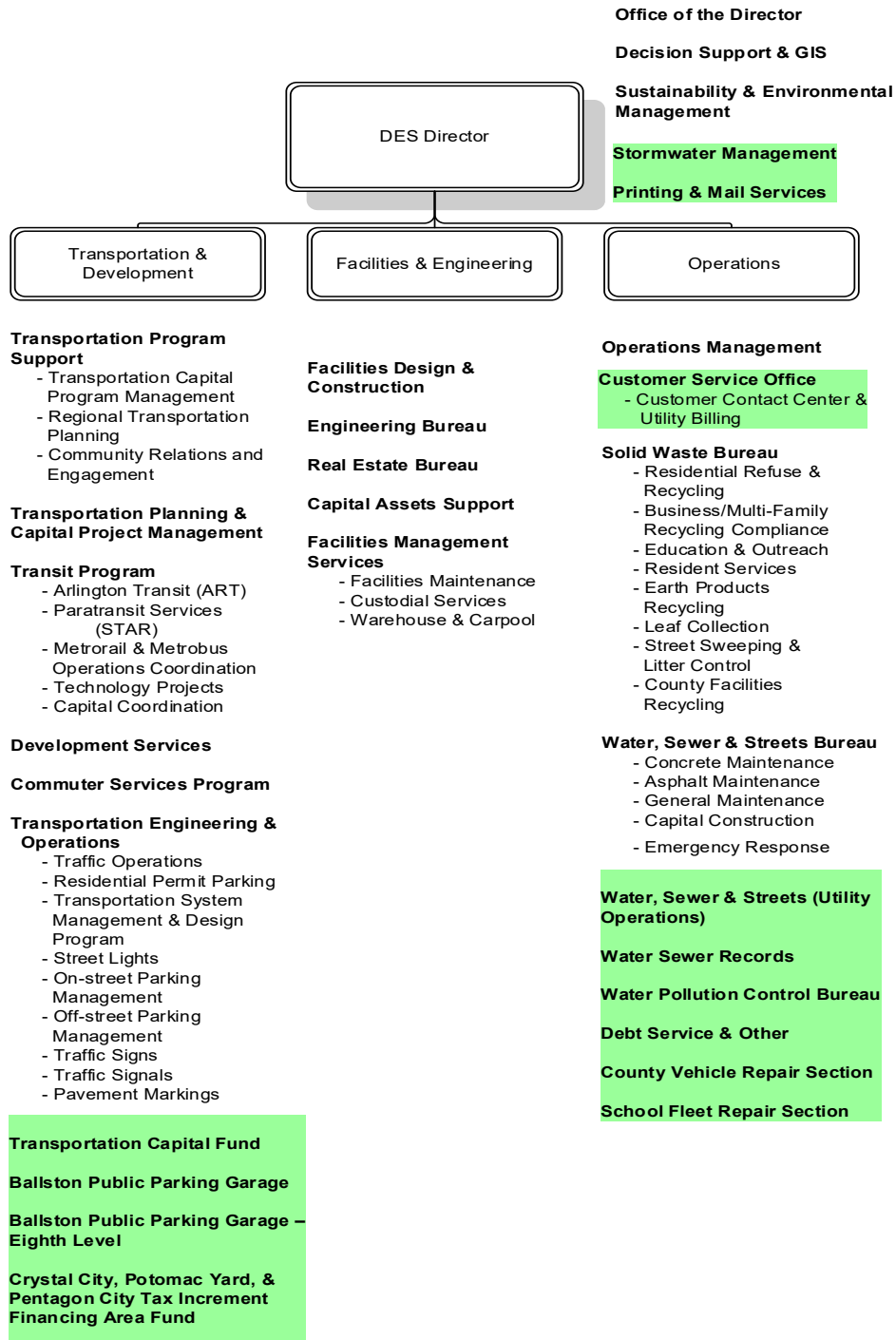


Our Mission: To make Arlington County a vibrant, accessible, and sustainable community through strategic transportation, environmental and capital investment projects, while providing excellent customer service, operations, and maintenance in a safe and healthy environment for all.

LINEs OF BUSINESS



Lines of Business which are shaded are in Other Funds (Non-General Fund)

SIGNIFICANT BUDGET CHANGES

The FY 2024 adopted expenditure budget for the Department of Environmental Services (DES) is \$119,265,119, a four percent increase from the FY 2023 adopted budget. The FY 2024 adopted budget reflects:

- The County Board restored Rock-n-Recycle, which was previously proposed as a reduction (\$20,000).
- ↑ Personnel increases due to employee salary increases, slightly higher retirement contributions based on current actuarial projections, adjustments to salaries resulting from Administrative, Communications, and Accounting job family studies (\$185,801), Water Sewer Streets compression study (\$123,051), one-time \$2,000 (gross) employee bonuses (\$1,007,667), the personnel changes noted below, and the adopted reductions found on the following pages:
 - The addition of a Construction Management Specialist for Water Sewer Streets for a position added in the FY 2023 Adopted CIP which is partially funded by capital (\$70,588, 1.0 FTE).
 - The addition of a permanent security position in the Facilities Management Bureau (converted from overstrength and funded through a re-allocation from non-personnel funding) (\$100,562, 1.0 FTE).
 - A technical adjustment to remove a 0.10 temporary position in Transportation, Engineering, and Operations (0.10 FTE).
- ↑ Non-personnel increases primarily due to changes in a variety of areas throughout the bureaus listed below and the adopted reductions found on the following pages. The primary changes include:
 - Transit Program: Increases primarily due to contractual increases for transit and ART operations (\$930,346), full-year funding for the ART 41 and 45 expansions funded by the Transportation Capital Fund (\$988,524), and the addition of ongoing funding for Shirlington bus station security (\$115,000); partially offset by a transfer of funding to the Metro budget to fund WMATA bus fares for the Student Fareless Pilot (\$360,000), a reduction in funding for transit pilots (\$162,443), and a reduction in the electricity budget to reflect electricity bill credits resulting from the Maplewood Solar project (\$51,479).
 - Commuter Services: Decreases primarily due to anticipated lower revenue from commission fees (\$289,060), and the removal of NVTC grant funds (\$450,000), partially offset by adjustments to the annual expense for maintenance and replacement of County vehicles and fuel charges (\$5,880), and an increase in rent (\$31,708).
 - Transportation, Engineering, and Operations: Decreases primarily due to an adjustment to the annual expense for maintenance and replacement of County vehicles (\$18,626), a reduction in the electricity budget to reflect electricity bill credits resulting from the Maplewood Solar project (\$3,126) and the adopted reductions found on the following pages.
 - Real Estate: Decreases due to the removal of one-time funding added for Real Estate Filing System digitization (\$300,000), and an adjustment to the annual expense for maintenance and replacement of County vehicles (\$451).
 - Facilities Management: Decreases primarily due to the removal of one-time funding for energy efficiency projects to reduce energy consumption in County facilities (\$350,000), the re-allocation of non-personnel funding to personnel for FMB security position (\$100,562), an adjustment to the annual expense for maintenance and replacement of County vehicles (\$10,134), and a reduction in the electricity budget to reflect electricity bill credits resulting from the Maplewood Solar project (\$492,797); partially offset by contractual increases (\$129,139).

- Arlington Initiative to Rethink Energy (AIRE): Decreases primarily due to the removal of one-time funding added for consultants to support the implementation of the Community Energy Plan (CEP) goals and policies (\$281,035) and one-time funding added for renewable energy assessments for County Government sites (\$140,000); partially offset by adjustments to the annual expense for maintenance and replacement of County vehicles (\$703) and one-time funding added for the AIRE initiatives (\$200,000).
 - Solid Waste: Increases primarily due to contractual increases related to the County's refuse collection contract (\$2,034,360), increase in processing charges (\$1,349,034), and the addition of one-time funds for the replacement of two pieces of heavy equipment that are beyond their useful lives (\$110,439); partially offset by the elimination of one-time funds to assist in the development of the Zero Waste Plan (\$300,000) and a reduction in the electricity budget to reflect electricity bill credits resulting from the Maplewood Solar project (\$20,318). These net increases are partially offset by an increase to the County's Household Solid Waste Rate and an adjustment to the annual expense for maintenance and replacement of County vehicles (\$87,320).
 - Water, Sewer, and Streets: Decreases primarily due to the transfer out of funding from the Concrete program to Capital (\$300,000) and adjustments to the annual expense for maintenance and replacement of County vehicles (\$302,049), partially offset by contract increases (\$37,500).
- ↑ Intra-county charges increase primarily due to adjustments to the allocation of reimbursable services to the Utilities Fund (\$305,891).
- ↑ Fee revenues increase overall, primarily due to adjustments in the following areas:
- Commuter Services: Decreases primarily due to lower projected commuter store fees (\$300,000).
 - Solid Waste: Increases primarily due to a higher Household Solid Waste Rate (\$3,261,696) driven by increased contractual costs for refuse collection and material processing and the topsoil fee budget that is added in FY 2024 budget (\$25,000); partially offset by recycling rebates from recycling commodity sales (\$94,262). The Household Solid Waste Rate is adopted to increase from \$307.89 to \$406.14 as a result of significant cost increases in both the collection contract and the recycling processing contract.
 - Transit Program: Increases due to an increase in ART Bus Fare revenue driven by projected ridership increases (\$141,565).
 - Development Services: Increases due to Right-of-Way permits based on anticipated construction (\$70,000) and a 5.2 percent inflationary increase to all Development Services related fees (\$30,680).
 - Transportation, Engineering, and Operations: Decreases primarily due to lower parking meter revenue from slower than anticipated recovery from COVID-19 travel behaviors (\$933,551), and residential permit parking program (\$74,000); partially offset by Right-of-Way permits (\$400,000) and a 5.2 percent inflationary increase to all Development services related fees (\$156,000).
 - Real Estate: Increases due to lease revenue anticipated in FY 2024 (\$286,506).
- ↓ Grant revenue decreases due to removal of NVTC funds to support ACCS (\$450,000), partially offset by increased grant funding from VDOT for traffic signals (\$27,716).
- ↑ Transfers in from other funds increases primarily due to the transfer in from the Transportation Capital Fund (TCF) to support a full-year of service of the ART 41 and 45 expansion as well as increased funding needed for the operations and maintenance of ART due to reduced ridership (\$717,091). The Transportation Capital Fund funds specific ART routes.

FY 2024 Adopted Budget Reductions

Facilities Management Bureau

- ↓ Eliminate an Accounting Technician I position. This position has historically been responsible for paying and reviewing invoices, gathering supporting documentation for invoices, and general accounting work for FMB. The previous incumbent retired in January 2021 (\$88,847).
IMPACT: Since the previous incumbent's retirement, FMB has trained an existing employee to take over these responsibilities and expand their job duties. This new organizational structure has been more efficient. Eliminating the position will have minimal impact on the organization.

- ↓ Eliminate a Facilities Project Specialist. This position manages the planning, design, and construction processes for complex building and facility projects (\$150,835).
IMPACT: Based on the projected workload in the Adopted CIP FY 2023 – FY 2032, FMB can effectively execute projects without this position in FY 2024. However, eliminating this position may require an out-year staffing request if workload changes. An increase in workload without this position could slowdown project execution.

- ↓ Reduce Motor-pool vehicles. The motor-pool is managed by FMB and includes 17 vehicles that County staff can reserve for official County business such as project site visits, off-site meetings, and County programming. This reduction will reduce the motor-pool from 17 to 14 vehicles (\$20,000).
IMPACT: DES continues to actively monitor vehicle usage in the Department and across the County post-pandemic. The County workforce has continued a hybrid of working from the office and working from home, which has decreased the usage of the motor-pool. Based on a review of mileage and usage of the motor-pool over the last year, this reduction will right-size the fleet to meet the current demand.

Solid Waste Bureau

- ↓ Transfer a portion of Recycling Center costs to Household Solid Waste Rate (HSWR). The County offers two community recycling drop off locations and three glass only drop off locations for residents and businesses. The usage of the drop off locations increased substantially when glass was eliminated from the residential curbside recycling program (\$123,348).
IMPACT: This recommendation transfers a portion of the cost to operate the community recycling drop off locations to be funded with the household solid waste rate, adding \$3.72 to the annual rate, to align funding with the users of the service.

Arlington County Commuter Services

- ↓ Increase transportation capital funding for Arlington County Commuter Services (ACCS), reducing General Fund support. ACCS is almost 100 percent funded through state grants. A portion of the program has received net tax support (\$100,000) and state NVTC transit aid (\$300,000). Since this funding can be used for other transit purposes, these funds will be redirected to other programs and offset the existing net tax support of the Department.
IMPACT: The program costs previously funded with these sources will now be funded by the transportation capital fund. The Adopted CIP FY 2023 – FY 2032 included funding for ACCS.

Transportation Planning and Capital Projects

- ↓ Transfer one Capital Project Coordinator to the Transportation Capital Fund. Capital Project Coordinators are tasked with the scoping, development, and delivery of transportation capital

projects working in concert with other Bureaus in Transportation as well as DES. Currently, a portion of one of seven positions is supported by the General Fund (\$59,409).

- ↓ **IMPACT:** This expenditure savings would transfer the General Fund cost to the Transportation Capital Fund (TCF) for this position. There are a total of seven Capital Project Coordinators funded by the TCF and this adjustment would fully fund all eight positions and increase the personnel cost burden on the Transportation Capital Fund.

Multiple Lines of Business

- ↓ Budget savings and efficiencies. A detailed review of spending patterns was conducted across the Department of Environmental Services (DES). The following reductions were identified, which have resulted from efficiencies and operational changes.
- Director's Office: \$17,000 in savings in postage to reflect less mailings being sent to the community post pandemic.
 - Transportation Engineering and Operations:
 - \$10,000 in software license savings
 - \$20,472 in print shop charges
 - Multiple Lines of Business:
 - \$13,000 in office supplies reflecting the new hybrid work environment and less supplies being purchased.
 - \$11,800 in miscellaneous (unclassified services) line items
 - Water Sewer Streets:
 - \$58,254 in heavy duty vehicle rental

IMPACT: Given the historical spending trends in these lines of business, these reductions should have minimal impacts on service delivery.

Non-Departmental

- ↓ Charge the Customer Service Office Rent. The Customer Service Office of the Utilities Fund has a dedicated space in 2020 14th Street North. While the Customer Service Office is funded by the Utility Fund and not by General Fund net tax support, the General Fund incurs costs related to operating the space the customer service office occupies. This proposal would charge the Utility fund a modest amount of rent to pay for utilities and maintenance of the space (28,000).

IMPACT: The proposal will charge rent to the Utilities Fund. The Utilities fund has included this small addition to its overhead in its FY 2024 Adopted Budget. This is in alignment with how DES allocates costs to other funds.

DEPARTMENT OF ENVIRONMENTAL SERVICES
DEPARTMENT BUDGET SUMMARY

DEPARTMENT FINANCIAL SUMMARY

	FY 2022 Actual*	FY 2023 Adopted	FY 2024 Adopted	% Change '23 to '24
Personnel	\$40,937,622	\$44,102,268	\$47,660,161	8%
Non-Personnel	64,189,546	73,322,955	74,547,083	2%
Subtotal	105,127,169	117,425,223	122,207,244	4%
Intra-County Charges	(2,516,742)	(2,636,234)	(2,942,125)	12%
GASB	4,782,189	-	-	-
Total Expenditures	107,392,616	114,788,989	119,265,119	4%
Fees	36,181,655	34,012,473	36,993,039	9%
Grants	13,841,643	11,986,050	11,563,766	-4%
Transfer In From Other Funds	3,193,851	3,937,462	4,654,553	18%
GASB	5,415,175	-	-	-
Total Revenues	58,632,323	49,935,985	53,211,358	7%
Net Tax Support	\$48,760,293	\$64,853,004	\$66,053,761	2%
Permanent FTEs	393.00	401.00	400.00	
Temporary FTEs	7.50	7.75	7.65	
Total Authorized FTEs	400.50	408.75	407.65	

* FY 2022 actual expenditures and revenues received reflect the first year of implementing new Governmental Accounting Standard Board (GASB) standards for Statement No. 87 on leases and Statement No. 96 for subscription-based software. See the County Government GASB Summary for department details in the front section of the budget book.

Expenses & Revenues by Line of Business

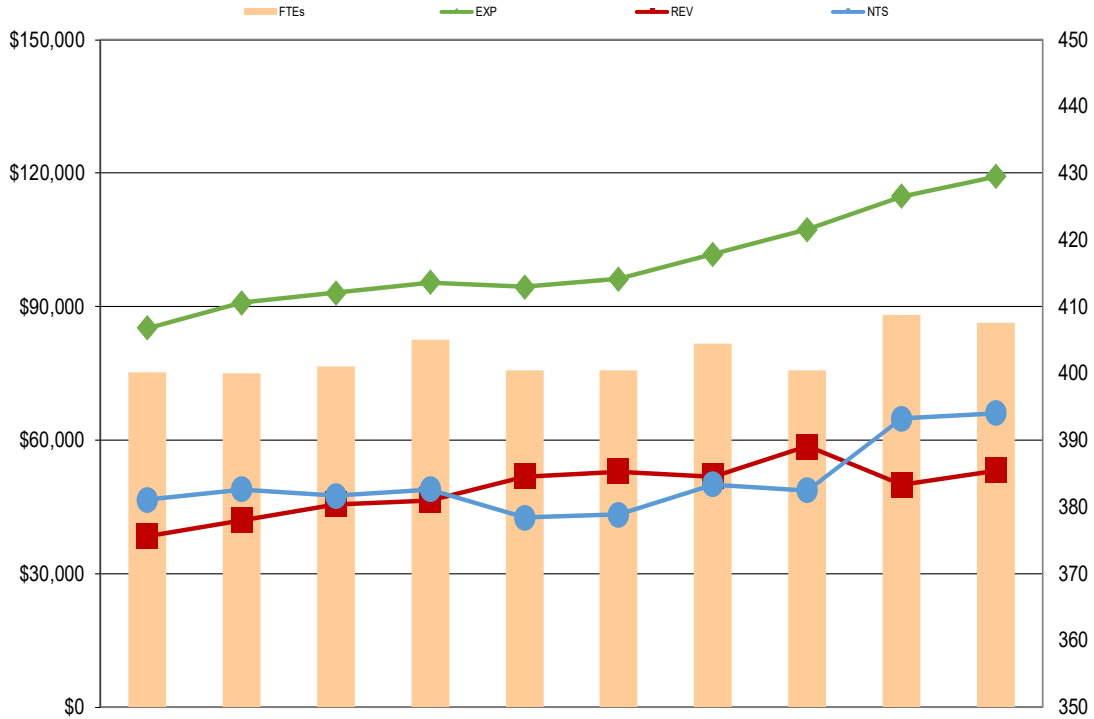
	FY 2022 Actual Expense	FY 2023 Adopted Expense	FY 2024 Adopted Expense	% Change '23 to '24	FY 2024 Adopted Revenue	FY 2024 Net Tax Support
Office of the Director	\$2,226,501	\$2,418,007	\$3,236,760	34%	-	\$3,236,760
Decision Support/Mapping Program (GIS)	1,934,234	1,829,000	2,120,874	16%	\$5,000	2,115,874
AIRE	1,432,164	2,263,486	2,079,518	-8%	-	2,079,518
Transportation Program Support	1,195,670	1,003,636	1,051,061	5%	-	1,051,061
Planning Program	1,379,874	1,227,476	1,258,028	2%	119,500	1,138,528
Transit Program	25,911,709	27,998,374	29,389,212	5%	11,854,311	17,534,901
Development Services	3,579,337	4,091,588	4,553,342	11%	2,258,025	2,295,317
Commuter Services	12,020,907	9,701,726	8,574,406	-12%	8,845,552	(271,146)
Transportation Engineering and Operations	12,549,594	13,412,774	13,885,850	4%	13,870,670	15,180
Facilities Design and Construction	1,492,012	1,287,657	1,464,593	14%	-	1,464,593
Engineering Bureau	2,945,632	2,988,701	3,095,183	4%	-	3,095,183
Real Estate Bureau	1,325,014	1,600,196	1,342,794	-16%	1,429,188	(86,394)
Capital Assets Support	479,767	484,496	508,302	5%	-	508,302
Facilities Management Services	16,847,241	20,121,735	19,434,571	-3%	78,000	19,356,571
Operations Management	107,292	123,368	132,087	7%	-	132,087
Solid Waste Bureau	13,202,066	14,459,380	17,734,956	23%	14,696,112	3,038,844
Water, Sewer and Streets Bureau	8,763,602	9,777,389	9,403,582	-4%	55,000	9,348,582
Total Expenditures	\$107,392,616	\$114,788,989	\$119,265,119	4%	\$53,211,358	\$66,053,761

Authorized FTEs by Line of Business

	FY 2023 FTEs Adopted	FY 2024 Permanent FTEs Adopted	FY 2024 Temporary FTEs Adopted	FY 2024 Total FTEs Adopted
Office of the Director	20.50	21.00	-	21.00
Decision Support/Mapping Program (GIS)	14.00	14.00	-	14.00
AIRE	10.00	10.00	-	10.00
Transportation Program Support	7.00	7.00	-	7.00
Planning Program	10.00	9.00	-	9.00
Transit Program	8.00	8.00	-	8.00
Development Services	39.00	40.00	-	40.00
Commuter Services	4.00	4.00	-	4.00
Transportation Engineering and Operations	64.60	65.00	-	65.00
Facilities Design and Construction	11.00	11.00	-	11.00
Engineering Bureau*	48.30	47.00	0.30	47.30
Real Estate Bureau	10.00	10.00	-	10.00
Capital Assets Support	3.00	3.00	-	3.00
Facilities Management Services	58.00	56.00	-	56.00
Operations Management	1.00	1.00	-	1.00
Solid Waste Bureau*	46.35	40.00	6.35	46.35
Water, Sewer and Streets Bureau*	54.00	54.00	1.00	55.00
Total	408.75	400.00	7.65	407.65

* FY 2023 Adopted FTE count includes temporary FTEs in the following lines of business: Engineering Bureau (0.30 FTE), Solid Waste Bureau (6.35 FTEs), and Water, Sewer and Streets (1.00 FTE).

EXPENDITURE, REVENUE, NET TAX SUPPORT, AND FULL-TIME EQUIVALENT TRENDS



	FY 2015 Actual	FY 2016 Actual	FY 2017 Actual	FY 2018 Actual	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual*	FY 2023 Adopted Budget	FY 2024 Adopted Budget
EXP	\$85,162	\$90,929	\$93,100	\$95,403	\$94,454	\$96,197	\$101,838	\$107,393	\$114,789	\$119,265
REV	\$38,503	\$42,005	\$45,605	\$46,475	\$51,844	\$52,975	\$51,807	\$58,632	\$49,936	\$53,211
NTS	\$46,659	\$48,924	\$47,495	\$48,928	\$42,610	\$43,222	\$50,031	\$48,760	\$64,853	\$66,053
FTEs	400.20	400.00	401.00	405.00	400.50	400.50	404.50	400.50	408.75	407.65

* FY 2022 actual expenditures and revenues received reflect the first year of implementing new Governmental Accounting Standard Board (GASB) standards for Statement No. 87 on leases and Statement No. 96 for subscription-based software. See the County Government GASB Summary for department details in the front section of the budget book.

Fiscal Year	Description	FTEs
FY 2015	<ul style="list-style-type: none"> ▪ Added partial year funding for an Equipment Mechanic (\$64,803) and facility maintenance expenses (\$125,750) for the Homeless Services Center. ▪ Added funding for a Permit Parking Technician (\$33,491) and associated operational expenses (\$9,320). ▪ Residential utility tax receipts increase (\$100,000) which funds the ongoing addition of a Community Energy Plan (CEP) position (\$82,657) and associated operating expenses (\$17,343). ▪ Reallocated funding to add a Design Standards Engineer (\$145,436). ▪ Reallocated funding to add a Street Light Technician (\$81,436). ▪ Reallocated funding to enhance the Rosslyn-Ballston Corridor Cleaning program (\$42,941 personnel; \$19,526 non-personnel). ▪ Eliminated one-time funding for the two-year limited term CEP position (\$52,000). ▪ Added funding for facility maintenance expenses at Falls Church Fire Station (\$108,971). ▪ Added consultant funds for the parking program (\$100,000). ▪ Added one-time funding for contractual program management support for the conversion to Permits Plus (\$150,000). It is expected that one-time funding may also be required in FY 2016. ▪ Reallocated funding for contractor support for the coordination of Electronic Plan Review (\$52,442). ▪ Funding is reallocated from the elimination of unproductive hours on ART 52, 53, and 62 (\$57,060); elimination of daytime contractor support at Arlington Mill Community Center parking garage (\$50,000); reductions in custodial levels at the Trades Center (\$19,000), Edison Center (\$16,000), and overall custodial management (\$23,000); and other reductions due to operating efficiencies. ▪ Non-personnel expenses increase primarily to reflect non-discretionary contractual increases (\$847,044), an adjustment to the annual expense for the maintenance and replacement of County vehicles (\$182,160), funding to maintain the current level of support for program marketing and operation of the Shirlington Transit Center (\$37,217), outside clerical support for permitting customer services (\$30,000), software license, maintenance, and subscription fees (\$115,273), replacement of Engineering equipment (\$43,700), disposal charges at the Waste-to-Energy (WTE) plant (\$44,466), funding for the WTE Facility Monitoring Group (FMG) (\$29,400), and higher costs of leaf bags and cart replacements (\$11,374). ▪ Arlington County Commuter Services (ACCS) programming increases (\$489,791) and is offset by corresponding federal and state grant revenue (\$489,791). ▪ New (ART 43 and 92) and expanded (ART 45) Arlington Transit (ART) routes (\$1,111,550) are being funded through new fares associated with the routes and an increased reimbursement from the state for transit operations (\$805,065) and the associated fare revenue (\$306,485). 	<p>1.00</p> <p>0.50</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>(1.00)</p>

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ The Household Solid Waste Rate (HSWR) reflects an adopted increase of \$13.28 per year, a 4.5 percent decrease from the FY 2014 rate, resulting in a new annual household rate of \$307.04. The revenue increases (\$586,448) due to an increase in the fee and the number of households paying for service through the HSWR. The rate reflects adding year-round yard waste collection. ▪ Eliminated one-time funding which delayed the implementation date from July 1, 2013 to January 1, 2014 for STAR zone 2 and 3 rate increases in participant co-payments (\$22,453). ▪ Eliminated one-time funding for the purchase of vehicles for Arlington Mill Community Center (\$74,140). ▪ Intra-County Charges reflects an increase in the allocation based on eligible reimbursable expenses for services provided within the organization (\$66,309) and the additional allocation to the Utilities Fund for the Design Standards Engineer (\$7,272). ▪ The County Board adopted an ART fare increase of \$0.25 per trip, which is expected to generate \$300,000 in additional fare revenue. ▪ Fee revenues increased due to the new form based code permits (\$3,498), additional taxicab license fees (\$15,000), reviews related to the Chesapeake Bay Preservation Ordinance (\$15,000), use of the public right-of-way (\$70,468), court fees used for the maintenance of facilities (\$5,000), and sale of mulch and wood chips (\$14,940). These increases are partially offset by a decline in parking meter revenue (\$337,000), projected parking fees at Arlington Mill Community Center parking garage (\$68,000), decrease in the value of leases currently under agreement with the County (\$38,464), and a net decrease in revenue from various types of recycling (\$40,000). ▪ The state reimbursement for maintenance of state traffic signals decreases (\$24,092). 	
FY 2016	<ul style="list-style-type: none"> ▪ The County Board approved the conversion of a portion of WMATA’s 3A bus route to Arlington’s ART transit service, which will take place in mid-year FY 2016 and will generate a net savings to the General Fund of \$446,622. In DES, this conversion results in contractual increases (\$533,406) and an increase in ART fare revenue (\$201,686). The savings are reflected in the WMATA budget (\$778,342). ▪ The County Board reduced DES’ expenditure budget due to electricity savings in County buildings (\$35,000). ▪ Transfer of a Management and Budget Specialist from the Facilities Design and Construction Bureau to the Utilities Fund (\$25,696). ▪ Added one-time funding for contractual program management support for GIS (\$50,000). ▪ Added partial year funding for facility maintenance expenses (\$83,750) related to the Homeless Services Center. ▪ Included partial year maintenance savings as a result of the Department of Human Services move to Sequoia (\$121,963). ▪ Reduction in the annual expense for the maintenance and replacement of County vehicles (\$61,513). 	(0.20)

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Arlington County Commuter Services (ACCS) contractual increases due to the addition of a contract for MTA Commuter Bus fare media sales (\$248,379). ▪ Arlington County Commuter Services (ACCS) revenue increases due to the addition of a contract for MTA Commuter Bus fare media sales as well as an increase in MTA MARC commuter rail fare media sales (\$625,000), partially offset by a decrease in corresponding federal and state grant revenue (\$376,619). ▪ Reduced revenue from curbside recycling (\$134,000), partially offset by a net increase in the County in the value of leases currently under agreement with the County (\$33,849). ▪ Eliminated FY 2015 one-time funding for contractual program management support for the conversion to Permits Plus (\$150,000). ▪ The state reimbursement for maintenance of state traffic signals increases (\$352,972). ▪ In FY 2016, Transportation Program Support is presented as a new line of business created by internal reallocations of personnel (\$628,058) and non-personnel (\$15,000) from various lines of business. ▪ <i>As part of FY 2015 closeout, the County Board appropriated funding for transit and for a new refuse contract in the Solid Waste division. ART transit funding was transferred from Transportation Capital to the General Fund (\$578,702) and revenue was increased for Farebox collections (\$260,721) in Transit Operations. With the award of a new refuse and solid waste contract, an additional \$454,608 (revenue and expense) was appropriated to the Solid Waste division.</i> ▪ <i>The County Board took action after the FY 2016 budget was adopted in May to increase parking meter rates by \$0.25. The revised FY 2016 revenue budget for parking meters will be increased by \$950,000. The budget information in the FY 2016 Adopted Budget does not reflect the parking meter rate increase appropriated by the Board in June 2015.</i> 	
FY 2017	<ul style="list-style-type: none"> ▪ The Household Solid Waste Rate (HSWR) reflects an adopted increase of \$36.24, resulting in a new annual household rate of \$307.28 due to a new contract for refuse and recycling collection and the addition of year-round yard waste collection from single family, duplexes, and townhouses. ▪ Converted previously authorized overstrength position to a permanent Budget & Finance Specialist in the Commuter Services Program. This position is fully funded by existing grants and does not increase net tax support. ▪ Eliminated FY 2016 one-time funding for contractual program management support for GIS (\$50,000). ▪ Added ongoing funding for streetlight maintenance (\$282,998) and ongoing funding for residential concrete maintenance (\$150,000). ▪ Increases in the annual expense for maintenance and replacement of County vehicles (\$38,617), contractual expenses (and revenue) related to the Household Solid Waste contract increase (\$1,173,427), fuel costs (\$204,161), operating costs for the Crystal City Potomac Yard (CCPY) Transitway (\$97,221), and various non-discretionary contractual increases (\$156,846). 	1.00

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Increases were added for the full-year funding for the new Arlington Transit (ART) route 55 and enhancements to ART routes 41, 42, 43, 45, and 87 (\$1,109,788), partially funded through new fares associated with the routes (\$544,381). ▪ Revenue increases include parking meter revenue (\$1,140,000), highway permits (\$98,000), community program and site plan reviews (\$49,002), the transfer in of funding from the Transportation Capital fund (\$112,859), and Residential utility tax receipts increase (\$150,000). ▪ Revenue decreases include lease revenue (\$70,423), credit card transaction fees (\$425,000), recycling (\$111,000) and sediment/erosion control (\$175,000), and the state reimbursement for maintenance of state traffic signals (\$258,024). ▪ The One-Stop Arlington initiative, which DES will support with four (4.0 FTE) additional limited term FTEs in FY 2017, is fully funded in the CHPD Development Fund. ▪ <i>As part of FY 2017 Closeout, the County Board allocated non-departmental existing funds earmarked for the Columbia Pike Revitalization Organization (CPRO) to the Solid Waste Bureau to support cleaning and beautification services along Columbia Pike in coordination with the efforts of CPRO (\$38,000 personnel, \$2,000 non-personnel, 1.0 temporary FTE).</i> 	1.00
FY 2018	<ul style="list-style-type: none"> ▪ The County Board increased the Residential Utility Tax providing additional revenue of \$348,168 to fund a consultant to help update the CEP (\$100,000), energy efficient retro-fits in County buildings (\$98,168) and the transfer of an Environmental Management Position from the Environmental Planning Office to Fresh AIRE (\$150,000). The electricity tax rate increased from \$0.00341 per kWh to \$0.005115 per kWh while the natural gas tax rate increased from \$0.030 per CCF to \$0.045 per CCF. ▪ The County Board adopted an ART fare increase of \$0.25 per trip, which is expected to generate \$250,000 in additional fare revenue. ▪ The County Board added a Senior Trades Worker, Streetlight Technician, and a Design Engineer to the Streetlight Program (\$292,141). ▪ Added a Construction Manager position in Water, Sewer, and Streets, which is fully funded by charge-outs to other funds ▪ Added one-time funding for a trail light assessment to be performed and the addition of a vehicle for streetlight maintenance (\$127,126) along with ongoing funding for non-personnel expenses related to the three new streetlight positions (\$43,526). ▪ Increases in contractual expenses (and revenue) related to the Household Solid Waste contract increase (\$215,246), operating costs for the Shirlington Lease site (\$187,895), contractual increases due to the County taking over operations of the facility at 2020 14th Street North (\$343,312), the addition of funding for preventative and corrective maintenance of the County radio sites which is half funded through internal reallocations within DES (\$95,517), and various non-discretionary contractual increases (\$299,520), offset by a decrease in the annual expense for maintenance and replacement of County vehicles (\$75,433). 	3.00 1.00

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Solid Waste Revenues: Increases due to the Household Solid Waste rate increase (\$228,416), fee changes for the replacement of damaged carts (\$100), hauler permitting fees (\$21,450), and delivery fees for leaf and wood mulch (\$72,000), which are further explained in the Solid Waste Bureau line of business. ▪ Transit Revenues: Increase in fare revenue due to the expansion of ART routes 43 and 92 (\$88,762), the transfer in of funding from the Transportation Capital Fund (\$411,179), and an increase in the ART Business contribution (\$34,516). ▪ Other increases include parking meter revenue (\$410,000), the Chesapeake Bay fee (\$70,000), highway permits (\$25,000), community program and site plan reviews (\$70,000), Waste-to-Energy rental of land (\$45,170), and an increase in revenue from the residential utility tax (\$50,000). These increases are partially offset by a net decrease in surveys (\$10,500), taxi cab fees (\$10,500), white goods (\$10,000), civil penalties (\$13,160), topography receipts (\$3,000), and credit card transaction fees (\$75,000). ▪ The Household Solid Waste Rate (HSWR) reflects an adopted increase of \$6.88, resulting in a new annual household rate of \$314.16, due to cost increases for refuse, recycling, and yard waste collection from single family, duplexes, and townhouses, and contractual increases related to the General Fund’s share of the Utility Billing System. 	
FY 2019	<ul style="list-style-type: none"> ▪ The County Board added one-time funding to restore monthly paper shredding services that were a proposed budget reduction by the County Manager (\$20,000). ▪ Personnel increases partially due to the transfer in of an Assistant Permit Administration Manager from the Development Fund (\$127,444), the addition of a Building Engineer position for maintenance of the Buck property (\$96,260), and the conversion of a Trades Worker from a temporary to permanent position to assist with cleaning along Columbia Pike (\$6,026). ▪ Personnel increases are partially offset by the transfer out of two Budget Analyst positions to Transportation Capital Funds (\$191,859), a Transportation Program Manager to Transportation Capital Funds (\$163,678), the transfer out of an Administrative Assistant position to the Stormwater Fund (\$93,972), an increase of personnel charges to capital funds as a result of an increased emphasis on scoping new capital projects (\$247,062), and an increase in personnel charges out to capital funds for real estate projects (\$116,600). ▪ Contractual increases for both ART and STAR services (\$1,140,505), ART service enhancements including expanding Sunday service until midnight on ART route 41 (\$103,544), expanding Sunday service until 11 p.m. on ART route 45 (\$43,489), the addition of a Metro Route 22 overlay service (\$1,537,325), the cost of operating supplies for the light maintenance facility (\$20,000), consultant expenses (\$12,333), and equipment repair (\$115,710), and one-time funding for a residential parking permit study (\$223,232). ▪ Transit service non-personnel costs are partially offset by a decrease in fuel expenses (\$64,086), the removal of one-time funding for a trail light 	3.00
		(4.00)

Fiscal Year	Description	FTEs
	assessment (\$80,000), removal of one-time funding for operating equipment and software (\$5,150), and the cost of credit card transition fees (\$50,000).	
	<ul style="list-style-type: none"> ▪ Contractual increases (\$312,058) and funding for preventive and corrective maintenance at the Buck property (\$136,500). ▪ Contractual increases (\$22,961) and funding to support additional cleaning services on Columbia Pike (\$10,359). ▪ Increase of maintenance funding to cover additional costs that resulted from the transfer of lane miles along Fairfax Drive from the Virginia Department of Transportation to the County (\$90,000). ▪ Added one-time funding for a consultant study to update the Community Energy Plan (CEP) in the AIRE program (\$100,000). ▪ Non-personnel increases are partially offset by adjustments to the annual expense for maintenance and replacement of County vehicles (\$201,565). ▪ Increase in the Household Solid Waste Rate (\$66,400), an increase in commercial and multi-family recycling inspection fee (\$142,947), and an increase in commercial and multi-family recycling inspection fee revenue, exclusive of the fee increase (\$87,727). ▪ Increase in ART fare revenue due to the enhancement of ART routes 41 and 45 and the addition of a Metro 22-line overlay service (\$358,445), and an accounting adjustment to move the sale of STAR discount coupons from an expenditure credit to a revenue account (\$209,000). ▪ Other increases include a parking meter rate increase of \$0.25 per hour and an extension of enforcement hours from 6 p.m. to 8 p.m. (\$3,775,000), a fee increase for right-of-way permits (\$17,840), engineering plan review fees (\$32,000), bond processing fees (\$3,000), and plat fees (\$5,800). ▪ Exclusive of the rate increases, is an increase in anticipated revenue from engineering plan reviews (\$75,000), and site plan reviews (\$60,000), partially offset by a decrease in the value of real estate leases currently under agreement with the County (\$70,702), Stormwater fee revenue (\$185,000), and a reduction in credit card transaction fees (\$50,000). ▪ Grant revenue decreases due to a reduction in reimbursement from the Virginia Department of Transportation for maintenance of state-owned signals on Fairfax Drive (\$83,000). 	
	Eliminated a vacant Chief of Staff Position in the Director’s Office (\$85,000).	(1.00)
	Eliminated a part-time, filled Communications Specialist (\$34,906).	(0.50)
	Eliminated Arlington Transit (ART) Route 92 (\$348,457 non-personnel; \$27,084 fee revenue; \$61,602 transfer from other funds).	
	Eliminated Arlington Transit (ART) Route 54 (\$121,801 non-personnel; \$24,801 fee revenue).	
	Eliminated filled Administration/ Front Desk Support position in TE&O (\$74,000).	(1.00)
	Eliminated evening porter at Arlington Mill Community Center (\$25,000) and a vacant Custodian position (\$44,000).	(1.00)
	Eliminated a second window cleaning each year in all County Buildings (\$48,000).	

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Conduct a custodial services pilot program in Courts Police Building reducing cleaning in nonpublic areas from five days to three days a week (\$90,000). ▪ Reduction of Facility energy projects, rebates, and consultant funding in the AIRE program (\$554,312). ▪ Transfer of street sweeping expenses to the Stormwater Fund (\$399,290). ▪ <i>As part of FY 2018 Closeout, the County Board approved the transfer of three positions (\$285,062) to the Utility Fund as part of a reorganization in DES, the DES Call Center, which was enmeshed in the Solid Waste Bureau, and the Utilities Service Office (USO) was merged into a newly-formed DES Customer Service Office. The transfer was funded from \$225,129 in net tax support and \$96,484 in Household Solid Waste revenue.</i> 	(3.00)
FY 2020	<ul style="list-style-type: none"> ▪ The County Board added one-time funding for the Minor Hill pumping station solar array feasibility study (\$50,000). ▪ Reduced wireless service charges as part of a County-wide review of wireless service providers (\$54,929). ▪ Eliminated a vacant after-hours building maintenance shift supervisor position (\$141,295). ▪ Reduced County Residential and Bike Lane Street Sweeping Passes (\$62,679 personnel; \$72,471 non-personnel; \$135,150 intra-County charges). ▪ Eliminated Solid Waste Bureau fleet emergency equipment (\$109,955). ▪ Eliminated a vacant Environmental Planner I position (\$133,945). ▪ Non-personnel savings due to the conversion of County owned High Pressure Sodium (HPS) lights to LED (\$18,000). ▪ Eliminated Arlington Transit (ART) Route 53 midday service and Westover rush hour extension (\$261,203 non-personnel; \$17,256 fee revenue). ▪ Eliminated Arlington Transit (ART) Route 43 weekend service (\$195,879 non-personnel; \$195,879 transfer from other funds). ▪ Transferred fifty percent of a space planner position to Capital projects (\$67,808). ▪ Transferred a utility underground program coordinator position to the Utility Fund (\$165,956). ▪ Reduction in overtime budget for the leaf collection program (\$100,000 personnel). ▪ Added two positions to incrementally improve the level of service in Land Disturbing Activity (LDA) permit reviews (\$266,000). ▪ Converted two previously unbudgeted, long-term space planners to permanent positions through increasing the DES budget that accounts for staff vacancies (\$173,795). ▪ Non-personnel increase due to adjustments to the annual expense for maintenance and replacement of County vehicles (\$161,178). ▪ Increase in Commuter services non-personnel expenses and fee revenue due to a technical adjustment to accurately account for Virginia Railway 	<p>(1.00)</p> <p>(1.00)</p> <p>(1.00)</p> <p>(1.00)</p> <p>(1.00)</p> <p>2.00</p> <p>2.00</p>

Fiscal Year	Description	FTEs
	<p>Express ticket commission revenue and associated expenses (\$1,500,000 non-personnel; \$1,500,000 fee revenue).</p> <ul style="list-style-type: none"> ▪ Contractual increases for both ART and STAR services (\$159,934). ▪ Removal of one-time funding for the Residential Parking Permit Study (\$223,232). ▪ Increase in facilities maintenance contractual obligations (\$269,421). ▪ Increases in Solid Waste contractual obligations (\$47,725), licenses for the new Utility Billing system (\$29,200) and increases in charges by the Utility Fund to support the Call Center consolidation (\$289,110). ▪ Decrease in the Solid Waste transfer to the Utilities Fund due to the completion of payments for the new Utility Billing system (\$199,200). ▪ A decrease in recycling charges due to no longer recycling glass (\$57,680 non-personnel). ▪ Elimination of the Solid Waste lease payment budget due to equipment having been paid off (\$114,222 non-personnel). ▪ Increase in Water Sewer and Streets contractual services obligations (\$33,250). ▪ Removal of one-time funding for a consultant study to update the Community Energy Plan (CEP) (\$100,000). ▪ Intra-county charges decrease due to delaying replacement of some street sweeping equipment (\$114,484). ▪ Intra-county charges increase due to adjustments to the allocation of costs for reimbursable services to the Utilities Fund in the Director’s Office (\$157,012). ▪ Transit fee revenue decreased due to a decline in projected ART bus fare revenue (\$295,819). ▪ Development services fee revenue decreased due to the transfer of a portion of sediment/ erosion control fees and Chesapeake Bay fees to the Stormwater Fund (\$155,000). ▪ Transfer in from other funds increased due to the costs of existing ART routes funded by the Transportation Capital Fund increasing (\$116,739). ▪ Real Estate fee revenue increased due to the value of leases currently under agreement with the County primarily due to increased rent from 1559 Wilson Blvd (\$199,960). ▪ Solid Waste fee revenue decreased primarily due to a decrease in the adopted Household Solid Waste Rate from \$316.16 to \$306 (\$337,312). ▪ <i>As part of FY 2019 closeout, the County Board approved the addition of an Engineering Program Coordinator (\$164,231) and a Permit Coordinator (\$85,057) in the Development Services Bureau and a Design Engineer (\$150,733) in the Transportation Engineering & Operations Bureau for the anticipated increase workload due to Amazon.</i> 	3.00
FY 2021	<ul style="list-style-type: none"> ▪ Added one-time funding for three limited term Permit Counter positions transferred in from the CPHD Development Fund to support an increased workload associated with the new permitting system (\$215,975). 	3.00

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Reclassified a vacant Survey Instrument Operator position to create an Assistant Bureau Chief position to support the increased workload generated by development and resident requests (\$97,725). ▪ Added a Traffic Engineer to support the Customer Care & Communications Center (C3) (\$162,250). ▪ Increased ART funding due to the newly rebid and awarded operations and maintenance contract (\$4,440,046) and contractual services increases including STAR services (\$352,828). ▪ Increase due to regional program funding increases such as Northern Virginia Transportation Commission (NVTC); Congestion, Mitigation, and Air Quality (CMAQ); and Transportation Demand Management (TDM) Contributions (\$704,961); partially offset by adjustments for a VDOT grant (\$19,335). ▪ Added one-time funding (\$100,000) and ongoing funding (\$20,000) for the installation of flood warning sensors in the public right of way at two high risk intersections. ▪ Reallocated funds within the Facilities Management Bureau to contracted services (\$200,180). ▪ Added funding to provide facilities management services at the new Lubber Run Recreation Center (\$155,735). ▪ Transferred in Non-Departmental funds to manage facility security ID services (\$93,000). ▪ Added funding for the County’s share of maintenance for the new Alice West Fleet School garage (\$30,000). ▪ Added funding for facilities’ preventative maintenance (\$100,000). ▪ Transferred out security maintenance funding to the Sheriff’s Office (\$340,000). ▪ Added one-time funding to assist with investigating and developing initiatives in line with the County’s recently adopted Community Energy Plan (\$150,000). ▪ Added ongoing funding for the maintenance and replacement costs for 28 electric vehicles that were purchased in FY 2020 by the Automotive Equipment Fund (\$37,401). ▪ An increase to disposal costs driven primarily by the recycling markets (\$409,832). ▪ Added funding for operation and maintenance costs for Covanta WTE facility (\$8,075). ▪ An increase to charges by the Utility Fund to support the Call Center (\$13,755). ▪ Added one-time funds to support a sidewalk condition assessment (\$300,000) and additional funding added for concrete maintenance (\$250,000). ▪ Intra-county charges increased due to filling street sweeper staff vacancies (\$97,761), Facilities Management Bureau (\$103,554) and Operations Management (\$16,107) due to an adjustment in eligible reimbursable expenses for services provided within the organization. 	1.00

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Intra-county charges decrease due to the allocation of costs for reimbursable services to the Utilities Fund in the Director’s Office (\$39,207) and Engineering Bureau (\$5,566). ▪ Intra-county charges decrease due to the addition of a Receptionist position in the CPHD Development Fund that will be partially funded by Development Services in the General Fund (\$19,705). ▪ Solid Waste fee revenue increased due to an increase in the Household Solid Waste Rate (\$455,504). The Household Solid Waste Rate increased from \$306.00 to \$319.03 as a result of the increase in disposable costs for recycling. ▪ Solid Waste fee revenue decreased due to a decrease in mulch fees (\$25,000) and rental income for Waste to Energy Facility (\$48,515) based on aligning budget with actuals. ▪ Transit fee revenue decreased due to a decline in projected ART bus fare revenue (\$338,741), partially offset by an increase in ART business contributions (\$33,076). ▪ Development Services and Transportation, Engineering, and Operations fee revenue increased due to an inflationary increase of 2.5 percent to fees (\$81,921). ▪ Development Services fee revenue increased due to increased Site Plan fees (\$46,250) based on anticipated construction and Small Wireless fees (\$25,000) based on anticipated applications. ▪ Development Services fee revenue increased due to an increase in anticipated Sediment/Erosion control revenue (\$9,287). ▪ Development Services fee revenue decreased due to an anticipated decrease in Highway Permits (\$24,686), Surveys (\$8,026), Community Program fees (\$44,280), and Bond Processing Fees (\$4,151). ▪ Transportation, Engineering, and Operations fee revenue decreased due to an anticipated decrease in meter revenue (\$1,355,957). ▪ Transportation, Engineering, and Operations fee revenue increased due to increased Highway Permits (\$156,646) based on aligning budget with actuals. ▪ Grant revenue increased primarily due to additional CMAQ funding (\$598,980), Northern Virginia Transportation Commission funding (\$707,185), and an adjustment based on aligning budget with actuals in CMAQ funding (\$330,612). ▪ Transfer from other funds increased due to the increased operations and maintenance costs for ART (\$368,851). 	
FY 2022	<ul style="list-style-type: none"> ▪ The County Board added funding for a one percent merit pay adjustment, a five percent increase in the range, and an increase to the one-time bonus for staff from \$500 to approximately \$900. ▪ The County Board also restored funding for utilities and custodian expenses previously removed for reduced hours across community centers with American Rescue Plan Funding (\$46,602) and added one-time funding for the engineering design and installation of electric vehicle charging stations at County buildings (\$250,000). ▪ Added funding for increased salaries resulting from job family studies for Engineers (\$536,916). 	

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Converted three limited term Permit Counter positions, that were added in the FY 2021 budget, to permanent positions. ▪ Transferred out Northern Virginia Transportation Commission (NVTC) funding from the Transit Program to the County’s Metro budget (\$520,000). ▪ Added funding in the Transit Program for the ART operations and maintenance contract (\$562,366) and other contractual increases including STAR (\$33,579). In addition, fee revenues decrease in Transit due to a decline in projected ART bus fare revenue (\$946,659), partially offset by an increase in ART business contributions (\$18,859). ▪ Reduced level of Commuter Services marketing and outreach events and reduced contractor support at commuter stores driven by anticipated lower revenue from regional programs such as NVTC and Department of Rail and Public Transportation (\$740,981) and lowered anticipated commission fees due to the impacts of the COVID-19 pandemic (\$1,025,000), partially offset by an increase for NVTC grant funding (\$450,000), Mobility Grant local expense match (\$100,000), Transportation Demand Management (TDM) (\$59,531), and VDOT (\$3,575). In addition, fee revenues decrease in Commuter Services primarily due to decreases in commuter store fees (\$1,025,000), partially offset by increased Transportation Demand Management (TDM) contributions (\$59,531). ▪ Added personnel funding for staff (\$18,411) and non-personnel funding for contracts in Transportation, Engineering, and Operations, Water, Sewer, and Streets, and Facilities Management (\$147,196) for the increase in living wage from \$15 to \$17 per hour. ▪ Increased car share program funding offset by revenue (\$45,685) in Transportation, Engineering, and Operations. ▪ Added funding in Transportation, Engineering, and Operations for firearms ordinance signage (\$30,000). ▪ Added funding for various items to support the new Lubber Run Community Center including, facilities management services (\$397,960 ongoing, \$35,000 one-time) within Facilities Management, garage administration (\$69,914) within Transportation, Engineering, and Operations, and a Building Engineer position in Facilities Management (\$100,090). These increases are partially offset by the transfer out of utilities funding to the Department of Parks and Recreation for the new Lubber Run Community Center (\$31,000). ▪ Decreased expenses in Solid Waste due to disposal cost decreases driven by contractual savings from paying off carts funded by the Household Solid Waste Rate (HSWR) (\$394,020), partially offset by the addition of a residential food scraps program that begins September 2021 (\$300,453). In addition, fee revenues decrease in Solid Waste primarily due to a decrease in the Household Solid Waste Rate (\$337,312), partially offset by an increase in the Household Solid Waste Rate due to the addition of a residential food scraps program that will begin in September 2021 (\$300,460). ▪ Increase to intra-county charges due to adjustments to the allocation of reimbursable services to the Utilities Fund (\$43,115). 	1.00

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Increased to Right of Way permit (\$152,825) and Site Plan fee revenues (\$366,250) based on anticipated construction. ▪ Decreased parking meter revenue (\$1,289,992), partially offset by an increase in miscellaneous charges primarily due to anticipated changes in the Residential Permit Parking fee schedule (\$414,685). ▪ Increased lease revenue anticipated in FY 2022 (\$328,284). ▪ Grant revenues increase primarily due to additional one-time funding from NVTC to support ART (\$1,650,000), increased grant funding from Northern Virginia Transportation Commission (NVTC) for Arlington County Commuter Services (ACCS) (\$450,000), and TDM (\$3,575), partially offset by decreases due to a VDOT grant closing out (\$105,981), an expected reduction in Rideshare (\$635,000), and transferring NVTC Metro funding (\$520,000) to the County's Metro budget. ▪ Transfers in from other funds increased due to increased net tax support for the operations and maintenance of ART (\$473,068). ▪ Recognized budget savings and efficiencies in multiple lines of business (\$603,908). ▪ Decreased expenses in DES General Fund for Stormwater chargebacks based on FTE allocation in DES Director's office and DES Technology Services (\$240,000) along with a portion of Bozman Rent (budgeted in Non-Departmental) to the Stormwater Fund (\$135,000). ▪ Decreased expenses due to charge-outs to other funds and capital projects (\$159,614). ▪ Eliminated and deferred replacement of vehicles (\$113,577). ▪ Transferred five Capital Projects Coordinators to the Transportation Capital Fund (TCF) (\$295,016). ▪ Converted a portion of custodian services to contract (\$174,145). ▪ Decrease in expenses due to facility savings due to the COVID-19 pandemic (\$44,000). ▪ Eliminated Metrobus Route 15K (future year savings). ▪ Decrease in expense in Transportation, Engineering, and Operations due to the implementation of a Residential Permit Parking (RPP) 2.5 percent credit card fee (\$10,000). ▪ <i>In FY 2021 closeout, funding was added for a one percent merit pay adjustment (\$196,512) and a one-time bonus for staff of \$450 (\$193,661).</i> ▪ <i>As part of FY 2021 close-out, the County Board approved ARPA funding for APS Student Fareless Initiative for ART (\$479,000), Arlington Transit Low-Income Fare Assistance for ART, along with a Transit Management Analyst position (\$1,237,500), and one-time funding for electric landscape tools (\$54,000) (note: this funding is shared with DPR and is budgeted in the County's Non-Departmental account).</i> 	<p>(5.00)</p> <p>(1.00)</p> <p>1.00</p>
FY 2023	<ul style="list-style-type: none"> ▪ The County Board added funding for an additional one percent merit pay adjustment for a total increase of 5.25 percent, increased the pay-for-performance budget by an additional 0.5 percent, increased the pay range movement to five percent, a one-time increase in shift differential from \$0.75 to \$1.00 per hour for B shift and from \$1.00 to \$1.30 per hour for 	

Fiscal Year	Description	FTEs
	<p>C shift (\$22,452), a one-time doubling of the CDL bonus to \$2,000 (\$172,000), a one-time increase in language premium from \$0.69 to \$0.92 per hour (\$1,068), and an optional one-time cash-out of 40 hours of compensation time for those with balances of 80 or more (\$51,415).</p> <ul style="list-style-type: none"> ▪ The County Board also added one-time funding for inflationary costs related to electricity (\$436,291) and the purchase of large equipment (\$504,382). ▪ Added funding for increased salaries resulting from administrative job family studies (\$59,493). ▪ Added a Project Manager position in the AIRE Program to plan, install, and manage County electrical vehicle (EV) charging stations and solar panel installations on County buildings (\$68,918). Note: This amount only reflects the General Fund portion; 50 percent of this position will be charged out to capital projects. ▪ Added an Associate Environmental Management Specialist in the AIRE Program to support various Community Energy Plan (CEP) projects (\$131,521). ▪ Added a Facility Project Specialist in Facilities Management to oversee Bozman Government Center security, maintenance, construction, and other activities and events (\$107,522). ▪ Added a Vision Zero Program Manager in Transportation, Engineering, and Operations to lead and coordinate the Vision Zero Action Plan (\$164,361). ▪ Added a Technology Support Specialist and GIS Analyst in Decision Support and GIS funded by anticipated personnel budget savings. ▪ Added a Transit Management Analyst position to support the ARPA funded fare pilots (\$100,853). ▪ Added a Project Specialist in Facilities Design and Construction to support high priority transit projects such as the Ballston – MU Metro Station West Entrance and the Crystal City Metro Station East Entrance (\$24,465). Note: This amount only reflects the General Fund portion, 85% of this position will be charged out to the Capital budget. ▪ Added funds for a temporary employee in the Solid Waste Bureau to enhance bus shelter cleaning (\$9,516). Note: This item is funded by the Transportation Capital Fund (TCF) and is offset by a transfer in of funding from TCF. ▪ Added a Construction Management Specialist in Development Services to assist with infrastructure inspections due to an anticipated increase in projects going to construction. Note: 100 percent of this position will be charged out to the CPHD Development Fund. ▪ Added a Permit Processing Specialist I position in Development Services to assist with an increase in projected permitting activity. Note: 100 percent of this position will be charged out to the CPHD Development Fund. ▪ Transferred in a Warehouse Technician I position from the Utilities Fund to Transportation, Engineering, and Operations (\$72,138). ▪ Implemented an initiative to provide an additional bonus to staff to incentivize cross-training through certification for Construction Management Specialists in Development Services. The total estimated annual cost for this program is \$5,000, which will be covered within the existing base budget. 	<p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>2.00</p> <p>1.00</p> <p>1.00</p> <p>0.25</p> <p>1.00</p> <p>1.00</p> <p>1.00</p>

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Reduced the FTE level by two in Facilities Management due to two eliminated vacant custodian positions in FY 2022 who retired part-way through FY 2022. ▪ Added funding for the bus service expansion of ART routes 41 and 45 (\$397,616) and to provide additional cleaning and miscellaneous repairs of bus shelters and stops at the completion of the Ballston Station multi-modal improvement project (\$38,880), both of which are primarily funded by TCF and offset by a transfer of funding from TCF and a small increase to revenue (\$11,678). ▪ Expenses decreased in Commuter Services primarily due to reduced level of marketing and outreach events in FY 2023 and reduced contractor support at commuter stores (\$335,843) driven by anticipated lower revenue from commission fees due to the impacts of the COVID-19 pandemic, partially offset by an increase in rent (\$23,084). In addition, fee revenues decreased primarily due to lower projected commuter store fees (\$400,000), partially offset by increased Transportation Demand Management (TDM) contributions (\$125,000). ▪ Added one-time funds for Real Estate Filing System digitization (\$300,000). ▪ Added funds for contractual increases in the Transit Program primarily for ART operations (\$619,670), Transportation, Engineering, and Operations (\$111,821), and Facilities Management (\$279,110). ▪ Transferred in security system maintenance funding from the Sheriff's Office (\$340,000) and added funds to provide security system management services at the Detention Facility (\$164,160). ▪ Added one-time funds in Facilities Management for energy efficiency projects to reduce energy consumption in County facilities (\$350,000), one-time funds added in AIRE for consultants to support the implementation of the Community Energy Plan (CEP) goals and policies (\$281,035), and one-time funds added in AIRE for renewable energy assessments for County Government sites (\$140,000). ▪ Increased expenses in Solid Waste due to charges by the Utility Fund to support the Call Center (\$9,719) and consultant support to assist in the development of the Zero Waste Plan (\$300,000), offset by an increase in revenue from the Household Solid Waste Rate (HSWR). These increases are partially offset by contractual savings driven primarily by disposal cost decreases stemming from the increased value of recycled materials (\$194,420) and other contractual adjustments (\$135,531). ▪ The adopted Household Solid Waste Rate is decreasing from \$318.61 to \$307.89 primarily as a result of contractual savings from the increased value of recycled materials, partially offset by consultant costs to assist in the development of the Zero Waste Plan. ▪ Added one-time funds in Solid Waste for the replacement of two pieces of heavy equipment that are beyond their useful lives (\$360,000, budgeted in Non-Departmental). ▪ Intra-county charges decrease primarily due to adjustments to the allocation of reimbursable services to the Utilities Fund (\$76,397). ▪ Fee revenues increased overall primarily due increases in Right-of-Way permits based on anticipated construction (\$125,000), a four percent 	(2.00)

Fiscal Year	Description	FTEs
	<p>inflationary increase to all Development Services related fees (\$179,861), parking meter revenue (\$713,790), and Right of Way Permits (\$784,875).</p> <ul style="list-style-type: none"> ▪ The overall increase in fee revenues is partially offset by decreases due to a decline in projected ART bus fare revenue due to the impacts of the COVID-19 Pandemic on ridership (\$884,266) and lower lease revenue anticipated in FY 2023 (\$37,457). ▪ Grant revenues decreased primarily due to removal of one-time funding from NVTC to support ART (\$1,650,000), partially offset by increased grant funding from VDOT (\$9,704). ▪ Transfers in from other funds increased due to the increased funding needed for the operations and maintenance of ART due to reduced ridership. The Transportation Capital Fund funds specific ART routes (\$309,277). In addition, the transfer in from the Transportation Capital Fund (TCF) increased due to the additions noted above that are funded from the TCF (\$434,334). ▪ As a part of the FY 2022 adopted budget, the County Board approved the use of American Rescue Plan Act (ARPA) funding to restore programs and positions that had been proposed as cuts. The FY 2023 adopted budget continued funding for these reductions including utilities and custodian expenses for community centers (\$46,602). ▪ <i>As a part of FY 2021 close-out, the County Board approved additional allocations of the remaining ARPA funding for additional programs based on the Guiding Principles presented by the County Manager in September 2021; the Board directed the County Manager to include funding for these programs in the FY 2023 adopted budget including:</i> <ul style="list-style-type: none"> ○ <i>APS Student Fareless Initiative for ART (\$878,000)</i> ○ <i>Arlington Transit Low-Income Fare Assistance for ART (\$250,000)</i> ○ <i>Transit Management Analyst position to support the fare pilots noted above (\$100,853, 1.0 FTE)</i> ○ <i>Electric landscape tools (\$24,000 one-time). Note: This budget is in the County’s Non-Departmental account and is shared with the Department of Parks and Recreation (DPR).</i> ▪ <i>A technical adjustment was approved by the County Board in April 2023 to appropriate funding from Non-Departmental to Departments to allocate the budget for bonuses funded in the adopted budget. The funding added to Department of Environmental Services was \$930,052.</i> 	
FY 2024	<ul style="list-style-type: none"> ▪ Added funding for the Administrative, Communications, and Accounting job studies (\$185,801). ▪ Added funding for one-time \$2,000 (gross) employee bonuses (\$1,007,667). ▪ Added funding for increased salaries as a result of compression study for Water Sewer Streets (\$123,051). ▪ Added a Construction Management Specialist position for Water Sewer Streets. This position is partially funded by Capital budget (\$70,588). ▪ Added a security position in the Facilities Management Bureau which was funded by reallocating existing non-personnel funding within the Bureau (\$100,562). 	1.00 1.00

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Removed a part-time temporary position in Transportation, Engineering, and Operations. ▪ Added funding for transit and ART operations contractual increases (\$930,346). ▪ Added full year funding for the ART 41 and 45 expansions from the Transportation Capital Fund (\$988,524). ▪ Added funding for Shirlington bus station security (\$115,000). ▪ Transferred funding to Metro to fund WMATA bus fares for the student fareless pilot program (\$360,000). ▪ Decreased the electricity budget to reflect electricity bill credits resulting from the Maplewood Solar project (\$567,720). ▪ Increased the electricity budget based on adjustments (\$500,000). ▪ Decreased the Commuter Services budget due to lower projected commuter store fees (\$300,000). ▪ Removed NVTC grant funds from commuter services (\$450,000). ▪ Removed the one-time funding that was added in FY 2023 for the digitization of the Real Estate Filing system (\$300,000). ▪ Removed the one-time funding for energy efficiency projects to reduce energy consumption in County facilities (\$350,000). ▪ Removed the one-time funding that was added for consultants to support the implementation of the Community Energy Plan (CEP) goals and policies (\$281,035) and the one-time funding for renewable energy assessments for County Government sites (\$140,000). ▪ Added one-time funding for the Arlington Initiative to Rethink Energy (AIRE) initiatives (\$200,000). ▪ Added funding for the contractual increase of the County’s refuse collection contract (\$2,114,040). ▪ Added funding for Solid Waste Bureau for the increase in processing charges (\$1,349,034). ▪ Added one-time funding for the replacement of two pieces of heavy equipment that are beyond their useful lives for Solid Waste Bureau (\$110,439). ▪ Eliminated the one-time funding that was added to assist in the development of the Zero Waste Plan (\$300,000). ▪ Transferred funding out of the Water, Sewer, Streets Concrete Program to the Capital budget (\$300,000). ▪ Intra-county charges increased due to adjustments to the allocation of reimbursable services to the Utilities Fund (\$305,891). ▪ Increased the Household Solid Waste Rate (HSWR) from \$307.89 to \$406.14 due to significant contractual cost increases for Refuse collection and material processing. This increase in HSWR resulted in increased Revenue budget (\$3,261,696). ▪ Decreased recycling revenue due to lower anticipated recycling commodity sales (\$94,262). ▪ Increased ART Bus Fare revenue which is driven by projected ridership increases (\$141,565). ▪ Increased revenue for developmental services due to anticipated increase in Right-of-Way permits revenue (\$70,000). ▪ Increased revenue due to a 5.2% inflationary increase of the developmental services fees (\$267,613). 	(0.10)

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Decreased parking meter revenue due to slower than anticipated recovery from COVID-19 travel behaviors (\$933,551). ▪ Decreased revenue for residential permit parking program due to lower projected revenue (\$74,000). ▪ Increased Transportation, Engineering, and Operations bureau’s Right-of-Way permit revenue (\$400,000). ▪ Increased lease revenue due to higher anticipated revenue (\$286,506). ▪ Decreased grant revenue due to the removal of NVTC revenue to support Commuter Services (\$450,000). ▪ Decreased grant revenue due to the removal of NVTC revenue to support Commuter Services (\$450,000). ▪ Increased grant revenue due to funding from VDOT for traffic signals (\$27,716). ▪ Transfers in from other funds increased due to the transfer in from the Transportation Capital Fund (TCF) to support a full-year of service of the ART 41 and 45 expansion as well as increased funding needed for the operations and maintenance of ART due to reduced ridership (\$717,091). ▪ Eliminated Accounting Technician I position (\$88,847). ▪ Eliminated a Facilities Project Specialist position (\$150,835). ▪ Reduced Motor-pool vehicles from 17 to 14 due to a decrease in the usage of motor-pool because of the continuation of the hybrid work schedule (\$20,000). ▪ Reduced the funding for operating the community recycling drop off locations by transferring a portion of the recycling centers costs to be funded by Household Solid Waste Rate (HSWR). A total of \$3.72 is added to the annual HSWR to align funding with the users of this service (\$123,348). ▪ Transferred funding from Arlington County Commuter Services (ACCS) to Transportation Capital Fund to fund transit programs (\$300,000) and eliminated General Fund’s matching fund for ACCS grants (\$100,000). ▪ Transferred a Capital Project Coordinator position to Transportation capital fund (\$59,409). ▪ Decreased funding on various budget lines based on detail review of spending patterns that was conducted across the department. <ul style="list-style-type: none"> ○ Decreased postage funding due to less mailings sent post the pandemic (\$17,000). ○ Decreased heavy duty vehicle rental funding for Water Sewer Streets (\$58,254). ○ Decreased office supplies funding due to the new hybrid work environment (\$13,000). ○ Decreased Transportation Engineering and operations software funding for software licenses and print shop (30,472). ○ Decreased miscellaneous line items (\$11,800). ▪ Decreased funding for transit pilots based on anticipated need (\$162,443). ▪ Reduced star budget to reflect the projected ridership (\$125,000). ▪ Added topsoil fee (\$25,000). 	<p>(1.00)</p> <p>(1.00)</p> <p>(1.00)</p>