

**FYE 2017 BUDGET RECEIVED**

**\$2,848,754**

**FYE 2018 BUDGET REQUEST**

**\$2,548,804**

**FREMONT COUNTY, WYOMING**

**BUDGET REQUEST PACKET**

**FISCAL YEAR 2017 - 2018**

**DEPARTMENT NAME**

**Transportation**

**CHART OF ACCOUNT NUMBERS**

**100-3-1310**

**BUDGET VERSION**

**1**

**PREPARED BY**

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# BUDGET MESSAGE

## DEPARTMENT Transportation

### **ANTICIPATED REVENUE STREAMS**

The Fremont County Transportation Department receives its funding from the Gasoline Tax, Special Fuels Tax, Forest Reserve, Road Construction Fund and the County's General Fund. Those sources comprise the bulk of funding but do not entirely cover departmental expenses and require augmentation from the General Fund. In addition, the Department receives periodic reimbursements from other sources. However, those sources are inconsistent and only comprise a small percentage of the revenue stream. Concerns have been expressed by the Fremont County Treasurer's Office that Congress may not continue to fund the Forest Reserve payments to Counties which would affect Fremont County's budget by approximately \$500,000 per year. The future is unclear as to whether they will continue to fund Forest Reserve payment.

### **EXPENDITURE TRENDS**

It is anticipated that there will continue to be a gradual reduction in the Departmental salary line items as many long-term employees retire and are replaced with new employees starting at a lower wage rate. It is anticipated that 1 to 2 employees per year will retire over the next 2 to 3 years.

The Department has experienced increasing material costs for various products over the past several years with a considerable increase in FY 2015. However, with the downturn in Wyoming's economy we anticipate there will be reductions in bid prices with an increasingly competitive in-state market.

Heavy truck traffic volumes on cold mix asphalt paved roadways in the early spring of the year when the ground is thawing and subgrades are soft continues to be a concern. A reduction in the department's budget by 90% for asphalt patching materials may become an issue if considerable damage is done to one single roadway. The Department, this year will request the use of 1% funds for asphalt materials to patch potholes throughout the County.

### **BUDGET CHANGES FROM LAST YEAR**

There are additional reductions to most budget line items in addition to cuts that were made to the FY 2016-17 budget. Budget cuts of approximately 40% over the past 2 years will cause reductions in services and response times for service, and a reduction in the level and quality of service. The largest cuts made were to materials and contractual services.

Materials : Hot Mix Asphalt, used for patching, is reduced by 90% . Minimal to no patching will be performed this year unless one percent funding is used to purchase patching materials. The same amount of sanding salt as last year will be purchased for mixing into sanding materials. The result will be more ice on roadways, particularly at intersections. There will also be an additional 10% reduction in magnesium chloride purchased for stabilizing gravel roadways. It will only be applied at on the Union Pass Road this year unless it is purchase by private individuals or entities. This equates to a 90% reduction in Magnesium Chloride application in the last 2 years. Contractual Services, as proposed, funding is eliminated for a private contractor to perform maintenance work on Lysite area roadways. The contractor working under the maintenance contract in FYE2017 was only able work 55% of a 40 hour week to remain within the allotted annual budget of \$100,000. This had a deleterious impact on the 120-140 miles of roadway in the

## BUDGET MESSAGE

### DEPARTMENT Transportation

area as only spot blading could be performed. Instead, in FYE2018 a promotion from a Truck Driver position to an Equipment Operator within the Department will provide for a full-time maintenance person for the Lysite Area and a new Truck Driver would be hired to fill the vacated position. Annual Snowfall continues to remain the greatest unknown and its removal from area roadways can cause the greatest impact to the Department's budget. For example, funding for the Dubois maintenance contractor was set at \$100,000 for the entire year. This amount was expended in 2-1/2 months due to an extreme amount of snow in the Dubois Area and the effort it took to keep roadways open for residents. Eventhough Transportation Department personnel are budgeted to perform this work in other areas, extreme snow weather conditions can have an adverse affect on the Department's budget. These impacts can be realized in the additional expenditures for overtime, tire chains for heavy equipment, vehicle fuel, and equipment drive-train repairs.

# FIVE YEAR PLAN

## DEPARTMENT Transportation

### 1. SERVICE PRIORITIES

The Department anticipates that a preventative maintenance program with the appropriate treatment applied to asphalt pavements at the correct time will sustain the County's \$200 million paved roadway infrastructure asset at its current level of condition, if properly funded.

An annual cost of approximately \$30,000 will be required for data collection and reduction using the LTAP/T2 program administered by the University of Wyoming. WYDOT/LTAP collected data in 2014 and 2016 and have reduced that data. The County has a snapshot of the current conditions of its asphalt pavements, however some adjustments are needed.

Several years of data collection and analysis will be required to determine the rate of deterioration of each roadway so that meaningful budget forecasting can be assembled, projects designed, and the correct maintenance treatment constructed at the proper time. It will also allow the County to be able to make crucial decisions regarding the overall condition of its pavement system given various funding scenarios and projections. Until the Pavement Management Plan is in place, the department will continue to maintain this infrastructure by applying preventative maintenance treatments using the judgement and experience of Department staff. The Department budget was reduced an additional 10% for FYE2018 for a total reduction of 40% in the last 2-years. A large portion of the reduction is in materials used for patching, 80% for FYE2017 and an additional 10% for FYE2018. The Department anticipates requesting \$400,000 to \$500,000 in One Percent funding for purchasing Hot Plant Mix Asphalt material for patching roadways throughout Fremont County as there are no other available funding sources. Potholes in asphalt pavement would otherwise go unfilled allowed more water penetration with additional damage.

Roadways are vital for the movement of goods and services to market and travel in general. Bridges are a key element in that equation, without them roadways are either closed or require long detours. A closed or a severely load limited bridge on a roadway that has only one access is devastating to industry, agriculture and residents. The Countywide Bridge Engineering project, a One Percent funded project, has provided the necessary data and recommendations for Department staff to determine the conditions of and repairs needed to the County's Bridge Infrastructure. The completed report will allow the department to holistically plan and implement bridge repair projects several years into the future, beyond the projects that are currently being addressed by One Percent Fund.

Roadways are long shallow dams that water can overtop without adequate drainage structures (culverts) and can create significant roadway damage. The County's 252 roadways typically have many culverts along their length, mainly at each dip in the country side. Culverts, both small and large are of concern as most are metal and can deteriorate quickly, in as little as 10-years or less, leaving an unsupported cavern under a roadway creating a safety hazard for motorists, as the roadway surface can suddenly subside or collapse. This can also occur if culverts are undersized or with unusually large storm events.

Department staff continue to be vigilant in actively inspecting and repairing or replacing culverts as necessary. The Department needs to have an adequate inventory of 12" to 48" diameter replacement pipe on hand to replace many annually. It is estimated that \$40,000 in these sizes are normally replaced annually. However, the budget was reduced to \$20,000 in FY2015-16, \$50,000 for FY2016-17 and \$0 for FY2017-18. One large storm event or one large diameter culvert failure will exceed the entire budget amount. It will be necessary to utilize to either utilize 1% or RCF funding to purchase culverts from one of these funds. Otherwise, road closures may become necessary.

The Department had made a concerted effort to apply more Magnesium Chloride road stabilizer products to the more heavily traveled roadways throughout the County before FYE2017. However, with the 90%

reduction no roadways other than the Union Pass Road will receive a magnesium chloride treatment. This will lead to dustier and rougher roadway conditions in the near-term and a loss of gravel in the long-term. The Department also continues to address many roadway issues annually making safety issues a top priority and the One Percent fund has been a vital source of revenue for continuing to make timely repairs and improvements to roadways and bridges in these tough economic times.

## **2. EMPLOYEES and BENEFITS**

Department employees understand that with the downturn in the economy there will not be any salary adjustments in the near-term.

The Department currently has reduced office staff to two(2). The Department experienced numerous retirements of long-term experienced employees in FY 2015 but were able to fill those positions with good qualified candidates. Approximately 1/3 of department maintenance personnel are new. An operator in the Lander Area retired in June 2016. The Department promoted a truck driver to that position and not replaced the truck driver position. It is anticipated that more than half of the Department's employees will retire by 2020. In FYE2018, the Department will eliminate the Lysite Area maintenance Contractor position reducing the Contractual Services line item by \$100,000. The Department plans to promote a Truck Driver to an Operator position to perform roadway maintenance full-time in the Lysite Area and hire a replacement Truck Driver for the Riverton Area. This will allow more roadway work to be performed on the 120 miles of roadway in the Lysite Area. Under the existing maintenance contract, the Contractor was able to only work 55% of a 40 hour week to remain under the \$100,000 budget. As a result, only spot blading work could be performed and area roadways were not being properly maintained.

Reductions in the Oil, Gas and mineral industries have and will continue present opportunities for the department to recruit qualified candidates in the near-term. However, the Department needs to remain competitive with both the private and public sector employers to attract good, qualified candidates and maintain staff as other employees leave or retire. This means providing a sustainable, livable wage in addition to benefits. The department's entry level truck driver wage is at the very bottom of the SOC. This needs to be adjusted, not only for those currently working at or near that wage but also for new hires. Those employees represent a considerable investment after they have been trained to perform their job. The starting wage for this position should be \$35,000, similar to that offered by the Fremont County Solid Waste District. The work performed by the two positions are not equal, as truck drivers for the Department are required to know more and do more.

## **3. FUNDING and REVENUE CHANGES**

Please refer to budget narrative.

## **4. MAINTENANCE or SECURITY ISSUES**

A greater portion of the County's Road Construction Fund (RCF) revenue, \$1.1Mil/year is being used to fund the Department's annual operating budget leaving \$200,000/year in the RCF. This is due largely in the reductions to property taxes, coal and natural gas taxes and other factors affecting county revenue. Long-term, leaving only \$200,000 per year in the RCF would be a grave mistake. The County has historically used the RCF to apply crack seals, chip seals, asphalt overlays and complete reconstruction to the 200-miles of asphalt paved roadways that have an asset value of approximately \$200,000,000. The cost for applying an asphalt pavement overlay on one (1) mile of roadway would use several years savings of the \$200,000/year, neglecting the needs of the other 199-miles. The public would, over time, see a decline in the conditions of the county's paved roadway system if it were not for One Percent funding.

In addition, the County uses the RCF to fund bridge repair and replacement projects currently being funded by the One Percent fund. The County currently has approximately 7 bridges that are on the list for reconstruction as they structurally deficient or functionally obsolete at a cost of about \$1.2 mil each. The County has been chipping to those in recent years with One Percent funding.

The Department has historically utilized RCF revenue as seed money to obtain grant funding. The department has been aggressive in applying for and receiving WYDOT Industrial Road Program grant funding up to \$1 million per project. It has also been aggressive in obtaining SLIB Countywide Consensus grant funding, which is no longer available. The Department's ability to obtain both funding sources on a regular basis would severely impact the Department's ability to perform needed work to County roadways.

The Board of Fremont County Commissioners and Transportation Department has made great strides in improving and maintaining the County's paved roadway infrastructure over the past decade. There remains much more work to do as many more asphalt paved roadways will require reconstruction, overlays, chip seals and crack seals in the coming years and timing of those treatments will become ever more critical as construction costs escalate.

Asphalt pavement overlays are currently needed for North Fork Fort Washakie and South Fork Fort Washakie roadways (10-miles). These roadways are nearing the end of their useful pavement life but may be extended with preventative maintenance treatments. Applying full thickness asphalt overlays to these roadways is not feasible at this time as there are no shoulders and this work would further narrow their driving surfaces.

Constructing shoulders on these roadways would be a great expense, requiring the County to save funding in the Road Construction Fund for several years. The Department plans to extend the useful life of these pavements through crack sealing, crack surfacing, thin asphalt overlays (1-inch) and chip sealing while saving RCF funding to perform this work. A project has been completed that will extend the useful life of Paradise Valley Road. This project consisted of sealing its surface with crack sealant, applying crack surfacing and chip sealing the entire surface. This should extend its useful life by 8 to 10 years.

**GRANT SUMMARY - FYE 2018**

**DEPT: Transportation**

	Grant Name	Begin Date	End Date	Award Amount	No. of FTEs	Status	Purpose of Grant
1.							
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
<b>TOTAL</b>				<b>\$0</b>			

**CONTRACTUAL SERVICES - FYE 2018**

**DEPT: Transportation**

	<b>Contractor</b>	<b>Description of Services</b>	<b>Amount</b>
1.	Dubois Area Maintenance	Roadway Maintenance Contractor	\$100,000
2.	Lysite Area Maintenance	Roadway Maintenance Contractor	\$0
3.	Surveyor	Survey Stockpiles and Rights of Way	\$6,000
4.	Small Equipment Rentals	Small Equipment Rental	\$0
5.	Tool and Pump Rental	Tool and Pump Rental	\$0
6.			
7.			
8.			
9.			
10.			
<b>TOTAL CONTRACTUAL SERVICES (69214)</b>			<b>\$106,000</b>



**SERVICE AGREEMENTS - FYE 2018**

**DEPT: Transportation**

	Organization	Description	Amount
1.	IWORQ Systems, Inc.	Project Cost Accounting, Asset Data Base, Inventory	\$5,400
2.	ESRI	GIS Software - Eliminated this FY	\$0
3.	Capitol Business	Copier and Printers	\$1,100
4.	Carrol Septic Service	Portable Toilet	\$1,800
5.	Peterbilt of Wyoming	Warranty for 1 Multipurpose Trucks (\$6000)	\$12,000
6.			
7.			
8.			
9.			
10.			
<b>TOTAL SERVICE AGREEMENTS (65234)</b>			<b>\$20,300</b>

**DUES AND SUBSCRIPTIONS - FYE 2018**

**DEPT: Transportation**

	<b>Organization</b>	<b>Description</b>	<b>Amount</b>
1.	Wyoming .Com	Internet Access for Riverton and Lander Shops	\$850
2.	DLT Solutions, Inc.	Computer Aided Design and Drafting Software	\$0
3.	WACERS	Wyoming Association of County Engineers & Road Supervisors	\$150
4.	American Society of Engineers	Professional Engineering Society Dues	\$240
5.	Wyoming Engineering Society	Professional Engineering Society Dues	\$70
6.	Misc.	Charged on Bank of the West credit card in 2015	\$100
7.			
8.			
9.			
10.			
<b>TOTAL DUES &amp; SUBSCRIPTIONS (69250)</b>			<b>\$1,410</b>

**CAPITAL ASSETS - FYE 2018**

DEPT: **Transportation**

<b>DEPARTMENT PURCHASES (&lt; \$10,000)</b>					
PRIORITY	DESCRIPTION	PURCHASE TIME FRAME	ASSET TYPE	PURCHASE AMOUNT	ESTIMATED LIFE (YRS)
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
<b>TOTAL - DEPARTMENT PURCHASES (&lt; \$10,000)</b>				<b>\$0</b>	

85001	LAND	\$0
85002	BUILDINGS & IMPROVEMENTS	\$0
85003	MACHINERY & EQUIPMENT	\$0
85004	VEHICLES	\$0
85005	OFFICE FURNITURE	\$0
85006	COMPUTER SOFTWARE	\$0
85008	INFRASTRUCTURE	\$0
85010	LIBRARY BOOKS	\$0

<b>CAPITAL REVOLVING FUND PURCHASES (\$10,000 or more)</b>							
PRIORITY	DESCRIPTION	PURCHASE TIME FRAME	ASSET TYPE	AUTHORIZED AMOUNT	ESTIMATED LIFE (YRS)	INTEREST RATE	EST FYE 2018 RENTAL AMT
1.	Riverton Transport Truck - Cab, Chassis, Setup	OCT-DEC 2017	VEHICLES	\$127,500	10	2.5%	\$10,817
2.	Riverton Transport Truck - Kybota System and Belly Dump Trailer	OCT-DEC 2017	VEHICLES	\$157,500	20	3.5%	\$8,221
3.	Lander Transport Truck - Cab, Chassis, Setup	OCT-DEC 2017	VEHICLES	\$127,500	10	2.5%	\$10,817
4.	Lander Transport Truck - Kybota System	OCT-DEC 2017	VEHICLES	\$125,000	20	3.5%	\$6,525
5.	Transportation Pickup	JAN-MAR 2018	VEHICLES	\$40,000	10	2.5%	\$2,262
6.	Transportation Pickup	JAN-MAR 2018	VEHICLES	\$40,000	10	2.5%	\$2,262
7.	Shoshoni Shop Doors	JUL-SEP 2017	BUILDINGS & IMPROVEMENTS	\$13,000	20	3.5%	\$905
8.							
9.							
10.							
<b>PLUS CURRENT DEPARTMENT RENTAL PAYMENTS (FYE 2018)</b>							<b>\$539,663</b>
<b>TOTAL - CAPITAL REVOLVING FUND PURCHASES (\$10,000 or more)</b>				<b>\$630,500</b>			<b>\$581,472</b>

**SALARY AND BENEFIT WORKSHEET - FYE 2018**

**DEPT: Transportation**

[back to instructions](#)

Select FT / PT / NO BENEFITS	% of wage in this Dept	Employee Name	Job Title	Select Salary Acct	FYE 2017 Annual Base Salary TOTAL all departments	FYE 2017 Annual Base Salary by % this Dept.	FYE 2018 Proposed Base Salary TOTAL all departments	FYE 2018 Proposed Base Salary by % this Dept	Social Security & Medicare	Select Workers Comp Code	Workers Comp	Select Wyoming Retirement Plan	Wyo Retirement	Health Insurance Waived?	Health Insurance	Total Employee Cost
FT	100.0%	BEITEL, GARY	OPERATOR	S	\$40,357	\$40,357	\$40,357	\$40,357	\$3,087	Hazard	\$1,049	Public Empl	\$5,045		\$17,172	\$66,710
FT	100.0%	BLUMENSHINE, HERMAN JR	OPERATOR MOVE to TRUCK DRIVER	S	\$40,209	\$40,209	\$37,054	\$37,054	\$2,835	Hazard	\$963	Public Empl	\$4,632		\$17,172	\$62,656
FT	100.0%	BRINGOLF, JOHN	OPERATOR	S	\$46,741	\$46,741	\$46,741	\$46,741	\$3,576	Hazard	\$1,215	Public Empl	\$5,843		\$17,172	\$74,547
FT	100.0%	BROWN, TRAVIS	TRUCK DRIVER Move to OPERATOR	S	\$33,472	\$33,472	\$38,000	\$38,000	\$2,907	Hazard	\$988	Public Empl	\$4,750		\$17,172	\$63,817
FT	100.0%	CADY, ROSS DUANE	OPERATOR	S	\$46,741	\$46,741	\$46,741	\$46,741	\$3,576	Hazard	\$1,215	Public Empl	\$5,843		\$17,172	\$74,547
FT	100.0%	ECKLEY, CHARLES	OPERATOR	S	\$38,000	\$38,000	\$38,000	\$38,000	\$2,907	Hazard	\$988	Public Empl	\$4,750		\$17,172	\$63,817
FT	100.0%	FORBIS, KEVIN	TRUCK DRIVER Move to OPERATOR	S	\$33,472	\$33,472	\$38,000	\$38,000	\$2,907	Hazard	\$988	Public Empl	\$4,750		\$17,172	\$63,817
FT	100.0%	HASLAM, KENNETH	TRUCK DRIVER	S	\$33,472	\$33,472	\$33,472	\$33,472	\$2,561	Hazard	\$870	Public Empl	\$4,184		\$17,172	\$58,259
FT	100.0%	HEDGES, JAMES	FOREMAN	S	\$53,756	\$53,756	\$53,756	\$53,756	\$4,112	Hazard	\$1,398	Public Empl	\$6,720		\$17,172	\$83,157
FT	100.0%	HOLLINGS, LEE	OPERATOR	S	\$40,375	\$40,375	\$40,375	\$40,375	\$3,089	Hazard	\$1,050	Public Empl	\$5,047		\$17,172	\$66,732
FT	100.0%	JOHNSON, CORY	OPERATOR	S	\$38,000	\$38,000	\$38,000	\$38,000	\$2,907	Hazard	\$988	Public Empl	\$4,750		\$17,172	\$63,817
FT	100.0%	JOHNSON, JILL	ADMIN ASSISTANT	S	\$30,000	\$30,000	\$30,000	\$30,000	\$2,295	Hazard	\$780	Public Empl	\$3,750		\$17,172	\$53,997
FT	100.0%	MEEKS, WILLIAM	FOREMAN	S	\$48,000	\$48,000	\$48,000	\$48,000	\$3,672	Hazard	\$1,248	Public Empl	\$6,000	Y	\$144	\$59,064
FT	100.0%	PENDLETON, DAVID	TRANSPORTATION SUPERVISOR	S	\$75,044	\$75,044	\$75,044	\$75,044	\$5,741	Hazard	\$1,951	Public Empl	\$9,381		\$17,172	\$109,289
FT	100.0%	PETERSEN, DARRELL	OPERATOR	S	\$42,301	\$42,301	\$42,301	\$42,301	\$3,236	Hazard	\$1,100	Public Empl	\$5,288		\$17,172	\$69,096
FT	100.0%	ROBINETT, JON	OPERATOR	S	\$38,000	\$38,000	\$38,000	\$38,000	\$2,907	Hazard	\$988	Public Empl	\$4,750		\$17,172	\$63,817
FT	100.0%	SHANKLE, DAVID L	TRUCK DRIVER	S	\$37,054	\$37,054	\$37,054	\$37,054	\$2,835	Hazard	\$963	Public Empl	\$4,632		\$17,172	\$62,656
FT	100.0%	SHIMEK, KEN	TRUCK DRIVER	S	\$33,472	\$33,472	\$33,472	\$33,472	\$2,561	Hazard	\$870	Public Empl	\$4,184		\$17,172	\$58,259
FT	100.0%	SUMMERLIN, STEVEN	TRUCK DRIVER	S	\$33,472	\$33,472	\$33,472	\$33,472	\$2,561	Hazard	\$870	Public Empl	\$4,184		\$17,172	\$58,259
FT	100.0%	VOCU, ROBERT	TRUCK DRIVER	S	\$33,472	\$33,472	\$33,472	\$33,472	\$2,561	Hazard	\$870	Public Empl	\$4,184	Y	\$144	\$41,231
FT	100.0%	WINCHESTER, CLYDE	TRUCK DRIVER	S	\$33,472	\$33,472	\$33,472	\$33,472	\$2,561	Hazard	\$870	Public Empl	\$4,184		\$17,172	\$58,259
FF	100.0%	TRUCK DRIVER	TRUCK DRIVER	S	\$0	\$0	\$33,472	\$33,472	\$2,561	Hazard	\$870	Public Empl	\$4,184		\$17,172	\$58,259
					\$0	\$0	\$0	\$0	\$0		\$0		\$0			\$0
					\$0	\$0	\$0	\$0	\$0		\$0		\$0			\$0
					\$0	\$0	\$0	\$0	\$0		\$0		\$0			\$0
		<b>Sub Totals</b>			<b>\$848,882</b>	<b>\$848,882</b>	<b>\$888,255</b>	<b>\$888,255</b>	<b>\$67,952</b>		<b>\$23,095</b>		<b>\$111,032</b>		<b>\$343,728</b>	<b>\$1,434,061</b>
		<b>OT Total</b>						<b>\$0</b>	<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>
		<b>Holiday Total</b>						<b>\$0</b>	<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>
		<b>Grand Total</b>			<b>\$848,882</b>	<b>\$848,882</b>	<b>\$888,255</b>	<b>\$888,255</b>	<b>\$67,952</b>		<b>\$23,095</b>		<b>\$111,032</b>		<b>\$343,728</b>	<b>\$1,434,062</b>

**CHART OF ACCOUNTS WORKSHEET - FYE 2018**

DEPT: **Transportation**

[back to instructions](#)

							FYE 2017 BUDGET COMPARISON	\$4,407					
Account Number	Account Title	FYE 2014 Actual	FYE 2015 Actual	FYE 2016 Actual	FYE 2017 Budget	FYE 2017 Actual (thru Dec)	FYE 2017 Add'l Expected (Jan - Jun)	FYE 2017 Projected Actual	FYE 2018 Budget Request	Difference from FYE 2017	FYE 2018 Approved Budget	Notes	
100-3-1310-43130	EMERGENCY MANAGEMENT REV	\$0	\$27,573	\$0	\$0	\$0		\$0		\$0			
100-3-1310-43170	FEDERAL INDRCT OPERATING GRANT	\$0	\$0	\$0	\$0	\$0		\$0		\$0			
100-3-1310-43470	STATE EMERGENCY MANAGEMENT	\$6,893	\$0	\$0	\$0	\$0		\$0		\$0			
100-3-1310-43490	STATE OPERATING GRANT	\$-6,893	\$6,893	\$0	\$0	\$0		\$0		\$0			
100-3-1310-43635	GASOLINE TAX	\$719,029	\$787,629	\$785,675	\$830,000	\$456,331	\$383,669	\$840,000	\$752,000	-\$78,000	\$752,000		
100-3-1310-43672	SPECIAL FUELS TAX	\$1,213,162	\$1,338,656	\$1,206,459	\$1,260,000	\$673,465	\$576,535	\$1,250,000	\$1,130,000	-\$130,000	\$1,130,000		
100-3-1310-43674	SC/CFM MAINTENANCE	\$0	\$0	\$0	\$0	\$0		\$0		\$0			
100-3-1310-43790	OTHER STATE REVENUE	\$0	\$0	\$0	\$0	\$0		\$0		\$0			
100-3-1310-44380	ROADS REIMBURSEMENTS	\$19,179	\$9,070	\$2,983	\$0	\$0		\$0		\$0			
100-3-1310-44564	WRITEOFF ACCOUNTS RECEIVABLE	\$0	\$0	\$0	\$0	\$0		\$0		\$0			
100-3-1310-48890	OTHER MISC REVENUES	\$4,664	\$11,312	\$3,318	\$100	\$77		\$77		-\$100			
100-3-1310-49208	TRANSFER FR FOREST RESERVE	\$599,248	\$499,977	\$557,663	\$453,000	\$0	\$72,000	\$72,000	\$72,000	-\$381,000	\$72,000		
100-3-1310-49225	TRANSFER FR ROAD CONSTRUCTION	\$500,000	\$362,502	\$625,000	\$1,100,000	\$1,100,000	\$0	\$1,100,000	\$600,000	-\$500,000	\$784,550		
100-3-1310-49650	TRANSFER FR HEALTH PLAN	\$0	\$0	\$0	\$0	\$0		\$0		\$0			
100-3-1310-49920	PROCEEDS OF GFA DISPOSITION	\$0	\$0	\$0	\$0	\$0		\$0		\$0			
	<b>REVENUE TOTALS:</b>	<b>\$3,055,282</b>	<b>\$3,043,612</b>	<b>\$3,181,098</b>	<b>\$3,643,100</b>	<b>\$2,229,873</b>	<b>\$1,032,204</b>	<b>\$3,262,077</b>	<b>\$2,554,000</b>	<b>-\$1,089,100</b>	<b>\$2,738,550</b>		

**CHART OF ACCOUNTS WORKSHEET - FYE 2018**

DEPT: **Transportation**

[back to instructions](#)

								FYE 2017 BUDGET COMPARISON	\$4,407			
Account Number	Account Title	FYE 2014 Actual	FYE 2015 Actual	FYE 2016 Actual	FYE 2017 Budget	FYE 2017 Actual (thru Dec)	FYE 2017 Add'l Expected (Jan - Jun)	FYE 2017 Projected Actual	FYE 2018 Budget Request	Difference from FYE 2017	FYE 2018 Approved Budget	Notes
100-3-1310-51130	SAL SUPERS/MISC/CLERICAL	\$1,040,252	\$1,045,243	\$953,531	\$880,886	\$433,846	\$430,054	\$863,900	\$888,255	\$7,369	\$854,783	Add Lysite Area Operator
100-3-1310-51170	OVERTIME PAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-51199	SALARIES RECLASSIFIED	-\$67,148	-\$99,186	-\$105,081	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-52210	HEALTH & LIFE INSURANCE (INTRA)	\$311,726	\$310,694	\$315,847	\$343,728	\$161,907	\$163,274	\$325,181	\$343,728	\$0	\$326,556	
100-3-1310-52220	SOCIAL SECURITY-EMPLOYER	\$75,947	\$76,026	\$69,373	\$67,388	\$31,134	\$30,729	\$61,863	\$67,952	\$564	\$65,391	
100-3-1310-52230	UNEMPLOYMENT CLAIMS (INTRA)	\$0	\$0	\$11,593	\$0	\$1,640	\$501	\$2,141	\$0	\$0	\$0	
100-3-1310-52240	WORKERS COMPENSATION	\$19,557	\$24,575	\$18,784	\$23,696	\$11,670	\$11,536	\$23,206	\$23,095	-\$601	\$22,225	
100-3-1310-52250	WYOMING RETIREMENT	\$150,933	\$155,454	\$143,485	\$110,111	\$53,832	\$53,610	\$107,442	\$111,032	\$921	\$106,848	
100-3-1310-52999	BENEFITS RECLASSIFIED	-\$37,715	-\$64,247	-\$71,910	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-61408	DRUG TESTING	\$1,341	\$2,109	\$1,785	\$1,600	\$441	\$447	\$888	\$1,350	-\$250	\$1,000	
100-3-1310-61450	ENGINEERING SERVICES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-65120	NATURAL GAS	\$251	\$2,029	\$1,210	\$500	\$586	\$753	\$1,339	\$1,000	\$500	\$1,000	
100-3-1310-65150	WATER AND SEWER	\$405	\$615	\$605	\$650	\$300	\$305	\$605	\$600	-\$50	\$600	
100-3-1310-65232	EQUIPMENT REPAIR	\$1,503	\$1,116	\$3,854	\$300	\$0	\$4,694	\$4,694	\$300	\$0	\$300	
100-3-1310-65234	SERVICE AGREEMENTS	\$6,080	\$6,736	\$10,439	\$6,900	\$1,547	\$6,000	\$7,547	\$20,300	\$13,400	\$14,300	
100-3-1310-65250	COPIER REPAIRS (USE 65232)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-65428	RENTALS	\$0	\$25,249	\$4,696	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-65458	RENTALS (INTRA)	\$597,110	\$606,288	\$594,278	\$588,020	\$295,633	\$297,067	\$592,700	\$581,472	-\$6,548	\$559,606	
100-3-1310-65459	EQUIPMENT USE RECLASSIFIED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-69110	ADVERTISING-OTHER	\$2,964	\$6,755	\$1,215	\$1,000	\$0	\$0	\$0	\$1,000	\$0	\$1,000	
100-3-1310-69214	CONTRACTUAL SERVICES	\$172,973	\$126,766	\$254,025	\$259,000	\$78,652	\$241,467	\$320,119	\$106,000	-\$153,000	\$106,000	Eliminate Lysite Maint. Contractor
100-3-1310-69250	DUES, SUBSCRIPTIONS	\$3,736	\$1,215	\$1,067	\$1,475	\$907	\$522	\$1,429	\$1,410	-\$65	\$1,410	
100-3-1310-69450	INSURANCE, BONDS	\$0	\$0	\$4,378	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-69550	MISC. SERVICES & CHARGES	\$2,225	\$826	\$718	\$1,500	\$0	\$0	\$0	\$1,000	-\$500	\$500	
100-3-1310-69710	TELEPHONE	\$7,892	\$10,141	\$9,370	\$9,000	\$4,782	\$4,987	\$9,769	\$8,100	-\$900	\$8,100	
100-3-1310-69720	TRAINING SEMINARS	\$1,150	\$2,698	\$2,393	\$2,000	\$185	\$295	\$480	\$1,000	-\$1,000	\$500	
100-3-1310-69730	TRAVEL EXPENSE	\$1,932	\$3,649	\$2,465	\$1,500	\$40	\$710	\$750	\$1,200	-\$300	\$600	
100-3-1310-75210	GENERAL OFFICE SUPPLIES	\$692	\$826	\$364	\$300	\$62	\$135	\$197	\$200	-\$100	\$200	
100-3-1310-75211	PRINTED OFFICE SUPPLIES	\$515	\$319	\$134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-75214	POSTAGE	\$193	\$295	\$64	\$200	\$0	\$0	\$0	\$100	-\$100	\$100	
100-3-1310-75216	COPIER SUPPLIES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-75222	MEDICAL SUPPLIES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-75224	VEHICLE FUEL	\$368,767	\$303,329	\$226,423	\$260,000	\$106,697	\$115,348	\$222,045	\$250,000	-\$10,000	\$218,315	
100-3-1310-75225	UNIFORMS	\$1,027	\$766	\$1,302	\$0	\$0	\$0	\$0	\$1,100	\$1,100	\$600	
100-3-1310-75227	OPERATING SUPPLIES	\$4,509	\$4,156	\$3,578	\$3,000	\$907	\$6,720	\$7,627	\$4,000	\$1,000	\$2,000	
100-3-1310-75228	COMPUTER SUPPLIES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-75231	MATERIALS	\$396,421	\$1,032,195	\$672,898	\$254,000	\$194,971	\$16,093	\$211,064	\$50,000	-\$204,000	\$50,000	
100-3-1310-75239	CHAINS & CABLES	\$68,317	\$62,578	\$61,657	\$30,000	\$1,731	\$59,715	\$61,446	\$76,610	\$46,610	\$60,000	All inventory used FYE2017 and materials cost increase.
100-3-1310-75245	SAFETY DEVICES	\$11,792	\$11,702	\$7,798	\$2,000	\$3,639	\$12,466	\$16,105	\$7,000	\$5,000	\$5,000	
100-3-1310-75610	EQUIPMENT LESS THAN \$1000	\$6,660	\$5,628	\$3,017	\$0	\$29	\$1,781	\$1,810	\$1,000	\$1,000	\$0	
100-3-1310-84300	EQUIPMENT USAGE (PROJ ACCT)	-\$235,765	-\$372,736	-\$388,059	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-85003	MACHINERY & EQUIP > 1,000	\$3,612	\$11,759	\$6,365	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-85004	VEHICLES >1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-85005	OFFICE FURNITURE > 1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-85006	COMPUTER SOFTWARE > 1,000	\$5,845	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-88100	PRINCIPAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-88200	INTEREST EXPENSE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-96227	TRANSFER TO LANDER AREA STUDY	\$0	\$0	\$1,314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-96404	TRANSFER TO CAPITAL PROJ. ROAD	\$143	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-96610	TRANSFER TO CAPITAL REVOLVING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	<b>EXPENDITURE TOTALS:</b>	<b>\$2,925,842</b>	<b>\$3,305,568</b>	<b>\$2,826,475</b>	<b>\$2,848,754</b>	<b>\$1,385,138</b>	<b>\$1,459,209</b>	<b>\$2,844,347</b>	<b>\$2,548,804</b>	<b>-\$299,950</b>	<b>\$2,406,934</b>	<b>\$141,870</b>

**EXECUTIVE SUMMARY - FYE 2018**

**DEPT:** Transportation

**ACCOUNT NUMBERS:** 100-3-1310

[back to instructions](#)

<b>REVENUES:</b>	<b>FYE 2014 Actual</b>	<b>FYE 2015 Actual</b>	<b>FYE 2016 Actual</b>	<b>FYE 2017 Budget</b>	<b>FYE 2017 Projected Actual</b>	<b>FYE 2018 Budget Request</b>	<b>Difference from FYE 2017</b>	<b>FYE 2018 Revised Budget</b>
Tax Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Licenses & Permits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Intergovernmental/Grants	\$1,932,191	\$2,160,751	\$1,992,134	\$2,090,000	\$2,090,000	\$1,882,000	-\$208,000	\$1,882,000
Charges for Goods & Services	\$19,179	\$9,070	\$2,983	\$0	\$0	\$0	\$0	\$0
Investment Income	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$4,664	\$11,312	\$3,318	\$100	\$77	\$0	-\$100	\$0
Gain (Loss) on Equip Disposal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transfer from Other Funds	\$1,099,248	\$862,479	\$1,182,663	\$1,553,000	\$1,172,000	\$672,000	-\$881,000	\$856,550
<b>TOTAL REVENUES:</b>	<b>\$3,055,282</b>	<b>\$3,043,612</b>	<b>\$3,181,098</b>	<b>\$3,643,100</b>	<b>\$3,262,077</b>	<b>\$2,554,000</b>	<b>-\$1,089,100</b>	<b>\$2,738,550</b>

<b>EXPENDITURES:</b>								
Salaries	\$973,104	\$946,057	\$848,450	\$880,886	\$863,900	\$888,255	\$7,369	\$854,783
Employee Benefits	\$520,448	\$502,502	\$487,172	\$544,923	\$519,833	\$545,807	\$884	\$521,020
Property Services	\$605,349	\$642,033	\$615,082	\$596,370	\$606,885	\$603,672	\$7,302	\$575,806
Subrecipient Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Services	\$194,213	\$154,159	\$277,416	\$277,075	\$333,435	\$121,060	-\$156,015	\$119,110
Supplies & Materials	\$858,893	\$1,421,794	\$977,235	\$549,500	\$520,294	\$390,010	-\$159,490	\$336,215
Other Misc	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Depreciation	-\$235,765	-\$372,736	-\$388,059	\$0	\$0	\$0	\$0	\$0
Capital Outlay	\$9,457	\$11,759	\$7,865	\$0	\$0	\$0	\$0	\$0
Principal/Interest	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transfer to Other Funds	\$143	\$0	\$1,314	\$0	\$0	\$0	\$0	\$0
<b>TOTAL EXPENDITURES:</b>	<b>\$2,925,842</b>	<b>\$3,305,568</b>	<b>\$2,826,475</b>	<b>\$2,848,754</b>	<b>\$2,844,347</b>	<b>\$2,548,804</b>	<b>-\$299,950</b>	<b>\$2,406,934</b>