

## 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 – COUNTY ENGINEER

Description	FY 2021-22 Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Service Charges	722,595	863,500	869,491	5,991
Miscellaneous Rev	49	2,000	2,000	0
Other Fin Sources	442,119	458,000	902,500	444,500
<b>Total Revenue</b>	<b>1,164,764</b>	<b>1,323,500</b>	<b>1,773,991</b>	<b>450,491</b>
Salaries & Benefits	490,722	613,907	726,015	112,108
Services & Supplies	22,459	60,000	490,250	430,250
Other Charges	577,300	650,189	578,704	(71,485)
Intrafund Transfers	102,968	122,500	112,000	(10,500)
<b>Total Appropriations</b>	<b>1,193,448</b>	<b>1,446,596</b>	<b>1,906,969</b>	<b>460,373</b>
<b>FUND 1000 GENERAL FUND TOTAL</b>	<b>28,685</b>	<b>123,096</b>	<b>132,978</b>	<b>9,882</b>

## MAJOR BUDGET CHANGES

### Revenues

#### *Service Charges*

\$5,991      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 (\$8,991) offset by minor decreases in other charges (\$3,000).

#### *Other Financing Sources*

\$444,500      Increase in Operating Transfers into the County Engineer program due to an increase in developer deposits from deposit accounts.

### Appropriations

#### *Salaries and Benefits*

\$89,637      Increase in Salaries and Benefits primarily due to Board-approved compensation increases.

\$22,471      Increase in Health Insurance costs due to rate increases and employee election changes.

#### *Services and Supplies*

\$425,000      Increase in Professional and Specialized Services due to the insufficient staffing to perform plan checking and inspection work for development projects funded by developer deposits.

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\$5,250 Increase across multiple objects to align the budget with actual and projected costs.

### *Other Charges*

(\$71,485) Decrease in Interfund expenses due to decreased County Engineer work performed by staff and reimbursed to Road Fund Engineering.

### *Intrafund Transfers*

(\$10,500) Decrease in Intrafund transfers primarily due to decreased County Counsel charges for developer project work.

## DEPARTMENT BUDGET SUMMARY BY FUND – EROSION CONTROL

Description	FY 2021-22 Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Rev Use Money/Prop	(12,432)	0	0	0
IG Rev - State	952,374	705,330	792,414	87,084
IG Rev - Federal	1,176,621	6,168,272	4,879,951	(1,288,321)
Service Charges	200,868	335,752	263,005	(72,747)
Other Fin Sources	27,802	200,000	575,000	375,000
Fund Balance	0	(49,805)	16,930	66,735
<b>Total Revenue</b>	<b>2,345,232</b>	<b>7,359,549</b>	<b>6,527,300</b>	<b>(832,249)</b>
Salaries & Benefits	365,451	411,389	451,875	40,486
Services & Supplies	1,622,781	6,301,915	5,250,908	(1,051,007)
Other Charges	3,669	2,500	30,000	27,500
Intrafund Transfers	388,968	643,745	794,517	150,772
<b>Total Appropriations</b>	<b>2,380,869</b>	<b>7,359,549</b>	<b>6,527,300</b>	<b>(832,249)</b>
<b>FUND 1101 EROSION CONTROL TOTAL</b>	<b>35,637</b>	<b>0</b>	<b>0</b>	<b>0</b>

## MAJOR BUDGET CHANGES

### Revenues

#### *State Revenue*

\$577,414 Increase in revenue from the Water Resources Control Board due to the schedule for the Meyers Stream Project.

(\$126,983) Decrease in California Tahoe Conservancy (CTC) funding mostly due to the schedule of the South Tahoe Greenway Shared Use Trail Project.

(\$363,347) Decrease in Caltrans State funding due to projects in the prior year that are not continued into FY 2023-24.

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### *Federal Revenue*

- \$152,613 Increase in Erosion Control U.S. Forest Service Funding mostly due to the schedule for the County Service Area (CSA) 5 Erosion Control, Oflyng Water Quality, and Meyers Stream Environment Zone / Erosion Control projects.
- (\$764,087) Decrease in Congestion Mitigation and Air Quality Improvement (CMAQ) funding due to projects in the prior year that are not continued into FY 2023-24.
- (\$526,847) Decrease in Surface Transportation Program funding due to projects in the prior year that are not continued into FY 2023-24.
- (\$150,000) Decrease in federal funding due to a decrease in new American Rescue Plan Act (ARPA) revenue, driven by the work planned for the year in the Capital Improvement Plan.

### *Other Charges*

- (\$72,747) Decrease in charges to the Tahoe Regional Planning Agency (TRPA) primarily due to the CSA 5 Erosion Control Project, Meyers Stream Environment Zone / Erosion Control Project, and San Bernardino Class I Bike Trail Project budgets and schedules.

### *Other Financing Sources*

- \$375,000 Increase in Operating Transfers In from CSA 5 for the CSA 5 Erosion Control Project and the American Rescue Plan Act Special Revenue Fund for the South Upper Truckee Water Project.

### *Fund Balance*

- \$49,805 Increase in Fund Balance due to the fund starting last fiscal year with a negative fund balance, with this year starting with no fund balance revenue.
- \$16,930 Increase in funding from designations to empty the designation, as during the transition to the new fiscal system in FY 2017-18, a portion of the available balance of the subfund was placed in this designation account.

### Appropriations

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#### *Salaries and Benefits*

- \$29,639 Increase in Salaries and Benefits primarily due to Board-approved compensation increases.
- \$10,847 Increase in Health Insurance costs due to rate increases and employee election changes.

#### *Services and Supplies*

- (\$1,051,007) Decrease Construction and Engineering contracts (\$843,903) and Professional and Specialized Services (\$207,104), due to the Capital Improvement Plan scheduled projects described above.

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## Other Charges

\$20,000 Increase in Right of Way charges due to Board-approved Capital Improvement Plan scheduled projects.

\$7,500 Increase in Interfund transfers primarily due to increased County Counsel charges.

## Intrafund Transfers

\$150,772 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 Capital Improvement Plan.

## DEPARTMENT BUDGET SUMMARY BY FUND – ROAD FUND

Description	FY 2021-22 Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Taxes	41,110	235,000	154,500	(80,500)
License, Pmt, Fran	1,439,161	757,925	1,000,000	242,075
Rev Use Money/Prop	(368,570)	(22,024)	27,973	49,997
IG Rev - State	9,023,855	18,578,434	23,171,705	4,593,271
IG Rev - Federal	7,444,564	64,945,797	64,222,911	(722,886)
Service Charges	3,778,559	9,459,550	2,315,135	(7,144,415)
Miscellaneous Rev	901,458	38,500	206,000	167,500
Other Fin Sources	25,695,662	39,973,848	48,569,786	8,595,938
Fund Balance	0	8,363,048	5,272,848	(3,090,200)
<b>Total Revenue</b>	<b>47,955,798</b>	<b>142,330,078</b>	<b>144,940,858</b>	<b>2,610,780</b>
Salaries & Benefits	15,743,528	19,585,814	21,473,812	1,887,998
Services & Supplies	17,529,623	102,961,087	111,110,220	8,149,133
Other Charges	4,400,311	7,403,276	3,280,672	(4,122,604)
Fixed Assets	5,388,826	13,023,646	8,044,021	(4,979,625)
Other Fin Uses	40,695	0	223,500	223,500
Residual Equity Xfer	3,304,017	0	0	0
Intrafund Transfers	0	5,000,000	5,331,450	331,450
Intrafund Abatement	(388,968)	(5,643,745)	(6,125,967)	(482,222)
Reserves Budgetary	0	0	1,603,150	1,603,150
<b>Total Appropriations</b>	<b>46,018,032</b>	<b>142,330,078</b>	<b>144,940,858</b>	<b>2,610,780</b>
<b>FUND 1103 ROAD FUND TOTAL</b>	<b>(1,937,766)</b>	<b>0</b>	<b>0</b>	<b>0</b>

## MAJOR BUDGET CHANGES

### Revenues

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#### *Taxes*

- (\$76,000) Decrease in Transportation Development Taxes for Board-approved Capital Improvement Projects that are eligible for this funding.
- (\$4,500) Decrease in Timber Yield Taxes to align the budget with actual revenue.

#### *License, Permit, and Franchise Fees*

- \$300,000 Increase in Public Utility Franchise Fees revenue to align the budget with prior year revenue.
- (\$57,925) Decrease in Road Privileges Permits for Wide Load Permits and other road permits to align the budget with prior year and projected revenue.

#### *Use of Money and Property*

- \$50,000 Increase in Interest due to the fund starting last fiscal year with a negative fund balance, with this year starting with no fund balance or Interest revenue.
- (\$3) Decrease in Rent of Land & Buildings to align the budget with projected revenue.

#### *State Revenue*

- \$382,009 Increase in State Highway taxes based on California State Association of Counties (CSAC) estimates for the County, based on projected gas prices.
- (\$2,156,250) Decrease in Disaster Relief funding from CalOES due to fire recovery work in the prior year.
- (\$3,532,630) Decrease in Other State funding primarily due to a change in funding source for the El Dorado Trail – Missouri Flat Road Bike/Pedestrian Overcrossing.
- \$6,580,142 Increase in Caltrans State funding to Capital Improvements due to scheduled projects funded in part by the Active Transportation Program in the CIP.
- \$3,320,000 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.

#### *Federal Revenue*

- (\$13,407,400) Decrease in Highway Bridge Program reflecting Board-approved Capital Improvement Project schedules with increased Highway Bridge Program funding in FY 2022-23.
- \$6,233,147 Increase in Hazard Elimination funding for Board-approved Capital Improvement Projects.
- \$1,148,936 Increase in Congestion Mitigation and Air Quality Improvement (CMAQ) funding for Board-approved Capital Improvement Projects.

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\$1,331,891	Increase in Federal Surface Transportation Program Funding in Capital Improvements primarily due to the Pony Express Trail Bicycle, Pedestrian, and ADA Improvement projects.
\$978,837	Increase in Federal Emergency Management Agency Funding (FEMA) due to a Fire Hazard Mitigation Project reimbursement.
\$128,000	Increase in Forest Reserve revenue based on prior year actual revenue.
\$2,863,703	Increase in Other Federal Revenue in Capital Improvements due to the schedule of Board-approved Capital Improvement Projects, partially offset by a decrease in Maintenance due to a contract with FEMA to perform Caldor Fire hazardous tree removal in the prior year.

### *Service Charges*

(\$6,955,939)	Decrease in Charges for Services in Capital Improvements due to the work planned for the year, based on the Capital Improvement Plan.
\$262,050	Increase in Public Utility Inspection Charges in Engineering to align the budget with actual revenue.
(\$226,491)	Decrease in Interfund revenue for the County Engineer due to decreased staff overhead reimbursed to Road Fund Engineering due to decreased work in County Engineer.
(\$167,535)	Decrease in Interfund revenue to the Maintenance Division due to decreased reimbursement to the Road Fund from Special Districts.
(\$56,500)	Decreases due to adjustments across multiple objects to align the budget with projected revenue.

### *Miscellaneous Revenue*

\$167,500	Increase primarily related to South Lake Tahoe bike path snow removal and repair revenue in Maintenance.
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### *Other Financing Sources*

\$3,184,395	Increase in Operating Transfers In primarily due to the use of Traffic Impact Fee revenue for scheduled Board-approved Capital Improvement Projects.
\$1,250,000	Increase in Operating Transfers In of Measure S Transient Occupancy Tax funding for anticipated maintenance projects in the Tahoe area approved by the Citizens' Oversight Committee.
\$2,606,726	Increase in Operating Transfers In of Tribe funding due to the Board-approved Tribe spending plan approved on April 11, 2023.
\$518,345	Increase in Operating Transfers In from the Air Quality Management District for the Targeted Airshed Grant project to pave unpaved roads to increase air quality.
\$974,100	Increase in use of SB1 Road Maintenance Rehabilitation Act revenue for Road Maintenance (\$589,100) and maintenance and equipment (\$385,000).

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\$62,372 Increase in Operating Transfers In from multiple sources to align the budget with planned projects and activities.

### *Fund Balance*

(\$3,090,200) Decrease in Road Fund balance to \$5.3 million.

### Appropriations

#### *Salaries and Benefits*

\$643,105 Increase in Salaries and Benefits due to the addition of 5.0 FTE Maintenance Workers and 1.0 FTE Office Assistant due to the Board-approved Tribe spending plan approved on April 11, 2023.

\$101,416 Increase in Temporary Employees for Extra-Help Engineering Aides to assist with meeting Capital Improvement Project grant deadlines during the FY 2023-24 Design and Construction seasons.

\$469,205 Increase in Health Insurance costs due to rate increases and employee election changes.

\$674,272 Increase in Salaries and Benefits primarily due to Board-approved compensation increases.

#### *Services and Supplies*

\$337,149 Increase in Professional and Specialized Services due to contracts for On-Call Construction and Plan Checks, Land Development Manual and the Standard Plans Update, Travel Demand Model Update, Active Transportation Plan CEQA Analysis, and other adjustments in Professional and Specialized Services to align with the Board-approved Capital Improvement Plan.

\$20,685,042 Increase in Construction and Engineering Contracts in Capital Improvements primarily due to the Mosquito Bridge, Diamond Springs Parkway Phase 1b, and Ice House Road Pavement Rehabilitation Phase 2 Projects.

(\$13,226,752) Decrease in Road Maintenance and Construction primarily due to Caldor Fire recovery projects in the prior year.

\$236,559 Increase in costs for Fleet owned vehicles utilized by Maintenance and Engineering.

\$144,000 Increase in fuel costs.

(\$146,677) Decrease in General Liability insurance premium expense as the Department's share of overall County claims incurred has decreased from prior years, decreasing their Liability insurance premium expense.

\$119,812 Increase in Services and Supplies due to adjustments across multiple objects to align the budget with actual costs.

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### *Other Charges*

- (\$2,357,382) Decrease 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 that occurred in the prior year.
- (\$111,373) Decrease in Interfund charges Between Fund Types primarily due to a decrease in Countywide Cost Allocation Plan charges.
- (\$1,657,875) Decrease to Interfund Salary and Benefit Charges due to a change in budgeting methodology wherein the Community Development Finance and Administration charges will instead be reflected in the Countywide Cost Allocation Plan; these savings are being held in a designation until these charges are added to the Countywide Cost Allocation Plan.
- \$4,026 Increase in Other Charges due to adjustments across multiple objects to align the budget with actual costs.

### *Fixed Assets*

- (\$1,140,000) Decrease in Maintenance Building and Improvement costs primarily due to the prior year's projects for the Headington Building floor and window replacements and a replacement generator at Bullion Bend.
- \$1,000,000 Increase in Maintenance Building and Improvement costs for Above Ground Fuel Tanks at the South Lake Tahoe Maintenance Shop to ensure compliance with environmental regulations and consistent availability of fuel in winter.
- (\$4,349,126) Decrease to Capital Improvement infrastructure acquisitions based on projects planned for FY 2023-24.
- (\$490,499) Decrease to Fixed Asset Equipment for road maintenance, repair, and snow removal when compared to prior year purchases.

### *Other Financing Uses*

- \$223,500 Increase in Operating Transfers Out to Fleet for two replacement vehicles and a new signal technician truck with a utility bed to carry all necessary equipment and components.

### *Intrafund Transfers*

- \$331,450 Increase in Intrafund Transfers from the Capital Improvement Program to Engineering due to the schedule of Capital Improvement Projects.

### *Intrafund Abatement*

- (\$331,450) Increase in Intrafund Transfers from the Capital Improvement Program to Engineering due to the schedule of Capital Improvement Projects.
- (\$150,772) Increase 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.



*Budgetary Reserves*

\$1,603,150      Increase in Designations of \$250,000 for the eventual closing of the Somerset Mine with the remaining \$1,353,150 added to a Designation to hold the Community Development Finance and Administration charges that will be in the FY 2025-26 Countywide Cost Allocation Plan with twice the usual annual cost to recoup the loss of charges in the Recommended Budget due to a change in budgeting methodology wherein the charges will instead be reflected in the Countywide Cost Allocation Plan.

**DEPARTMENT BUDGET SUMMARY BY FUND – FLEET ENTERPRISE FUND**

Description	FY 2021-22 Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Rev Use Money/Prop	(74,942)	12,000	12,000	0
Service Charges	2,234,855	2,155,701	2,236,542	80,841
Miscellaneous Rev	170,087	88,000	102,112	14,112
Other Fin Sources	1,038,900	637,800	607,500	(30,300)
<b>Total Revenue</b>	<b>3,368,900</b>	<b>2,893,501</b>	<b>2,958,154</b>	<b>64,653</b>
Salaries & Benefits	336,092	411,935	512,017	100,082
Services & Supplies	630,680	673,951	713,910	39,959
Other Charges	993,785	1,169,815	1,124,727	(45,088)
Fixed Assets	3,276,781	2,484,400	2,640,000	155,600
Cap Fixed Assets	(3,276,781)	(2,484,400)	(2,640,000)	(155,600)
Contingency	0	637,800	607,500	(30,300)
<b>Total Appropriations</b>	<b>1,960,557</b>	<b>2,893,501</b>	<b>2,958,154</b>	<b>64,653</b>
<b>FUND 5260 FLEET TOTAL</b>	<b>(1,408,343)</b>	<b>0</b>	<b>0</b>	<b>0</b>

**MAJOR BUDGET CHANGES**

Revenues

*Service Charges*

\$80,841      Increase in revenue from other County departments for countywide fleet services.

*Miscellaneous Revenue*

\$14,112      Increase in Auto Physical Damage revenue from departments to offset accident expenses based on each department's fleet vehicle use.

*Other Financing Sources*

(\$30,300)      Decrease in Operating Transfers In from various County departments for fewer new vehicles and vehicle upgrades.

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## Appropriations

### *Salaries and Benefits*

- \$84,431 Increase in Salaries and Benefits due to the addition of 1.0 FTE Office Assistant to assist with Fleet invoicing, recordkeeping, mileage tracking, auditing, and state reporting.
- \$15,651 Increase in Salaries and Benefits primarily due to Board-approved compensation increases.

### *Services and Supplies*

- \$35,000 Increase in Services and Supplies due to higher costs for vehicle maintenance, parts, and supplies.
- \$4,959 Increase in Services and Supplies due to adjustments across multiple objects to align the budget with actual costs.

### *Fixed Assets*

- \$155,600 Increase to Fleet Vehicle Fixed Assets based on new and replacement vehicles as outlined in the Fixed Assets section of the Budget Book.

### *Capitalized Fixed Assets*

- (\$155,600) Increase to Capitalized Fixed Assets due to the increase in Fixed Asset appropriations (shown as a negative appropriation).

### *Contingency*

- (\$30,300) Decrease in Appropriation for Contingency for the Fleet fund, bringing total Contingency for Fleet to \$607,500.

## 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, including the Engineering and Long Range Planning unit. These labor costs are secondarily billed to the County Engineer function, which accounts for the fact that the 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

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### *Maintenance*

This Division is responsible for the maintenance of approximately 1,086 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 installs and maintains roadway signs, traffic signals, and roadway striping. Additionally, Maintenance operates the equipment maintenance facilities that maintain heavy equipment and County vehicles.

### *Engineering*

The Engineering Division is responsible for planning, designing, engineering, surveying, and constructing County roads, highways, bridges, interchanges, and stormwater quality and environmental restoration projects. The unit is also responsible for the discretionary review of projects where development is conditioned to construct improvements to mitigate impacts resulting from the proposed project. The construction of these projects includes performing inspections and material testing for roadway construction, including developer-advanced road projects, performing the subdivision inspection function of the County Engineer, and overseeing public utility facilities construction activities within the County road right-of-way in South Lake Tahoe. The Division also includes the Office Engineer, who 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), and the Materials Lab, which manages materials testing for road projects and performs annual Pavement Condition Index (PCI) evaluations.

### *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, Countywide Cost Allocation Plan 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) 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 the rehabilitation of existing infrastructure as well as the expansion of existing facilities and systems. The appropriations included in the Recommended Budget are consistent with the proposed 2023 CIP.

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## 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 Environmental Improvement Program, 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 the 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.

## 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

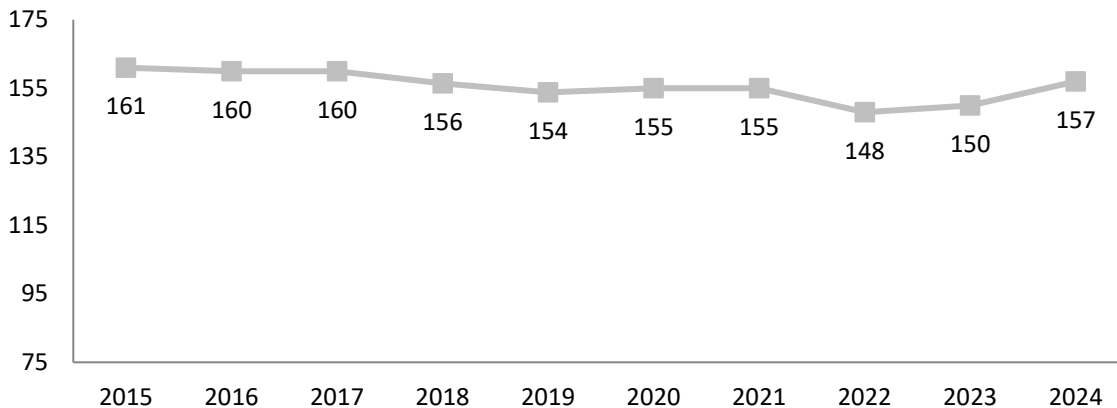
	Appropriations	Revenues	Net County Cost	Staffing
1000 - GENERAL FUND	\$ 1,906,969	\$ 1,773,991	\$ 132,978	
3620250 - DOT: COUNTY ENGINEER	\$ 1,906,969	\$ 1,773,991	\$ 132,978	
1101 - EROSION CONTROL	\$ 6,527,300	\$ 6,527,300	\$ -	
3610150 - DOT: ENVIRONMENTAL IMPROVEMENT	\$ 6,527,300	\$ 6,527,300	\$ -	
1103 - ROAD FUND	\$ 144,940,858	\$ 137,360,367	\$ 7,580,491	152.0
3600000 - DOT: ADMINISTRATION	\$ 2,713,929	\$ -	\$ -	2.0
3600010 - DOT: GENERAL DEPARTMENT	\$ 2,952,024	\$ 26,963,784	\$ -	
3610100 - DOT: CAPITAL IMPROVEMENTS	\$ 99,895,873	\$ 92,733,242	\$ 1,831,181	
3620200 - DOT: ENGINEERING	\$ 1,425,539	\$ 2,581,847	\$ 270,270	51.0
3630300 - DOT: MAINTENANCE	\$ 29,029,565	\$ 13,507,494	\$ 4,349,040	83.0
3630350 - DOT: MAINTENANCE - EQUIP SHOP	\$ 8,923,928	\$ 1,574,000	\$ 1,130,000	16.0
5260 - FLEET	\$ 2,958,154	\$ 2,958,154	\$ -	5.0
3650500 - DOT: FLEET	\$ 2,958,154	\$ 2,958,154	\$ -	
<b>Grand Total</b>	<b>\$ 156,333,281</b>	<b>\$ 148,619,812</b>	<b>\$ 7,713,469</b>	<b>157.0</b>

## 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.

The Board approved the deletion of 1.0 FTE Traffic Operations Technician and the addition of 1.0 FTE Traffic Signal and Lighting Technician Trainee/I/II allocation during FY 2022-23. On April 11, 2023, the Board conceptually approved the addition of 5.0 Highway Maintenance Worker I/II/II allocations and 1.0 FTE Office Assistant I/II allocation that will be funded with Tribe funding to be included in the FY 2023-24 Recommended Budget. On May 9, 2023, the Board approved the addition of these allocations into the FY 2022-23 Personnel Allocation to give the department the time needed to recruit and fill the positions before the beginning of FY 2023-24, during the summer maintenance season.

During FY 2022-23, a vacant Sr. Engineering Technician allocation was alternately filled with the Engineering Aide, and the Department is requesting this underfill be carried over into FY 2023-24 per Personnel Rule 505.1. A vacant Highway Maintenance Worker IV allocation was alternately filled with a Highway Maintenance Worker I/II/II allocation due to changing programmatic needs. The Recommended Budget revises the allocation to match the current classification of the allocation. Lastly, the Recommended Budget adds 1.0 FTE Office Assistant allocation in Fleet to assist with Fleet invoicing, recordkeeping, mileage tracking, auditing, and state reporting. The recommended staff allocation for FY 2023-24 is 157 FTEs.



## RECOMMENDED BUDGET

The budget for Transportation is recommended at \$156,333,281, which is an increase of \$2,303,557 (1.5%) when compared to the FY 2022-23 Adopted Budget. The Recommended Budget reflects total General Fund support of \$7,713,469 million, which is a decrease of \$5,333,940 (40.9%) when compared to the FY 2022-23 Adopted Budget. The change to the Transportation General Fund support is due to almost \$5 million in General Fund for Caldor Fire recovery activities and \$3 million from the Ray Lawyer Courthouse General Fund Designation in FY 2022-23.

The only program within the General Fund is the County Engineer Program. The General Fund budget for County Engineer is recommended at \$1,906,969, which is an increase of \$460,373 (31.8%) when compared to the FY 2022-23 Adopted Budget. The General Fund provides \$132,978 (6.9%) of the funding for the County

# Transportation

## RECOMMENDED BUDGET • FY 2023-24

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Engineer portion of the budget and has increased by \$9,882 (8%) when compared to the FY 2022-23 Adopted Budget.

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.

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 \$144,940,858, which is an increase of \$2,610,780 (1.8%) when compared to the FY 2022-23 Adopted Budget. The increase can primarily be attributed to the Board-approved Capital Improvement Plan schedule, which includes:

- The continuation of the construction of the Mosquito Bridge, which accounts for \$28.42 million in revenue and expenditures;
- The Diamond Springs Parkway Phase 1B Project, which accounts for \$10.48 million in revenue and expenditures;
- Ice House Road Pavement Rehabilitation Project Phase 2 Project, which accounts for \$13.1 million in revenue and expenditures; and
- Many other projects as outlined in the Board-approved Capital Improvement Plan.

The Road Fund budget also includes the transfer of \$1,943,105 of Tribe funding to Maintenance, as approved by the Board on April 11, 2023.

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. Staff is recommending that the Road Fund receive General Fund supplementation through the use of Transient Occupancy Tax (\$5,749,310) for Road Maintenance, snow removal and snow removal equipment, Broadband implementation, the design of the Tahoma facility rebuild, and for Pioneer Trail repair and maintenance.

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 \$11.3 million is allocated from discretionary funding sources outside the General Fund, including Tribal Funding (\$8,127,440), franchise fees (\$900,000), and SMUD funds (\$2,298,505) for road maintenance and Capital Improvement projects. Use of Tribe Funds includes \$5,261,210 to fund road maintenance and equipment. In addition, approximately \$7.7 million in Traffic Impact Fee (TIF) revenues will be used for CIP projects. Other major sources of revenues for this fund come from State (\$14 million) and Federal (\$61 million) sources.

The Department also has several other Special Revenue Funds for specific funding purposes. The Erosion Control budget is recommended at \$6,527,300, which is a decrease of \$832,249 (11.3%) when compared to the FY 2022-23 Adopted Budget.

The Fleet Program Internal Service Fund Recommended Budget, recommended at \$2,958,154, represents an overall increase of \$64,653 (2.2%) when compared to the FY 2022-23 Adopted Budget. There is no General Fund Cost for the Fleet Internal Service Fund. The increase is primarily due to Fleet's increased vehicle purchases when compared to the FY 2022-23 Adopted Budget.

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.

On February 23, 2021, the Board approved revisions to 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 \$4,979,040 in Transient Occupancy Tax funding for road maintenance noted above, plus \$4,436,210 allocated from Tribe Funds, serve to meet this goal. This amounts to \$9.4 million in discretionary revenues being directed to additional road maintenance.

### 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.

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

