

PUBLIC WORKS

Description

The Henrico County Department of Public Works maintains the third largest road network in the State of Virginia after the State of Virginia and the City of Virginia Beach. The Department is responsible for the construction and maintenance of all secondary roads in the County, storm water drainage, administration of Public Transit services, and enforcement of erosion and sedimentation laws and ordinances. The Department is organized into the following divisions: Administration, Design, Maintenance, Construction, Transportation Development, Traffic Engineering, Environmental Control, and Standing Water Initiative.

The majority of departmental services are funded by an allocation of gasoline tax revenues from the State of Virginia and license fee revenue collected in the County's General Fund. In addition, the General Fund provides funding for certain services in accordance with the Board of Supervisors' directives for various programs. These include the Environmental Control Program, Vacuum Leaf services, the JOBS transit service, the Standing Water Initiative, and supplemental funding for the Mass Transit Division.

Objectives

- To develop and maintain a safe and efficient road system.
- To develop and maintain an efficient and economical storm drainage system.

- To ensure that the construction of road and drainage facilities is accomplished in accordance with appropriate standards and in an environmentally correct manner.
- To review and provide for the most cost-effective system of Public Transit for the residents of the County.
- To provide prompt responses to citizen inquiries or requests for service.
- To enforce Chesapeake Bay Act regulations along with current erosion and sedimentation control ordinances and policies.

Budget Highlights

The Department's approved budget for FY2016-17 is \$48,965,254, representing an increase of \$920,177 or 1.9 percent from the previous approved budget. Within this overall approved budget, which combines both Gas Tax and General Fund supported programs, the personnel component is budgeted to increase by a net difference of \$510,760 or 3.3 percent. The operating component is forecasted to increase by \$413,217 or 1.3 percent and capital outlay expenditures are expected to decrease by \$3,800.

The FY2016-17 approved budget is to be funded by \$40,556,821 from the State's Gas Tax maintenance

Annual Fiscal Plan

<u>Description</u>	<u>FY15 Actual</u>	<u>FY16 Original</u>	<u>FY17 Approved</u>	<u>Change 16 to 17</u>
Personnel	\$ 14,758,540	\$ 15,249,139	\$ 15,759,899	3.3%
Operation	33,113,142	31,195,588	31,608,805	1.3%
Capital	1,590,553	1,600,350	1,596,550	(0.2%)
Total	\$ 49,462,235	\$ 48,045,077	\$ 48,965,254	1.9%

Personnel Complement	257	257	259 *	2
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* The personnel complement includes an Engineer II position and Construction Specialist II position which were added in FY2015-16 to enhance the permit review process.

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Performance Measures				
	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	Change 16 to 17
Workload Measures				
Lane Miles of Road Maintained	3,468	3,479	3,489	10
Traffic Signals Maintained	150	150	153	3
Development Plans Reviewed	1,568	1,600	1,650	50

allocation, \$7,838,269 from the County's General Fund subsidy, and \$570,164 from miscellaneous departmental revenue. The total projected Gas Tax for FY2016-17 is based on the allocation for operations and maintenance and does not include a construction allocation. If gas tax were allocated for construction it would be included in the capital budget section of this document. There has not been a construction allocation funded by gas tax since FY2008-09.

This funding source is utilized for approximately 82.8 percent of the operating budget. In other words, the gas tax allocation will support the Department of Public Works' divisions with the exception of the Standing Water Initiative and Environmental Inspection. This revenue source is restricted to roadway maintenance activities.

The functions supported by the General Fund subsidy total \$7,838,269. The General Fund supports 100 percent of expenses related to the Standing Water Initiative and Environmental Inspection divisions which combined total \$1,986,969. The Standing Water Initiative is budgeted at \$418,337 and the Environmental Inspection Division is budgeted at \$1,568,632 for the approved FY2016-17 budget.

General Fund support is also provided for Mass Transit services, feasibility studies for the new road construction funding application process tied to House Bill Two (HB2), and Leaf Collection services. Specifically, General Fund support of \$5,349,800 in FY2016-17 will subsidize the GRTC and JOBS services costs in the Mass Transit budget. General fund support will also be provided for feasibility studies in the amount of \$200,000. This funding will assist with the HB2 application process which determines eligibility for additional funding for transportation projects. The Leaf Collection services budget totals \$473,700. Within this total budget, the General Fund will support \$301,500, Leaf Collection Fees will total \$170,000, and the remaining \$2,200 will be provided

by miscellaneous revenues. It is important to note that this budget includes free leaf vacuum service for all County residents that currently participate in the Real Estate Tax Advantage Program (REAP).

The third and final source of funding is generated from miscellaneous fees, which total \$570,164 for the approved budget. These charges/fees are used as enhancements to the Gas Tax revenue for all divisions with the exception of the Standing Water Initiative and Environmental Inspection divisions.

What follows is a discussion of each of the divisions within the approved budget for Public Works.

Roadway Maintenance and Administration

The total approved budget for the divisions that fall within this group is \$46,978,285. With the exception of Mass Transit, the Roadway Maintenance and Administration divisions represent the core services to maintain the existing roadway system provided by Public Works and therefore utilize \$40,556,821 of State Gas Tax maintenance allocation in providing these services. The remainder of funding is provided by other revenue in the General Fund, including a \$5,349,800 subsidy to support Mass Transit Services. The personnel component is forecasted to increase by a net difference of \$429,092 or 3.2 percent which reflects the 2.372 percent salary increase, the full-year impact of the 2.0 percent raise provided in the prior fiscal year as well as an increase in the cost of health care. It is important to note that the increase to the personnel component was lessened due to a decrease in the cost of VRS resulting from a reduction in the contribution rate. The operating component increased by \$209,267 compared to the prior fiscal year.

The capital outlay component remained relatively flat with a decrease of \$3,800 compared to the prior fiscal year. There are several noteworthy capital purchases forecasted within the \$1,586,000 approved capital

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component. The Capital outlay items include the following: five grass tractors, two mowtrims, one 4 cubic yard dump truck, one tractor, five 10 cubic yard dump trucks, one trailer mounted traffic counting camera, one pole trailer, 30 traffic counters, 100 LED luminaries, and one power washer.

Standing Water Initiative Division

The Standing Water Initiative Division is a program that is funded solely through the General Fund at a total cost of \$418,337. The personnel component comprises 79.5 percent or \$332,637 of the total budget. The operating component is increasing by \$3,450 due to the reallocation of funding for education and training into departmental budgets.

Environmental Inspection Division

The Environmental Inspection Division is funded solely through the General Fund at a total cost of \$1,568,632. Expenditures are forecasted to increase by \$75,969 or 5.1 percent from the FY2015-16 approved budget. This budgetary increase is due to the 2.372 percent salary increase in FY2016-17 as well as the addition of an Engineer I position to the Environmental Inspection Division's personnel complement during the FY2015-16 fiscal year. The operating component of the budget reflects an increase of \$500 due to the reallocation of education and training funding in departmental budgets. The capital outlay component remained flat compared to the previous fiscal year.