

Bend Metropolitan Planning Organization

Approved Budget Fiscal Year 2012-2013

***Review and approval by the BMPO Budget Committee on 5/8/2012.
Present for Adoption by the BMPO Policy Board on 5/31/12***

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Approved Budget Fiscal Year 2012-2013

Budget Committee

Michael Lovely, Citizen Member	Kathie Eckman, City of Bend
Bill Wagner, Citizen Member	Tom Greene, City of Bend
Kyle Kendall, Citizen Member	Mark Capell, City of Bend
Ed Payne, Citizen Member	Tony DeBone, Deschutes County
David Quiros, 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 2012-01
Bend Metropolitan Planning Organization Policy Board

A RESOLUTION ADOPTING THE BUDGET FOR THE FISCAL YEAR 2012-13
THE BEND METROPOLITAN PLANNING ORGANIZATION DOES RESOLVE AS
FOLLOWS:

To adopt the fiscal year 2012-13 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, 2012, for the purpose shown below, is hereby appropriated in the aggregate sum of \$576,555 as follows:

Metropolitan Planning Organization (MPO) Fund	
Personnel Services	230,156
Materials & Services	111,899
Interest Expense	1,000
Inter-agency Charges	53,500
Loan Repayment	90,000
Contingency	90,000
Total Requirements	\$576,555

Adopted by the Bend Metropolitan Planning Organization the ____ day of _____, 2012.

Yes:_____

No:_____

Authenticated by the Chair this ____ day of _____, 2012.

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 City of Bend 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: 2012-2013

There are several priority issues that need to be addressed during fiscal year 2012-13. The top priority item is to update the Metropolitan Transportation Plan (MTP) to consider the following items:

- Revised horizon forecast year
- US 97 Environmental Impact Study (EIS)
- Revised long-range funding forecast
- Transportation Planning Rule requirements (performance measures)
- State highway and local roadway mobility standards
- Updated public transportation plan and companion land use analysis
- Update Public Transit Plan (to be included in the MTP)
- TRIP 97 Corridor Plan (Madras – LaPine)

Other priority work items include:

- Update of the Title VI & Environmental Justice Plan (to reflect 2010 Census data)
- Participation and tracking Oregon's climate change planning efforts
- Completed BMPO household travel survey, presentation of findings to MPO committees, and work plan to integrate the household survey data into the travel model
- Implementing the Public Participation Plan

- Participating in and tracking development of the EIS for the US97 corridor at the north end of the BMPO study area
- Revising the federal Surface Transportation Program (STP) funding methodology & programming of STP projects
- Development of Annual Listing of Obligated Projects
- Assisting Commute Options with Safe Routes to Schools applications
- Intelligent Transportation Systems (ITS) Plan maintenance and updates as necessary
- Road Users Safety Task Force – staffing support and materials support

Additional work items include:

- 2012-2015 MTIP adjustments and amendments as needed
- Project analyses using travel demand model in support of local projects
- Completion of sidewalk inventory for major roadway network
- Working with city of Bend staff to develop a comprehensive sidewalk program
- Participating in and tracking development of the S Parkway Interchange Area Management Plan and associated project development work
- Program to collect, manage, and store transportation data
- Participation in Oregon Modeling Steering Committee (and its subcommittees)
- Land Use Reviews
- Working with Commute Options and other member agencies to maximize travel demand management opportunities
- Establishing protocols for use of the new travel demand model by the BMPO, city, county, state, and private entities
- Refining the file management procedures (hard copy and electronic copy) of the BMPO
- Development of the fiscal year 2013-2014 Unified Planning Work Program (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
- Projections for long term declines in federal transportation resources
- Possible new state and federal regulations associated with climate change

MPO Coordination Role

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 completes work on its Urban Growth Boundary (UGB) expansion, a coordinated transportation planning effort will be vital to provide a 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. The Bend MPO Policy board allocated Federal Surface Transportation funds. The STP is a flexible multi-modal formula grant that may fund a broad range of transportation uses. Historically, the Bend MPO Policy Board has allocated STP funds to the City of Bend for pavement preservation. In fiscal year 2012/13, a portion of the STP funds may be allocated to update the Metropolitan Transportation Plan (MTP) to maintain compliance with FHWA requirements. Actual USDOT and ODOT funding commitments are finalized through specific Intergovernmental Agreements (IGAs). The BMPO will apply for and otherwise obtain these funds.

2012-2013 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, 2012 to June 30, 2013. This work program is known as the Unified Planning Work Program (UPWP). The 2012-2013 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:

Beginning Working Capital	\$90,000 ¹
City Loan June 30, 2013	90,000 ²
FHWA PL Funding	95,888
FTA Funding	42,950
Other Sources (Grant Awards)	-
In-kind Local Match	<u>1,035</u>
Total Task 1	\$319,873
Percent of Total Budget	55.5% ³

¹ Beginning Working Capital from city loan received on June 30, 2012.

² Loan amount received on June 30, 2013 to cover reimbursed charges not received at the end of the fiscal year. Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred.

³ It should be noted that the Task 1 budget also includes 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 (55.5%) 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, providing assistance with 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 Funding	\$48,861
FTA Funding	<u>2,000</u>
Total Task 2	\$50,861
Percent of Total Budget	8.8%

Task 3: Long-Range Planning

The BMPO initiated development of the Metropolitan Transportation Plan (MTP) late in fiscal year 2005 and completed the MTP in June 2007. The MTP conforms to the transportation planning requirements as set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation. Federal regulations require the MTP be updated at least every 5 years. In addition to meeting federal requirements, some work will focus on compliance with the Oregon Transportation Planning Rule (TPR) requirements for metropolitan planning organizations.

The City of Bend expanded its urban growth boundary (UGB). The expansion was remanded by the Land Conservation and Development Commission (LCDC). Pending the outcomes of the remand, the final UGB will not be determined until fiscal year 2012-13. The final UGB could have significant implications for the MTP. Given the uncertainty of the UGB, the MTP update will be phased over the next two fiscal years. The following items will be considered during the update process:

- To ensure consistency with federal planning requirements, the model horizon year will be extended to insure a minimum 20-year horizon. MPO staff will coordinate with ODOT staff and local agency staff to determine the best horizon year.
- Update the future deficiencies analysis, considering the following projects: US 97 North Corridor EIS, US 97/Murphy Interchange, and a possible bond funded roadway improvement program through the City of Bend.
- Update the financial analysis to include the revised revenue forecasts generated by ODOT (Fall 2012)
- Update the project lists (financially constrained and illustrative)
- Update other MTP chapters as necessary (to be determined in consultation with the TAC, Policy Board, ODOT, FHWA, and FTA)
- Transportation Planning Rule work items
 - The adopted plan does not meet the per capita Vehicle Miles Traveled reduction requirement and must therefore identify alternative performance measures.
 - Development of the TPR mandated parking chapter.

- Transit Plan update (funded through a grant from the Oregon Transportation and Growth Management Program)
- Additionally, if time allows, MPO staff may initiate a process with City and ODOT staff to consider alternative mobility standards for the City and ODOT systems.

The 2010 Oregon Legislature passed Senate Bill 1059, a statewide, comprehensive bill aimed at reducing greenhouse gas emissions from transportation. Efforts are underway to:

- Develop a state-level strategy to reduce greenhouse gases from transportation
- Develop a toolkit to assist local governments and MPOs in reducing greenhouse gases from transportation
- Develop guidelines for scenario planning
- Develop transportation-related greenhouse gas reduction targets for MPO areas
- Conduct outreach and education to the public

In fiscal year 2012-13, staff will continue to participate in these efforts. Additionally, staff will continue working with ODOT and DLCD staff to determine when, or if, the outcomes of this effort are incorporated into the local planning process.

The funding sources for Task 3 are listed below:

FHWA PL Funding	\$ 2,897
FTA Funding	-
STP Funding	140,000
In-kind Local Match	<u>11,988</u>
Total Task 3	\$154,884
Percent of Total Budget	27.9%

*Task 3 costs include consultant costs associated with update of the 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. Development of the current Bend area travel demand model was completed in fiscal year 2006-07. Work in fiscal year 2012-13 will include an update of the travel model associated with the Metropolitan Transportation Plan, and model support for various studies and modernization projects underway within the study area.

Household travel survey data is an important component of the model. The data now being used in Oregon travel models is more than 15 years old. ODOT, the Oregon Model Steering Committee (OMSC), and the state's MPOs are collecting new household survey data throughout Oregon. The Bend MPO household travel survey was collected in April-June 2011. Cleaning and organizing the household travel data will occur in fiscal year 2012-2013. Staff time will be dedicated to assisting with data clean-up and organization, presenting the data to MPO committees and other interested parties, using the data to assist with development of performance measures (Task 3), and working with ODOT to utilize the new data in the travel demand model.

This work task also includes collection, analysis, and storage of data in support of the MPO transportation planning efforts. In fiscal year 2008-09, the MPO initiated a process to become the regional transportation data warehouse. Work initially focused on intersection turn data. Currently, available intersection data is housed on the MPO website using a basic Google maps interface. The MPO is looking to ultimately store mid-block count data and possibly crash data. In fiscal year 2010-11, the City of Bend hired a consultant team to develop a data collection and management program. Consultant work on that project concluded in fiscal year 2011-2012.

In fiscal year 2012-13, the MPO will continue working with City of Bend staff to implement the data collection, management and storage program. In addition, a group comprised of staff from around the state began meeting in fiscal year 2009-10 to evaluate options for transportation data management. Staff will continue to participate in that working group.

In FY2011-12, the City of Bend hired a consultant firm to assist the City with review and organization of crash data, development of an on-going program to collect, manage and analyze crash data, and to develop short-term and mid-term priorities for safety funding (policies, projects, and programs). Consultant work on this project concluded in June 2012. MPO staff provided project support by collecting and sorting/organizing available crash data, and providing GIS mapping support. In FY2012-13, MPO staff will continue to provide data support and assistance with development of crash reports.

In a prior fiscal year, the MPO initiated work on a regional arterial and collector sidewalk inventory update. Work on this project will continue into fiscal year 2012-13. Upon completion of the inventory, staff will work with member agencies to develop a comprehensive sidewalk program. The intent is to better position the region for grant funding opportunities and better utilize available, but limited, local funds.

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

FHWA PL Funding	\$37,936
FTA Funding	3,000
STP Funding	<u>10,000</u>
Total Task 4	\$50,936
Percent of Total Budget	8.9%

A summary of the fiscal year 2012-13 budget is shown on the following table and graphs.

Fiscal Year 2012/13 Budget Summary⁴			
			Appropriations
Beg. Working Capital	\$ 90,000	By Budget Category:	
Grant Funding			
FHWA PL¹		Personal Services	\$ 230,156
Prior Year Authorizations:		Materials & Services	111,899
Federal Share	5,009	Interest Expense	1,000
State Match	573	Inter-Agency Charges	53,500
Current Year Authorizations:		Loan Repayment	90,000
Federal Share	161,514	Contingency	90,000
State Match	18,486		\$ 576,555
FTA Section 5303³		By Task:	
Prior Year Authorization	15,453	Task 1: Dev. & Program Management	\$ 319,873
Current Year Authorization	32,497	Task 2: Short Range Planning	50,861
Other Sources-STP Funding	150,000	Task 3: Long Range Planning	154,884
Total Grant Funding	383,532	Task 4: Regional Travel Demand Modeling	50,936
City of Bend Loan	90,000		\$ 576,555
In-kind Local Match ²	13,023		
Total Budgeted Resources	\$576,555	Total Budgeted Appropriations	\$ 576,555

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

² 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, see line 9 Transfer from Transportation Engineering for in-kind match estimate in the Line Item Budget on page 14.

³ The FTA funds are available over a 2-year period of time.

⁴ The numbers in the various tables may vary slightly due to rounding.

As shown in the above table, the 2012-13 budget includes both prior year and current funding authorizations. The 2012-13 work program includes significant work tasks and assumes nearly full expenditure of prior year authorizations with STP funds to complete necessary portions of the MTP update as required by FHWA guidelines. Future budgets will likely include only the funds available through current year authorizations, which will be approximately \$248,000 in fiscal year 2013-14.

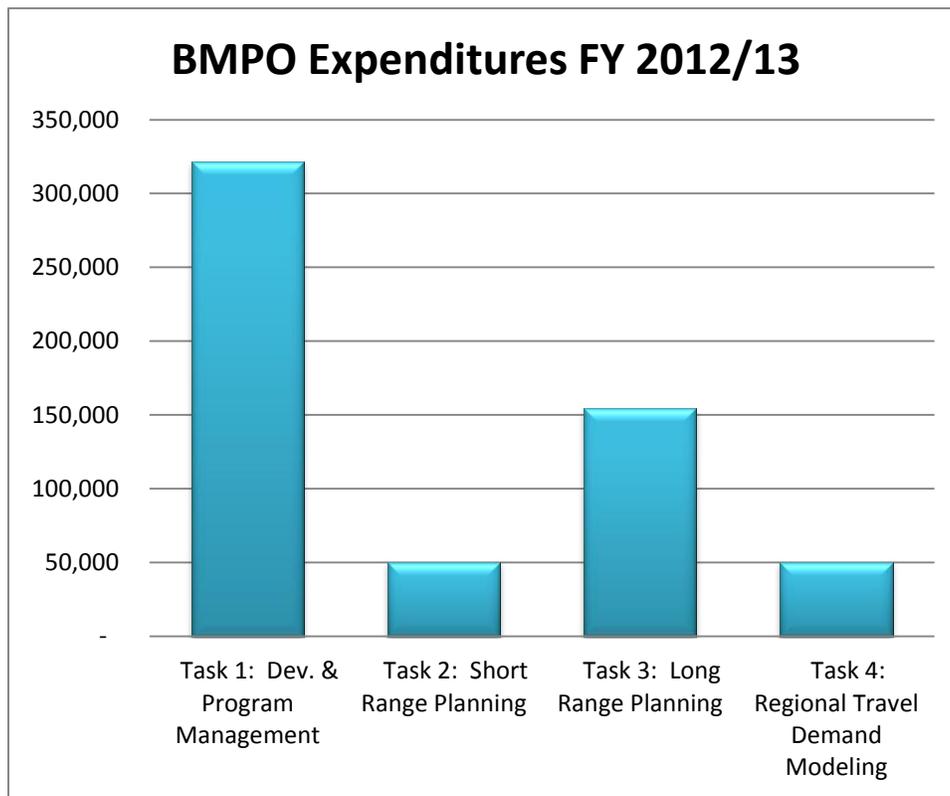
Budget Changes from the Previous Year

The funding allocated from the federal Surface Transportation Program (STP) will ensure consistency with federal planning requirements. This funding source has not been utilized in previous years for planning purposes.

Financial Polices

The Bend MPO does not have formal financial policies. Instead, the federal framework on handling and distributing funding 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 2012-13 is shown on the following table. A few of the line items are described below.

Beginning Working Capital

Beginning Working Capital at July 1, 2012 (line 1) is available due to a \$90,000 loan from the City of Bend on June 30, 2012.

Personnel Services

Personnel services include the salaries and other associated costs for the dedicated MPO staff members. The 2012-13 assumes 2.0 full time equivalents (FTE) - the MPO manager and a technical support person.

Monthly salary ranges for these positions during fiscal year 2012-13 are listed below:

Program Technician: \$3,631 to \$4,634

MPO Manager: \$5,540 to \$7,637

Transfers, Allocations, Billed Services, and Other Misc. Costs

The 2012-13 budget includes transfers and allocations to several city of Bend departments. These transfers are briefly described below. Unless otherwise noted, transfers are included in the Task 1 budget.

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

Facilities Management: the transfer pays for facilities maintenance and operating expenses

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

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

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

Risk & Training: the transfer pays for BMPO's share of the City's new risk management and training division

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

Vacation, sick leave, and holidays: included in Task 1 budget

Miscellaneous expenses: printing/copies, advertising, annual audit, legal support, meals and lodging, conferences and seminars, dues and subscriptions, telephone, and postage.

**Bend Metropolitan Planning Organization
Line Item Budget for Fiscal Year 2012/13**

Line No.	Account Description	FY 2009/10 Actuals	FY 2010/11 Actuals	FY 2011/12 Adjusted Budget	YTD Actual	Year end Projection	FY 2012/13 Proposed Budget	FY 2012/13 Approved Budget
Resources								
1	Beginning Working Capital	\$ 32,000	\$ 50,000	\$ 135,000	\$ 135,000	\$ 135,000	\$ 90,000	\$ 90,000
Revenues								
2	Federal Passthrough DOT	245,773	276,577	281,521	115,236	269,954	214,473	214,473
3	ODOT Grant	4,728	-	-	-	-	150,000	150,000
4	State Match for MPO's	22,849	25,992	23,529	10,925	23,426	19,059	19,059
5	Miscellaneous	-	549	350,000	30,240	30,240	-	-
6	Donations/Contributions	3,025	9,529	975	-	-	-	-
7	Other Miscellaneous	681	-	-	411	411	-	-
8	From Transp. Construction	-	-	-	70,000	70,000	-	-
9	From Transp. Engineering	11,682	10,630	12,000	-	15,264	13,023	13,023
10	Loan from General Fund	50,000	135,000	60,000	-	90,000	90,000	90,000
11	Total Revenues	\$ 338,738	\$ 458,277	\$ 728,025	\$ 226,812	\$ 499,297	\$ 486,555	\$ 486,555
12	Total Resources	\$ 370,738	\$ 508,277	\$ 863,025	\$ 361,812	\$ 634,297	\$ 576,555	\$ 576,555
Requirements								
13	Regular Salaries	141,928	144,202	145,859	114,845	145,600	147,660	147,660
14	Overtime	58	-	60	-	-	-	-
15	FICA	10,545	10,688	11,013	8,381	10,700	11,150	11,150
16	Unemployment	142	1,154	2,334	1,838	2,300	2,363	2,363
17	PERS & OPSRP	14,901	15,127	19,939	15,699	19,900	20,185	20,185
18	Disability Insurance	589	541	547	431	500	554	554
19	Health Insurance	32,089	33,963	18,144	5,764	5,800	-	-
20	Life Insurance	205	186	186	139	200	186	186
21	Workers Compensation Ins	262	281	297	219	300	299	299
22	PERS Debt Service	4,972	5,047	5,105	4,020	5,100	5,168	5,168
23	Alt. Modes & Flex Spend. Fees	120	60	120	154	200	180	180
24	OPEB Funding	-	-	4,512	3,371	4,500	4,356	4,356
25	High Deduct-Premium	-	-	11,158	13,531	19,400	24,943	24,943
26	High Deduct-Deductible	-	-	4,000	4,643	6,600	8,000	8,000
27	High Deduct-Coinsurance	-	-	-	-	4,000	2,500	2,500
28	Premium Dental Insurance	-	-	2,901	1,444	2,100	2,612	2,612
29	Personnel Services	205,811	211,249	226,175	174,479	227,200	230,156	230,156
30	Supplies	98	-	100	-	-	-	-
31	City Pd Employee Parking	374	-	-	-	-	-	-
32	Mileage Reimbursement	449	758	500	329	329	500	500
33	Meals & Lodging	1,564	1,404	1,400	507	507	500	500
34	Conferences & Seminars	1,215	3,776	1,000	1,031	1,031	1,050	1,050
35	Dues & Subscriptions	666	671	900	878	878	900	900
36	Printing & Copies	-	112	800	46	46	50	50
37	Advertising	1,582	5,384	1,500	-	-	-	-
38	Copier	278	747	1,300	802	1,102	1,100	1,100
39	Audit/Accounting Services	8,750	8,450	14,000	8,890	8,890	9,000	9,000
40	Outside Legal Services	5,068	1,061	3,000	783	1,083	1,100	1,100
41	Consultants	10,759	36,099	362,850	103,168	110,647	97,399	97,399
42	Meeting Expenses	-	-	-	27	127	150	150
43	Telephone-Long Distance	59	12	100	-	-	-	-
44	Postage	168	139	200	119	169	150	150
45	Office Supplies	157	176	100	-	-	-	-
46	Material and Services	31,187	58,789	387,750	116,581	124,811	111,899	111,899
47	Interest on General Fund Loan	558	761	800	727	877	1,000	1,000
48	Transfer-Risk & Training	-	-	-	262	700	700	700
49	Transfer-Information Tech	8,500	8,100	7,800	6,480	9,400	9,800	9,800
50	Transfer-Facility Management	1,700	5,500	6,000	4,500	6,000	9,800	9,800
51	Transfer-Admin & HR	3,400	4,200	3,900	2,767	3,500	4,900	4,900
52	Transfer-Finance	4,700	6,300	5,800	4,350	5,800	4,200	4,200
53	Transfer-Insurance Fund	900	1,000	900	777	900	500	500
54	Transfer-PW Admin	20,300	16,500	14,800	10,395	13,000	9,400	9,400
55	Overhead Transfers	39,500	41,600	39,200	29,531	39,300	39,300	39,300
56	Loan Repayment-Gen Fund	32,000	50,000	135,000	135,000	135,000	90,000	90,000
57	Transfer-Trans Ops & Plan	-	-	12,000	-	15,264	12,000	12,000
58	Transfer-Information Tech	-	252	2,100	252	1,872	2,200	2,200
59	Transfer-Internal Engineering	11,682	10,630	-	-	-	-	-
60	Operating Transfers	11,682	10,882	14,100	252	17,136	14,200	14,200
61	Total Expenditures	320,738	373,281	803,025	456,570	544,324	486,555	486,555
62	Contingencies	-	-	60,000	-	-	90,000	90,000
63	Total Requirements	\$ 320,738	\$ 373,281	\$ 863,025	\$ 456,570	\$ 544,324	\$ 576,555	\$ 576,555