

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

- **(\$513 thousand decrease) – Increased Turnover Savings from 7.5% to 8.2%** – The Department advised that the increase aligns the turnover budget with actual turnover rates as they actively work on filling vacant positions.

Staffing Challenges

As of March 31, 2024, the Office of Budget and Finance advised that of the Department's 673 authorized General Fund positions, there were 95 vacant positions (87 full-time and 8 part-time), a slight decrease from 97 vacancies in March 2023. The proposed FY 2025 budget's turnover assumption reflects an increase in savings, from 7.5% in FY 2024 to 8.2% for FY 2025. Current estimated turnover for FY 2024 (based on salary projections received from the Office of Budget and Finance) is 8.1%, while the Department's projection is closer to 13%. Recent years' turnover has ranged from 9.6% to nearly 11%.

The Department advised that retention and recruitment are always challenging in an environment where the County is competing with the private sector for similarly skilled workers; it has taken steps within the current budget to address these challenges, most notably by reclassifying 49 positions via the personnel bill (Bill 21-24). Additionally, the Department has coordinated with organizations focused on job placement (including college career centers, CCBC, and BCPS), has participated in job fairs, and has increased its social media usage. The Department also has been seeking to educate applicants on the entire County benefits package, including non-monetary compensation (retirement benefits, PTO, etc.) in order to show that total compensation is nearly equivalent to private industry compensation.

Furthermore, the Department advised that recruitment of entry-level staff positions for Highways, Solid Waste, Utilities, and Metro-Meters to plow snow, or repair sewer lines), as well as individuals with a commercial driver's license (CDL) for CountyRide remains difficult. The Department is working with the Administration to bring on more entry-level positions that do not require a CDL at the time of hire and train the individuals so that they may obtain their CDL while on the job. Future plans also include recruitment at local trade schools, along with a proposed hiring incentive package that includes a sign-on bonus for CountyRide drivers.

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

The Department should be prepared to discuss:

- *Whether a goal of the proposed salary reclassifications for Engineers (on page 7) is to reduce or phase out the County's reliance on contractors in performing ongoing professional duties; and*
- *The costs in recent years of outsourcing ongoing duties traditionally assigned to its engineering staff.*

2. **Non-Personnel Operating Expenses total \$98.2 million** (70.7% of the budget), an increase of \$1.7 million, or 1.7%, primarily in the Bureaus of Solid Waste Management (\$3.4 million) and Transportation (\$322 thousand), offset by a decrease in the Bureau of Highways and Equipment Maintenance (\$2.0 million), as follows:

Bureau of Solid Waste Management - \$3.4 million increase

- **\$2.4 million increase for the Refuse Collection Program** - primarily costlier service contracts for residential trash collectors, as follows:
 - \$2.0 million (5.7%) – CPI increases per collector service agreements
 - \$114 thousand (5.1%) – Yard material collection cost increase
 - \$79 thousand (4.5%) – Increased cost of 2nd trash pickup for the rat eradication program; the Department advised that there are no additional areas or neighborhoods for FY 2025
 - \$76 thousand (5.4%) – Higher fuel subsidies
 - \$75 thousand (23.0%) – Additional 500 units added for trash collection
 - \$25 thousand (4.8%) – Increased cost of Christmas tree collection
- **\$1.0 million increase for the Refuse Disposal Program – ESL Operations** - primarily for the following:
 - \$426 thousand – Increased cost for household hazardous waste disposal
 - \$239 thousand – CPI increases per transfer service agreements with WB Services for transportation of residential municipal solid waste (MSW) from acceptance facilities to disposal sites

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

- \$263 thousand – Rate increase for solid waste disposal at BRESKO (from \$46.87 to \$48.28)
- \$25 thousand – Increased tonnage for bulk trash removal; the Department advised that 1,495 tons of bulk trash and bulk recycling were collected in FY 2023, with 1,623 tons collected in FY 2024 as of April 25, 2024.

Bureau of Transportation - \$322 thousand increase

- **County Circulator (\$184 thousand)** – General Fund portion of \$934 thousand total increase (\$750 thousand remainder being funded out of the ARPA grant program during FY 2025).
- **Traffic Sign Installation/Maintenance (\$79 thousand)** primarily for traffic paint (\$54 thousand increase).

Bureau of Highways & Equipment Maintenance - (\$2.0 million decrease)

- **Storm Emergencies (\$2.0 million decrease)** for road salt (\$1.2 million decrease) and snow removal contractors (\$852 thousand decrease) based on a multi-year average and the expectation of reduced storm intensity as a result of increasing temperatures.

Special Funds

The Department's proposed FY 2025 Special Fund budget is increasing by \$37.9 million, or 229.3%, primarily due to the establishment of a \$36.5 million restricted program to manage funds related to the transportation and disposal of commercial municipal solid waste (MSW), and an increase in the Harford County Transfer & Disposal Program (\$1.4 million).

3. Commercial Trash Transfer

On April 1, 2024, the Council approved a contract (which commences on July 1, 2024) with BFI Waste Services, LLC (Republic Services of Baltimore) to provide transportation and disposal services for commercial MSW accepted at the Eastern Sanitary Landfill (ESL) (including tonnage from Harford County), Central Acceptance Facility, and Western Acceptance Facility to out-of-County disposal sites. The contract also provides options for transportation and disposal of other types of MSW,

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

including Baltimore County residential waste and single-stream recyclables. The proposed FY 2025 Special Fund budget includes \$36.5 million for commercial waste transportation and disposal services. The Department advised that payments made for these services will be offset by incoming revenue, and any revenues that exceed the cost of compensating BFI Waste Services, LLC will be reverted to the General Fund. The Department advised that effective July 1, 2024, commercial MSW tipping fees will increase from \$100 per ton to \$125 per ton.

The Department should be prepared to discuss why it is necessary to establish a Commercial Trash Transfer Special Fund Program rather than leaving this revenue in the General Fund, especially when all excess revenue will be reverted to the General Fund.

4. Harford County Transfer & Disposal

The proposed FY 2025 Special Fund budget includes \$16.5 million, an increase of \$1.4 million, or 9.5%, to provide transfer and disposal services for MSW from Harford County from the County's transfer station at the ESL to out-of-County disposal sites by a third-party contractor. The Special Fund program was established in FY 2023 to account for the specific sanitary landfill revenues received from Harford County used to cover the County's related contractual expense to dispose of their trash. The Department advised that the ESL has received 164,945 tons of trash from Harford County and collected \$11.3 million in revenue as of April 27, 2024.

The Department should be prepared to discuss whether it plans to also revert excess revenues from the Harford County Transfer & Disposal Special Fund Program (similar to the Commercial Trash Transfer Special Fund Program) to the General Fund.

ADDITIONAL TOPICS FOR DISCUSSION:

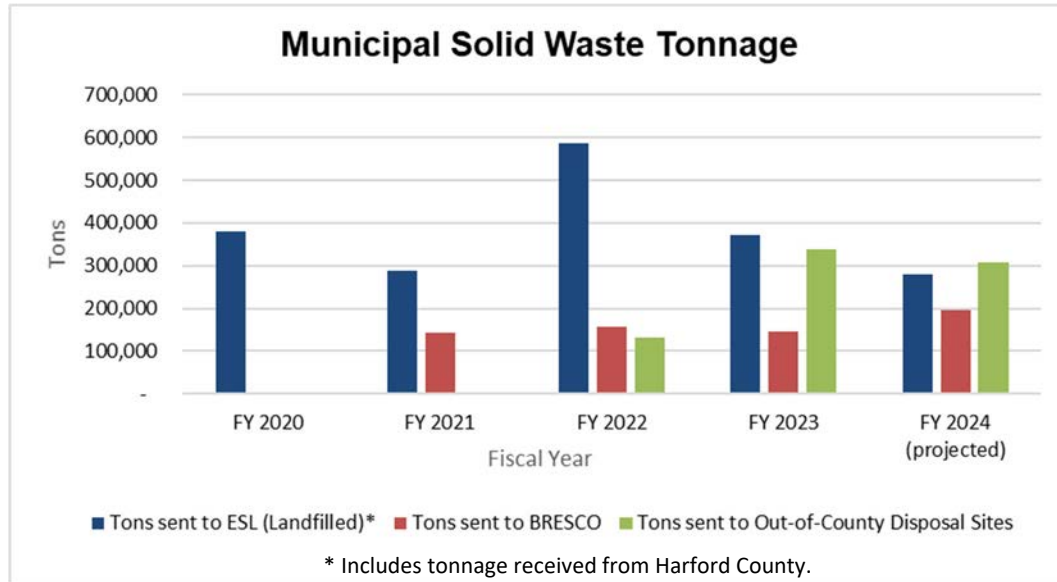
5. Waste Disposal – Landfill Usage

In November 2023, the County applied for a permit with the Maryland Department of the Environment to vertically expand the ESL from 192 feet to 230 feet, which would allow for 3 million tons of additional capacity and extend the life of the landfill. The Department advised that as of the end of calendar year

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

2023, the current worst case scenario lifespan for the landfill is 2033, and the expansion would provide an additional 7-10 years. The Department noted that estimates are based on material input and the rate of compaction and advised that mid-year estimates had a longer lifespan, but the most recent estimate put the existing landfill at closure in 2033 without assistance of expansion.

For FY 2024, the Department projects 279,100 tons of residential trash to be transferred to the ESL and landfilled, a decrease of 91,872 tons, or 24.8%, from the FY 2023 tonnage. Also in FY 2024, the County expects to transfer 194,900 tons of residential trash to BRESCO for incineration, an increase of 49,246 tons, or 33.8%, over FY 2023 tonnage.



The proposed FY 2025 budget includes \$2.7 million in estimated sanitary landfill revenues, with a decrease of \$1.6 million from FY 2024, primarily due to the creation of the Commercial Trash Transfer Special Fund program. As of May 3, 2024, actual revenues for FY 2024 totaled \$9.4 million.

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

The Department should be prepared to discuss:

- *The process for amending County regulations related to the waste disposal and transfer fee, in order to enable a July 1, 2024 implementation date for the increased rates;*
- *Why the useful life of the landfill at one point fell below the “worst-case scenario” outlined in the County’s 10-Year Solid Waste Management Plan; and*
- *Its timeframe for updating the County’s 10-year solid waste management plan.*

6. Recycling

The Department advised that in FY 2023, County residents generated 77,937 tons of recycling, a decrease of 6,439 tons from FY 2022, with FY 2024 projections to be 4,300 tons less at 73,637 tons (66,304 tons generated as of April 27, 2024). The proposed FY 2025 budget includes \$4.7 million in estimated revenues from recyclable materials, flat with FY 2024. As of May 3, 2024, actual revenues for FY 2024 totaled \$6.0 million. The Department advised that recyclables are commodities that are subject to significant market fluctuations; therefore, when estimating revenues, the Department errs on the conservative side by using long-term average prices. The Department further advised that after the COVID-19 pandemic began, the commodities market for recyclables significantly changed, and while the prices are currently up, there is no guarantee they will stay at current levels. Additionally, the Department advised that there are several commodities that the Bureau now must pay to recycle, such as electronic equipment and batteries. The Department also advised that the Key Bridge collapse has impacted its recyclable vendors.

The Department should be prepared to discuss:

- *Its plans to improve the County’s recycling rates, such as by adding food waste to the list of items that can be recycled;*
- *The timeframe for completion of the pilot program to provide residents with recycling carts; and*
- *How the Key Bridge collapse has impacted the County’s recyclable vendors and the potential impact to the County’s recyclable operations/market.*

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

7. Transportation Services

The Department advised that since the inception of the Towson LOOP (launched in FY 2022), ridership continues to grow and the extended transit service has become an integral asset in the area. The Department further advised that in FY 2022, ridership was 26,615 and increased to 83,936 in FY 2023; for FY 2024 to-date, ridership is over 52,000. The Department also advised that the Administration has earmarked a total of \$3.3 million in American Rescue Plan Act (ARPA) funds for the Towson LOOP, of which \$2.5 million has been spent to-date; \$750 thousand remains for FY 2025 for annual service contract costs (Dillons Bus Service). The Department advised that it also continues to explore grant opportunities and partnerships with major anchors in the Towson area. The Department further advised that as a result of a recent feasibility study, Owings Mills was selected as the next location to expand the LOOP service, with costs estimated to total \$5.6 million. The Department also advised that its current plan is to request funding for this expansion in FY 2026, and it is pursuing grant opportunities to supplement costs.

The Department advised that ridership for CountyRide has also increased with the addition of Saturday service and the TripSpark scheduling software, which has helped to schedule routes more efficiently. Beginning in October 2022, fees for the CountyRide program were eliminated. The Department previously advised that the County would forgo less than \$50 thousand in anticipated fee revenue for FY 2024.

The Department should be prepared to discuss its use of ARPA funds for the County Circulator, and by what means it is planning to fund an expansion of the Circulator, while still not funding the existing Towson LOOP entirely within the General Fund budget.

CAPITAL BUDGET HIGHLIGHTS:

8. The proposed FY 2025 Capital Budget includes \$8.3 million for the following projects:
 - **\$7.6 million - Streets & Highways**
 - *\$3.5 million – Safe Streets and Roads Grant* – for contractual road safety audits at 17 locations countywide

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

- *\$1.6 million – Streets & Highways – Subdivisions Contingency* – to conduct studies in subdivisions countywide for road/geometric improvements
- *\$800 thousand – Center Place Construction* – for an extension to tie Center Place into Ralls Avenue near the Baltimore City line and provide linkage for St. Helena Community to Baltimore City
- *\$500 thousand – Roadway Resurfacing* – for resurfacing of roadways countywide
- *\$500 thousand – Baltimore Highlands Trail (\$500 thousand previously authorized)* – for the design of the trail which continues from the Elkridge to Guinness trail to a terminus of Southwest Regional Park
- *\$500 thousand – Countywide Traffic Assessments* – for additional traffic study and data collection to support deployment of traffic safety measures to improve safety at intersections and along road segments
- *\$70 thousand – Goucher College* – for the installation of new, ADA compliant sidewalk along northbound Dulaney Valley Road
- *\$50 thousand – Traffic Signals Contingency* – to provide necessary equipment to the operation and maintenance of traffic signals countywide
- *\$10 thousand – Perry Hall Elementary School Sidewalk* – for the installation of sidewalk to provide connectivity to the school and community
- **\$700 thousand – Storm Drains**
 - *\$500 thousand – Developing Climate Resilience Roadmap in Turner Station, Maryland Grant Award* – to review the flooding conditions in Turner Station and produce recommendations on small scale mitigation practices
 - *\$200 thousand – Resilience and Sustainability – Contingency* – to identify and assess the severity of drainage issues and develop planning-level sustainable solutions

The Office of Budget and Finance has also advised that it anticipates an additional \$3.8 million of debt premium will become a capital budget funding source to support the following Streets & Highways projects following the County's issuance of debt in June, 2024:

- \$1.5 million – Roadway Resurfacing – General Resurfacing

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

- \$1.5 million – Curbs, Gutters & Sidewalks – Roadway Improvements – Concrete
- \$400 thousand – Traffic Calming – Campbell Boulevard near Windless Run Community
- \$400 thousand – Traffic Signals – Campbell Boulevard at Bird River Road

PAVER System

The County's new PAVER system was launched on March 20, 2024. The Department advised that the system analyzes roadway data gathered by a contractor utilizing artificial intelligence (AI) as well as 2- and 3-dimensional imagery, along with high powered cameras, and assigns a paving condition index (PCI) to County roadways; PCI is a numerical value between 0-100 that incorporates the type and severity of roadway distress. The County utilizes the PCI to determine what roads need to be looked at for paving, patching, or slurry seal, in conjunction with other factors such as BGE and utilities work, available budget, etc. The Department further advised that projects are prioritized by condition, constituent complaints, and coordination with other projects that could potentially impact paving.

American Rescue Plan Act (ARPA)

The Office of Budget and Finance anticipates \$7.6 million in ARPA funding to be used for the following capital projects for the Department, to be completed in FY 2024:

- \$3.7 million – Recycling/Trash Cart Pilots
- \$900 thousand – Bike and Pedestrian Projects
- \$644 thousand – Storm Drain Inlet Repair
- \$591 thousand – Collection: Service Agreements for Haulers and Tippers
- \$300 thousand – Park Grove Storm Drain Replacement
- \$250 thousand – Harwood Road (Underdrain)
- \$250 thousand – Towson Circulator
- \$200 thousand – Woodbine Road Storm Drain Upgrade
- \$200 thousand – MRF Feasibility Study
- \$159 thousand – Six Bridges
- \$150 thousand – Rusley Road (Underdrain)
- \$146 thousand – Red Run Trail

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

The Office of Budget and Finance also anticipates \$5.9 million and \$9.4 million in ARPA funding to be used for the following capital projects, to be completed in FY 2025 and FY 2026, respectively:

FY 2025

- \$3.0 million – Rolling Road
- \$1.5 million – Storm Water Asset Management
- \$500 thousand – Arbutus Traffic Calming/Pedestrian Safety
- \$500 thousand – Dundalk Streetscape
- \$411 thousand – Northeast Trail

FY 2026

- \$3.5 million – Windsor Mill Sidewalk
- \$3.0 million – Streetscaping
- \$2.6 million – Green Infrastructure
- \$300 thousand – Flood Storage Consulting

The Department should be prepared to discuss:

- ***Plans and timelines for commencing and completing these projects; and***
- ***How it utilizes PAVER System data in conjunction with other factors to prioritize projects.***

Metropolitan District Fund (*Council does not appropriate*)

The proposed FY 2025 Metropolitan District Fund operating budget includes \$364.5 million, an increase of \$9.7 million, or 2.7%, over the FY 2024 budget. The budget includes 6 programs that are 100% Metro funded and 9 programs that are split-funded between the Metropolitan District Fund and the General Fund. (See Appendix A-2 for details.)

The Metropolitan District Financing and Petitions Program provides water and sewer assessment and billing services, as well as utility process services to property owners within the County's Metropolitan District so that residents can benefit from public water supply and sanitary sewer disposal. The

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (070)

proposed FY 2025 budget includes \$223.9 million in estimated sewer service charge revenues, an increase of \$20.8 million, or 10.3%, to cover anticipated operating and debt service costs of the system. The Department advised that as a result of replacing old meters that were inoperable or did not work properly and reducing billing errors, sewer service charge revenues have improved.

For FY 2024, water distribution charges, as well as sewer service charges, increased by 4.9%. The Department advised that it is currently in discussion with the Executive Office regarding anticipated rate increases for FY 2025; the assumed increases in water distribution and sewer service charges built into the FY 2025 budget are 4.9% for each.

Vacancies

As of March 31, 2024, the Office of Budget and Finance advised that of the 337 authorized Metro Fund positions, there were 90 vacant positions (80 full-time and 10 part-time).

Capital Budget

The proposed FY 2025 Capital Budget (second year of the biennial cycle; bonds are budgeted in the first year of the cycle) includes \$74.2 million for Metropolitan District projects, including \$24.0 million for Sewer System and \$50.2 million for Water System projects, which the Council does not appropriate. By law, the Metropolitan District Fund must be self-sustaining and financed by user charges (assessed on property tax bills).

The Department should be prepared to discuss recent and anticipated increases in Metropolitan District rates and factors impacting such increases.

BALTIMORE COUNTY
FISCAL YEAR 2025 BUDGET ANALYSIS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION (070)

APPROPRIATION DETAIL

General Fund	FY 2023	FY 2024	FY 2025	NET CHANGE	
	ACTUAL	APPROP	REQUEST	AMOUNT	%
<u>Office of the Director</u>					
General Administration	\$ 840,532	\$ 751,065	\$ 961,482	\$ 210,417	28.0%
Safety Office	492,289	762,197	740,992	(21,205)	-2.8%
Bureau Total	1,332,821	1,513,262	1,702,474	189,212	12.5%
<u>Bureau of Engineering & Construction</u>					
General Administration	352,936	350,548	338,527	(12,021)	-3.4%
Structural, Storm Drain, & Highway Design	1,518,744	1,654,529	1,739,720	85,191	5.1%
General Surveying	418,773	463,413	454,019	(9,394)	-2.0%
Contracts/Construction Inspections	1,940,849	775,010	813,572	38,562	5.0%
Data Management	-	436,829	438,724	1,895	0.4%
Green Infrastructure	894	255,192	339,619	84,427	33.1%
Bureau Total	4,232,196	3,935,521	4,124,181	188,660	4.8%
<u>Bureau of Highways & Equipment Maintenance</u>					
General Administration	650,338	659,464	559,956	(99,508)	-15.1%
General Operations & Maintenance	13,893,264	14,937,388	16,573,358	1,635,970	11.0%
Equipment Maintenance	8,277,944	8,908,951	9,084,586	175,635	2.0%
Storm Emergencies	1,650,296	8,513,714	5,970,821	(2,542,893)	-29.9%
Bureau Total	24,471,842	33,019,517	32,188,721	(830,796)	-2.5%
<u>Bureau of Solid Waste Management</u>					
General Administration	540,661	752,814	785,231	32,417	4.3%
Refuse Collection	45,942,987	44,753,343	47,579,271	2,825,928	6.3%
Refuse Disposal	21,099,686	24,451,468	25,504,974	1,053,506	4.3%
Recycling	1,779,391	2,312,490	2,181,325	(131,165)	-5.7%
MRF Operations	5,792,826	7,286,886	7,333,009	46,123	0.6%
Bureau General Fund Total	75,155,551	79,557,001	83,383,810	3,826,809	4.8%
<u>Special Fund</u>					
GR-1444 Harford County Transfer and Disposal	9,030,977	15,025,000	16,454,412	1,429,412	9.5%
Commercial Trash Transfer	-	-	36,500,000	36,500,000	NA
Bureau Special Fund Total	9,030,977	15,025,000	52,954,412	37,929,412	252.4%
Bureau Total	84,186,528	94,582,001	136,338,222	41,756,221	44.1%
<u>Bureau of Transportation</u>					
Traffic Planning	8,205,402	8,861,032	8,941,135	80,103	0.9%
Traffic Sign Installation/Maintenance	2,124,841	2,199,532	2,279,612	80,080	3.6%
Traffic Signal Operations/Maintenance	1,102,888	1,136,720	1,179,106	42,386	3.7%
Transportation Services	975,900	1,350,087	1,317,158	(32,929)	-2.4%
County Circulator	2,584,974	3,242,129	3,426,616	184,487	5.7%
Bureau General Fund Total	14,994,005	16,789,500	17,143,627	354,127	2.1%
<u>Special Fund</u>					
GR-1109 Specialized Transportation Service	759,978	1,036,399	1,071,792	35,393	3.4%
GR-1220 Rural Public Transportation	273,716	420,459	388,014	(32,445)	-7.7%
GR-1351 Unified Planning Work Program	1,663	61,080	61,080	-	0.0%
GR-2012 CRRSAA Operating Assistance Grant	17,105	-	-	-	NA
Bureau Special Fund Total	1,052,462	1,517,938	1,520,886	2,948	0.2%
Bureau Total	16,046,467	18,307,438	18,664,513	357,075	2.0%
<u>Bureau of Utilities</u>					
Sewer/Water Operations/Maintenance	458,562	500,000	507,500	7,500	1.5%
Bureau Total	458,562	500,000	507,500	7,500	1.5%
Grand Total	\$ 130,728,416	\$ 151,857,739	\$ 193,525,611	\$ 41,667,872	27.4%
<u>Funds Recap:</u>					
Total General Funds	120,644,977	135,314,801	139,050,313	3,735,512	2.8%
Total Special Funds	10,083,439	16,542,938	54,475,298	37,932,360	229.3%
All Funds Total	\$ 130,728,416	\$ 151,857,739	\$ 193,525,611	\$ 41,667,872	27.4%

BALTIMORE COUNTY
FISCAL YEAR 2025 BUDGET ANALYSIS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION (070)

METROPOLITAN DISTRICT ENTERPRISE FUND DETAIL					
	FY 2023 ACTUAL	FY 2024 APPROP	FY 2025 REQUEST	NET CHANGE	
				AMOUNT	%
<u>Office of the Director</u>					
General Administration	\$ 20,431,076	\$ 23,479,946	\$ 25,063,717	\$ 1,583,771	6.7%
Debt Service Metro. District	100,182,067	121,032,674	123,348,911	2,316,237	1.9%
Debt Service - MWQRLF	24,803,418	25,619,823	25,587,312	(32,511)	-0.1%
Metro.Dist. Equip. Financing	2,151,493	2,052,575	2,240,875	188,300	9.2%
Metro Financing/Petition Processing	1,264,556	1,597,143	1,582,009	(15,134)	-0.9%
Safety Office	316,164	529,665	514,930	(14,735)	-2.8%
Bureau Total	<u>149,148,774</u>	<u>174,311,826</u>	<u>178,337,754</u>	<u>4,025,928</u>	<u>2.3%</u>
<u>Bureau of Engineering & Construction</u>					
General Administration	370,930	350,548	338,526	(12,022)	-3.4%
Sewer and Water Main Design	2,026,912	2,376,478	2,780,998	404,520	17.0%
Structural, Storm Drain, & Highway Design	62,333	68,942	72,488	3,546	5.1%
General Surveying	395,457	445,243	436,214	(9,029)	-2.0%
Contracts/Construction Inspections	973,908	2,325,036	2,440,727	115,691	5.0%
Data Management	-	436,830	438,723	1,893	0.4%
Green Infrastructure	158	45,035	59,931	14,896	33.1%
Bureau Total	<u>3,829,698</u>	<u>6,048,112</u>	<u>6,567,607</u>	<u>519,495</u>	<u>8.6%</u>
<u>Bureau of Highways & Equipment Maintenance</u>					
General Operations & Maintenance	310,120	311,000	353,506	42,506	13.7%
Equipment Maintenance	1,026,963	1,101,107	1,122,814	21,707	2.0%
Bureau Total	<u>1,337,083</u>	<u>1,412,107</u>	<u>1,476,320</u>	<u>64,213</u>	<u>4.5%</u>
<u>Bureau of Utilities</u>					
General Administration	5,046,719	6,121,058	1,548,053	(4,573,005)	-74.7%
Engineering & Regulation	1,304,620	1,398,085	1,340,722	(57,363)	-4.1%
Sewer/Water Operations/Maintenance	9,605,493	11,670,638	15,218,370	3,547,732	30.4%
Pumping/ Treatment Plant Operations/Maintenance	85,734,685	138,878,488	140,058,482	1,179,994	0.8%
Contributions to Capital	20,000,000	15,000,000	20,000,000	5,000,000	33.3%
Bureau Total	<u>121,691,517</u>	<u>173,068,269</u>	<u>178,165,627</u>	<u>5,097,358</u>	<u>2.9%</u>
Grand Total	<u>\$ 276,007,072</u>	<u>\$ 354,840,314</u>	<u>\$ 364,547,308</u>	<u>\$ 9,706,994</u>	<u>2.7%</u>

NOTE: FOR INFORMATION ONLY ⁽¹⁾

⁽¹⁾ The self-supporting Metropolitan District Enterprise Fund, which supports operations in this Department and other agencies, is not subject to County Council appropriation.

BALTIMORE COUNTY
FISCAL YEAR 2025 BUDGET ANALYSIS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION (070)

PERSONNEL DETAIL								
	FY 2023 ACTUAL		FY 2024 APPROP		FY 2025 REQUEST		NET CHANGE	
	FULL	PART	FULL	PART	FULL	PART	FULL	PART
<u>Office of the Director</u>								
General Administration (A)	8	9	6	5	12	5	6	0
Metro Financing/Petition Proc. (B)	9	11	11	9	13	7	2	(2)
Safety Office (A)	10	1	10	1	11	0	1	(1)
Bureau Total	27	21	27	15	36	12	9	(3)
<u>Bureau of Engineering & Construction</u>								
General Administration (C)	9	1	7	1	6	1	(1)	0
Sewer and Water Main Design (B)	29	0	27	2	29	2	2	0
Structural, Storm Drain & Highway Design (D)	26	0	19	0	20	0	1	0
General Surveying (E)	12	0	12	0	12	0	0	0
Contracts/Construction Inspections (F)	38	2	40	0	40	0	0	0
Data Management (C)	0	0	7	4	8	3	1	(1)
Green Infrastructure (G)	0	0	3	1	3	1	0	0
Bureau Total	114	3	115	8	118	7	3	(1)
<u>Bureau of Highways & Equipment Maintenance</u>								
General Administration	11	1	10	1	10	1	0	0
General Operations & Maintenance	223	1	224	0	223	1	(1)	1
Equipment Maintenance (H)	69	1	71	0	71	0	0	0
Storm Emergencies	0	0	0	0	0	0	0	0
Bureau Total	303	3	305	1	304	2	(1)	1
<u>Bureau of Solid Waste Management</u>								
(All General Fund Positions)								
General Administration	8	1	10	1	9	1	(1)	0
Refuse Collection	29	1	29	1	29	1	0	0
Refuse Disposal	40	39	46	32	46	32	0	0
Recycling	6	4	6	4	5	3	(1)	(1)
MRF Operations	0	27	3	23	3	23	0	0
Bureau Total	83	72	94	61	92	60	(2)	(1)
<u>Bureau of Traffic Engineering and Transportation Planning</u>								
(All General Fund Positions)								
Traffic Planning	26	0	26	0	25	1	(1)	1
Traffic Sign Installation/Maintenance	14	0	14	0	14	0	0	0
Traffic Signal Operations/Maintenance	12	0	12	0	12	0	0	0
Transportation Services	24	0	24	0	24	0	0	0
County Circulator	0	0	0	0	0	0	0	0
(Special Fund Positions)								
GR-1109 Specialized Transportation Service	12	0	12	0	12	0	0	0
GR-1220 Rural Public Transportation	4	0	4	0	4	0	0	0
GR-1351 Unified Planning Work Program	0	1	0	1	0	1	0	0
Bureau Total	92	1	92	1	91	2	(1)	1

BALTIMORE COUNTY
FISCAL YEAR 2025 BUDGET ANALYSIS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION (070)

PERSONNEL DETAIL

	FY 2023 ACTUAL		FY 2024 APPROP		FY 2025 REQUEST		NET CHANGE	
	FULL	PART	FULL	PART	FULL	PART	FULL	PART
<u>Bureau of Utilities</u>								
General Administration (B)	24	1	24	1	23	1	(1)	0
Engineering & Regulation (B)	16	2	16	2	16	2	0	0
Sewer/Water Operations/Maintenance (I)	153	10	152	10	148	10 ⁽¹⁾	(4)	0
Pumping/Treatment Plant Operations/Maintenance (B)	102	0	103	0	103	0	0	0
Bureau Total	<u>295</u>	<u>13</u>	<u>295</u>	<u>13</u>	<u>290</u>	<u>13</u>	<u>(5)</u>	<u>0</u>
Grand Total	<u>914</u>	<u>113</u>	<u>928</u>	<u>99</u>	<u>931</u>	<u>96</u>	<u>3</u>	<u>(3)</u>
<u>Positions Recap:</u>								
Total General Funded Positions	393	74	404	62	400	63		
Total Split Funded Positions	181	25	186	21	196	17		
Total Metro Funded Positions	<u>324</u>	<u>13</u>	<u>322</u>	<u>15</u>	<u>319</u>	<u>15</u> ⁽¹⁾		
Total General/Metro Funded Positions	<u>898</u>	<u>112</u>	<u>912</u>	<u>98</u>	<u>915</u>	<u>95</u>		
Total Special Funded Positions	<u>16</u>	<u>1</u>	<u>16</u>	<u>1</u>	<u>16</u>	<u>1</u>		
All Positions Total	<u>914</u>	<u>113</u>	<u>928</u>	<u>99</u>	<u>931</u>	<u>96</u>		

⁽¹⁾ Increased by 1 position error included in the Executive's budget documents.

(A) Split funded; 59% GF, 41% Metro.

(B) 100% Metro.

(C) Split funded; 50% GF, 50% Metro.

(D) Split funded; 96% GF, 4% Metro.

(E) Split funded; 51% GF, 49% Metro.

(F) Split funded; 25% GF, 75% Metro.

(G) Split funded; 85% GF, 15% Metro.

(H) Split funded; 89% GF, 11% Metro.

(I) 100% Metro and includes storm drain inlet work charged to the General Fund