



| | Proposed FY23 Operating Budget Adj. | | | Approved FY23 Operating Budget | | | \$ Changes between Adj. FY23 & Approved FY23 | | | % Changes between Adj. FY23 & Approved FY23 | | |
|---|-------------------------------------|--------------------|---------------------|--------------------------------|--------------------|---------------------|--|--------------------|--------------------|---|---------------|---------------|
| | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total |
| 85 Fuel -Vehicles | \$1,581,100 | \$625,000 | \$2,206,100 | \$910,000 | \$418,100 | \$1,328,100 | \$671,100 | \$206,900 | \$878,000 | 73.7% | 49.5% | 66.1% |
| 86 Maintenance Tools/Supplies/Uniforms | \$132,200 | \$19,050 | \$151,250 | \$78,760 | \$19,050 | \$97,810 | \$53,440 | \$0 | \$53,440 | 67.9% | 0.0% | 54.6% |
| 87 Misc. Maintenance Expenses and fees | \$10,787 | \$7,420 | \$18,207 | \$50,787 | \$1,920 | \$52,707 | (\$40,000) | \$5,500 | (\$34,500) | -78.8% | 286.5% | -65.5% |
| 88 VEHICLE/BUILDING MAINTENANCE EXP | \$2,792,070 | \$997,550 | \$3,789,620 | \$2,128,070 | \$753,070 | \$2,881,140 | \$664,000 | \$244,480 | \$908,480 | 31.2% | 32.5% | 31.5% |
| 89 | | | | | | | | | | | | |
| 90 | | | | | | | | | | | | |
| 91 CONTRACTED EXPENSES | | | | | | | | | | | | |
| 92 ADA/SSTA PARATRANSIT | \$1,663,101 | \$0 | \$1,663,101 | \$1,563,371 | \$0 | \$1,563,371 | \$99,730 | \$0 | \$99,730 | 6.4% | | 6.4% |
| 93 Partner Local Share | \$19,833 | \$4,941 | \$24,774 | \$19,833 | \$4,941 | \$24,774 | \$0 | \$0 | \$0 | 0.0% | 0.0% | 0.0% |
| 94 Functional Assessment Expenses | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$10,000 | (\$10,000) | \$0 | (\$10,000) | -100.0% | | -100.0% |
| 95 Volunteer Drivers | \$0 | \$432,890 | \$432,890 | \$0 | \$467,676 | \$467,676 | \$0 | (\$34,787) | (\$34,787) | | -7.4% | -7.4% |
| 96 Other Transportation Svcs | \$0 | \$1,170,804 | \$1,170,804 | \$0 | \$855,304 | \$855,304 | \$0 | \$315,500 | \$315,500 | | 36.9% | 36.9% |
| 97 CONTRACTOR EXPENSES | \$1,682,934 | \$1,608,634 | \$3,291,568 | \$1,593,204 | \$1,327,921 | \$2,921,125 | \$89,730 | \$280,713 | \$370,443 | 5.6% | 21.1% | 12.7% |
| 98 | | | | | | | | | | | | |
| 99 MARKETING EXPENSE | | | | | | | | | | | | |
| 100 Bus Tickets/Fare Media | \$0 | \$0 | \$0 | \$10,000 | \$1,000 | \$11,000 | (\$10,000) | (\$1,000) | (\$11,000) | -100.0% | -100.0% | -100.0% |
| 101 Marketing Exp | \$26,320 | \$12,000 | \$38,320 | \$26,320 | \$12,000 | \$38,320 | \$0 | \$0 | \$0 | 0.0% | 0.0% | 0.0% |
| 102 Public Information | \$26,000 | \$15,000 | \$41,000 | \$22,000 | \$11,000 | \$33,000 | \$4,000 | \$4,000 | \$8,000 | 18.2% | 36.4% | 24.2% |
| 103 MARKETING EXPENSE | \$52,320 | \$27,000 | \$79,320 | \$58,320 | \$24,000 | \$82,320 | (\$6,000) | \$3,000 | (\$3,000) | -10.3% | 12.5% | -3.6% |
| 104 | | | | | | | | | | | | |
| 105 OTHER EXPENSES | | | | | | | | | | | | |
| 106 Debt Service/Capital Reserve | \$0 | \$0 | \$0 | \$4,307 | \$0 | \$4,307 | (\$4,307) | \$0 | (\$4,307) | -100.0% | | -100.0% |
| 107 Capital Match Fund | \$299,225 | \$170,850 | \$470,075 | \$421,425 | \$288,550 | \$709,975 | (\$122,200) | (\$117,700) | (\$239,900) | -29.0% | -40.8% | -33.8% |
| 108 OTHER EXPENSES | \$299,225 | \$170,850 | \$470,075 | \$425,732 | \$288,550 | \$714,282 | (\$126,507) | (\$117,700) | (\$244,207) | -29.7% | -40.8% | -34.2% |
| 109 | | | | | | | | | | | | |
| 110 Total Expenses | \$17,090,488 | \$8,213,695 | \$25,304,183 | \$16,136,155 | \$7,529,197 | \$23,665,351 | \$954,333 | \$684,499 | \$1,638,832 | 5.9% | 9.1% | 6.9% |
| 111 | | | | | | | | | | | | |
| 112 Cost Allocations | \$103,307 | (\$103,307) | \$0 | \$67,302 | (\$67,302) | \$0 | \$36,005 | (\$36,005) | \$0 | 53.5% | 53.5% | |
| 113 | | | | | | | | | | | | |
| 114 Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0% | 0% | 0% |
| 115 | | | | | | | | | | | | |
| 116 <i>Cost Allocations Details (negative is increased expense)</i> | | | | | | | | | | | | |
| 117 Admin Allocations based on internal projection | \$328,081 | (\$328,081) | \$0 | \$242,952 | (\$242,952) | \$0 | (\$85,128) | \$85,128 | \$0 | -35.0% | -35.0% | |
| 118 Maintenance Labor/fringe/overhead | \$55,586 | (\$55,586) | \$0 | \$78,561 | (\$78,561) | \$0 | \$22,975 | (\$22,975) | \$0 | 29.2% | 29.2% | |
| 119 GMTA Operated Link | (\$280,360) | \$280,360 | \$0 | (\$254,211) | \$254,211 | \$0 | \$26,149 | (\$26,149) | \$0 | -10.3% | -10.3% | |
| 120 Current Year Deferred Costs IDC | | | | | | | | | | | | |
| 121 Total Cost Allocations: | \$103,307 | (\$103,307) | \$0 | \$67,302 | (\$67,302) | \$0 | (\$36,005) | \$36,005 | \$0 | -53.5% | -53.5% | |