

FYE 2018 BUDGET RECEIVED

\$2,406,934

FYE 2019 BUDGET REQUEST

\$2,435,482

FREMONT COUNTY, WYOMING

BUDGET REQUEST PACKET

FISCAL YEAR 2018 - 2019

DEPARTMENT NAME

Transportation

CHART OF ACCOUNT NUMBERS

100-3-1310

BUDGET VERSION

3

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 payments.

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 that bid prices will be on-par with FYE2018, with a 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% in FYE 2018 for asphalt patching materials required the use of 1% funds for the purchase of asphalt materials to patch potholes in County pavements throughout the County. It is anticipated that this will also be required again this year and perhaps into the future.

BUDGET CHANGES FROM LAST YEAR

There are reductions to the salary line items. Some budget item costs have been seeing a slow but steady increase, most notable in vehicle fuel. MSHA and OSHA training and a service contract to establish a filing system, form preparation and safety audit of pits has increased the Service Agreements, Training and Travel line items. Overall, there is a proposed reduction of \$15,200 in the FYE2019 budget.

OTHER

Uniforms: Uniforms and work clothing may be provided to employees upon a departmental policy being described and provided to the Board of County Commissioners. Does your department have a uniform policy? If "Yes," please elaborate below. Yes No

Personal Protection Equipment, PPE's, such as hard hats, long sleeved shirt or pullover sweatshirt, florescent orange reflective winter coats and vests, ice grippers, ear plugs and dust masks are provided to employees. There is also a \$300 per biennium allowance for the purchase of steel toed boots, gloves and safety glasses that employees can purchase and seek reimburse for their purchase.

FIVE YEAR PLAN

DEPARTMENT Transportation

1. SERVICE PRIORITIES

The Department anticipates that revenues will gradually rise over time but require several years to reach prior levels. The focus of the Department has to be the preservation of existing assets moving forward and in responding to ongoing whether related issues as they occur. The department has experienced a staff reduction from 25 to 21 due to revenue shortfalls, further stressing the department's ability to react to road and bridge related issues, and in actively planning projects and managing the road system.

The County's asphalt pavement inventory represents the greatest asset with its estimated value exceeding \$200 million. Meaningful data is being collected on a biennium basis to determine asphalt pavement conditions for the County's 200 miles of asphalt paved roadways. Proper evaluation of this data will allow the department to determine whether their conditions are in decline, stagnant or improving. Several years of data collection will be required before this determination can be made for the system as a whole. Once the analysis is completed a determination of the rate of deterioration can be made for each roadway which will allow for meaningful budget forecasting to be assembled, projects designed, and the correct maintenance treatments 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's budget was reduced an additional 10% in FYE2018 for a total reduction of 45% for fiscal years 2017 and 2018. A large portion of the reduction is in materials used for patching, 80% for FYE2017 and an additional 10% for FYE2018. The One Percent Committee with County Commission approval used One Percent Funds to purchase asphalt pavement patching materials in FY2018. This allowed the department to purchase Hot Plant Mix Asphalt material for patching potholes in 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. It is anticipated that this request will be made for FY2019 and future budgets.

Roadways and bridges are vital for the movement of goods and services to market and travel in general. Bridges are a key elements 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 Wyoming Department of Transportation continues to conduct bridge inspections to monitor the conditions of the County's 69 bridges with an estimated value of over \$80 million. Great strides have been made with Countywide Bridge Repair and Replacement project, a One Percent funded project, which has completed repairs to at least 35 bridges countywide with several more being replaced. Several more bridge replacements are being planned Countywide using One Percent funding. 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 water 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 Percent funds were used to replace many in FYE 2018. Otherwise, road closures would have been

necessary. It is anticipated that culverts and cattleguards will require replacement in FYE2019 using One Percent funding. It is anticipated that this funding source will be required in future years for these materials. 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 a 90% budget reduction for this material only the Union Pass Road is planned to 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 is working to address this issue with the types of gravel it is placing on roadways with the Countywide Gravel project, a One Percent Project. The gravel being crushed and placed has clay binder that reduces the amount of dust and loss of gravel, reducing maintenance while increasing gravel longevity. Considerable work has been performed on the County's 750 miles of gravel and dirt roadways since 2015. The first Countywide Gravel project, in the first four year period of One Percent funding, was a \$2.3 million project that placed gravel on 107 miles of roadway. Subsequently, the One Percent Committee and the Board of Fremont County Commissioners approved \$1 million annually for each of the four (4) years during the 2017 through 2020 period that will gravel approximately 160 miles of roadway. 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, 2016, 2017 and 2018 but were able to fill those positions with good qualified candidates. Approximately 1/2 of department maintenance personnel are new. It is anticipated that an additional seven (7) Department employees will retire by 2020, increasing the total employees with five years or less experience with the Department to more than 3/4.

Reductions in the Oil, Gas and mineral industries have presented opportunities for the department to recruit qualified candidates in the past but with the recent rebound of that industry it anticipated that there will be less qualified candidates. 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. The Department lost two employees this last year to the County's Vehicle Maintenance Department because a truck driver could become a mechanic and instantly get a \$12,000 increase in their salary. Truck Drivers, Operators and others can also get considerable salary increases by going to work for the Fremont County Solid Waste District. Those employees represent a considerable investment after they have been trained to perform their job. Their salaries should be at least equivalent to those offered by the Fremont County Solid Waste District. The worked performed by the two positions are not equal, as Truck Drivers, Operators and other working 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 large portion, \$750,000, of the County's Road Construction Fund (RCF) revenue, \$1.2Mil/year is being used to fund the Department's annual operating budget leaving \$450,000/year in the RCF for road projects. This was necessary because of large reductions to property taxes, coal and natural gas taxes and other factors affecting county revenue. Long-term, leaving only \$450,000 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 reconstruction of the 200-miles of asphalt paved roadways that have an asset value of approximately \$200,000,000. The cost for applying a full asphalt pavement overlay on one (1) mile of roadway would take approximately three (3) years savings of the \$450,000/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 and the projects that have been completed using this funding source.

The Department has also used the RCF to fund bridge repair and replacement projects currently being funded by the One Percent fund. The County has approximately 7 bridges that are on the list for reconstruction as they are structurally deficient or functionally obsolete that will on average cost of about \$1.2 mil each. The County has been chipping away at constructing replacements 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 and thin asphalt overlays (1-inch) and chip sealing using saved RCF funding to perform this work. The RCF currently has approximately \$1.2 million saved. Three additional years of saving \$450,000 per year will total approximately \$2.5 million. This may be enough, depending on project scope of work, the rate of increase in asphalt pavement construction costs, and how the project is structured. Upon completion, this work should extend its useful life of these pavements by 8 to 10 years.

GRANT SUMMARY - FYE 2019

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.							
TOTAL				\$0			

CONTRACTUAL SERVICES - FYE 2019

DEPT: Transportation

	Contractor	Description of Services	Amount
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.			
TOTAL CONTRACTUAL SERVICES (69214)			\$106,000

SERVICE AGREEMENTS - FYE 2019

DEPT: Transportation

	Organization	Description	Amount
1.	IWORQ Systems, Inc.	Project Cost Accounting, Asset Data Base, Inventory	\$5,400
2.	ESRI	GIS Software - Eliminated FY 2018	\$0
3.			
4.	Carrol Septic Service	Portable Toilet	\$1,800
5.			
6.	N Compliance Safety Services, Inc.	MSHA Training & Operational Inspections	\$6,000
7.			
8.			
9.			
10.			
TOTAL SERVICE AGREEMENTS (65234)			\$13,200

DUES AND SUBSCRIPTIONS - FYE 2019

DEPT: Transportation

	Organization	Description	Amount
1.	Wyoming .Com	Internet Access for Riverton and Lander Shops	\$420
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	\$260
5.	Wyoming Engineering Society	Professional Engineering Society Dues	\$80
6.	WDEQ	Water Permits	\$250
7.	RT Communications	Lysite and Shoshoni Phones	\$1,120
8.			
9.			
10.			
TOTAL DUES & SUBSCRIPTIONS (69250)			\$2,280

CAPITAL ASSETS - FYE 2019

DEPT: Transportation

DEPARTMENT PURCHASES (ASSETS BETWEEN \$1,000 AND \$10,000)					
PRIORITY	DESCRIPTION	PURCHASE TIME FRAME	ASSET TYPE	PURCHASE AMOUNT	ESTIMATED LIFE (YRS)
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
TOTAL - DEPARTMENT PURCHASES (ASSETS BETWEEN \$1,000 AND \$10,000)				\$0	

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

CAPITAL REVOLVING FUND PURCHASES (\$10,000 OR MORE AND ALL VEHICLES)							
PRIORITY	DESCRIPTION	PURCHASE TIME FRAME	ASSET TYPE	AUTHORIZED AMOUNT	ESTIMATED LIFE (YRS)	INTEREST RATE	EST FYE 2019 RENTAL AMT
1.	2018 2500 PICKUP TRUCK	JUL-SEP 2018	VEHICLES	\$32,500	10	2.8%	\$3,721
2.	2018 2500 PICKUP TRUCK	JUL-SEP 2018	VEHICLES	\$26,500	10	2.8%	\$3,034
3.	KUBOTA SYSTEM WATER TRUCK CONVERSION	JUL-SEP 2018	VEHICLES	\$26,000	10	2.8%	\$2,977
4.	KUBOTA SYSTEM PLOW, SANDER, WATER TANK	JUL-SEP 2018	MACHINERY & EQUIPMENT	\$84,000	20	3.0%	\$5,590
5.	MOTOR GRADER	JUL-SEP 2018	MACHINERY & EQUIPMENT	\$205,455	15	2.8%	\$16,731
6.							
7.							
8.							
9.							
10.							
PLUS CURRENT DEPARTMENT RENTAL PAYMENTS (FYE 2019)							\$472,274
TOTAL - CAPITAL REVOLVING FUND PURCHASES (\$10,000 OR MORE AND ALL VEHICLES)				\$374,455			\$504,327

CHART OF ACCOUNTS WORKSHEET - FYE 2019

DEPT: **Transportation**

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Account Number	Account Title	FYE 2015 Actual	FYE 2016 Actual	FYE 2017 Actual	FYE 2018 Budget	FYE 2018 Actual (thru Dec)	FYE 2018 Add'l Expected (Jan - Jun)	FYE 2018 Projected Actual	FYE 2018 Projected Diff. from Budget	FYE 2019 Budget Request	FYE 2019 Diff. from FYE 2018	FYE 2019 Approved Budget	NOTES Please make notes especially if the amounts are significantly different than last year.
100-3-1310-43130	EMERGENCY MANAGEMENT REV	\$27,573	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-43170	FEDERAL INDRCT OPERATING GRANT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-43350	FOREST RESERVE	\$0	\$0	\$0	\$72,000	\$0	\$72,000	\$72,000	\$0	\$0	-\$72,000	\$0	
100-3-1310-43470	STATE EMERGENCY MANAGEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-43490	STATE OPERATING GRANT	\$6,893	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-43635	GASOLINE TAX	\$787,629	\$785,675	\$769,202	\$752,000	\$384,265	\$367,735	\$752,000	\$0	\$759,000	\$7,000	\$759,000	
100-3-1310-43672	SPECIAL FUELS TAX	\$1,338,656	\$1,206,459	\$1,108,884	\$1,130,000	\$606,972	\$523,028	\$1,130,000	\$0	\$1,140,000	\$10,000	\$1,140,000	
100-3-1310-43674	SC/CFM MAINTENANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-43790	OTHER STATE REVENUE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-44380	ROADS REIMBURSEMENTS	\$9,070	\$2,983	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$2,000	
100-3-1310-44564	WRITEOFF ACCOUNTS RECEIVABLE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-48890	OTHER MISC REVENUES	\$11,312	\$3,318	\$288	\$0	\$7,276	\$0	\$7,276	\$7,276	\$0	\$0	\$0	
100-3-1310-49208	TRANSFER FR FOREST RESERVE	\$499,977	\$557,663	\$72,311	\$0	\$0	\$0	\$0	\$0	\$763,000	\$763,000	\$763,000	
100-3-1310-49225	TRANSFER FR ROAD CONSTRUCTION	\$362,502	\$625,000	\$1,100,000	\$784,550	\$784,550	\$0	\$784,550	\$0	\$800,000	\$15,450	\$800,000	
100-3-1310-49227	TRANSFER FR LANDER AREA STUDY	\$0	\$0	\$156	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-49650	TRANSFER FR HEALTH PLAN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-49920	PROCEEDS OF GFA DISPOSITION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	REVENUE TOTALS:	\$3,043,613	\$3,181,098	\$3,050,841	\$2,738,550	\$1,783,063	\$962,763	\$2,745,826	\$7,276	\$3,464,000	\$725,450	\$3,464,000	
100-3-1310-51130	SAL SUPERS/MISC/CLERICAL	\$1,045,243	\$953,531	\$862,642	\$854,783	\$409,919	\$444,864	\$854,783	\$0	\$878,414	\$23,631	\$878,414	
100-3-1310-51170	OVERTIME PAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-51199	SALARIES RECLASSIFIED	-\$99,186	-\$105,081	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-52210	HEALTH & LIFE INSURANCE (INTRA)	\$310,694	\$315,847	\$325,181	\$326,556	\$145,308	\$181,248	\$326,556	-\$1	\$318,060	-\$8,496	\$318,060	
100-3-1310-52220	SOCIAL SECURITY-EMPLOYER	\$76,026	\$69,373	\$61,882	\$65,391	\$29,753	\$35,638	\$65,391	\$0	\$67,199	\$1,808	\$67,199	
100-3-1310-52230	UNEMPLOYMENT CLAIMS (INTRA)	\$0	\$11,593	\$2,141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-52240	WORKERS COMPENSATION	\$24,575	\$18,784	\$23,205	\$22,225	\$8,830	\$13,395	\$22,225	\$0	\$20,604	-\$1,621	\$20,604	
100-3-1310-52250	WYOMING RETIREMENT	\$155,454	\$143,485	\$107,432	\$106,848	\$50,033	\$56,815	\$106,848	\$0	\$111,998	\$5,150	\$111,998	
100-3-1310-52999	BENEFITS RECLASSIFIED	-\$64,247	-\$71,910	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-61408	DRUG TESTING	\$2,109	\$1,785	\$845	\$1,000	\$0	\$1,951	\$1,951	\$951	\$1,800	\$800	\$1,800	
100-3-1310-61450	ENGINEERING SERVICES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-65120	NATURAL GAS	\$2,029	\$1,210	\$1,315	\$1,000	\$314	\$686	\$1,000	\$0	\$1,000	\$0	\$1,000	
100-3-1310-65150	WATER AND SEWER	\$615	\$605	\$605	\$600	\$300	\$305	\$605	\$5	\$600	\$0	\$600	
100-3-1310-65232	EQUIPMENT REPAIR	\$1,116	\$3,854	\$4,693	\$300	\$0	\$300	\$300	\$0	\$300	\$0	\$300	
100-3-1310-65234	SERVICE AGREEMENTS	\$6,736	\$10,439	\$7,542	\$14,300	\$865	\$12,316	\$13,181	-\$1,119	\$13,200	-\$1,100	\$13,200	MSHA/OSHA Training & Pit Insp.
100-3-1310-65250	COPIER REPAIRS (USE 65232)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-65428	RENTALS	\$25,249	\$4,696	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-65458	RENTALS (INTRA)	\$606,288	\$594,278	\$590,078	\$559,606	\$288,911	\$267,119	\$556,030	-\$3,576	\$504,327	-\$55,279	\$504,327	Equipment being paid off, less new purchases.
100-3-1310-65459	EQUIPMENT USE RECLASSIFIED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

CHART OF ACCOUNTS WORKSHEET - FYE 2019

DEPT: **Transportation**

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Account Number	Account Title	FYE 2015 Actual	FYE 2016 Actual	FYE 2017 Actual	FYE 2018 Budget	FYE 2018 Actual (thru Dec)	FYE 2018 Add'l Expected (Jan - Jun)	FYE 2018 Projected Actual	FYE 2018 Projected Diff. from Budget	FYE 2019 Budget Request	FYE 2019 Diff. from FYE 2018	FYE 2019 Approved Budget	NOTES Please make notes especially if the amounts are significantly different than last year.
100-3-1310-69110	ADVERTISING-OTHER	\$6,755	\$1,215	\$0	\$1,000	\$714	\$286	\$1,000	\$0	\$1,000	\$0	\$1,000	
100-3-1310-69214	CONTRACTUAL SERVICES	\$126,766	\$254,025	\$324,389	\$106,000	\$46,476	\$62,142	\$108,618	\$2,618	\$106,000	\$0	\$106,000	
100-3-1310-69250	DUES, SUBSCRIPTIONS	\$1,215	\$1,067	\$1,361	\$1,410	\$746	\$1,534	\$2,280	\$870	\$2,280	\$870	\$2,280	Rocky Mtn Power included this FY
100-3-1310-69450	INSURANCE, BONDS	\$0	\$4,378	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-69550	MISC. SERVICES & CHARGES	\$826	\$718	\$0	\$500	\$150	\$170	\$320	-\$180	\$500	\$0	\$500	
100-3-1310-69710	TELEPHONE	\$10,141	\$9,370	\$7,832	\$8,100	\$4,175	\$5,261	\$9,436	\$1,336	\$9,000	\$900	\$9,000	
100-3-1310-69720	TRAINING SEMINARS	\$2,698	\$2,393	\$480	\$500	\$0	\$500	\$500	\$0	\$2,000	\$1,500	\$2,000	MSHA, OSHA & CPR Training
100-3-1310-69730	TRAVEL EXPENSE	\$3,649	\$2,465	\$749	\$600	\$0	\$600	\$600	\$0	\$2,000	\$1,400	\$2,000	MSHA, OSHA & CPR Training
100-3-1310-75210	GENERAL OFFICE SUPPLIES	\$826	\$364	\$200	\$200	\$103	\$50	\$153	-\$47	\$200	\$0	\$200	
100-3-1310-75211	PRINTED OFFICE SUPPLIES	\$319	\$134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-75214	POSTAGE	\$295	\$64	\$0	\$100	\$0	\$100	\$100	\$0	\$100	\$0	\$100	
100-3-1310-75216	COPIER SUPPLIES	\$0	\$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	\$0	
100-3-1310-75224	VEHICLE FUEL	\$303,329	\$226,423	\$224,504	\$218,315	\$121,707	\$135,094	\$256,801	\$38,486	\$270,000	\$51,685	\$270,000	Increasing Fuel Cost
100-3-1310-75225	UNIFORMS	\$766	\$1,302	\$0	\$600	\$0	\$600	\$600	\$0	\$600	\$0	\$600	
100-3-1310-75227	OPERATING SUPPLIES	\$4,156	\$3,578	\$6,627	\$2,000	\$2,089	\$1,300	\$3,389	\$1,389	\$4,300	\$2,300	\$4,300	MSHA/OSHA approved Steel Toed Boots, gloves and glasses.
100-3-1310-75228	COMPUTER SUPPLIES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-75231	MATERIALS	\$1,032,195	\$672,898	\$85,264	\$50,000	\$30,144	\$2,864	\$33,008	-\$16,992	\$50,000	\$0	\$50,000	
100-3-1310-75239	CHAINS & CABLES	\$62,578	\$61,657	\$63,954	\$60,000	-\$823	\$12,719	\$11,896	-\$48,104	\$60,000	\$0	\$60,000	
100-3-1310-75245	SAFETY DEVICES	\$11,702	\$7,798	\$16,048	\$5,000	\$4,825	\$9,900	\$14,725	\$9,725	\$10,000	\$5,000	\$10,000	
100-3-1310-75610	EQUIPMENT LESS THAN \$1000	\$5,628	\$3,017	\$1,809	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-84300	EQUIPMENT USAGE (PROJ ACCT)	-\$372,736	-\$388,059	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-85003	MACHINERY & EQUIP > 1,000	\$11,759	\$6,365	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-85004	VEHICLES >1,000	\$0	\$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	\$0	
100-3-1310-85006	COMPUTER SOFTWARE > 1,000	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-88100	PRINCIPAL	\$0	\$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	\$0	
100-3-1310-96227	TRANSFER TO LANDER AREA STUDY	\$0	\$1,314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
100-3-1310-96404	TRANSFER TO CAPITAL PROJ. ROAD	\$0	\$0	\$0	\$0	\$29,892	-\$29,892	\$0	\$0	\$0	\$0	\$0	
100-3-1310-96610	TRANSFER TO CAPITAL REVOLVING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	EXPENDITURE TOTALS:	\$3,305,569	\$2,826,476	\$2,720,777	\$2,406,934	\$1,174,433	\$1,217,865	\$2,392,297	-\$14,637	\$2,435,482	\$28,548	\$2,435,482	

EXECUTIVE SUMMARY - FYE 2019

DEPT: Transportation

ACCOUNT NUMBERS: 100-3-1310

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	FYE 2015 Actual	FYE 2016 Actual	FYE 2017 Actual	FYE 2018 Budget	FYE 2018 Projected Actual	FYE 2018 Projected Diff. from Budget	FYE 2019 Budget Request	Difference from FYE 2018	FYE 2019 Approved Budget
REVENUES:									
Tax Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Licenses & Permits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Intergovernmental/Grants	\$2,160,751	\$1,992,134	\$1,878,086	\$1,954,000	\$1,954,000	\$0	\$1,899,000	-\$55,000	\$1,899,000
Charges for Goods & Services	\$9,070	\$2,983	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$2,000
Investment Income	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$11,312	\$3,318	\$288	\$0	\$7,276	\$7,276	\$0	\$0	\$0
Gain (Loss) on Equip Disposal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transfer from Other Funds	\$862,480	\$1,182,663	\$1,172,467	\$784,550	\$784,550	\$0	\$1,563,000	\$778,450	\$1,563,000
TOTAL REVENUES:	\$3,043,613	\$3,181,098	\$3,050,841	\$2,738,550	\$2,745,826	\$7,276	\$3,464,000	\$725,450	\$3,464,000

EXPENDITURES:									
Salaries	\$946,057	\$848,450	\$862,642	\$854,783	\$854,783	\$0	\$878,414	\$23,631	\$878,414
Employee Benefits	\$502,502	\$487,171	\$519,841	\$521,020	\$521,021	\$1	\$517,861	-\$3,159	\$517,861
Property Services	\$642,033	\$615,082	\$604,233	\$575,806	\$571,116	-\$4,690	\$519,427	-\$56,379	\$519,427
Subrecipient Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Services	\$154,159	\$277,415	\$335,656	\$119,110	\$124,704	\$5,594	\$124,580	\$5,470	\$124,580
Supplies & Materials	\$1,421,795	\$977,236	\$398,406	\$336,215	\$320,673	-\$15,542	\$395,200	\$58,985	\$395,200
Other Misc	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Depreciation	-\$372,736	-\$388,059	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay	\$11,759	\$7,865	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Principal/Interest	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transfer to Other Funds	\$0	\$1,314	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES:	\$3,305,569	\$2,826,476	\$2,720,777	\$2,406,934	\$2,392,297	-\$14,637	\$2,435,482	\$28,548	\$2,435,482