

May 2023 Fund Transfer Summary Packet

WHEREAS, department requests for transfers within their own accounts have been received by the Office of Strategy, Budget, and Performance, and the Director finds that the best interests of Milwaukee County will be served by allowance of such transfers;

THEREFORE, BE IT RESOLVED, that the Director, Office of Strategy, Budget, and Performance is hereby authorized to process the following transfers in the 2023 appropriations of the respective listed departments:

#	Dept Account Series:	Transfer From:	Transfer to:	Reasoning:
B-1	Courts Intergov Revenue Operations Costs	\$91,580	\$91,580	A request to carryforward revenue and expenses for the State ARPA funding awarded from the State for Expanded Courts to address backlog. This fund transfer also includes revenue associated with encumbrance carryforwards for 2022 to 2023 per the Comptroller's Office.
	CRC Intergov Revenue Operations Costs	\$611,700	\$611,700	
	Sheriff Intergov Revenue Operations Costs	\$400,000	\$400,000	
	DA Intergov Revenue Operations Costs	\$2,746,044	\$2,746,044	
B-2	Child Support Intergov Revenue Operations Costs	\$219,000	\$219,000	A request to carry forward \$219,000 in unobligated funds from year 2 into year 3 of the Fatherhood Family focused, Interconnected, Resilient, and Essential (FIRE) grant.
B-3	DOT Director's Office Intergov Revenue Operations Costs	\$40,535	\$40,535	A request to create expenditure authority and revenue for the Federal Transit Administration Section 5310 Program in the 2023 Operating Budget to reflect Federal Fiscal Year 2021 and 2022 Section 5310 Program grant awarded projects for the Milwaukee Urbanized Area. This is a supplemental request to the April item.
C-1	WP0704012 Parks Bridges – Repairs and Replacements Phase 2 Construction	\$18,000		Budget authority transfer (from similar project WP0739) to address erosion control related to new bridge abutments (project WP0704).
	WP0704012 Honey Creek Bridge Repair – St Anne Ct- Bluemound		\$18,000	
D-1	WA0424012 MKE Remove Taxiway F2	\$80,912		Net Increase (\$30k) in project budget authority (revenue and expenditure) due to lower than budgeted project bids.
	WA0424012 MKE Remove Taxiway F2		\$80,912	
D-2	WA0423011/2 MKE Remove Taxiway F1 – Construction	\$415,965		Net Increase (\$350k) in project budget authority (revenue and expenditure) due to lower than budgeted project bids.
	WA0423011/2 MKE Remove Taxiway F1 – Construction		\$415,965	

D-3	WA0416011/2 MKE Rehab Taxiway C Construction	\$1,685,949		Net Decrease (\$1.2M) in project budget authority (revenue and expenditure) due to lower than budgeted project bids.
	WA0416011/2 MKE Rehab Taxiway C Construction		\$1,685,949	
D-4	WA0404011/2 MKE Concourse D Roof Replacement – Design	\$7,767,271		Budget authority to recognize awarded federal funding \$6.2M to for the construction phase of this project and re-align Airport match funding.
	WA0404011/2 MKE Concourse D Roof Replacement - Design		\$7,767,271	
D-5	WA0399011/2 MKE Taxiway H Rehab – Construction	\$1,240,434		Net Increase (\$1.1M) in project budget authority (revenue and expenditure) due to lower than budgeted project bids.
	WA0399011/2 MKE Taxiway H Rehab - Construction		\$1,240,434	
D-6	WA0397011/2 MKE Taxiway D Removal – Construction	\$1,708,906		Net Decrease (\$1.1M) in project budget authority (revenue and expenditure) due to lower than budgeted project bids.
	WA0397011/2 MKE Taxiway D Removal - Construction		\$1,708,906	
D-7	WA0395011/2 MKE Taxiway H (Partial) and Taxiway K Removal	\$1,165,302		Net Decrease (\$541k) in project budget authority (revenue and expenditure) due to lower than budgeted project bids.
	WA0395011/2 MKE Taxiway H (Partial) and Taxiway K Removal		\$1,165,302	
D-8	WA027011/2 GMIA Ticketing Area Remodel – Construction	\$3,472,394		In project reallocation of PFC Backed Revenue Bonds to ADF and PFC cash sources and updated accounting revenue sources.
	WA027011/2 GMIA Ticketing Area Remodel – Construction		\$3,472,394	
D-9	WH0270011 Pedestrian and Bike Planning Assessment	\$144,000		Recognize Federal grant award of \$115k for the study and design of street crossing enhancements (creates new capital project WH0270).
	WH0270011 Pedestrian and Bike Planning Assessment		\$144,000	

D-10	WP0772012 Kletzsch Park Dam	\$100,000		Establishes new project to properly account for WDNR grant funding dam overlook and portage work at Kletzsch Park dam.
	WP0548012 Kletzsch Dam Repairs and Improvements – Construction	\$310,772		
	WP0772012 Kletzsch Park Dam		\$200,000	
	WP0776012 Kletzsch Park Overlook and Portage		\$210,772	
H-1	Parks Trust Funds (Fund 50005)	\$50,000		Two Transfers. First is a FT to close out a Trust Fund that hasn't had any activity since 2003, totaling \$274.83 to be used for maintenance and repairs. The Second request is establishing a Trust Fund to hold recognized revenue from a long-term easement project with Waukesha Water Utility. Amounting in \$50,000 to cover anticipated expenses along the project. There is no impact to tax levy.
	Operations Costs		\$50,000	
H-2	Non Dept Expenditures	\$1,575,416		2023 Budget Amendment 78: Moves funds from Org 1972 Central Salary Adjustment to Sheriff, CRC, and DHHS for Corrections Officer / Public Safety Officer pay.
	Sheriff Operations Costs		\$740,653	
	CRC Operations Costs		\$632,764	
	DHS Operations Costs		\$201,997	

All above transfers have been signed by the County Executive prior to Finance Committee meeting.

A: Departmental – Finance Committee Approval

B: Departmental Receipt of Revenue – Finance, 2/3 County Board Approval

C: Capital Improvements – Finance, Majority County Board

D: Capital Receipt of Revenue - Finance, 2/3 County Board Approval

E: Contingency (Allocated and Unallocated) - Finance, 2/3 County Board Approval

F: Interdepartmental – Finance Majority County Board

G: Capital Contingency - Finance, 2/3 County Board Approval

H: Other/Non-categorical – Finance, Majority County Board

Detailed Explanations:

B-1 The Director of the Office of Strategy, Budget and Performance requests a fund transfer to carryforward unspent State ARPA funding from 2022 and establish budget for same in 2023. This fund transfer is out of balance due to encumbrances that were previously carried forward without the associated revenue. The total of the encumbrance carryforward was \$384,188. Not all expenditure authority is being provided. Subsequent fund transfers will be completed as actual expenses become determined. State ARPA revenue and related expenditure authority was established in files 22-476, 22,941, and 23-115

B-2 The Office of Family Assistance approved our application for the grant known as Fatherhood - Family-focused, Interconnected, Resilient, and Essential (Fatherhood FIRE). This grant is for the period of September 30, 2020 through September 29, 2025. On January 13, 2023, Child Support Services submitted a request to carryover \$219,000 in unobligated funds from year 2 to year 3 of the grant to meet the goals of the program. This request was approved February 9, 2023. The Department of Child Support Services is submitting this fund transfer to request authorization to encumber expenditures and revenues for the costs anticipated for the carryover approved by the Office of Family Assistance of unspent funds from year 2 into year 3 in the amount of \$219,000.

B-3 The Director of the Milwaukee County Department of Transportation (MCDOT) is requesting approval of an appropriation transfer to create expenditure authority and revenue for the Federal Transit Administration Section 5310 Program in the 2023 Operating Budget to reflect Federal Fiscal Year 2019 and Federal Fiscal Year 2020 awarded projects for the Milwaukee Urbanized Area recipients and program oversight and administration which takes place through the Milwaukee County Department of Transportation's Director's Office. This would be supplemental to the transfer approved in March 2023. The FTA Section 5310 funds can be used for approved operating or capital assistance and are available to private non-profits or government agencies.

C-1 The Executive Director of Milwaukee County Parks is requesting a fund transfer of \$18,000 from WP0739 - Parks Bridges Repair & Replacement Phase 2 to WP0704- Honey Creek Bridge Repair St. Anne Ct to remedy erosion around the slopes of the newly installed bridge abutments. The 2020 adopted capital budget included WP0704 and work was completed that year with turf restoration and erosion fabric installation as part of the original scope of the project. During site surveys for proposed work by the US Army Corps of Engineers throughout the Honey Creek, this erosion was discovered. To protect the repaired bridge, rip rap will be installed around the bridge abutments through a fund transfer from WP0739012-Parks Bridges-Repairs & Replacements Phase 2.

D-1 The Director of Transportation and the Airport Director request an appropriation transfer for project WA0424 - MKE Remove Taxiway F2 to decrease design and increase construction phases to align with construction bids and consultant contracts (bids). In the design phase, a reduction of \$363 is being requested to adjust the prior 2022 appropriation transfer for design to align with bids. A revenue reduction to the Airport Development Fund (ADF) of \$24,363 is being requested to zero out the revenue account. The updated design amount of \$24,000 is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). The local share for the design portion of this project is updated to be funded by Passenger Facility Charges (PFC Paygo). In the construction phase, an increase of \$30,770 is being requested to adjust the 2023 Adopted Budget to align with bids plus a 15 percent contingency for the construction bid component. This increase in revenue is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). The overall impact of this appropriation transfer for the project WA0424 MKE Remove Taxiway F2 is a net increase of \$30,407 which comprises a decrease in the design phase of \$363 bringing the total design cost from \$24,363 to \$24,000 and an increase in the construction phase of \$30,770 bringing the total construction cost from \$153,930 to \$184,700.

D-2 The Director of Transportation and the Airport Director request an appropriation transfer for project WA0423 - MKE Remove Taxiway F1 to decrease design and increase construction phases to align with construction bids and consultant contracts (bids). In the design phase, a reduction of \$3,178 is being requested to adjust the prior 2022 appropriation transfer for design to align with bids. A revenue reduction to the Airport Development Fund

(ADF) of \$52,514 is being requested to zero out that revenue account. The updated design amount of \$49,336 is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). The local share for the design portion of this project is updated to be funded by Passenger Facility Charges (PFC Paygo). In the construction phase, an increase of \$353,016 is being requested to adjust the 2023 Adopted Budget to align with bids plus a 15 percent contingency for the construction bid component. This increase in revenue is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). The overall impact of this appropriation transfer for the project WA0423 MKE Remove Taxiway F1 is a net increase of \$349,838 which comprises a decrease in the design phase of \$3,178 bringing total design cost from \$52,514 to \$49,336 and an increase in the construction phase of \$353,016 bringing total construction cost from \$331,690 to \$684,706.

D-3 The Director of Transportation and the Airport Director request an appropriation transfer for project WA0416 - MKE Rehabilitate Taxiway C to decrease both design construction phases to align with construction bids and consultant contracts (bids). In the design phase, a decrease of \$95,500 is being requested to adjust the prior 2022 appropriation transfer for design to align with bids. A revenue reduction to the Airport Development Fund (ADF) of \$245,686 is being requested to zero out that revenue account. The updated design amount of \$150,186 is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). The local share for the design portion of this project is updated to be funded by Passenger Facility Charges (PFC Paygo). In the construction phase, a decrease of \$1,144,330 is being requested to adjust the 2023 Adopted Budget to align with the final consultant bid plus a 15 percent contingency for the construction management oversight. This reduction in revenue is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). The overall impact of this appropriation transfer for the project WA0416 MKE Rehabilitate Taxiway C is a net decrease of \$1,239,830 which is comprised of a decrease in the design phase of \$95,500 bringing to total design cost from \$245,686 to \$150,186 and a decrease in the construction phase of \$1,144,330 bringing the total construction cost from \$1,551,381 to \$407,050

D-4 The Director of Transportation and the Airport Director request an appropriation transfer for project WA0404 - MKE Concourse D Roof Replacement for the design phase and to establish the construction phase. In Fall 2022, the Federal Aviation Administration (FAA) published a Notice of Funding Opportunity in the Federal Register for airports to apply to the 2023 Federal Fiscal Year (2023 FFY) Bipartisan Infrastructure Law (BIL) Airport Terminal grant program (ATP). BIL ATP is a limited time, federal discretionary competitive grant program. The purpose of BIL ATP is to make grants available, subject to project eligibility, for airport terminal development projects aimed at addressing aging infrastructure of the nation's airports. Under the the BIL ATP program, the Airport made application for a D Concourse roof replacement project at Milwaukee Mitchell International Airport (MKE). On February 27, 2023 the FAA published 2023 FFY BIL ATP grant awards on its website with MKE noticed of a \$5,100,000 (rounded) federal award. The total cost for the project is estimated at \$7,865,190. The project as originally contemplated was to be funded through Passenger Facility Charge (PFC) Backed Bonds and the Airport Development Fund (ADF) Reserve. The BIL ATP federal grant award enables MKE to substantially reduce reliance on PFC Backed Bonds to undertake the necessary roof replacement. The design phase for this project was included in the 2023 Adopted Capital Budget at an estimated cost of \$599,990 funded by \$489,592 in PFC Backed Bonds and \$110,398 from the ADF reserve. This appropriation transfer updates the expected funding sources for the design phase of the project to the following \$391,673 BIL ATP federal, \$97,919 PFC Backed Bonds, and \$110,398 ADF reserve. This appropriation transfer also establishes the construction phase for the project at an estimated cost of \$7,265,200 and the following expected funding sources \$4,742,722 BIL ATP federal, \$1,185,681 PFC Backed Bonds, and \$1,336,797 in ADF reserve. Furthermore, in 2023, the Airport has implemented new, distinct accounts for reserve revenue (previously consolidated to Account #49001 - Contribution from Reserves) to further differentiate reserve revenue by funding source for enhanced ease of tracking. Based on the new accounts, this appropriation transfer establishes the ADF revenue in the new Account #49401 - Reserve Revenue - ADF for both the design and construction phases of the project.

D-5 The Director of Transportation and the Airport Director request an appropriation transfer for project WA0399 - MKE Taxiway H Rehabilitation to decrease design and increase construction phases to align with construction bids and consultant contracts (bids). In the design phase, a reduction of \$994 is being requested to adjust the 2022 Adopted Budget to align with bids. This reduction in revenue is allocated by Federal (75%), State (12.5%) and Local Share (12.5%). A transfer also is needed to move the local share for the design portion of this project to be funded by Passenger Facility Charges (PFC Paygo.) The budget currently shows the local share as Airport Development Fund (ADF). In the construction phase, an increase of \$1,113,751 is being requested to adjust the 2022 Adopted Budget to align with bids plus a 15 percent contingency for the construction bid component. This increase in revenue is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). The overall impact of this appropriation transfer for the project WA0399 MKE Taxiway H Rehabilitation is a net increase of \$1,112,757 which comprises of a decrease of \$994 for the design phase bringing the total design cost from \$101,384 to \$100,390 and an increase in the construction phase of \$1,113,751 bringing the total construction cost from \$815,151 to \$1,928,902.

D-6 The Director of Transportation and the Airport Director request an appropriation transfer for project WA0397 - MKE TXY D & D1 Removal to decrease both design and construction phases to align with construction bids and consultant contracts (bids). In the design phase, a reduction of \$107,593 is being requested to adjust the 2022 Adopted Budget to align with bids. This reduction in revenue is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). A transfer also is needed to move the local share for the design portion of this project to be funded by Passenger Facility Charges (PFC Paygo). The budget currently shows the local share as Airport Development Fund (ADF). In the construction phase, a reduction of \$985,301 is being requested to adjust the 2022 Adopted Budget to align with bids plus a 15 percent contingency for the construction management oversight. This reduction in revenue is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). A transfer also is needed to move the local share for the construction portion of this project to be funded by Passenger Facility Charges (PFC Paygo). The budget currently shows the local share as Airport Development Fund (ADF). The overall impact of this appropriation transfer for the project WA0397 MKE D & D1 Removal is a net decrease of \$1,092,894 which comprises of a decrease of \$107,593 for the design phase bringing the total design cost from \$288,613 to \$181,020 and a decrease in the construction phase of \$985,301 bringing the total construction cost from \$2,320,596 to \$1,335,295.

D-7 The Director of Transportation and the Airport Director request an appropriation transfer for project WA0395 - MKE TXY H (Partial) & TXY K Removal to decrease both design and construction phases to align with construction bids and consultant contracts (bids). In the design phase, a reduction of \$127,701 is being requested to adjust the 2022 Adopted Budget to align with bids. This reduction in revenue is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). A transfer also is needed to move the local share for the design portion of this project to be funded by Passenger Facility Charges (PFC Paygo). The budget currently shows the local share as Airport Development Fund (ADF). In the construction phase, a reduction of \$413,124 is being requested to adjust the 2022 Adopted Budget to align with bids plus a 15 percent contingency for the construction bid component. This reduction in revenue is allocated by Federal (75%), State (12.5%), and Local Share (12.5%). A transfer also is needed to move the local share for the construction portion of this project to be funded by Passenger Facility Charges (PFC Paygo). The budget currently shows the local share as Airport Development Fund (ADF). The overall impact of this appropriation transfer for the project WA0395 MKE TXY H (Partial) & TXY K Removal is a net decrease of \$540,825, which comprises a decrease of \$127,701 in the design phase bringing total design cost from \$319,094 to \$191,394 and a decrease of \$413,124 in the construction phase bringing total construction cost from \$2,549,735 to \$2,136,610.

D-8 The Director of Transportation and the Airport Director request an appropriation transfer for project WA0270 - GMIA Ticketing Area Remodeling to both the design and construction phases. In the design phase, a request to increase expenditure authority by \$13,315 funded by a corresponding increase in Airport Development Fund (ADF) reserve revenue. The increase is requested based on overall expected spend for design. In the construction phase, an appropriation transfer is needed to update the revenue sources that are expected to be used. This appropriation transfer request will zero out the PFC Backed General Airport Revenue Bonds (PFC

Backed Bonds) account and fund the construction phase from the ADF reserve in the amount of \$1,305,607 and Passenger Facility Charge (PFC) Paygo in the amount of \$1,305,607. Removing the PFC Backed Bonds from the construction phase of this project, which has yet to take place, is undertaken based upon discussion between the Airport and Office of the Comptroller Capital Finance Section to mitigate concerns with potential bonding ineligibility for the project. Furthermore, in 2023, the Airport has implemented new, distinct accounts for reserve revenue (previously consolidated to Account # 49001 - Contribution from Reserves) to further differentiate reserve revenue by funding source for enhanced ease of tracking. Based on the new accounts, this appropriation transfer establishes the ADF revenue in the new Account #49401 - Reserve Revenue - ADF for both the design and construction phase. The overall financial impact of this appropriation for the project WA0270 GMIA Ticketing Area Remodeling is a net decrease of \$442,576 which is comprised of an increase of \$13,315 in the design phase and a decrease of \$455,891 in the construction phase.

D-9 The Director of Milwaukee County Department of Transportation (MCDOT) requests a 2023 appropriation transfer for expenditure authority in the amount of \$144,000 for capital improvement project WH027001 for the design phase of the Pedestrian and Bicycle Planning Assessment project utilizing Federal grant funding from the Transportation Alternative Program (TAP). The Federal share for TAP is \$115,200 (80%) and the County share is \$28,800 (20%). The project expenditures would be offset by \$28,800 of available expenditure authority from the operating budget. In March 2022, the TAP project was accepted by the County Board (File No 22-381). A brief scope of the project is to investigate existing pedestrian/bicycle crossings on County Trunk Highways (CTH) throughout Milwaukee County and create a prioritized plan for pedestrian/bicycle crossing enhancements. The project will review select crossings (up to 20) that have concerns with safety or have received concerns from the public in the past followed by a report containing a prioritized list, improvement alternatives/recommendations, and construction cost estimates for candidate pedestrian/bicycle crossings implementation projects. The report will be used by MCDOT to determine where to prioritize implementation to take advantage of subsequent future TAP grant funding. The design (study) will begin in May 2023 and anticipate completion by the end of 2023.

D-10 The Executive Director of Milwaukee County Parks requests an appropriation transfer of \$410,772 to recognize additional expenditure and grant revenue authority required to complete Parks obligations for repairing the Kletzsch Park Dam. Milwaukee County Parks engaged in a planning process to repair the Kletzsch Park Dam and establish a fish passage in 2019. Due to constraints on floodplain modeling, public comments and project impacts to trees and cultural resources on the west side of the river, Parks engaged with MMSD via File #21-283 to assist with executing the project on the east side of the river. The Wisconsin Department of Natural Resources has approved the construction plans for the dam repair and this transfer supplies an additional \$200,000 of funding that is needed to cover contingent scenarios for construction expected to begin in June. A municipal dam grant will cover half of all expenses, including the increase, for the dam repair. This transfer also moves expenditure authority of \$210,772 from WP0548-Kletzsch Park Dam to a new project WP077601-Kletzsch Park Overlook & Portage to continue installation of an overlook and portage that was excluded from the scope of the current east side dam and fish passage project.

H-1 The Director of the Department of Parks requests appropriation transfers totaling \$50,000.

The first line creates budget authority to spend up to \$275 for maintenance and repairs of Wehr Nature Center in accordance with the 1987 trust. The trust fund has \$274.83 left in the account and has been carried since 2003 with no activity. Expending the funds this year would allow for the trust to be closed at year end. The second request recognizes a long-term easement with Waukesha Water Utility. The easement establishes a trust fund for the benefit of the Parks Natural Areas. The revenue of \$50,000 from the first installment is recognized. Lines 2 and 3 create expense budgets totaling \$18,500 to cover anticipated expenses to be funded from those proceeds. The remaining balance will stay within the trust fund for future needs. Fund 50005 org 0517 is the clearing account to keep the trust funds in balance. There is no impact on the tax levy. Trust funds are self-contained and have their own funding sources. In the case of Wehr's trust, the funds have been on hand since 1987. With the Natural Areas Trust, the funding is a legal obligation dictated by an easement between two

parties. That obligation has been met for 2023 and cash is being held in the designated trust for its intended purpose. This appropriation transfer establishes the respective budgets to complete the recognition of spending authority within the restrictions of each trust fund.

H-2 In accordance with Amendment 78 "For Suspension of the Rules": Effective pay period 10, beginning April 30, 2023, Correctional Officer pay grades shall be reallocated to provide a \$1.50 per hour increase for each step in the respective range. The affected classifications shall be the same as those in File No. 22-821, in which the County Board reallocated Correctional Officer pay grades in response to significant difficulties in attracting and retaining these critical positions. These affected positions will also receive any general increases scheduled in 2023. An appropriation of \$1,550,273 is included in Org. 194-1972 Central Salary Adjustment for the cost to reallocate the affected pay grades. The Office of Strategy, Budget and Performance shall submit an appropriation transfer for approval in 2023 to move the funds to the affected departments. Paygrades affected: 14Z1, 17Z, 23CMC, 22C, and 28MC. Effective pay period 10, beginning April 30, 2023, Protective Safety Officers pay grades shall be reallocated to provide a \$0.50 per hour increase for each step in the respective range. The affected classifications shall include 31 Protective Safety Officers and one Supervisor Protective Safety Officer. These affected positions will also receive any general increases scheduled in 2023. An appropriation of \$25,143 is included in Org. 194-1972 Central Salary Adjustment for the cost to reallocate the affected pay grades. The Office of Strategy, Budget and Performance shall submit an appropriation transfer for approval in 2023 to move the funds to the affected department. Paygrades affected: 07Z1

2023 BUDGETED CONTINGENCY APPROPRIATION SUMMARY

UNALLOCATED CONTINGENCY ACCOUNT	
2023 Budgeted Unallocated Contingency Appropriation Budget	\$5,000,966
Approved Transfers from Budget through April 21, 2023	
Unallocated Contingency Balance as of April 21, 2023	\$5,000,966
(\$200,000) Autopsy Support (January 2023 cycle)	(\$200,000)
\$45,546 File 23-442 Bond and Note reallocation from DSR (has not occurred as of 4/21/23)	\$45,546
(\$52,229) File 23-389 Wil O Way Improvements	(\$52,229)
(\$30,000) File 23-404 Reimburse County Employees for Abortion Services (has not occurred as of 4/21/23)	(\$30,000)
Transfers to/from the Unallocated Contingency PENDING May 2023 CB Approval, and Finance Committee through April 21, 2023	
Total Transfers PENDING in Finance Committee	\$0
Net Balance	\$4,764,283

ALLOCATED CONTINGENCY ACCOUNT	
2023 Budgeted Allocated Contingency Appropriation Budget	\$0
Approved Transfers from Budget through April 21, 2023	
Allocated Contingency Balance as of April 21, 2023	\$0
Transfers from the Allocated Contingency PENDING May CB Approval, and Finance & Audit Committee through April 21, 2023	
Total Transfers PENDING in Finance Committee	\$0
Net Balance	\$0