

DEPARTMENTAL PURPOSE

Public Works is responsible for providing and maintaining a safe, reliable roadway network and associated infrastructure in unincorporated Solano County for the benefit of the traveling public and many sectors of our community.

Budget Summary:	
FY2024/25 Midyear Projection:	35,112,261
FY2025/26 Recommended:	44,915,988
County General Fund Contribution:	0
Percent County General Fund Supported:	0
Total Employees (FTEs):	75

FUNCTION AND RESPONSIBILITIES

The Public Works Budget of the Department of Resource Management consists of two organizational divisions – Operations and Engineering. These units receive general direction from the Director of Resource Management, have administrative authority over the unincorporated areas of the county, and provide a variety of legally mandated and non-mandated programs and services as summarized below:

Public Works Operations’ primary responsibilities are to:

- Maintain 576 miles of County roads and bridges, including pavement surfaces, roadside drainage ditches and culverts, vegetation management, signing and striping, sidewalks, curbs, gutters, and gravel roads.
- Maintain 94 bridges and 51 large drainage culverts, including the bridge/culvert structures, the roadway surfaces, and the associated drainage channels within the road right-of-way.
- Perform maintenance work on road, airport, parking lot, and drainage facilities for County departments, cities, and other agencies on a reimbursable basis.
- Maintain 58 miles of drainage channels under contract with the Solano County Water Agency.

Public Works Engineering’s primary responsibilities are to:

- Design and construct County roads and bridges, including major road and bridge rehabilitation and reconstruction projects.
- Participate in regional transportation planning and the development of regional transportation projects as a member agency of the Solano Transportation Authority (STA).

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Public Ways

- Provide traffic engineering services, including traffic orders and signage.
- Issue various permits, including transportation, encroachment, grading and assembly permits.
- Provide engineering, surveying and construction work on road, airport, parking lot, and drainage facilities for County departments, cities, and other agencies on a reimbursable basis.
- Contract with local public agencies to maintain Solano County's three traffic signals.
- Contract with local contractors to maintain Solano County's 590 existing streetlights and install additional lights as needed. Costs are reimbursed from the Consolidated County Service Area budget (BU 9746).
- Administer the County's storm water pollution prevention program.

Federal Roads and Bridge Projects:

Public Works Engineering uses federal funds to pay for the replacement and rehabilitation of deficient bridges, the paving of federally eligible roads, and the construction of road improvement projects. The funds come from a variety of federal programs and reimburse the County for project costs at a rate ranging from 80 to 100 percent, depending on the specific program.

Administrative Support:

Administration supports the operations and engineering divisions by handling incoming phone calls and inquiries, accounting, budgeting, payroll, recordkeeping, inventory, fees, State reporting, State and federal audits, image processing and retention schedules, and data processing information system operations.

SIGNIFICANT CHALLENGES AND ACCOMPLISHMENTS

Challenges:

- In FY2025/26, Public Works will begin delivering a series of federal aid projects that will add to the Department's construction workload. The Stevenson Road Bridge Rehabilitation Project begins in FY2025/26 as a \$10.5 million construction project that will require extensive staffing and consulting resources to complete. In addition, the Department will begin delivery of \$2.5 million in federal Highway Safety Improvement Program projects that will improve lighting, guardrail, and curve safety.
- Hiring and retaining experienced staff with the qualifications to perform higher level work continues to be a challenge due to a very competitive market for experienced civil engineers and technicians.
- The cleanup of illegally dumped roadside solid waste continues to impact the availability of road crews to perform other road repair and maintenance projects. Over the past five years, the cost to Public Works continues to increase, with an expected annual cost of approximately \$250,000. The Department of Resource Management is collaborating across its divisions and with the Sheriff's Office to address this issue, including more robust investigation and enforcement of illegal dumping. The department created an illegal dumping crew in FY2019/20 to address the problem countywide. Clean up of homeless encampments requires continued staff training and personal protective equipment. One of the biggest cleanup challenges Public Works faces is an increase in abandoned boats, travel trailers, and recreational vehicles in the County's right-of-way. Public Works crews also partner with Integrated Waste Management staff within the department and other providers to recycle items and reduce the amount of waste sent to disposal at the landfill.
- Securing funding to rehabilitate and reconstruct the County's aging bridges remains challenging. The federal bridge funding system is oversubscribed. With increased competition for funding, Public Works will continue to work with Caltrans to secure funding for the Pedrick Road Bridge and Bunker Station Road Bridge. Although the County's culverts are not eligible for federal funds, Public Works is working on small grant applications to fill funding gaps.
- Meeting the State mandates for electric vehicle purchases will continue to be a very significant challenge given the cost of vehicle and charging stations, along with the limited availability of electricity access and provision within the County.

Accomplishments:

- Maintained a pavement condition index (PCI) of 80, which is an average of the County's road pavement conditions. This ranking places Solano County roads in the "very good" category and among the highest ranked jurisdictions in the Bay Area.

Functional Area Summary

3010 – Fund 101-Public Works James Bezek, Director of Resource Management Public Ways

- Delivered a significant number of road improvement projects including the Regional Transportation Impact Fee (RTIF) Safety Improvement project, Benicia Road Phase One, Countywide Paving project, and the Winters Road Paving project.
- Managed various small contracts for on-call services in support of lighting repairs, guardrail replacements, encroachment inspections, and dead tree removal.

WORKLOAD INDICATORS

- Road Operations chip-sealed 23.1 miles of County roads to extend the life of paved surfaces, a contributor toward the County's PCI rating.
- Engineering staff completed work on five moderate to large size road improvement projects and completed design on three moderate to large size upcoming road and bridge projects.
- Engineering staff processed 427 encroachment permits, 48 grading permits, 816 single transportation permits, 111 annual transportation permits, 38 record of surveys, six parcel maps, 40 corner records, and reviewed 75 land use permits.

DETAIL BY REVENUE AND APPROPRIATION FUNCTIONAL AREA	2023/24 ACTUAL	2024/25 ADOPTED BUDGET	2025/26 RECOMMENDED	FROM ADOPTED TO RECOMMENDED	PERCENT CHANGE
REVENUES					
ENGINEERING SERVICES	2,642,945	5,171,681	15,496,346	10,324,665	199.6%
OPERATION ROAD SERVICES	2,904,124	1,201,516	1,222,416	20,900	1.7%
ADMINISTRATIVE SERVICES	21,969,815	22,236,663	22,788,259	551,596	2.5%
TOTAL REVENUES	27,516,884	28,609,860	39,507,021	10,897,161	38.1%
APPROPRIATIONS					
ENGINEERING SERVICES	13,286,739	19,249,788	28,161,703	8,911,915	46.3%
OPERATION ROAD SERVICES	11,762,083	13,127,220	13,841,768	714,548	5.4%
ADMINISTRATIVE SERVICES	2,463,040	2,690,133	2,912,517	222,384	8.3%
TOTAL APPROPRIATIONS	27,511,862	35,067,141	44,915,988	9,848,847	28.1%
NET CHANGE					
ENGINEERING SERVICES	10,643,794	14,078,107	12,665,357	(1,412,750)	(10.0%)
OPERATION ROAD SERVICES	8,857,960	11,925,704	12,619,352	693,648	5.8%
ADMINISTRATIVE SERVICES	(19,506,775)	(19,546,530)	(19,875,742)	(329,212)	1.7%
NET CHANGE	(5,021)	6,457,281	5,408,967	(1,048,314)	(16.2%)

STAFFING					
ENGINEERING SERVICES	21	22	24	2	0.00%
OPERATION ROAD SERVICES	46	46	46	0	0.00%
ADMINISTRATIVE SERVICES	5	5	5	0	0.00%
TOTAL STAFFING	72	73	75	2	0.00%

DEPARTMENTAL BUDGET SUMMARY

The Recommended Budget represents a net increase of \$10,897,161 or 38.1% in revenues and an increase of \$9,848,847 or 28.1% in appropriations when compared to the FY2024/25 Adopted Budget. As a result, the Net Road Fund Cost is decreased by \$1,048,314 or 16.2%, and the Net Road Fund Balance is decreased by \$5,408,967.

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Public Ways**

Primary Funding Sources

The primary funding sources for Public Works are the Highway Users Tax Account (HUTA), the Road Maintenance and Rehabilitation Account (RMRA) (from the passage of SB 1), property taxes, and Federal Highway Administration (FHWA) revenue.

The gas tax is comprised of the Highway Users Tax Account (HUTA) and the Road Maintenance and Rehabilitation Account (RMRA), which accounts for \$20.5 million or 51.9% of total revenue.

Property Taxes - Public Works expects to receive approximately \$1.4 million in property taxes.

The Recommended Budget represents a \$10,897,161 net increase in revenues primarily due to the following:

- Revenue from Use of Money/Property of \$549,416 reflects an increase of \$152,400 primarily due to higher interest income.
- Intergovernmental Revenues of \$33,551,754 reflects a net increase of \$11,446,996 primarily due to the following:
 - Increase of \$322,148 in gas tax (SB 1 and RMRA) revenue.
 - Increase of \$11,350,000 in FHWA revenue for federal projects.
 - Decrease of \$225,000 in other governmental agency revenue due to a decrease in joint agency funded projects.
- Charges for Services of \$1,839,379 reflects an increase of \$133,432 primarily for staff time reimbursed by other departments.
- Other Financing Sources of \$1,742,000 decreased by \$895,000 which reflects an Operating Transfers-In from the Public Works Improvements Fund (Fund 278 BU 3020) for the Lewis Road construction project.

Primary Costs

The Recommended Budget represents a \$9,848,847 net increase in appropriations due to the following:

- Salaries and Employee Benefits of \$12,862,541 reflect an increase of \$997,927 primarily due to increases in wages, retirement and health benefit costs, and the addition of two positions.
- Services and Supplies of \$11,777,742 reflect an increase of \$4,204,636 primarily due to increases in road maintenance contracts, County garage charges, and insurance costs.
- Other Charges of \$1,570,205 reflect an increase of \$186,946 primarily due to increases in Countywide Administrative and Departmental Overhead costs.
- Fixed Assets of \$18,624,000 reflect an increase of \$4,500,000 primarily due to increases in construction-related improvements on Stevenson Road Bridge, Highway Safety Improvement Program (HSIP) 11 Project 2025, Vallejo Area Sidewalk improvements, Rio Vista Corporation Yard (Garage Facilities) Improvements, and Pavement Improvement Project 2025.

Contracts

The FY2025/26 Recommended Budget includes the following significant contracts:

- \$10,500,000 for Stevenson Road Bridge rehabilitation.
- \$3,500,000 for Pavement Improvement Project 2025.
- \$2,500,000 for HSIP 11 Project 2025.
- \$2,000,000 for Vallejo Area Sidewalk improvements.
- \$1,500,000 for Asphalt Rubber Chip Seal.
- \$600,000 for Rio Vista Garage Facilities.
- \$500,000 for environmental, geotechnical and materials testing, electrical, traffic, and design consultant services.
- \$200,000 for encroachment inspection services.
- \$150,000 for a building consultant for the corporation yards.

Fixed Assets

The FY2025/26 Recommended Budget includes the following fixed assets:

- \$600,000 for three two-axle dump trucks for hauling materials.
- \$450,000 for a motor grader for road maintenance.
- \$200,000 for a flatbed paint truck for striping.
- \$225,000 for a brush truck for wood chipping.
- \$150,000 for a compact wheel loader for illegal dumping.
- \$100,000 for two emulsion sprayers for road maintenance.
- \$85,000 for an asphalt roller for compacting road materials.
- \$75,000 for two power booms to remove debris from roadways.
- \$70,000 for a crack seal pot to prevent water intrusion under the roadway.
- \$60,000 for a GPS for survey equipment.
- \$40,000 for portable radios.
- \$30,000 for a concrete breaker for excavation.
- \$20,000 for a nuclear gauge for soil testing.
- \$20,000 for a compaction machine for soil testing.
- \$9,000 for a sickle bar mower attachment for vegetation management.

See related Budget Unit 9401 – Fund 101 Contingencies (refer to Contingencies section of the Budget).

DEPARTMENT COMMENTS

Due to the passage of RMRA (SB 1), State revenue to the Road Fund has doubled since FY2017/18 and is projected to increase in FY2025/26, allowing Public Works to increase its project road work to address road maintenance and safety needs.

In addition to road and bridge repair, the County began focusing on its culvert system in FY2018/19, implementing the Culvert Inventory GIS Project to establish a framework for inspecting and assessing the remaining life of medium and large culverts. The County has approximately 2,000 aging culverts that will require replacement, and this inspection process will aid in prioritizing these culvert projects. The replacement of the larger culverts on Bucktown Road and Winters Road will take place in FY2025/26, as well as repair and replacement of approximately 50 smaller culverts.

Since FY2019/20, Public Works began taking general inventory of its bridges, roads, signs, streetlights, striping and traffic signals, tracking their location, condition, size, material type and age using GIS software and existing staff resources. This data is used to assist with infrastructure needs assessments, planning future projects, scheduling of traffic-related asset replacement and real-time web-based road closure reporting. GIS is also being used to track illegal dumping locations, improving enforcement efforts by the Sheriff's Office. Public Works will continue to expand the use of GIS mapping as well as implement asset management options by expanding use of existing software systems.

Public Works operates corporation yards in Fairfield, Vacaville, Rio Vista, and Dixon. Most of the buildings at these locations were constructed in the 1950s and 1960s and have not undergone major renovations since originally constructed. These aging facilities will need to be demolished, replaced, or renovated in the near future. Public Works is working with the County Administrator's Office and General Services to evaluate potential facility upgrades, consolidation and relocation to determine short and long-term plans for these facilities.

Public Works will continue to seek opportunities to collaborate with cities and regional agencies to pool resources, seek collaborative grants, and to complete mutually beneficial projects. Such collaboration increases available funding for these regional road projects, which attracts quality contractors and results in more competitive bids. In FY2024/25, the department delivered the

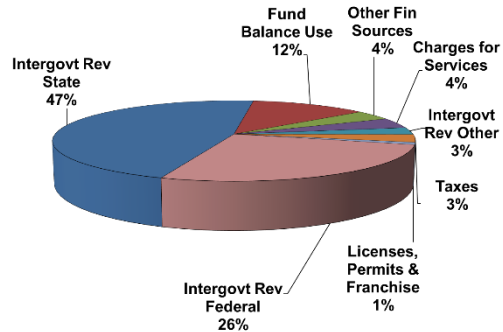
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Functional Area Summary

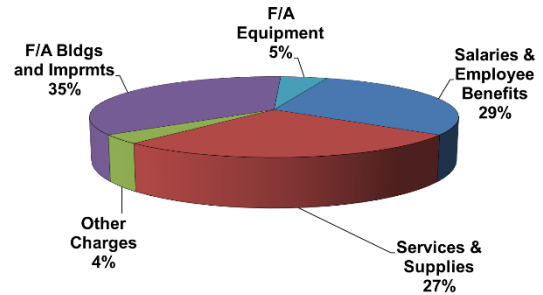
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Public Ways

Foothill Drive Safety Improvement Project in coordination with the City of Vacaville and will be delivering a joint sidewalk improvement with the City of Vallejo in FY2025/26.

SOURCE OF FUNDS



USE OF FUNDS



DETAIL BY REVENUE CATEGORY AND APPROPRIATION CATEGORY	2023/24 ACTUAL	2024/25 ADOPTED BUDGET	2025/26 RECOMMENDED	FROM ADOPTED TO RECOMMENDED	PERCENT CHANGE
REVENUES					
TAXES	1,293,130	1,321,139	1,394,472	73,333	5.6%
LICENSES, PERMITS & FRANCHISE	716,047	392,500	390,000	(2,500)	(0.6%)
REVENUE FROM USE OF MONEY/PROP	559,564	397,016	549,416	152,400	38.4%
INTERGOVERNMENTAL REV STATE	20,211,812	20,279,578	20,601,574	321,996	1.6%
INTERGOVERNMENTAL REV FEDERAL	628,212	350,180	11,700,180	11,350,000	3241.2%
INTERGOVERNMENTAL REV OTHER	451,801	1,475,000	1,250,000	(225,000)	(15.3%)
CHARGES FOR SERVICES	3,439,018	1,705,947	1,839,379	133,432	7.8%
MISC REVENUE	8,250	51,500	40,000	(11,500)	(22.3%)
OTHER FINANCING SOURCES	209,050	2,637,000	1,742,000	(895,000)	(33.9%)
TOTAL REVENUES	27,516,884	28,609,860	39,507,021	10,897,161	38.1%
APPROPRIATIONS					
SALARIES AND EMPLOYEE BENEFITS	9,953,486	11,864,614	12,862,541	997,927	8.4%
SERVICES AND SUPPLIES	8,857,055	7,573,106	11,777,742	4,204,636	55.5%
OTHER CHARGES	1,278,442	1,379,509	1,570,205	190,696	13.8%
F/A LAND	0	200,000	890,000	690,000	345.0%
F/A INFRASTRUCTURE	700,000	0	0	0	0.0%
F/A BLDGS AND IMPRMTS	4,454,817	12,100,000	15,600,000	3,500,000	28.9%
F/A EQUIPMENT	2,156,993	1,824,000	2,134,000	310,000	17.0%
LEASES	4,970	15,250	11,500	(3,750)	(24.6%)
OTHER FINANCING USES	106,100	110,662	70,000	(40,662)	(36.7%)
TOTAL APPROPRIATIONS	27,511,862	35,067,141	44,915,988	9,848,847	28.1%
NET CHANGE	(5,021)	6,457,281	5,408,967	(1,048,314)	(16.2%)

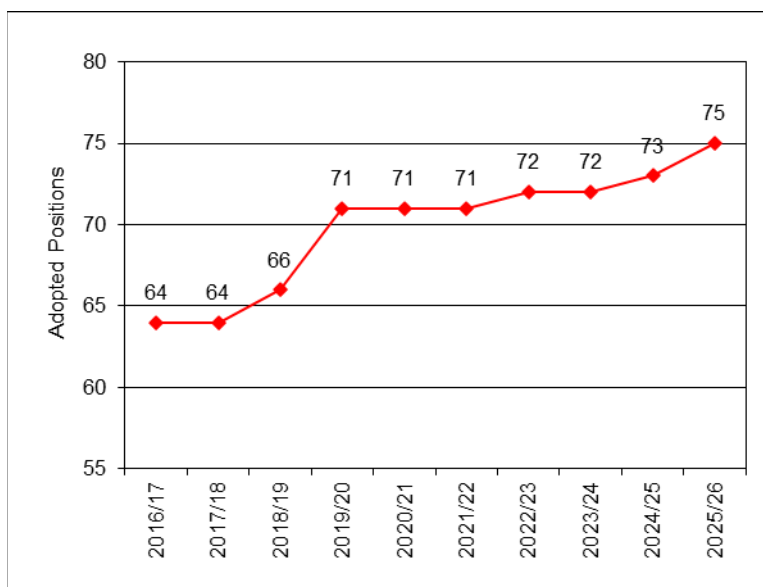
SUMMARY OF SIGNIFICANT ADJUSTMENTS

- Contracts are increasing by \$7,242,000 for several construction and road maintenance projects.
- Federal revenue is increasing by \$11,350,000 for the Stevenson Road Bridge rehabilitation and HSIP 11 project 2025.

SUMMARY OF POSITION CHANGES

FY2025/26 Recommended Budget includes the following position change:

- Add 1.0 FTE Public Works Maintenance Superintendent to oversee projects, allocate resources, and establish uniformity across road crews, as workloads have increased, and ongoing hazard mitigation, vegetation management and road repairs due to climate related natural disasters having significantly increased the need for more oversight, project management, and coordination between road crews and jurisdictions. This position is fully funded by the Road Fund.
- Add 1.0 FTE Engineering Technician to expand project delivery capabilities as a result of a significant increase in Federal Highway Administration (FHWA) funding and new federal and state grants. This position is fully funded by the Road Fund.
- Reclassify 1.0 FTE Engineer Assistant to 1.0 FTE Civil Engineer to align the classification with the job duties being performed.

STAFFING TREND**PENDING ISSUES AND POLICY CONSIDERATIONS**

SB 1 revenues are modified by fluctuations in fuel consumption (the primary source of SB 1 revenue), inflation, and vehicle registrations, which have been relatively stable over the last few years. Fuel consumption has been slightly declining in recent years due to improved fuel efficiency and electric vehicle conversions. However, gas tax revenues are no longer directly tied to the price of fuel so State projections show increasing gas tax revenues due to the rate of inflation outpacing the rate of decline in fuel consumption along with increased electric vehicle registrations.

Public Works slightly increased the project workload in the 5-Year Public Works Capital Improvement Plan (CIP) given the amount of federal aid grant awards for safety, Stevenson Bridge, and the Fairgrounds Mobility Hub. Projects around Travis Air Force Base continue to draw cooperative interest, being eligible for a variety of grant funding opportunities, but will require extensive planning and will take years to develop and deliver. Overall, the CIP contains \$88 million in unfunded project costs, and therefore, Public Works will seek all reasonable grant opportunities to complete these mutually beneficial projects.

The California Air Resources Board (CARB) has established phased requirements for electric vehicle and equipment purchases over the next decade. In order to operate an expanded electric vehicle fleet, Public Works will need to install significant electric charging and grid supply improvements in the corporation yards to service these upcoming operational needs. The costs for the vehicles, equipment, charging, and supply is expected to escalate, making CARB mandates a significant issue for future budget cycles.

3010 – Fund 101-Public Works**Summary of Other Administered Budgets**

James Bezek, Director of Resource Management
Public Ways

DETAIL BY REVENUE AND APPROPRIATION OTHER ADMINISTERED BUDGETS	2023/24 ACTUAL	2024/25 ADOPTED BUDGET	2025/26 RECOMMENDED	FROM ADOPTED TO RECOMMENDED	PERCENT CHANGE
REVENUES					
3030 REGIONAL TRANSPORTATION PROJ	0	0	0	0	0.0%
3020 PUBLIC WORKS IMPROVEMENT	695,925	652,312	600,000	(52,312)	(8.0%)
APPROPRIATIONS					
3030 REGIONAL TRANSPORTATION PROJ	23,794	0	0	0	0.0%
3020 PUBLIC WORKS IMPROVEMENT	4,050	2,500,000	1,500,000	(1,000,000)	(40.0%)
NET CHANGE					
3030 REGIONAL TRANSPORTATION PROJ	23,794	0	0	0	0.0%
3020 PUBLIC WORKS IMPROVEMENT	(691,875)	1,847,688	900,000	(947,688)	(51.3%)

A summary of the budgets administered by the Public Works Division is provided on the following pages.

Summary of Other Administered Budgets 3030 – Fund 101-Regional Transportation Project
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Public Ways

FUNCTION AND RESPONSIBILITIES

This Budget has been used to track funds for regional transportation projects. Regional transportation projects typically consist of local roads that provide major points of access to the State highway system or provide regional connections between communities and key transportation facilities and are typically coordinated with the Solano Transportation Authority (STA).

In FY2006/07, the Board approved a loan of up to \$3 million from the General Fund to support regional transportation projects, with the goal of repaying the loan with future transportation impact fees. The current principal loan balance outstanding as of June 30, 2025 is \$384,098.

On December 3, 2013, the Board adopted a resolution as part of the County Public Facilities Fee (PFF) update which included a transportation fee component. This fee was established to address the impact of growth on the county regional road system. The transportation fee has two parts: the first part of the fee, Part A, is designed to generate fair-share funding from new development to recover County debt service obligations on the Vanden Road segment of the Jepson Parkway and Suisun Parkway in the unincorporated area. The second part, Part B, is the Regional Transportation Impact Fee (RTIF), which was included at the request of the Solano Transportation Authority (STA) in consultation with the STA's RTIF Policy Committee, composed of the seven City Managers, the Mayors, County Administrator, and one County Supervisor.

The County is in the process of completing a 5-year Public Facilities Fee update which will go to the Board in FY2025/26. Based on the update, the County will likely continue to receive approximately 5% of all RTIF fee revenue for County road projects. This revenue is reflected in the Public Facilities Fund (Fund 296).

DEPARTMENTAL BUDGET SUMMARY

The Recommended Budget represents no change in both revenues and appropriations when compared to the FY2024/25 Adopted Budget and reflects no revenues or appropriations for FY2025/26. Beginning in FY2024/25, this Budget (BU 3030) was no longer used to record the quarterly interest accrual for the General Fund loan. To improve efficiency and aid in State reporting, it is currently being accounted for in the Public Works Budget of the Department of Resource Management (BU 3010).

Fixed Assets

None.

DETAIL BY REVENUE CATEGORY AND APPROPRIATION CATEGORY	2023/24 ACTUAL	2024/25 ADOPTED BUDGET	2025/26 RECOMMENDED	FROM ADOPTED TO RECOMMENDED	PERCENT CHANGE
APPROPRIATIONS					
OTHER CHARGES	23,794	0	0	0	0.0%
TOTAL APPROPRIATIONS	23,794	0	0	0	0.0%
NET CHANGE	23,794	0	0	0	0.0%

SUMMARY OF SIGNIFICANT ADJUSTMENTS

There are currently no new projects planned for FY2025/26.

SUMMARY OF POSITION CHANGES

There are no positions allocated to this budget.

PENDING ISSUES AND POLICY CONSIDERATIONS

There are no pending issues or policy considerations at this time.

FUNCTION AND RESPONSIBILITIES

The Public Works Improvement Fund Budget exists to fund the construction of roads and other public works improvements in certain areas of the county. Property owners who make an application to develop their property, such as a subdivision or building permit, are required in some locations to pay for road improvements. The payments are placed in this fund as a holding account until the road improvements are made, at which time the funds are used to reimburse the actual cost of the work performed. The improvements are restricted to the area where the property development occurred. The largest sources of such payments are the English Hills Zone of Benefit, Green Valley Zone of Benefit, and the Recology Hay Road, Road Damage Agreement. The work is performed by Public Works Division employees on a reimbursable basis.

DEPARTMENTAL BUDGET SUMMARY

The Recommended Budget represents a decrease of \$52,312 or 8.0% in revenues and a decrease of \$1,000,000 or 40.0% in appropriations when compared to the FY2024/25 Adopted Budget. As a result, the net fund cost decreased by \$947,688 and the Public Works Improvement Fund Balance decreased by \$900,000.

Primary Funding Sources

Funding sources include \$550,000 in impact fees from the Recology Road Damage Agreement; English Hills and Middle Green Valley road impact fees, reflecting a decrease of \$25,000 or 4.3%; and \$50,000 in interest income, a decrease of \$27,312 or 35.3%.

Primary Costs

The primary costs include reimbursements of \$1,500,000 for Lewis Road construction project.

Fixed Assets

None.

See related Budget Unit 9122 - Fund 278 Contingencies (refer to Contingencies section of the Budget).

DETAIL BY REVENUE CATEGORY AND APPROPRIATION CATEGORY	2023/24 ACTUAL	2024/25 ADOPTED BUDGET	2025/26 RECOMMENDED	FROM ADOPTED TO RECOMMENDED	PERCENT CHANGE
REVENUES					
REVENUE FROM USE OF MONEY/PROP	101,971	77,312	50,000	(27,312)	(35.3%)
CHARGES FOR SERVICES	568,626	575,000	550,000	(25,000)	(4.3%)
MISC REVENUE	25,328	0	0	0	0.0%
TOTAL REVENUES	695,925	652,312	600,000	(52,312)	(8.0%)
APPROPRIATIONS					
OTHER FINANCING USES	4,050	2,500,000	1,500,000	(1,000,000)	(40.0%)
TOTAL APPROPRIATIONS	4,050	2,500,000	1,500,000	(1,000,000)	(40.0%)
NET CHANGE	(691,876)	1,847,688	900,000	(947,688)	(51.3%)

SUMMARY OF SIGNIFICANT ADJUSTMENTS

None.

SUMMARY OF POSITION CHANGES

There are no positions allocated to this budget.

PENDING ISSUES AND POLICY CONSIDERATIONS

There are no pending issues or policy considerations at this time.