

Transportation  
RECOMMENDED BUDGET • FY 2021-22

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

**DEPT : 36    TRANSPORTATION**

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Service Charges	887,571	1,518,000	477,500	(1,040,500)
Miscellaneous Rev	72	400	2,000	1,600
Other Fin Sources	510,160	900,000	493,483	(406,517)
<b>Total Revenue</b>	<b>1,397,804</b>	<b>2,418,400</b>	<b>972,983</b>	<b>(1,445,417)</b>
Salaries & Benefits	143,573	795,104	470,263	(324,841)
Services & Supplies	218,779	939,869	124,500	(815,369)
Other Charges	1,078,051	732,504	429,303	(303,201)
Intrafund Transfers	54,383	71,500	75,500	4,000
<b>Total Appropriations</b>	<b>1,494,786</b>	<b>2,538,977</b>	<b>1,099,566</b>	<b>(1,439,411)</b>
<b>FUND 1000 GENERAL FUND TOTAL</b>	<b>96,982</b>	<b>120,577</b>	<b>126,583</b>	<b>6,006</b>

MAJOR BUDGET CHANGES

Revenues

*Service Charges*

(\$1,040,500) Decrease attributable to reduced revenues for development project billings based on prior-year actuals and anticipated current-year amounts for developer deposits and County Engineer time and material charges.

*Other Financing Sources*

(\$406,517) Decrease in Operating Transfers In due to a reduction in developer deposits transferred to the County Engineer Org as a result of anticipated reduction in developer projects.

Appropriations

*Salaries and Benefits*

(\$324,841) Decrease in Permanent Employee Salaries and benefits due to an anticipated reduction in work in the County Engineer program in FY 2021-22.

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### Services and Supplies

(\$815,369) Decrease in overall Professional and Specialized Services (\$817,369) due to anticipated decreases in the need for engineering consultant work on plan checking and inspections of development projects, offset minimally by an increase in Other Governmental Agencies funding (\$2,000).

### Other Charges

(\$303,201) Decrease in Interfund expenses due to reduced staff overhead reimbursed to Road Fund Engineering because of reduced work within the org.

## DEPARTMENT BUDGET SUMMARY BY FUND – EROSION CONTROL

### DEPT : 36 TRANSPORTATION

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Rev Use Money/Prop	5,359	0	0	0
IG Rev - State	1,732,739	3,707,491	1,362,681	(2,344,810)
IG Rev - Federal	198,598	2,186,843	4,178,640	1,991,797
Service Charges	122,409	363,546	368,452	4,906
Miscellaneous Rev	44,156	228,800	0	(228,800)
Other Fin Sources	0	200,000	200,000	0
Fund Balance	0	9,719	0	(9,719)
<b>Total Revenue</b>	<b>2,103,262</b>	<b>6,696,399</b>	<b>6,109,773</b>	<b>(586,626)</b>
Salaries & Benefits	249,342	509,935	329,534	(180,401)
Services & Supplies	1,475,545	5,728,970	5,476,907	(252,063)
Other Charges	799	2,500	2,500	0
Intrafund Transfers	282,987	445,275	300,832	(144,443)
Contingency	0	9,719	0	(9,719)
<b>Total Appropriations</b>	<b>2,008,672</b>	<b>6,696,399</b>	<b>6,109,773</b>	<b>(586,626)</b>
<b>FUND 1101 EROSION CONTROL TOTAL</b>	<b>(94,589)</b>	<b>0</b>	<b>0</b>	<b>0</b>

## MAJOR BUDGET CHANGES

### Revenues

#### State Revenue

\$182,086 Increase in revenue from the Water Resources Control Board.

(\$710,734) Decrease in California Tahoe Conservancy funding due mostly to the completion of the South Tahoe Greenway Shared Use Trail project.

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- (\$768,775) Decrease to \$0 in Regional Surface Transportation Program revenue in Erosion Control due to the completion of the erosion control portion of the Apache Avenue Pedestrian Safety and Connectivity and South Tahoe Greenway - Upper Truckee River Bridge at Johnson Meadow Projects in FY 2020-21.
- (\$85,000) Decrease in Other State revenue due to the reduction in funding needs during the fiscal year for the Country Club Heights Erosion Control Project.
- (\$962,387) Decrease in Caltrans State funding due in large part to the completion of the erosion control portion of the South Tahoe Greenway Shared Use Trail.

### *Federal Revenue*

- (\$43,100) Decrease in Erosion Control U.S. Forest Service Funding due in large part to the expending of these funds for the Meyers Stream Environment Zone/Erosion Control Project in FY 2021-22.
- \$122,240 Increase in Congestion Mitigation and Air Quality Improvement (CMAQ) funding for the San Bernardino Class I Bike Trail Project.
- \$1,912,657 Increase in Surface Transportation Program funding for 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 Project.

### *Miscellaneous Revenue*

- (\$228,800) Decrease in Miscellaneous Reimbursement due to the reimbursement of funds for the County Service Area (CSA) #5 Erosion Control Project completed in FY 2020-21.

## Appropriations

### *Salaries and Benefits*

- (\$180,401) Decrease in Permanent Employee Salaries and Benefits due to the reduction in staff time to be spent on Erosion Control work in FY 2021-22.

### *Services and Supplies*

- (\$252,063) Decrease to Construction and Engineering Contracts (\$1,716,049) offset by an increase in Professional and Specialized Services (\$1,463,986), due primarily to the completion of portions of the South Tahoe Greenway Shared Use Trail project.

### *Intrafund Transfers*

- (\$144,443) Decrease in Intrafund transfers from Erosion Control to the Road Fund due to a reduction in the associated overhead attributed to less Erosion Control work, driven by the work planned for the year in the Capital Improvement Program (CIP).

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## DEPARTMENT BUDGET SUMMARY BY FUND – ROAD FUND

DEPT : 36 TRANSPORTATION

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Taxes	28,976	10,000	148,000	138,000
License, Pmt, Fran	1,087,431	567,500	680,000	112,500
Rev Use Money/Prop	(178,444)	24,401	(25,599)	(50,000)
IG Rev - State	19,958,044	10,254,791	12,239,916	1,985,125
IG Rev - Federal	17,435,228	36,866,329	22,041,649	(14,824,680)
Service Charges	3,450,491	4,548,920	3,487,179	(1,061,741)
Miscellaneous Rev	650,198	6,340,724	703,572	(5,637,152)
Other Fin Sources	19,930,214	27,852,194	29,894,223	2,042,029
Fund Balance	0	5,704,961	45,000	(5,659,961)
<b>Total Revenue</b>	<b>62,362,137</b>	<b>92,169,820</b>	<b>69,213,940</b>	<b>(22,955,880)</b>
Salaries & Benefits	16,993,443	17,467,182	17,769,928	302,746
Services & Supplies	32,337,190	56,422,750	38,809,855	(17,612,895)
Other Charges	3,841,530	5,754,376	5,498,012	(256,364)
Fixed Assets	6,315,107	7,344,444	7,391,977	47,533
Other Fin Uses	163,014	766,168	45,000	(721,168)
Residual Equity Xfer	0	4,860,175	0	(4,860,175)
Intrafund Abatement	(283,722)	(445,275)	(300,832)	144,443
<b>Total Appropriations</b>	<b>59,366,561</b>	<b>92,169,820</b>	<b>69,213,940</b>	<b>(22,955,880)</b>
<b>FUND 1103 ROAD FUND TOTAL</b>	<b>(2,995,575)</b>	<b>0</b>	<b>0</b>	<b>0</b>

## MAJOR BUDGET CHANGES

### Revenues

#### Taxes

\$138,000 Increase primarily due to an increase in Transportation Development taxes in Capital Improvements, driven by the work planned for the year in the CIP.

#### Licenses, Permits, and Franchise Fees

\$112,500 Increase mainly attributable to an increase in Public Utility Franchise fees based on historical actuals.

#### Use of Money and Property

(\$50,000) Decrease in interest income to negative \$25,599 based on anticipated negative cash in the Road Fund.

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*State Revenue*

- \$400,089 Increase in State Highway taxes based on California State Association of Counties (CSAC) estimates for the County.
- \$105,408 Increase in Traffic Congestion Relief and Spending Limitation Act Of 1990 (Prop 111) fuel tax Highway tax revenue.
- \$1,503,362 Increase in Caltrans State funding to Capital Improvements for the Active Transportation Program driven by the work planned for the year in the Capital Improvement Program (CIP).
- (\$23,734) Other more minor changes in Road Fund state revenue.

*Federal Revenue*

- (\$3,467,546) Decrease in Highway Bridge Program funding due primarily to a reduction in funding anticipated for the Mosquito Road Bridge at South Fork American River - Bridge Replacement during FY 2021-22, pursuant to the CIP.
- (\$348,902) Decrease in Hazard Elimination and Congestion Mitigation and Air Quality Improvement (CMAQ) funding in Capital Improvements (\$897,213), offset in part by Surface Transportation Program funding (\$548,311) based on work planned for the fiscal year, pursuant to the CIP.
- (\$9,146,950) Decrease in Other Federal Revenue in Capital Improvements due to reduced Federal Lands Access Program (FLAP) grant funding due to expending of these funds for the Ice House Rd Pavement Rehabilitation, Phase II.
- (1,873,282) Decrease in Federal Emergency Management Agency Funding (FEMA) due to reimbursement received for projects in FY 2020-21.
- \$12,000 Increase in Forest Reserve revenue based on prior year actuals.

*Service Charges*

- (\$1,061,741) Decrease mostly attributable to the completion of Parks FEMA projects in FY 2020-21 (\$542,771) and decrease in Interfund revenue due to reduced staff overhead reimbursed to Road Fund Engineering because of reduced work within the org (\$303,201), with other more minor increases and decreases (\$215,769).

*Miscellaneous Revenue*

- (\$5,637,152) Decrease mostly attributable to the reduction in Capital Improvements Developer Funding for the Silver Springs Pkwy to Bass Lake Road (South segment) (\$5,543,173) with other more minor reductions (\$93,979).

*Other Financing Sources*

- \$1,594,676 Increase in Operating Transfers In primarily due to use of Traffic Impact Mitigation fee revenue (\$3,817,194) for Capital Improvement Plan projects, offset in part by a reduction in the Silva Valley funding (\$1,951,183), with other more minor changes (\$271,335).

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\$447,353 Increase in use of Road District Tax revenue for Road Maintenance.

### *Fund Balance*

(\$5,659,961) Decrease in Road Fund fund balance to \$45,000.

### Appropriations

#### *Salaries and Benefits*

\$607,318 Increase in Permanent Employee Salaries and Benefits due to negotiated and natural increases.

\$60,260 Increase in Temporary Employee costs due to an increase in Maintenance extra help (\$168,500) offset in part by a decrease in Engineering Extra Help (\$108,240).

(\$183,879) Decrease in Overtime, primarily in Engineering (\$141,300) and Maintenance (\$42,579).

(\$180,953) Decrease in Workers' Compensation charge, recommended at \$0 to bring the program funding level to an acceptable confidence level, as provided by the Risk Management Division.

#### *Services and Supplies*

\$441,845 Increase in General Liability Insurance Premium expense, as departmental charges are resuming after a rate holiday in FY 2020-21.

(\$2,229,822) Decrease in overall Professional and Specialized Services in Engineering (\$494,891) due to the completion of the FEMA Parks Project, Capital Improvements (\$1,434,040), and Maintenance (\$300,891) attributable to differences in work planned for the fiscal year.

(\$16,480,497) Decrease in Construction and Engineering Contracts in Capital Improvements (\$16,480,497) due to reduced services needed for several projects, including Ice House Road Pavement Rehabilitation, Phase II, Diamond Springs Parkway Phase 1A - SR-49 Realignment, Silver Springs Parkway to Bass Lake Rd (south segment), as well as a reduction in and Engineering (\$355,000) due to reductions in Developer projects.

\$238,700 Increase in Maintenance equipment rent and lease for snow removal and road maintenance activities.

\$237,215 Increase in Road Materials costs, primarily in Plant Mix due to more grind-and-pave in-house work to be done within the fiscal year.

\$179,664 Other smaller changes in the Road Fund Services and Supplies budget.

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*Other Charges*

- (\$654,550) Decrease in Rights of Way expense due to the completion of a large portion of the Right of Way Acquisition phase of Diamond Springs Parkway Phase 1B and other projects in FY 2020-21 (\$642,500), and other more minor changes resulting in a decrease of \$12,050.
- \$695,042 Increase in Interfund charges Between Fund Types due to an increase in A-87 Cost Allocation Plan charges.
- (\$296,856) Decrease to Interfund Salary and Benefit Charges for increased Community Development Administration and Finance service charges, based on prior year actuals.

*Other Financing Uses*

- (\$721,168) Decrease in Operating Transfers Out due to the budgeting of Road Fund funding for the completion of the Shakori Garage, which is longer budgeted in FY 2021-22 and the completion of the Headington Accessibility Parking Project.

*Residual Equity Transfer*

- (\$4,860,175) Reduction in Residual Equity Transfer to the SB1 Account from DOT Maintenance as a result of the establishment of the new SB1 account in FY 2020-21.

*Intrafund Abatement*

- \$144,443 Increase from -\$445,275 to -\$300,832 in Erosion Control Intrafund Abatement to Engineering as the Road Fund is to receive fewer reimbursements due to less staff time charged to Erosion Control projects (shows as a negative appropriation).

DEPARTMENT BUDGET SUMMARY BY FUND – ROAD DISTRICT

**DEPT : 36    TRANSPORTATION**

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Taxes	7,094,069	7,120,693	7,606,715	486,022
Fines & Penalties	1,644	1,750	1,750	0
Rev Use Money/Prop	54,755	10,000	12,000	2,000
IG Rev - State	58,530	55,000	55,000	0
Fund Balance	0	40,669	0	(40,669)
<b>Total Revenue</b>	<b>7,208,998</b>	<b>7,228,112</b>	<b>7,675,465</b>	<b>447,353</b>
Other Fin Uses	7,552,286	7,228,112	7,675,465	447,353
<b>Total Appropriations</b>	<b>7,552,286</b>	<b>7,228,112</b>	<b>7,675,465</b>	<b>447,353</b>
<b>FUND 1104 ROAD DISTRICT TOTAL</b>	<b>343,288</b>	<b>0</b>	<b>0</b>	<b>0</b>

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### MAJOR BUDGET CHANGES

#### Revenues

##### Taxes

\$486,022 Increase in Property tax revenue based on anticipated increase in assessed valuations for the Fiscal Year.

##### Fund Balance

(\$40,669) Decrease in Fund Balance in the Road District Tax fund due to the use of funding budgeted for the fiscal year.

#### Appropriations

##### Other Financing Uses

\$447,353 Increase in overall Operating Transfers Out from the Road District Tax Fund to the Road Fund for operations due to increased revenue.

### DEPARTMENT BUDGET SUMMARY BY FUND – ROADS COUNTYWIDE SPECIAL REVENUE FUND

#### DEPT : 36 TRANSPORTATION

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Rev Use Money/Prop	1,345,686	810,000	810,000	0
IG Rev - State	0	5,264,503	6,028,266	763,763
Other Gov Agency	2,759,141	2,814,324	2,814,324	0
Service Charges	10,700,401	8,330,409	8,324,431	(5,978)
Other Fin Sources	46,918	100,288	0	(100,288)
Residual Equity	0	4,860,175	0	(4,860,175)
Fund Balance	0	32,241,794	37,019,743	4,777,949
<b>Total Revenue</b>	<b>14,852,145</b>	<b>54,421,493</b>	<b>54,996,764</b>	<b>575,271</b>
Other Fin Uses	11,802,920	20,067,297	20,144,141	76,844
Contingency	0	34,354,196	34,852,623	498,427
<b>Total Appropriations</b>	<b>11,802,920</b>	<b>54,421,493</b>	<b>54,996,764</b>	<b>575,271</b>
<b>FUND 1236 COUNTYWIDE SR - ROADS TOTAL</b>	<b>(3,049,226)</b>	<b>0</b>	<b>0</b>	<b>0</b>



## MAJOR BUDGET CHANGES

### Revenues

#### *State Revenue*

\$763,763      Increase in California Road Repair and Accountability Act of 2017 (SB1) Road Maintenance and Rehabilitation funding based on California State Association of Counties (CSAC) estimates for the County.

#### *Other Financing Sources*

(\$100,288)      Decrease in Operating Transfers In due to reduced transfers from Traffic Impact Fee Revenue accounts.

#### *Residual Equity Transfer*

(\$4,860,175)      Reduction in Residual Equity Transfer to the SB1 Account from DOT Maintenance as a result of the establishment of the new SB1 account in FY 2020-21.

#### *Fund Balance*

\$4,777,949      Increase in use of Fund Balance in the Highway 50 TIF account (\$3,641,125), SB1 Account (\$6,427,763), and Developer Deposits (\$5,979), offset in part by reductions in the Zone 8 (El Dorado Hills) TIF zone account (\$1,005,562), Silva Valley Interchange account (\$981,950) and funding from the Maintenance Memorandum of Understanding with the Shingle Springs Band of Miwok Indians (Tribe Funds) Agreement account (\$3,309,406) due to the use of funding budgeted for the fiscal year.

### Appropriations

#### *Contingency*

\$498,427      Increase in Appropriation for Contingency due to increases in the Silva Valley Interchange account (\$896,352), Highway 50 TIF account (\$3,290,685), SB1 Account (\$2,003,085), and Developer Deposits (\$406,517) due to increased revenue in these accounts that is not anticipated to be used for projects within the fiscal year. These increases are offset in part by reductions in the Zone 8 (El Dorado Hills) TIF zone account (\$1,714,223), TIF Zones 1-7 Account (\$2,685,211) and Tribe Funds Agreement account (\$1,698,778).

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## DEPARTMENT BUDGET SUMMARY BY FUND – FLEET ENTERPRISE FUND

**DEPT : 36    TRANSPORTATION**

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Rev Use Money/Prop	44,085	40,000	40,000	0
Service Charges	1,678,502	2,071,921	2,176,495	104,574
Miscellaneous Rev	110,040	92,371	82,616	(9,755)
Other Fin Sources	290,981	815,000	1,137,000	322,000
Fund Balance	0	107,057	0	(107,057)
<b>Total Revenue</b>	<b>2,123,608</b>	<b>3,126,349</b>	<b>3,436,111</b>	<b>309,762</b>
Salaries & Benefits	354,957	365,528	440,344	74,816
Services & Supplies	550,302	574,914	581,906	6,992
Other Charges	1,110,596	1,263,850	1,276,861	13,011
Fixed Assets	1,317,079	2,365,000	3,650,000	1,285,000
Cap Fixed Assets	(1,345,007)	(2,365,000)	(3,650,000)	(1,285,000)
Contingency	0	922,057	1,137,000	214,943
<b>Total Appropriations</b>	<b>1,987,927</b>	<b>3,126,349</b>	<b>3,436,111</b>	<b>309,762</b>
<b>FUND 5260 FLEET TOTAL</b>	<b>(135,681)</b>	<b>0</b>	<b>0</b>	<b>0</b>

## MAJOR BUDGET CHANGES

### Revenues

#### Service Charges

\$104,574      Increase in revenue from other County Departments for countywide fleet services.

#### Other Financing Sources

\$322,000      Increase in Operating Transfers In from various County departments for new vehicles and vehicle upgrades.

### Appropriations

#### Salaries and Benefits

\$74,816      Increase in Permanent Employee Salaries and Benefits due to negotiated and natural increases.

#### Other Charges

\$13,011      Increase primarily due to increased Interfund Salary and Benefit Charges for increased Community Development Administration and Finance service charges and A-87 cost plan allocation charges.

*Fixed Assets*

\$1,285,000 Increase to Fleet Vehicle Fixed Assets based on the new and replacement vehicle list (\$1,230,000) and Building Improvement for the HVAC system and restroom improvements at the Fleet building (\$55,000).

(\$1,285,000) Decrease to Capitalized Fixed Assets due to the increase in Fixed Asset costs (shown as a negative appropriation).

*Contingency*

\$214,943 Increase in Appropriation for Contingency for the Fleet fund.

## 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 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

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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 Capital Improvement Program (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 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 2021 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 homeowner's 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.

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## BUDGET SUMMARY BY PROGRAM

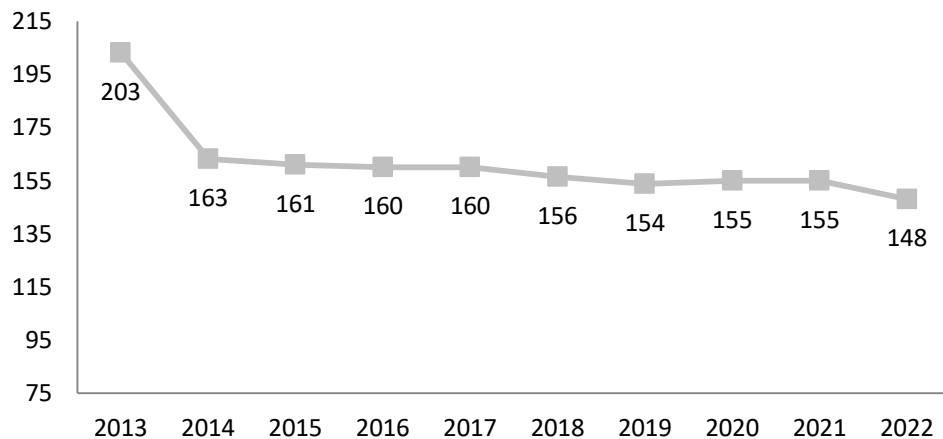
	Appropriations	Revenues	Net County Cost	Staffing
1000 - GENERAL FUND	\$ 1,099,566	\$ (972,983)	\$ 126,583	
3620250 - DOT: COUNTY ENGINEER	\$ 1,099,566	\$ (972,983)	\$ 126,583	
1101 - EROSION CONTROL	\$ 6,109,773	\$ (6,109,773)	\$ -	
3610150 - DOT: ENVIRONMENTAL IMPROVEMENT	\$ 6,109,773	\$ (6,109,773)	\$ -	
1103 - ROAD FUND	\$ 69,213,940	\$ (69,213,940)	\$ -	
3600000 - DOT: ADMINISTRATION	\$ 3,814,912	\$ (7,500)	\$ 3,807,412	2.0
3600010 - DOT: GENERAL DEPARTMENT	\$ 968,139	\$ (22,527,655)	\$ (21,559,516)	
3610100 - DOT: CAPITAL IMPROVEMENTS	\$ 36,654,548	\$ (36,654,548)	\$ -	
3620200 - DOT: ENGINEERING	\$ 4,396,596	\$ (1,638,977)	\$ 2,757,619	52.0
3630300 - DOT: MAINTENANCE	\$ 17,456,664	\$ (7,961,960)	\$ 9,494,704	74.0
3630350 - DOT: MAINTENANCE - EQUIP SHOP	\$ 5,923,081	\$ (423,300)	\$ 5,499,781	
1104 - ROAD DISTRICT	\$ 7,675,465	\$ (7,675,465)	\$ -	
3600020 - DOT: ROAD DISTRICT TAX	\$ 7,675,465	\$ (7,675,465)	\$ -	
1236 - COUNTYWIDE SR - ROADS	\$ 54,996,764	\$ (54,996,764)	\$ -	
3670702 - DOT: EROSION CONTROL PLN CHCK	\$ -	\$ -	\$ -	
3670704 - DOT: ROAD CONSTR IMPRV IN LIEU	\$ 56,989	\$ (56,989)	\$ -	
3670706 - DOT: LATROBE ROAD WIDENING PH1		\$ -	\$ -	
3670709 - DOT: TIM - HIGHWAY 50	\$ -	\$ -	\$ -	
3670710 - DOT: TIM - ZN 8 EL DOR HILLS	\$ -	\$ -	\$ -	
3670711 - DOT: 2004 SILVA VALLEY INTRCHG	\$ -	\$ -	\$ -	
3670712 - DOT: TIM - 2004	\$ -	\$ -	\$ -	
3670713 - DOT: TIM - HIGHWAY 50	\$ -	\$ -	\$ -	
3670714 - DOT: TIM - TRAFFIC IMPACT	\$ -	\$ -	\$ -	
3670715 - DOT: TIM ZN 8 EL DORADO HILLS	\$ 9,799,731	\$ (9,799,731)	\$ -	
3670716 - DOT: TIM SILVA VALLEY INTRCHNG	\$ 3,515,331	\$ (3,515,331)	\$ -	
3670717 - DOT: TIM ZNS 1 TO 7	\$ 4,194,250	\$ (4,194,250)	\$ -	
3670718 - DOT: TIM HIGHWAY 50	\$ 15,399,553	\$ (15,399,553)	\$ -	
3670727 - DOT: BASS LK HILLS SPCFC PLN	\$ 42	\$ (42)	\$ -	
3670753 - DOT: BOND: ENCROACHMENT PRPYMT	\$ 45,000	\$ (45,000)	\$ -	
3670754 - DOT ROAD IMPRV AGREEMENT	\$ -	\$ -	\$ -	
3670755 - DOT: ITS PROGRAM	\$ 168,401	\$ (168,401)	\$ -	
3670760 - DOT: TRIBE AGMT-PUBLIC IMPRV	\$ 8,461,438	\$ (8,461,438)	\$ -	
3670761 - DOT: SENATE BILL NO1 - SB1	\$ 12,456,029	\$ (12,456,029)	\$ -	
3670799 - DOT: DEVELOPER DEPOSITS	\$ 900,000	\$ (900,000)	\$ -	
5260 - FLEET	\$ 3,436,111	\$ (3,436,111)	\$ -	20.0
3650500 - DOT: FLEET	\$ 3,436,111	\$ (3,436,111)	\$ -	
3650510 - DOT: FLEET ACCIDENT	\$ -	\$ -	\$ -	
<b>Total</b>	<b>\$ 142,531,619</b>	<b>\$ (142,405,036)</b>	<b>\$ 126,583</b>	<b>148.0</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.

During FY 2021-22, the Department made several changes to the personnel allocation. On October 6, 2020, the Board approved the deletion of one Services Operations Coordinator and one Associate Civil Engineer positions (deleting two (2) FTEs) and added one Administrative Technician (1 FTE) in order to better align staff and position classifications with the required workload and responsibilities, while also reducing salary and benefit costs. 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 seven (7) FTEs), and add one Supervising Civil Engineering and one Administrative Technician (adding two (2) positions). 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 149 FTEs.

The Recommended Budget deletes one Limited Term Administrative Technician, and replaces an Equipment Mechanic III (1 FTE) with a Sr. Equipment Mechanic (1 FTE), based on a classification recommendation from Human Resources. There are no other changes to the allocation recommended as part of the budget. The recommended staff allocation for FY 2021-22 is 148 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 \$1,099,566, which is a decrease of \$1,439,411 (56.7%) when compared to the FY 2020-21 Adopted Budget. The General Fund provides \$126,583 (11.5%) of the funding for the General Fund portion of the budget and has increased by \$6,006 (5%) when compared to the FY 2020-21 Adopted Budget. The decrease in this budget can be attributed to a reduction in engineering staff work on plan checking and inspections of development projects.

# Transportation

## RECOMMENDED BUDGET • FY 2021-22

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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 \$69,213,940, which is a decrease of \$22,955,880 (24.9%) when compared to the FY 2020-21 Adopted Budget. Revenue for the Road program is recommended at the same amount. The reduction is due in part to the reality that revenues are not keeping pace with the increase in expenditures for Road Maintenance operation. The Department is projecting almost zero fund balance in the Road Fund (\$45,000 is budgeted in Fund Balance due to the re-budget of one vehicle), and will likely continue to request use of General Fund or other sources of revenue to fund ongoing operations. Although the budget reflects no Net County Cost for the Road Fund, for the first time with the FY 2021-22 budget, staff is recommending that the Road Fund receive General Fund supplementation through the use of Transient Occupancy Tax (\$1,800,000).

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 \$8,700,000 is allocated from discretionary funding sources including Tribal Funding (\$4,600,000), franchise fees (\$550,000), and SMUD funds (\$140,800) for road maintenance and Capital Improvement projects. Use of Tribe Funds includes \$1,495,610 for an allocation to fund road maintenance, as directed by the Board of Supervisors. In addition, approximately \$9,000,000 in TIM fee revenues will be used for CIP projects. Other major sources of revenues for this fund come from State (\$12,239,916) and Federal (\$22,041,649) Sources.

The Department also has several other Special Revenue Funds for specific funding purposes. The Erosion Control budget is recommended at \$6,109,773 which is a decrease of \$586,626 (8.8%) when compared to the FY 2020-21 Adopted Budget. The Road District Tax Special Revenue Fund budget is recommended at \$7,675,465, an increase of \$447,353, or 6.2% when compared with FY 2020-21, due to the increase in Property Tax Revenue. The Roads Countywide Special Revenue Fund is recommended at \$54,996,764, an increase of \$575,271 or 1.1% compared with the FY 2020-21 Budget. For each of these Special Revenue Funds, budgeted revenues match expenses.

The Fleet Program Internal Service Fund Recommended Budget, recommended at \$3,436,111, represents an overall increase of \$309,762 (9.9%) when compared to the FY 2020-21 Adopted Budget. There is no General Fund cost for the Fleet Internal Service Fund. The increase is due primarily to Fleet's overall expenses increasing due to more capital asset purchases (e.g. cars and equipment) than in FY 2020-21. Several of the vehicles are re-budgeted due to not being delivered within FY 2020-21.

### CAO Adjustments

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 regarding the use of TOT, 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 \$1,300,000 in TOT to be directed toward Road Maintenance. The Board also directed that an additional \$500,000 in funding be directed toward snow removal equipment, since tourists in the Tahoe Basin and elsewhere in the County rely on plowed roads.



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. The \$1,300,000 in TOT funding noted above plus \$1,495,610 allocated from Tribe Funds serve to meet this goal. However, as the Department presented to the Board on April 19, 2021, at a special Board meeting regarding the Recommended Budget, there is a projected deficit in the Road Fund. While the additional discretionary funding from Tribe Funds and TOT, in the total amount of \$2,795,610 allow current operations to continue, no additional road maintenance work beyond the status quo will occur.

Transportation requested \$203,000 in General Fund for Board-directed research and operations projects that are outside the budgeted appropriations of the Road Fund, and/or cannot be funded by other sources. This funding has not been included in the Recommended Budget. Funding for any Board-directed research or other operations will have to be identified by the Board at the time the direction is given.

#### Sources & Uses of Funds

The Department of Transportation is primarily funded by State and Federal revenues. Other revenues come primarily from Traffic Impact Mitigation 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 which use Fleet services.

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.

# Transportation

## RECOMMENDED BUDGET • FY 2021-22

### DEPARTMENT BUDGET SUMMARY BY FUND – BOARD OF SUPERVISORS GOVERNED DISTRICTS AND ZONES OF BENEFIT

This program provides for the activities of County Service Areas 2, 3, 5, and 9, Zones of Benefit, and the Georgetown Cemetery Zone of Benefit. Areas and zones are established to provide road and drainage maintenance, lighting, cemetery services, and other localized services to a specific area.

Special Districts are primarily funded by taxes and special assessments to benefiting parcels. The total 2021-22 Budget is \$11,316,128, which represents a decrease of \$232,459 (2.0%) from the Fiscal Year 2020-21 budget due changes in work program requested by the special districts, as well as fund balance changes, which fluctuate year to year.

### BOARD OF SUPERVISORS GOVERNED DISTRICT – COUNTY SERVICE AREA # 2

CSA #2 includes the Arrowbee Zone A and Hidden Lakes Zone B Zones of Benefit.

#### FUND : 1352 County Service Area #2

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Taxes	27,516	25,147	27,874	2,727
Fines & Penalties	29	0	0	0
Rev Use Money/Prop	2,530	0	0	0
IG Rev - State	227	0	0	0
Service Charges	67,082	74,358	67,583	(6,775)
Fund Balance	0	156,651	230,341	73,690
<b>Total Revenue</b>	<b>97,383</b>	<b>256,156</b>	<b>325,798</b>	<b>69,642</b>
Services & Supplies	45,801	219,451	289,770	70,319
Other Charges	7,440	17,713	29,228	11,515
Intrafund Transfers	5,129	6,800	6,800	0
Contingency	0	12,192	0	(12,192)
<b>Total Appropriations</b>	<b>58,370</b>	<b>256,156</b>	<b>325,798</b>	<b>69,642</b>
<b>FUND 1352 County Service Area #2 TOTAL</b>	<b>(39,014)</b>	<b>0</b>	<b>0</b>	<b>0</b>

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BOARD OF SUPERVISORS GOVERNED DISTRICT – COUNTY SERVICE AREA #3

CSA #3 includes the West Shore Snow Removal and South Shore Snow removal Zones of Benefit, as well as the Cascade Drainage Zone of Benefit.

**FUND : 1353 County Service Area #3**

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Taxes	12,763	12,763	12,764	1
Fines & Penalties	515	0	0	0
Rev Use Money/Prop	22,950	0	0	0
Service Charges	219,286	219,899	221,602	1,703
Fund Balance	0	1,140,530	1,140,530	0
<b>Total Revenue</b>	<b>255,514</b>	<b>1,373,192</b>	<b>1,374,896</b>	<b>1,704</b>
Services & Supplies	72,882	553,133	281,000	(272,133)
Other Charges	11,408	43,400	15,689	(27,711)
Fixed Assets	227,154	295,000	153,000	(142,000)
Intrafund Transfers	0	389	389	0
Contingency	0	481,270	924,818	443,548
<b>Total Appropriations</b>	<b>311,444</b>	<b>1,373,192</b>	<b>1,374,896</b>	<b>1,704</b>
<b>FUND 1353 County Service Area #3 TOTAL</b>	<b>55,930</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Transportation

## RECOMMENDED BUDGET • FY 2021-22

### BOARD OF SUPERVISORS GOVERNED DISTRICT – COUNTY SERVICE AREA # 5

CSA #5 includes the Tahoma Drainage Zone of Benefit.

#### FUND : 1355 County Service Area #5

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Taxes	56,836	55,373	59,876	4,503
Fines & Penalties	13	0	0	0
Rev Use Money/Prop	13,015	0	0	0
IG Rev - State	471	235	0	(235)
Fund Balance	0	647,131	647,131	0
<b>Total Revenue</b>	<b>70,335</b>	<b>702,739</b>	<b>707,007</b>	<b>4,268</b>
Services & Supplies	0	73,316	67,500	(5,816)
Other Charges	92,851	102,300	36,000	(66,300)
Other Fin Uses	0	200,000	200,000	0
Contingency	0	327,123	403,507	76,384
<b>Total Appropriations</b>	<b>92,851</b>	<b>702,739</b>	<b>707,007</b>	<b>4,268</b>
<b>FUND 1355 County Service Area #5 TOTAL</b>	<b>22,516</b>	<b>0</b>	<b>0</b>	<b>0</b>

### BOARD OF SUPERVISORS GOVERNED DISTRICT – COUNTY SERVICE AREA # 9

CSA #9 includes the Zone of Benefit Administration account, Insurance Reserve accounts and the Georgetown Cemetery Zone 3 as well as the following Zones of Benefit: Ryan Ranch Zone 2, Sundance Trail Zone 9, Holly Drive Zone 11, Texas Hill Zone 12, Oakleaf Circle Zone 13, Fernwood-Cothrin Zone 14, Carlson Drive Zone 15, East El Largo Zone 21, Gilmore Vista Zone 22, Tegra Zone 23, Walnut Drive Zone 24, Meadowview Acres Zone 25, Dolly Varden Lane Zone 26, Creekside Drive Zone 27, Pineoakio Zone 29, Lynx Trail Zone 30, Many Oaks Lane Zone 32, Pilot View Drive Zone 35, Greensprings Zone 37, King Of The Mountain Zone 38, Randolph Canyon Zone 39, Rolling Ranch Zone 40, Blanchard Estates Zone 45, River Pines Est Zone 46, Rancho Ponderosa Zone 54, Nance Drive Zone 56, Devil's Gate Zone 60, Green Valley Oaks Zone 69, Maverick Zone 88, Shadow Lane, Creekside Zone 28, Stonegate Village Zone 31, La Cresta Zone 42, Bar J Ranch Zone 43, Waterford Zone 44, Parkview Heights Zone 48, Stoneridge Village Zone 50, Ridgeview Estates Zone 51, Crescent Ridge Zone 52, Greenvalley Hills Zone 53, Village Center Zone 55, Winterhaven Zone 58, Fairchild Village Zone 59, Bass Lake Village Zone 61, Southpointe Zone 62, Marina Hills Zone 63, Marina Woods Zone 65, Summit Zone 66, Crown Valley, Francisco Oaks, Eastwood Park Zone 71, Oak Tree Meadows Zone 73, Long View Estates Zone 76, Sierra Sunrise Zone 77, Sundown Estates Zone 78, Cavalry Meadows Zone 79, Serrano Zone 87, Creekside Greens Zone 89, Cameron Ridge Zone 82, Highland Hills Zone 83, Cambridge Oaks Zone 91, Cameron Valley Zone 92, Woodleigh Heights Zone 94, The Plateau Zone 95, Twin Canyon Est Zone 96, Highland View Zone 97, Camino Vista Zone 99, Hiland View 3b&4, Hiland View 5&6, Ridgeview West 1&2, Bass Lk V 8-13, Hiland Village 4, Watermark Zone, Euer Ranch 1-5, Euer Ranch 6&7, Carson Crossing Dr, Highland Village, Barnett Business Park Zone 34, Diamond Springs Zone 49, Eastwood Park 5, Pioneer Place Zone 64, Black Oak Estates Zone 70, Black

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Oak Est 6, Deerfield Est, Hollow Oak, Creekside 2&3, Highland View 3a, Travois, Silver Springs, W Valley Village, Hawk View Road Zone and Emerald Meadows.

**DEPT : 35 CDS ADMIN & FINANCE**

Description	Prior Year Actual	Current Year Adopted	CAO Recommended	Difference from Adopted
Taxes	1,044,120	1,004,518	1,028,210	23,692
Fines & Penalties	6,005	2,950	0	(2,950)
Rev Use Money/Prop	240,494	0	0	0
IG Rev - State	386	0	0	0
Service Charges	337,376	351,291	342,741	(8,550)
Miscellaneous Rev	11,700	4,600	6,210	1,610
Other Fin Sources	0	56,168	0	(56,168)
Fund Balance	0	7,796,973	7,531,265	(265,708)
<b>Total Revenue</b>	<b>1,640,081</b>	<b>9,216,500</b>	<b>8,908,426</b>	<b>(308,074)</b>
Salaries & Benefits	8,017	20,349	27,042	6,693
Services & Supplies	768,965	4,031,979	3,546,677	(485,302)
Other Charges	200,590	484,544	518,521	33,977
Residual Equity Xfer	0	0	1,810	1,810
Intrafund Transfers	24,909	58,363	60,959	2,596
Intrafund Abatement	(30,038)	(65,552)	(68,148)	(2,596)
Contingency	0	4,287,236	3,656,582	(630,654)
Reserves Budgetary	0	399,581	1,164,983	765,402
<b>Total Appropriations</b>	<b>972,443</b>	<b>9,216,500</b>	<b>8,908,426</b>	<b>(308,074)</b>
<b>FUND 1359 County Service Area #9 TOTAL</b>	<b>(667,639)</b>	<b>0</b>	<b>0</b>	<b>0</b>