

RECOMMENDED BUDGET

The budget for the Department of Transportation is recommended at \$165,114,771, which is an increase of \$10,991,828 (7.13%) when compared to the FY 2023-24 Adopted Budget. The Recommended Budget reflects total General Fund support of \$3,931,266 which is a decrease of \$4,582,169 (59.4%) when compared to the FY 2023-24 Adopted Budget. The change to the Transportation General Fund support is due to a decrease in County Engineer General Fund contribution of \$45,068 and a decrease in Discretionary Transient Occupancy Tax contribution for Pioneer Trail Repair and Countywide Road Maintenance projects completed in FY 2023-24.

The remainder of the Department Budget is within Special Revenue Funds, which are restricted or committed to expenditures 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 \$150,063,801, which is an increase of \$9,327,380 (6.2%) when compared to the FY 2023-24 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 \$30.8 million in revenue and expenditures;
- The continuation of Phase 2 of the Ice House Road Pavement Rehabilitation Project, which accounts for \$13.1 million in revenue and expenditures; and
- The replacement of the Bucks Bar Road Bridge, which accounts for \$9.4 million in revenue and expenditures; and
- Many other projects as outlined in the Board-approved Capital Improvement Plan.

Additionally, in recognition of Board priorities, additional General Fund has been allocated for road maintenance to allow continued road repair in the face of rising materials and labor costs. This trend will likely continue to fund ongoing operations. Staff is recommending that the Road Fund receive General Fund supplementation through the use of Discretionary Transient Occupancy Tax (\$3,043,390) for snow removal and snow removal equipment, Broadband implementation, and resurfacing of Fallen Leaf Lake Road.

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 \$11.8 million is allocated from discretionary funding sources outside the General Fund, including Tribal Funding (\$4,021,976), franchise fees (\$800,000), and SMUD funds (\$2,238,455) for road maintenance and Capital Improvement projects. In addition, approximately \$3.1 million in Traffic Impact Fee (TIF) revenues will be used for Capital Improvement Plan (CIP) projects. Other major sources of revenues for this fund come from State (\$19.2 million) and Federal (\$77.8 million) sources.

The Department also has several other Special Revenue Funds for specific funding purposes. The Erosion Control budget is recommended at \$10,113,820, which is an increase of \$2,244,821 (28.5%) when compared to the FY 2023-24 Adopted Budget.

The Fleet Program Internal Service Fund Recommended Budget recommended at \$3,182,699, represents a decrease of \$427,855 (11.9%) when compared to the FY 2023-24 Adopted Budget. There is no General Fund Cost for the Fleet Internal Service Fund. The decrease is primarily due to Fleet's decreased vehicle purchases when compared to the FY 2023-24 Adopted Budget.

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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 November 8, 2022, the voters in the Tahoe Area voted to approve Measure S – a 4% special tax increase to the County’s Transient Occupancy Tax (TOT) rate in the unincorporated portion of the Tahoe Area. The additional revenue is dedicated solely to snow removal and maintenance of existing roads in the unincorporated portion of the Tahoe Area. The Recommended Budget includes \$2.2 million for road maintenance and fixed asset purchases. The anticipated revenue for FY 2024-25 is \$2.5 million, and funds not used in the current fiscal year will be added to Contingency until the use is determined by the Department and discussed with the Measure S Citizen’s Oversight Committee.

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 \$3,043,390 in Discretionary Transient Occupancy Tax funding for road maintenance noted above, plus \$4,021,0976 allocated from Tribe Funds, exceed this goal. This amounts to \$7 million in discretionary revenues being directed to additional road maintenance.

DEPARTMENT BUDGET SUMMARY BY FUND – COUNTY ENGINEER

FUND : 1000 COUNTY ENGINEER

| Description | FY 2022-23 Actual | Current Year Adopted | CAO Recommended | Difference from Adopted |
|-------------------------------------|----------------------|-------------------------|--------------------|----------------------------|
| Service Charges | 732,898 | 869,491 | 852,361 | (17,130) |
| Miscellaneous Rev | 1,602 | 2,000 | 5,000 | 3,000 |
| Other Fin Sources | 311,597 | 902,500 | 749,180 | (153,320) |
| Total Revenue | 1,046,097 | 1,773,991 | 1,606,541 | (167,450) |
| Salaries & Benefits | 472,926 | 726,015 | 749,300 | 23,285 |
| Services & Supplies | 127,675 | 490,250 | 302,691 | (187,559) |
| Other Charges | 436,147 | 578,704 | 537,460 | (41,244) |
| Intrafund Transfers | 66,139 | 112,000 | 105,000 | (7,000) |
| Total Appropriations | 1,102,888 | 1,906,969 | 1,694,451 | (212,518) |
| FUND 1000 GENERAL FUND TOTAL | 56,790 | 132,978 | 87,910 | (45,068) |

MAJOR BUDGET CHANGES

Revenues

Service Charges

(\$17,130) Decrease in revenue for development project billings based on current-year activity and anticipated revenue for FY 2024-25 for developer deposits and County Engineer time and materials.

Miscellaneous Revenue

\$3,000 Increase in revenue recovery.

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Other Financing Sources

(\$153,320) Decrease in Operating Transfers into the County Engineer program due to a decrease in developer deposits from deposit accounts.

Appropriations

Salaries and Benefits

(\$6,714) Decrease in Retiree Health contribution due to a rate holiday to conserve General Fund costs.

(\$1,000) Decrease in Overtime costs to align budget to prior year actuals.

(\$4,540) Decrease in Salaries and Benefits due to a shift in the projected percentage of time worked for the County Engineer.

\$21,644 Increase in Workers' Compensation premium charges.

\$11,313 Increase in CalPERS employer's contribution, primarily due to increases to the County's unfunded accrued liability payment.

\$2,582 Increase in Health Insurance expense due to employee elections.

Services and Supplies

(\$187,559) Decrease in Professional Services due to decreased usage of contract work for plan checking and inspections for developer projects.

Other Charges

(\$41,244) Decrease in Interfund expenses due to decreased indirect cost rate for County Engineer work performed by staff and reimbursed to Road Fund.

Intrafund Transfers

(\$10,000) Decrease in Intrafund expenses due to decreased County Counsel charges for developer project work.

\$3,000 Increase in Intrafund expenses due to increased revenue recovery collections.

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DEPARTMENT BUDGET SUMMARY BY FUND – EROSION CONTROL

FUND : 1101 EROSION CONTROL

| Description | FY 2022-23 Actual | Current Year Adopted | CAO Recommended | Difference from Adopted |
|--|----------------------|-------------------------|--------------------|----------------------------|
| Rev Use Money/Prop | 1,912 | 0 | 0 | 0 |
| IG Rev - State | 80,410 | 1,857,343 | 8,374,940 | 6,517,597 |
| IG Rev - Federal | 2,354,636 | 4,485,095 | 1,462,452 | (3,022,643) |
| Service Charges | 140,558 | 312,005 | 256,428 | (55,577) |
| Miscellaneous Rev | 0 | 502,706 | 0 | (502,706) |
| Other Fin Sources | 15,344 | 575,000 | 20,000 | (555,000) |
| Fund Balance | 0 | 136,850 | 0 | (136,850) |
| Total Revenue | 2,592,860 | 7,868,999 | 10,113,820 | 2,244,821 |
| Salaries & Benefits | 341,614 | 451,875 | 458,538 | 6,663 |
| Services & Supplies | 1,932,340 | 6,538,557 | 9,025,260 | 2,486,703 |
| Other Charges | 4,937 | 30,000 | 10,000 | (20,000) |
| Intrafund Transfers | 232,342 | 848,567 | 620,022 | (228,545) |
| Total Appropriations | 2,511,233 | 7,868,999 | 10,113,820 | 2,244,821 |
| FUND 1101 EROSION CONTROL TOTAL | (81,627) | 0 | 0 | 0 |

MAJOR BUDGET CHANGES

Revenues

State Revenue

- (\$577,414) Decrease in revenue from the Water Resource Control Board for projects that were completed in FY 2023-24.
- (\$215,000) Decrease in California Tahoe Conservancy (CTC) funding for projects that were completed in FY 2023-24.
- (\$702,869) Decrease in Other State funding for projects that were completed in FY 2023-24.
- \$8,012,880 Increase in Caltrans State funding due to anticipated grant funding primarily for the CSA #5 Erosion Control Project and the Apache Avenue Pedestrian Safety and Connectivity Project.

Federal Revenue

- (\$604,013) Decrease in Erosion Control U.S. Forest Service Funding primarily due to projects that were completed in FY 2023-24.
- (\$324,061) Decrease in Congestion Mitigation and Air Quality Improvement (CMAQ) funding due to projects that were completed in FY 2023-24.
- (\$1,421,697) Decrease in Surface Transportation Program funding due to projects that were completed in FY 2023-24.

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(\$672,872) Decrease in federal funding due to a decrease in new American Rescue Plan Act (ARPA) revenue and a change in the project timeline for the use of the Carbon Reduction Program grant on the Apache Avenue project, driven by the work planned for the year in the Capital Improvement Plan.

Service Charges

(\$55,577) Decrease in charges to the Tahoe Regional Planning Agency (TRPA) primarily due to projects that were completed in FY 2023-24.

Miscellaneous Revenue

(\$502,706) Decrease in reimbursement from South Tahoe Public Utility District due to the completion of the Meyers Stream Environment Zone Erosion Control Project.

Other Financing Sources

(\$555,000) Decrease in Operating Transfers In primarily due to projects that were completed in FY 2023-24.

Fund Balance

(\$136,850) Decrease to Fund Balance.

Appropriations

Salaries and Benefits

\$13,286 Increase in Workers' Compensation premium charges.

\$6,581 Increase in CalPERS employer's contribution, primarily due to increases to the County's unfunded accrued liability payment.

(\$13,204) Decrease in multiple objects to the methodology to the way Engineering staff time is split.

Services and Supplies

\$2,486,703 Increase in Construction and Engineering contracts (\$3,118,025) and a decrease in Professional and Specialized Services (\$631,322) due to the Capital Improvement Plan scheduled projects.

Other Charges

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

Intrafund Transfers

(\$228,545) Decrease in Intrafund transfers from Erosion Control to the Road Fund due to a decrease in the indirect cost rate for Erosion Control Work, driven by the work planned for the year in the Capital Improvements Plan.

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DEPARTMENT BUDGET SUMMARY BY FUND – ROAD FUND

FUND : 1103 ROAD FUND

| Description | FY 2022-23 Actual | Current Year Adopted | CAO Recommended | Difference from Adopted |
|----------------------------------|----------------------|-------------------------|--------------------|----------------------------|
| Taxes | 6,366 | 318,723 | 87,500 | (231,223) |
| License, Pmt, Fran | 2,023,470 | 1,000,000 | 885,000 | (115,000) |
| Rev Use Money/Prop | 73,739 | 148,627 | (72,027) | (220,654) |
| IG Rev - State | 9,273,278 | 23,912,934 | 19,218,924 | (4,694,010) |
| IG Rev - Federal | 32,480,039 | 59,626,923 | 77,802,634 | 18,175,711 |
| Service Charges | 6,599,120 | 2,350,135 | 3,376,255 | 1,026,120 |
| Miscellaneous Rev | 169,106 | 206,000 | 220,000 | 14,000 |
| Other Fin Sources | 31,709,970 | 50,012,591 | 42,989,365 | (7,023,226) |
| Fund Balance | 0 | 6,133,488 | 5,556,150 | (577,338) |
| Total Revenue | 82,335,087 | 143,709,421 | 150,063,801 | 6,354,380 |
| Salaries & Benefits | 18,626,019 | 21,473,812 | 22,263,610 | 789,798 |
| Services & Supplies | 52,558,240 | 108,974,080 | 116,610,614 | 7,636,534 |
| Other Charges | 7,088,624 | 3,780,672 | 2,950,768 | (829,904) |
| Fixed Assets | 5,625,051 | 8,502,774 | 7,295,985 | (1,206,789) |
| Other Fin Uses | 10,848 | 223,500 | 1,562,846 | 1,339,346 |
| Intrafund Transfers | 0 | 5,331,450 | 0 | (5,331,450) |
| Intrafund Abatement | (232,342) | (6,180,017) | (620,022) | 5,559,995 |
| Reserves Budgetary | 0 | 1,603,150 | 0 | (1,603,150) |
| Total Appropriations | 83,676,439 | 143,709,421 | 150,063,801 | 6,354,380 |
| FUND 1103 ROAD FUND TOTAL | 1,341,352 | 0 | 0 | 0 |

MAJOR BUDGET CHANGES

Revenues

Taxes

(\$231,223) Decrease in Transportation Development Taxes for Board-approved Capital Improvement projects that are eligible for this funding.

License, Permit, and Franchise Fees

(\$100,000) Decrease in Public Utility Franchise Fees revenue due to increased staff costs for the National Pollutant Discharge Elimination System (NPDES) program to perform State mandated inspections, which will reduce the portion of the fees allocated to Transportation.

(\$15,000) Decrease in Road Privileges Permits for Wide Load Permits and other road permits to align the budget with prior year revenue.

Use of Money and Property

(\$220,654) Decrease in interest income to project negative interest due to the Mosquito Bridge project.

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State Revenue

| | |
|---------------|--|
| (\$129,210) | Decrease in State Highway taxes based on California State Association of Counties (CSAC) estimates for the County, based on projected gas prices. |
| (\$603,283) | Decrease in Other State Funding primarily due to projects that were completed in FY 2023-24. |
| (\$1,923,106) | Decrease in Caltrans State Funding primarily due to changes in project timelines and funding sources for Capital Improvement projects. |
| (\$2,436,797) | Decrease to State Transportation Bond Proposition 1B (2006) revenue in Capital Improvements due to project timeline changes for the Diamond Springs Parkway Project. |
| \$398,386 | Increase in State Disaster Relief Funding from CalOES for the January 2017 Storm, Caldor Fire, Mosquito Fire, and 2023 Winter Storms reimbursement. |

Federal Revenue

| | |
|---------------|--|
| \$16,237,340 | Increase in Highway Bridge program reflecting the Board-approved Capital Improvement Project schedule for multiple County bridge replacements. |
| (\$1,410,370) | Decrease in Hazard Elimination funding for Capital Improvement due to changed timelines for Board-approved Capital Improvement Projects. |
| \$1,445,137 | Increase in Congestion Mitigation and Air Quality Improvement (CMAQ) funding for Board-approved Capital Improvement Projects. |
| (\$644) | Decrease in Federal Surface Transportation Program Funding due to projects that were completed in FY 2023-24. |
| (\$830,953) | Decrease in Federal Emergency Management Agency (FEMA) Funding due to a Fire Hazard Mitigation Project reimbursement. |
| \$299,213 | Increase in Federal Highway Administration Funding for the FY 2023-24 Winter Storm project. |
| \$2,435,988 | Increase in Other Federal Revenue in Capital Improvement due to Federal Lands Access Program (FLAP) grant funding for Ice House Road Pavement Rehabilitation and Coronavirus Response & Relief (CRSSA) grant funding for US 50/Latrobe Road/El Dorado Hills Boulevard Interchange Improvement, and Clear Creek Road Scout Mitigation projects. |

Service Charges

| | |
|------------|---|
| \$500,000 | Increase in Public Utility Inspection Charges in Engineering to align the budget with actual revenue. |
| \$510,373 | Increase in Charges for Services in Capital Improvement due to work planned for the year, based on the Capital Improvement Plan. |
| (\$40,696) | Decrease in Interfund revenue to the Maintenance Division due to decreased reimbursements to the Road Fund from Special Districts, Airports, and Rubicon. |

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\$56,443 Increase in Service Charges due to adjustments across multiple objects to align the budget with projected revenue.

Miscellaneous Revenue

\$14,000 Increase due to traffic billing revenue in Maintenance.

Other Financing Sources

\$572,894 Increase in Operating Transfers In for Road District Tax based on prior year actuals.

(\$8,675,772) Decrease in Operating Transfers In primarily due to less Traffic Impact Fees revenue for Board-approved Capital Improvement Projects.

\$3,628,072 Increase in El Dorado Hills Road Improvement Fund revenue due to an increase in Developer reimbursements.

(\$2,235,992) Decrease in Operating Transfers In for Road Maintenance due to projects that were completed in FY 2023-24.

(\$262,299) Decrease in Operating Transfers In from Air Quality Management District due to projects that were completed in FY 2023-24.

(\$34,000) Decrease in Operating Transfers In for Equipment Shop for purchases made in the prior year.

(\$16,129) Decrease in Operating Transfers In from multiple sources to align the budget with the planned projects and activities.

Fund Balance

(\$577,338) Decrease in Fund Balance to \$5.5 million

Appropriations

Salaries and Benefits

\$399,148 Increase in Salaries and Benefits due to increases in Employer Share Health Insurance and Retirement costs.

\$582,015 Increase in Workers' Compensation premium charges as the Department's share of overall County claims incurred has increased from prior years, increasing their Workers' Compensation insurance premium expense.

(\$178,948) Decrease in Retiree Health contribution due to a rate holiday to conserve General Fund costs.

(\$12,417) Decrease in multiple objects to align with the prior year actuals.

Services and Supplies

\$4,324,797 Increase in Construction and Engineering Contracts in Capital Improvements due to Cosumnes Mine Bridge, US 50/Silva Valley Parkway Interchange, Pioneer Trail/US 50 Intersection

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| | |
|-----------------------------|--|
| | Safety Improvements, Bucks Bar Road Bridge, Diamond Springs Parkway, Ice House Road Improvement and Mosquito Bridge projects. |
| \$1,083,666 | Increase in Professional Services due to contracts for On-call Construction and Plan Checks, for Board-approved Capital Improvement Plan. |
| \$1,781,719 | Increase in Road Maintenance and Construction due to contracts for surface treatments, roadside vegetation management and Broadband projects. |
| \$47,950 | Increase in Fuel costs. |
| \$12,000 | Increase in cost for Fleet-owned vehicles utilized by Maintenance and Engineering. |
| \$7,224 | Increase in General Liability insurance premium expense. |
| \$40,067 | Increase in Utility costs. |
| \$339,111 | Increase in Services and Supplies due to adjustments across multiple objects to align the budget with actual costs. |
| <i>Other Charges</i> | |
| (\$748,118) | Decrease in Right of Way expenses in Capital Improvement due to the Right of Way acquisition phase of Diamond Springs Parkway and other project expenses that occurred in the prior year. |
| (\$81,786) | Decrease in Interfund charges between fund types primarily due to a decrease in Countywide Cost Allocation Plan charges. |
| <i>Fixed Assets</i> | |
| (\$1,043,965) | Decrease in Fixed Asset Equipment for road maintenance, repair and snow removal when compared to prior year actuals. |
| (\$600,000) | Decrease in Maintenance Building and Improvement costs due to the Tahoma Building Design project being moved to the Accumulative Capital Outlay Fund. |
| (\$220,000) | Decrease in Fixed Asset for Equipment Shop when compared to prior year purchases. |
| \$38,500 | Increase in Fixed Asset for Engineering due to the purchase of a concrete compression machine, survey rod, and a replacement lab oven. |
| \$618,676 | Increase in Fixed Asset for Capital Improvement due to Board-approved Capital Improvement Plan scheduled projects. |
| <i>Other Financing Uses</i> | |
| \$1,462,846 | Increase in Operating Transfer Out due to a change in budgeting methodology; the department will be charged an estimate of FY 2024-25 CDFA cost allocation plan charges which will be credited toward the department's charges when the transition from direct billing to cost allocation plan recovery is complete in FY 2026-27. |

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(\$223,500) Decrease in Operating Transfer out to Fleet expenses due to vehicles purchased in FY 2023-24.

\$100,000 Increase in Operating Transfer Out to Facilities for the Tahoma Building Design project.

Intrafund Transfers

(\$5,331,450) Decrease in Intrafund Transfers for Capital Improvement due to the schedule of Capital Improvement Projects.

Intrafund Abatement

\$5,331,450 Decrease in Intrafund transfers from Capital Improvement Program to Engineering due to the schedule of Capital Improvement Projects.

\$228,545 Decrease in Erosion Control Intrafund Abatement to Engineering as the Road Fund is to receive a smaller reimbursement due to less staff time charged to Erosion Control.

Budgetary Reserves

(\$1,603,150) Decrease in Designation, with some of the balance being held for the Community Development Finance and Administration charges that will be in the FY 2025-26 Countywide Cost Allocation Plan. This is 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

FUND : 5260 FLEET

| Description | FY 2022-23 Actual | Current Year Adopted | CAO Recommended | Difference from Adopted |
|------------------------------|----------------------|-------------------------|--------------------|----------------------------|
| Rev Use Money/Prop | (31,234) | 12,000 | 20,000 | 8,000 |
| Service Charges | 3,457,483 | 2,261,542 | 2,949,479 | 687,937 |
| Miscellaneous Rev | 96,045 | 102,112 | 104,220 | 2,108 |
| Other Fin Sources | 386,758 | 1,234,900 | 169,000 | (1,065,900) |
| Total Revenue | 3,909,053 | 3,610,554 | 3,242,699 | (367,855) |
| Salaries & Benefits | 423,254 | 512,017 | 508,703 | (3,314) |
| Services & Supplies | 700,504 | 738,910 | 849,798 | 110,888 |
| Other Charges | 1,235,727 | 1,124,727 | 1,565,198 | 440,471 |
| Fixed Assets | 1,043,935 | 4,168,400 | 2,403,000 | (1,765,400) |
| Cap Fixed Assets | (1,136,269) | (4,168,400) | (2,403,000) | 1,765,400 |
| Other Fin Uses | 0 | 0 | 150,000 | 150,000 |
| Contingency | 0 | 1,234,900 | 169,000 | (1,065,900) |
| Total Appropriations | 2,267,151 | 3,610,554 | 3,242,699 | (367,855) |
| FUND 5260 FLEET TOTAL | (1,641,901) | 0 | 0 | 0 |

MAJOR BUDGET CHANGES

Revenues

Revenue Use of Money and Property

\$8,000 Increase in Interest Revenue in Fleet based on FY 2023-24 Actuals.

Service Charges

\$687,937 Increase in revenue from other County Departments for countywide fleet services.

Miscellaneous Revenue

\$2,108 Increase in Auto Physical Damage revenue from other County Departments to offset accident expenses based on each department's fleet vehicle usage.

Other Financing Sources

(\$1,065,900) Decrease in Operating Transfers In from various County Departments for fewer new vehicles and vehicle upgrades.

Appropriations

Salaries and Benefits

(\$18,000) Decrease in Salaries and Benefits due to the deletion of an extra help Office Assistant.

\$14,686 Increase in Salaries and Benefits primarily due to increases in Workers' Compensation and Employer Share Retirement costs.

Services and Supplies

\$105,000 Increase in Services and Supplies due to high costs for vehicle maintenance, parts and supplies.

\$5,888 Increase due to adjustments across multiple objects to align the budget to actual costs.

Other Charges

\$298,012 Increase in Depreciation of Purchased fleet vehicles.

\$142,459 Increase in Other Charges primarily due to the Countywide Cost Allocation Plan.

Fixed Assets

(\$1,765,400) Decrease to Fleet Vehicle Fixed Assets based on new and replacement vehicles as outlined in the Fixed Assets section of the Budget Book.

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Capitalized Fixed Assets

\$1,765,400 Increase in Capitalized Fixed Assets due to a decrease in Fixed Asset appropriation (shown as a positive appropriation).

Other Finance Uses

\$150,000 Increase in Operating Transfer Out due to a change in budgeting methodology; the department will be charged an estimate of FY 2024-25 CDFA cost allocation plan charges which will be credited toward the department's charges when the transition from direct billing to cost allocation plan recovery is complete in FY 2026-27.

Contingency

(\$1,065,900) Decrease for Fleet funding bringing total contingency for Fleet to \$109,000.

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.

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

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 conducts speed surveys, 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.

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

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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 | \$ 1,694,451 | \$ 1,606,541 | \$ 87,910 | |
| 3620250 - DOT: COUNTY ENGINEER | \$ 1,694,451 | \$ 1,606,541 | \$ 87,910 | |
| 1101 - EROSION CONTROL | \$ 10,113,820 | \$ 10,113,820 | \$ - | |
| 3610150 - DOT: ENVIRONMENTAL IMPROVEMENT | \$ 10,113,820 | \$ 10,113,820 | \$ - | |
| 1103 - ROAD FUND | \$ 150,063,801 | \$ 150,063,801 | \$ 3,043,390 | 151.5 |
| 3600000 - DOT: ADMINISTRATION | \$ 2,682,624 | \$ - | \$ - | 2.5 |
| 3600010 - DOT: GENERAL DEPARTMENT | \$ 2,598,401 | \$ 26,301,345 | \$ - | |
| 3610100 - DOT: CAPITAL IMPROVEMENTS | \$ 97,553,224 | \$ 99,008,624 | | |
| 3620200 - DOT: ENGINEERING | \$ 7,932,328 | \$ 4,351,690 | \$ 274,143 | 51.0 |
| 3630300 - DOT: MAINTENANCE | \$ 30,207,389 | \$ 17,708,142 | \$ 2,269,247 | 83.0 |
| 3630350 - DOT: MAINTENANCE - EQUIP SHOP | \$ 9,089,835 | \$ 2,694,000 | \$ 500,000 | 15.0 |
| 5260 - FLEET | \$ 3,242,699 | \$ 3,242,699 | \$ - | 5.0 |
| 3650500 - DOT: FLEET | \$ 3,242,699 | \$ 3,242,699 | \$ - | |
| Grand Total | \$ 165,114,771 | \$ 165,026,861 | \$ 3,131,300 | 156.5 |

STAFFING TREND

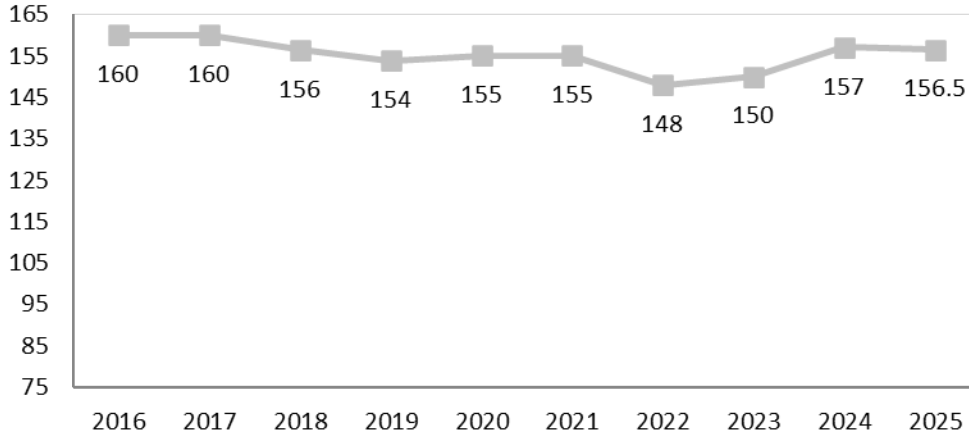
Staffing for the Department of Transportation has fluctuated over the last 10 years due to a number of organizational changes, including the reorganization and transfer of various programs such as airports, facility services, and administrative and finance functions from Transportation to other departments, and Fleet Services, Zones of Benefit, and Traffic functions to Transportation.

On February 6, 2024, the Board approved the deletion of 1.0 FTE Associate Right of Way Agent and the addition of 1.0 FTE Administrative Technician. 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

Transportation

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carried forward again for FY 2024-25 per Personnel Rule 505.1. Lastly, the recommended Budget deletes a vacant 1.0 FTE Office Assistant I/II, 1.0 FTE Parts Technician and adds a 0.5 FTE Office Assistant and a 1.0 FTE Administrative Analyst I/II. The recommended staff allocation for FY 2024-25 is 156.5 FTEs.



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

