

Office of the  
Legislative Fiscal Analyst

## **FY 2004 Budget Recommendations**

Joint Appropriations Subcommittee for  
Transportation, Environmental Quality, and Utah National Guard

Utah Department of Transportation  
**Maintenance Management**

Contents:

- 1.0 Summary
- 2.0 Issues
- 3.0 Programs
- 4.0 Additional Information

**1.0 Department of Transportation - Maintenance Management**

**Summary**

One of the most important functions of the Department of Transportation is maintenance of State highways. This is the second largest single outlay of the total highway dollar. During FY 2004, the Maintenance Division will be engaged in maintaining approximately 15,000 lane miles of hard surface roadway. Good maintenance is important to the safety and convenience of the public and protects the investment of the citizens of Utah in their highway network.

	<b>Analyst FY 2004 Base</b>	<b>Analyst FY 2004 Changes</b>	<b>Analyst FY 2004 Total</b>
<b>Financing</b>			
Transportation Fund	80,281,300	1,000,000	81,281,300
Federal Funds	84,600		84,600
Dedicated Credits Revenue	450,000		450,000
<b>Total</b>	<b>\$80,815,900</b>	<b>\$1,000,000</b>	<b>\$81,815,900</b>
<b>Programs</b>			
Maintenance Administration	3,016,300	1,000,000	4,016,300
District 1	12,661,500		12,661,500
District 2	20,702,300		20,702,300
District 3	12,065,800		12,065,800
Richfield	8,674,400		8,674,400
Price	9,802,000		9,802,000
Cedar City	9,513,700		9,513,700
Seasonal Pools	701,200		701,200
Lands & Buildings	3,678,700		3,678,700
<b>Total</b>	<b>\$80,815,900</b>	<b>\$1,000,000</b>	<b>\$81,815,900</b>
<b>FTE/Other</b>			
Total FTE	610		610

## **2.0 Department of Transportation - Maintenance Management**

### **2.1 Funding Increase for Inflation and New Construction Maintenance**

The Analyst is recommending an additional \$1,000,000 from the Transportation Fund to the Maintenance Administration Program in FY 2004 to help offset the inflation in maintenance projects and assist with increased lane miles added throughout the state. The Analyst notes that the estimated revenue increase in the Transportation Fund for FY 2004 is 2.08 percent. This increase to the Maintenance Budget represents a 1.3 percent increase on the maintenance functions and expenditures compared to FY 2003 estimated expenditures. The recommendation does not include any increases in salaries.

### **2.2 Appropriations for Land Purchases and Environmental Issues**

Maintenance stations built before 1980 that were not connected to municipal sewers emptied floor drains into stand alone underground water systems. The Department is now attempting to identify drainage systems that need modification and cleanup. Also several maintenance stations have site issues that include: inadequate size of yard, location adjacent to residential areas, location to service areas, and increased value of existing properties. The Department is requesting one time appropriations of \$200,000 for the environmental issues and \$500,000 to purchase land to relocate maintenance stations. The Analyst is not recommending direct appropriations for these projects. Instead the Analyst recommends consideration of the following intent language.

*It is the intent of the Legislature that if savings in the snow removal budget can be identified at the Department of Transportation for FY 2003. The Department can redirect those funds for expenditures for environmental issues not to exceed \$200,000 and land purchases for new maintenance stations not to exceed \$500,000. The Legislature also intends that the Department of Transportation will report to the Subcommittee for Transportation, Environmental Quality, and National Guard during the 2004 General Session where those funds were expended*

*It is the intent of the Legislature that these funds be considered nonlapsing.*

### 3.1 Programs: Maintenance Administration

#### Recommendation

The Department has set up the Maintenance Administration Program to impound maintenance funds for distribution to districts for extraordinary snow storms or natural disasters. The record snowfall of January 1993 or the mud slide near Cedar City that took out part of the highway are examples of uses of these funds. These funds will be distributed to regular maintenance functions if emergency expenditures are not required. It is recommended by the Legislative Analyst that \$4,016,300 be appropriated for Maintenance Administration for FY 2004.

	2002 Actual	2003 Estimated	2004 Analyst	Est/Analyst Difference
<b>Financing</b>				
General Fund	12,000			
Transportation Fund	127,600	2,566,300	3,566,300	1,000,000
Dedicated Credits Revenue		450,000	450,000	
Transfers - Within Agency	262,000			
Beginning Nonlapsing	282,400			
<b>Total</b>	<b>\$684,000</b>	<b>\$3,016,300</b>	<b>\$4,016,300</b>	<b>\$1,000,000</b>
<b>Expenditures</b>				
In-State Travel	700	800	800	
Current Expense	683,300	3,015,500	4,015,500	1,000,000
<b>Total</b>	<b>\$684,000</b>	<b>\$3,016,300</b>	<b>\$4,016,300</b>	<b>\$1,000,000</b>

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency

#### Purpose

Maintenance operations generally are performed by Department personnel and may range from keeping the highway free of litter to repairing extensive damage caused by storms or floods. Traffic services including highway stripping, signs, signals, lighting, roadside rest areas, right-of-way planting, maintenance and emergency assistance to traffic such as snow and ice removal. Maintenance of the highway system is primarily the financial responsibility of the State of Utah. Inflation, coupled with increased lane miles of highway surface, has caused expenditures for maintenance to rise.

#### Issue: Funding Increase for Inflation and New Construction Maintenance

The Analyst is recommending an additional \$1,000,000 from the Transportation Fund to the Maintenance Administration Program in FY 2004 to help offset the inflation in maintenance projects and assist with increased lane miles added throughout the state. The Analyst notes that the estimated revenue increase in the Transportation Fund for FY 2004 is 2.08 percent. This increase to the Maintenance Budget represents a 1.3 percent increase on the maintenance functions and expenditures compared to FY 2003 estimated expenditures. The recommendation does not include any increases in salaries.

### 3.2 Programs: Region 1 Maintenance

**Recommendation** The Analyst recommends a 2004 Fiscal Year budget for Region 1 maintenance of \$12,661,500. This will fund 108 FTEs and the maintenance activities in Region 1.

	2002	2003	2004	Est/Analyst
	Actual	Estimated	Analyst	Difference
<b>Financing</b>				
Transportation Fund	13,400,500	12,661,500	12,661,500	
Dedicated Credits Revenue	210,000			
Transfers - Within Agency	(197,100)			
<b>Total</b>	<u>\$13,413,400</u>	<u>\$12,661,500</u>	<u>\$12,661,500</u>	<u>\$0</u>
<b>Expenditures</b>				
Personal Services	5,498,900	5,410,300	5,410,300	
In-State Travel	2,400	2,300	2,300	
Out of State Travel	400			
Current Expense	8,010,300	7,245,800	7,245,800	
DP Current Expense	3,100	3,100	3,100	
Capital Outlay	10,000			
Other Charges/Pass Thru	(111,700)			
<b>Total</b>	<u>\$13,413,400</u>	<u>\$12,661,500</u>	<u>\$12,661,500</u>	<u>\$0</u>
<b>FTE/Other</b>				
Total FTE	108	108	108	

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency

**Purpose** Region 1 has 978 lineal miles of roadway to maintain which equates to 2,697 lane miles of surface. This work is accomplished through fifteen maintenance stations plus three sub-stations located strategically throughout the region. Region 1 currently has a 108 man snow plan. The people doing this work are located at the various maintenance stations.

**Performance Measures** Region 1 expended \$7,300,000 in FY 2002 accomplishing tasks in routine maintenance. The major work activities include lane leveling, crack sealing, chip sealing, surface rejuvenation, pot hole patching, painting, and snow removal. One of the significant impact activities is lane leveling where Region 1 laid 15,000 cubic yards of material and covered approximately 720,000 square yards of surface.

Region 1 completed sixteen betterment projects for \$640,000. These projects were located throughout the district. Most of these projects were bituminous overlays approximately one mile of length.

**3.3 Programs: Region 2 Maintenance**

**Recommendation** Maintenance expenditures for FY 2004 are recommended for Region 2 at \$20,702,300.

	2002	2003	2004	Est/Analyst
	Actual	Estimated	Analyst	Difference
<b>Financing</b>				
Transportation Fund	19,710,200	20,646,900	20,646,900	
Federal Funds		55,400	55,400	
Dedicated Credits Revenue	622,700			
Transfers - Within Agency	351,100			
<b>Total</b>	<u>\$20,684,000</u>	<u>\$20,702,300</u>	<u>\$20,702,300</u>	<u>\$0</u>
<b>Expenditures</b>				
Personal Services	7,768,600	7,688,300	7,688,200	(100)
In-State Travel	10,200	10,200	8,200	(2,000)
Out of State Travel	1,600			
Current Expense	14,746,300	12,997,400	12,999,500	2,100
DP Current Expense	6,400	6,400	6,400	
Capital Outlay	3,000			
Other Charges/Pass Thru	(1,852,100)			
<b>Total</b>	<u>\$20,684,000</u>	<u>\$20,702,300</u>	<u>\$20,702,300</u>	<u>\$0</u>
<b>FTE/Other</b>				
Total FTE	158	158	158	

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency

**Purpose**

Region 2 is made up of Salt Lake, Summit, and Tooele Counties with 31 incorporated cities that are in these counties. In addition to the local governments Region 2 works with, they coordinate with 22 Community Councils and seven Neighborhood Councils. These councils represent the people of Salt Lake County and Salt Lake City respectively. Region 2 serves approximately fifty percent of the people of the State of Utah.

Region 2 is responsible to maintain 2,770 lane miles of roadways in primarily urban locations. The urban setting often adds challenges associated with high volumes of traffic that more rural districts don't have to contend with.

The I-15 corridor rebuild has brought new challenges to the maintenance crews in the Salt Lake Valley. Not only has traffic increased on alternate routes the surface areas available to push snow on I-15 almost are nonexistent. Region 2 maintenance personnel have developed new techniques to minimize challenges of snow removal. One of the innovation is to prewet road surfaces with a sodium chloride or magnesium chloride solution shortly before forecasted storms arrive in the valley.

**Issue: New I-15 Maintenance**

Two years ago the citizens of Utah experienced completion of the rebuild of I-15 from 10600 South to 600 North in the Salt Lake Valley. That completion increased highway surfaces almost three times on that section of I-15. Region Two maintenance personnel have accepted the responsibility to maintain this additional surface area. During that same past year the lane expansion of I-15 North was also completed, adding a new traffic lane each direction on the freeway in south Davis County. The Legislature appropriated funding during the 2001 General Session to increase staffing in Region Two by 21 FTE to handle the additional maintenance duties. Initially it appears that these additional personnel can provide needed maintenance for these added lane miles.

**3.4 Programs: Region 3**

**Recommendation** Fiscal Year 2004 recommendation is \$12,065,800 with a 110 FTE staff.

	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>Est/Analyst</b>
<b>Financing</b>	<b>Actual</b>	<b>Estimated</b>	<b>Analyst</b>	<b>Difference</b>
Transportation Fund	11,869,100	12,036,600	12,036,600	
Federal Funds		29,200	29,200	
Dedicated Credits Revenue	211,200			
Transfers - Within Agency	(14,500)			
<b>Total</b>	<b>\$12,065,800</b>	<b>\$12,065,800</b>	<b>\$12,065,800</b>	<b>\$0</b>
<b>Expenditures</b>				
Personal Services	5,388,500	5,351,000	5,351,000	
In-State Travel	27,000	26,900	23,900	(3,000)
Current Expense	6,959,400	6,686,100	6,689,100	3,000
DP Current Expense	5,900	1,800	1,800	
Capital Outlay	5,700			
Other Charges/Pass Thru	(320,700)			
<b>Total</b>	<b>\$12,065,800</b>	<b>\$12,065,800</b>	<b>\$12,065,800</b>	<b>\$0</b>
<b>FTE/Other</b>				
Total FTE	110	110	110	

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency

**Purpose** The Region 3 headquarters are located in Orem. It encompasses the six counties of Juab, Utah, Wasatch, Duchesne, Uintah, and Dagget. The responsibilities include maintenance of 2,590 lane miles of Utah highways.

**Performance Measures** Maintenance activities for FY 2002 totaled \$12,065,800. Those activities included plant mix seals, bituminous surfacing, rotomilling, deck repairs, beam repairs, and painting. One of the major ongoing projects in Region Three is the reconstruction and widening of SR.

### 3.5 Programs: Richfield District Maintenance

**Recommendation** The recommended FY 2004 budget is \$8,674,400.

	2002	2003	2004	Est/Analyst
	Actual	Estimated	Analyst	Difference
<b>Financing</b>				
Transportation Fund	8,582,400	8,674,400	8,674,400	
Dedicated Credits Revenue	106,500			
Transfers - Within Agency	(106,800)			
<b>Total</b>	<b>\$8,582,100</b>	<b>\$8,674,400</b>	<b>\$8,674,400</b>	<b>\$0</b>
<b>Expenditures</b>				
Personal Services	3,831,000	4,010,800	4,010,900	100
In-State Travel	60,700	60,700	58,700	(2,000)
Out of State Travel	700			
Current Expense	4,673,300	4,599,900	4,601,800	1,900
DP Current Expense	3,400	3,000	3,000	
Capital Outlay	200			
Other Charges/Pass Thru	12,800			
<b>Total</b>	<b>\$8,582,100</b>	<b>\$8,674,400</b>	<b>\$8,674,400</b>	<b>\$0</b>
<b>FTE/Other</b>				
Total FTE	75	75	75	

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency

**Purpose** Richfield Maintenance District is responsible for Kane, Garfield, Piute, Wayne, Sevier, and Sanpete Counties. Richfield is the headquarters for activities of the District. Currently, the District is responsible for 1136 road miles.

**Performance Measures** Richfield Maintenance District completed approximately \$3,500,000 of pavement preservation and rehabilitation projects in FY 2002. They also worked closely with the Strategic Highway Research Program team and the Federal Highway Administration to establish a long term pavement testing and evaluation program. Other activities included expenditures of \$159,000 for floods, landslides, and other emergency cleanup activities. Expenditures for snow removal were \$1,520,000 in the district for FY 2002.

### 3.6 Programs: Price District Maintenance

**Recommendation** The recommended budget for FY 2004 is \$9,802,000.

	2002	2003	2004	Est/Analyst
	Actual	Estimated	Analyst	Difference
<b>Financing</b>				
Transportation Fund	9,509,300	9,802,000	9,802,000	
Dedicated Credits Revenue	144,600			
Transfers - Within Agency	(174,400)			
<b>Total</b>	<u>\$9,479,500</u>	<u>\$9,802,000</u>	<u>\$9,802,000</u>	<u>\$0</u>
<b>Expenditures</b>				
Personal Services	3,913,000	3,912,700	3,912,700	
In-State Travel	77,000	76,900	73,900	(3,000)
Out of State Travel	800			
Current Expense	5,577,800	5,809,500	5,812,500	3,000
DP Current Expense	2,800	2,900	2,900	
Capital Outlay	(81,800)			
Other Charges/Pass Thru	(10,100)			
<b>Total</b>	<u>\$9,479,500</u>	<u>\$9,802,000</u>	<u>\$9,802,000</u>	<u>\$0</u>
<b>FTE/Other</b>				
Total FTE	80	80	80	

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency

**Purpose** Price Maintenance District is responsible for roadway maintenance in San Juan, Grand, Emery and Carbon Counties. The District serves 1,044 centerline miles in those counties.

**Performance Measures** In 2002, Price District Maintenance was able to contract over \$2,750,000 in Plant Mix Seal projects; Chip Seal projects; and Slurry projects.

In addition to the contract maintenance program, District Maintenance personnel also performed lane leveling projects. This work was done in addition to the routine maintenance, including mowing, crack sealing, snow removal, pot hole patching, litter control, etc.

**3.7 Programs: Cedar City Maintenance District**

**Recommendation** The Analyst recommends a budget for Cedar City Maintenance District of \$9,513,700 for FY 2004.

	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>Est/Analyst</b>
	<b>Actual</b>	<b>Estimated</b>	<b>Analyst</b>	<b>Difference</b>
<b>Financing</b>				
Transportation Fund	8,995,100	9,513,700	9,513,700	
Dedicated Credits Revenue	138,800			
Transfers - Within Agency	(68,500)			
<b>Total</b>	<b>\$9,065,400</b>	<b>\$9,513,700</b>	<b>\$9,513,700</b>	<b>\$0</b>
<b>Expenditures</b>				
Personal Services	3,773,400	4,076,200	4,076,200	
In-State Travel	17,700	17,600	15,600	(2,000)
Out of State Travel	800			
Current Expense	5,356,400	5,419,600	5,421,600	2,000
DP Current Expense	4,300	300	300	
Other Charges/Pass Thru	(87,200)			
<b>Total</b>	<b>\$9,065,400</b>	<b>\$9,513,700</b>	<b>\$9,513,700</b>	<b>\$0</b>
<b>FTE/Other</b>				
Total FTE	79	79	79	

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency

**Purpose** Cedar City Maintenance District includes responsibility to maintain 2,328 lane miles for the motoring public. The boundaries of the District include Washington, Iron, Beaver, and Millard Counties. Headquarters for the District are in Cedar City.

**Performance Measures** In addition to regular maintenance activities the District completed betterment projects in the amount of \$476,400. Chip seals for \$1,051,000 and asphalt rejuvenation projects of \$112,400 were also completed in the District during the past year. The District was responsible to administer contract maintenance projects totaling over \$2,000,000 as well.

**3.8 Programs: Seasonal Pools**

**Recommendation**

The Analyst recommends \$701,200 be approved as funding for a seasonal pool within the Maintenance Division. By separating these funds from the District programs, the Department can assign the use of the FTEs and expenditures to the areas of the State most effected by seasonal weather patterns. It is noted that this recommendation is \$200,000 less than has traditionally been appropriated to this program. Through the efficiencies that have been achieved with the new technician program the Department can put those funds to other uses in the maintenance of State Highways and not be used for personnel costs.

	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>Est/Analyst</b>
<b>Financing</b>	<b>Actual</b>	<b>Estimated</b>	<b>Analyst</b>	<b>Difference</b>
Transportation Fund	901,200	701,200	701,200	
Dedicated Credits Revenue	7,900			
Transfers - Within Agency	146,900			
<b>Total</b>	<b>\$1,056,000</b>	<b>\$701,200</b>	<b>\$701,200</b>	<b>\$0</b>
<b>Expenditures</b>				
Personal Services	921,800	701,200	701,200	
Current Expense	200			
Other Charges/Pass Thru	134,000			
<b>Total</b>	<b>\$1,056,000</b>	<b>\$701,200</b>	<b>\$701,200</b>	<b>\$0</b>

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency

**3.9 Programs: Land and Buildings**

**Recommendation** It is recommended by the Legislative Analyst that \$3,678,700 be appropriated by the Legislature for the expenditures in the Land and Building program for FY 2004.

	2002	2003	2004	Est/Analyst
	Actual	Estimated	Analyst	Difference
<b>Financing</b>				
Transportation Fund	4,923,200	3,766,800	3,678,700	(88,100)
Transfers - Within Agency	(198,700)			
Beginning Nonlapsing		99,300		(99,300)
Closing Nonlapsing	(99,300)			
<b>Total</b>	<u>\$4,625,200</u>	<u>\$3,866,100</u>	<u>\$3,678,700</u>	<u>(\$187,400)</u>
<b>Expenditures</b>				
In-State Travel	200			
Current Expense	3,439,700	3,866,100	3,678,700	(187,400)
Capital Outlay	343,300			
Operating Transfers	842,000			
<b>Total</b>	<u>\$4,625,200</u>	<u>\$3,866,100</u>	<u>\$3,678,700</u>	<u>(\$187,400)</u>

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency

**Purpose** The Transportation and Environmental Quality Appropriations Subcommittee deals with the building maintenance and repair projects costing less than \$250,000. Those projects over \$250,000 are by statute administered by the Division of Facilities and Construction Management.

It is recommended by the Legislative Fiscal Analyst that the Appropriations Subcommittee require the Department of Transportation to lapse any and all collections received from the sale or salvage of land and buildings.

In expressing its intent in the Appropriations Act, it is recommended that the following language be included:

*It is the intent of the Legislature that any and all collections or cash income from the sale or salvage of land and buildings are to be lapsed to the Transportation Fund.*

The preceding intent that was also included in the previous year's appropriation. It is the opinion of the Analyst that the intent was followed by the Department.

**Issue: Appropriations for Land Purchases and Environmental Issues**

Maintenance stations built before 1980 that were not connected to municipal sewers emptied floor drains into stand alone underground water systems. The Department is now attempting to identify drainage systems that need modification and cleanup. Also several maintenance stations have site issues that include: inadequate size of yard, location adjacent to residential areas, location to service areas, and increased value of existing properties. The Department is requesting one time appropriations of \$200,000 for the environmental issues and \$500,000 to purchase land to relocate maintenance stations. The Analyst is not recommending direct appropriations for these projects. Instead the Analyst recommends consideration of the following intent language.

*It is the intent of the Legislature that if savings in the snow removal budget can be identified at the Department of Transportation for FY 2003. The Department can redirect those funds for expenditures for environmental issues not to exceed \$200,000 and land purchases for new maintenance stations not to exceed \$500,000. The Legislature also intends that the Department of Transportation will report to the Subcommittee for Transportation, Environmental Quality, and National Guard during the 2004 General Session where those funds were expended*

*It is the intent of the Legislature that these funds be considered nonlapsing.*

## 4.0 Additional Information: Maintenance Management

### 4.1 Funding History

	2000	2001	2002	2003	2004
	Actual	Actual	Actual	Estimated*	Analyst
<b>Financing</b>					
General Fund	12,000	12,000	12,000		
Transportation Fund	70,107,800	71,823,700	78,018,600	80,369,400	81,281,300
Federal Funds	77,000	126,500		84,600	84,600
Dedicated Credits Revenue	1,196,800	1,307,800	1,441,700	450,000	450,000
Transfers - Within Agency	100	(100)			
Beginning Nonlapsing		323,800	282,400	99,300	
Closing Nonlapsing	(323,900)	(286,400)	(99,300)		
<b>Total</b>	<b>\$71,069,800</b>	<b>\$73,307,300</b>	<b>\$79,655,400</b>	<b>\$81,003,300</b>	<b>\$81,815,900</b>
<b>Programs</b>					
Maintenance Administration	818,400	503,500	684,000	3,016,300	4,016,300
District 1	12,128,700	12,155,300	13,413,400	12,661,500	12,661,500
District 2	16,211,500	17,456,200	20,684,000	20,702,300	20,702,300
District 3	11,752,100	11,707,300	12,065,800	12,065,800	12,065,800
Richfield	8,313,700	8,264,800	8,582,100	8,674,400	8,674,400
Price	9,339,300	9,345,500	9,479,500	9,802,000	9,802,000
Cedar City	8,862,000	8,861,500	9,065,400	9,513,700	9,513,700
Seasonal Pools	811,900	955,800	1,056,000	701,200	701,200
Lands & Buildings	2,832,200	4,057,400	4,625,200	3,866,100	3,678,700
<b>Total</b>	<b>\$71,069,800</b>	<b>\$73,307,300</b>	<b>\$79,655,400</b>	<b>\$81,003,300</b>	<b>\$81,815,900</b>
<b>Expenditures</b>					
Personal Services	28,231,500	29,805,800	31,095,200	31,150,500	31,150,500
In-State Travel	157,600	164,300	195,900	195,400	183,400
Out of State Travel	3,200	5,000	4,300		
Current Expense	42,539,800	44,267,900	49,446,700	49,639,900	50,464,500
DP Current Expense	26,900	33,100	25,900	17,500	17,500
DP Capital Outlay		600			
Capital Outlay	269,700	59,900	280,400		
Other Charges/Pass Thru	(158,900)	(1,029,300)	(2,235,000)		
Operating Transfers			842,000		
<b>Total</b>	<b>\$71,069,800</b>	<b>\$73,307,300</b>	<b>\$79,655,400</b>	<b>\$81,003,300</b>	<b>\$81,815,900</b>
<b>FTE/Other</b>					
Total FTE	588	589	610	610	610

\*General and school funds as revised by Supplemental Bills I-V, 2002 General and Special Sessions. Other funds as estimated by agency.