

HILLSBOROUGH AREA REGIONAL TRANSIT
AUTHORITY

FY83 PROPOSED BUDGET

JUNE 24, 1982

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June 24, 1982

Chairman Banks & Members of
the Board of Directors
Hillsborough Area Regional
Transit (HART) Authority

Dear Mr. Chairman and Members of the Board:

With arrival of our first forty (40) buses, FY82 has been a most gratifying and rewarding experience. However, promotion of recent major route revisions/expansions, coupled with thirty (30) additional buses, and a new administrative/maintenance facility coming on line, the outlook for FY83 is even more exciting and challenging.

Transmitted herewith is the staff's recommended capital and operating budget for FY83, along with appropriate supporting documents.

The proposed budget anticipates total expenses of \$17,973,792; \$8,870,539 operating expenses, \$8,114,500 capital expenses, and \$988,753 in budgeted reserve. An ad valorem millage rate of .48 mills (the same as FY82) is proposed.

Three (3) significant events will transpire between now and when the budget is finalized. They are: 1) bidding and award of the Authority's general insurance policies; 2) bidding and award of the Authority's employee health insurance coverage; and 3) certification of the calendar year 1982 tax roll. Depending on their outcome, each of these unknowns may mandate a significant budget change.

Prior to final adoption of the budget, staff stands ready to meet with the entire Board, or the Budget Committee, to discuss in detail any and all provisions of the attached FY83 proposed budget.

Sincerely,

Harry F. Orr
Executive Administrator

HFO/nas

BUDGET ADOPTION MILESTONES

- ° Proposed FY83 Operating and Capital Budget submitted to Board.
- ° Budget workshops held with full Board or Budget Committee.
- ° Tax roll certified by Property Appraiser
- ° Within thirty (30) days of certification of tax roll, HART advises Property Appraiser of proposed millage rate, the rolled back millage rate and date, time and place of a public hearing to consider proposed millage rate and tentative budget.
- ° Within seventy-five (75) days, but not earlier than sixty (60) days of certification of the tax roll, a public hearing must be held on the proposed budget and millage rate.
- ° Within fifteen (15) days after the first public hearing, HART must advertise its intent to finally adopt the millage rate and budget.
- ° A public hearing must held within three (3) days after the day the advertisement is first published. This public hearing must be held after 5:00 p.m.
- ° After this public hearing, the Board must adopt a final budget and adopt a resolution setting the millage rate.

BUDGET FORMAT

The FY83 budget is formatted in much the same manner as FY82. Both a "Summary Budget" and a "Detail Budget" are presented.

The Summary Budget lists the expenses and revenues by major classification. In accordance with the adopted budgeting procedures of the Authority, the Summary Budget is the budget which will ultimately be officially adopted by the Board of Directors.

The Detail Budget breaks down the revenue and expense major classifications of the Summary Budget into much greater detail. The line items reflected in the Detail Budget are those taken directly from the chart of accounts mandated by UMTA.

For example:

Summary Budget

I(c) Services

| | |
|-------------------------------|----------|
| I(c)(1) Professional Services | \$XX,XXX |
|-------------------------------|----------|

Detail Budget

I(c) Services

I(c)(1) Professional Services

| | |
|-----------------------------|---------------|
| Advertising Agency Fees | \$XX,XXX |
| Annual Audit | XX,XXX |
| Engineering Consult. | XX,XXX |
| Computer Service | XX,XXX |
| Pre-Employ. Fees | XX,XXX |
| Legal | <u>XX,XXX</u> |
| Total Professional Services | \$XX,XXX |

The Roman Numeral I represents the first major group in the budget - Operating Expenses. The (c) indicates that "Services" is the third major breakdown within the Operating Expense section. The (1) indicates that "Professional Services" is the first major breakdown under "Services."

EXPENSE & REVENUE SUMMARY
 FISCAL YEAR 1983 CAPITAL & OPERATING BUDGET
 HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY

-EXPENSES-

Operating Expenses:

| | | |
|-------------------------|------------------|-------------|
| Direct Labor & Fringes | \$5,357,799 | |
| Fuel | 1,935,973 | |
| Other Non-Labor | <u>1,576,767</u> | |
| Total Operating Expense | | \$8,870,539 |

Capital Grants:

| | | |
|---------------------------|----------------|-------------|
| 30 Bus Grant | \$5,574,500 | |
| Amended Garage Grant | 1,875,000 | |
| Bearss Avenue Park & Ride | <u>665,000</u> | |
| Total Capital Grants | | \$8,114,500 |

Reserves:

| | | |
|-----------------------------------|----------------|-------------------|
| FY84 Capital | \$ 580,000 | |
| Unfunded Sick Leave Liability | 73,955 | |
| 13(c) Pension Accelerated Payment | <u>334,798</u> | |
| Total Reserves | | <u>\$ 988,753</u> |

| | | |
|----------------|--|---------------------|
| Total Expenses | | <u>\$17,973,792</u> |
|----------------|--|---------------------|

-REVENUES-

System Generated

| | | |
|---------------------|----------------|--------------------|
| Passenger Fares | \$2,689,095 | |
| Other Miscellaneous | <u>415,900</u> | |
| Total | | <u>\$3,104,995</u> |

Federal/State Assistance

| | | |
|-------------------|----------------|---------------------|
| UMTA Operating | \$2,876,091 | |
| UMTA Capital | 6,624,600 | |
| State DOT Capital | <u>744,950</u> | |
| Total | | <u>\$10,245,641</u> |

HART

| | | |
|----------------------|----------------|--------------------|
| FY83 Ad Valorem | \$4,202,385 | |
| FY82 Capital Reserve | <u>420,771</u> | |
| Total | | <u>\$4,623,156</u> |

| | | |
|----------------|--|---------------------|
| Total Revenues | | <u>\$17,973,792</u> |
|----------------|--|---------------------|

FISCAL YEAR 1983

AD VALOREM PROCEEDS - BUDGETED USAGE

| | |
|--|--------------------|
| Amount estimated to be available from .48 mill levy | \$4,202,385 (1) |
| Capital Reserve from FY82 | <u>420,771</u> |
| Total Available | <u>\$4,623,156</u> |

Budgeted Use:

| | |
|-----------------------------------|--------------------|
| Local Share Operating Costs | \$2,889,453 |
| 10% Share on UMTA Capital: | |
| 30 Buses Grant | 557,450 |
| Amended Garage Grant | 187,500 |
| Bearss Avenue Park & Ride | -0- (2) |
| Reserves: | |
| FY84 Capital - 10% Share | 580,000 |
| Unfunded Sick Leave Accrual | 73,955 |
| Accelerated 13(c) Pension Payback | <u>334,798</u> |
| Total Usage | <u>\$4,623,156</u> |

NOTES:

- (1) Based on a 7% increase. Until the tax rolls are certified, staff is relying on the historical trend.
- (2) No local share dollars will be required since HART will be putting up the value of the land as the local share. The State DOT is processing the documents to provide title to HART at no cost.

FIVE YEAR FORECAST/FY83 BUDGET COMPARISON

At the April, 1982, Board meeting, staff presented a five (5) year financial forecast of revenues and expenses which under certain assumptions could be anticipated to complete the Authority's five (5) year expansion program. The following is a comparison and explanation of the figures contained in the five (5) year forecast and the FY83 budget request.

| | <u>FY83 AS SHOWN IN FIVE YEAR FORECAST</u> | <u>PROPOSED FY83 BUDGET</u> |
|---------------------------|--|---------------------------------|
| EXPENSES: | | |
| <u>Operating Expense</u> | | |
| Personnel & Fringes | \$ 5,065,000 | \$ 5,357,799 |
| Fuel | 1,465,000 | 1,935,973 |
| Other | <u>1,196,000</u> | <u>1,576,767</u> |
| Total Operating | <u>\$ 7,726,000</u> | <u>\$ 8,870,539</u> |
| <u>Capital Expense</u> | | |
| 30 Bus Grant | \$ 5,571,300 | \$ 5,574,500 |
| Amended Garage Grant | 500,000 | 1,875,000 |
| Bearss Avenue Park & Ride | <u>-0-</u> | <u>665,000</u> |
| Total Capital | <u>\$ 6,071,300</u> | <u>\$ 8,114,500</u> |
| <u>Reserves</u> | <u>\$ 1,069,638</u> | <u>\$ 988,753</u> |
| TOTAL | <u>\$14,866,938</u> | <u>\$17,973,792</u> |
| REVENUES: | | |
| System Generated | \$ 3,040,000 | \$ 3,104,995 |
| UMTA Operating | 2,249,280 | 2,876,091 |
| UMTA & State Capital | 5,464,170 | 7,369,550 |
| Local Operating | 2,436,720 | 2,889,453 |
| Local Capital | 607,130 | 744,950 |
| Local Reserves | <u>1,069,638</u> | <u>988,753</u> |
| TOTAL | <u>\$14,866,938</u> | <u>\$17,973,792</u> |

As may be noted from the above comparison, the proposed FY83 budget reflects expenses of approximately \$3,107,000 greater than those forecast in the April, 1982, five (5) year financial forecast. While this is a substantial amount, most of the increases are directly attributable to

four (4) areas: (1) additional capital expense not programmed for FY83 in the five (5) year forecast; (2) reserves proposed by staff and the Board Budget Committee at the pre-budget workshops; (3) un-anticipated expense; and (4) changes in expense due to a deviation from the assumptions in the five (5) year forecast. It must be remembered that the five (5) year forecast was a planning tool. The purpose of which was to show the ability of the Authority's .5 mill ad valorem revenues to support the additional fleet size planned in HART's expansion program, in light of anticipated decreases in Federal operating assistance. Based on the latest information available, the increase in expense in the FY83 budget request over that programmed in the five (5) year plan will have little or no effect on the ability of the Authority to complete its expansion program.

An explanation of some of the major cost differences are as follows:

Personnel Cost & Fringe Benefits:

Three (3) additional positions, as well as a seven percent (7%) general cost of living increase vs. the five percent (5%) programmed in the five (5) year forecast. A quoted 70-80% increase in the cost of Authority provided employee health insurance premium. Re-bid of health insurance may impact the budgeted figure substantially.

Fuel:

The five (5) year forecast budgeted fuel at current prices and suggested initiation of a fuel reserve. At the request of the Budget Committee, the fuel reserve idea was abandoned and the fuel account was budgeted based on anticipated price during FY83. Addition of the five (5) year forecast fuel cost and fuel reserve account approximate the amount budgeted for FY83.

Other Operating:

A major increase in the anticipated cost of bus parts, coupled with an unanticipated \$93,000 fee from the tax assessor's office, accounted for most of the increases. Other increases not accounted for in the five (5) year forecast were: 1) a new tire mileage contract which reflects the lower tire mileage anticipated on the forty (40) new buses; and 2) a marketing and promotion budget formulated by Hilton Advertising.

Capital Expenses:

Two (2) items of additional capital account for approximately two (2) million of the 3.1 million increase from the five (5) year forecast to the FY83 budget. First, a revised cost estimate from Diaz-Seckinger and Associates for construction of the garage facility

mandates a 1.875 million grant amendment. The second item is \$665,000 (all Federal funds) for development of a park & ride facility at Bearss Avenue. This project which is in HART's five (5) year expansion program was previously slated for construction by the State using Interstate transfer funds. Programming problems at the State level for funds for this project has caused a change in project planning. HART will now undertake the project using UMTA Section 3 funds. The 20% local share will be made available by putting up the value of the land. The State is currently processing the document to provide title of the property to HART at no cost.

S U M M A R Y B U D G E T

EXPENSES & REVENUES BY MAJOR CLASSIFICATION

(BOARD OF DIRECTORS APPROVAL LEVEL)

SUMMARY CAPITAL & OPERATING BUDGET
 OCTOBER 1, 1982 THRU SEPTEMBER 30, 1983 (FY83)
 HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY

| | | FY82 PROJECTED YEAR END | FY83 PROPOSED APPROPRIATION |
|--------------------------------------|---|-------------------------------|-----------------------------------|
| <u>SECTION I: OPERATING EXPENSES</u> | | | |
| I(a) | DIRECT LABOR | | |
| I(a)(1) | Operations | \$ 2,105,810 | \$2,655,191 |
| I(a)(2) | Maintenance | 549,545 | 660,449 |
| I(a)(3) | Administration & Marketing | <u>301,446</u> | <u>358,374</u> |
| | TOTAL DIRECT LABOR | <u>\$ 2,956,801</u> | <u>\$3,674,014</u> |
| I(b) | FRINGE BENEFITS | | |
| I(b)(1) | FICA - HART Share | \$ 211,448 | \$ 255,764 |
| I(b)(2) | Pension | 364,284 | 453,530 |
| I(b)(3) | Medical Insurance | 169,264 | 322,078 |
| I(b)(4) | Life Insurance | 16,351 | 20,729 |
| I(b)(5) | A D & D Insurance | 1,641 | 2,131 |
| I(b)(6) | Unemployment Compensation | 14,500 | 20,000 |
| I(b)(7) | Workers Compensation | 128,610 | 145,546 |
| I(b)(8) | Sick Leave | 75,941 | 80,900 |
| I(b)(9) | Holiday Pay | 108,572 | 161,800 |
| I(b)(10) | Vacation Pay | 88,440 | 121,400 |
| I(b)(11) | Other Paid Absence | 7,700 | 8,000 |
| I(b)(12) | Uniforms | 39,250 | 48,457 |
| I(b)(13) | Service Awards & Other Fringes | <u>37,252</u> | <u>43,450</u> |
| | TOTAL FRINGE BENEFITS | <u>\$ 1,263,253</u> | <u>\$1,683,785</u> |
| | TOTAL DIRECT LABOR & FRINGE BENEFITS | <u>\$ 4,220,054</u> | <u>\$5,357,799</u> |
| I(c) | SERVICES | | |
| I(c)(1) | Professional Service | \$ 93,795 | \$ 98,650 |
| I(c)(2) | Contract Maintenance | 63,850 | 32,894 |
| I(c)(3) | Other Services | <u>37,432</u> | <u>63,341</u> |
| | TOTAL SERVICES | <u>\$ 195,077</u> | <u>\$ 194,885</u> |
| I(d) | MATERIALS & SUPPLIES | | |
| I(d)(1) | Fuel & Lubricants | \$ 1,202,442 | \$1,935,973 |

Summary Capital & Operating Budget
 FY83 - Page 2

| | FY82 PROJECTED YEAR END | FY83 PROPOSED APPROPRIATION |
|--|-------------------------------|-----------------------------------|
| I(d)(2) Tires & Tubes | \$ 59,932 | \$ 91,004 |
| I(d)(3) Bus Parts, Office & Other Supplies | <u>463,338</u> | <u>550,089</u> |
| TOTAL MATERIALS & SUPPLIES | <u>\$ 1,725,712</u> | <u>\$2,577,066</u> |
| I(e) OVERHEAD EXPENSES | | |
| I(e)(1) Utilities | \$ 39,900 | \$ 64,550 |
| I(e)(2) Casualty & Liability Costs | 197,550 | 268,492 |
| I(e)(3) Taxes | 57,295 | 74,306 |
| I(e)(4) Miscellaneous Expense | 113,740 | 232,230 |
| I(e)(5) Interest on Short Term Debt | 31,422 | -0- |
| I(e)(6) Leases & Rentals | 28,801 | 10,850 |
| I(e)(7) UMTA Ineligibles | <u>498,730</u> | <u>90,361</u> |
| TOTAL OVERHEAD | <u>\$ 967,438</u> | <u>\$ 740,789</u> |
| TOTAL NON-LABOR | <u>\$2,888,227</u> | <u>\$3,512,740</u> |
| TOTAL OPERATING EXPENSES | <u>\$7,108,281</u> | <u>\$8,870,539</u> |
| <u>SECTION II: CAPITAL GRANTS</u> | | |
| II(a) 30 Bus UMTA Grant | \$ N/A | \$5,574,500 |
| II(b) Amended Garage Grant | N/A | 1,875,000 |
| II(c) Bearss Avenue Park & Ride Lot FY82 Capital | N/A <u>9,482,200</u> | 665,000 <u>N/A</u> |
| TOTAL CAPITAL GRANTS | <u>\$9,482,200</u> | <u>\$8,114,500</u> |
| <u>SECTION III: BUDGETED RESERVES</u> | | |
| III(a) Reserve for FY84 Capital | \$ N/A | \$ 580,000 |
| III(b) Reserve for Unfunded Sick Leave Liability | -0- | 73,955 |
| III(c) Reserve for 13(c) Back Pension Accelerated Payback FY82 Budget Reserves | -0- <u>\$ 420,771</u> | 334,798 <u>N/A</u> |
| TOTAL BUDGETED RESERVES | <u>\$ 420,771</u> | <u>\$ 988,753</u> |
| GRAND TOTAL EXPENSES | <u>\$17,011,252</u> | <u>\$17,973,792</u> |

| | <u>FY82</u> <u>PROJECTED</u> <u>YEAR END</u> | <u>FY83</u> <u>PROPOSED</u> <u>APPROPRIATION</u> |
|--|--|--|
| <u>SECTION IV: OPERATING REVENUES</u> | | |
| IV(a) Passenger Fares | \$ 2,175,000 | \$2,689,095 |
| IV(b) Charter Service | 134,000 | 155,000 |
| IV(c) Advertising | 3,500 | 4,000 |
| IV(d) Non-Transportation | 197,002 | 256,900 |
| IV(e) Ad Valorem (Operating) | 2,562,210 | 2,889,453 |
| IV(f) State & Federal Assistance | <u>2,127,958</u> | <u>2,876,091</u> |
| TOTAL OPERATING REVENUE | <u>\$ 7,199,670</u> | <u>\$8,870,539</u> |
| <u>SECTION V: CAPITAL REVENUES</u> | | |
| V(a) UMTA | \$ 7,585,760 | \$6,624,600 |
| V(b) State DOT | 948,220 | 744,950 |
| V(c) HART FY82 Ad Valorem | 948,220 | -0- |
| V(d) HART FY82 Capital Reserve | | 420,771 |
| V(e) HART FY83 Ad Valorem | | <u>324,179</u> |
| TOTAL CAPITAL REVENUE | <u>\$ 9,482,200</u> | <u>\$8,114,500</u> |
| <u>SECTION VI: RESERVE REVENUE</u> | | |
| VI(a) Reserve for FY84 Capital | \$ -0- | \$ 580,000 |
| VI(b) Reserve for Unfunded Sick Leave | | 73,955 |
| VI(c) Accelerated 13(c) Back Pension | | 334,798 |
| FY82 Budget Reserve | <u>420,771</u> | <u>N/A</u> |
| TOTAL RESERVE REVENUE (From Ad Valorem) | <u>\$ 420,771</u> | <u>\$ 988,753</u> |
| GRAND TOTAL REVENUES | <u>\$17,102,641</u> | <u>\$17,973,792</u> |

FY83 BUDGET - REQUESTED ADDITIONAL POSITIONS

The proposed FY83 budget incorporates funds for three (3) additional positions. The positions requested and justification are as follows:

1. Staff requests the Board's concurrence in providing one (1) additional information clerk on a permanent basis. At the May, 1982, Board meeting the Board authorized the hiring of a temporary information clerk to assist in the substantial increase in telephone traffic. With an increase in service of about 55% beginning June 21, 1982, and considering the increased awareness of the Authority's information telephone number (254-HART), which has been generated by Hilton, and the 5,000 new bus stop signs, staff is convinced the current telephone traffic will continue to increase. The three (3) permanent positions and one (1) temporary position are currently handling approximately 1,000 calls per day. The position is budgeted for a starting salary of \$4.80/hour, or \$9,984 annually.
2. A Marketing Coordinator is currently shown on the Authority's official organizational chart. The position has never been filled. Under the leadership of the Hilton Advertising Agency, HART has made major strides in not only promoting the system, but in formulating a coordinated marketing strategy. During the recent year past, the marketing program has required tremendous amounts of HART's staff time for art work for schedules, route signs, forms, etc. Staff has also been required to contract with Hilton for a substantial portion of the work.

The current position specifies a rather professional employee at a commensurate pay rate. With the professional expertise being handled by Hilton, staff believes the position should be re-classified to a lower level.

Staff requests the Board's approval to down grade the position to a starting salary of \$6.28/hour, or \$13,062 annually. Staff has also budgeted the position to be filled beginning October 1, 1982.

3. A second janitorial position has been budgeted for the additional janitorial work at the new facility. The position is budgeted for August 1, 1983. The beginning salary is \$4.95 per hour or \$10,296 annually.

D E T A I L B U D G E T

EXPENSES & REVENUES BY GENERAL LEDGER ACCOUNT

DETAIL CAPITAL & OPERATING BUDGET
 FISCAL YEAR OCTOBER 1, 1982 THRU SEPTEMBER 30, 1983 (FY83)
 HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY (HART)

| | FY82 PROJECTED <u>YEAR END</u> | FY83 PROPOSED <u>APPROPRIATION</u> |
|--------------------------------------|--------------------------------------|--|
| <u>SECTION I: OPERATING EXPENSES</u> | | |
| I(a) DIRECT LABOR | | |
| I(a)(1) Operations | | |
| Report Time | \$ 50,450 | \$ 63,570 |
| Travel Time | 46,750 | 59,150 |
| Platform/Route | 1,462,201 | 2,007,738 |
| Platform Charter | 30,000 | 35,000 |
| Minimum Call Out | 46,715 | 55,000 |
| Minimum Weekly | 1,868 | 2,500 |
| Scheduled Overtime Prem. | -0- | 24,270 |
| Unscheduled Overtime Prem. | 129,000 | 65,900 |
| Spread Time | 433 | -0- |
| Shift Differential | 2,646 | -0- |
| Instructor Training Prem. | 1,400 | 1,000 |
| Student Training | 47,200 | 20,000 |
| Accident Report Time | 100 | 350 |
| Witness Time | 300 | 500 |
| Standby Time | 25,930 | 30,000 |
| Union Business | 1,057 | 1,500 |
| Other Non-Operator Business | 22,500 | 20,000 |
| Operations Admin. - Sal. | 230,760 | 262,213 |
| Operations Admin. - O/T Prem. | 6,500 | 6,500 |
| Total Operations | <u>\$ 2,105,810</u> | <u>\$ 2,655,191</u> |
| I(a)(2) Maintenance | | |
| Maintenance Admin. - Sal. | \$ 52,275 | \$ 62,024 |
| Maintenance Admin. - O/T | -0- | -0- |
| Service Rev. Veh. - Sal. | 156,810 | 188,752 |
| Service Rev. Veh. - O/T | 5,200 | 3,575 |
| Inspect & maint. Rev. Veh. - Sal. | 260,067 | 324,032 |
| Inspect & Maint. Rev. Veh. - O/T | 8,750 | 7,280 |
| Accident Repair Rev. Veh. - Sal. | 55,975 | 62,130 |
| Accident Repair Rev. Veh. - O/T | 2,500 | 2,080 |
| Building Maintenance - Sal. | 7,918 | 10,576 |
| Building Maintenance - O/T | 50 | -0- |
| Total Maintenance | <u>\$ 549,545</u> | <u>\$ 660,449</u> |

| | FY82 PROJECTED <u>YEAR END</u> | FY83 PROPOSED <u>APPROPRIATION</u> |
|---|--------------------------------------|--|
| I(a)(3) Administration & Marketing | | |
| General Admin - Sal. | \$ 254,601 | \$ 298,136 |
| General Admin - O/T Prem. | 250 | 500 |
| Marketing & Info - Sal. | 45,845 | 59,218 |
| Marketing & Info - O/T Prem. | <u>750</u> | <u>520</u> |
| Total Administration & Marketing | <u>\$ 301,446</u> | <u>\$ 358,374</u> |
| TOTAL DIRECT LABOR | <u>\$ 2,956,801</u> | <u>\$ 3,674,014</u> |

I(b) FRINGE BENEFITS

I(b)(1) FICA - HART Share (6.7%)

| | | |
|------------------------------|-----------------------|-----------------------|
| Operations Admin | \$ 16,925 | \$ 17,987 |
| Rev. Veh. Operations | 133,958 | 167,282 |
| Maintenance Admin. | 3,905 | 4,682 |
| Service Rev. Veh. | 10,553 | 12,903 |
| Inspect & Maintain Rev. Veh. | 19,900 | 24,463 |
| Accident Repair | 4,350 | 4,578 |
| Building Maintenance | 4,236 | 789 |
| General Admin. | 14,225 | 18,726 |
| Marketing & Info. | <u>3,396</u> | <u>4,354</u> |
| Total FICA | <u>\$ 211,448</u> | <u>\$ 255,764</u> |

I(b)(2) Pension

| | | |
|---------------------------------|-----------------------|-----------------------|
| Operations-Admin - FRS | \$ 26,850 | \$ 29,343 |
| Operations-Admin - City | 4,146 | 4,480 |
| Rev. Veh. Oper. - FRS | 203,250 | 272,894 |
| Rev. Veh. Oper. - City | 23,875 | 20,900 |
| Maint. Admin. - FRS | 6,425 | 7,637 |
| Maint. Admin. - City | -0- | -0- |
| Service Rev. Veh. - FRS | 17,358 | 21,049 |
| Service Rev. Veh. - City | 2,950 | 3,044 |
| Inspect/Maint. Rev. Veh. - FRS | 31,500 | 40,180 |
| Inspect/Maint. Rev. Veh. - City | 1,510 | -0- |
| Accident Repairs - FRS | 6,700 | 7,468 |
| Building Maintenance - FRS | 975 | 1,287 |
| General Admin - FRS | 25,450 | 30,549 |
| General Admin - City | 7,515 | 8,000 |
| Marketing & Info - FRS | 4,830 | 5,870 |
| Marketing & Info - City | <u>950</u> | <u>829</u> |
| Total Pension | <u>\$ 364,284</u> | <u>\$ 453,530</u> |

| | FY82 PROJECTED <u>YEAR END</u> | FY83 PROPOSED <u>APPROPRIATION</u> |
|-----------------------------------|--------------------------------------|--|
| I(b)(3) Medical Insurance | | |
| Operations Admin. | \$ 13,280 | \$ 21,200 |
| Rev. Veh. Operations | 109,900 | 220,100 |
| Maint. Admin | 2,500 | 3,883 |
| Service Rev. Veh. | 11,250 | 19,755 |
| Inspect/Maint. Rev. Veh. | 15,639 | 26,544 |
| Accident Repair | 2,412 | 4,371 |
| Building Maint. | 478 | 1,295 |
| General Admin. | 12,100 | 19,752 |
| Marketing & Info | <u>1,705</u> | <u>5,178</u> |
| Total Medical Insurance | <u>\$ 169,264</u> | <u>\$ 322,078</u> |
| I(b)(4) Life Insurance | | |
| Operations Admin. | \$ 1,750 | \$ 1,910 |
| Rev. Veh. Operations | 8,923 | 12,315 |
| Maint. Admin. | 328 | 338 |
| Service Rev. Veh. | 950 | 1,245 |
| Inspect/Maint. Rev. Veh. | 1,859 | 1,993 |
| Accident Repair | 251 | 285 |
| Building Maint. | 55 | 75 |
| General Admin. | 1,950 | 2,080 |
| Marketing & Info | <u>285</u> | <u>488</u> |
| Total Life Insurance | <u>\$ 16,351</u> | <u>\$ 20,729</u> |
| I(b)(5) A D & D Insurance | | |
| Operations Admin. | \$ 175 | \$ 190 |
| Rev. Veh. Operations | 893 | 1,279 |
| Maint. Admin. | 35 | 34 |
| Service Rev. Veh. | 95 | 128 |
| Inspect/Maint. Rev. Veh. | 186 | 199 |
| Accident Repair | 26 | 30 |
| Building Maint. | 6 | 10 |
| General Admin. | 195 | 210 |
| Marketing & Info | <u>30</u> | <u>51</u> |
| Total A D & D Insurance | <u>\$ 1,641</u> | <u>\$ 2,131</u> |
| I(b)(6) Unemployment Compensation | | |
| Rev. Veh. Operations | \$ 13,000 | \$ 14,000 |
| Service Rev. Veh. | 1,500 | 3,000 |
| Inspect/Maint. Rev. Veh. | <u>-0-</u> | <u>3,000</u> |
| Total Unemployment Compensation | <u>\$ 14,500</u> | <u>\$ 20,000</u> |

| | FY82 PROJECTED <u>YEAR END</u> | FY83 PROPOSED <u>APPROPRIATION</u> |
|-------------------------------|--------------------------------------|--|
| I(b)(7) Worker's Compensation | | |
| Operations Admin. | \$ 6,725 | \$ 6,527 |
| Rev. Veh. Operations | 76,650 | 89,412 |
| Maint. Administration | 4,100 | 4,385 |
| Service Rev. Veh. | 11,800 | 13,384 |
| Inspect/Maint. Rev. Veh. | 20,950 | 22,865 |
| Accident Repair | 4,360 | 4,350 |
| Building Maint. | 500 | 694 |
| General Admin. | 3,410 | 3,788 |
| Marketing & Info. | 115 | 141 |
| | <u>128,610</u> | <u>145,546</u> |
| Total Worker's Compensation | \$ 128,610 | \$ 145,546 |
| I(b)(8) Sick Leave | | |
| Operations Administration | \$ 7,600 | \$ 6,000 |
| Rev. Veh. Operations | 42,623 | 50,475 |
| Maintenance Admin. | 750 | 750 |
| Service Rev. Veh. | 6,260 | 6,000 |
| Inspect/Maint. Rev. Veh. | 11,583 | 11,500 |
| Accident Repair | 1,350 | 1,200 |
| Building Maint. | 225 | 225 |
| General Admin. | 4,550 | 4,000 |
| Marketing & Info | 1,000 | 750 |
| | <u>75,941</u> | <u>80,900</u> |
| Total Sick Leave | \$ 75,941 | \$ 80,900 |
| I(b)(9) Holiday Pay | | |
| Operations Admin. | \$ 10,500 | \$ 11,750 |
| Rev. Veh. Operations | 65,000 | 104,850 |
| Maint. Admin. | 2,600 | 2,900 |
| Service Rev. Veh. | 4,800 | 7,500 |
| Inspect/Maint Rev. Veh. | 10,000 | 15,000 |
| Accident Repair | 1,600 | 2,750 |
| Building Maint. | 372 | 550 |
| General Admin. | 12,100 | 14,000 |
| Marketing & Info. | 1,600 | 2,500 |
| | <u>108,572</u> | <u>161,800</u> |
| Total Holiday Pay | \$ 108,572 | \$ 161,800 |
| I(b)(10) Vacation Pay | | |
| Operations Admin. | \$ 9,500 | \$ 10,500 |
| Rev. Veh. Operations | 51,000 | 78,475 |
| Maint. Admin. | 2,200 | 2,500 |
| Service Rev. Veh. | 5,500 | 6,500 |
| Inspect/Maint. Rev. Veh. | 6,100 | 7,000 |

| | FY82 PROJECTED <u>YEAR END</u> | FY83 PROPOSED <u>APPROPRIATION</u> |
|--|--------------------------------------|--|
| Accident Repair | \$ 1,800 | \$ 2,000 |
| Building Maint. | 340 | 425 |
| General Admin. | 10,500 | 12,000 |
| Marketing & Info | <u>1,500</u> | <u>2,000</u> |
| Total Vacation Pay | <u>\$ 88,440</u> | <u>\$ 121,400</u> |
| I(b)(11) Other Paid Absence | | |
| Operations Admin. | \$ 1,250 | \$ 1,250 |
| Rev. Veh. Operations | 2,500 | 3,000 |
| Maint. Admin. | 450 | 450 |
| Service Rev. Veh. | 500 | -0- |
| Inspect/Maint. Rev. Veh. | 500 | 300 |
| Accident Repair | -0- | -0- |
| Building Maint. | -0- | -0- |
| General Admin. | 2,500 | 3,000 |
| Marketing & Info | <u>-0-</u> | <u>-0-</u> |
| Total Other Paid Absence | <u>\$ 7,700</u> | <u>\$ 8,000</u> |
| I(b)(12) Uniforms | | |
| Operations Admin. | \$ 1,950 | \$ 1,739 |
| Rev. Veh. Operations | 22,500 | 28,135 |
| Maint. Admin. | 900 | 849 |
| Service Rev. Veh. | 6,200 | 7,971 |
| Inspect/Maint. Rev. Veh. | 5,550 | 7,348 |
| Accident Repair | 1,000 | 1,336 |
| Building Maint. | 250 | 379 |
| General Admin. | <u>900</u> | <u>700</u> |
| Total Uniforms | <u>\$ 39,250</u> | <u>\$ 48,457</u> |
| I(b)(13) Service Award & Other Fringes | | |
| Operations Admin. | \$ 2,937 | \$ 2,750 |
| Rev. Veh. Operations | 23,000 | 23,050 |
| Maint. Admin. | 1,840 | 1,250 |
| Service Rev. Veh. | 1,780 | 2,000 |
| Inspect/Maint. Rev. Veh. | 2,345 | 7,100 |
| Accident Repair | 360 | 1,050 |
| Building Maint. | -0- | -0- |
| General Admin. | 4,490 | 5,750 |
| Marketing & Info | <u>500</u> | <u>500</u> |
| Total Ser. Award & Other Fringes | <u>\$ 37,252</u> | <u>\$ 43,450</u> |

| | FY82 PROJECTED YEAR END | FY83 PROPOSED APPROPRIATION |
|-------------------------------|-------------------------------|-----------------------------------|
| TOTAL FRINGE BENEFITS | <u>\$1,263,253</u> | <u>\$1,683,785</u> |
| TOTAL LABOR & FRINGES | <u>\$4,220,054</u> | <u>\$5,357,799</u> |
| | | |
| I(c) SERVICES | | |
| | | |
| I(c)(1) Professional Services | | |
| Advertising Agency | \$ 40,000 | \$ 41,700 |
| Annual Audit | 12,000 | 15,000 |
| Engineering Consultant Fees | 745 | 2,200 |
| Other Professional Services | 5,300 | -0- |
| Computer Service Fees | 2,750 | 3,850 |
| Pre-Employment Fees | 3,000 | 2,400 |
| Legal - General | 18,000 | 12,000 |
| Labor | <u>12,000</u> | <u>21,500</u> |
| Total Professional Services | <u>\$ 93,795</u> | <u>\$ 98,650</u> |
| | | |
| I(c)(2) Contract Maintenance | | |
| Rev. Veh. - Outside Vendor | \$ 20,000 | \$ 3,000 |
| Shop Equipment Maintenance | 1,750 | 1,500 |
| Radio Equipment Maintenance | 3,500 | 6,000 |
| Serv. Veh. - Outside Vendor | 1,000 | 1,000 |
| Building & Shelter Maint. | | |
| Outside Vendor | 7,300 | 8,000 |
| Parking Lot Maintenance | 21,000 | 2,500 |
| Computer Maintenance | 7,850 | 9,144 |
| Office Machine Service | <u>1,450</u> | <u>1,750</u> |
| Total Contract Maintenance | <u>\$ 63,850</u> | <u>\$ 32,894</u> |
| | | |
| I(c)(3) Other Services | | |
| Security Guard | \$ 35,312 | \$ 45,771 |
| Armored Car Service | 1,920 | 2,100 |
| Oil Analysis | <u>200</u> | <u>15,470</u> |
| Total Other Services | <u>\$ 37,432</u> | <u>\$ 63,341</u> |
| TOTAL SERVICES | <u>\$ 195,077</u> | <u>\$ 194,885</u> |
| | | |
| I(d) MATERIALS & SUPPLIES | | |
| | | |
| I(d)(1) Fuel & Lubricants | | |
| Gas - Operations Supervisors | \$ 9,750 | \$ 11,016 |
| Diesel - Class A Buses | 1,120,000 | 1,856,643 |

| | FY82 PROJECTED <u>YEAR END</u> | FY83 PROPOSED <u>APPROPRIATION</u> |
|--|--------------------------------------|--|
| Oil & Lube-Class A Buses | \$ 39,000 | \$ 41,283 |
| Propane - Class C Buses | 18,600 | 14,918 |
| Oil & Lube-Class C Buses | 200 | 200 |
| Shop Use - Diesel | 6,492 | 3,840 |
| Gas - Service Vehicles | 6,750 | 5,977 |
| Oil & Lube - Service Veh. | 50 | 260 |
| Gas - Admin. Vehicles | <u>1,600</u> | <u>1,836</u> |
| Total Fuel & Lubricants | <u>\$1,202,442</u> | <u>\$1,935,973</u> |
| I(d)(2) Tires & Tubes | | |
| Tire Mileage - Revenue Buses | \$ 59,212 | \$ 90,284 |
| Tires - Service Vehicles | 480 | 720 |
| Tires - Admin. Vehicles | <u>240</u> | <u>-0-</u> |
| Total Tires & Tubes | <u>\$ 59,932</u> | <u>\$ 91,004</u> |
| I(d)(3) Bus Parts, Office & Other Supplies | | |
| Tools & Equip. - Rev. Veh. | \$ 2,500 | \$ 3,220 |
| Bus Parts | 340,110 | 412,000 |
| Tools & Minor Equip. - Maint. | 7,550 | 2,500 |
| Chemicals (bus soap, de-greasor, etc.) | 22,000 | 23,000 |
| Shop Supplies (rags, sandpaper, starting fluid, welding rods, etc.) | 1,850 | 5,800 |
| Parts & Materials for bldg/grounds | 8,500 | 6,000 |
| Bus Parts - Accident Repair | 12,000 | 15,000 |
| Parts for autos & trucks | 2,500 | 2,000 |
| Janitorial Supplies | 3,700 | 4,300 |
| Parts for Maint. Equipment | 2,500 | 1,500 |
| General Admin. - Minor Equip. | 75 | 400 |
| Office Supplies | 9,000 | 9,685 |
| Postage | 3,445 | 4,600 |
| Printing - Operations | 39,808 | 53,234 |
| Computer Forms | 900 | 1,025 |
| Letterhead & Office forms | <u>6,900</u> | <u>5,825</u> |
| Total Bus Parts, Office & Other Supplies | <u>\$ 463,338</u> | <u>\$ 550,089</u> |
| TOTAL MATERIAL & SUPPLIES | <u>\$1,725,712</u> | <u>\$2,577,066</u> |

| | <u>FY82 PROJECTED YEAR END</u> | <u>FY83 PROPOSED APPROPRIATION</u> |
|---|--|--|
| I(e) OVERHEAD EXPENSES | | |
| I(e)(1) Utilities | | |
| Electricity | \$ 24,000 | \$ 47,900 |
| Telephone | 11,400 | 11,900 |
| Water, Sewer, Garb. | <u>4,500</u> | <u>4,750</u> |
| Total Utilities | <u>\$ 39,900</u> | <u>\$ 64,550</u> |
| I(e)(2) Casualty & Liability Costs | | |
| Physical Damage - Vehicles | \$ 43,000 | \$ 38,550 |
| Building & Contents | 1,550 | 10,592 |
| Prop. Damage and Personal Liability | 148,000 | 214,350 |
| Uninsured Losses | <u>5,000</u> | <u>5,000</u> |
| Total Casualty & Liability Costs | <u>\$ 197,550</u> | <u>\$ 268,492</u> |
| I(e)(3) Taxes | | |
| Diesel & Gas Tax | \$ 55,500 | \$ 72,856 |
| Tire Property Tax | 1,345 | 1,350 |
| Other Taxes | <u>450</u> | <u>100</u> |
| Total Taxes | <u>\$ 57,295</u> | <u>\$ 74,306</u> |
| I(e)(4) Miscellaneous Expense | | |
| Dues & Subscriptions | \$ 810 | \$ 650 |
| Travel & Meetings | 3,900 | 2,460 |
| Technical Training & Seminars | 1,630 | 2,250 |
| X-Town Tolls & Stadium Parking | 8,400 | 10,145 |
| Advertising & Promotion | 15,000 | 32,850 |
| Legal Advertisements | 5,000 | 5,000 |
| Tax Collector Commission | 79,000 | 85,000 |
| Property Appraiser Commission | <u>-0-</u> | <u>93,875</u> |
| Total Miscellaneous Expense | <u>\$ 113,740</u> | <u>\$ 232,230</u> |
| I(e)(5) Interest on Short Term Debt | <u>\$ 31,422</u> | <u>\$ -0-</u> |

| | <u>FY82 PROJECTED YEAR END</u> | <u>FY83 PROPOSED APPROPRIATION</u> |
|-----------------------------------|--|--|
| I(e)(6) Leases & Rentals | | |
| Lease of Bldg. Land & Contents | \$ 6,000 | \$ 5,000 |
| Copy Machine | 6,600 | 5,500 |
| Shop Equipment & Bus Rental | <u>16,201</u> | <u>350</u> |
| Total Leases & Rentals | <u>\$ 28,801</u> | <u>\$ 10,850</u> |
| I(e)(7) UMTA Ineligibles | | |
| FTA Dues | \$ 1,211 | \$ 1,461 |
| 13(c) Back Pension Payment | 87,900 | 87,900 |
| Non-UMTA Capital | 7,500 | 1,000 |
| FY81 Loan Repayment | 348,619 | -0- |
| Land Option | 7,500 | -0- |
| Downtown Bus Loop | <u>46,000</u> | <u>-0-</u> |
| Total UMTA Ineligibles | <u>\$ 498,730</u> | <u>\$ 90,361</u> |
| TOTAL OVERHEAD | <u>\$ 967,438</u> | <u>\$ 740,789</u> |
| TOTAL OPERATING EXPENSES | <u>\$ 7,108,281</u> | <u>\$ 8,870,539</u> |

SECTION II: CAPITAL EXPENSES

II(a) 30 Bus UMTA Grant

| | | |
|------------------------------|---------------|---------------------|
| 30, 40' Advance Design Buses | \$ -0- | \$ 4,987,000 |
| 30 Fareboxes | | 33,000 |
| 4 Supervisor Automobiles | | 32,500 |
| 33 Two-Way Radios | | 55,000 |
| 2 Spare Engines | | 80,000 |
| 26 Passenger Shelters | | 52,000 |
| 2000 Bus Stop Signs | | 30,000 |
| Maintenance Equipment | | 30,000 |
| Project Admin. | | 10,000 |
| Contingency | | <u>265,000</u> |
| Total 30 Bus Grant | <u>\$ -0-</u> | <u>\$ 5,574,500</u> |

II(b) Amended Garage Grant

| | | |
|----------------------------|---------------|---------------------|
| Additional Land | \$ -0- | \$ 275,000 |
| Additional Const. Costs | | 1,000,000 |
| Additional Equip. Costs | | <u>600,000</u> |
| Total Amended Garage Grant | <u>\$ -0-</u> | <u>\$ 1,875,000</u> |

| | <u>FY82 PROJECTED YEAR END</u> | <u>FY83 PROPOSED APPROPRIATION</u> |
|---------------------------------|--|--|
| II(c) Bearss Avenue Park & Ride | | |
| Const. of Parking Area | \$ -0- | \$ 450,000 |
| Intersection Improvements | | 200,000 |
| Passenger Loading Facilities | | <u>15,000</u> |
| Total Bearss Ave. Park & Ride | <u>\$ -0-</u> | <u>\$ 665,000</u> |
| II(d) FY82 UMTA Capital | <u>\$ 9,482,200</u> | <u>\$ -0-</u> |
| TOTAL CAPITAL EXPENSES | <u>\$ 9,482,200</u> | <u>\$ 8,114,500</u> |

SECTION III: BUDGETED RESERVES

| | | |
|--|---------------------|---------------------|
| III(a) Reserve for FY84 UMTA Capital | \$ -0- | \$ 580,000 |
| III(b) Reserve for Unfunded Sick Leave Liability | \$ -0- | \$ 73,955 |
| III(c) Reserve for 13(c) Back Pension Prepayment | \$ -0- | \$ 334,798 |
| III(d) Reserve for FY83 UMTA Capital | <u>\$ 420,772</u> | |
| TOTAL BUDGETED RESERVE | <u>\$ 420,772</u> | <u>\$ 988,753</u> |
| TOTAL OPERATING CAPITAL & RESERVES | <u>\$17,011,252</u> | <u>\$17,973,792</u> |

SECTION IV: OPERATING REVENUES

| | | |
|--------------------------|---------------------|---------------------|
| IV(a) Passenger Fares | | |
| Full Fares | \$ 2,006,850 | \$ 2,325,000 |
| Transfers | 84,500 | 105,900 |
| Student Fares | 10,000 | 21,900 |
| Hartsaver Passes | 62,000 | 226,800 |
| Prepaid Fares | 9,250 | 7,675 |
| State HRS Contract Fares | <u>2,400</u> | <u>1,820</u> |
| Total Passenger Fares | <u>\$ 2,175,000</u> | <u>\$ 2,689,095</u> |
| IV(b) Charter Service | | |
| Regular Charter | \$ 120,000 | \$ 140,000 |
| Special Event | <u>14,000</u> | <u>15,000</u> |
| Total Charter Revenue | <u>\$ 134,000</u> | <u>\$ 155,000</u> |

| | | FY82 PROJECTED <u>YEAR END</u> | FY83 PROPOSED <u>APPROPRIATION</u> |
|-------|---|--------------------------------------|--|
| IV(c) | Advertising Revenue | \$ 3,500 | \$ 4,000 |
| IV(d) | Non-Transportation | | |
| | Rental Income | \$ 11,315 | \$ 4,400 |
| | Investment Income | 190,000 | 240,000 |
| | Misc. Income | 8,800 | 7,500 |
| | Sale of Assets | <u>(13,113)</u> | <u>5,000</u> |
| | Total Non-Transportation | <u>\$ 197,002</u> | <u>\$ 256,900</u> |
| IV(e) | Ad Valorem (Operating) | <u>\$ 2,562,210</u> | <u>\$ 2,889,453</u> |
| IV(f) | State & Federal Assistance | | |
| | UMTA Operating | \$ 2,087,532 | \$ 2,876,091 |
| | State Operating Assistance | <u>40,426</u> | <u>-0-</u> |
| | Total State & Federal Operating Assistance | <u>\$ 2,127,958</u> | <u>\$2,876,091</u> |
| | TOTAL OPERATING REVENUES | <u>\$ 7,199,670</u> | <u>\$8,870,539</u> |

SECTION V: CAPITAL REVENUES

| | | | |
|------|-------------------------------|---------------|---------------------|
| V(a) | UMTA 30 Bus Grant | | |
| | UMTA | \$ -0- | \$ 4,459,600 |
| | State | | 557,450 |
| | HART (FY83 Ad Valorem) | | 136,679 |
| | FY82 Reserve | | <u>420,771</u> |
| | Total 30 Bus Grant | \$ -0- | <u>\$ 5,574,500</u> |
| V(b) | Amended Garage Grant | | |
| | UMTA | \$ -0- | \$ 1,500,000 |
| | State | | 187,500 |
| | HART (FY83 Ad Valorem) | | <u>187,500</u> |
| | Total Garage Grant Amendment | \$ -0- | <u>\$ 1,875,000</u> |
| V(c) | Bearss Avenue Park & Ride | | |
| | UMTA | \$ -0- | \$ 665,000 |
| | State | | -0- |
| | HART (FY83 Ad Valorem) | | <u>-0-</u> |
| | Total Bearss Ave. Park & Ride | <u>\$ -0-</u> | <u>\$ 665,000</u> |

| | <u>FY82 PROJECTED YEAR END</u> | <u>FY83 PROPOSED APPROPRIATION</u> |
|---------------------------|--|--|
| V(d) FY82 Capital Grants | | |
| UMTA | \$ 7,585,760 | \$ -0- |
| State | 948,220 | |
| HART (FY82 Ad Valorem) | <u>948,220</u> | <u> </u> |
| Total FY82 Capital Grants | <u>\$ 9,482,200</u> | <u>\$ -0-</u> |
| TOTAL CAPITAL REVENUE | <u>\$ 9,482,200</u> | <u>\$ 8,114,500</u> |

SECTION VI: BUDGETED RESERVE REVENUE

| | | |
|---|---------------------|---------------------|
| VI(a) Reserve for FY84 Capital | | |
| 27 Replacement Vehicles | \$ -0- | \$ 460,000 |
| 8 Vehicles for Expanded Downtown Circular | <u> </u> | <u>120,000</u> |
| Total Reserve for FY84 Capital | <u>\$ -0-</u> | <u>\$ 580,000</u> |
| VI(b) Reserve for Current Unfunded Sick Leave Liability | <u>\$ -0-</u> | <u>\$ 73,955</u> |
| VI(c) Reserve for Accelerated 13(c) Back Pension Payback | <u>\$ -0-</u> | <u>\$ 334,798</u> |
| VI(d) Reserve for FY83 Capital | <u>\$ 420,771</u> | <u>\$ -0-</u> |
| TOTAL RESERVE REVENUE | <u>\$ 420,771</u> | <u>\$ 988,753</u> |
| TOTAL REVENUE | <u>\$17,102,641</u> | <u>\$17,973,792</u> |