

MISSION

The mission of the Department of Transportation is to serve our residents by providing a safe, reliable, sustainable and fiscally responsible transportation system that enhances the quality of life for El Dorado County citizens.

DEPARTMENT BUDGET SUMMARY BY FUND – GENERAL FUND

Description	FY 2020-21 Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Service Charges	975,282	542,500	863,500	321,000
Miscellaneous Rev	1,962	2,000	2,000	0
Other Fin Sources	199,715	501,483	458,000	(43,483)
Total Revenue	1,176,959	1,045,983	1,323,500	277,517
Salaries & Benefits	361,607	470,263	613,907	143,644
Services & Supplies	29,664	189,500	60,000	(129,500)
Other Charges	467,398	429,303	650,189	220,886
Intrafund Transfers	87,689	75,500	122,500	47,000
Total Appropriations	946,358	1,164,566	1,446,596	282,030
FUND 1000 GENERAL FUND TOTAL	(230,601)	118,583	123,096	4,513

MAJOR BUDGET CHANGES

Revenues

Service Charges

\$321,000 Increase in revenues for development project billings based on current-year activity and anticipated revenue in FY 2022-23 for developer deposits and County Engineer time and material charges (\$315,000) with other more minor changes (\$6,000).

Other Financing Sources

(\$43,483) Decrease in Operating Transfers In to the County Engineer program due to a reduction in developer deposits from deposit accounts.

Appropriations

Salaries and Benefits

\$143,644 Increase in Permanent Employee Salaries and Benefits due to an anticipated increase in the use of staff for engineering work, as well as Board-approved compensation increases.

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Services and Supplies

(\$129,500) Decrease in overall Professional and Specialized Services (\$125,000) due to the use of Department staff for plan checking and inspection work for development projects, and minimal decreases in Other Governmental Agencies funding (\$4,500).

Other Charges

\$220,886 Increase in Interfund expenses due to increased County Engineer work performed by staff and reimbursed to Road Fund Engineering.

Intrafund Transfers

\$47,000 Increase in Intrafund transfers to County Counsel for charges for developer project work.

DEPARTMENT BUDGET SUMMARY BY FUND – EROSION CONTROL

Description	FY 2020-21 Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Rev Use Money/Prop	(193)	0	0	0
IG Rev - State	2,351,527	1,332,681	837,194	(495,487)
IG Rev - Federal	191,116	4,208,640	4,668,272	459,632
Service Charges	95,428	368,452	447,364	78,912
Miscellaneous Rev	10,285	0	0	0
Other Fin Sources	0	200,000	200,000	0
Fund Balance	0	73,930	0	(73,930)
Total Revenue	2,648,163	6,183,703	6,152,830	(30,873)
Salaries & Benefits	262,573	329,534	411,389	81,855
Services & Supplies	2,017,149	5,476,907	5,067,271	(409,636)
Other Charges	2,050	2,500	2,500	0
Intrafund Transfers	302,180	300,832	671,670	370,838
Contingency	0	73,930	0	(73,930)
Total Appropriations	2,583,952	6,183,703	6,152,830	(30,873)
FUND 1101 EROSION CONTROL TOTAL	(64,211)	0	0	0

MAJOR BUDGET CHANGES

Revenues

State Revenue

(\$182,086) Decrease in revenue from the Water Resources Control Board due in large part to schedule changes for the Glenridge Erosion Control Project and the Delaware Water Quality Project.

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(\$378,181) Decrease in California Tahoe Conservancy (CTC) funding due mostly to the completion of portions of the South Tahoe Greenway Shared Use Trail project and the exhaustion of CTC grant funds on the Country Club Heights Erosion Control Project.

\$64,780 Increase in Caltrans State funding due to anticipated grant funding for the South Tahoe Greenway - Upper Truckee River Bridge at Johnson Meadow.

Federal Revenue

(\$91,900) Decrease in Erosion Control U.S. Forest Service Funding due in large part to schedule changes for the Glenridge Erosion Control Project and the Delaware Water Quality Project.

\$323,760 Increase in Congestion Mitigation and Air Quality Improvement (CMAQ) funding for the San Bernardino Class I Bike Trail Project.

(\$717,969) Decrease in Surface Transportation Program funding due to the completion of portions of the San Bernardino Class I Bike Trail Project, Apache Avenue Pedestrian Safety and Connectivity Project, and South Tahoe Greenway - Upper Truckee River Bridge at Johnson Meadow Projects in FY 2021-22.

945,741 Increase in federal funding for the environmental improvements portion of the San Bernardino Class I Bike Trail Project.

Fund Balance

(\$78,930) Decrease in Fund Balance to \$0.

Appropriations

Salaries and Benefits

\$81,855 Increase in Permanent Employee Salaries and Benefits due to the increase in staff time to be spent on Erosion Control work based on Capital Improvement Program (CIP) projects, as well as Board-approved compensation increases.

Services and Supplies

(\$409,636) Increase to Construction and Engineering contracts (\$589,369) offset by a decrease in Professional and Specialized Services (\$999,005), due primarily to the CSA #5 Erosion Control, Meyers Stream Environment Zone, Country Club Heights Erosion Control Project, Apache Avenue Pedestrian Safety and Connectivity, and South Tahoe Greenway Shared Use Trail projects.

Intrafund Transfers

\$370,838 Increase in Intrafund transfers from Erosion Control to the Road Fund due to an increase in the associated overhead attributed to increased Erosion Control work, driven by the work planned for the year in the CIP.

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Contingency

\$73,930 Decrease in Appropriation for Contingency due to the anticipated decrease in Fund Balance to \$0.

DEPARTMENT BUDGET SUMMARY BY FUND – ROAD FUND

Description	FY 2020-21 Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Taxes	10,002	148,000	45,000	(103,000)
License, Pmt, Fran	1,027,963	680,000	730,000	50,000
Rev Use Money/Prop	(5,978)	(25,599)	(22,024)	3,575
IG Rev - State	11,981,328	11,456,134	21,088,455	9,632,321
IG Rev - Federal	14,284,472	21,785,336	56,137,488	34,352,152
Service Charges	2,977,851	3,942,179	5,548,599	1,606,420
Miscellaneous Rev	3,761,736	806,551	24,500	(782,051)
Other Fin Sources	17,397,559	31,820,565	36,335,119	4,514,554
Fund Balance	0	5,825,079	4,571,870	(1,253,209)
Total Revenue	51,434,932	76,438,245	124,459,007	48,020,762
Salaries & Benefits	16,785,722	17,769,928	19,359,992	1,590,064
Services & Supplies	24,056,092	40,123,827	89,987,054	49,863,227
Other Charges	3,685,218	5,498,012	7,366,276	1,868,264
Fixed Assets	5,672,320	7,054,972	8,417,355	1,362,383
Other Fin Uses	193,051	45,000	0	(45,000)
Residual Equity Xfer	1,822,881	0	0	0
Intrafund Abatement	(302,445)	(300,832)	(671,670)	(370,838)
Contingency	0	6,247,338	0	(6,247,338)
Total Appropriations	51,912,838	76,438,245	124,459,007	48,020,762
FUND 1103 ROAD FUND TOTAL	477,906	0	0	0

MAJOR BUDGET CHANGES

Revenues

Taxes

(\$103,000) Decrease primarily due to an increase in Transportation Development taxes in Capital Improvements, driven by the overall increase in work planned for the year in the CIP.

State Revenue

\$1,059,598 Increase in State Highway taxes based on California State Association of Counties (CSAC) estimates for the County, based on higher gas prices as well as the increase of 2.8 cents per gallon gas tax as part of the implementation of SB 1.

\$1,785,006 Increase in Disaster Relief funding from CalOES due to Caldor Fire recovery work.

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\$5,364,000	Increase in Other state funding in Capital Improvements (\$5,114,000) due to projected funding for the El Dorado Trail – Missouri Flat Road Bike/Pedestrian Overcrossing project and changes to the El Dorado Trail – Halcon to Carson Road project funding and in Maintenance (\$250,000) for a CalRecycle Rubberized Pavement grant that diverts waste tires from the California waste stream for use in surface treatments.
(\$532,587)	Decrease in Caltrans State funding to Capital Improvements due to the schedule changes for projects funded in part by the Active Transportation Program in the CIP.
\$2,000,000	Increase to State Transportation Bond Proposition 1B (2006) revenue in Capital Improvements due to the receipt of grant funding for the Diamond Springs Parkway – Phase 1B project.
(\$43,696)	Other more minor changes in Regional Surface Transportation Program (RSTP) Road Fund state revenue.

Federal Revenue

\$29,323,759	Increase in Highway Bridge Program funding due primarily to an increase in funding anticipated for the Mosquito Road Bridge at South Fork American River - Bridge Replacement project, as construction is to begin during FY 2022-23.
(\$921,856)	Decrease in Hazard Elimination funding in Capital Improvements based work completed in FY 2021-22, including various improvements to road safety, intersection safety/pedestrian safety, sight triangle improvement, and Tahoe guardrail upgrades.
(\$1,130,067)	Decrease in Hazard Elimination and Congestion Mitigation and Air Quality Improvement (CMAQ) funding in Capital Improvements (\$1,380,067), offset in part by an increase in CMAQ funding to the Maintenance Equipment Shop (\$250,000) for a Tahoe Regional Planning Agency (TRPA) grant to assist with the purchase of a vector truck.
(\$1,147,178)	Decrease in Federal Surface Transportation Program Funding in Capital Improvements due to the completion of the Silva Valley Parkway/Harvard Way Intersection Improvements and the Merrychase/Country Club – Sidewalks, Class I/II Bike Path projects.
(\$792,320)	Decrease in Federal Emergency Management Agency Funding (FEMA) due to reimbursement received in FY 2021-22 for the 2017 FEMA Storms projects.
(\$29,381)	Decrease in Federal Highway Administration revenue in Capital Improvements based on the completion of the Green Valley Road – Slip Below Road project.
(\$75,000)	Decrease in Forest Reserve revenue based on prior year actuals.
\$9,124,195	Increase in Other Federal Revenue in Capital Improvements due to Federal Lands Access Program (FLAP) grant funding for the Ice House Road Pavement Rehab – Phase 3 and Coronavirus Response and Relief grant funding for the US 50/El Dorado Hills Boulevard Interchange Improvements Phase 2B and the Clear Creek Road Scour Mitigation projects (\$499,195) in Capital Improvements, and in Maintenance due to a contract with FEMA to perform Caldor Fire hazardous tree removal (\$8,625,000).

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Service Charges

- \$1,418,720 Increase in Charges for Services in Capital Improvements due to the work planned for the year, based on the CIP.
- \$220,886 Increase in Interfund revenue from the County Engineer account due to increased staff overhead reimbursed to Road Fund Engineering due to increased work in County Engineer.
- (\$33,186) Other more minor increases and decreases in Service Charges.

Fixed Assets

- \$1,207,000 Increase in Maintenance Building and Improvement costs for the Headington Building floor and window replacements (\$350,000), a replacement generator at Bullion Bend (\$40,000), and the Tahoma Building remodel (\$850,000), offset in small part by decreases in the Equipment Shop (\$8,000).
- (\$451,817) Decrease to Capital Improvement infrastructure acquisitions based on projects planned for the year.
- \$607,200 Increase to Equipment Shop due to new fixed assets for road maintenance, repair, and snow removal.

Other Financing Sources

- \$1,154,977 Increase in Operating Transfers In primarily due to use of Traffic Impact Fee revenue for Capital Improvement Plan projects, including Cameron Park Drive Widening – Phase 1 (Palmer Drive to Toronto Road) and Bucks Bar Road at the N. Fork Consumnes River – Bridge Replacement.
- \$6,362,151 Increase in Maintenance Operating Transfers In due to increases in General Fund contributions for road maintenance (\$4,000,000, including \$1,000,000 in General Fund and \$3,000,000 from the Ray Lawyer Drive courthouse road designation), for the Hazardous Tree Removal grant match (\$718,750), from Transient Occupancy Tax funds for Tahoe bike path snow removal (\$50,000), new snow equipment (\$500,000), and Tribe funds (\$1,465,101).
- (\$3,189,170) Decreases in Operating Transfers In to General Department and Capital Improvements due to changes in the projects planned for the year.
- \$1,391,700 Increase in Operating Transfers In to Maintenance Equipment Shop from Tribe funds for the purchase of several fixed assets (\$1,000,000) and from Transient Occupancy Tax (TOT) funding for snow removal equipment and rentals (\$391,700).
- (\$923,416) Decrease in El Dorado Hills Road Improvement Fund revenue due to a decrease in Developer Reimbursements.
- (\$281,688) Decrease in use of Road District Tax revenue for Road Maintenance (\$298,471), offset in part by a slight increase to SB 1 funding for maintenance and equipment (\$16,783).

Fund Balance

(\$1,253,209) Decrease in Road Fund balance to \$4,571,870.

Appropriations

Salaries and Benefits

\$719,385 Increase in Permanent Employee Salaries and Benefits due to negotiated and natural increases.

\$241,579 Increase in overtime, primarily in Capital Improvements for projects, and based on year-over-year actuals.

\$629,100 Increase in Workers' Compensation charge following a rate holiday in FY 2021-22, as provided by the Risk Management Division.

Services and Supplies

\$313,967 Increase in General Liability Insurance Premium expense.

\$90,500 Increase in Maintenance service contracts for traffic signals.

\$3,613,809 Increase in overall Professional and Specialized Services in Engineering (\$450,000) primarily due to contracts for utility inspections, as well as an increase in Capital Improvements (\$3,223,809) due to work planned for the year, including the Mosquito Road Bridge at South Fork American River – Bridge Replacement and the Mount Murphy Road at South Fork American River – Bridge Replacement projects. This is offset by a decrease in Maintenance (\$60,000), attributable to differences in work planned for the fiscal year.

\$29,770,202 Increase in Construction and Engineering Contracts in Capital Improvements due to the start of construction of the Mosquito Bridge project.

\$15,485,000 Increase in road maintenance and construction costs due in large part to increased surface treatment projects as well as Caldor Fire hazardous tree removal (\$11,500,000).

\$82,000 Increase in vehicle maintenance costs.

\$273,500 Increase in road repair and materials costs.

\$122,050 Increase in fuel and utility costs.

\$74,550 Increase in staff development costs due to a new state law requiring all Class A License Training to be completed at a federally approved training facility. This training was previously conducted within the Department.

\$37,649 Other smaller changes in the Road Fund Services and Supplies budget.

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Other Charges

\$1,192,882	Increase in Right of Way expenses in Capital Improvements due to the Right of Way Acquisition phase of Diamond Springs Parkway Phase 1B and other projects.
\$596,054	Increase in Interfund charges Between Fund Types due primarily to an increase in A-87 Cost Allocation Plan charges.
\$50,000	Increase to Interfund charges for County Counsel work on Capital Improvement projects based on prior year actuals and anticipated needs for projects during the year.
\$40,767	Increase to Interfund Salary and Benefit Charges for increased Community Development Administration and Finance service charges, based on prior year actuals.
(\$11,439)	Other more minor budget changes to Other Charges.

Intrafund Abatement

(\$370,838)	Decrease in Erosion Control Intrafund Abatement to Engineering as the Road Fund is to receive a larger reimbursement due to more staff time charged to Erosion Control projects (shows as a negative appropriation).
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DEPARTMENT BUDGET SUMMARY BY FUND – FLEET ENTERPRISE FUND

Description	FY 2020-21 Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Rev Use Money/Prop	11,185	40,000	12,000	(28,000)
Service Charges	1,808,005	2,117,228	2,247,225	129,997
Miscellaneous Rev	80,805	82,616	88,000	5,384
Other Fin Sources	92,553	1,284,000	367,500	(916,500)
Fund Balance	0	(157,677)	0	157,677
Total Revenue	1,992,548	3,366,167	2,714,725	(651,442)
Salaries & Benefits	345,770	381,077	411,935	30,858
Services & Supplies	542,724	581,906	669,951	88,045
Other Charges	1,093,909	1,276,861	1,265,339	(11,522)
Fixed Assets	684,015	4,091,500	1,690,500	(2,401,000)
Cap Fixed Assets	(684,015)	(4,091,500)	(1,690,500)	2,401,000
Other Fin Uses	423	0	0	0
Contingency	0	1,126,323	367,500	(758,823)
Total Appropriations	1,982,826	3,366,167	2,714,725	(651,442)
FUND 5260 FLEET TOTAL	(9,722)	0	0	0

MAJOR BUDGET CHANGES

Revenues

Use of Money and Property

(\$28,000) Decrease in interest revenue based on prior year actuals.

Service Charges

\$129,997 Increase in revenue from other County departments for countywide fleet services.

Other Financing Sources

(\$916,500) Decrease in Operating Transfers In from various County departments for fewer new vehicles and vehicle upgrades.

Fund Balance

\$157,677 Increase to fund balance following a negative fund balance in FY 2021-22.

Appropriations

Salaries and Benefits

\$30,858 Increase in Permanent Employee Salaries and Benefits due to negotiated and natural increases.

Services and Supplies

\$88,045 Increase due to higher costs for vehicle maintenance, parts and supplies.

Fixed Assets

(\$2,401,000) Decrease to Fleet Vehicle Fixed Assets based on fewer new and replacement vehicles (\$2,311,000) and the completion of the HVAC system and restroom in the Fleet building in FY 2021-22 (\$90,000).

Capitalized Fixed Assets

\$2,401,000 Increase from \$4,001,500 to \$1,690,500 to Capitalized Fixed Assets due to the decrease in Fixed Asset costs (shown as a negative appropriation).

Contingency

(\$758,823) Decrease in Appropriation for Contingency for the Fleet fund.

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PROGRAM SUMMARIES

Transportation – General Fund Programs

County Engineer

The County Engineer program provides civil engineering functions associated with subdivision and parcel map development, including tentative map and improvement plan check; construction inspection and contract administration; grading and site improvement plan check and inspection; and miscellaneous responsibilities. Staff supporting the County Engineer function is initially funded in the Road Fund in various cost centers to include the Engineering and the Long Range Planning unit. These labor costs are secondarily billed to the County Engineer function, which accounts for the fact that the Full Time Equivalent (FTE) positions are shown as zero.

The County Engineer unit's revenue sources are from development, flat-rate fees, and time and material charges for work performed by the unit. The General Fund provides the balance of funding for this program.

Transportation – Road Fund

Maintenance

This division is responsible for the maintenance of approximately 1,082 centerline miles of roadway in El Dorado County. The maintenance program includes asphalt patching and paving, roadside brushing and tree trimming, crack sealing, ditch cleaning, roadway sweeping, storm drain and culvert cleaning, bridge maintenance, and the roadside vegetation control (herbicide) program. In addition, Maintenance conducts the snow removal program and the surface treatment (overlay and chip seal) program as funding becomes available. This division is also responsible for Traffic Operations, which provides installation and maintenance of roadway signs, traffic signals, and roadway striping. Additionally, Maintenance operates the equipment maintenance facilities that maintain heavy equipment and County vehicles.

Engineering

The Engineering Divisions were combined in FY 2017-18 to include the Development Division, Right-of-Way and Environmental (DRE) Division, the Office Engineer, and the Materials Lab. Staff in the DRE Division are responsible for discretionary review of projects where development is conditioned to construct improvements to mitigate impacts resulting from the proposed project. The unit is also responsible for acquiring right-of-way and performing environmental reviews for the Capital Improvement Program (CIP). DRE oversees public utility facilities' construction activities within the County road right-of-way on the west slope of the County. Additionally, the DRE division seeks, compiles data for, and applies for State and Federal grants that provide revenue for the various units in the Transportation Department. The Office Engineer and Materials Lab units are responsible for the construction of the department's CIP and the Environmental Improvement Program (EIP). The construction of these projects includes planning, designing, engineering, surveying, and constructing County roads, highways, bridges, interchanges, and storm water quality and environmental restoration projects. Engineering also performs inspections and material testing for roadway construction, including developer-advanced road projects, performs the subdivision inspection function of the County Engineer, and oversees public utility facilities construction activities within the County road right-of-way in South Lake Tahoe. The Office Engineer is responsible for the creation of operating standards to facilitate project delivery and the creation of policy and guidelines for the department's Continuous Quality Improvement Program (CQIP). Certain Appropriations are shown as a negative expense because this division supports the CIP and Erosion Control Programs, which generate overhead recovery. The revenue is realized as an intrafund abatement to the appropriations rather than in a revenue classification.

Administration

The Director's Office manages and has overall responsibility for all Divisions within Transportation. Department-wide administrative costs, such as the allocation of Central Services Administration costs, A-87 cost plan allocation charges, and Department-specific software costs, are included in this Division's appropriations. These costs are allocated and recovered throughout the Department in the administrative component of the Department's labor rates.

General Department Costs

General costs include items such as liability insurance, County Counsel charges, utilities, telephone charges, etc. Where these services are provided to restricted road fund programs, costs are recovered through the billing rates charged to that program. The Road Fund discretionary revenue sources are received in this Division. Major revenue sources are State Highway Taxes (Gas Tax), Senate Bill (SB) 1 Taxes, Road District Taxes, Tribe Funds (Local Discretionary), and Public Utility Franchise Fees.

Capital Roadway Improvements

This program (with the staff provided by Engineering and DRE) provides for the project development and construction of County roadway capital improvements. The CIP focuses on the transportation system within the County, consisting of the roadway network and bicycle and pedestrian facilities. The CIP provides for rehabilitation of existing infrastructure as well as expansion of existing facilities and systems. The appropriations included in the Recommended Budget are consistent with the proposed 2022 CIP.

Transportation – Other Special Revenue Funds

Erosion Control Improvements

The primary objective of the Erosion Control program is to utilize grant funding and local Tahoe Regional Planning Agency (TRPA) mitigation funds to construct the El Dorado County Stormwater quality improvement projects and environmental restoration projects contained within the Lake Tahoe Basin EIP, which is incorporated into the CIP. Resources provided by the Tahoe Engineering Unit are utilized to accomplish this objective. The Lake Tahoe Basin EIP and federal water quality mandates have objectives designed to accelerate achievement of water quality improvement goals established for the Lake Tahoe region. The Erosion Control Program also includes efforts related to the implementation of bicycle facilities identified in the Lake Tahoe EIP to assist in the attainment of air quality thresholds.

Road District Tax

This budget unit is established for the purpose of initially capturing property taxes designated for road purposes as Road District Tax revenues, which are subsequently transferred out of this fund and recorded as funding sources to the Road Fund. Since the enactment of ERAF I (Education Revenue Augmentation Fund I) by the State of California, an annual subsidy from the Road District Tax fund to the Cameron Park Airport District has been provided for road maintenance.

The Road District Tax unit receives all revenue from property taxes and homeowners' tax relief funds.

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Fleet – Internal Service Fund

The Fleet Services unit is overseen by the Department’s Maintenance Division. Fleet Services manages the planning, acquisition and replacement of County vehicles, as well as the sale or disposal of surplus vehicles, and manages the fleet pool. This unit also provides auto maintenance and repair services for County vehicles both in and out of the fleet pool. This internal service fund charges costs for services to other County departments.

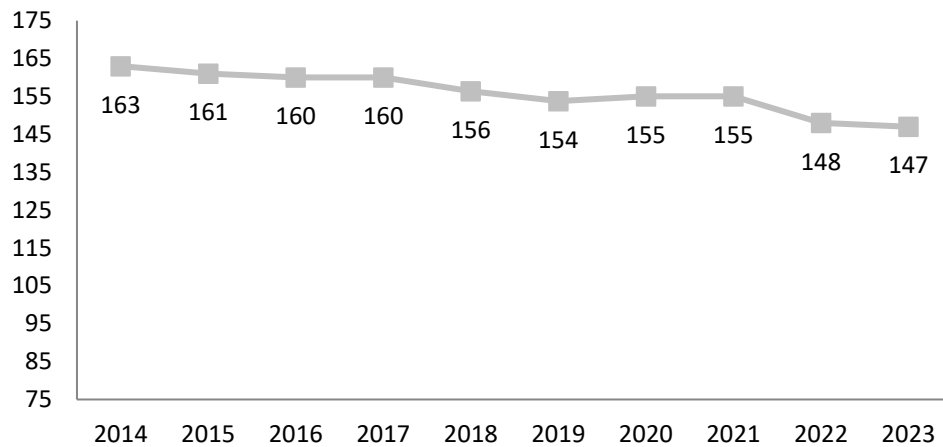
BUDGET SUMMARY BY PROGRAM

	Appropriations	Revenues	Net County Cost	Staffing
1000 - GENERAL FUND	\$ 1,446,596	\$ (1,323,500)	\$ 123,096	
3620250 - DOT: COUNTY ENGINEER	\$ 1,446,596	\$ (1,323,500)	\$ 123,096	
1101 - EROSION CONTROL	\$ 6,152,830	\$ (6,152,830)	\$ -	
3610150 - DOT: ENVIRONMENTAL IMPROVEMENT	\$ 6,152,830	\$ (6,152,830)	\$ -	
1103 - ROAD FUND	\$ 124,459,007	\$ (124,459,007)	\$ -	
3600000 - DOT: ADMINISTRATION	\$ 4,464,150	\$ (7,500)	\$ 4,456,650	2.0
3600010 - DOT: GENERAL DEPARTMENT	\$ 1,263,322	\$ (23,774,602)	\$ (22,511,280)	
3610100 - DOT: CAPITAL IMPROVEMENTS	\$ 71,061,457	\$ (71,061,456)	\$ 1	
3620200 - DOT: ENGINEERING	\$ 5,576,662	\$ (2,055,985)	\$ 3,520,677	51.0
3630300 - DOT: MAINTENANCE	\$ 35,389,691	\$ (25,548,464)	\$ 9,841,227	74.0
3630350 - DOT: MAINTENANCE - EQUIP SHOP	\$ 6,703,725	\$ (2,011,000)	\$ 4,692,725	
5260 - FLEET	\$ 2,714,725	\$ (2,714,725)	\$ -	20.0
3650500 - DOT: FLEET	\$ 2,714,725	\$ (2,714,725)	\$ -	
3650510 - DOT: FLEET ACCIDENT	\$ -	\$ -	\$ -	
Grand Total	\$ 134,773,158	\$ (134,650,062)	\$ 123,096	147.0

STAFFING TREND

Staffing for the Department of Transportation has fluctuated over the last 10 years due to a number of organizational changes, including the reorganization and transfer of various programs such as airports, facility services, and administrative and finance functions from Transportation to other departments, and Fleet Services, Zones of Benefit, and Traffic functions to Transportation. During FY 2021-22, the Department made several changes to the personnel allocation. On March 9, 2021, the Board approved changes to delete one Deputy Director allocation, three Sr. CADD Technician allocations, one Sr. Development Technician allocation, one Transportation Engineer/Traffic Engineer, and one Planning Manager allocation (deleting 7.0 FTEs), and add one Supervising Civil Engineering and one Administrative Technician (adding 2.0 FTEs). These changes were recommended due to the decline in developer-oriented projects and in order to reduce indirect costs or overhead to compensate for the reduced revenue. With these changes, the total allocation for the Department was reduced to 148 FTEs. In June of 2021, one Limited Term Administrative Technician was added for a total of 149 FTEs.

In March 2022, the Board approved the deletion of one Services Operations Coordinator in the Fleet program, and added one Fleet Services Supervisor. In April 2022, the Board approved the reclassification of two Administrative Analysts to Sr. Administrative Analysts. The Recommended Budget deletes one Limited Term Administrative Technician. A vacant Sr. Planner position is also recommended to be deleted. Additionally, an Assistant in Civil Engineering is underfilling one Transportation Planner allocation, and a Sr. Civil Engineer is underfilling one Sr. Traffic Engineer position. Therefore, changes are recommended to add 1.0 FTE Assistant in Civil Engineering and 1.0 FTE Sr. civil Engineer and delete 1.0 FTE Transportation Planner and 1.0 FTE Sr. Traffic Engineer. The recommended staff allocation for FY 2021-22 is 147 FTEs.



RECOMMENDED BUDGET

The vast majority of funding for Transportation is not within the General Fund. The General Fund portion of the budget reflects only the County Engineer program. The General Fund budget for Transportation is recommended at \$1,446,596, which is an increase of \$282,030 (24.2%) when compared to the FY 2021-22 Adopted Budget. The General Fund provides \$123,096 (8.5%) of the funding for the General Fund portion of the budget and has increased by \$4,513 (4%) when compared to the FY 2021-22 Adopted Budget. The increase in this budget can be attributed to an increase in engineering staff work on non-reimbursable projects.

The remainder of the Department Budget is within Special Revenue Funds, which are restricted or committed to expenditure for specified purposes, and are expended by the Department. Details for these funds are listed in the Special Revenue Fund section of this budget book.

The Road Fund Special Revenue Fund is the largest portion of the Transportation budget and includes department Administration, Capital Improvement, Engineering, and Road Maintenance. The Road Fund budget is recommended at \$124,459,007, which is an increase of \$48,020,762 (62.8%) when compared to the FY 2020-21 Adopted Budget. Revenue for the Road program is recommended at the same amount. The increase is mostly attributable to beginning the construction of the Mosquito Bridge, which accounts for \$20 million in revenue and expenditures for this project alone. Additionally, in recognition of Board priorities, additional General Fund has been allocated for road maintenance in order to allow continued road repair in the face of rising materials and labor costs. Despite the increase in funding, the Department is projecting zero fund balance in the Road Fund for the year due to its plan to spend the additional funding within the year. This trend will likely continue to fund ongoing operations. For the second year, staff is recommending that the Road Fund receive General Fund supplementation through the use of TOT (\$1,800,000). These funds are transferred into the programs, and thus the budget continues to reflect no net county cost for the Road Fund.

Projects and operations budgeted within the Road Fund are generally funded with other sources of revenue. Of the revenue received for the Road program, approximately \$7,740,000 is allocated from discretionary funding sources, including Tribal Funding (\$5,540,714), franchise fees (\$600,000), and SMUD funds (\$134,457) for road maintenance and Capital Improvement projects. Use of Tribe Funds includes \$1,465,101 for an allocation to fund road maintenance, as directed by the Board of Supervisors. In addition, approximately \$6,580,000 in Traffic Impact Fee (TIF) revenues will be used for CIP projects. Other major sources of revenues for this fund come from State (\$8,887,524) and Federal (\$45,865,177) Sources. The additional \$718,750 in grant match funding for hazardous tree removal and \$1,159,309 capital improvement funding from the General Fund bring

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the discretionary funds support for roads total to \$9,743,160. An additional \$3,075,613 for capital projects and \$1,000,000 for equipment purchases from Tribe funding bring this amount to \$13,818,773.

The Department also has several other Special Revenue Funds for specific funding purposes. The Erosion Control budget is recommended at \$6,152,830, which is a decrease of \$30,873 (0.5%) when compared to the FY 2020-21 Adopted Budget.

The Fleet Program Internal Service Fund Recommended Budget, recommended at \$2,714,725, represents an overall decrease of \$651,442 (19.4%) when compared to the FY 2021-22 Adopted Budget. There is no General Fund Cost for the Fleet Internal Service Fund. The decrease is due primarily to Fleet's overall expenses increasing due to capital asset purchases (e.g. cars and equipment) in FY 2020-21, and fewer purchases in FY 2022-23.

The Road District Tax Special Revenue Fund and the Roads Countywide Special Revenue Fund, which contain many varied sources of funding for Transportation projects, can be found in the Special Revenue Fund section of this budget book.

Based on Board direction, there were several additions to the Budget that were determined to be needed after submission of the Transportation Budget request. These changes are a result of the discussion with the Board of Supervisors on April 25, 2022, at the Special Budget Meeting, regarding the use of TOT. Recommendations are based on Board Policy (Policy B-16, Section II, No. 13), which states, "Transient Occupancy Tax revenue shall be directed toward the impact of tourism and economic development, with consideration for support of tourism and promotion activities within the County and for continued support for grant fund allocations to support Veteran programs within the County." In acknowledgement that tourism creates increased traffic along locally-maintained roadways throughout all areas of the County, but especially in popular areas such as Coloma-Lotus, the Tahoe Basin, and Apple Hill, the Board approved \$1,500,000 in TOT to be directed toward Road Maintenance. The Board also directed that an additional \$900,000 in funding be directed toward snow removal equipment purchases and rentals, to include one new snow blower and a grader, since tourists in the Tahoe Basin and elsewhere in the County rely on maintained roads. An additional \$500,000 was requested by the Department for sleeping quarters as part of the Tahoma building remodel, but this request was directed by the Board to be deferred until Adopted Budget. An additional \$50,000 was added to the budget for Class I Bike Trail snow removal, as directed the Board of Supervisors.

On February 23, 2021, the Board approved revisions to the Board Policy B-16: Budget Policies, including adding a new goal of designating \$3,000,000 of unappropriated discretionary resources annually for Road Maintenance. At the April 25, 2022, Special Budget meeting, the Board asked that this amount be increased to \$5,000,000. The \$1,900,000 in TOT funding noted above, plus \$1,465,101 allocated from Tribe Funds, an additional \$1,000,000 in General Fund, and \$3,000,000 as a result of closing the General Fund Designation for the new courthouse roadway serve to meet this goal. This amounts to \$7,865,101 in discretionary revenues being directed to additional road maintenance. Due to increased costs for labor and materials, the additional discretionary funding from Tribe Funds, General Fund, and TOT will continue to allow for current operations, with limited additional road maintenance work beyond the status quo.

Sources & Uses of Funds

The Department of Transportation is primarily funded by State and Federal revenues. Other revenues come primarily from Traffic Impact Fees, discretionary tribe funds, and fees for services. The Fleet Management function is an internal service fund and receives the majority of its funding through charges to other County departments that use Fleet services.

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There is a General Fund cost related to the County Engineer function, which is funded by general revenues received in the Department 15 – Other County Operations budget unit.

