



Angela D. Alsobrooks
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF MANAGEMENT AND BUDGET

MEMORANDUM

DATE: March 24, 2023

TO: Josh Hamlin
Director of Budget and Policy Division

THRU: Stanley A. Earley Director *SAE*
Office of Management and Budget

FROM: Michael D. Johnson, Director
Department of Public Works & Transportation

RE: First Round FY 2024 Proposed Budget Responses

+To facilitate an efficient and effective budget review and reporting process, we are submitting a request for budgetary information. Please respond to the questions with the appropriate information.

Please provide your questions as a Word document with embedded Excel tables.

SUPPLEMENTAL BUDGET REQUEST

1. Does the Department expect that a supplemental budget request may be necessary for FY 2023?

Yes, if the Beautification Blitz efforts continue, and expenditures are more than cost savings identified with the Snow and Ice control program, then a supplemental request may be needed.

a. If so, how much does the Department expect to request?

The department is actively working with the Office of Management and Budget (OMB) to determine the final supplemental budget request, based on extended services for beautification through June 2023.

b. Please identify the specific factors, conditions, and trends that may necessitate the need for a supplemental appropriation for FY 2023.

The department was tasked to conduct extended beautification blitz related efforts, including litter removal, street sweeping, right-of-way median maintenance, and rural roadside mowing in designated hotspots throughout Prince George's County through June 2023. The beautification blitz efforts were not initially budgeted; however, the department has utilized funds intended for Special Services to complete to fulfill this effort. As a result, the department may request a supplemental to address any potential shortfall. The department will use any cost savings from our Snow and Ice Control program budget to offset the anticipated shortfall related to beautification efforts.

Wayne K. Curry Administration Building, 1301 McCormick Drive, Largo, MD 20774
(301) 952-3300



www.princegeorgescountymd.gov

REVENUES

2. Please provide a summary of the revenues received from WSTC for the following fiscal years

Revenue Type	FY 2022 Actual	FY 2023 Estimated	FY 2024 Proposed
Property Taxes	\$ 30,072,645	\$ 31,405,900	\$ 32,500,000
Fare Revenue	\$ 342,921	\$ 125,000	\$ 150,000
Miscellaneous Revenue	\$ 9,695	\$ -	\$ -
Interst & Penatly	\$ -	\$ -	\$ -
Intergovernmental	\$ 12,306,323	\$ 12,300,000	\$ 12,300,000
Total	\$ 42,731,583	\$ 43,830,900	\$ 44,950,000

GRANTS

3. Please provide an update on the Department’s current expected level of grant funding for FY 2023 by completing the table below.

The FY 2023 Estimate in the chart depicted below differs from the FY 2023 Estimate column on page 565 in the proposed operating budget book due to more recent estimates regarding the Local Bus Capital, SSTAP and the Low or No Emission grants. Spending from those grants have been delayed due to the supply chain shortage.

#	Grant Name/Grantor	Grant Sour	FY 2023 Budgeted Grant Amount	FY 2023 Actual/ Estimated Grant Amount	Budgeted vs. Actual Difference	County Match	Grant Term (month/year-month/year)	Number of Staff Funded by Grant
Grants budgeted for in the FY 2023 Approved Budget								
1	5307 American Rescue Plan Act		\$ -	\$ 11,862,600	\$ 11,862,600	\$ -		
2	5311 Maryland Department of Transportation (MDOT) Maryland Transit Authority (MTA) Coronavirus Aid, Relief and Economic Security (CARES) Act Operating Rural Grant		\$ -	\$ 223,300	\$ 223,300	\$ -		
3	Coronavirus Response and Relief Supplemental Appropriations Act - Transit		\$ -	\$ 5,503,700	\$ 5,503,700	\$ -		
4	Local Bus Capital/ MDOT/MTA		\$ 400,000	\$ -	\$ (400,000)	\$ -	7/22-6/23	0
5	Rideshare- MDOT/MTA		\$ 269,105	\$ 250,000	\$ (19,105)	\$ -	7/22-6/23	3
6	Statewide Specialized Transportation Assistance Program (SSTAP)- MDOT/MTA		\$ 332,800	\$ -	\$ (332,800)	\$ -	7/22-6/23	0
7	Maryland Bikeways Grant- MDOT/MTA		\$ 80,600	\$ 80,000	\$ (600)	\$ 26,900	7/21-6/23	0
8	US DoT/Federal Transit Administration (FTA) Low or No Emissions Grant		\$ 5,150,000	\$ -	\$ (5,150,000)	\$ -	10/21-6/23	0
FY 2023 Unanticipated Grants (not originally included in the Approved Budget)								
1	MHSO- Lives Shattered Grant		\$ -	\$ 34,500	\$ (34,500)	\$ -	11/22-9/23	0
TOTAL			\$ 6,232,505	\$ 17,954,100	\$ 11,652,595	\$ 26,900		

4. Please provide a listing of proposed grant funding for FY 2024 by completing the table below. Please identify any new grants for FY 2024 or any grants that have been discontinued from FY 2023.

Grants, FY 2024							
#	Grant Name/Grantor	Grant Source	Grant Amounts from Outside County Sources FY 2023 Budgeted Grant Amount	County Match	Grant Term (month/year-month/year)	FY 2024 Number of Staff Funded by Grant	Grant Status: New (N) in FY 2024
<i>Grants budgeted for in the FY 2024 Proposed Budget</i>							
1	Local Bus Capital	MDOT	\$ 400,000	\$ 100,000	7/23-6/24	0	
2	Rideshare Program	MDOT	\$ 269,105	\$ -	7/23-6/24	3	
3	Bus and Bus Facility	MDOT	\$ 12,500,000	\$ 3,125,000	7/23-6/25	2	N
4	Low and No Emissions	MDOT	\$ 12,500,000	\$ 3,125,000	7/23-6/25	0	N
5	Maryland Bikeways	MDOT	\$ 80,600	\$ 25,000	7/23-6/25	0	
6	SSTAP	MDOT	\$ 332,800	\$ 17,500	7/23-6/24	0	
TOTAL			\$ 26,082,505	\$ 6,392,500			
YTD as of: 3/10/23							

5. For the grants identified in the tables above, please provide details on how the Department utilized or plans to utilize these funds.

Generally, the department intends to use grant funding for outreach for Rideshare services, and Capital equipment and infrastructure purchases.

Specifically, for the approved FY 2023 grants: In addition to the Local Bus, SSTAP, and Rideshare grants, which are listed above, previously appropriated grants including CARES, CRRSSA, and ARPA funding will continue to be used for Transportation services as a relief measure for COVID impacted areas in transportation. The MHSO grant is being used for outreach related to Vision Zero and pedestrian safety efforts.

Specifically, for the proposed FY24 grant the Local Bus Capital Grant shall be used to procure fixed route buses. The Rideshare Program allows the promotion of ridesharing services in the public and private sectors by helping commuters form carpools/vanpools, thereby relieving congestion on Prince George’s County roadways. The Statewide Specialized Transportation Assistance Program (SSTAP) is utilized to replace aging Para-Transit vehicles. The Bus and Bus Facility, and Low and No Emissions grants will be used to procure fixed route electric, alternative fuel vehicles and associated charging infrastructure.

6. Please provide SAP reports for the Department for FY 2022 and FY 2023 YTD (reports should provide information by each fund, fund center, list all commitments items and show approved budget and actual spending.

See Attachment #1: Grant SAP Reports

7. In FY 2022 DPW&T received \$6.5 million in American Rescue Plan Act (ARPA) – State and Local Fiscal Recovery Funds (SLFRF) for DWP&T Stormwater Risk Items.

a. What happened to the funds that were not spent in FY 2022?

The County appropriated \$6.5M of ARPA to DPW&T for Stormwater Management projects. There has been \$4.65M in ARPA funds loaded for drainage projects over FY 2022 and FY 2023. According to our records, no funds were expended in FY 2022. Thus far in FY 2023, \$1,410,520 has been expended from the ARPA grant funds. The remaining budgeted balance of \$3,239,480 will be spent between FY 2024 – FY 2026 on specified CIP projects including, Swann Creek, Clinton Street, and Longfield drainage.

ARPA PROGRAM USES	ARPA PLAN TOTAL (1)	FY 2022 ACTUAL	ARPA LTD SPENDING (2)	FY 2023 ESTIMATE (3)
INFRASTRUCTURE AND DEVELOPMENT				
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION				
Hazard Pay/Premium Pay	\$ 692,600	\$ 692,599	\$ 692,599	
Major Construction-ARP Longfield Drain	2,770,000	\$ -	\$ 309,913	\$ 2,250,000
Major Construction-ARP Swan Creek Rd	1,860,000		\$ 1,037,653	\$ 360,000
Major Construction-ARP Clinton St	1,870,000		\$ 62,954	\$ 1,060,000
Subtotal	\$ 7,192,600	\$ 692,599	\$ 2,103,119	\$ 2,250,000

Note: Less Hazard Pay/Premium Pay

COMPENSATION

Staffing

8. Please complete the following table on FY 2023 authorized and actual staffing levels:

FY 2023 Authorized and Actual Staffing Levels									
	Full-Time			Part-Time			Limited Term		
	Authorized	Filled Positions	Vacancies	Authorized	Filled Positions	Vacancies	Authorized	Filled Positions	Vacancies
General Fund									
	258	199	59	1	1	0	7	4	3
Grant Fund									
	3	1	2	0	0	0	0	0	0
Enterprise Fund									
	144	110	34	1	1	0	0	0	0
Total	405	310	95	2	2	0	7	4	3
YTD as of: 3/10/23									

9. Are all positions included in the FY 2024 Proposed Budget fully funded? If not, please explain.

No, currently the FY 2024 proposed budget includes six unfunded General Fund positions out of 272 authorized full time positions and two unfunded Stormwater Management Fund position out of 144 authorized full time positions.

10. Vacancies - For each currently vacant position, please complete the table on the following page by identifying the position title, position number, grade, salary information, date the vacancy or creation of position occurred, organizational assignment, the status of recruitment efforts, and funding source (General Fund (GF), Internal Service (IS), Enterprise Fund (EF), or Grants) proposed for FY 2024.

Please see Attachment #2 (Funded Vacancies) and Attachment #3 (Unfunded Vacancies)

11. As of November 2022, the Department’s attrition rate was 4.06%. Please *update* the following information:

a) To date, how many people have resigned from the Department in FY 2023

To date, twenty-two (22) individuals have resigned from DPW&T in FY2023.

b) To date, what is the attrition rate in FY 2023?

To date, DPW&T’s attrition rate in FY2023 is 6.98%.

12. Please provide the following on the table below for your current authorized staffing complement for all funds:

a. Retirement Eligibility by category

Positions By Category	Total County Employees	Percentage eligible for retirement FY 2023 - FY 2026	Projected Hires for Mission Critical Jobs in FY 2023 - FY 2026	Fiscal impact of Retirement Eligibility
Office Support & Clerical	3	0.96%	3	\$ 182,987
Officials & Administrators	3	0.96%	3	\$ 434,847
Paraprofessionals	1	0.31%	1	\$ 90,678
Professionals	8	2.52%	8	\$ 899,542
Skilled Craft Workers	17	5.34%	17	\$ 1,104,802
Technicians	7	2.20%	7	\$ 521,411
Service Maintenance (Field Staff)	4	1.28%	4	\$ 333,180
Other Category	0	0.00%	0	\$ -
Other Category	0	0.00%	0	\$ -
TOTALS	43	13.57%	43	\$ 3,567,447

As of March 1, 2023

b. Retirement Eligibility by fiscal year

Timeframe	# of Personnel Eligible to Retire	% of Personnel Eligible to Retire	# of Personnel Eligible to Retire (cummulative)	% of Personnel Eligible to Retire (cummulative)	Fiscal impact of retirements
By June 30, 2023	38	12.00%	38	12.00%	\$ 3,313,536
By June 30, 2024	2	0.63%	40	12.63%	\$ 52,045
By June 30, 2025	2	0.63%	42	13.26%	\$ 144,480
By June 30, 2026	1	0.31%	43	13.57%	\$ 57,386
TOTAL FY 2023 - FY 2026	43	13.57%		13.57%	\$ 3,567,447

As of March 1, 2023

13. Please provide a breakdown of how proposed FY 2024 compensation was derived by completing the following reconciliation. Please include all pertinent assumptions and compensation adjustments (+/-) in your response, adding specific line items for each adjustment when applicable, to ensure final compensation total agrees with the FY 2023 proposed compensation amount.

General Fund Compensation	
Description	Amount
FY 2023 Approved Compensation	\$ 18,246,600
Funding for New Positions Above the Authorized FY 2023 Complement - 11 full time positions (+)	\$ 1,077,500
Funding for New Positions Above the Authorized FY 2023 Complement - 3 full time Equipment Operator 1G positions for additional street sweeping services (+)	\$ 156,000
Funding for New Positions Above the Authorized FY 2023 Complement - 8 Limited Term Transit Driver-G positions (+)	\$ 382,700
Funding for annualized costs for prior year salary adjustments (+)	\$ 935,600
Funding for FY 2023 COLA (+)	\$ 239,900
Funding for FY 2023 Merits (+)	\$ 307,500
Decrease in Vacancy Lapse from FY 2023 (-)	\$ 305,700
FY 2024 Proposed Compensation	\$ 21,651,500

Grants Fund Compensation	
Description	Amount
FY 2023 Approved Compensation	\$ 115,200
Funding for FY 2024 COLA (+)	\$ 1,400
Funding for FY 2024 Merits (+)	\$ 2,100
Annualization of prior year COLA/Merit	\$ 5,700
Other (New Positions) - Planner 3G and Planner 4G LTGF positions for new Buses and Bus Facilities Grant	\$ 191,000
Other net adjustments to meet salary requirements	\$ (1,300)
FY 2024 Proposed Compensation	\$ 314,100

Enterprise Fund (Stormwater) Compensation	
Description	Amount
FY 2023 Approved Compensation	\$ 8,634,300
Funding for FY 2023 COLA/MERIT (+)	\$ 441,100
Funding for FY2024 COLA (+)	\$ 110,000
Funding for FY 2024 Merits (+)	\$ 126,600
Reduction in Vacancy Lapse over FY 2023 (+)	\$ 317,700
Anticipated Attrition under FY 2023 (+)	\$ 41,700
Other net changes including an increase in funded vacancies	\$ 231,400
FY 2024 Proposed Compensation	\$ 9,902,800

14. Does the Department anticipate accruing salary lapse in FY 2024? If so, how much? Will the projected salary lapse be used to cover other Department expenditures?

The FY 2024 proposed budgeted salary lapse for General Fund is (\$606,200) which is \$305,700 decrease from the approved budget and for Enterprise Fund is (\$207,100) which is a \$313,700 decrease from the approved budget. The proposed budget does not redirect the savings to cover any other departmental expenditures.

15. Please complete the table below on FY 2024 authorized and projected staffing levels.

FY 2024 Authorized and Proposed Staffing Levels												
	Full-Time				Part-Time				Limited Term			
	Authorized	Filled Positions	Vacancies		Authorized	Filled Positions	Vacancies		Authorized	Filled Positions	Vacancies	
			Funded Vacancies	Unfunded Vacancies			Funded Vacancies	Unfunded Vacancies			Funded Vacancies	Unfunded Vacancies
General Fund												
	272	211	55	6	1	1	0	0	15	4	11	0
Grant Fund												
	3	1	2	0	0	0	0	0	15	0	15	0
Enterprise Fund												
	144	110	32	2	1	1	0	0	0	0	0	0
Total	419	322	89	8	2	2	0	0	30	4	26	0
YTD as of: 3/10/23												

Overtime

16. Please complete the tables on the following page for overtime expenditures and detail the factors that are driving any overtime expenditures in FY 2023.

General Fund					
Year	Approved Overtime Budget	Overtime Expenditures		Actual vs. Approved Variance (\$)	Actual vs. Approved Variance (%)
FY 2021	\$638,600	Actual:	\$492,221	-\$146,379	-22.92%
FY 2022	\$638,600	Actual:	\$680,835	\$42,235	6.61%
FY 2023	\$638,600	Actual YTD:	\$288,114	-\$350,486	-54.88%
	\$638,600	Projected:	\$607,073	-\$31,527	-4.94%
FY 2024		Budgeted:	\$702,800		
YTD as of: 3/8/23					

Enterprise Fund					
Year	Approved Overtime Budget	Overtime Expenditures		Actual vs. Approved Variance (\$)	Actual vs. Approved Variance (%)
FY 2021	\$400,000	Actual:	\$388,003	-\$11,997	-3.00%
FY 2022	\$400,000	Actual:	\$470,143	\$70,143	17.54%
FY 2023	\$400,000	Actual YTD:	\$291,839	-\$108,161	-27.04%
	\$400,000	Projected:	\$455,900	\$55,900	13.98%
FY 2024		Budgeted:	\$400,000		
YTD as of: 3/8/23					

17. Please identify all sources of reimbursable overtime expenditures and the cost of the performed overtime work for FY 2021, FY 2022 (to date) and FY 2023 anticipated.

Expected Overtime Related Reimbursements From	FY 2022 Total	FY 2023 YTD	FY 2024 Projected
Washington Commanders Traffic Control	\$56,150	\$93,529	\$105,000
TOTAL	\$56,150	\$93,529	\$105,000
YTD as of: 3/8/23			

OPERATING EXPENSES

18. Please complete the chart on the following page regarding the FY 2022 actual, FY 2023 approved and FY 2024 proposed operating budgets for all funds (i.e. General, Enterprise Fund, Grant, and Special Revenue). Please add operating categories, as needed, to ensure the total operating budget is presented.

General Fund						
Operating Objects	FY 2022 Actual	FY 2023 Budget	FY 2024 Proposed	\$ Change	% Change	Explain reason for budgetary change for each object
Telephone	\$ 363,671	\$ 431,600	\$ 412,300	\$ (19,300)	-4.5%	Decrease in AVL rates
Utilities	-	5,000	-	(5,000)	-100.0%	Utilities paid by OCS/Non-D
Printing	24,047	57,100	71,400	14,300	25.0%	Increase due to outreach printing
Periodicals	-	600	1,000	400	66.7%	Increase in staff periodical needs
Data-Voice	206,216	76,000	85,000	9,000	11.8%	Increase in Fiber Optic needs
Office Automation	2,310,360	2,441,000	3,234,100	793,100	32.5%	Increase in OIT expense & other office automation needs
Training	22,037	45,100	164,700	119,600	265.2%	Increase in Agencywide training efforts (mandated and retention targeted)
Advertising	2,054	16,400	44,800	28,400	173.2%	Increase in transportation mandated advertising needs
Travel: Non-Training	-	500	-	(500)	-100.0%	Realignment to appropriate GLA
Membership Fees	14,684	16,600	24,700	8,100	48.8%	Increase in grant mandated memberships
Mileage Reimbursement	20,803	82,400	83,700	1,300	1.6%	County rate increased
Disposal Fees	53,000	53,000		(53,000)	-100.0%	Realignment to appropriate GLA
General & Administrative Contracts	847,873	940,200	1,073,500	133,300	14.2%	Increase in temporary staffing need
Operating Contracts	37,438,576	47,824,000	52,847,000	5,023,000	10.5%	Increase in contract needs
General Office Supplies	2,878,726	3,824,800	4,659,600	834,800	21.8%	Increase need based on reduce telework
Other Operating Equipment Repair/Maintenance	1,445	1,000	-	(1,000)	-100.0%	Realignment to appropriate GLA
Vehicle Equipment Repair/Maintenance	1,463,537	3,043,500	3,068,300	24,800	0.8%	Increased costs- supply chain
Gas and Oil	4,025,704	5,420,100	5,525,800	105,700	2.0%	Increased costs- supply chain
Equipment Lease	-	71,500	-	(71,500)	-100.0%	Realignment to appropriate GLA
Building Repair/Maintenance	-	250,000	350,000	100,000	40.0%	increased need due to facility needs
Grants/Contributions	-	37,900	-	(37,900)	-100.0%	Grant match
Interagency Charges	-	140,000	140,000	-	0.0%	DOC inmate assistance (litter)
Miscellaneous	(5,950)	120,800	17,500	(103,300)	-85.5%	Alignment based on historical spend
TOTAL	\$ 49,666,783	\$ 64,899,100	\$ 71,803,400	\$ 6,904,300	10.6%	

Enterprise Fund (Stormwater Management)						
Operating Objects	FY 2022 Actual	FY 2023 Budget	FY 2024 Proposed	\$ Change	% Change	Explain reason for budgetary change for each object
Telephone	\$ 175,604	\$ 125,100	\$ 125,100	\$ -	0.0%	Flat funding recommended
Utilities	10,587	-	-	-	N/A	n/a
Printing	-	1,500	1,500	-	0.0%	Flat funding recommended
Office Automation	589,200	589,300	688,100	98,800	16.8%	increase in OIT mandated costs
Training	-	7,500	11,500	4,000	53.3%	Increase in Agencywide retention targeted trainings
Disposal Fees	65,000	300,000	-	(300,000)	-100.0%	Realigned with appropriate GLA
Operating Contracts	5,681,845	6,787,500	6,356,600	(430,900)	-6.3%	Decrease in contractual costs (reduced cost contracts)
General Office Supplies	187,075	347,000	244,000	(103,000)	-29.7%	Decrease in needed supplies due to organizational restructure (OSDM)
Vehicle Equipment Repair/Maintenance	14,086	-	-	-	N/A	Realigned with appropriate GLA
TOTAL	\$ 6,723,397	\$ 8,157,900	\$ 7,426,800	\$ (731,100)	-9.0%	

19. FY 2023 and FY 2024 Contracts (General Fund and Enterprise Fund Projects): Please provide the information requested in the table below for **all** of the Department's FY 2023 currently executed and planned and not yet executed, and **all** planned contracts for FY 2024.

Please see Attachment #4 - Contract Detail, which shows an itemized contract list. The chart below summarizes the contractual costs by service category.

Contracts, FY 2022, FY 2023 and FY 2024								
Summary of Contract Services	FY 2022	FY 2023 Approved Budget					FY 2024	
	FY 2022 Actual	FY 2023 Approved Budget	FY 2023 Actual/ Estimated Contract Amount	Current Contract Term (month/ year-month/year)	Number of Additional Option Years Available	Contract Status: Executed (E), Planned Not Executed (PE)	FY 2024 Proposed Contract Amount	Funding Source: General Fund (GF), Grants (GR), Other Fund (OF)
Awards	\$ -	\$ 2,000	\$ 1,500	various	various	E	\$ 2,000	GF
Consultant	\$ 75,000	\$ 75,000	\$ 75,000	various	various	E	\$ 75,000	GF
Shredding	\$ -	\$ 700	\$ 1,300	various	various	E	\$ 1,500	GF
Storm Trak	\$ 60,000	\$ 67,500	\$ 67,500	various	various	E	\$ 100,000	GF
Temporary Staff	\$ -	\$ 100,000	\$ 100,000	various	various	E	\$ 300,000	GF
Traffic Management	\$ 100,000	\$ 100,000	\$ 99,000	various	various	E	\$ 150,000	GF
Transportation	\$ 28,581,213	\$ 39,644,000	\$36,522,788	various	various	E	\$40,830,300	GF
N/A	\$ 2,609,400	\$ 143,600	\$ (4,002,536)	various	various	PE	\$ -	GF
Clean Lots	\$ 898,588	\$ 750,000	\$ 950,000	various	various	E	\$ 750,000	GF
IT/Security	\$ -	\$ -	\$ 40,000	various	various	E	\$ 75,000	GF
Litter Removal	\$ 2,000,000	\$ 2,000,000	\$ 2,500,000	various	various	E	\$ 4,774,700	GF
Right-of-Way Mowing	\$ 1,098,919	\$ 625,000	\$ 1,350,000	various	various	E	\$ 1,176,500	GF
Snow and Ice	\$ 1,526,026	\$ 2,087,400	\$ 2,021,500	various	various	E	\$ 2,124,300	GF
Tree Services	\$ 1,337,303	\$ 3,169,000	\$ 3,669,000	various	various	E	\$ 3,477,500	GF
Landscaping	\$ -	\$ -	\$ -	various	various	PE	\$ 83,700	GF
Electrical/Mechanical	\$ 1,010,999	\$ 1,000,000	\$ 1,000,000	various	various	E	\$ 1,000,000	EF
Herbicide	\$ 150,000	\$ 225,000	\$ 215,000	various	various	E	\$ 225,000	EF
Mointoring of pumping station	\$ 24,000	\$ 36,000	\$ 25,000	various	various	E	\$ 36,000	EF
Pond mowing	\$ 828,824	\$ 1,342,700	\$ -	various	various	E	\$ 486,200	EF
Pond mowing/ Consent Decree	\$ 1,686,890	\$ 2,263,800	\$ 3,780,000	various	various	E	\$ 2,884,400	EF
Right-of-Way Mowing	\$ 499,236	\$ 305,000	\$ 475,000	various	various	E	\$ -	EF
Rubble Disposal	\$ 318,001	\$ -	\$ 350,000	various	various	E	\$ 400,000	EF
Storm Drain Cleaning	\$ 240,434	\$ 620,000	\$ 62,000	various	various	E	\$ 725,000	EF
Street Sweeping	\$ 119,805	\$ 265,000	\$ 265,000	various	various	E	\$ 400,000	EF
Tree and Stump Removal	\$ -	\$ 50,000	\$ -	various	various	E	\$ -	EF
Tree Services	\$ 803,656	\$ 625,000	\$ 350,000	various	various	E	\$ 200,000	EF
Animal Control	\$ -	\$ 35,000	\$ -	various	various	E	\$ -	EF
Repairs and Services	\$ -	\$ 20,000	\$ -	various	various	E	\$ -	EF
	\$43,968,294	\$ 55,551,700	\$49,917,052				\$60,277,100	

20. Multi-year and Personal Services Contracts (General Fund and Enterprise Fund Projects): Please provide the information requested in the table below for **all** of the Department’s anticipated FY 2024 multi-year contracts over \$500,000 and personal services contracts over \$100,000 required to be approved by the County Council, in accordance with Section 819 of the County Charter, and attached as an exhibit to the proposed Budget Bill.

N/A

21. FY 2023 Budget Adjustment: Please identify any funding increase in operating expenses in the FY 2023 approved budget to be used for the restoration of tree trimming, mowing and median maintenance and vacant lot maintenance. Please provide specifics regarding the actual expenses associated with this funding; i.e., type of services, amount spent, contractor, and percent (%) of work completed.

The department has been tasked with completing additional beautification related functions. The initiative was unbudgeted in FY 2023. Below please find a summary of expenses:

FY2023 Beautification Blitz Expenditures			
Vendor	Service Provided	YTD Expenditures as of 3/9/23	% of work completed
Quiet Sweep	Street Sweeping	\$ 72,663.46	Ongoing
Ruppert	Mowing	\$ 378,555.00	Ongoing
Community Bridge	Litter	\$ 738,650.00	Ongoing
RH Hilarios	Litter/Mowing	\$ 214,912.00	Ongoing
Express Business	Litter/Mowing	\$ 242,161.40	Ongoing
DPWT	Staff time	\$ 501,455.82	Ongoing
Total:		\$ 2,148,397.68	

CAPITAL OUTLAY

22. Please complete the chart below regarding the FY 2023 estimate and FY 2024 proposed capital outlay budget for each fund (General (GF), Enterprise (EF), or Grants).

Capital Outlay, FY 2023 and FY 2024					
	Description	FY 2023 Estimate	FY 2024 Proposed Budget	Purpose for Request	Fund (GF, EF, Grants)
1	Bus Procurement	\$ 1,099,400	\$ 12,050,000	Fixed Route Transit vehicle replacement	GF
2	Para-transit	\$ 474,500	\$ 108,400	Multi-Modal Transit vehicle replacement	GF
3	Bus Procurement (Low or No Emission, Buses and Bus Facilities, Local Capital Bus); Rideshare, SSTAP and Maryland Bikeways grants	\$ 79,900	\$ 31,941,700	local match-Fixed Route transit vehicle replacement; Bus Facility	Grants
4	Street Sweepers	\$ -	\$ 525,000	3 Street Sweepers for in-house street sweeping	GF
	Total	\$ 1,653,800	\$ 44,625,100		

The amounts displayed in the FY 2023 Estimate above are lower than the estimated capital outlay expenditures in the proposed book (page 553 and 564) based supply chain delays which will result in vehicles that were ordered in FY 2023 will not be scheduled for delivery until FY 2024.

RECOVERIES

23. Please provide a list of anticipated recoveries due to the Department for each Fund (General Fund (GF), Enterprise Fund (EF), or Grants) in FY 2022 and FY 2023 proposed budget.

Recoveries, FY 2023 and FY 2024				
	Description	FY 2023 Estimate	FY 2024 Proposed Budget	Fund (GF, EF, Grants)
1	Office of the Director	\$ 927,800	\$ 1,167,500	CIP, Stormwater (EF), WSTC, Solid
2	Office of Administrative Services	\$ 540,800	\$ 969,000	CIP, Stormwater(EF), WSTC, Solid
3	Office of Transportation	\$ 47,700,000	\$ 68,085,900	WSTC
4	Engineering & Project Management	\$ 3,741,100	\$ 6,405,100	CIP
5	Office of Highway Maintenance Road Maintenance	\$ 1,716,000	\$ 2,290,700	CIP
6	Office of Highway Maintenance Special Services	\$ 9,985,600	\$ 9,009,700	Solid Waste (EF)
7	Office of Highway Maintenance Traffic Operations	\$ 161,200	\$ 215,300	CIP
8	Office of Highway Maintenance Equipment Maintenance	\$ 4,840,400	\$ 5,186,700	Stormwater (EF)
9	Office of Highway Maintenance Administration	\$ 49,000	\$ 71,500	CIP, Stormwater (EF), WSTC, Solid Waste (EF)
	Total	\$ 69,661,900	\$ 93,401,400	

The amounts displayed in the FY 2023 Estimate above are lower than the estimated recoveries in the proposed book (page 553) based supply chain delays which will result in the delayed delivery of recoverable vehicles that were ordered for FY 2023 but may not be available until FY 2024.

24. Please provide the details of total FY 2024 proposed recoveries due to the Department for each Fund in the table below.

Details of Total Proposed Recoveries FY 2024						
Division	Character (i.e., Compensation, Fringe, Operating, Capital Outlay, etc.)	WSTC Recovery	Solid Waste Fund Recovery	CIP Recovery	Stormwater Recovery	Total Recovery
Office of Director	Compensation	\$ 412,500	\$ 84,100	\$ 117,500	\$ 150,200	\$ 764,300
Office of Director	Operating	\$ 105,000	\$ -	\$ -	\$ -	\$ 105,000
Office of Director	Fringe	\$ 161,400	\$ 29,000	\$ 47,300	\$ 60,500	\$ 298,200
Office of Admin	Compensation	\$ 212,700	\$ 62,200	\$ 251,200	\$ 149,300	\$ 675,400
Office of Admin	Operating	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000
Office of Admin	Fringe	\$ 85,700	\$ 21,400	\$ 101,300	\$ 60,200	\$ 268,600
Transportation	Compensation	\$ 6,079,700	\$ -	\$ -		\$ 6,079,700
Transportation	Operating	\$ 47,624,400	\$ -	\$ -		\$ 47,624,400
Transportation	Capital Outlay	\$ 12,158,400	\$ -	\$ -		\$ 12,158,400
Transportation	Fringe	\$ 2,223,400	\$ -	\$ -		\$ 2,223,400
Eng. & Project Mgmt	Compensation	\$ -	\$ -	\$ 4,320,500		\$ 4,320,500
Eng. & Project Mgmt	Operating	\$ -	\$ -	\$ 366,700		\$ 366,700
Eng. & Project Mgmt	Fringe	\$ -	\$ -	\$ 1,717,900		\$ 1,717,900

WORKLOAD AND PERFORMANCE TRENDS

25. TheBus Revenue- Please provide TheBus revenue for FY 2022 Actual, FY 2023 Estimated, FY 2024 Proposed

	FY 2022 Actual	FY 2023 YTD	FY 2024 Proposed
TheBus Fares	\$342,921	\$89,152	\$150,000

26. Expansion of Existing Bus Routes – TheBus. In the Department’s January 29th presentation to TIEE committee, there was discussion about modification of service on certain routes. Please share any additional improvements to TheBus service the Department has undertaken in FY 2023 and plans for FY 2024.

DPW&T continues to shift transit services as the pandemic lockdown restrictions ease. Staff are working to regain rider confidence, activate services and develop robust services, including at minimum:

- **maintaining 30-minute frequency with goal of expanding service frequency to 15-minute wait times on main line corridors, especially during peak periods.**
- **continuing upfront capital investments to support low-emission solutions for green fleet adoption; and,**
- **promoting customer amenities launched throughout the pandemic – free wi-fi, onboard USB charging, modernized seats, live interactive bus locator.**

DPW&T has launched the PGC Transit Transformation (PGCTT) initiative. The PGCTT comprises the Transit Vision Plan; a five-year plan aligning and advancing citizen and stakeholder transit needs, initiatives, goals, and objectives that will include a robust public engagement process. DPW&T has established a partnership with WMATA’s Better Bus Network Redesign to include the County’s transit system, TheBus, as part of the regional redesign efforts.

DPW&T is committed to reducing the transit carbon footprint by having a 70% electric fleet by 2035:

- **Coordination of efforts to launch the *Proud to Charge* initiative;**
- **Recent transit grant awards:**
 - **\$5.2 million USDOT FY21 Low and No Emission**
 - **\$25 million USDOT FY22 Bus and Bus Facility**
- **The *Proud to Charge* initiative includes**
 - **Purchasing additional buses;**
 - **Incorporation of in-route charging infrastructure;**
 - **Installation of a microgrid system;**
 - **Improvement of electrical systems at the facility; and**
 - **Workforce development.**

27. Please provide updates on any know or anticipated operational or fiscal impacts that the proposed Maryland State Budget, or other action taken or being considered by the Maryland General Assembly, may have on the Department's programs and operations, especially as related to the CTP?

The FY 2023 - FY 2028 Maryland Department of Transportation Consolidated Transportation Program (CTP) considers recovering revenues after the pandemic downturn with continued focus on preservation projects and includes development of the next generation of projects. The current focus on partnerships and innovative finance mechanisms are to address long-standing transportation issues across the State of Maryland. While there is not any direct negative budgetary impact on DPW&T, as this is the State's Transportation Budget, which is an expression of state funding for projects throughout the State. There are programs for which the County does receive funding from or through the State. There are proposals within the budget that take new steps in advancing county transportation priorities. These include advancing the Southern Maryland Rapid Transit Project (SMRT) via current programming of \$200,000 in FY 2023, \$5.25M in FY '24 and \$4.55M for FY 25. Furthermore, significant additional funding has been programmed to advance the Medical Center Drive Interchange with \$54.08M programed through FY 28, as well as programing to complete construction of the MD 4 at Suitland Parkway interchange, planning funding for MD 197 in Bowie, and the MD 717 bridge replacement in Upper Marlboro.

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA) is the transportation authorization bill that is the vessel for federal transportation programming and a is more expansive funding bill than the previous authorization for a wide array of infrastructure programs. The bill contains \$567.4 billion in federal funding for highway, transit and airport projects through FFY 2026. The IIJA or Bipartisan Infrastructure Law (BIL) addressed the long-term solvency of the Highway Trust Fund (HTF) with a large general fund fix. The IIJA or BIL also contains a very large increase in discretionary grant programs that many entities in Maryland will be eligible for. MDOT is currently utilizing both federal funding loan programs for the development of Maryland's Purple Line project and grant funding for the Howard Street Tunnel Project as well as quite a few other smaller projects. The FFY 2023 Appropriations bill will allow for much of the new funding to be designated and regulations need to be in place to allow for the new grant programs to proceed.

In addition to state-sourced revenues and federal aid, MDOT utilizes other capital funding sources to funds its capital program. These other capital funding sources include funding from the State's General Fund to support dedicated capital funds for WMATA and other projects, direct federal aid received by WMATA, local contributions, airport revenue bonds, airport passenger facility charge revenues, and airport rental car customer facility charge revenues. The Final FY 2023 - FY 2028 CTP totals \$20.5 billion, including \$17.5 billion from the Transportation Trust Fund and \$3.0 billion from other capital funding sources. In total, MDOT's operating and capital spending from all fund sources is \$39.4 billion over the six-year period.

The Highway User revenues received by the County are used to pay the debt service costs for all DPW&T capital projects.

28. Please update the impact of CR-72-2019 – Transportation Network Services (effective date of legislation: October 16, 2019) on the operations of the Department. Please update the table below with up-to-date fund revenue balances by fiscal quarters through the last recent quarter.

FY	QTR	ACTIVITY PERIOD	LYFT	UBER	Admin Fee		TOTAL
					Refund		
2019	1	JULY-SEPT	222,345.84	538,076.68			760,422.52
2019	2	OCT-DEC	256,481.25	572,117.50			828,598.75
2019	3	JAN-MAR	296,508.00	583,948.25			880,456.25
2019	4	APR-JUNE	316,371.25	572,347.00	4,738.32		893,456.57
			\$1,091,706.34	\$2,266,489.43	\$4,738.32		\$3,362,934.09
2020	1	JULY-SEPT	293,975.75	540,071.75			834,047.50
2020	2	OCT-DEC	289,894.00	563,177.25			853,071.25
2020	3	JAN-MAR	268,974.00	523,476.50			792,450.50
2020	4	APR-JUNE	176,129.00	210,085.00	(28,497.01)		357,716.99
			\$1,028,972.75	\$1,836,810.50	(\$28,497.01)		\$2,837,286.24
2021	1	JULY-SEPT	242,004.75	279,001.00			521,005.75
2021	2	OCT-DEC	217,105.50	290,008.50			507,114.00
2021	3	JAN-MAR	238,521.75	267,850.50			506,372.25
2021	4	APR-JUNE	242,701.00	278,791.50	(16,909.36)		504,583.14
			\$940,333.00	\$1,115,651.50	(16,909.36)		\$2,039,075.14
2022	1	JULY-SEPT	240,919.00	306,245.75			547,164.75
2022	2	OCT-DEC	233,237.25	322,247.75			555,485.00
2022	3	JAN-MAR	241,779.50	323,456.50			565,236.00
2022	4	APR-JUNE	243,520.50	351,329.25			594,849.75
			\$ 959,456.25	\$1,303,279.25			\$2,262,735.50
2023	1	JULY-SEPT	\$ 234,546.00	\$396,632.25			\$631,178.25
2023	2	OCT-DEC	\$ 228,456.00	\$433,204.00			\$661,660.00
2023	3	JAN-MAR*					
2023	4	APR-JUNE*					
		RECEIVED TO DATE	\$ 4,483,470.34	\$ 7,352,066.93	\$ (40,668.05)		\$ 11,794,869.22

*Data available through Q2 as we are currently in Q3

- a. Fund Stabilization and Resiliency. Please confirm the current balance of the fund in the reserve and non-reserve accounts.

The fund balance as of FY 2023 Q2 is \$10,594,869, with \$1.2M kept in reserve.

- b. Please provide an update on revenues and expenditures for this Fund?

Revenue is derived from Uber and Lyft rides. \$0.25 per ride is deposited into the statewide transportation fund and transferred via Automatic Clearing House (ACH) quarterly through Office of Finance. Spending authority in the amount of \$1.7M was received for FY 2023; to date, \$1.18M has been encumbered to support transit services, pedestrian safety equipment and first mile/last mile programs – including bike share and the PGC Link.

- c. Please discuss and detail any new initiatives in FY 2023 that TNS funds are supporting and planned for FY 2024.

The department has budgeted and planned for procurement of a universal taxi digital dispatch system in FY 2024. Additionally, TNS funding will support the transit zero emissions conversion, Vision Zero and pedestrian safety efforts.

- d. Reimbursement of Accessible Taxicab Trips. Please discuss any changes to this program.

Please be advised that the TNS fund does not support the Call-A-Cab program (Accessible Taxicab Trip Reimbursement).

- e. Please provide an update on the Department's initiatives to secure a universal taxi digital dispatch system and the requisite costs.

The DPW&T is pursuing a centralized digital dispatch software to support the industry recovery and adhere to Subtitle 20, Section 20-129-01. Taxicab operator/owners will be use digital meters, submit mandated data and transition to cash free fare collections. DPW&T will assess the industry using the collected data and provide pertinent recommendations for policy and operational guidelines. The Taxi Board will be engaged throughout the solicitation and implementation process; reports of the key performance indicators will be provided during the regular meetings.

The anticipated related cost for software purchase, equipment and installation is \$250,000 with \$30,000 to \$50,000 annual maintenance costs.

29. Please provide what the Department receives from the State for this Fund. Additionally, please provide any reports the Department submits to the State for this Fund.

The State of Maryland communicates the receipt of revenues with the County's Office of Finance, who then transfers appropriated funds to the TNS Cost Center to be used by DPW&T. There are no reporting requirements by the department to the State.

30. Please identify any updates on how CB-73-2021, Residential District Speed Monitoring Systems will impact the Department, and the role the Department will have for implementation and operation of the program.

District Speed Monitoring System is a program managed by the Police Department. DPW&T supports the PGC Police Department by conducting traffic studies and recommending eligible/potential locations for installation of speed monitoring system/speed camera by the Police Department. The Department may request additional funding to deploy consultant services for appropriate data gathering and to conduct studies.

31. In the January briefing before TIEE committee, the Department acknowledged the backlog of unresolved 311 requests. Please describe what steps are being taken to resolved old cases, the timeline for resolution and what is being planned to maintain the current volume of calls.

The department has reviewed the backlog of 311 calls and categorized them based on need. Requests deemed emergency or safety related will be prioritized and responded to using additional agency wide and contractual resources. Based on our initial assessment, most of the backlog requests are related to trees, drainage, and asphalt and concrete work. We are currently inspecting every 311 requests in the backlog from 2015 to 2022. Once the comprehensive assessments are completed, by the end of fiscal year 2023, DPW&T will identify the needs across all offices and service areas, through a phased strategic implementation plan. The FY 2024 and FY 2025 allocations for the Curb and Road Rehabilitation CIP project maintains current year funding to continue to address sidewalk and curb issues that are often reflected in 311 requests.

Where non-critical requests exist within the same vicinity as critical requests, the department makes every effort to address concurrently to minimize mobilization costs and improve efficiency.

32. Please provide the number of times the Department has mobilized this fiscal year (FY 2023) as a result of any weather-related events in the table on the following page. Please include the direct costs associated with mobilizing, and indicate whether the Department anticipates any cost savings or overages due to this fiscal year’s weather events?

The department mobilized for five events in FY 2023. The outlined dates, event type, and approximate cost may be found below. The department anticipates cost savings due to this year’s weather events, which will be used to offset expenditures related to the Beautification Blitz efforts.

Weather Related Mobilization Events		
Date	Event Type	Approximate Cost
12/15/2022	Snow-Snowflake Operations	\$95,406
12/23/2022	Snow-DPW&T Only Operations	\$170,246
01/08/2023	Ice- Snowflake Operations	\$55,911
02/01/2023	Snow-Snowflake Operations	\$27,672
02/25/2023	Snow-Snowflake Operations	\$22,862

Snow Plan		One Plan - Five Operations		
<p>Blizzard Operation</p> <p>Snow accumulation that must be removed from the roadway with heavy equipment</p> <p>All staff in the plan report</p> <p>Plowing and heavy equipment contractors report</p> <p>Management, Administrative, and Customer Service staff will report virtually</p>	<p>Full Operation</p> <p>Multiple day plowing operation Greater than 4 inches of snow predicted</p> <p>All staff in the snow plan report</p> <p>All plowing contractors report</p>	<p>Modified Operation</p> <p>Plowing operation of 2-4 inches of snow</p> <p>All Field staff report including DoE, DPIE and MNCPPC</p> <p>Administrative and Command staff virtually report</p> <p>Limited Contractors and Inspectors report</p>	<p>DPW&T Only</p> <p>Salting operation, less than 2 inches of snow</p> <p>ONLY staff that work for DPW&T report</p> <p>DoE, DPIE and MNCPPC do NOT report</p> <p>Limited clerks and Command staff</p> <p>Contractors and inspectors will NOT report</p>	<p>Snowflake Operation</p> <p>Salting operation of icy spots, hilly areas and bridges</p> <p>DPW&T CDL Drivers report</p>

33. Please discuss how funding was utilized by the Department in its efforts on litter control in the County, specifically: How much is paid per job completed? How much litter is collected/total funded amount?

The FY 2023 budget for litter control is \$2,000,000. As of March 15, 2023, the department has collected 3,166 tons of litter during regular and beautification blitz service efforts. Payment to the vendor is not based on price per job as there are multiple variables that could affect the size of the job. The department not only completes litter removal but conducts the removal of litter in street sweeping and median mowing operations.

The information below is solely related to litter removal and does not include other beautification related services:

The department is billed at a rate of \$84.76 per linear mile of litter collected. The average invoice may vary from \$190,000 - \$275,000 dependent on the amount of litter collected.

- | | |
|---|-------------|
| a. The current (FY 2023) year to date expenses; | \$1,015,023 |
| b. The anticipated total expenditures for FY 2023 | 3,000,000 |
| c. Projected expenses for FY 2024 | 4,774,700 |

34. Please discuss the Department’s changing approach to litter control.

In September 2022, the Department of Public Works & Transportation (DPW&T) was directed to initiate a Countywide Beautification Initiative (Litter & Mowing Blitz) to expeditiously abate existing litter, illegal dumping, and high grass complaints in the County’s right-of-way. Roadside litter and illegal dumping removal is currently a contracted service providing a bi-weekly collection of litter from over (472) streets and more than (910) miles of roadway.

The Department saw the need to more frequently and strategically coordinate with SHA to better understand their operations and challenges facing existing state contractors. The Department has now set recurring meetings between DPW&T, SHA, and the National Park Service to more frequently discuss operational needs and find opportunities to better coordinate along state and county roadway intersections. DPW&T shared operational approaches to tackling litter, mowing, and street sweeping maintenance as well as shared data and frequency schedules. The Department is hopeful this will continue to positively influence operations and maintenance conditions along state roadways in the County.

To provide an immediate improvement in the litter profile, DPW&T added additional litter & debris removal services contractors and increased the schedule frequency from a bi-weekly to a weekly collection service for all primary and collector roadways. Primary roadways with high volume traffic and that are historically heavily littered were identified as “Hot Streets.” The collection frequency for “Hot Streets” were increased from once a week to twice a week.

Residential roadways are not included in the litter collection service contracts; however, residents may submit service requests for illegal dumping removal and litter located in the right-of-way along undeveloped properties. The Department has contractor support with heavy equipment capabilities to respond to large scale illegal dumping site locations.

35. Please discuss the effects of CB-09-2016 (Taxicab regulation) on the Department and on the County.

a. Complete the chart provided below:

Cost Element	FY2021 Actual	FY2022 Actual	FY2023 Estimated	FY2024 Proposed
Consultant	\$ -	\$ -	\$ -	\$ -
Taxi Data Management System	\$ -	\$ -	\$ -	\$ 250,000
Taxi Enforcement Investigators	\$ 328,964	\$ 275,819	\$ 246,035	\$ 278,608
Other Positions				
Community Developer	\$ -	\$ -	\$ -	\$ -
QA Analyst	\$ -	\$ -	\$ -	\$ -
Permit Specialist	\$ 36,450	\$ 52,906	\$ 30,120	\$ 59,757
Other Costs	\$ 30,990	\$ 14,976	\$ 27,000	\$ 27,000
Total Costs	\$ 396,404	\$ 343,701	\$ 303,155	\$ 615,365

Note: The FY24 Proposed budget Taxi Data management system is being funded from the TNS fund.

b. Please discuss recruitment efforts to fill board positions, enforcement efforts that were hampered by the pandemic and numbers on the active County taxis operating.

CB-09-2016 was enacted to improve the taxi customer experience, more accessible transportation and uniformity in the look of taxicabs in the County. Since enactment, the Department has implemented the requirements of the legislation as quickly as possible. To reinstate full taxi operations by July 1, 2023, the DPW&T recommends the following:

Fuel Surcharge: During the next Taxi Board meeting, on February 21, DPW&T will present Executive Order, No. 8-2022 for discussion and recommendation.

Mass Inspection:

- Perform a mass inspection to evaluate the County’s taxicab industry. During this inspection, those taxi operators and owners that are deemed in compliance will be reinstated to actively operate. Information about the mass inspection will be displayed on the Taxi Licensing section of the DPW&T website, social media, USPS and email. The Taxi Investigators will also visit Metrorail stations and common taxi stand locations to distribute information.
- Execute a survey both the taxi owners and operators. Data collected will assist with identifying industry needs, taxi licensing operational planning, and legislative recommendations.
- To encourage participation, DPW&T recommends waiving the renewal fees for taxi operators/owner participation. All fees would be reinstated January 1, 2024.

Taxi Certificate Renewal	\$250
Taxi Identification Card Renewal	\$300
Change of Vehicle	\$250
Transfer of Certificate	\$3,500

Digital Taxi Software: Identify and award a qualified digital dispatch solution within 90-days of concurrence of the presented needs.

Taxi Board: The board members whose terms have expired should be rotated off the board by December 31, 2023. DPW&T will advise the County Executive’s board appointment liaison, nominees for submission to Council by mid-May 2023.

Code: During the February Taxi Board meeting, DPW&T was asked to provide Subtitle 20 and staff suggestions. Staff will encourage board member review for discussion and final recommendations during the May 2023 meeting.

36. Please provide an update on the Pond Beautification program, including the number of ponds that were retrofitted in FY 2023, as well as the number planned to be completed in FY 2024. Also, provide the cost of such retrofits.

DPW&T entered a consent decree with the Maryland Department of the Environment. DPW&T is responsible for repairing 160 ponds by December 31, 2024. As such, the effort from DPW&T will be to bring ponds into compliance rather than for beautification purposes. DPW&T’s responsibility is for functional maintenance. In addition, the County has many more failing ponds that need to be brought up to standards.

- 791 SWM facilities are under DPW&T management. Per the consent decree, 156 ponds were rated as failing and annually 60 more ponds fall out of compliance each year and require maintenance.
- DPW&T has completed 40 ponds in FY 2022. It is expected that another 15 ponds will be completed for a total of 55 ponds in FY 2022. DPW&T is on pace to complete 60 ponds in FY23.

Please see Attachment #5 – Pond Beautification Program Schedule.

Information Technology

37. Please complete the chart below and identify the Department’s key IT initiatives, including the project name, summary for the purposes and benefits associated with each project, initiation year, estimated completion date, total project cost, amount of funding spent to date, and proposed FY 2024 funding amount.

IT Initiative							
	Project Name	Summary of Project Purpose and Benefits	Year Initiated	Estimated Completion Date	Total Project Cost	Amt of funding spent to	Proposed FY2024 Funding Amount
1	Transit Upgrades	Swiftly software, ZEB Range Monitoring, Luminator, Smartdrive	2022	on-going	\$ 171,000	\$ -	\$ 171,000
2	Bus Electrification Needs	ZEB Range monitoring, ITS systems	2023	on-going	\$ 260,000	\$ -	\$ 260,000
3	Paratransit service upgrades	Call-A-Cab, Tablet upgrade (Call-A-Bus)	2017	on-going	\$ 140,000	\$ -	\$ 140,000

Equipment

38. Please list the type and quantity of equipment and vehicles that were purchased or are planned to be purchased in FY 2024 and proposed to be purchased in FY 2023 in the table below.

	Description (Type and quantity of equipment purchase)	FY 2023 Equipment Cost (Purchased to date)	FY 2023 Equipment Cost (Planned to be purchased)	FY 2024 Equipment Cost (Proposed to be purchased)	Purpose for Request	Fund (GF, IS, EF, Grants)
1	CAT 289D3 Skid Loaders (2)		\$ 256,800		Replacement of Aging Fleet (OCS Purchase)	COP
2	John Deere 5100 E Tractors with Interstater (3)		\$ 371,850		Replacement of Aging Fleet (OCS Purchase)	COP
3	John Deere 5100 E Tractors (1)		\$ 61,186		Replacement of Aging Fleet (OCS Purchase)	COP
4	John Deere 6105E Tractor (1)		\$ 157,457		Replacement of Aging Fleet (OCS Purchase)	COP
5	John Deere FC15M Rotary Cutter (1)		\$ 21,842		Replacement of Aging Fleet (OCS Purchase)	COP
6	Doosan D30S-9 Forklift (3)		\$ 129,314		Replacement of Aging Fleet (OCS Purchase)	COP
7	Freightliner 1145SD Chassis (2)		\$ 649,932		Replacement of Aging Fleet (OCS Purchase)	COP
8	Townmaster T-16DT Trailer (5)	\$ 41,030	\$ 61,544		Replacement of Aging Fleet (OCS Purchase)	COP
9	Wells Cargo 5 Ton Trailer (5)		\$ 100,000		Replacement of Aging Fleet (OCS Purchase)	COP
10	Heavy Duty Service Truck (1)		\$ 325,000		Replacement of Aging Fleet (OCS Purchase)	COP
11	Chevy 3500 4x4 One Ton-Hybrid Dump Body (4)			\$ 500,000	Replacement of Aging Fleet (OCS Purchase)	COP
12	Chevy 3500 4x4 One Ton (4)			\$ 200,000	Replacement of Aging Fleet (OCS Purchase)	COP
13	Utility Vehicle with Plow (2)			\$ 90,000	Replacement of Aging Fleet (OCS Purchase)	COP
	Total	\$ 41,030	\$ 2,134,925	\$ 790,000		

*COP – Certificate of Participation financing.

Facilities

39. Has the Department acquired new facilities, relocated facilities in FY 2023, or planned to acquire or relocate in FY 2024? If so, please identify the reason for the changes and provide details on all contractual and operating costs related to the change.

The Department has not acquired any additional new facilities in FY 2023. Our focus moving into the FY 2024 year will be to continue to address emergent needs at our Forestville Campus, which hosts the D’Arcy Road Transit Facility and a segment of the Highway Maintenance/Storm Drain Maintenance Field Operations Offices, as well as at our Glenn Dale Facility which provides Field Operations services and support to North County.

We are still working thru several noted facilities failures and hazardous findings reported to the Department for buildings and structures on each of these campuses. Specifically, the Garage Facility at D’Arcy Road needs a heavy equipment lift replacement, as there is one that is no longer operable. An inability to correct this issue adversely affects our Mechanic team’s ability to maintain our Heavy Equipment Fleet in normal and special operations. Across several additional building locations, which include our Marburger Administration Building and Signal/Sign Shop, we have continued to experience challenges with utilities, air quality, and water leaks from roofing failures. The warehouse and storage buildings located on the same D’Arcy Road Campus have total failures and are presently restricted from occupancy due to safety/stability concerns. The Department as a result will coordinate with OCS-FOM to begin efforts to design and build a replacement warehouse facility on campus that is able to hold the agency specific materials, tools, uniforms and equipment that is necessary for daily operation, and that will meet MOSHA and Environmental Standards. Included with the design/build need is the incorporation of an inventory management system as the Department manages a complex catalogue of materials and equipment unique from that of the County’s larger warehouse. For the Glenn Dale Campus, failures have occurred with regard to the garage doors, windows, air quality systems and facility ground structures. This particular site, similar to Brandywine is in need of a full overhaul and rebuild.

The proposed budget includes \$500,000 to aid with construction design and engineering, and to access facilities needs through a facility needs assessment, in Glenn Dale and Forestville. Additionally, this funding will continue to support projects focused on addressing maintenance and repair needs at various flood-controlled pumping stations throughout the County that are maintained and operated by DPW&T. Overall, the design and construction phase will seek to ensure each of the facility structures are brought up to current code, are ADA compliant and to improve our ability to provide efficient and effective service to the community at large. Lastly, and under the CIP element of our budget, the Department continues its efforts to undergo a transit study for a future transit facility that will serve North County and the needs of the department as it transitions to a zero emissions fleet. Additional elements of consideration for this facility build include the incorporation of Battery Electric Bus (BEB) equipment and infrastructure. Funding for this effort is built into the Bus Mass Transit/Metro Access area of the FY 2024 CIP Budget for the department. One new Facilities Manager is included in the proposed FY 2024 budget to aid with the management of the CIP Facilities projects under our Office of Engineering and Project Management.

Capital Improvement Projects (CIP)

40. Please provide an update on the status of the following projects. *List any subprojects*, as appropriate, to highlight the work accomplished under the project name:

Project Name	Project Status	FY 2023 Approved Budget	FY 2023 Actual Expenditures	FY 2024 Budget Request/Proposed
Addison Road I	Design	\$3,860,000	\$84,946	\$4,246,000
Blue Line Corridor	Design	\$17,600,000	\$0	\$12,045,000
Bridge Repair, Replacement and Rehabilitation Projects	Under Construction	\$2,300,000	\$668,365	\$2,000,000
Bus Mass Transit/Metro Access	Under Construction	\$3,230,000	\$728	\$3,230,000
County-wide Road Improvements	N/A	N/A	N/A	N/A
Curb / Sidewalk and Road Resurfacing	Under Construction	\$36,000,000	\$7,216,013	\$36,000,000
Green Street Improvements	Under Construction	\$1,425,000	\$392,547	\$0
MD 210 Corridor Transportation Improvements	Design	\$6,521,000	\$0	\$6,682,000

Project Name	Project Status	FY 2023 Approved Budget	FY 2023 Actual Expenditures	FY 2024 Budget Request/Proposed
Pedestrian Safety Improvement Projects	Under Construction	\$21,645,000	\$5,664,953	\$40,968,000
South County Road Improvement Project	Design	\$5,800,000	\$0	\$2,349,000
Street Tree Removal and Replacement	Under Construction	\$388,000	\$0	\$909,000
Street Lights and Traffic Signals	Under Construction	\$4,966,000	\$121,154	\$2,850,000
Traffic Congestion Improvements	Under Construction	\$18,027,000	\$70,445	\$7,481,000
Transportation Enhancements 2	Under Construction	\$2,000,000	\$0	\$3,250,000

Note: No Major Project Group titled “Countywide Roadway Improvements”

41. Please provide an update as to the Department’s progress in complying with federally mandated water quality improvement goals.

- a. Operations Activities and Maintenance Facilities – Please update OSDM efforts to bring the Storm Drain Inventory and SWM facility database to the County’s internal server.

DPW&T is working on upgrading SCADA systems, replaced a pump at Bladensburg. In addition to these upgrades, regular maintenance has occurred at the pumping stations including annual inspections. DPW&T completed fall and spring mowing at almost all SWM facilities. DPW&T performed preventative maintenance at approximately 100 SWM facilities that were rated C and in danger of not passing inspection. DPW&T focused efforts on two channels that suffered significant flooding on September 10, 2020 (Wells Run in Riverdale and Edmonston Channel). In addition to these two channels, DPW&T completed significant vegetation removals at 3 small channels (300-500 LF at each channel). DPW&T continually cleared the floodway of all channels.

DPW&T has completed work under the pipe repair program to repair failing infrastructure and fix drainage issues. See following table (item b below).

- b. Stormwater Management Obligations. Please provide a table listing small drainage projects, total project costs and status.

The department has completed 87 of the 160 ponds listed as failing in the consent to date. DPW&T has created a specific work program to complete the remaining 34 ponds in FY 2023 Q4 and end of FY 2024.

Office of Storm Drain Maintenance Pipe Repair and Structures Programs			
Item	Units	YTD FY22	YTD FY23
Headwall Replacement (Contract)	Each	112	24
Driveway Pipes Repair Contract	Each	164	54
Cross Pipe Repair Contract	Each	55	17
Inlet and Structure Repair Contract	Each	141	62
Pipe Repair/Replacement Contract	LF	16215	3260
Number of Drainage Projects	Each	50	40

- c. Consent Decree. Please provide a table listing all consent decree projects, total project costs and status.

See Attachment #6: Consent Decree Listing

42. Pedestrian Access. Please provide an update on all pedestrian related CIP projects that were started in FY 2023 and that are planned in the future.

The Department continues to focus on improving pedestrian safety based on data driven crash assessments as part of the Vision Zero High Injury Network. This data driven crash assessment targets projects to provide access to the most vulnerable and transit dependent communities and users. Staff assess roadway infrastructure to determine whether adequate safety measures are in place and provides direction for safety measures that should be installed.

Public outreach and education have been a major part of the Department's initiatives. The Department is moving forward with design work to reconfigure several high incident areas and construction of safety improvements, which are critical to making the County's infrastructure safer for pedestrians and cyclists.

The Department funds pedestrian improvements across a variety of major project groups in the CIP, with a strong emphasis in the Pedestrian Safety Improvements major project group. Several significant pedestrian safety capital improvement projects are anticipated to begin or continue in construction during FY 2023 including:

Projects in Construction:

- Chillum Road at Knollbrook Drive, Intersection CIP Project: Intersection improvement project will provide a mini roundabout to improve pedestrian crossings and calm traffic.
- Curb & Road Rehabilitation: This project provides funding for rehabilitating County streets, curbs and sidewalks, various safety improvements, installing new sidewalks, construction sidewalk ramps in accordance with the Americans with Disabilities Act.
- Street Lighting improvements: In 2023, DPW&T will spend nearly \$500,000 for street lighting enhancement along county roadways for pedestrian safety.

Projects in Final Design:

- Addison Road at Walker Mill Drive Intersection Improvements: This project's first phase consists of reconstructing the signalized intersection to provide signalized pedestrian crossings. Improvements will include roadway widening, the construction of crosswalks, sidewalks, landscaping and street lighting to improve the safety, function, capacity and appearance of the roadway. The next phase of this project consists of reconstructing Addison Road from Walker Mill Road to MD 214, consisting of four travel lanes and a median.
- Metzert Rd., MD 650 to Adelphi Rd., for approximately 4,400 linear feet: This project will provide continuous pedestrian and bicycle facilities by conducting a road diet to minimize property impacts. A new pedestrian refuge and crossing will be provided. Continuous LED lighting will be installed along the project limits.
- Marlboro Pike Phase II Pedestrian Safety CIP Project from Southern Avenue to Brooks Drive for approximately 6500 LF: The project transitions through the current Safe Routes to School (SRTS) funded reconstruction and reconfiguration of the signalized intersection of Marlboro Pike and Brooks Drive. The project includes new communication and signal equipment that provides interconnect to the adjacent signals for optimized traffic signal timings for peak and off-peak periods. In addition to consolidating bus stops that take advantage of new pedestrian refuge islands the project also consolidates commercial driveways, where feasible, to improve safety while accessing businesses along the corridor. New useable shoulders will also be available along the roadway to provide a buffer between the travel lanes and sidewalk. The project will provide a complete continuous and accessible LED lit sidewalk along the corridor improving access to schools as well as shopping.
- Largo Area CIP Roadway Project (approximately 11,000 LF): This project will implement a road diet on Lottsford Road, providing for buffered bike lanes and sidewalk enhancements. Additionally, a road diet on McCormick Drive will be implemented, through the installation of medians and on-road bike lanes. Finally, a traffic signal will be installed at the intersection of McCormick Drive and Lottsford Road.

- Stuart Lane, between Surratts Road and Regal Court in Clinton, MD (approximately 1800 LF): This project addresses the existing roadway configuration to improve pedestrian safety. Project will include road improvements including a mainline crosswalk, concrete sidewalks, curbs and gutters, storm drainage, stormwater management, streetlights, and street trees.

The BikeShare CIP Subproject - Currently there are 24 existing stations, and an additional 30 stations are planned. This subproject is under the Pedestrian Safety Improvements project.

Projects in Planning Phase:

- Blue Line Corridor Spot Improvement Project. The project identifies bike and pedestrian safety improvement within half a mile radius of four metro stations (Capitol Height, Addison, Garrett Morgan, and Largo Town Center Metro Station) within the Blue Line Corridor. The projects are divided in three categories, and they are short, medium, and long-term projects.
- Race Track Road from MD 450 to Clearfield Dr. (Yorktown Elementary School) in Bowie, MD: This project provides significant pedestrian safety, safe and efficient vehicle conveyance and intersection improvements for approximately 3,000 linear feet of Race Track Road. The project provides a continuous hiker/biker trail, a mainline crosswalk, new traffic signal with pedestrian signals to cross Race Track Road at the school to the daycare center at the church located across the street.
- Rhode Island Avenue, Paducah Rd. to US 1, roadway project (approximately 3,000 LF): This project addresses gaps in pedestrian and bicycle facilities.
- DPW&T five-year Bike and Pedestrian Network plan is in development. The plan reviews the existing and planned pedestrian and bicycle facilities and prioritizes projects within High Crash Areas, downtowns, along corridors, and within local and regional transit centers. Once completed, recommended projects will address connectivity within the existing network and enhance safety measures oriented around the initiatives in [Vision Zero Prince George's](#).

Grant Funded Projects:

- DPW&T received a *Safe Streets and Roads for All* Grant to implement pedestrian and bicycle safety enhancements along the following roadways:

Proud to Pave the Way for Multimodal Safety Project Group

- Sub-Project #1: Metzert Rd., MD 650 to Adelphi Rd., Pedestrian Safety CIP
- Sub-Project #2: Langley Park Pedestrian-Bike Access Project
- Sub-Project #3: Cool Spring-Adelphi Pedestrian-Bike Access Project
- Sub-Project #4: Adelphi Rd., Roadway Improvement CIP
- Sub-Project #5: Belcrest Rd. Safety Improvement Project
- Sub-Project #6: Sheriff Rd. Safety Improvement Project
- Sub-Project #7: Marlboro Pk., Pedestrian Safety Improvements Ph. 2, CIP

- **Metzerott Rd., MD 650 to Adelphi Rd., for approximately 4,400 linear feet: This project is funded through a MDOT SHA Transportation Alternatives Program (TAP) Grant and will provide continuous pedestrian and bicycle facilities by conducting a road diet to minimize property impacts. A new pedestrian refuge and crossing will be provided. Continuous LED lighting will be installed along the project limits.**
- **Suitland Metro Access Improvement Project design is funded through MWCOG Transit within Reach Technical Assistant. The project will address sidewalk and bike facility gap along Navy Day Drive, Glenn Drive, Navy Day Pl. to access Suitland metro station. Intersection improvement will also be made at the intersection of Silver Hill Road.**
- **Pedestrian Road Safety Audit along section of Wheeler Road (From Southern Avenue (DC Line) to Iverson Street) and Brookes Drive (From MD 458 to Marlboro Pike) is being funded through MWCOG Regional Roadway Safety Grant. The focus of the audit is to identify issues related to pedestrian and bicycle safety. These two roadway segments are a part of Vision Zero High Injury Network (HIN) with the greatest frequency and severity of bike and pedestrian crashes.**

The Department continues to address citizen service requests (CSR) in the 311 system that request sidewalk repairs and new sidewalk as well as American Disability Act (ADA) access enhancements where those requests are made and as part of routine maintenance and operations. The work is performed steadily throughout the year as funding and scheduling permits. The work is expanding to include roadways that have been identified through Vision Zero Safety initiatives that summarize the top, highest ranking corridors based on crash frequency and severity for vehicles and pedestrians so that those roadways can be reviewed accordingly, and improvements can be programmed.

43. Please provide a listing and update on the Transit Oriented Development (TOD) Infrastructure projects (include approved budget and summary of actual expenditures) for FY 2022, FY 2023 and proposed budget FY 2024.

Regarding the Transit Oriented Development (TOD) Infrastructure projects, the approved budget for FY 2022 was \$5,000,000. In FY 2023, the approved budget is \$13,000,000, including \$4M in RAISE grants. The proposed budget for FY 2024 is \$19,691,000, including \$5M in RAISE grants. These funds are intended to support planned economic and transit-oriented development efforts in the New Carrollton Multimodal Metro Station area.

44. Please provide a summary on completed FY 2023 Road Resurfacing and sidewalk projects by Councilmanic District; including, the type of services, number of contracts and contract awardees (if determined) and projected work schedule.

- a. See the following attachments for the completed and proposed FY 2023 Road Resurfacing and sidewalk projects:

See Attachment 7 (Alphabetical Order by District) and Attachment 8 (By District)

b. The following FY2023 contracts and contract awardee information is provided below:

Contract Number	Contractor Name	Contract Amount:
932A-H(F)/A	Olney Masonry	\$6,065,400
932A-H(F)/B	E & R Services	\$6,250,450
932A-H(F)/C	D & F Construction	\$6,108,250
932A-H(F)/D	NZI	\$7,003,650
932A-H(F)/E	Olney Masonry	\$4,038,550

45. Please provide a summary of FY 2024 Road Resurfacing and sidewalk projects by Councilmanic District; including, the type of services, number of contracts and contract awardees (if determined) and projected work schedule.

a. See the following attachments for the proposed FY 2024 Road Resurfacing and sidewalk projects:

See Attachment 7 (Alphabetical Order by District) and Attachment 8 (By District).

b. The following FY 2024 contracts and contract awardee information is provided below:

Contract Number	Contractor Name	Contract Amount:
932A-H(F)/A	Olney Masonry	\$3,032,700
932A-H(F)/B	E & R Services	\$6,799,224
932A-H(F)/C	D & F Construction	\$3,054,123
932A-H(F)/D	NZI	\$5,010,469
932A-H(F)/E	Olney Masonry	\$4,019,274

46. Please provide a summary/update on the status of the following transportation projects:

a. Purple Line Project

The Purple Line Project is finalizing the engineering phase, continuing work on utilities and is advancing construction of the project. However, due to the termination of the initial contract, the construction team of the Public Private Partnership (P3), and the renegotiation with their leadership, the Purple Line Transit Partners (PLTP) agreed to a \$250 million settlement with the Maryland Department of Transportation (MDOT)/ Maryland Transit Administration (MTA). On January 26, 2022, the Maryland Board of Public Works approved the agreement that the Concessionaire, Purple Line Transit Partners (PLTP) in consultation with the Maryland Department of Transportation (MDOT) on the terms of the new contract with the selected design-builder, Maryland Transit Solutions (MTS) and of a new 30 year operating agreement. The cost of construction of the project has risen from \$1.97 billion to \$3.4 billion, with the total cost of the contract going from \$5.6 billion to \$9.284 billion over 30 years upon completion of the project and beginning of revenue service which is scheduled for fall of 2026. Concern has been expressed regarding such an elongated date, however, MTA states that as the test track around Glenridge won't be available until late 2024 and trains for testing on the whole until fall of 2025. The

difference in cost will be assumed through availability payments of \$240M a year for the term of the operating contract. In addition, the Federal Government approved a larger Transportation Infrastructure Finance and Innovation Act loan. All other forms of contributions to the project will remain constant. MTS is advancing construction of the Purple Line, however, there have been delays in coordinating phasing in of construction with completion of utility work.

The County's commitment to fund this project is for six installments of \$20,000,000 over a six-year period, however, due to the circumstances in general and of the project, those payments are being adjusted. In addition, the County requested a change order to enable construction of the Riverdale Park Station and aerial structure with a design suitable to the location, the community and the County, which was approved by the MTA on March 17, 2017, for a total of \$8,794,295, with a \$1,500,000 contribution from the MTA, and \$7,294,295 from the County. In FY 2023, the County will have met its multi-year obligation on the Purple Line. These commitments would have significant impacts on the County's ability to deliver projects if the Department was required to draw from its allotment of general obligation bond funding to cover this project. Creating the Purple Line, an east-west public transportation link between Montgomery and Prince George's Counties will address growing congestion on area roads by providing an alternative to driving, offer enhanced options to current transit patrons, and help serve as a catalyst for economic development. The project is being funded through a combination of Federal, state, local and private resources.

b. MD 210 Interchange Projects

- i. Status of programming MGM funds for these projects.

With completion of the MD 210 at Kirby Hill Road/Livingston Road, MDOT SHA is advancing engineering of the next interchange at Palmer Road/Livingston Road together with the redesign that includes MD 210 at Old Fort Road. \$12.01M is currently programmed for engineering of this phase of the project, which includes a County contribution of \$1M in funds from the Video Lottery Terminal (VLT) funds. In addition, MDOT-SHA has begun to advance planning for a pedestrian-bicycle shared use lane alongside the MD 210 corridor. SHA recently applied for a RAISE grant to accelerate that project to plan, design and construct safer bicycle and pedestrian amenities connecting the Oxon Cove Trail Network at the northern end to the Henson Creek Trail in the south.

c. Strategic Highway Safety Plan

The High Injury Network (HIN) reflects our analysis crash locations and as a tool for identifying similar crashes that are occurring within a segment of roadway. Specifically, the Vision Zero Prince George's HIN represents one-mile roadway segments where severe and fatal crashes occurred involving people walking and biking, the most vulnerable roadway users. Vision Zero is a data-driven initiative: We use the HIN as a guide for our resource allocation and this helps inform Capital Improvement Projects and quick build/spot safety improvements. DPW&T is collaborating with the Department of Health on promoting issues related to risky youth driving behavior, including focus group events. Maryland Highway Safety Office awarded DPW&T a grant to promote the regional road safety campaign, Street Smart, with high school students in the County and will roll-out in winter 2023. Held the first Vision Zero "Focus on the Road" Traffic Safety Video Contest for high school and middle school

students in June 2022. Promoted the contest and shared Vision Zero information at the Prince George's County Regional Association of Student Governments. The Vision Zero "Focus on the Road" Traffic Safety Video Contest challenged Prince George's County Public Schools' middle and high school students to create 30-second videos to encourage people to focus on their surroundings and put away distractions when driving, cycling and walking. DPW&T received entries from students at 18 different schools in the County and selected 6 winning videos. An updated Vision Zero Action Plan will include the requirements to incorporate the Strategic Highway Safety Plan which is to be initiated in Spring of 2023 and anticipated completion by the end of FY 2024.

Prince George's County is using a multifaceted approach to create a safe transportation system. We have developed the Vision Zero Action Plan (see Attachment 9) as a roadmap to achieve zero fatalities and serious injuries on our roadways. The Action plan is data-driven, innovative, and action-oriented and builds on the Prince George's County Strategic Roadway Safety Plan 2017 - 2020 (see Attachment 10).

- d. Other potential projects requiring engineering support a with budget implications.
There are no further projects.