CAT

Wednesday, May 27th, 2026
Hood River County Transportation District
2nd Meeting of the Budget Committee
224 Wasco Loop, Board Conference Room
Hood River, OR 97031

5:00pm – 6:30pm

Agenda

The Hood River County Transportation District Budget Meeting can be attended live through Zoom conferencing technology. **Members of the public can attend by calling: 253-215-8782 Meeting ID: 828 3576 4347 Passcode: 954147 or join by computer:** **https://us02web.zoom.us/j/82835764347?pwd=FDgs1lMb81KrIQF6hE6akvuJ2kH4mb.1**

1) **Call Meeting to Order (5:00pm)**
2) **Approval of April 22nd Meeting Minutes**
3) **Review of April 22nd Budget Meeting, Requested Information, and Updates**
4) **Public Comments**
5) **Approval of the Budget FY2026-2027 & Tax Rate**
6) **Meeting Adjourned**

To request a reasonable accommodation or language interpreter, including alternative formats and translation of printed materials, please contact CAT's Administration Office no later than 48 hours prior to the meeting at 541-386-4202 (voice) or 7-1-1 (TTY through Oregon Relay Service).

Take CAT to the Meeting! Call (541) 386-4202 for more information on routes and services that come to the CAT Administrative Offices.

Se Habla Español.

CAT

Wednesday, April 22nd, 2026
Hood River County Transportation District
1st Meeting of the Budget Committee

224 Wasco Loop, Board Conference Room
Hood River, OR 97031

5:00pm – 6:30pm

Meeting Minutes

Budget Committee Meeting Attendees:
Committee Members: Jim Klaas, Tamra Taylor, Matt Althoff, Cindy Walbridge, Leanne Hogie, Bo Jones, Jeremy Hull (joined at 5:23pm)
Staff: Amy Schlappi, Tiah Mayhew
Absent: None
Public: Swen Carlson

Amy called the meeting to order at 5:02pm.

2) Election of Budget Committee Chair:

Leanne made a motion to elect Cindy as Budget Committee Chair; Matt seconded the motion. Approved by all. Opposed by none.

3) Reading of Budget Message FY26-27 by Executive Director, Amy Schlappi:

Amy read the budget message which is included in the meeting materials, starting with the purpose of the budget and accomplishments of FY-2026. A few of the accomplishment highlights are that the 4-agency Gorge Transit Pass program is in its fifth year and agencies continue to work together to improve rider experience and operational efficiencies, the District contracted with Skamania County, City of Stevenson, and the U.S. Forest Service to provide the Dog Mountain Shuttle for the sixth year, the Gorge-to-Mountain Express service was operated in-house for the fifth year, the District partnered with the City of Hood River to provide the Downtown Employee Pass program for the fifth year and obtained an IGA that not only continues the program for three more years but expanded it, the District received and placed into operation two new Cutaways and a modified transit van, and released a Request for Proposal (RFP) for a consultant to complete the planning, design, and construction for the CAT Transit Facility Development Program. The CAT Transit Facility Development Program will assist in developing our current park and ride into a bus barn and maintenance facility capable of accommodating large vehicles and develop the lot across the street into the new park and ride as well as assist with the development of the interregional transit hub located at the Port on the waterfront area near lot one.

Leanne asked for clarification on the exact location of the interregional transit hub and Amy explained that the precise location has not been identified.

Amy explained that the overall economic outlook for Hood River County Transportation District is good, if current funding sources remain stable and the Iran war does not exponentially increase fuel, materials, and services for a sustained amount of time. The District is cautiously optimistic that current funding streams and awarded federal grants will not be impacted by the current federal and state government uncertainty long-term. This upcoming year is the second of the 25-27 biennium. This year the District will continue using Federal 5311 Formula Funds to fund the Hood River City, Upper Valley, and Dial-A-Ride services while leveraging Statewide Transportation Improvement Funds (STIF) formula funds to pay for match requirements. This will allow the District to use local funds to match capital grants and ensure the reserve/contingency balance remains healthy to protect the District from potential delays in reimbursements for federal grants.

Amy then identified the goals for FY27

- Maintaining current service levels for year-round services.
- Update bus stop signage and install permanent infrastructure on the Hood River City Route.
- Add a bus stop to the Columbia Gorge Express service in Cascade Locks at Forest Lane and WaNaPa Street.
- Continue implementation of the HRCTD Transit Master Plan Update 2023 and the Coordinated Transportation Plan 2024.
- Continue and grow the multi-provider Gorge Transit Pass Program and support the regional transit strategy with the goal of improved connectivity throughout the Gorge
- Complete a fare assessment of the Gorge Transit Pass and one-way fares and discuss a potential increase.
- Continue improvement of the driver training programs.
- Begin planning, design and construction of the CAT Transit Facility Development Program.
- Continue to expand outreach to vulnerable communities to ensure access and awareness of transit.
- Continue to explore innovative options and implement solutions to address specific transportation needs: Local NEMT & Door through Door and an After-hours shuttle.
- Procure new vehicles for local and regional services and maintain existing fleet.
- Continue to leverage technology to improve oversight of operations and reduce inefficiencies.

Cindy asked for clarification on what NEMT meant and Amy explained that stands for non-emergent medical transportation. That service is typically paid for by insurance companies.

Bo then asked what door through door service was and Amy explained that currently our demand response (Dial-A-Ride) service provides curb to curb service but it does not provide door through door service and there are some riders that could benefit from additional assistance with taking them from one door at pickup through the door at their destination.

Bo asked if bus stop infrastructure meant bus shelters and Amy confirmed that it did. She explained that several of our stops around town are temporary stops and consist of temporary signage and she sees daily the barrier that this causes, especially for the elderly or people with disabilities as well as individuals that just have a hard time standing for long periods of time. Leanne asked if the City of Hood River was being responsive to the project and Amy stated that they have been extremely helpful and are good partners. Amy explained that the main issue that we are seeing is the cost and making sure that we are completing this in a deliberate and thoughtful way, making sure that all stops are similar and consistent. She also explained that the time it takes to complete this project is dependent upon the funding source, such as if federal funds are used it requires NEPA process for each stop, which can be quite cumbersome. Amy then explained that due to the amount of stops we are looking to install permanent infrastructure we need to hire a contractor and go through the appropriate procurement process. Amy stated that staff have been compiling the data needed to send to the City of Hood River for approval of the stops as well as staff have been seeking additional funding sources to assist with the project.

4) Initial Review of Budget FY26-27:

Amy explained that the Fiscal Year 2027 Budget allows CAT to maintain and enhance current services and continue implementation of key projects identified in the 2023 Transit Master Plan and the Coordinated Transportation Plan 2024. The District's expectation is that ridership will continue to increase and be consistent with the ongoing investment.

The FY27 Budget has been broken out into resources, administrative requirements, operating requirements, and non-allocated requirements.

The general budget consists of resources from beginning fund balance, federal and state grants, property tax revenues, and a variety of other smaller sources. In addition, the District has continued to carry over some STIF funds that were not spent in FY21-23 and FY23-25 funding cycle that can be used as program reserve funds; these funds are expected to be used in FY27. Major resource differences from the prior year are related to capital grants, which fluctuate with the scale and timing of projects.

Jim asked if he could go back to the Board Goals before Amy moved on and stated that he would like to see more staff training in AI added to the goals. He stated that he thought it would be a great thing for the Amy, Tiah and Jeff to do. Amy explained that we have all attended training on AI while attending the National RTAP, OTA and SDAO conferences. Amy stated that she has been working with staff in appropriate ways to utilize AI. She said that she will continue to look for training opportunities.

Under Administrative Requirements staff have included Administrative Materials and Services and Administrative Personnel Services. Administrative Capital Outlay was included in the FY26 budget, however moving forward staff is including all Capital Outlay separately to provide more clarity between normal administrative costs and large projects.

Under Operating Requirements staff have included Operating Materials and Services and Operating Personnel Services. Operating Capital Outlay was included in the FY26 budget, however moving forward staff is including all Capital Outlay separately to provide more clarity between normal operating costs and large projects. Increases in ongoing operating costs are primarily tied to inflation related to economic uncertainty with fuel, supply, and labor resources.

Under non-allocated requirements staff included non-allocated capital outlay for large, long-term projects. In the FY27 budget this includes transit facility development projects and bus purchases. Approximately $1.7 of non-allocated resources are budgeted as contingency funds and funds reserved for future use.

Matt asked if our non-allocated funding is maintained in our LGIP account and Amy confirmed that it is that we only keep about $100,000 in our operating account and the remaining is placed in the LGIP accounts as they compile more interest.

Amy then reviewed the Districts Vision, Mission, and Values before discussing the highlights of the budget. Staff anticipate a beginning fund balance of $1.3m of this $255k is anticipated to be Statewide Transportation Improvement Funds (STIF) formula funds that were not spent in the FY21-23 and FY23-25 funding cycles. $11k of the restricted funds are from vehicle sales and must be used to purchase new vehicles. The remaining $1.3m is unallocated funds. Amy explained that the unallocated funds are higher than last year due to increased interest earnings and delayed FY25 reimbursements related to the property purchase and services that were provided. We have also found that in past years, staff took a more conservative approach when estimating the expected beginning fund balance and staff believe that this now reflects a more accurate representation. The District is expecting delivery of 2 replacement vehicles and if those are received this FY we may see a change in the beginning fund balance, but staff will know more before the next budget committee meeting.

Matt pointed out that the beginning fund balance that staff is anticipating should be $1.55m, Amy acknowledged the error and is correcting it.

Amy then explained that the low-cost annual Gorge Transit Pass has continued to see a steady 11% growth year over year. Staff also expect to see a 4% increase in one-way fares due to a trend of a steady increase in ridership. Due to the loss of the WSDOT contract for the Dog Mountain Shuttle contract revenue is expected to be higher this year as the U.S. Forest Service is covering the gap.

Amy then discussed the Federal grants that the District is anticipated to receive. This consists of 5311 and 5310 formula funding, and 5310 discretionary funding. This partially funds ongoing operations for the Hood River City Route, Upper Valley, Dial-A-Ride, preventative maintenance, and mobility management. The remainder of the anticipated federal funding is tied to several delayed contracts; staff has rolled over funds from FY26 to FY27 for several projects. Amy then reviewed anticipated State revenue which consists of Statewide Transportation Improvement Funds (STIF) formula and discretionary funding. This revenue funds all or partial amounts of ongoing operations for the Columbia Gorge Express, Hood River City Route, Dial-A-Ride, Upper Valley, Gorge-to-Mountain Express, outreach, and mobility management.

Amy then discussed the additional revenue sources that include property tax revenue that is received from Hood River County property taxes, the Statewide Mass Transit Tax and the HERT Tax that is reflected in the budget under Other Tax Revenue. The District has also benefited from interest generated through 3 LGIP accounts through the Oregon State Treasury and continues to see year-over-year growth. The total resources for FY27 is $8,298,634.

Under Administrative Materials and Services, the building expenses have increased by $20k for maintenance, professional fees were reduced as a result of moving expenses related to the CAT Transit Facility Development Program were moved to non-allocated capital outlay. Administrative personnel services include an increase of 2.5% COLA increase to the pay scale that was formalized in FY24. The recommended 2.5% COLA increase is less than the 2.8% COLA increase that the social security administration formed. The Administrative taxes were increased to align with the wage increase and benefits are expected to decrease by 1.6%. The total for Administrative Materials & Services in FY27 is $251,262 and total for Administrative Personnel Services is $334,527.

Jim asked why staff were not recommending the social security increase of 2.8% and Amy explained that ultimately it was up to the budget committee to recommend an amount. Jim explained that he thinks it should reflect 2.8% as ultimately, we are reducing people's spending power by not increasing to the 2.8% that aligns with the Social Security Administration. Matt asked if there were the implications if office staff COLA differed from Union employees, Amy said that was something that she would have to look at. Matt asked if staff could provide an example of what the impact of applying the 2.8% increase would look like. Leanne stated that staff should consider discussing a fluctuating COLA with the union during the next contract.

Amy then reviewed the Operating Requirements which include Operating Materials and Services. Due to the Iran war staff have increased fuel costs and vehicle expenses as these are susceptible to price increases. Wages have steadily increased due to annual wage increases and staffing changes. The Operations Taxes were increased to align with the wage increases and benefits are expected to be reduced by 1.6%. The total Operating Materials & Services costs for FY27 are $977,395 and the total Operating Personnel Services are $1,761,372.

Matt questioned if the projected fuel cost was high enough and Tiah explained that we are still trending below budget for the current year so feels we have projected enough but she is watching closely and will report back at the next meeting if anything changes.

Non-Allocated expenses were moved from Administrative Capital Outlay and Operating Capital Outlay to reduce confusion between normal administrative and operating expenses and expenses related to large projects. The anticipated cost for special projects is $3,226,286 with $580,702 match.

Matt appreciates that staff is being more realistic with forecasted expenses for the capital projects, however he is concerned that staff may be restricted to what can be accomplished if projects are able to move forward quicker than expected but the budget does not allow for it. He is concerned a special budget would be needed in that scenario to move forward with those projects. Amy is going to going to look into it.

Recess:

Cindy recessed the meeting at 6:34 pm to be resumed on May 27th at 5pm.

Memo

To: HRCTD - BOARD Of DIRECTORS

From: Amy Schlappi, Executive Director

Date: May 27, 2026

Re: FY2026-27 Draft Budget Updates

Purpose

Since the April 22nd Budget Committee meeting, staff have made changes to the draft LB-20-30 for the Budget Committee to review. In addition, a discussion item has been referred to the Budget Committee to review and discuss. The changes and discussion item are identified below.

Background

Changes Made to the LB-20-30 Following the April 22nd, 2026 Budget Committee Meeting:

1. **Fare & Contract Revenue:** Staff applied for a grant through Experience Mt. Hood & The Gorge for $30k to support the design, installation of permanent bus stop infrastructure, and construction of two new bus stops at WaNaPa Street and Forest Lane in Cascade Locks. Staff were notified that CAT was not awarded the funding; therefore, the funds have been removed from Fare & Contract Revenue, resulting in a $30k reduction from $412k to $382k. The associated expense has also been removed from Capital Outlay. These updates have been reflected in the LB-20-30 that are included in the meeting materials.

2. **Administrative Materials & Services:** Staff have recommended the following changes:

   a. **Election Fees**: Staff identified that the expense for the 2027 Board of Directors election had not been reflected in the initial Draft Budget. Staff have added $4k to professional fees.
   b. **HR Consultant**: Staff was recently notified by Special Districts Association of Oregon (SDAO) that Special Districts will no longer have unlimited access to Human Resources consulting services through SDAO and now need to pay for services if more than 4 hours per year is required. Staff have added $5k to professional fees.

c. These two changes have resulted in increasing Administrative Materials & Services from $251,262 to $260,262. This update has also been reflected in the LB-20-30 that are included in the meeting materials.

3. **Operating Materials & Services:** Staff have seen a sharp increase in fuel costs due to the war in Iran and disruption of the world fuel supply. While fuel prices have steadily increased over the last few months, the financial impact became more apparent in April. Due to the continued rise in fuel cost staff are recommending that the fuel expense be increased from $300k to $324k, increasing Operations Materials & Services from $977,395 to $1,001,395. This has been reflected in the LB-20-30 that are included in the meeting materials.

4. **Capital Outlay:**

   a. **Bus Stop Infrastructure:** Staff have included $10k in Capital Outlay for bus stop infrastructure and improvements. No additional resources has been added for this expense, as staff intend to utilize current STIF funds if funding is available.
   b. **Transit Facility Site Development Project 2 – New Bus Barn and Maintenance Facility:** Based on the discussion at the April 22nd, 2026 Budget Committee meeting staff added $325K for a total of $700K to the Transit Facility Site Development Project 2 New Bus Barn and Maintenance Facility. The associated resource was added under Federal Grants.
   c. These additions with the removal of the Cascade Locks Bus Stops increased the Capital Outlay from $3,206,286 to $3,531,286.

The changes described above decreased the funds Reserved for Future Expenditure from $904,792 to $839,792.

Discussion Item:

Office Staff Cost-Of-Living (COLA): At the April 22nd, 2026, Budget Committee meeting, staff presented the FY2026-27 Draft Budget, which included a 2.5% Cost-Of-Living (COLA) increase for office staff members, which was less than the Social Security COLA of 2.8%. Staff included the 2.5% COLA due to the current economic environment. During the discussion two Board Members requested that staff take this to the full Board for further discussion. Staff took this to the Board of Directors at May 20th Board Meeting. After the Board discussed, staff was advised to provide the Budget Committee with the financial impact of both COLA options. Staff have created and included in the meeting materials a draft LB-20-30 for both the 2.5% and 2.8% COLA for the Budget Committee to review. The first LB-20-30 will include the 2.5% COLA and the second one includes the 2.8% COLA.

The Cost-Of-Living Adjustment (COLA) policy is included below for your reference:

Cost-Of-Living Adjustment (COLA) Policy:

In addition to the annual step increases shown in the salary scale, each year the Budget Committee determines the Cost-Of-Living Adjustment (COLA) to take effect at the start of the new fiscal year (July 1). The COLA may range from 0% to a maximum of 5%, depending on budget capacity. When funding permits, the District aims to align its COLA with the Social Security COLA.

Action Required

The Budget Committee is asked to review and discuss the changes to the updated Draft Budget and approve the FY2026-27 Budget as presented or amended and submit a recommendation to the Board.

The Budget Committee will also need to approve the tax rate. Staff is not making any recommendations to change the tax rate and is recommending the Budget Committee approve the tax rate of 0.0723 per $1,000.

FORM

LB-20 & LB-30 Combo

Hood River County Transportation District

General Fund

(Fund)

	Historical Data				RESOURCE & REQUIREMENTS	Budget for Next Year: 2026-27			
	Actual		Adopted Budget						
	Second Preceding Year 2023-24	First Preceding Year 2024-25	This Year Year 2025-26			Proposed By Budget Officer	Approved By Budget Committee	Adopted By Governing Body	
1				1	**RESOURCES**				1
2	$ 797,350	$ 1,342,067	$ 1,060,000	2	Unallocated Beginning Fund Balance	$ 1,300,000	$ -	$ -	2
3	200,000	270,351	240,000	3	Restricted Funds	255,000	-	-	3
4	**997,350**	**1,612,418**	**1,300,000**	4	Total Beginning Fund Balance*	**1,555,000**	**-**	**-**	4
5	329,979	308,779	363,000	5	Fare & Contract Revenue	382,000	-	-	5
6	903,848	916,449	10,243,927	6	Federal Grants	3,655,586	-	-	6
7	1,465,858	1,788,261	1,847,282	7	State Grants	2,589,048	-	-	7
8	224,265	228,655	225,000	8	Property Taxes	230,000			8
9	45,236	48,059	37,000	9	Other Tax Revenue	47,000			9
10	-	-	658,184	10	Bond & Other Debt Revenue	-	-	-	10
11	53,095	68,449	42,000	11	Interest Income	60,000	-	-	11
12	20,385	49,491	20,000	12	Other Misc Revenue	10,000	-	-	12
13	**$ 4,040,016**	**$ 5,020,561**	**$ 14,736,393**	13	**TOTAL RESOURCES**	**$ 8,528,634**	**$ -**	**$ -**	13
14				14	**REQUIREMENTS**				14
15				15					15
16				16	**Organizational Unit: ADMINISTRATIVE**				16
17	**2.0**	**3.0**	**3.0**	17	**Full Time Employee Equivalent Count (FTE)**	**3.0**			17
18				18	Personnel Services				18
19	225,809	266,249	278,000	19	Wages	289,963	-	-	19
20	23,164	20,963	33,000	20	Employer Tax	34,078	-	-	20
21	4,333	6,322	10,000	21	Benefits	10,486	-	-	21
22	**253,306**	**293,534**	**321,000**	22	**Total Personnel Services**	**334,527**	**-**	**-**	22
23				23	Materials & Services				23
24	53,214	81,747	55,000	24	Building Expenses	75,000	-	-	24
25	17,287	16,733	18,000	25	Office Supplies	20,000	-	-	25
26	95,046	135,378	443,090	26	Professional Fees	151,862	-	-	26
27	10,091	9,140	12,200	27	Other Administrative Expenses	13,400	-	-	27
28	**175,638**	**242,998**	**528,290**	28	**Total Materials & Services**	**260,262**	**-**	**-**	28
29	**73,821**	-	**75,000**	29	**Capital Outlay**	-	**-**	**-**	29
30	**$ 502,765**	**$ 536,532**	**$ 924,290**	30	**Total Administrative**	**$ 594,789**	**$ -**	**$ -**	30
31				31					31
32				32	**Organizational Unit: OPERATING**				32
33	**18.0**	**18.0**	**20.0**	33	**Full Time Employee Equivalent Count (FTE)**	**21.0**			33
34				34	Personnel Services				34
35	1,032,212	1,012,599	1,250,500	35	Wages	1,363,636	-	-	35
36	140,844	83,599	171,000	36	Employer Tax	172,450	-	-	36
37	160,552	202,730	222,788	37	Benefits	225,286	-	-	37
38	**1,333,608**	**1,298,928**	**1,644,288**	38	**Total Personnel Services**	**1,761,372**	**-**	**-**	38
39				39	Materials & Services				39
40	211,875	172,891	250,000	40	Fuel	324,000	-	-	40
41	146,092	241,751	228,800	41	Vehicle Expenses	362,000	-	-	41
42	54,451	231,835	29,820	42	Operation Expenses	60,920	-	-	42
43	11,253	17,816	13,000	43	Driver Expenses	20,000	-	-	43
44	18,193	10,539	13,500	44	Advertising & Marketing	17,500	-	-	44
45	149,361	199,202	171,000	45	Grant/Contract/Match Distributions	216,975	-	-	45
46	**591,225**	**874,034**	**706,120**	46	**Total Materials & Services**	**1,001,395**	**-**	**-**	46
47	**-**	**921,319**	**10,261,406**	47	**Capital Outlay**	-	**-**	**-**	47
48	**$ 1,924,833**	**$ 3,094,281**	**$ 12,611,814**	48	**Total Operating**	**$ 2,762,767**	**$ -**	**$ -**	48
49				49					49
50				50	**NOT ALLOCATED**				50
51	-	-	-	51	Capital Outlay	3,531,286	-	-	51
52	-	-	65,818	52	Debt Service	-	-	-	52
53	-	-	294,471	53	Contingency	800,000	-	-	53
54	-	-	800,000	54	Reserved for Future Expenditure	839,792	-	-	54
55	**$ -**	**$ -**	**$ 1,160,289**	55	**Total Not Allocated**	**$ 5,171,078**	**$ -**	**$ -**	55
56				56					56
57	**$ 2,427,598**	**$ 3,630,813**	**$ 14,696,393**	57	**TOTAL REQUIREMENTS**	**$ 8,528,634**	**$ -**	**$ -**	57
58	**$ 1,612,418**	**$ 1,389,748**	**$ 40,000**	58	**Ending Fund Balance**	**$ -**	**$ -**		58
59	$ 270,351	$ 324,481	$ 40,000	59	Restricted Ending Fund Balance	$ -	$ -		59
60	$ 1,342,067	$ 1,065,267	$ -	60	Unallocated Ending Fund Balance	$ -	$ -		60

150-504-020 (Rev 10-16) & 150-504-030 (Rev 05-21)

*The balance of cash, cash equivalents and investments in the fund at the beginning of the budget year

FORM

LB-20 & LB-30 Combo

Hood River County Transportation District

General Fund

(Fund)

	Historical Data					Budget for Next Year: 2026-27			
	Actual		Adopted Budget This Year Year 2025-26		**RESOURCE & REQUIREMENTS**	Proposed By Budget Officer	Approved By Budget Committee	Adopted By Governing Body	
	Second Preceding Year 2023-24	First Preceding Year 2024-25							
1				1	**RESOURCES**				1
2	$ 797,350	$ 1,342,067	$ 1,060,000	2	Unallocated Beginning Fund Balance	$ 1,300,000	$ -	$ -	2
3	200,000	270,351	240,000	3	Restricted Funds	255,000	-	-	3
4	**997,350**	**1,612,418**	**1,300,000**	4	Total Beginning Fund Balance*	**1,555,000**	**-**	**-**	4
5	329,979	308,779	363,000	5	Fare & Contract Revenue	382,000	-	-	5
6	903,848	916,449	10,243,927	6	Federal Grants	3,655,586	-	-	6
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11	53,095	68,449	42,000	11	Interest Income	60,000	-	-	11
12	20,385	49,491	20,000	12	Other Misc Revenue	10,000	-	-	12
13	**$ 4,040,016**	**$ 5,020,561**	**$ 14,736,393**	13	**TOTAL RESOURCES**	**$ 8,528,634**	**$ -**	**$ -**	13
14				14	**REQUIREMENTS**				14
15				15					15
16				16	**Organizational Unit: ADMINISTRATIVE**				16
17	**2.0**	**3.0**	**3.0**	17	**Full Time Employee Equivalent Count (FTE)**	**3.0**			17
18				18	Personnel Services				18
19	225,809	266,249	278,000	19	Wages	290,730	-	-	19
20	23,164	20,963	33,000	20	Employer Tax	34,178	-	-	20
21	4,333	6,322	10,000	21	Benefits	10,516	-	-	21
22	**253,306**	**293,534**	**321,000**	22	**Total Personnel Services**	**335,424**	**-**	**-**	22
23				23	Materials & Services				23
24	53,214	81,747	55,000	24	Building Expenses	75,000	-	-	24
25	17,287	16,733	18,000	25	Office Supplies	20,000	-	-	25
26	95,046	135,378	443,090	26	Professional Fees	151,862	-	-	26
27	10,091	9,140	12,200	27	Other Administrative Expenses	13,400	-	-	27
28	**175,638**	**242,998**	**528,290**	28	**Total Materials & Services**	**260,262**	**-**	**-**	28
29	**73,821**	**-**	**75,000**	29	**Capital Outlay**	**-**	**-**	**-**	29
30	**$ 502,765**	**$ 536,532**	**$ 924,290**	30	**Total Administrative**	**$ 595,686**	**$ -**	**$ -**	30
31				31					31
32				32	**Organizational Unit: OPERATING**				32
33	**18.0**	**18.0**	**20.0**	33	**Full Time Employee Equivalent Count (FTE)**	**21.0**			33
34				34	Personnel Services				34
35	1,032,212	1,012,599	1,250,500	35	Wages	1,364,708	-	-	35
36	140,844	83,599	171,000	36	Employer Tax	172,590	-	-	36
37	160,552	202,730	222,788	37	Benefits	225,329	-	-	37
38	**1,333,608**	**1,298,928**	**1,644,288**	38	**Total Personnel Services**	**1,762,627**	**-**	**-**	38
39				39	Materials & Services				39
40	211,875	172,891	250,000	40	Fuel	324,000	-	-	40
41	146,092	241,751	228,800	41	Vehicle Expenses	362,000	-	-	41
42	54,451	231,835	29,820	42	Operation Expenses	60,920	-	-	42
43	11,253	17,816	13,000	43	Driver Expenses	20,000	-	-	43
44	18,193	10,539	13,500	44	Advertising & Marketing	17,500	-	-	44
45	149,361	199,202	171,000	45	Grant/Contract/Match Distributions	216,975	-	-	45
46	**591,225**	**874,034**	**706,120**	46	**Total Materials & Services**	**1,001,395**	**-**	**-**	46
47	**-**	**921,319**	**10,261,406**	47	**Capital Outlay**	**-**	**-**	**-**	47
48	**$ 1,924,833**	**$ 3,094,281**	**$ 12,611,814**	48	**Total Operating**	**$ 2,764,022**	**$ -**	**$ -**	48
49				49					49
50				50	**NOT ALLOCATED**				50
51	-	-	-	51	Capital Outlay	3,531,286	-	-	51
52	-	-	65,818	52	Debt Service	-	-	-	52
53	-	-	294,471	53	Contingency	800,000	-	-	53
54	-	-	800,000	54	Reserved for Future Expenditure	837,640	-	-	54
55	**$ -**	**$ -**	**$ 1,160,289**	55	**Total Not Allocated**	**$ 5,168,926**	**$ -**	**$ -**	55
56				56					56
57	**$ 2,427,598**	**$ 3,630,813**	**$ 14,696,393**	57	**TOTAL REQUIREMENTS**	**$ 8,528,634**	**$ -**	**$ -**	57
58	**$ 1,612,418**	**$ 1,389,748**	**$ 40,000**	58	**Ending Fund Balance**	**$ -**	**$ -**		58
59	$ 270,351	$ 324,481	$ 40,000	59	Restricted Ending Fund Balance	$ -	$ -		59
60	$ 1,342,067	$ 1,065,267	$ -	60	Unallocated Ending Fund Balance	$ -	$ -		60

*The balance of cash, cash equivalents and investments in the fund at the beginning of the budget year