



FY26 PROPOSED OPERATING BUDGET

December 17th, 2024

Urban Reserve
Funding Fully
Appropriated

Rural Level Funded

Service Reductions
Budgeted

Large Urban **Deficit**

Rural System deficit
funded with
reserves

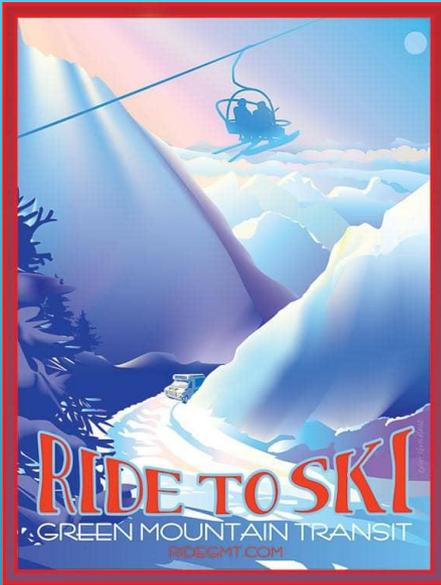
Special Assessment
Budgeted

FY26 KEY ITEMS



FY26 Proposed Operating Budget (Consolidated)

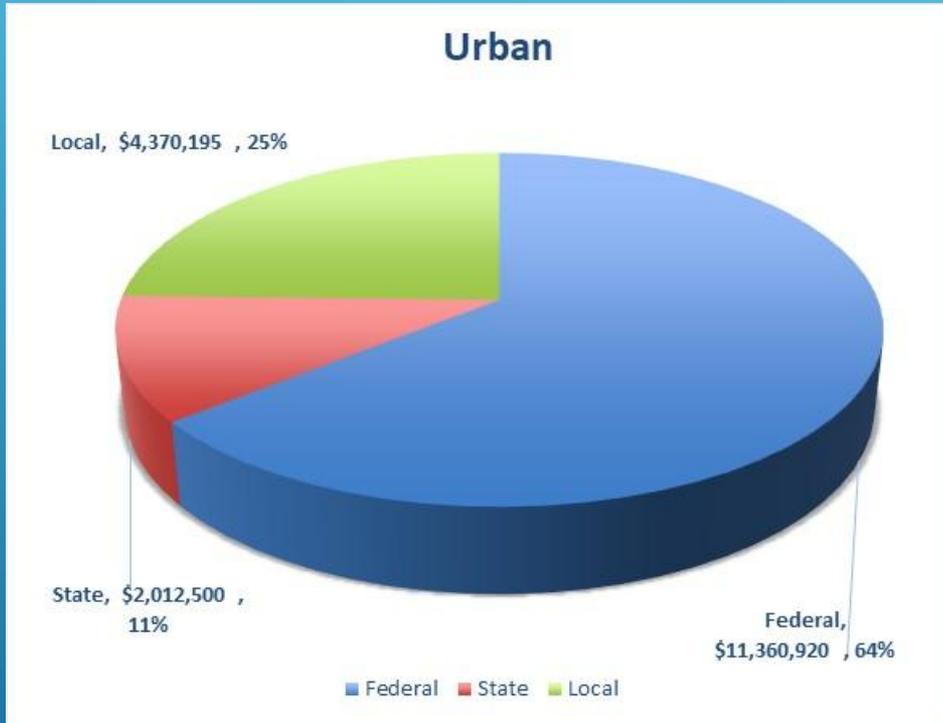
| | Proposed FY26 Operating Budget | | | \$ Changes between Proposed FY26 & Approved FY25 Budget Adj. | | | Proposed FY26 & Approved FY25 Budget Adj. | | |
|-----------------------------------|--------------------------------|---------------------|---------------------|--|------------------|--------------------|---|-------------|--------------|
| | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total |
| Revenues | | | | | | | | | |
| Federal, State and Local Revenues | \$17,743,615 | \$7,726,924 | \$25,470,538 | (\$756,640) | \$136,900 | (\$619,740) | -4.1% | 1.8% | -2.4% |
| Operating Revenues | \$2,165,628 | \$3,245,000 | \$5,410,628 | \$56,946 | \$201,690 | \$258,636 | 2.7% | 6.6% | 5.0% |
| Total Revenues | \$19,909,243 | \$10,971,924 | \$30,881,167 | (\$699,694) | \$338,590 | (\$361,104) | -3.4% | 3.2% | -1.2% |
| Expenses | | | | | | | | | |
| Salaries & Wages | \$9,281,937 | \$4,635,997 | \$13,917,934 | \$2,115 | \$130,193 | \$132,308 | 0.0% | 2.9% | 1.0% |
| Personnel Taxes & Benefits | \$4,063,033 | \$1,583,439 | \$5,646,472 | \$118,997 | \$45,642 | \$164,639 | 3.0% | 3.0% | 3.0% |
| General & Administrative | \$2,021,616 | \$1,047,136 | \$3,068,752 | \$200,094 | \$56,446 | \$256,540 | 11.0% | 5.7% | 9.1% |
| Operations | \$49,400 | \$37,400 | \$86,800 | \$0 | \$0 | \$0 | 0.0% | 0.0% | 0.0% |
| Planning | \$387,500 | \$50,000 | \$437,500 | \$0 | \$0 | \$0 | 0.0% | 0.0% | 0.0% |
| Vehicle & Building Maintenance | \$2,751,508 | \$1,149,910 | \$3,901,418 | \$47,688 | \$22,575 | \$70,263 | 1.8% | 2.0% | 1.8% |
| Contractors | \$2,154,750 | \$2,117,894 | \$4,272,644 | (\$146,583) | \$0 | (\$146,583) | -6.4% | 0.0% | -3.3% |
| Marketing | \$62,320 | \$27,000 | \$89,320 | \$0 | \$0 | \$0 | 0.0% | 0.0% | 0.0% |
| Other | \$351,484 | \$250,415 | \$601,899 | \$193,586 | \$109,715 | \$303,301 | 122.6% | 78.0% | 101.6% |
| Total Expenses | \$21,123,548 | \$10,899,191 | \$32,022,739 | \$415,897 | \$364,571 | \$780,468 | 2.0% | 3.5% | 2.5% |
| Cost Allocations | \$72,734 | (\$72,734) | \$0 | (\$25,980) | \$25,980 | \$0 | -26.3% | -26.3% | 0.0% |
| Balance | (\$1,141,572) | \$0 | \$0 | \$0 | \$0 | \$0 | | | |



FEDERAL, STATE, & LOCAL FUNDING

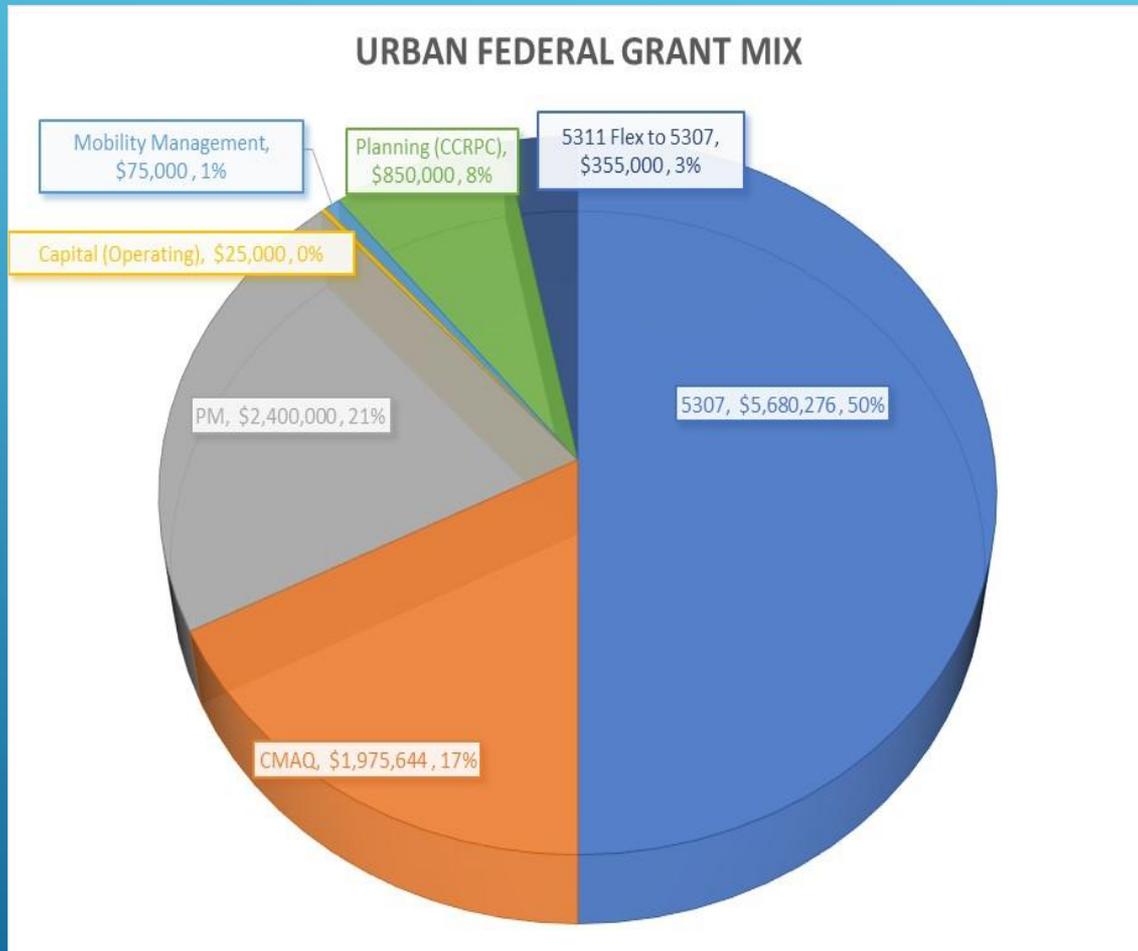


Federal, State, and Local Revenues Urban



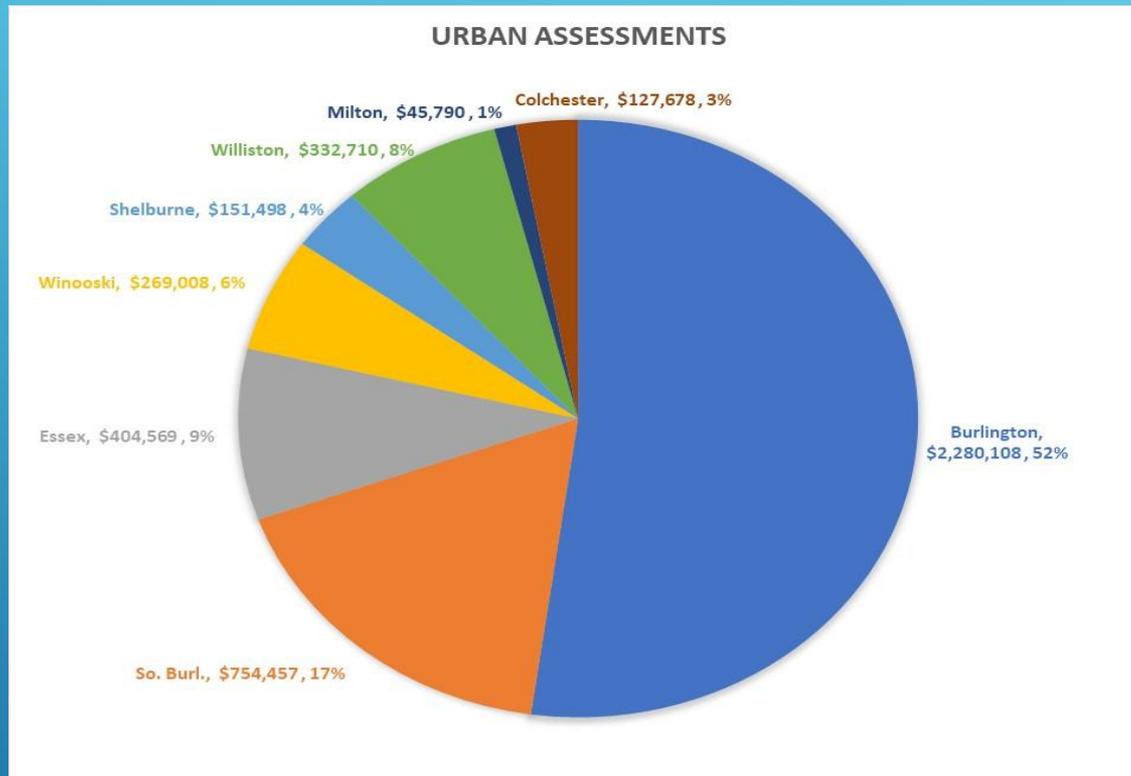
- 25% Local Match Budgeted
- Budget includes roughly \$1.4M of ARPA Funds
- \$2M of State Operating Funds budgeted
- Fed., State, and Local represents 84% of total urban budget

Urban Federal Grants Mix



- 5311 Flex to 5307 disappearing in FY27
- CMAQ allocation based on \$135 transit rate and reduced service hours
- PM (Preventative Maintenance) includes additional \$200K of 5307 funds

Urban State & Local Assessments



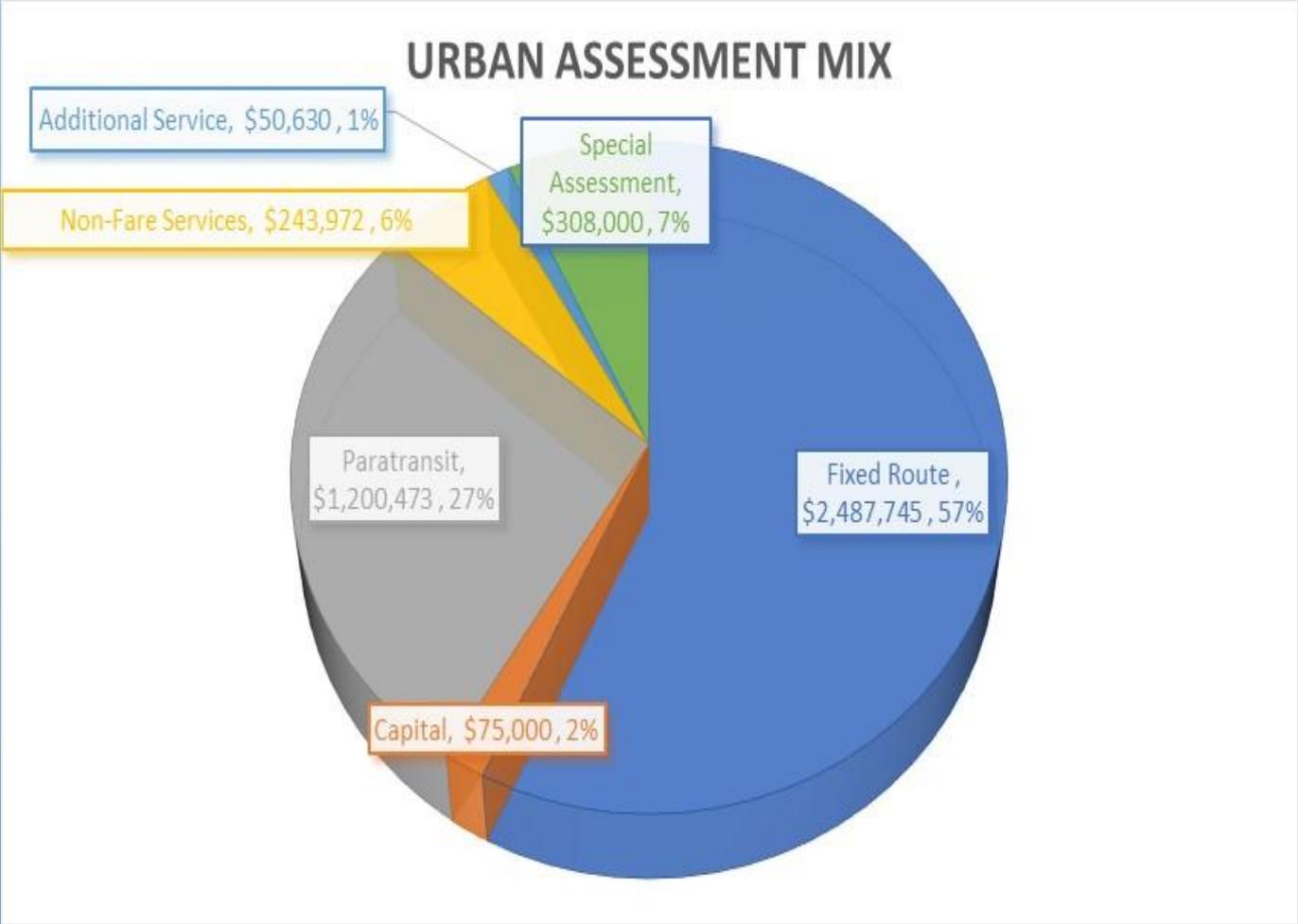
- State Operating guidance represents a \$635K reduction over FY25
- FY26 Assessments raised roughly \$618K of additional local funds – **Thank You!**
- 55% ADA funding is progress, but remains a long-term fiscal challenge

State Funds

| | |
|---------------------------|--------------------|
| State Operating | \$2,000,000 |
| Mobility Management Match | \$9,375 |
| Capital (Operating) | \$3,125 |
| Total State Funds: | \$2,012,500 |

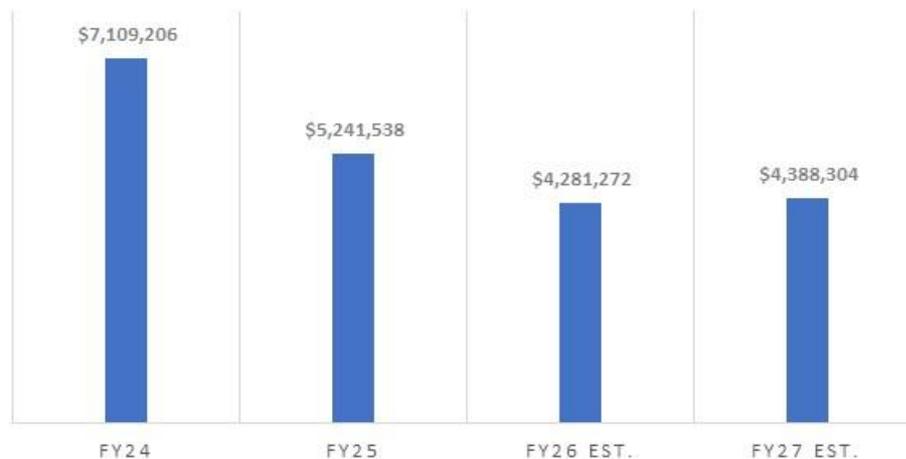


Urban Assessments by Source

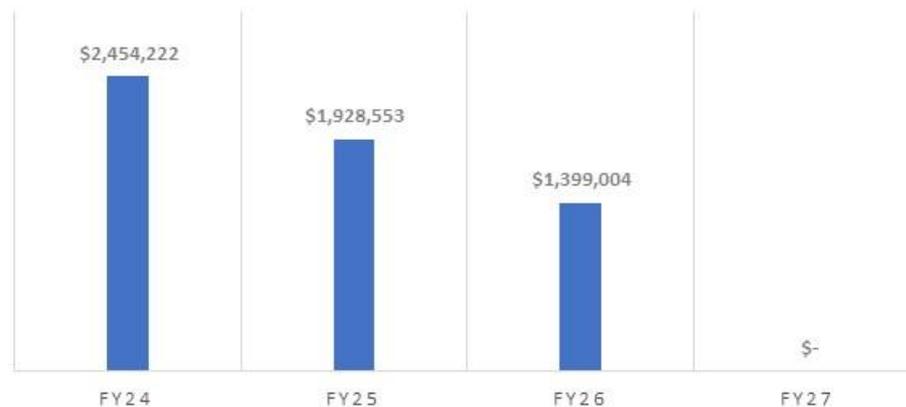


URBAN 5307 FEDERAL GRANT BUDGET/OUTLOOK

FORMULA 5307 AVAILABLE

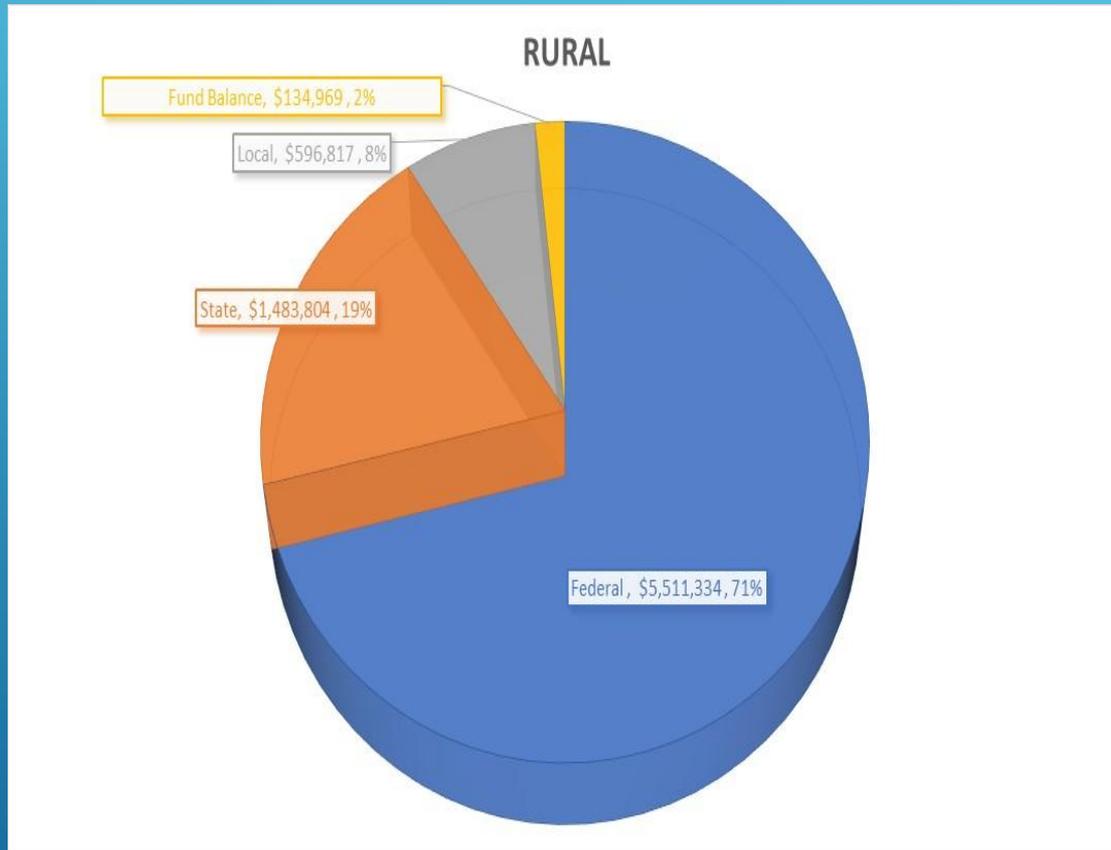


5307 COVID RELIEF FUNDS AVAILABLE



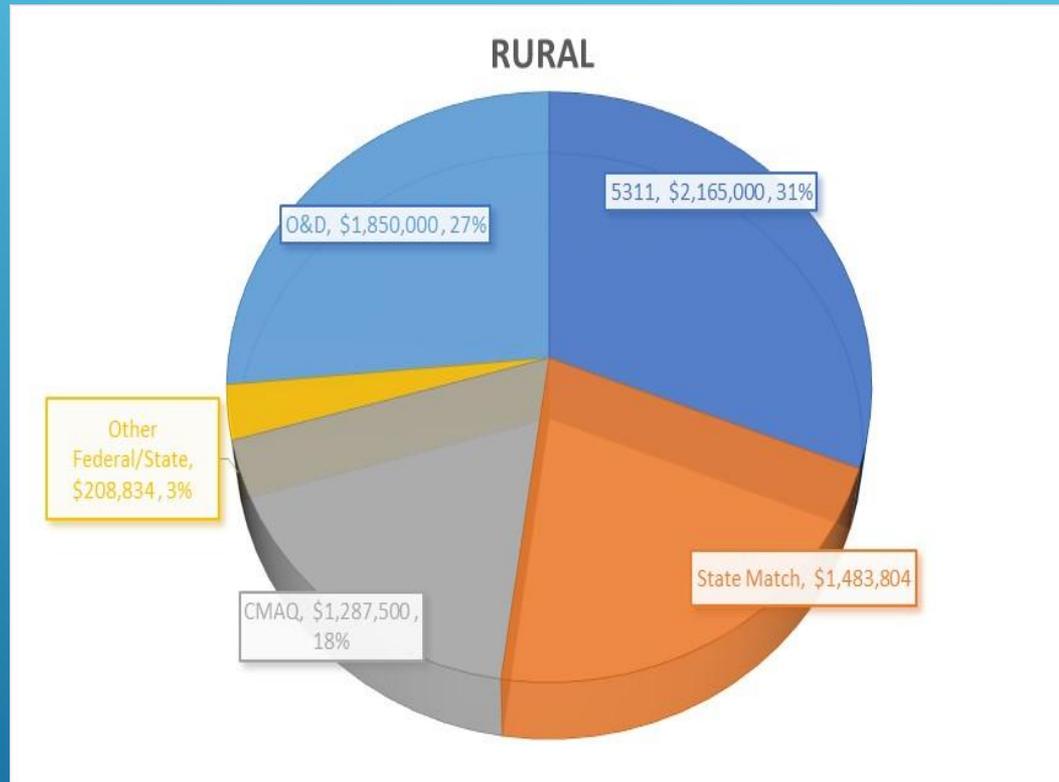
Federal, State, and Local Revenues

Rural



- Local funds represent 10% of total budget (incl. Fund Balance)
- Fund balance figure results in a roughly 1.2% budget deficit
- Unrestricted Net Position of \$3M (unaudited) as of FY24 available to support deficit

Federal & State Grants Mix Rural



- Increased use of CMAQ funding sources has helped to reduce local match needs
- O&D share continues to grow with little increase in local support
- State funding provided to support nonfederal match for 5311, CMAQ, and Other Federal grants



OPERATING REVENUES



OPERATING REVENUE

| | GREEN MOUNTAIN TRANSIT AUTHORITY | | | | | | \$ Changes between FY26 & DRAFT | | |
|--------------------------------------|----------------------------------|--------------------|--------------------|----------------------------------|--------------------|--------------------|---------------------------------|------------------|------------------|
| | DRAFT FY26 Operating Budget | | | DRAFT FY25 Operating Budget Adj. | | | FY25 Adj. | | |
| | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total |
| OPERATING REVENUE | | | | | | | | | |
| Passenger Revenue | \$1,765,832 | \$0 | \$1,765,832 | \$1,793,282 | \$0 | \$1,793,282 | (\$27,450) | \$0 | (\$27,450) |
| Paratransit Fare | \$155,796 | \$0 | \$155,796 | \$122,400 | \$0 | \$122,400 | \$33,396 | \$0 | \$33,396 |
| Advertising Revenue | \$200,000 | \$10,000 | \$210,000 | \$150,000 | \$10,000 | \$160,000 | \$50,000 | \$0 | \$50,000 |
| Investment Income | \$1,000 | \$87,500 | \$88,500 | \$1,000 | \$120,000 | \$121,000 | \$0 | (\$32,500) | (\$32,500) |
| Miscellaneous Revenue | \$5,000 | \$5,000 | \$10,000 | \$4,000 | \$4,810 | \$8,810 | \$1,000 | \$190 | \$1,190 |
| Sales of Equipment | \$5,000 | \$5,000 | \$10,000 | \$5,000 | \$5,000 | \$10,000 | \$0 | \$0 | \$0 |
| Medicaid Purchase of Service Revenue | \$0 | \$3,100,000 | \$3,100,000 | \$0 | \$2,866,000 | \$2,866,000 | \$0 | \$234,000 | \$234,000 |
| Misc. Purchase of Service | \$33,000 | \$37,500 | \$70,500 | \$33,000 | \$37,500 | \$70,500 | \$0 | \$0 | \$0 |
| Warranty Revenue | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Operating Revenues | \$2,165,628 | \$3,245,000 | \$5,410,628 | \$2,108,682 | \$3,043,310 | \$5,151,992 | \$56,946 | \$201,690 | \$258,636 |



**FARE REVENUE ADJUSTED
DOWNWARD TO FACTOR
IN UPDATED MEDICAID
ASSUMPTIONS**



**\$564K OF FARE REVENUE
FORECASTED FROM
UNLIMITED
ACCESS/CONTRACTS**



**MEDICAID ADJUSTED
UPWARD TO REFLECT PRIOR
YEAR REVENUE LEVELS**





OPERATING EXPENSES



Salary & Fringe

| | GREEN MOUNTAIN TRANSIT AUTHORITY | | | | | | \$ Changes between FY26 & DRAFT | | |
|--|----------------------------------|--------------------|---------------------|----------------------------------|--------------------|---------------------|---------------------------------|------------------|------------------|
| | DRAFT FY26 Operating Budget | | | DRAFT FY25 Operating Budget Adj. | | | FY25 Adj. | | |
| | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total |
| <u>SALARIES AND WAGES</u> | | | | | | | | | |
| Other Wages | \$2,208,885 | \$1,667,039 | \$3,875,925 | \$2,077,623 | \$1,617,002 | \$3,694,624 | \$131,263 | \$50,038 | \$181,301 |
| Driver Wages | \$5,519,143 | \$2,725,094 | \$8,244,237 | \$5,808,596 | \$2,674,015 | \$8,482,611 | (\$289,453) | \$51,079 | (\$238,374) |
| Mechanic Wages | \$1,553,908 | \$243,864 | \$1,797,772 | \$1,393,603 | \$214,788 | \$1,608,391 | \$160,305 | \$29,076 | \$189,381 |
| SALARIES AND WAGES | \$9,281,937 | \$4,635,997 | \$13,917,934 | \$9,279,822 | \$4,505,804 | \$13,785,626 | \$2,115 | \$130,193 | \$132,308 |
| <u>PERSONNEL TAXES AND BENEFITS</u> | | | | | | | | | |
| Payroll Taxes FICA/MC (8% of Wages) | \$750,909 | \$375,052 | \$1,125,961 | \$750,738 | \$364,520 | \$1,115,258 | \$171 | \$10,532 | \$10,703 |
| Unemployment Tax Exp | \$25,000 | \$18,000 | \$43,000 | \$25,000 | \$18,000 | \$43,000 | \$0 | \$0 | \$0 |
| Medical Insurance | \$2,547,987 | \$948,215 | \$3,496,202 | \$2,455,624 | \$926,767 | \$3,382,391 | \$92,364 | \$21,447 | \$113,811 |
| Retirement ER Contributions | \$555,565 | \$147,660 | \$703,225 | \$550,510 | \$142,974 | \$693,484 | \$5,054 | \$4,686 | \$9,740 |
| Employee Development | \$25,000 | \$32,500 | \$57,500 | \$13,000 | \$25,000 | \$38,000 | \$12,000 | \$7,500 | \$19,500 |
| GM Development/training | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Employee Benefits | \$158,572 | \$62,012 | \$220,584 | \$149,164 | \$60,535 | \$209,699 | \$9,408 | \$1,477 | \$10,885 |
| PERSONNEL TAXES AND BENEFITS | \$4,063,033 | \$1,583,439 | \$5,646,472 | \$3,944,036 | \$1,537,797 | \$5,481,833 | \$118,997 | \$45,642 | \$164,639 |



Normalized wage growth targeted across all work groups



No special bonuses programmed across any work group



Vacancy savings of 2% budgeted for wages and 2.5% for benefits



Medical and Commercial Insurance budgeted to increase at historical growth rates

General & Admin

| | GREEN MOUNTAIN TRANSIT AUTHORITY | | | | | | \$ Changes between FY26 & DRAFT | | |
|-----------------------------------|----------------------------------|--------------------|--------------------|----------------------------------|------------------|--------------------|---------------------------------|-----------------|------------------|
| | DRAFT FY26 Operating Budget | | | DRAFT FY25 Operating Budget Adj. | | | FY25 Adj. | | |
| | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total |
| GENERAL AND ADMIN EXPENSES | | | | | | | | | |
| Admin Supplies and Expenses | \$110,160 | \$34,986 | \$145,146 | \$108,000 | \$34,300 | \$142,300 | \$2,160 | \$686 | \$2,846 |
| Recruiting Expenses | \$10,000 | \$8,500 | \$18,500 | \$10,000 | \$8,500 | \$18,500 | \$0 | \$0 | \$0 |
| Dues and Subscriptions | \$3,500 | \$8,500 | \$12,000 | \$3,500 | \$8,500 | \$12,000 | \$0 | \$0 | \$0 |
| Travel and meetings | \$5,000 | \$9,700 | \$14,700 | \$5,000 | \$9,700 | \$14,700 | \$0 | \$0 | \$0 |
| Communications | \$62,322 | \$40,698 | \$103,020 | \$61,100 | \$39,900 | \$101,000 | \$1,222 | \$798 | \$2,020 |
| Computer Services | \$265,900 | \$200,000 | \$465,900 | \$200,000 | \$200,000 | \$400,000 | \$65,900 | \$0 | \$65,900 |
| Board Development | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Legal Fees | \$30,000 | \$15,000 | \$45,000 | \$40,000 | \$10,000 | \$50,000 | (\$10,000) | \$5,000 | (\$5,000) |
| Insurance | \$1,434,262 | \$702,295 | \$2,136,557 | \$1,353,078 | \$661,695 | \$2,014,773 | \$81,185 | \$40,599 | \$121,784 |
| Audit Fees | \$22,068 | \$9,458 | \$31,525 | \$22,068 | \$9,458 | \$31,525 | \$0 | \$0 | \$0 |
| Consulting Fees | \$78,404 | \$18,000 | \$96,404 | \$18,777 | \$8,637 | \$27,414 | \$59,627 | \$9,363 | \$68,990 |
| GENERAL AND ADMIN EXPENSES | \$2,021,616 | \$1,047,136 | \$3,068,752 | \$1,821,522 | \$990,690 | \$2,812,212 | \$200,094 | \$56,446 | \$256,540 |

Computer Services increase due to Genfare SaaS costs

Commercial Insurance premiums expected to grow by 6%
(Flood = 20%)

Consulting Fees growing due to budgeting of Lobbyist and Urban Assessment Study

Operations & Planning

| | GREEN MOUNTAIN TRANSIT AUTHORITY | | | | | | \$ Changes between FY26 & DRAFT FY25 Adj. | | |
|---|----------------------------------|-----------------|------------------|----------------------------------|-----------------|------------------|--|------------|------------|
| | DRAFT FY26 Operating Budget | | | DRAFT FY25 Operating Budget Adj. | | | | | |
| | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total |
| OPERATIONS EXPENSES | | | | | | | | | |
| Employee New Hire/Background Checks | \$4,500 | \$12,500 | \$17,000 | \$4,500 | \$12,500 | \$17,000 | \$0 | \$0 | \$0 |
| DOT Testing | \$6,600 | \$8,000 | \$14,600 | \$6,600 | \$8,000 | \$14,600 | \$0 | \$0 | \$0 |
| Employment Recruitment Referral Program | \$800 | \$400 | \$1,200 | \$800 | \$400 | \$1,200 | \$0 | \$0 | \$0 |
| Drivers' Uniforms | \$31,000 | \$15,500 | \$46,500 | \$31,000 | \$15,500 | \$46,500 | \$0 | \$0 | \$0 |
| Safety Expense | \$2,500 | \$0 | \$2,500 | \$2,500 | \$0 | \$2,500 | \$0 | \$0 | \$0 |
| Misc. Operating Expenses | \$4,000 | \$1,000 | \$5,000 | \$4,000 | \$1,000 | \$5,000 | \$0 | \$0 | \$0 |
| OPERATIONS EXPENSES | \$49,400 | \$37,400 | \$86,800 | \$49,400 | \$37,400 | \$86,800 | \$0 | \$0 | \$0 |
| PLANNING EXPENSES | | | | | | | | | |
| Other Planning Expense | \$0 | \$50,000 | \$50,000 | \$0 | \$50,000 | \$50,000 | \$0 | \$0 | \$0 |
| CCRPC Planning Exp | \$387,500 | \$0 | \$387,500 | \$387,500 | \$0 | \$387,500 | \$0 | \$0 | \$0 |
| PLANNING EXPENSES | \$387,500 | \$50,000 | \$437,500 | \$387,500 | \$50,000 | \$437,500 | \$0 | \$0 | \$0 |

➤ No Changes recommended over FY25

Vehicle/Building Maintenance

| | GREEN MOUNTAIN TRANSIT AUTHORITY | | | | | | \$ Changes between FY26 & DRAFT | | |
|---|----------------------------------|--------------------|--------------------|----------------------------------|--------------------|--------------------|---------------------------------|-----------------|-----------------|
| | DRAFT FY26 Operating Budget | | | DRAFT FY25 Operating Budget Adj. | | | FY25 Adj. | | |
| | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total |
| VEHICLE/BUILDING MAINTENANCE EXP | | | | | | | | | |
| Parts Expense - Non-Revenue Vehicle | \$15,300 | \$5,100 | \$20,400 | \$15,000 | \$5,000 | \$20,000 | \$300 | \$100 | \$400 |
| Parts Expense - Revenue Vehicles | \$904,740 | \$252,960 | \$1,157,700 | \$887,000 | \$248,000 | \$1,135,000 | \$17,740 | \$4,960 | \$22,700 |
| Tires | \$158,100 | \$61,200 | \$219,300 | \$155,000 | \$60,000 | \$215,000 | \$3,100 | \$1,200 | \$4,300 |
| Facility Maintenance | \$152,714 | \$107,100 | \$259,814 | \$149,720 | \$105,000 | \$254,720 | \$2,994 | \$2,100 | \$5,094 |
| Passenger Facility Expense | \$19,760 | \$0 | \$19,760 | \$25,800 | \$0 | \$25,800 | (\$6,040) | \$0 | (\$6,040) |
| Cleaning Expense | \$4,080 | \$0 | \$4,080 | \$4,000 | \$0 | \$4,000 | \$80 | \$0 | \$80 |
| Repeater Fees | \$25,500 | \$20,400 | \$45,900 | \$25,000 | \$20,000 | \$45,000 | \$500 | \$400 | \$900 |
| Light, Heat and Water | \$193,800 | \$71,400 | \$265,200 | \$190,000 | \$70,000 | \$260,000 | \$3,800 | \$1,400 | \$5,200 |
| Fuel -Vehicles | \$1,096,500 | \$554,916 | \$1,651,416 | \$1,075,000 | \$544,035 | \$1,619,035 | \$21,500 | \$10,881 | \$32,381 |
| Maintenance Tools/Supplies/Uniforms | \$150,414 | \$46,744 | \$197,158 | \$147,300 | \$45,800 | \$193,100 | \$3,114 | \$944 | \$4,058 |
| Misc. Maintenance Expenses and fees | \$30,600 | \$30,090 | \$60,690 | \$30,000 | \$29,500 | \$59,500 | \$600 | \$590 | \$1,190 |
| VEHICLE/BUILDING MAINTENANCE EXP | \$2,751,508 | \$1,149,910 | \$3,901,418 | \$2,703,820 | \$1,127,335 | \$3,831,155 | \$47,688 | \$22,575 | \$70,263 |

- 2% inflation factor budgeted across all non-labor maintenance lines
- Exception is reduction in Passenger Facility line, which is reflection of service reductions

Contract, Marketing, & Other

| | GREEN MOUNTAIN TRANSIT AUTHORITY | | | | | | \$ Changes between FY26 & DRAFT | | |
|--------------------------------|----------------------------------|--------------------|--------------------|----------------------------------|--------------------|--------------------|---------------------------------|------------------|--------------------|
| | DRAFT FY26 Operating Budget | | | DRAFT FY25 Operating Budget Adj. | | | FY25 Adj. | | |
| | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total |
| CONTRACTED EXPENSES | | | | | | | | | |
| ADA/SSTA PARATRANSIT | \$2,154,750 | \$0 | \$2,154,750 | \$2,281,500 | \$0 | \$2,281,500 | (\$126,750) | \$0 | (\$126,750) |
| Partner Local Share | \$0 | \$4,941 | \$4,941 | \$19,833 | \$4,941 | \$24,774 | (\$19,833) | \$0 | (\$19,833) |
| Functional Assessment Expenses | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Volunteer Drivers | \$0 | \$395,500 | \$395,500 | \$0 | \$395,500 | \$395,500 | \$0 | \$0 | \$0 |
| Other Transportation Svcs | \$0 | \$1,717,453 | \$1,717,453 | \$0 | \$1,717,453 | \$1,717,453 | \$0 | \$0 | \$0 |
| CONTRACTOR EXPENSES | \$2,154,750 | \$2,117,894 | \$4,272,644 | \$2,301,333 | \$2,117,894 | \$4,419,227 | (\$146,583) | \$0 | (\$146,583) |
| MARKETING EXPENSE | | | | | | | | | |
| Bus Tickets/Fare Media | \$10,000 | \$0 | \$10,000 | \$10,000 | \$0 | \$10,000 | \$0 | \$0 | \$0 |
| Marketing Exp | \$26,320 | \$12,000 | \$38,320 | \$26,320 | \$12,000 | \$38,320 | \$0 | \$0 | \$0 |
| Public Information | \$26,000 | \$15,000 | \$41,000 | \$26,000 | \$15,000 | \$41,000 | \$0 | \$0 | \$0 |
| MARKETING EXPENSE | \$62,320 | \$27,000 | \$89,320 | \$62,320 | \$27,000 | \$89,320 | \$0 | \$0 | \$0 |
| OTHER EXPENSES | | | | | | | | | |
| Debt Service/Capital Reserve | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Capital Match Fund | \$351,484 | \$250,415 | \$601,899 | \$157,898 | \$140,700 | \$298,598 | \$193,586 | \$109,715 | \$303,301 |
| OTHER EXPENSES | \$351,484 | \$250,415 | \$601,899 | \$157,898 | \$140,700 | \$298,598 | \$193,586 | \$109,715 | \$303,301 |

- ADA expense reduction tied to slowing demand outlook
- Local Partner payment removed due to Hinesburg leaving the Authority
- Local Capital Match amounts budgeted per approved Capital Budget

Cost Allocations

| | GREEN MOUNTAIN TRANSIT AUTHORITY | | | | | | \$ Changes between FY26 & DRAFT | | |
|---|----------------------------------|-------------------|-------|----------------------------------|-------------|-------|---------------------------------|------------|-------|
| | DRAFT FY26 Operating Budget | | | DRAFT FY25 Operating Budget Adj. | | | FY25 Adj. | | |
| | URBAN | RURAL | Total | URBAN | RURAL | Total | URBAN | RURAL | Total |
| <i>Cost Allocations Details (negative is increased expense)</i> | | | | | | | | | |
| Admin Allocations based on internal projection | \$330,474 | (\$330,474) | | \$330,474 | (\$330,474) | | \$0 | \$0 | |
| Maintenance Labor/fringe/overhead | \$210,000 | (\$210,000) | | \$200,000 | (\$200,000) | | (\$10,000) | \$10,000 | |
| GMATA Operated Link | (\$467,740) | \$467,740 | | (\$431,760) | \$431,760 | | \$35,980 | (\$35,980) | |
| Current Year Deferred Costs IDC | | | | | | | | | |
| Total Cost Allocations: | <u>\$72,734</u> | <u>(\$72,734)</u> | | \$98,714 | (\$98,714) | | \$25,980 | (\$25,980) | |

- Maintenance allocation adjusted to account for moderate inflation factor
- Link allocation updated to reflect updated demand and transit rate assumptions

The Bottom Line

| GREEN MOUNTAIN TRANSIT AUTHORITY | | | |
|----------------------------------|---------------|-------|---------------|
| DRAFT FY26 Operating Budget | | | |
| | URBAN | RURAL | Total |
| Balance | (\$1,141,572) | \$0 | (\$1,141,572) |



The Urban deficit is the combination of a 3.4% (-\$699.7K) revenue decrease, 2% (+415.9K) expense increase, and 26.3% (\$25.9K) cost allocation decrease.



The Urban division budget has a -5.7% net margin



The rural system appears balanced, but only due to the usage of roughly \$135K of fund balance



The Rural division budget has a -1.2% net margin without the use of fund balance

Recommended Motion

The Board of Commissioners endorse the FY26 Operating Budget totaling \$30,881,167 and approves staff to move forward with the holding of its annual Public Budget Meeting.



Questions?