

# **Bend Metropolitan Planning Organization**

***Proposed Budget  
FY 2010 - 2011***

***April 15, 2010***

# Bend Metropolitan Planning Organization

## *Proposed Budget FY2010-2011*

### **Budget Committee**

|                                    |                               |
|------------------------------------|-------------------------------|
| Michael Lovely, Citizen Member     | Jeff Eager, City of Bend      |
| Jason Mitchell, Citizen Member     | Tom Greene, City of Bend      |
| Christopher Dammer, Citizen Member | Mark Capell, City of Bend     |
| Kyle Kendall, Citizen Members      | Dennis Luke, Deschutes County |
| Rob Hardie, Citizen Member         | Bob Bryant, ODOT              |

### **BMPO Staff**

Tyler Deke, Manager  
Jovi Anderson, Program Technician

### **City of Bend Finance Staff**

Sonia Andrews, Finance Director  
Sharon Wojda, Budget and Financial Planning Manager

**Resolution Number 2010-04**  
**Bend Metropolitan Planning Organization Policy Board**

A RESOLUTION ADOPTING THE BUDGET FOR THE FISCAL YEAR 2010/11

THE BEND METROPOLITAN PLANNING ORGANIZATION DOES RESOLVE AS FOLLOWS:

To adopt the 2010-11 budget as approved by the Budget Committee within limits as provided pursuant to ORS 294.435, and;

That the amount for the fiscal year beginning July 1, 2010, for the purpose shown below, is hereby appropriated in the aggregate sum of \$467,000 as follows:

|   |                  |
|---|------------------|
| <b><u>Metropolitan Planning Organization Fund MPO</u></b> |                  |
| Expenditure Appropriations                                | \$460,559        |
| Contingency   | \$6,441          |
| <b>Fund Total</b>   | <b>\$467,000</b> |

Adopted by the Bend Metropolitan Planning Organization the 20<sup>th</sup> day of May, 2010.

Yes: \_\_\_\_\_ No: \_\_\_\_\_

Authenticated by the Chair this 20<sup>th</sup> day of May, 2010.

\_\_\_\_\_  
Mark Capell, Chair

Attest:

\_\_\_\_\_  
Tyler Deke, MPO Manager

# Budget Message

## **Bend Metropolitan Planning Organization (BMPO) Overview**

Based on the results of the year 2000 U.S. Census, the Bend Urbanized Area exceeded 50,000 population. Federal regulations (23 CFR part 450) require that a metropolitan planning organization (MPO) be designated for the area to conduct a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. The Bend MPO (BMPO) boundaries include the area within the Urban Growth Boundary (UGB) as well as areas that may be annexed into the UGB to accommodate growth and anticipated development in the next twenty years. The areas included in the BMPO that lie outside of the Urban Growth Boundary can be generally described as Deschutes River Woods and the Woodside Ranch area to the south, an area east of the UGB from Stevens Road to Hwy 20, an area east of the UGB from Neff Road to Butler Market Road, the Bend Pine nursery area, an area located northeast of the UGB (Juniper Ridge area), and an area along Hwy 97 North of the UGB.

Federal and state legislation for the BMPO includes direction for the following general goals:

- Develop and maintain a Metropolitan Transportation Plan (MTP)
- Develop and maintain a Metropolitan Transportation Improvement Program (MTIP)
- Coordinate transportation decisions among local jurisdictions, state agencies, and area transit operators
- Develop an annual work program
- Involve the general public and all the significantly affected sub-groups in the functions listed above.

In addition to meeting federal requirements, MPOs often have additional responsibilities under state law. In Oregon, MPOs have a shared role in growth management and land use planning.

## **Summary of Bend MPO Activities 2010-2011**

There are several priority issues that need to be addressed during FY2011. These priority items include the following:

- Amending the Metropolitan Transportation Plan (MTP) to:
  - Reflect the outcomes of the City of Bend Urban Growth Boundary expansion,
  - Reflect the outcomes of the S. Parkway Interchange Area Management Plan,
  - Update the plan horizon year, and
  - Be consistent with the Oregon Transportation Planning Rule (TPR).
- Working with the Oregon Department of Transportation (ODOT) Transportation Planning Analysis Unit to update the travel demand model to reflect updated land use data provided by the City of Bend
- Adoption of the 2010-2013 Metropolitan Transportation Improvement Program (MTIP) to reflect the project priorities contained in the MTP and to meet the applicable legislation such as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements.
- Implementing the Public Participation Plan.
- Participating in and tracking development of the Environmental Impact Study for the US97 corridor at the north end of the BMPO study area.
- Participating in and tracking development of the S Parkway Interchange Area Management Plan and associated project development work.

Additional priorities include:

- Working with Commute Options and other member agencies to maximize travel demand management opportunities.
- Working with Bend Area Transit to identify a strategy to develop a long-range plan for regional transit in the area.
- Working with City of Bend and ODOT to identify and implement Intelligent Transportation Systems projects.
- Establishing an agreement with the ODOT Transportation Planning Analysis Unit regarding travel demand model support.
- Establishing protocols for use of the new travel demand model by the BMPO, city, county, state, and private entities.
- Working with the ODOT Transportation Planning Analysis Unit to establish a timeframe and funding for implementing a new household travel survey for the Bend area.
- Refining the file management procedures (hard copy and electronic copy) of the BMPO.
- Evaluating Title VI/Environmental Justice issues within the BMPO planning area.
- Continued involvement in regional transit discussions.
- Coordination with the Central Oregon Area Commission on Transportation (COACT) and their efforts to evaluate regional transportation needs within the 3-county area.
- Development of the FY2010-2011 UPWP.

### **Current Trends**

Current local trends include:

- Many transportation related projects requiring interagency coordination are either underway or on the horizon
- Increasing pressure on and demands for limited resources for transportation solutions including roadway projects, transit service, and multi-modal projects
- Possible new regulations associated with climate change.

Most MPOs are not the actual implementing agencies for projects but must provide an overall coordination role in planning and programming funds for projects and operations.

Because the Bend MPO boundary includes land area within the Bend Urban Growth Boundary and small areas just beyond, the coordinated planning efforts are primarily between the City of Bend, Deschutes County and the Oregon Department of Transportation (ODOT). This coordination is already occurring as each agency works within the realm of state requirements for transportation planning and updating formal Transportation System Plans (TSP). Nonetheless, the coordinated planning currently taking place is typically done on a project-by-project basis between staff planners and engineers. The BMPO Policy Board, comprised of three City Councilors, one County Commissioner and one representative from ODOT, is able to aid in setting transportation planning policies for each jurisdiction as coordinated through BMPO efforts. For example, as the City of Bend expands its Urban Growth Boundary (UGB) and city limits over the next few years, a coordinated transportation planning effort will be vital in maintaining an adequate transportation system that serves City residents as well as outlying citizens who rely on Bend for a multitude of services.

### **Funding Support to the BMPO**

Funding from the United States Department of Transportation (USDOT) and ODOT supports the BMPO planning program. The Federal Highway Administration (FHWA), a division of USDOT, allocates Metropolitan Planning (PL) funds through ODOT to the BMPO by formula that consists of 89.73% federal funds and 10.27% local required match. ODOT has traditionally met the local match requirement (10.27%) with State planning funds. Additional MPO support comes from the Federal Transit

Administration (FTA), a division of USDOT, through the Section 5303 planning program. Other support comes from BMPO member in-kind support. Additional support in the future may come from state (e.g. Transportation and Growth Management program) and federal grant programs (e.g. Sustainable Communities Grant Program).

Actual USDOT and ODOT funding commitments are finalized through specific Intergovernmental Agreements (IGAs). The BMPO will apply for and otherwise obtain these funds.

### **2010-2011 Budget and Work Program**

The Bend MPO is required to develop an annual work program that identifies all transportation and related planning activities that will be undertaken within the BMPO area during the project year from July 1, 2010 to June 30, 2011. This work program is known as the UPWP. The 2010-2011 UPWP contains four major work tasks. Those tasks and budgets are briefly described on the following pages. Further information on specific work tasks is available in the UPWP.

#### *Task 1: BMPO Development and Program Management*

Task 1 involves the coordination of all MPO activities necessary for daily operations, including program administration, coordination of the various BMPO advisory committees, public participation efforts, participation in statewide committees, financial management, and development of the UPWP.

The funding sources for Task 1 are listed below:

|                           |           |
|---------------------------|-----------|
| Beg Working Capital (net) | \$55,000  |
| City Loan                 | \$55,000  |
| FHWA PL & State Fund      | \$104,200 |
| FTA Section 5303          | \$14,780  |
| Total Funding*            | \$228,980 |
| Percent of Total Budget   | 49.03%    |

Beginning Working Capital at July 1, 2010 is available due primarily to a \$55,000 loan from the City of Bend on June 30, 2010.

\*It should be noted that the Task 1 budget also includes contingency, administrative costs (financial administration, general administration, building rent, and computer information systems support), and direct expenses (supplies, travel, printing, etc.). These items comprise a significant percentage, 46.97% of Task 1 total costs.

#### *Task 2: Short Range Planning*

Task 2 covers short-term activities including Surface Transportation Program (STP) project prioritization, the maintenance and update of the Metropolitan Transportation Improvement Program (MTIP), development of the annual listing of federally funded projects, local technical assistance, on-going maintenance of the regional Intelligent Transportation Systems Architecture, local land use action review, coordinating Safe Routes to Schools applications, providing staffing support to the Road Users Safety Task Force, and participation in local, regional, and statewide planning efforts.

The funding sources for Task 2 are listed below:

|                         |          |
|-------------------------|----------|
| FHWA PL & State Fund    | \$43,610 |
| FTA Section 5303        | \$6,190  |
| Total Funding           | \$49,800 |
| Percent of Total Budget | 10.66%   |

*Task 3: Long-Range Planning*

The BMPO completed the Metropolitan Transportation Plan (MTP) in late FY2007. The MTP conforms to the transportation planning requirements as set forth in the (SAFETEA-LU) legislation. The MTP does not fully comply with the Oregon Transportation Planning Rule (TPR) for metropolitan planning organizations. Several items will need to be considered as part of the MTP update, including:

- The City of Bend recently expanded its urban growth boundary (UGB). Pending the outcomes of a potential remand and/or legal challenges, the final UGB may not be known until the 3rd quarter of FY2011. Upon completion of this study, the MTP will need to be evaluated for consistency with the city’s long-range growth assumptions. The residential and employment land use assumptions in the travel demand model will need to be reviewed. If significant changes exist, the model outputs and projects will be reviewed and revised as necessary. Additionally, the financially constrained project list may need to be revised.
- To ensure consistency with federal planning requirements, the model horizon year will also need to be revised. MPO staff will coordinate with ODOT staff and local agency staff to determine the best horizon year (likely 2035).
- The MTP will be updated to ensure consistency with the Transportation Planning Rule. The adopted plan does not meet the per capita Vehicle Miles Traveled reduction requirement and will be required to identify alternative progress measures. Additionally, the update will include an assessment of transportation and land use integration.
- Work on alternative mobility standards for the City and ODOT systems will be incorporated in this subtask. Additionally, work will include development of the TPR mandated parking chapter.

Updating the MTP to comply with the City’s UGB expansion and to be consistent with the TPR requirements will be the primary focus of the MPO during the 2010-2011 fiscal year. It is anticipated that a consultant(s) will be hired to help update specific components of the MTP.

The funding sources for Task 3 are listed below:

|                         |           |
|-------------------------|-----------|
| FHWA PL & State Fund    | \$114,390 |
| FTA Section 5303        | \$46,090  |
| Total Funding*          | \$160,480 |
| Percent of total budget | 34.36%    |

\*Task 3 costs include consultant costs associated with refinement of the 2007-2030 Metropolitan Transportation Plan.

*Task 4: Regional Travel Demand Modeling and Data Collection/Analysis*

The primary focus of this task is maintenance of the travel demand model. Work in fiscal year 2010-2011 will include model support for the corridor studies, plans, modernization projects, and other projects underway within the study area.

The travel demand model must also be maintained as new information and data becomes available. Data updates and MTP support items may include:

- As noted in Task 3, the City of Bend recently expanded its UGB. The residential and employment land use assumptions in the travel demand model will need to be reviewed. If significant changes exist, the model will need to be re-calibrated and validated. The model outputs and projects will be reviewed and revised as necessary.
- To ensure consistency with federal planning requirements, the model horizon year will also need to be revised. MPO staff will coordinate with ODOT staff and local agency staff to determine the best horizon year (likely 2035).
- The MTP will be updated to ensure consistency with the Transportation Planning Rule. Model work items will include an assessment of transportation and land use integration, and development of alternative performance measures.
- An assessment of alternative mobility standards on the state and local roadway systems

Household travel survey data is an important component of the model. ODOT and the Oregon Model Steering Committee (OMSC) are evaluating options for conducting a new household survey. While no survey work is anticipated in the BMPO area in FY2011, some staff time will be dedicated to evaluating options for a new survey(s).

Participation in the Oregon Modeling Steering Committee (OMSC) and its sub-committees is included in this work task. The OMSC works to improve the state-of-the-practice and promote state-of-the-art land use and transportation modeling in the state of Oregon. It also works to serve as a consensus forum and support group to coordinate the land use-transportation modeling efforts of federal, state, regional and local agencies. The Bend MPO is a member of this group and some of its sub-groups.

This work task also includes collection and analysis of data in support of specific transportation planning studies that the MPO may undertake. In FY2009, the MPO initiated a process to become the regional transportation data warehouse. The initial focus has been on intersection turn data. Currently, available intersection data is housed on the MPO website using a basic Google maps interface. The MPO is investigating other options to better store this data, including a better Google maps interface and software available from various private vendors. In FY2011, the MPO will continue working with local agency staff to evaluate options for moving forward, cost sharing opportunities, etc.

In FY2009, the MPO initiated work on a regional arterial and collector sidewalk inventory update. The inventory is being developed using GIS. Work on this project will continue into FY2011. The intent is to better position the region for funding opportunities and better utilize available, but limited, local funds.

The funding sources for Task 4 are listed in the following table:

|                         |          |
|-------------------------|----------|
| FHWA PL & State Fund    | \$23,400 |
| FTA Section 5303        | \$4,340  |
| Total Funding           | \$27,740 |
| Percent of Total Budget | 5.94%    |

*Other Budget Expenditures*

The 2010-2011 budget also includes expenditures for the following items:

- City of Bend staff support: each work task includes some level of technical and managerial support from Engineering staff
- Computer Information Systems Support: included in Task 1 budget
- Building Operations (rent): included in Task 1 budget



- Financial Administration: includes support for budgeting, invoicing, and preparation of the annual audit report (included in Task 1 budget)
- General Administration: included in Task 1 budget
- Public Works Administration: included in Task 1 budget
- Contingency: included in Task 1 budget
- Vacation, sick leave, and holidays: included in Task 1 budget
- Miscellaneous expenses (e.g. mileage, meals and lodging, conferences and seminars, dues and subscriptions, printing/copies, advertising, annual audit, legal support, telephone, and postage): included in Task 1 budget

A summary of the 2010-2011 budget is shown on the following table and graphs.

| <b>Fiscal Year 2010/11 Budget Summary</b> |                        |   |                       |
|---|------------------------|---|-----------------------|
|   | <b>Funding Sources</b> |   | <b>Appropriations</b> |
| <b>Beg. Working Capital (net)</b>         | <u>55,000</u>          | <b>By Budget Category:</b>              |                       |
|   |                        | Personal Services                       | 215,759               |
| <b>FHWA PL</b>                            |                        | Materials & Services                    | 143,700               |
| Prior Year Authorizations:                |                        | Transfers to other funds                | 46,100                |
| Federal Share                             | 124,950                | Loan Repayment                          | 55,000                |
| State Match                               | 17,850                 | Contingency                             | 6,441                 |
| Current Year Authorizations:              |                        |   | <u>467,000</u>        |
| Federal Share                             | 124,950                | <b>By Task:</b>                         |                       |
| State Match                               | 17,850                 | Task 1: Dev. & Program Management       | 228,980               |
| <b>FTA Section 5303</b>                   |                        | Task 2: Short Range Planning            | 49,800                |
| Prior Year Authorization                  | 35,700                 | Task 3: Long Range Planning             | 160,480               |
| Current Year Authorization                | <u>35,700</u>          | Task 4: Regional Travel Demand Modeling | 27,740                |
| Total Grant Funding                       | <u>357,000</u>         |   | <u>467,000</u>        |
| <b>City of Bend Loan</b>                  | <u>55,000</u>          |   |                       |
| Total Budgeted Resources                  | <u>467,000</u>         | Total Budgeted Appropriations           | <u>467,000</u>        |

<sup>1</sup> The FHWA PL funds require a 10.27% local match. ODOT has traditionally met the local match requirement (10.27%) with State planning funds.

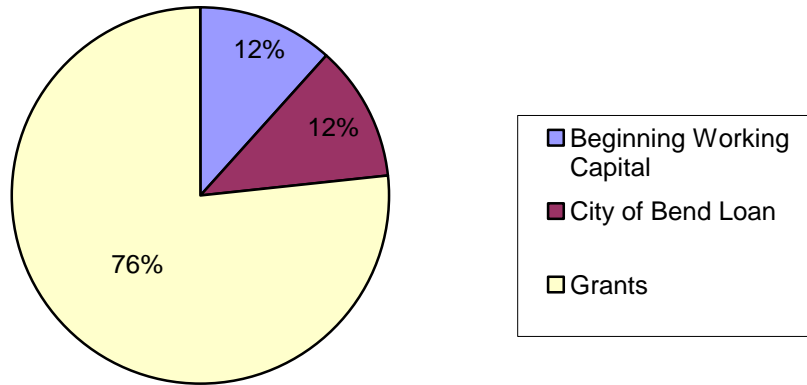
<sup>2</sup> Local match for the FTA funds can be provided as hard match or through "in-kind" services. It is anticipated that the local match requirement will be met through in-kind services from local agency staff.

<sup>3</sup> The FTA funds are available over a 2-year period of time.

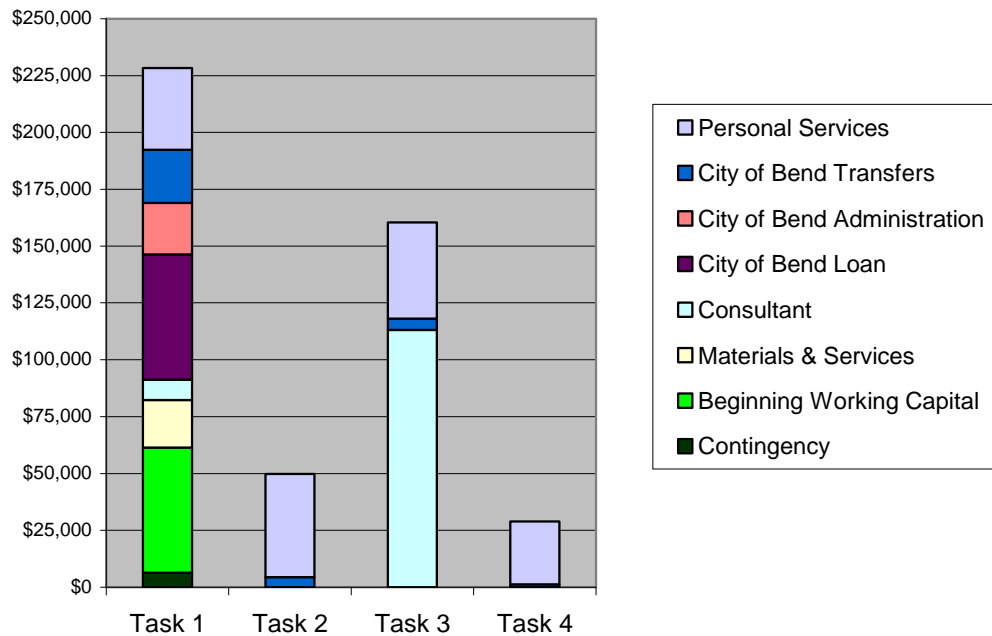
<sup>4</sup> The numbers in the various tables may vary slightly due to rounding.

As shown in the above table, the 2010/11 budget includes both prior year and current funding authorizations. The 2010/11 work program includes significant work tasks and assumes nearly full expenditure of the funds contained in the 2009/10 budget. Future budgets will typically include only the funds available through current year authorizations. As a result, future budgets will be smaller than the 2010/11 budget.

### BMPO Funding Sources



### BMPO Allocations



## **Budget Changes from the Previous Year**

There are no other significant changes from the previous year.

## **Financial Policies**

The Bend MPO does not have formal financial policies. Instead, the federal framework on handling and distributing the money effectively functions as the financial policies for the MPO. This framework is detailed under Title 23 (Highways) and Title 49 (Transit) of the Code of Federal Regulations.

Parts 450 and 500 of 23 CFR and Part 613 of 49 CFR detail the requirements for metropolitan transportation planning and programming process.

## **Line Item Budget**

The line item budget for 2010/11 is shown on the following table. A few of the line items are described below.

### *Beginning Working Capital*

Beginning Working Capital at July 1, 2010 is available due primarily to a \$55,000 loan from the City of Bend on June 30, 2010.

### *Personal Services*

Personal services include the salaries and other associated costs for the dedicated MPO staff members. The 2010/11 assumes a full-time director (1.0 FTE) and a full-time technical support person.

Monthly salary ranges for these positions during fiscal year 2010/11 are listed below:

Program Technician: \$3,560 to \$4,770

MPO Manager: \$5,432 to \$7,489

Note: these are estimated ranges

### *Transfers, Allocations & Billed Services*

The 2010/11 budget includes transfers and allocations to several City departments. These transfers are briefly described below.

Information Technology: the transfer pays for on-going computing costs and support, etc.

Facilities Management: the transfer pays for building rent, facilities maintenance, operating expenses, etc.

Administration: the transfer pays for general administrative support provided by the City

Finance: the transfer pays for financial support (monthly invoices, payroll support, and coordination of the annual audit)

Risk Management: the transfer pays for BMPO's share of the City's general liability policy

Public Works Administration: the transfer pays for support provided by public works administration, including human resources support and general administrative support.

Engineering: this billed service pays for support to be received by transportation engineering staff, including support for development of the travel demand model and metropolitan transportation plan.

**Bend Metropolitan Planning Organization  
Line Item Budget for Fiscal Year 2010/11**

| Line No.                         | Account Description                         | FY 2007/08<br>Actuals | FY 2008/09<br>Actuals | Fiscal Year 2009/10 |                    |                   | Fiscal Year 2010/11 |                 |                |
|----------------------------------|---|-----------------------|-----------------------|---------------------|--------------------|-------------------|---------------------|-----------------|----------------|
|                                  |   |                       |                       | Adopted Budget      | Yr to Date Actuals | YR-End Projection | Proposed Budget     | Approved Budget | Adopted Budget |
| <b>Resources</b>                 |   |                       |                       |                     |                    |                   |                     |                 |                |
| 1                                | Beginning Working Capital                   | \$ 51,649             | \$ 26,649             | \$ 22,400           | \$ 32,000          | \$ 32,000         | \$ 55,000           |                 |                |
| 2                                | MPO Grant                                   | -                     | -                     | 382,400             | 149,335            | 260,500           | 327,800             |                 |                |
| 3                                | ODOT Grant                                  | 154,737               | 232,411               | -                   | -                  | -                 | -                   |                 |                |
| 4                                | State Match for MPOs                        | 12,223                | 19,171                | 18,800              | 11,997             | 23,400            | 26,700              |                 |                |
| 5                                | Donations/Contributions                     | -                     | -                     | -                   | -                  | 2,500             | 2,500               |                 |                |
|                                  |   | <u>166,960</u>        | <u>251,582</u>        | <u>401,200</u>      | <u>161,332</u>     | <u>286,400</u>    | <u>357,000</u>      |                 |                |
| 6                                | Interest on Investments                     | -                     | -                     | -                   | -                  | -                 | -                   |                 |                |
| 7                                | Purchase Discounts & Miscellaneous          | -                     | -                     | -                   | 680                | 700               | -                   |                 |                |
| 8                                | Loan from City of Bend General Fund (1)     | 25,000                | 32,000                | 50,000              | -                  | 55,000            | 55,000              |                 |                |
| 9                                | <b>Total Resources</b>                      | <b>\$ 243,609</b>     | <b>\$ 310,231</b>     | <b>\$ 473,600</b>   | <b>\$ 194,012</b>  | <b>\$ 374,100</b> | <b>\$ 467,000</b>   |                 |                |
| <b>Expenditures</b>              |   |                       |                       |                     |                    |                   |                     |                 |                |
| <b>Personal Services:</b>        |   |                       |                       |                     |                    |                   |                     |                 |                |
| 10                               | Regular                                     | \$ 83,139             | \$ 135,082            | \$ 151,840          | \$ 106,032         | \$ 142,200        | \$ 147,332          |                 |                |
| 11                               | Overtime                                    | -                     | 289                   | -                   | 58                 | 100               | -                   |                 |                |
| 12                               | FICA  | 6,236                 | 10,099                | 11,616              | 7,880              | 10,500            | 11,134              |                 |                |
| 13                               | Oregon Unemployment                         | 83                    | 136                   | 152                 | 106                | 100               | 1,179               |                 |                |
| 14                               | PERS & OPSRP                                | 11,250                | 18,426                | 15,177              | 11,135             | 14,900            | 15,455              |                 |                |
| 15                               | Disability Insurance                        | 343                   | 560                   | 601                 | 440                | 600               | 612                 |                 |                |
| 16                               | Health & Dental Insurance                   | 13,676                | 28,733                | 33,039              | 23,905             | 32,000            | 34,455              |                 |                |
| 17                               | Life Insurance                              | 102                   | 196                   | 204                 | 153                | 200               | 204                 |                 |                |
| 18                               | Workers Compensation Ins                    | 166                   | 270                   | 249                 | 192                | 300               | 171                 |                 |                |
| 19                               | PERS Debt Service                           | 2,478                 | 3,653                 | 5,064               | 3,715              | 5,000             | 5,157               |                 |                |
| 20                               | Alternate Modes                             | -                     | 180                   | 700                 | 60                 | 100               | -                   |                 |                |
| 21                               | Section 125 Benefits                        | -                     | -                     | -                   | 45                 | 100               | 60                  |                 |                |
| 22                               | <b>Total Personal Services</b>              | <b>117,473</b>        | <b>197,624</b>        | <b>218,642</b>      | <b>153,721</b>     | <b>206,100</b>    | <b>215,759</b>      |                 |                |
| <b>Materials &amp; Services:</b> |   |                       |                       |                     |                    |                   |                     |                 |                |
| 23                               | Supplies                                    | -                     | 9                     | 100                 | 98                 | 100               | 100                 |                 |                |
| 24                               | City Pd Employee Parking                    | 410                   | 756                   | 1,134               | 374                | 374               | -                   |                 |                |
| 25                               | Mileage Reimbursement                       | 1,014                 | 814                   | 900                 | 139                | 300               | 900                 |                 |                |
| 26                               | Meals and Lodging                           | 844                   | 2,189                 | 1,800               | 1,133              | 1,600             | 1,800               |                 |                |
| 27                               | Conferences and Seminars                    | 342                   | 1,530                 | 800                 | 1,185              | 1,200             | 800                 |                 |                |
| 28                               | Dues and Subscriptions                      | 739                   | 1,076                 | 900                 | 666                | 800               | 900                 |                 |                |
| 29                               | Printing/Copies                             | -                     | 109                   | 200                 | -                  | 200               | 200                 |                 |                |
| 30                               | Advertising                                 | 353                   | 1,075                 | 500                 | 400                | 550               | 500                 |                 |                |
| 31                               | Copier                                      | -                     | 2,141                 | 8,000               | 187                | 250               | 800                 |                 |                |
| 32                               | Audit/Accounting Services                   | 3,750                 | 8,650                 | 9,000               | 8,750              | 8,750             | 9,000               |                 |                |
| 33                               | Legal                                       | 1,753                 | 1,778                 | 4,000               | 4,168              | 5,500             | 5,000               |                 |                |
| 34                               | Consultants                                 | 7,728                 | 15,051                | 117,000             | 3,260              | 17,771            | 122,000             |                 |                |
| 35                               | Telephone - Long Distance                   | 29                    | 40                    | 100                 | 52                 | 55                | 100                 |                 |                |
| 36                               | Postage                                     | 365                   | 175                   | 500                 | 117                | 125               | 500                 |                 |                |
| 37                               | Office                                      | 220                   | 185                   | 300                 | 157                | 225               | 300                 |                 |                |
| 38                               | Equipment < \$ 5,000                        | 132                   | -                     | -                   | -                  | -                 | -                   |                 |                |
| 39                               | <b>Total Materials &amp; Services</b>       | <b>17,679</b>         | <b>35,578</b>         | <b>145,234</b>      | <b>20,686</b>      | <b>37,800</b>     | <b>142,900</b>      |                 |                |
| 40                               | Cash Deficit Expense                        | 1,914                 | 1,075                 | -                   | 637                | 800               | 800                 |                 |                |
| <b>Transfers:</b>                |   |                       |                       |                     |                    |                   |                     |                 |                |
| 41                               | Repayment of General Fund Loan (1)          | 50,000                | 25,000                | 62,000              | 32,000             | 32,000            | 55,000              |                 |                |
| 42                               | Transfer - Information Tech                 | 2,800                 | 2,900                 | 8,500               | 6,375              | 8,500             | 8,000               |                 |                |
| 43                               | Transfer - Facilities Mgmt                  | 1,400                 | 3,100                 | 1,700               | 1,275              | 1,700             | 8,400               |                 |                |
| 44                               | Transfer - Administration                   | 7,300                 | 5,300                 | 3,400               | 2,550              | 3,400             | 4,000               |                 |                |
| 45                               | Transfer - Finance                          | 3,400                 | 1,300                 | 4,700               | 3,525              | 4,700             | 6,000               |                 |                |
| 46                               | Transfer - Risk Management                  | 600                   | 400                   | 900                 | 777                | 900               | 1,000               |                 |                |
| 47                               | Allocation to Comm Dev                      | 12,100                | -                     | -                   | -                  | -                 | -                   |                 |                |
| 48                               | Allocation to PW Admin                      | -                     | -                     | 20,300              | 15,225             | 20,300            | 18,700              |                 |                |
| 49                               | Billed Svcs - Planning                      | -                     | -                     | 2,900               | -                  | 2,900             | -                   |                 |                |
| 50                               | Billed Svcs - Engineering                   | 94                    | -                     | -                   | -                  | -                 | -                   |                 |                |
| 51                               | Transfer to BURA                            | 2,200                 | -                     | -                   | -                  | -                 | -                   |                 |                |
| 52                               | Transfer - Information Tech                 | -                     | 1,754                 | -                   | -                  | -                 | -                   |                 |                |
| 53                               | Transfer - Internal Engineering             | -                     | 4,200                 | -                   | -                  | -                 | -                   |                 |                |
| 54                               | <b>Total Transfers</b>                      | <b>79,894</b>         | <b>43,954</b>         | <b>104,400</b>      | <b>61,727</b>      | <b>74,400</b>     | <b>101,100</b>      |                 |                |
| 55                               | Contingency                                 | -                     | -                     | 5,324               | -                  | -                 | 6,441               |                 |                |
| 56                               | <b>Total Expenditures &amp; Contingency</b> | <b>\$ 216,960</b>     | <b>\$ 278,231</b>     | <b>\$ 473,600</b>   | <b>\$ 236,771</b>  | <b>\$ 319,100</b> | <b>\$ 467,000</b>   |                 |                |

(1) The loan shown on Line 8 for FY 09/10 reflects the estimated loan needed at the end of FY 09/10 to balance the MPO financials (\$55,000). The Repayment of General Fund Loan shown on Line 41 reflects the loan repayment for the \$32,000 loan provided to the MPO at the end of FY 08/09.