

DEPARTMENT OF TRANSPORTATION

Mission

The mission of the Department of Transportation is to provide a safe, congestion free highway system that is responsive to the needs of the County's citizens, and is environmentally sensitive.

Program Summaries

County Engineer (General Fund)
Positions: 0 FTE

Total Appropriations \$2,600,881
Net County Cost \$654,000

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. DOT's County Engineer Program provides for the implementation of the National Pollutant Discharge Elimination System (NPDES) program involving the implementation of a Storm Water Management Plan as required by the Regional Water Quality Control Board under the Statewide Phase II Storm Water permit. Staff supporting the County Engineer function are initially funded in the Road Fund in various cost centers to include Construction, Transportation Planning & Land Development, and Engineering and secondarily billed to the County Engineer function which accounts for the fact that the FTEs are shown as zero.

Maintenance (Road Fund)
Positions: 103.5 FTE

Total Appropriations \$16,164,939
Net County Cost \$0

This division is responsible for the maintenance of 1,070 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, it conducts the snow removal program and the surface treatment (overlay and chip seal) program as funding becomes available. This division is also responsible for the Traffic Unit, which provides installation and maintenance of roadway signs, traffic signals and roadway striping. The Maintenance Division also operates the equipment maintenance facilities that maintain the department's heavy equipment and vehicles.

Transportation Planning & Land Dvlp (Road Fund)
Positions: 34 FTE

Total Appropriations \$3,261,935
General Fund Contribution \$191,325

This Division is responsible for long range transportation planning, which involves work on the County's General Plan and implementation measures identified as DOT's responsibility under the adopted General Plan, administration of the traffic impact mitigation fee program, road alignment studies, route adoptions, and project study reports. The Division is also responsible for coordination with regional transportation entities and the input into the State Transportation

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Improvement Program (STIP). The Land Development Unit is responsible for discretionary review of projects where development is conditioned to construct improvements to mitigate impact resulting from the proposed project; reviews project plans and implements the NPDES program on the west slope.

Engineering (Road Fund)
Positions: 96.5 FTE

Total Appropriations \$174,716
Net County Cost \$0

The Engineering Program includes three regional divisions: West Slope, Foothills and the Tahoe Basin responsible for the construction of the Department's Capital Improvement Program (CIP). The construction of these projects includes environmental review, planning, acquiring right-of-way, designing, engineering, surveying and constructing County roads, highways, bridges, interchanges, and storm water quality Best Management Practices. 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. The Appropriations shown above represent only that portion of work in the Engineering Divisions that is in support of Road Fund operations and does not include labor costs in support of the CIP and County Engineer as they are eliminated as intrafund transfers. The Engineering Division also includes the Office Engineer function. The Office Engineer Unit is responsible for the creation of operating standards to facilitate project delivery, the creation of policy and guidelines for the Department's Continuous Quality Improvement Program (CQIP) and department wide contract coordination. Where these services are provided to restricted road fund programs, costs are recovered through the billing rates charged to that program.

Director's Office/Administration (Road Fund)
Positions: 22 FTE

Total Appropriations \$2,444,269
Net County Cost \$0

The Director's Office manages all divisions and has overall responsibility for the department. The Administration Division has responsibility for the primary administrative/business support functions of the department. Included are budgeting, accounting, payroll, fiscal operations, capital financing, personnel recruitment, and employee relations. This division also includes the Computer Services and Support unit, responsible for hardware and software installation and maintenance, computer system administration, data download processing, application program development, system conversions and website development.

General Department Costs (Road Fund)
Positions: 0 FTE

Total Appropriations \$4,240,055
Net County Cost \$0

General Department costs consist of department-wide costs such as building rent, A-87 Cost Allocation Plan charges, office supplies, liability insurance, telephone charges, etc. Where these services are provided to restricted road fund programs, costs are recovered through the billing rates charged to that program.

Road District Tax
Positions: 0 FTE

Total Appropriations \$5,243,247
Net County Cost \$0

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 Transportation programs.

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Capital Roadway Improvements

Positions: 0 FTE

Total Appropriations \$98,900,230

Net County Cost \$0

This program with the staff provided by the Engineering Program provides for the project development and construction of County roadway capital improvements. The Capital Improvement Program (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 providing for expansion of existing facilities and systems. The appropriations included in the proposed budget are consistent with the Proposed Five-Year CIP.

Erosion Control Improvements

Positions: 0 FTE

Total Appropriations \$10,040,565

Net County Cost \$0

The primary objective of the Erosion Control Program is to utilize grant funding and local TRPA mitigation funds to construct the El Dorado County storm water quality improvement projects and environmental restoration projects contained within the Lake Tahoe Basin Environmental Improvement Program (EIP), which is incorporated into the CIP. Resources provided by the Engineering Program 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.

Special Districts and Zones of Benefit

Positions: 0 FTE

Total Appropriations \$3,194,686

Net County Cost \$0

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

South Lake Tahoe Transit

Positions: 0 FTE

Total Appropriations \$849,812

Net County Cost \$0

The Department of Transportation, in conjunction with the Department of Health & Human Services administers the County's South Lake Tahoe Transit Program as part of the Blue Go transit system (formerly known as the Coordinated Transit System) within the south shore area of the Tahoe Basin. The Blue Go is a public/private partnership which is made up of local lodging properties, Heavenly Ski Resort, casinos, Douglas County, El Dorado County and the City of South Lake Tahoe. The program provides public transportation services in the South Lake Tahoe Basin, specifically to the disabled, elderly, and the general public through contracted services.

Airports

Positions: 3 FTE

Total Appropriations \$2,169,987

General Fund Contribution \$101,952

This program provides for the operation and maintenance of the general aviation facilities located at the Placerville and Georgetown airports and provides for oversight of capital improvement projects at the airports.

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EDC/Folsom Joint Powers Authority
Positions: 0 FTE

Total Appropriations \$0
Net County Cost \$0

The El Dorado County/Folsom Joint Powers Agreement was created as a means of planning for future development and government services from a regional perspective thereby allowing for coordination between the County and the City. Several County departments participate in the effort. While staff members from these agencies continue to attend meetings, there have been no other obligations of the participating agencies beyond providing for this attendance, resulting in no budget appropriations being requested.

Fiscal Year 2007-08 Major Accomplishments

Completed overlay projects funded with General Fund and Traffic Congestion Relief monies

- Lake Hills Drive – 1.07 Miles
- Francisco Drive – 0.88 Miles

During the 2007/2008 budget year, the Department's Maintenance Division completed multiple repair and rehabilitation projects including:

- Erosion control and roadway repairs related to the Angora Fire in South Lake Tahoe
- Construction of an all-way stop at the intersection of Mother Lode Road and El Dorado Road
- 2,900,000 square feet of grinding and paving rehabilitation projects County-wide
- Road widening / safety improvements on Traverse Creek Road and also on Ringold Road
- Drainage improvements on Silva Valley Road, Knollwood Drive and Pioneer Hill Road

Delivery of several capital improvement and environmental improvement projects, including construction of:

- Angora Fire Emergency Rehabilitation Projects (Zones A-D)
- Apalachee Phase 3A Erosion Control Project
- Christmas Valley 1 Erosion Control and Stream Environmental Zone Project
- Sawmill 1A Bike Path Project
- Missouri Flat Interchange Reconstruction – Phase 1A
- Pleasant Valley Road 2-Way Left Turn Lane Widening in Diamond Springs
- Cameron Park Drive / Oxford Road Intersection Improvements
- Mother Lode Drive 2-Way Left Turn Widening in Shingle Springs
- Mother Lode Drive / El Dorado Road Intersection Improvements
- Mt. Murphy Bridge Repair
- Mosquito Road Bridge Repair

Delivery of the following project has been possible through a combination of efforts put forth by the county and area developers:

- Cameron Park Drive / Coach Lane Intersection Improvements

Several additional transportation projects have been advanced through the design phase including completing design and final plans of:

- White Meadows Road Slipout – Emergency Repair

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- Cameron Park Drive / La Canada Drive Intersection Improvements
- Marshall Road Grade Realignment
- Green Valley Road at Tennessee Creek – Bridge Replacement

Several projects have been advanced through the design phase and are either in the construction bid process or currently in construction. These projects are:

- Durock Road / Business Center Drive Intersection Signalization
- Green Valley Road Sidewalk from Pleasant Grove School to Bass Lake Road
- Latrobe Road Widening (2 to 4 lanes) – Suncastr Lane to Golden Foothill Parkway
- Latrobe Road Widening (4 to 6 lanes) – US 50 to White Rock Road
- White Rock Road Realignment – Manchester Drive to Latrobe Road

In the Tahoe Basin, the Department advanced several projects through the project development phase and initiated several new erosion control, air quality, water quality, and monitoring projects. During the 2008 construction season it is anticipated that construction of the following projects will occur:

- Sawmill 1B Bike Path Project
- Apalachee Phase 3B Erosion Control Project
- Angora 3 Erosion Control Project

In addition, the Department's Tahoe Engineering Division completed a major overhaul of its database and is also in the beginning stages of rolling out the project management software, Primavera 6.0, which will realize a number of efficiencies in the management of erosion control projects.

The Department's Transportation Planning and Land Development (TP&LD) Division have achieved the following results:

- Review of over 230 plan-check submittals
- Issuance of nearly 200 miscellaneous permits
- Responded to over 120 complaints
- Calculated over 650 building permit TIM fees
- Processed and issued over 1,200 oversize load permits
- Provided comments and conditions on nearly 300 projects

In addition, the TP&LD Division has begun the work needed to update the Design & Improvements Standard Manual (DISM), initiated a TIM Fee working group that has held several meetings, and have applied for numerous grants.

The Department decentralized budget preparation and monitoring functions in prior years by adding an administrative manager to each Division. The past year has involved a great deal of on the job training, provided by the Administration Division, such that these administrative managers are better able to budget and monitor both costs and performance in their divisions.

The Department formerly contracted for services to perform the acquisition process associated with acquiring an improvement funded through Mello Roos bond sales and the Statewide Community Infrastructure Program (SCIP). This work is now performed by staff in the Administration Division where 3 acquisition books, for improvements totaling approximately \$10,700,000 have been processed.

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The IT staff in Administration has worked with the engineering staff to provide better accessibility to the public and policy makers by making information related to the capital improvement program available on the DOT web page.

Fiscal Year 2008-09 Goals and Objectives

Provide customer service and comply with legally mandated activities

- Implement General Plan policies
- Manage NPDES requirements
- Submit required data and financial reports on time
- Increase information available on internet

Enhance available funding sources to meet existing and future transportation needs

- Review and update the TIM Fee Program to maintain defensible and sustainable TIM fees that meet the requirements contained in the General Plan.
- Maximize revenue participation from external sources (FHWA, Caltrans, etc.)
- Work with other transportation partners to leverage available money

Improve Project Delivery so that needed transportation improvements are delivered timely and efficiently

- Deliver 5-year Capital Improvement Program & Environmental Capital Improvement
- Develop 10-year and 20-year capital Improvement Programs responsive to General Plan growth issues and revenue estimates
- Develop Quality Control/Quality Assurance Program (CQIP)
- Augment staff as needed with consultant resources
- Partner with Developers for delivery of transportation projects
- Develop a "shelf-list" of projects to take advantage of new revenues

Improve performance of existing highway system

- Improve pavement condition scores
- Increase the annual delivery of chip seals, overlays, and brushing/ditching
- Reduce accident rates
- Respond timely to complaints

Budget Management Tools

- Create software applications to allow managers to monitor expenditures compared to budget in a more user friendly manner
- Inventory and integrate software applications to allow for a standardized approach to managing each Division

Develop staff so that customer service is a focus and teamwork is a way of life.

- Complete MOU to define roles and responsibilities between Development Services Department and DOT
- Recruit high-caliber staff
- Implement comprehensive employee training program
- Implement employee recognition program

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Chief Administrative Office Comments

Road Fund Operations

The Department's requested budget for Road Fund Operations represents a decrease of \$2,400,000 or 8.5% in appropriations and a decrease of \$4,200,000 or 16.6% in revenue when compared to the FY 2007-08 Budget. The use of Fund Balance increased \$1,700,000. The General Fund Contribution to the Road Fund decreased \$1,800,000. The Department is requesting a General Fund Contribution of \$191,325 to fund non-road related General Plan Implementation functions. The Department continues to maintain a reserve of \$1,000,000.

Changes in revenues are primarily made up of the following:

- A \$850,000 decrease in Intergovernmental Revenues is due to:
 - Elimination of \$2,000,000 in one-time grants for the Angora Fire
 - Decrease of \$1,750,000 in Federal Forest-Secure Rural Schools Program
 - Addition of \$2,900,000 in Traffic Congestion Relief Funds (Prop. 42).
- A \$450,000 decrease in Charges for Services is primarily due to:
 - \$550,000 decrease from County Engineer due to decreased DOT staff costs
 - \$100,000 decrease in Inspections and Services
 - \$140,000 increase in Air Pollution District Grant funding for diesel retrofit projects
- A \$3,000,000 decrease in Other Financing Sources is due to:
 - Elimination of \$1,800,000 in General Funds (Measure H in-lieu funding) previously used for road maintenance
 - Elimination of \$540,000 in TIM fees related to reimbursement of prior year costs to update the fee program
 - Decrease of \$640,000 in Road District Tax funds available for operations
 - Decrease of \$350,000 required from Capital Leases
 - Addition of \$170,000 for assessment district maintenance
 - Addition of \$175,000 from FEMA of previously withheld retention
 - Addition of \$35,000 in TDA funding
- A total of \$5,000,000 in fund balance will be required to fund operations in FY 2008-09 which is an increase of \$1,700,000 over FY 2007-08.

Changes in appropriations are primarily made up of the following:

- Salaries and Benefits have been reduced by \$2,900,000 due to the elimination of \$1,500,000 in costs associated with 20 new staff positions requested in FY 2007-08 that were not approved and \$1,400,000 in costs associated with leaving 19 current allocations vacant and unfunded.
- Services and supplies have been reduced by \$1,000,000 primarily in the professional services contracts due to reductions of work related to the Angora Fire.
- Fixed Assets have increased due to the "greening of the fleet". The department has budgeted approximately \$2,000,000 in FY 2008-09 to perform diesel engine retrofits and equipment replacements. Of this budgeted amount, approximately \$700,000 is being funded with Road Fund discretionary sources to match approximately \$1,300,000 of grant funding.
- Other Financing Uses (Operating Transfer Out to Fleet) decreased by \$275,000. We do not plan to buy any new vehicles.

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- Intra-fund Abatements increased (decrease in funding) by \$1,200,000 due to the decrease of \$1,600,000 in funding expected from the CIP and a \$400,000 increase in funding from the Erosion Control program.

Fund 10 – County Engineer

The Proposed Budget for County Engineer represents a decrease of \$821,916 in revenues and appropriations when compared to the FY 2007-08 Final Budget. As a result, the Net County Cost has remained the same at \$654,000.

The decrease in revenues and appropriations is due primarily to decreased professional service contracts and decreased salary cost for DOT staff in support of developer driven activities billed through time and materials.

Net County Cost provides \$189,941 to fully fund staff time spent in answering general questions for the public that are not billable. The balance of \$464,059 in Net County Cost funds half of the National Pollution Discharge Elimination Program (NPDES). The County currently operates under two separate National Pollutant Discharge Elimination System (NPDES) permits, one for the Lake Tahoe Basin and one for the West Slope, each of which require the development, adoption, and implementation of a Storm Water Management Plan (SWMP). The County has adopted SWMPs for both areas and is presently implementing tasks identified in the individual SWMPs. During FY 2008-09 the NPDES program will require continued as well as additional responsibilities by the County in order to maintain compliance with the permit requirements. One such requirement is the development of a fiscal analysis and associated finance/funding strategy to provide local funding to meet water quality objectives through implementation of the SWMP. It is anticipated that this funding analysis will be completed during the FY 2008-09 and will provide long-term funding options for the NPDES program. In addition to the existing NPDES requirements, the Lahontan Region is in the process of developing and implementing a Total Maximum Daily Load (TMDL), which will require an increased level of effort by the County as this policy is finalized and adopted. Currently one-half of the NPDES costs are funded by the General Fund and one-half funded with Public Utility Franchise Fees in the Road Fund. As discussed above, the County anticipates developing a fiscal strategy for the NPDES program to ensure the program is fully funded for future years as additional requirements are anticipated related to the issuance of new NPDES permits for each area.

West Slope Capital Improvement Program (CIP)

The Department's requested budget for the CIP represents a decrease of \$16,700,000 or 14.5% in revenues and appropriations when compared to the FY 2007-08 Budget.

The CIP budget is consistent with the recently adopted Five-Year CIP with the exception of the elimination of 2 overlay projects that were originally programmed to be funded with Prop 1B funding and due to funding shortfalls related to Road Fund operations is being redirected to routine maintenance. Construction of EID improvements as part of the Latrobe Road project has been included in the budget. Developer built projects have been excluded from budget appropriations

The TIM fee revenues were adjusted downward to reflect current reduced activity in the housing market and were reflected in the Five-Year CIP. The Department is monitoring TIM fee receipts

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closely to determine if receipts will be realized as assumed in our CIP cash proforma. Based on receipts in FY 2007-08, new construction is tracking consistent with projections.

Tahoe Basin Capital Improvement Program (Erosion Control)

The Department's proposed budget for the Erosion Control Program represents a decrease of \$6,600,000 or 39% in revenues and appropriations when compared to the FY 2007-08 Budget. The Tahoe capital program is included in the Five-Year CIP and the budget is being submitted consistent with that document. The Tahoe program is funded through available grant funds.

Road District Tax

The Department's proposed budget for Road District Tax represents a decrease of \$667,000 or 11% in revenues and appropriations when compared to the FY 2007-08 Final Budget.

The decrease in revenues is based on reduced property tax revenue of \$195,000 (based on actual FY 2007-08 receipts) and the elimination of \$450,000 in use of fund balance. This results in less appropriations in operating transfers out to the Road Fund.

South Lake Tahoe Transit

The Department's requested budget for South Lake Tahoe Transit represents an increase of \$391,000 or 85% in revenues and appropriations when compared to the FY 2007-08 Final Budget.

The increase in revenues is primarily comprised of \$200,000 in use of Prop 1B fund balance, \$160,000 in Transportation Development Act (TDA) funds and \$40,000 in Federal Transit grant funds. Appropriations for fixed assets have increased \$290,000 to purchase two wheelchair equipped buses, services and supplies has increased \$30,000 in professional services due to increased contract costs to provide transit services and depreciation expense has increased by \$61,000 due to the acquisition of two new buses.

Special Districts

The Department's requested budget for Special Districts represents a decrease of \$2,000,000 or 38.8% in revenues and appropriations when compared to the FY 2007-08 Budget. This decrease is related to budget presentation only and is not a true decrease in appropriations. In past budgets the use of fund balance represented all available fund balance and did not represent fund balance that was required for annual operations. We are modifying this budget approach and are including in appropriations and revenues amounts that reflect anticipated district needs.

Airports

In the FY 2007-08 budget, airports were included within the General Services budget. The General Services reorganization included the transfer of airports from General Services to DOT. The budget for Airport Operations is being submitted as a status quo budget to include a General Fund contribution similar to that provided in FY 2007-08. The General Fund contribution in the proposed budget totals \$101,952 compared to the FY 2007-08 budgeted

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contribution of \$113,412. The department is adding a total of three FTEs that are being transferred from the General Services department.

Personnel Allocations

Fiscal Year 2008-09 BOS Approved Personnel Allocation	2007-08 Adjusted Allocation	2008-09 Dept Request	2008-09 CAO Recm'd	Diff from Adjusted
Director of Transportation	1.00	1.00	1.00	0.00
Administrative Secretary	6.00	6.00	6.00	0.00
Administrative Services Officer	6.00	6.00	6.00	0.00
Administrative Technician	8.00	8.00	8.00	0.00
Airport Operations Supervisor	0.00	1.00	1.00	1.00
Airport Technician I/II	0.00	2.00	2.00	2.00
Assistant in Land Surveying	2.00	2.00	2.00	0.00
Assistant in Right of Way	2.00	2.00	2.00	0.00
Associate Land Surveyor	2.00	2.00	2.00	0.00
Associate Right of Way Agent	2.00	2.00	2.00	0.00
Associate/Assistant in Civil Engineering	21.00	21.00	21.00	0.00
Bridge Maintenance Supervisor	1.00	1.00	1.00	0.00
Bridge Maintenance Worker I/II/III	3.00	3.00	3.00	0.00
Chief Engineering Technician	2.00	2.00	2.00	0.00
Construction Manager	1.00	1.00	1.00	0.00
Contract Services Officer	1.00	1.00	1.00	0.00
Department Analyst I/II	4.00	4.00	4.00	0.00
Deputy Director Administration	1.00	1.00	1.00	0.00
Deputy Director Engineering	4.00	4.00	4.00	0.00
Deputy Director Maintenance & Operations	1.00	1.00	1.00	0.00
Development Technician I/II	1.00	1.00	1.00	0.00
Engineering Aide/Engineering Technician	3.00	3.00	3.00	0.00
Equipment Maintenance Supervisor	3.00	3.00	3.00	0.00
Equipment Mechanic I/II	8.00	8.00	8.00	0.00
Equipment Mechanic III	2.00	2.00	2.00	0.00
Equipment Superintendent	1.00	1.00	1.00	0.00
Fiscal Technician	3.00	3.00	3.00	0.00
Highway Maintenance Supervisor	8.00	8.00	8.00	0.00
Highway Maintenance Worker I/II/III	36.00	36.00	36.00	0.00
Highway Maintenance Worker IV	7.00	7.00	7.00	0.00
Highway Superintendent	2.00	2.00	2.00	0.00
Information Technology Department Coordinator	3.00	3.00	3.00	0.00
Parts Technician	2.00	2.00	2.00	0.00
Principal Engineering Technician	6.00	6.00	6.00	0.00
Principal Planner	2.00	2.00	2.00	0.00
Right of Way Program Manager	1.00	1.00	1.00	0.00
Secretary	2.00	2.00	2.00	0.00
Sr. Accountant	1.00	1.00	1.00	0.00
Sr. Bridge Maintenance Worker	1.00	1.00	1.00	0.00
Sr. CADD Technician	4.00	4.00	4.00	0.00

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Fiscal Year 2008-09 BOS Approved Personnel Allocation	2007-08 Adjusted Allocation	2008-09 Dept Request	2008-09 CAO Recm'd	Diff from Adjusted
Sr. Civil Engineer	28.00	28.00	28.00	0.00
Sr. Department Analyst	2.00	2.00	2.00	0.00
Sr. Development Technician	1.00	1.00	1.00	0.00
Sr. Engineering Technician	18.00	18.00	18.00	0.00
Sr. Equipment Mechanic	1.00	1.00	1.00	0.00
Sr. Fiscal Assistant	2.00	2.00	2.00	0.00
Sr. Highway Maintenance Worker	7.00	7.00	7.00	0.00
Sr. Information Technology Dept Coordinator	1.00	1.00	1.00	0.00
Sr. Office Assistant	5.00	5.00	5.00	0.00
Sr. Planner	3.00	3.00	3.00	0.00
Sr. Traffic Civil Engineer	2.00	2.00	2.00	0.00
Sr. Traffic Control Maintenance Worker	1.00	1.00	1.00	0.00
Supervising Civil Engineer	9.00	9.00	9.00	0.00
Traffic Control Maintenance Supervisor	1.00	1.00	1.00	0.00
Traffic Control Maintenance Worker I/II/III	5.00	5.00	5.00	0.00
Traffic Control Maintenance Worker IV	2.00	2.00	2.00	0.00
Traffic Operations Technician	1.00	1.00	1.00	0.00
Traffic Superintendent	1.00	1.00	1.00	0.00
Transportation Fiscal Services Manager	1.00	1.00	1.00	0.00
Transportation Safety/Supplies Technician	1.00	1.00	1.00	0.00
Department Total	256.00	259.00	259.00	3.00

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Financial Information by Fund Type

FUND TYPE: 10 GENERAL FUND
 DEPARTMENT: 30 DOT - DEPARTMENT OF TRANSPORTATION

		PRIOR YR	CURRENT YR	DEPARTMENT	CAO	
		ACTUAL	APPROVED	REQUEST	RECOMMENDED	DIFFERENCE
			BUDGET		BUDGET	
TYPE: R REVENUE						
CLASS CLASS TITLE						
13	REV: CHARGE FOR SERVICES	992,874	1,084,000	1,244,026	1,244,026	160,026
20	REV: OTHER FINANCING SOURCES	1,111,563	1,684,797	702,855	702,855	-981,942
TYPE: R SUBTOTAL		2,104,437	2,768,797	1,946,881	1,946,881	-821,916
TYPE: E EXPENDITURE						
CLASS CLASS TITLE						
40	SERVICE & SUPPLIES	243,738	805,000	505,000	505,000	-300,000
50	OTHER CHARGES	2,298,052	2,602,797	2,054,881	2,054,881	-547,916
72	INTRAFUND TRANSFERS	19,291	15,000	41,000	41,000	26,000
TYPE: E SUBTOTAL		2,561,081	3,422,797	2,600,881	2,600,881	-821,916
FUND TYPE: 10	SUBTOTAL	456,644	654,000	654,000	654,000	0

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Financial Information by Fund Type

FUND TYPE: 11 SPECIAL REVENUE FUND
 DEPARTMENT: 30 DOT - DEPARTMENT OF TRANSPORTATION

		PRIOR YR	CURRENT YR	DEPARTMENT	CAO	
		ACTUAL	APPROVED	REQUEST	RECOMMENDED	DIFFERENCE
			BUDGET		BUDGET	
TYPE: R REVENUE						
CLASS	CLASS TITLE					
01	REV: TAXES	4,948,223	5,400,014	5,198,720	5,198,720	-201,294
02	REV: LICENSE, PERMIT, & FRANCHISES	99,075	103,576	135,658	135,658	32,082
03	REV: FINE, FORFEITURE & PENALTIES	3,467	1,000	2,721	2,721	1,721
04	REV: USE OF MONEY & PROPERTY	254,998	151,802	111,042	111,042	-40,760
05	REV: STATE INTERGOVERNMENTAL	12,569,343	25,819,282	27,807,370	27,807,370	1,988,088
10	REV: FEDERAL INTERGOVERNMENTAL	7,423,146	10,379,951	15,088,939	15,088,939	4,708,988
13	REV: CHARGE FOR SERVICES	4,356,886	8,102,463	5,595,942	5,595,942	-2,506,521
19	REV: MISCELLANEOUS	507,736	6,658,833	11,874,117	11,874,117	5,215,284
20	REV: OTHER FINANCING SOURCES	34,126,778	103,845,143	68,815,849	68,815,849	-35,029,294
22	FUND BALANCE	0	4,191,962	5,859,598	5,859,598	1,667,636
TYPE: R SUBTOTAL		64,289,652	164,654,026	140,489,956	140,489,956	-24,164,070
TYPE: E EXPENDITURE						
CLASS	CLASS TITLE					
30	SALARY & EMPLOYEE BENEFITS	19,909,224	26,776,006	24,015,350	24,015,350	-2,760,656
40	SERVICE & SUPPLIES	29,911,356	103,717,999	82,413,808	82,413,808	-21,304,191
50	OTHER CHARGES	4,459,084	23,551,176	23,868,895	23,868,895	317,719
60	FIXED ASSETS	3,324,800	4,463,292	4,918,946	4,918,946	455,654
70	OTHER FINANCING USES	6,128,630	6,121,866	5,252,770	5,252,770	-869,096
72	INTRAFUND TRANSFERS	5,940	12,489,594	11,247,455	11,247,455	-1,242,139
73	INTRAFUND ABATEMENT	0	-12,465,907	-11,227,268	-11,227,268	1,238,639
TYPE: E SUBTOTAL		63,739,034	164,654,026	140,489,956	140,489,956	-24,164,070
FUND TYPE:	11 SUBTOTAL	-550,617	0	0	0	0

DEPARTMENT OF TRANSPORTATION

Financial Information by Fund Type

FUND TYPE: 12 SPECIAL REVENUE: BOS GOVERNED DISTRICTS
 DEPARTMENT: 30 DOT - DEPARTMENT OF TRANSPORTATION

		PRIOR YR ACTUAL	CURRENT YR APPROVED BUDGET	DEPARTMENT REQUEST	CAO RECOMMENDED BUDGET	DIFFERENCE
TYPE: R REVENUE						
CLASS	CLASS TITLE					
01	REV: TAXES	622,167	732,064	804,064	804,064	72,000
03	REV: FINE, FORFEITURE & PENALTIES	3,643	0	0	0	0
04	REV: USE OF MONEY & PROPERTY	218,283	0	0	0	0
05	REV: STATE INTERGOVERNMENTAL	1,020	0	0	0	0
13	REV: CHARGE FOR SERVICES	727,706	673,155	626,047	626,047	-47,108
19	REV: MISCELLANEOUS	31,203	10,000	0	0	-10,000
20	REV: OTHER FINANCING SOURCES	0	30,218	1,195	1,195	-29,023
22	FUND BALANCE	0	3,583,651	1,763,380	1,763,380	-1,820,271
TYPE: R SUBTOTAL		1,604,021	5,029,088	3,194,686	3,194,686	-1,834,402
TYPE: E EXPENDITURE						
CLASS	CLASS TITLE					
40	SERVICE & SUPPLIES	552,110	3,990,380	2,124,423	2,124,423	-1,865,957
50	OTHER CHARGES	508,854	770,727	792,877	792,877	22,150
72	INTRAFUND TRANSFERS	50,120	54,696	57,648	57,648	2,952
73	INTRAFUND ABATEMENT	0	0	-57,648	-57,648	-57,648
74	RESERVES: BUDGETARY ONLY	0	190,819	0	0	-190,819
78	RESERVES: BUDGETARY ONLY	0	22,466	277,386	277,386	254,920
TYPE: E SUBTOTAL		1,111,084	5,029,088	3,194,686	3,194,686	-1,834,402
FUND TYPE:	12 SUBTOTAL	-492,937	0	0	0	0

DEPARTMENT OF TRANSPORTATION

Financial Information by Fund Type

FUND TYPE: 31 ENTERPRISE FUND
 DEPARTMENT: 30 DOT - DEPARTMENT OF TRANSPORTATION

		PRIOR YR	CURRENT YR	DEPARTMENT	CAO	
		ACTUAL	APPROVED	REQUEST	RECOMMENDED	DIFFERENCE
			BUDGET		BUDGET	
TYPE: R REVENUE						
CLASS	CLASS TITLE					
04	REV: USE OF MONEY & PROPERTY	-3,089	0	205,052	205,052	205,052
05	REV: STATE INTERGOVERNMENTAL	0	0	25,413	25,413	25,413
10	REV: FEDERAL INTERGOVERNMENTAL	11,079	46,011	1,205,035	1,205,035	1,159,024
19	REV: MISCELLANEOUS	0	0	578,382	578,382	578,382
20	REV: OTHER FINANCING SOURCES	321,434	419,267	580,414	580,414	161,147
22	FUND BALANCE	0	-6,734	405,503	405,503	412,237
TYPE: R SUBTOTAL		329,425	458,544	2,999,799	2,999,799	2,541,255
TYPE: E EXPENDITURE						
CLASS	CLASS TITLE					
30	SALARY & EMPLOYEE BENEFITS	0	0	221,630	221,630	221,630
40	SERVICE & SUPPLIES	322,600	422,700	1,070,905	1,070,905	648,205
50	OTHER CHARGES	52,987	35,844	336,764	336,764	300,920
60	FIXED ASSETS	0	0	1,370,500	1,370,500	1,370,500
72	INTRAFUND TRANSFERS	0	0	264,402	264,402	264,402
73	INTRAFUND ABATEMENT	0	0	-264,402	-264,402	-264,402
TYPE: E SUBTOTAL		375,587	458,544	2,999,799	2,999,799	2,541,255
FUND TYPE:	31 SUBTOTAL	46,163	0	0	0	0

Financial Information by Fund Type

FUND TYPE: 44 INVESTMENT TRUST: NOT UNDER BOS
 DEPARTMENT: 30 DOT - DEPARTMENT OF TRANSPORTATION

		PRIOR YR	CURRENT YR	DEPARTMENT	CAO	
		ACTUAL	APPROVED	REQUEST	RECOMMENDED	DIFFERENCE
			BUDGET		BUDGET	
TYPE: R REVENUE						
CLASS	CLASS TITLE					
04	REV: USE OF MONEY & PROPERTY	34	0	0	0	0
TYPE: R SUBTOTAL		34	0	0	0	0
FUND TYPE:	44 SUBTOTAL	-34	0	0	0	0
DEPARTMENT:	30 SUBTOTAL	-540,782	654,000	654,000	654,000	0

DEPARTMENT OF TRANSPORTATION

