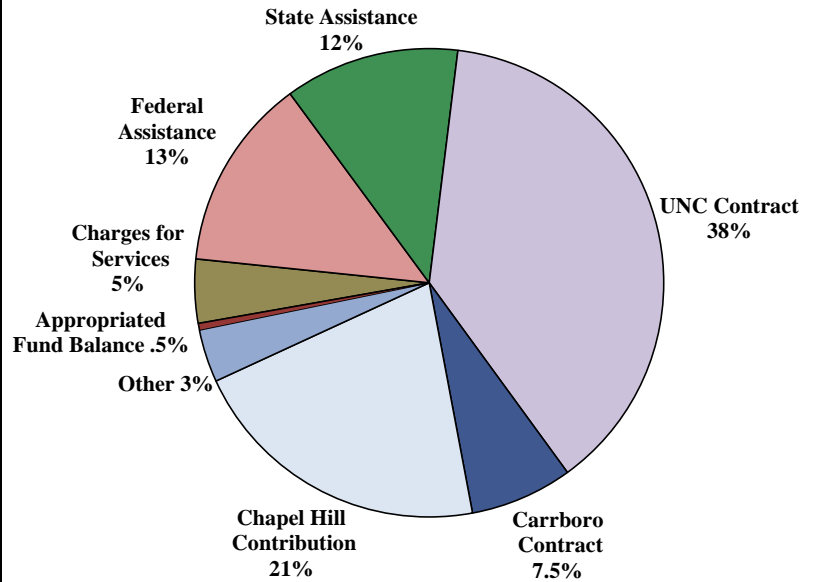


TRANSIT FUND

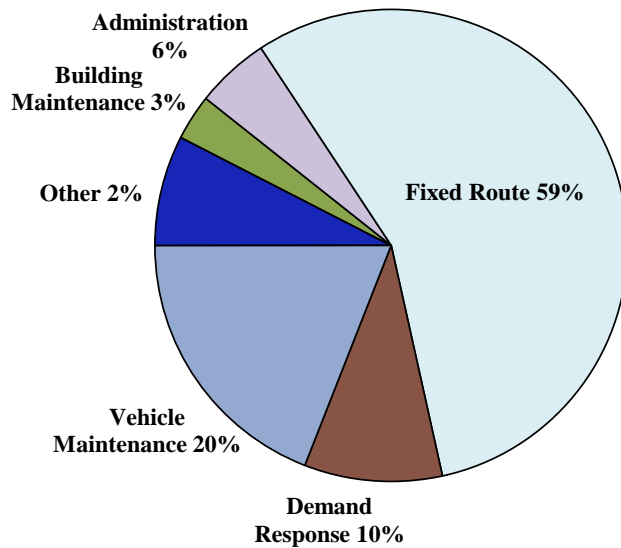
The Transit Fund is used to account for the operations of the Town's public transit system.

Transit Revenues



Total \$19,762,904

Transit Expenditures



TRANSIT

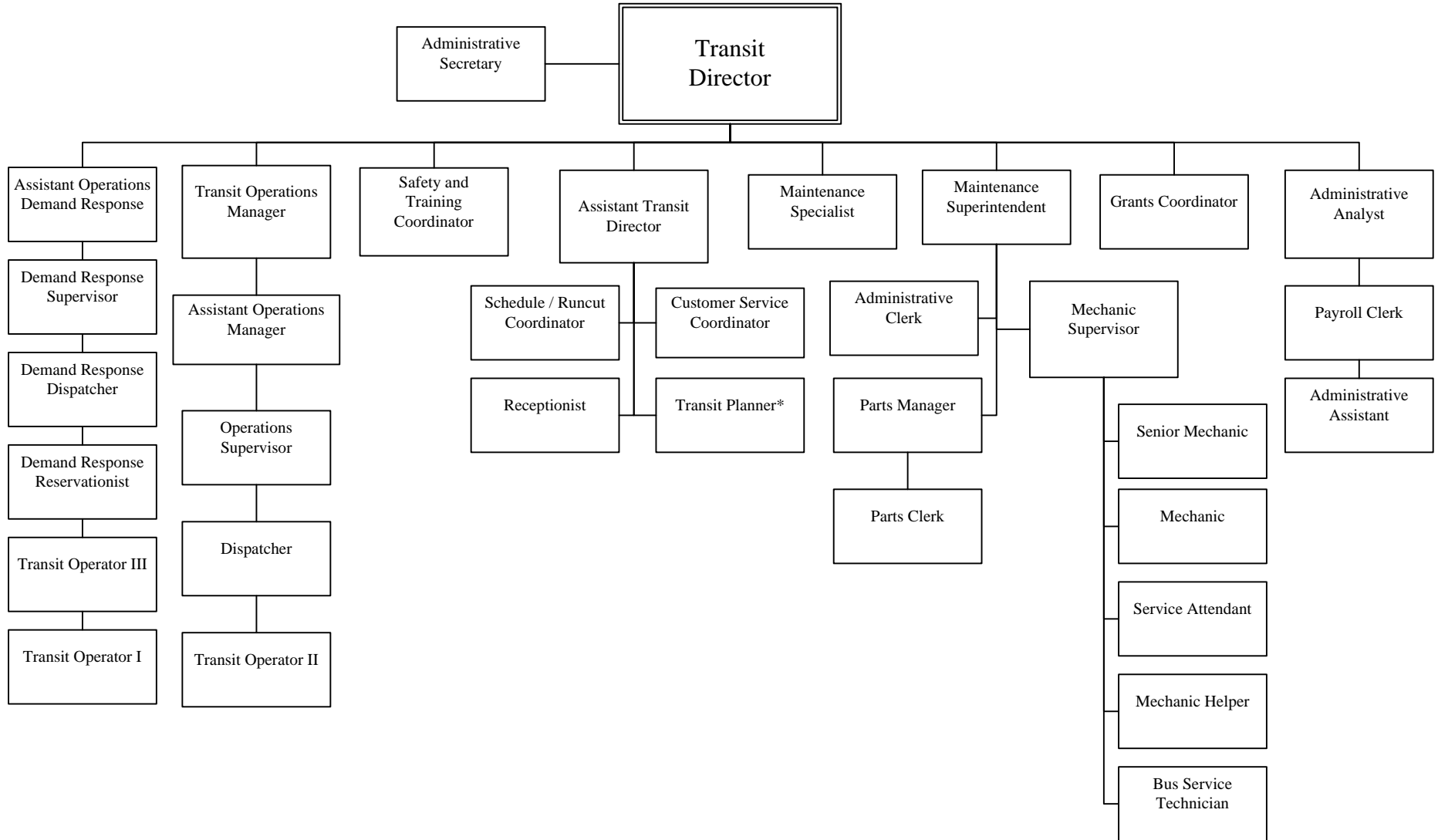
MISSION STATEMENT:

Chapel Hill Transit's mission is to build and operate a public transit system that provides personal mobility, while supporting local development and environmental goals of our community.

As a first step towards Priority-Based Budgeting, the Transit Department identified the following primary programs that are included in the adopted budget for FY14.

Program	Description
Fixed-Route Bus Service	Provide public transportation for the Towns of Chapel Hill and Carrboro and the University of North Carolina-Chapel Hill (UNC). CHT provides fare-free fixed route bus service on 31 weekday and weekend routes, utilizing 98 transit buses. Includes local, express, regional express and Tar Heel Express routes.
Demand-Response Service	Provide ADA Paratransit service within three-quarter miles of each fixed route for persons with a qualified disability who are unable to use fixed-route services, utilizing 22 lift-equipped vehicles. The service operates the same days and times as fixed-route services.
Maintenance	Maintain and repair CHT fleet of 120 buses/vans and 18 support/maintenance vehicles. Responsible for general maintenance of the transit facility and all customer amenities (e.g. shelters, benches, trash cans, etc.)
Administration and Finance	Manage all aspects of the transit system, including: Administration and Finance, Short and Long Range Planning, Regional Service Coordination, Grant Management (Federal and State) Marketing and Public Relations and Taxi Franchises.

TRANSIT



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* Grant-funded positions.

TRANSIT DEPARTMENT
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2011-12 ADOPTED	2012-13 ADOPTED	2013-14 ADOPTED
Administration			
Director-Transit	1.00	1.00	1.00
Manager Systems Dev. Planning (Unfunded)	1.00	0.00	0.00
Assistant Director-Transit	1.00	1.00	1.00
Compliance Manager	0.00	1.00	1.00
Administrative Analyst	1.00	1.00	1.00
Advertising Sales Manager	0.00	1.00	1.00
Coordinator-Scheduling/Run Cut	1.00	1.00	1.00
Coordinator-Grants	1.00	1.00	1.00
Customer Service Coordinator	0.00	0.00	1.00
GIS Technician	1.00	1.00	1.00
Procurement Specialist	0.00	0.00	1.00
Transit Services Planner	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00
Receptionist	1.00	0.00	0.00
Administrative Clerk	1.00	1.00	1.00
Division Totals	12.00	12.00	14.00
Operations			
Transit Operations Manager	1.00	1.00	1.00
Coordinator-Safety and Training	1.00	1.00	1.00
Assistant Transit Operations Manager	2.00	2.00	2.00
Supervisor-Transit	6.00	4.00	6.00
Transit Dispatcher	4.00	4.00	4.00
Transit Operator III (E-Z Rider Driver)	15.57	13.25	13.25
Transit Operator II (Bus Driver)	120.26	102.98	105.66
Transit Operator I (Shared Rider Driver)	1.00	1.00	1.00
Transit Reservationist	2.00	1.00	1.00
Division Totals	152.83	130.23	134.91
Equipment Maintenance			
Superintendent-Transit Maintenance	1.00	1.00	1.00
Supervisor-Mechanic	2.00	2.00	2.00
Mechanic, Senior	1.00	0.00	0.00
Parts Manager	1.00	1.00	1.00
Maintenance Specialist	1.00	0.00	0.00
Mechanic	12.00	14.00	14.00
Bus Service Technician	2.00	2.00	2.00
Mechanic Helper	2.00	2.00	2.00
Administrative Clerk	1.00	1.00	1.00
Parts Clerk	1.00	1.00	1.00
Service Attendant	6.50	5.50	5.50
Division Totals	30.50	29.50	29.50
Transit Department Totals	195.33	171.73	178.41

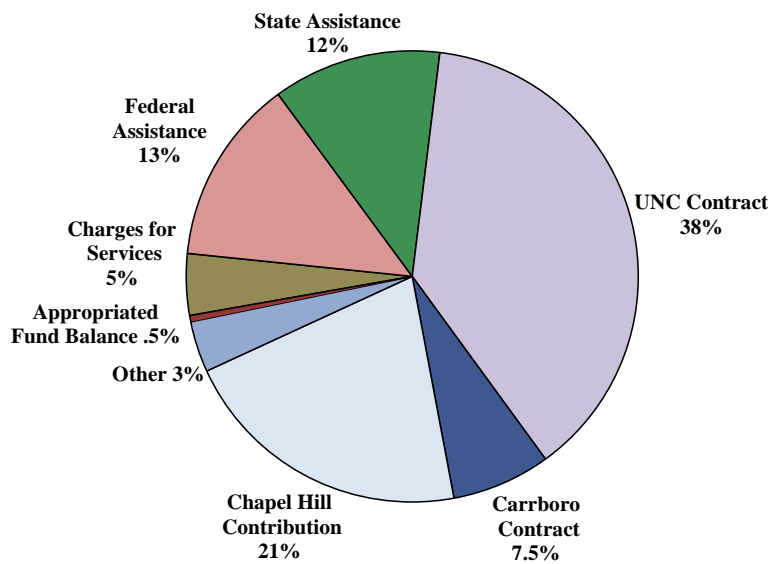
TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

The Town provides public transit services for the Town of Chapel Hill and the neighboring Town of Carrboro and the University of North Carolina. The two towns and the university share annual operating costs of the transit system on a contractual basis. In 2001, the transit system initiated fare free services, eliminating fare box and pass sale revenues previously collected for the basic system. (Exceptions are fares for specific routes to Hillsborough and Pittsboro and the Tar Heel Express service provided for athletic and other special events for the University.)

The adopted budget for the Transit Fund for fiscal year 2013-14 totals about \$19.76 million, an increase of 5.8% over FY13. Below is a description of the major revenue sources for the Transit Fund, and the pie chart below shows the major revenue sources for fiscal year 2013-14.

Transit Revenues



Federal Operating Assistance

The Transit system receives an operating assistance allocation each year from the federal government based on a variety of factors and funding formulas. We estimate the continuation of federal funding for operations at \$1.9 million in 2013-14. The adopted budget for FY14 includes two planning grants totaling just over \$1 million dollars, one for the MLK Alternatives Analysis and one for the Fiscal Sustainability Plan, with the federal portion totaling about \$925,000. Additional operating grants will be sought for FY14 as opportunities arise, and will be added to the budget through amendment if awarded.

State Operating Assistance

The Transit system also receives an operating assistance allocation each year from the State based on a formula involving various operating statistics for the system. The subsidy for FY13 is expected to be about \$288,000 less than budgeted, with reduction of another \$499,000 in 2013-14. The reduction reflects the service cuts from FY12, which happened concurrently with increases in service miles for other jurisdictions, resulting in a smaller statewide allocation to Chapel Hill.

TRANSIT FUND

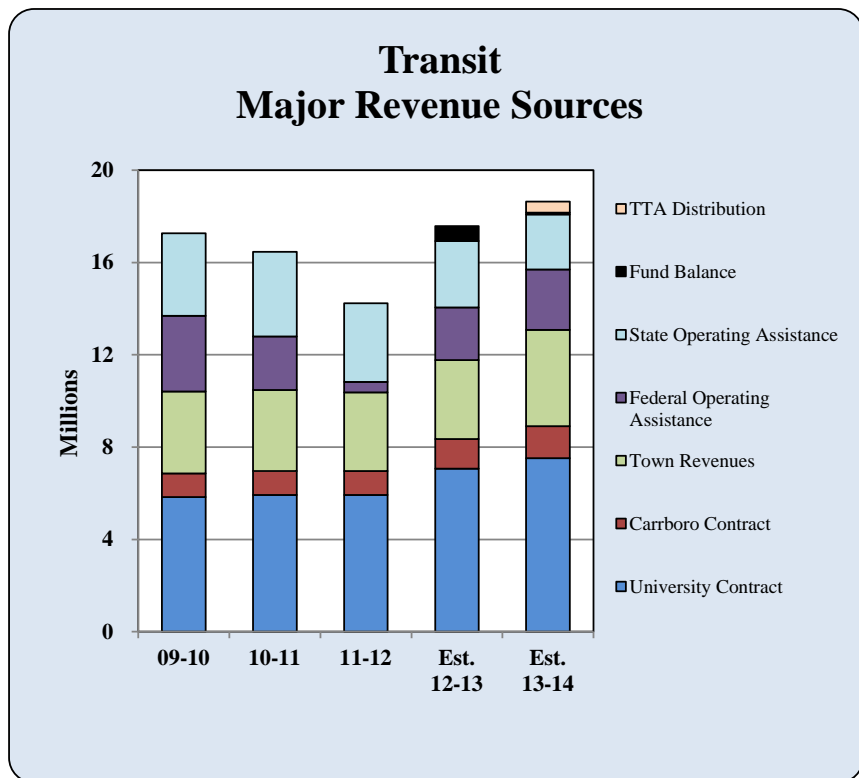
Major Revenue Sources - Descriptions and Estimates

University Contract

The University of North Carolina contracts with the Town for bus service for routes on and surrounding the campus of the University and UNC Health Care System. The University contract also covers routes determined to serve mainly students and employees of the University. The cost of these services is based on cost sharing arrangements among the Town, the University and Carrboro, as agreed to in an annual contract. The University's contracted share remained about \$5.9 million from 2010 through 2012, with an increase to about \$7.06 million in FY12-13. UNC's allocation for FY13-14 reflects an increase of about \$300,000.

Carrboro Contract

The Town of Carrboro also contracts with the Town for transit service with costs also based on the Memorandum of Understanding. Carrboro's cost for 2012-13 also reflect the first increase since 2010, and the budget for FY14 reflects an increase of about \$113,000 over FY13 based on the funding formula.



Town Revenues

The Town's share of cost for the Transit system is funded primarily by a property tax levy for transit. The adopted budget for the Transit Fund in fiscal year 2013-14 includes a 1 cent increase in the tax rate for Transit, moving from 4.1 cents to 5.1 cents for budgeted tax revenue of about \$3.7 million. Also included in Town revenues are interest income and \$425,000 for vehicle license fees.

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

Park and Ride Fees

The adopted budget for 2013-14 includes the initiation of fees for use of park and ride lots. The University will begin charging a fee for the lots they operate, which would result in overflow to our lots if they remained free of charge. The FY14 budget includes fee revenues of \$81,000 and a subsidy estimated at \$150,000 from UNC to pay for use of Town operated lots by UNC permit holders. Operating expenses necessary to collect park and ride fees total about \$69,000.

Other revenues expected for the system include about \$390,000 in fares for the Tar Heel Express and other special events, and about \$228,000 in services for Triangle Transit Authority.

Fund Balance

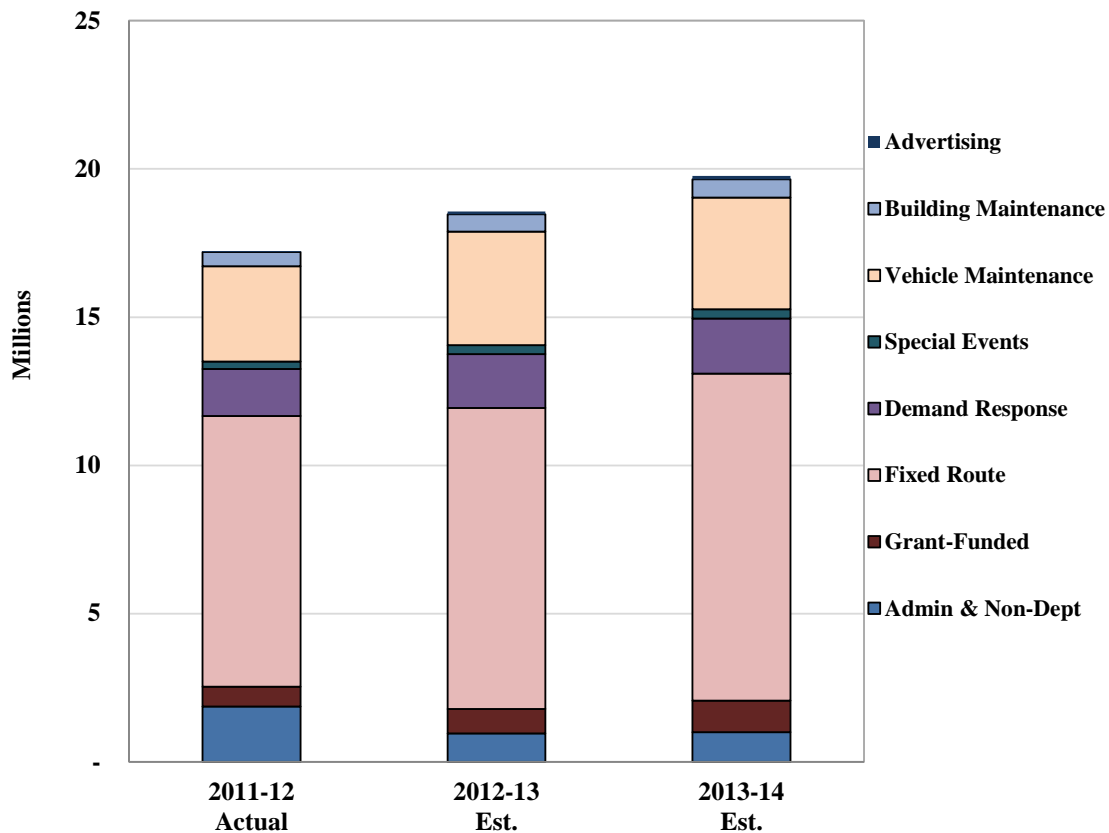
The Transit system expects expenditures in excess of revenues in FY13 of about \$646,000, to be provided by the use of fund balance. An additional use of about \$87,000 of fund balance is used to balance the budget in FY14.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The adopted budget for Transit for 2013-14 continues fare free services for fixed routes in the system and totals \$19.76 million. Major expenditures of the system consist primarily of personnel, operating and maintenance costs for a planned fleet of 99 buses, two 15-passenger vans, 15 lift-equipped vans, 13 wagons or minivans, and four maintenance service trucks that provide transit service to the entire community.

Transit Expenses



The chart above illustrates the portions of the budget allocated to the major categories of Fixed Route, Demand Response, Vehicle Maintenance, Administration and Building Maintenance. Operational costs total about \$15.4 million and Maintenance costs total about \$4.4 million. Administrative costs, shown at about \$1 million, include a reserve of about \$35,000 for employee pay adjustments.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

Expenditures for FY14 include the full year cost of the FY13 raise, offset by reductions in fuel and vehicle maintenance. The Town has signed a fuel contract for about half the expected fuel needed for FY14, and the current estimate for diesel is \$3.1689 per gallon. With the receipt of fifteen replacement buses in F13, the budget for maintenance and tires is reduced by about \$300,000 in FY14 while the new buses are under warranty.

The adopted budget includes the addition of about \$240,000 in one-time cost for the MLK alternatives analysis and long range financial sustainability plan, and the addition of operating expenses necessary for charging fees for use of park and ride lots, about \$81,000. These continuing costs include credit card processing fees, supplies and contracted services for online sales of permits.

The FY14 adopted budget does not include a transfer to the Capital Reserve Fund for future grant matches.

TRANSIT BUDGET SUMMARY

The adopted budget for the Transit Department continues fare-free service and is balanced with an increase in the Transit tax rate from \$4.1 cents/\$100 to \$5.1 cents. The budget reflects a decrease in State formula funding in both FY13 and FY14. Contributions from UNC and Carrboro reflect increases to relieve reliance on fund balance and to bridge the gap from the reduction in State funding. The FY14 budget also includes new revenues from anticipated first year distributions from TTA from the Orange County sales tax for Transit. Cost increases include adjustments for a 4% medical insurance increase, a 2% pay allowance and Phases 1 and 2 of the Class and Compensation Study, both effective October 2013, and reflect the savings achieved by contracting at least half the expected fuel usage for FY14. The budget for FY14 also reflects fees for use of park and ride lots, along with anticipated costs of the program, for a net of about \$160,000. Operating costs also include matching funds for the MLK alternatives and financial sustainability plans. Operations in FY13 are expected to require the use of about \$646,000 in fund balance, and the FY14 budget is balanced with the use of about \$87,000 of fund balance.

EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Admin & Non-Dept Grant-Funded	\$ 1,861,700	\$ 1,020,884	\$ 1,050,231	\$ 960,371	\$ 996,561	-2.4%
Advertising	673,847	504,924	1,127,218	823,008	1,070,500	112.0%
Fixed Route	33,118	133,696	133,696	99,793	117,207	N/A
Demand Response	9,125,526	10,472,165	10,453,992	10,150,270	11,029,432	5.3%
Special Events	1,593,973	1,848,164	1,871,502	1,820,523	1,861,387	0.7%
Vehicle Maintenance	244,568	332,471	313,959	304,608	305,351	-8.2%
Building Maintenance	3,218,849	3,765,778	3,950,563	3,824,862	3,766,187	0.0%
	480,893	607,354	654,764	586,135	616,279	N/A
Total	\$ 17,232,474	\$ 18,685,436	\$ 19,555,925	\$ 18,569,570	\$ 19,762,904	5.8%

REVENUES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Charges for Services	\$ 830,046	\$ 728,155	\$ 728,155	\$ 790,526	\$ 871,526	19.7%
Federal Assistance	-	1,900,000	1,900,000	1,900,000	1,900,000	0.0%
Federal Ops Grants	446,621	203,892	614,819	386,047	725,150	255.7%
State Assistance	3,419,853	3,165,556	3,207,468	2,877,495	2,378,671	-24.9%
TTA Fees	-	-	-	-	472,000	N/A
UNC Park & Ride	-	-	-	-	150,000	N/A
UNC Contract	5,930,168	7,065,667	7,065,667	7,065,667	7,364,487	4.2%
Carrboro Contract	1,032,825	1,283,367	1,283,367	1,283,367	1,396,422	8.8%
Advertising Revenue	44,611	250,000	250,000	200,000	250,000	0.0%
Chapel Hill Revenues	3,412,361	3,418,500	3,418,500	3,420,319	4,167,238	21.9%
Transfer from						
General Fund	-	364,000	364,000	-	-	-100.0%
Transfer from						
Transit Capital Grant	-	-	360,000	-	-	N/A
Appropriated Fund						
Balance	2,115,989	306,299	363,949	646,149	87,410	-71.5%
Total	\$ 17,232,474	\$ 18,685,436	\$ 19,555,925	\$ 18,569,570	\$ 19,762,904	5.8%

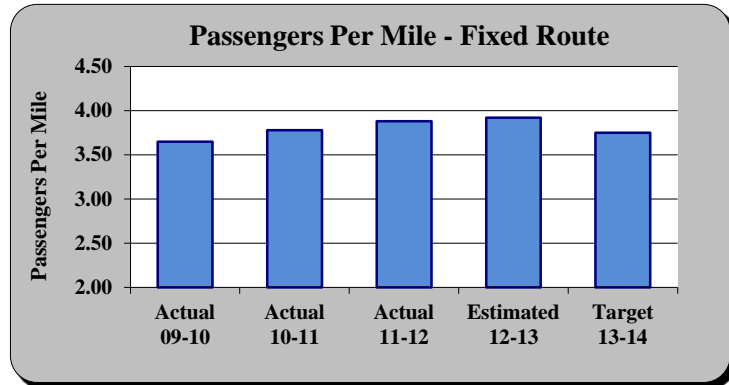
TRANSIT TRENDS

COUNCIL SERVICE GOALS: Provide fair, effective, efficient and prompt customer service. Maintain current transit service levels and routes.

GOAL: Increase the efficiency and effectiveness of transit services.

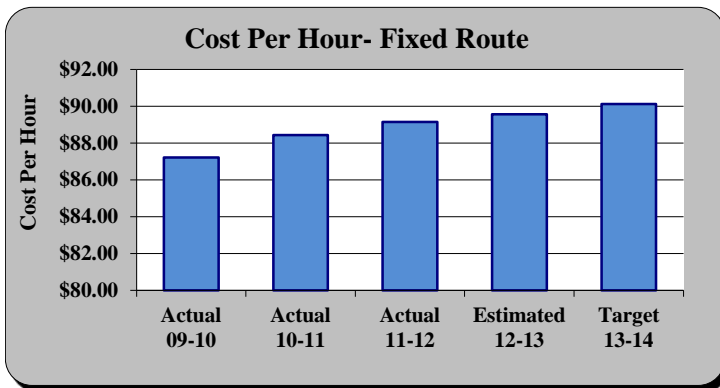
OBJECTIVE: Increase the number of passengers per mile in fixed route transit service.

In fiscal year 2012-13, the number of passengers per mile increased by approximately 1.03% above 2011-12, as the Town continued to provide fare-free service.



GOAL: Increase the efficiency and effectiveness of transit services.

OBJECTIVE: Maintain a stable system cost per hour for fixed route services.



In fiscal year 2012-13, the fixed route cost per hour increased about 0.48% over 2011-12 at approximately \$90. With the target number of passengers set to increase next year, efforts are focused on controlling the fixed route cost per hour.

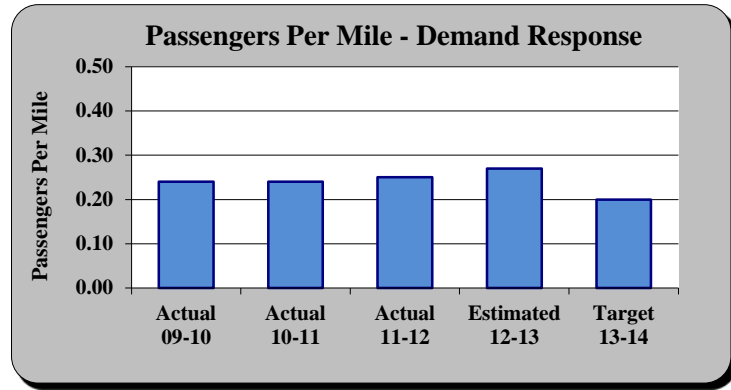
TRANSIT

TRENDS Cont.

GOAL: Increase the efficiency and effectiveness of transit services.

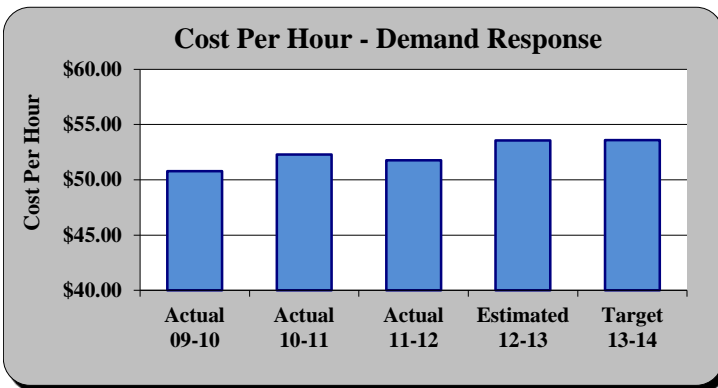
OBJECTIVE: Increase the number of passengers per mile in demand response paratransit service.

In fiscal year 2012-13, the number of passengers per mile remained fairly consistent with 2011-12, as the Town continued to provide fare-free paratransit service.



GOAL: Increase the efficiency and effectiveness of transit services.

OBJECTIVE: Maintain a stable system cost per hour for demand response paratransit services.

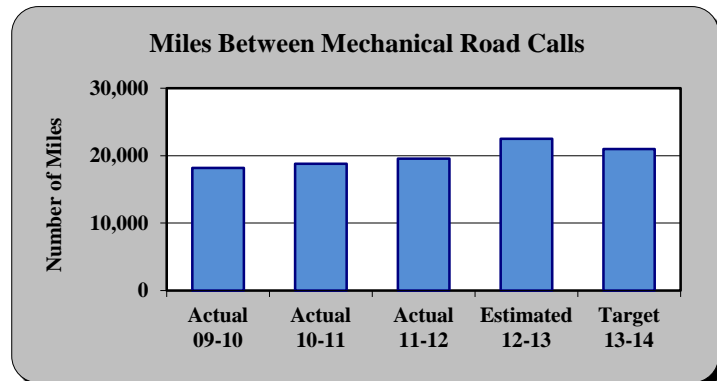


In fiscal year 2012-13, the demand response cost per hour increased about 3.46% from 2011-12, due to reallocation of costs more appropriately captured in the fixed route budget. With anticipated increases in operational costs, the 2013-14 target is to hold increases to 3% or less.

GOAL: Increase the efficiency and effectiveness of transit services.

OBJECTIVE: Maintain or increase service miles between road calls that may interrupt service.

In fiscal year 2012-13, the miles between road calls increased by about 15.17%, and remained below the industry standard of 24,000 miles or more. For 2013-14, the target is to have fewer maintenance calls and an average of 21,000 miles or more between road calls that may interrupt service.



TRANSIT - ADMINISTRATION DIVISION

MISSION STATEMENT: *The Mission of Chapel Hill Transit is to build and operate a safe, efficient, responsive public transit system serving Chapel Hill, Carrboro and the University of North Carolina with trained and dedicated employees.*

Chapel Hill Transit will provide mobility, support local development and environmental goals while improving the quality of life and preserving the natural beauty of our community.

The Administration Division supervises departmental operations, manages grant and service contracts and participates in transportation planning. Duties of the division include:

- Contract monitoring and negotiation with the University of North Carolina and the Town of Carrboro for transportation services and funding arrangements.
- Grants management (from the Federal Transit Administration and the State of North Carolina).
- Transit planning activities including short range and long range transit plans and special transit initiatives.
- Review of development proposals to assess impact on public transportation.
- Marketing and public relations activities.
- Participation in local, regional and state-wide public transit activities.
- Monitor, evaluate and analyze transit operations to ensure that services are being provided with the highest level of customer service in the most efficient and cost effective manner possible.

TRANSIT - Administration and Non-Departmental BUDGET SUMMARY

The adopted budget for 2014 includes the addition of a procurement specialist and a customer service position, along with a 2% raise effective October 2013, a 4% increase in medical insurance rates and a small increase in retirement costs. The non-departmental budget also includes a reserve for implementation of Phases 1 and 2 of the Class and Compensation Study, also effective in October 2013.

The 18.1% reduction in operating costs is largely due to a reduction of operating grant matching funds, in addition to a reduction in marketing and printing costs, now handled by Advertising.

EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Personnel	\$ 481,974	\$ 673,436	\$ 676,358	\$ 695,959	\$ 711,420	5.6%
Operating Costs	299,674	344,209	370,634	261,173	281,902	-18.1%
Transfer to Grant Match	12,552	3,239	3,239	3,239	3,239	0.0%
Transfer to Capital Reserve	1,067,500	-	-	-	-	N/A
Total	\$ 1,861,700	\$ 1,020,884	\$ 1,050,231	\$ 960,371	\$ 996,561	-2.4%

TRANSIT - Grants
BUDGET SUMMARY

Operating grants included in the Transit Fund for FY14 include 5307 and 5309 planning funds for undertaking the MLK Alternatives Analysis Study (\$437,500) and the Financial Sustainability Plan (\$633,000.)

EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Personnel	\$ 477,893	\$ 167,507	\$ 335,353	\$ 264,473	\$ 50,000	-70.2%
Operating Costs	195,954	337,417	629,865	528,535	1,020,500	202.4%
Capital Outlay	-	-	162,000	30,000	-	N/A
Total	\$ 673,847	\$ 504,924	\$ 1,127,218	\$ 823,008	\$ 1,070,500	112.0%

TRANSIT - Advertising ***BUDGET SUMMARY***

The Transit Advertising Program was adopted in FY12, and although budgeted as the first full year of service, FY13 estimates reflect a few months' moratorium while the advertising policy was reviewed and revised. The reduction in the adopted budget estimates for FY14 reflects actual trends.

Revenues are projected at \$200,000 in FY13, and at \$250,000 for FY14.

EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Personnel	\$ 30,568	\$ 102,168	\$ 102,168	\$ 85,392	\$ 92,278	-9.7%
Operating Costs	2,550	31,528	31,528	14,401	24,929	-20.9%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 33,118	\$ 133,696	\$ 133,696	\$ 99,793	\$ 117,207	-12.3%

TRANSIT- OPERATIONS DIVISION

MISSION STATEMENT: *The Mission of Chapel Hill Transit is to build and operate a safe, efficient, responsive public transit system serving Chapel Hill, Carrboro and the University of North Carolina with trained and dedicated employees.*

Chapel Hill Transit will provide mobility, support local development and environmental goals while improving the quality of life and preserving the natural beauty of our community.

The Operations Division manages fixed-route bus service and demand-responsive services with smaller vehicles. Duties of the division include:

- Provide fixed-route bus service to meet the mobility goals of Chapel Hill, Carrboro and the University of North Carolina.
- Coordinate transit service with other public transit systems in the Triangle to enhance the mobility of our citizens.
- Operate demand-responsive door-to-door service for certified persons with disabilities, using lift-equipped vans and sedans.
- Operate shuttle service (Tar Heel Express) to all UNC home football and basketball games.
- Hire, train and motivate bus operators and support staff to ensure efficient, safe, on-time and courteous service to the public.

TRANSIT - Fixed Route
BUDGET SUMMARY

The adopted budget for 2013-14 reflects a 2% pay adjustment effective October 2013, medical insurance rate increase of 4% and a small increase in the required contribution to the retirement system. Personnel costs also include the addition of two bus drivers and two supervisors.

Operating costs remain stable while maintaining service levels, with the 3% decrease mostly comprised of a reduction in the fuel budget, with at least half the expected fuel usage at a contracted cost basis. Current projected fuel prices are at \$3.17 per gallon. The FY14 budget also includes the one-time cost of matching funds for the MLK alternatives analysis.

EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Personnel	\$ 6,479,034	\$ 6,758,008	\$ 6,876,185	\$ 6,813,738	\$ 7,427,904	9.9%
Operating Costs	2,646,492	3,714,157	3,577,807	3,336,532	3,601,528	-3.0%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 9,125,526	\$ 10,472,165	\$ 10,453,992	\$ 10,150,270	\$ 11,029,432	5.3%

TRANSIT - Demand Response

BUDGET SUMMARY

The adopted budget for Demand Response in FY14 remains relatively stable, with increases in personnel costs largely offset by decreases in operating. The adopted budget for 2013-14 reflects a 2% pay adjustment effective October 2013, medical insurance rate increase of 4% and a small increase in the required contribution to the retirement system. The 4.8% reduction in operating costs reflects a decrease in gasoline costs based on contracting for up to half the anticipated needs for the year, along with a number of minor decreases in other items. Gasoline for FY14 is projected at \$2.906 per gallon, compared with \$3.20 per gallon from FY13.

EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Personnel	\$ 1,172,902	\$ 1,240,059	\$ 1,270,897	\$ 1,242,633	\$ 1,282,260	3.4%
Operating Costs	421,071	608,105	600,605	577,890	579,127	-4.8%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 1,593,973	\$ 1,848,164	\$ 1,871,502	\$ 1,820,523	\$ 1,861,387	0.7%

TRANSIT - Tarheel Express / Special Events

BUDGET SUMMARY

The adopted budget for Tarheel Express & Special Events in FY14 reflects a decrease in operating cost for fuel at contracted prices. The adopted budget for 2013-14 reflects a 2% pay adjustment effective October 2013, medical insurance rate increase of 4% and a small increase in the required contribution to the retirement system.

EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Personnel	\$ 188,553	\$ 213,654	\$ 213,654	\$ 210,968	\$ 223,525	4.6%
Operating Costs	56,015	118,817	100,305	93,640	81,826	-31.1%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 244,568	\$ 332,471	\$ 313,959	\$ 304,608	\$ 305,351	-8.2%

TRANSIT - MAINTENANCE DIVISION

MISSION STATEMENT: *The Mission of Chapel Hill Transit is to build and operate a safe, efficient, responsive public transit system serving Chapel Hill, Carrboro and the University of North Carolina with trained and dedicated employees.*

Chapel Hill Transit will provide mobility, support local development and environmental goals while improving the quality of life and preserving the natural beauty of our community.

The Maintenance Division services and repairs transit vehicles and support equipment to ensure safe, reliable and clean transit vehicles. Duties of the division include:

- Daily service, fueling and cleaning of all transit vehicles.
- Ongoing maintenance, inspection and repair of buses, vans and support vehicles.
- Ongoing maintenance of transit amenities, such as benches and shelters.
- Maintain and inventory system of fuel and bus parts to support the timely operation of services.
- Develop capital improvement plan and procurement of major capital equipment.
- Ensure that employees have the proper training and skills to ensure the safe efficient operation of Town vehicles.

TRANSIT - Vehicle Maintenance
BUDGET SUMMARY

The 2.9% increase in personnel costs are due to the 2% raise effective October 2013, 4% increase in medical insurance rates and a small increase in the retirement rate. The 2.9% reduction in operating costs reflects the expectation of reduced maintenance with 15 new buses under warranty in FY14.

EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Personnel	\$ 1,699,771	\$ 1,880,738	\$ 1,817,714	\$ 1,852,690	\$ 1,935,495	2.9%
Operating Costs	1,519,078	1,885,040	2,124,849	1,972,172	1,830,692	-2.9%
Capital Outlay	-	-	8,000	-	-	N/A
Total	\$ 3,218,849	\$ 3,765,778	\$ 3,950,563	\$ 3,824,862	\$ 3,766,187	0.0%

TRANSIT - Building Maintenance

BUDGET SUMMARY

The adopted budget for Transit's Building Maintenance division reflects a 1.5% increase overall. Personnel costs are limited to retiree health care for a prior employee. The operating budget is stable, with an increase in electricity cost largely offset by other reductions.

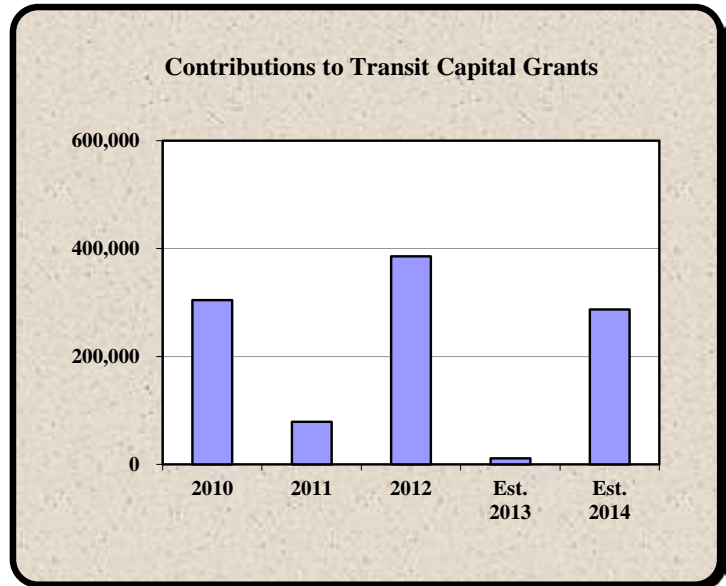
EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Personnel	\$ 26,293	\$ -	\$ -	\$ 6,930	\$ 6,039	N/A
Operating Costs	454,600	607,354	654,764	579,205	610,240	0.5%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 480,893	\$ 607,354	\$ 654,764	\$ 586,135	\$ 616,279	1.5%

TRANSIT CAPITAL RESERVE FUND

The Transit Capital Reserve Fund is used to account for funds reserved for matching capital funds for buses and facilities related to the Town's transportation system.

Donations vary substantially from year to year, depending on anticipated future needs for reserves.



TRANSIT CAPITAL RESERVE BUDGET SUMMARY

The Transit Capital Reserve Fund is intended to accumulate funding to make capital purchases and to meet matching requirements for capital grants for replacement buses and other equipment. Grant matches for bus purchases in FY13 were made in FY12. Matching funds for FY14 are estimates for grants historically received each year, but not yet awarded.

There is no contribution to the fund budgeted for FY14.

EXPENDITURES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Contribution to Capital Grant Reserve	\$ 385,319	\$ 512,989	\$ 512,989	\$ 11,090	\$ 286,761	-44.1%
		-	-	-	-	N/A
Total	\$ 385,319	\$ 512,989	\$ 512,989	\$ 11,090	\$ 286,761	-44.1%

REVENUES

	2011-12 Actual	2012-13 Original Budget	2012-13 Revised Budget	2012-13 Estimated	2013-14 Adopted Budget	% Change from 2012-13
Interest Income	\$ 990	\$ -	\$ -	\$ 1,282	\$ -	N/A
Transfer from Transit Grant	-	-	-	360,000	-	N/A
Appropriated Fund Balance	384,329	512,989	512,989	(350,192)	286,761	-44.1%
Total	\$ 385,319	\$ 512,989	\$ 512,989	\$ 11,090	\$ 286,761	-44.1%

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

Transit capital and planning grants awarded by the Federal Transit Administration are implemented pursuant to grant project ordinances authorized by General Statute 159-13.12. Budgets are adopted throughout the year as the grant awards are received. Nine current project ordinances in the Transportation Department are shown below:

2006-07 Capital Grant

The project ordinance for the fiscal year 2006-07 Section 5307 capital grant was adopted on September 10, 2007. Funds are being used to conduct a feasibility study, environmental assessment, and preliminary engineering for the expansion of park and ride capacity at the existing Eubanks Road Park and Ride lot.

	Project Budget	Estimated Expenditures Through June 30, 2013
2006-07 Transit Capital Grant	\$1,187,077	\$275,392

2007-08 Transit Capital and Planning Grant

The project ordinance for the fiscal year 2007-08 Section 5307 Transit Capital and Planning Grant was adopted on June 9, 2008. The funds were used to continue the ongoing lease of a park and ride facility, to provide enhancements to bus shelter sites, to assist the transportation department staff in conducting transit planning activities, to prepare the annual Transportation Improvement Plan, and to prepare annual statewide planning reports.

	Project Budget	Estimated Expenditures Through June 30, 2013
2007-08 Transit Capital and Planning Grant	\$633,143	\$427,265

2008-09 Capital and Planning

The project ordinance for the fiscal year 2008-09 Section 5307 capital grant was adopted on June 22, 2009. Funds are being used to continue the on-going lease obligation for a park-ride facility at Carrboro Plaza, re-design the Chapel Hill Transit web page, purchase and repair bus shelters, provide repairs and maintenance at park and ride lots served by Chapel Hill Transit and to conduct transit planning activities.

	Project Budget	Estimated Expenditures Through June 30, 2013
2008-09 Transit Capital and Planning Grant	\$189,520	\$183,938

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2008-09 Capital Grant

The project ordinance for the fiscal year 2008-09 Section 5307 capital grant was adopted on February 13, 2012. Funds will be used to conduct an environmental assessment, preliminary engineering and construction for the expansion of the existing Eubanks Road Park and Ride lot.

	Project Budget	Estimated Expenditures Through June 30, 2013
2008-09 Transit Capital Grant	\$423,225	\$-0-

2009-10 Capital Grant

The project ordinance for the fiscal year 2009-10 Section 5307 capital grant was adopted on June 21, 2010. Funds were requested to continue the on-going lease obligation for a park-ride facility at Carrboro Plaza, to purchase a replacement low-floor demand response vehicle and a replacement support vehicle, purchase and repair bus shelters as needed, and to provide repairs and maintenance at park and ride lots served by Chapel Hill Transit.

	Project Budget	Estimated Expenditures Through June 30, 2013
2009-10 Transit Capital and Planning Grant	\$167,369	\$166,084

2010-11 Capital Grant

The project ordinance for the fiscal year 2010-11 Section 5307 technology grant was adopted on October 10, 2011. Funds are being used for camera installation and re-paving at Town-owned park and ride lots.

	Project Budget	Estimated Expenditures Through June 30, 2013
2010-11 Transit Capital Grant	\$82,243	\$7,932

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2010-11 Capital Grant

The project ordinance for a fiscal year 2010-11 Elderly and Disabled capital grant was adopted on January 18, 2011. Funds are being used to complete a bus stop inventory system, to implement a voucher program and to support mobility management.

	Project Budget	Estimated Expenditures Through June 30, 2013
2010-11 Transit Capital Grant	\$537,683	\$139,242

2010-11 Capital Grant

The project ordinance for the fiscal year 2010-11 Section 5307 capital grant was adopted on February 28, 2011. Funds are being used to upgrade the Transportation Department's radio system.

	Project Budget	Estimated Expenditures Through June 30, 2013
2010-11 Transit Capital Grant	\$1,505,000	\$275,934

2012-2013 Capital Grant

The project ordinance for the fiscal year 2012-13 Section 5309 capital grant was adopted on November 21, 2011. Funds are being used to purchase 15 replacement hybrid electric buses.

	Project Budget	Estimated Expenditures Through June 30, 2013
2012-13 Transit Capital Grant	\$9,000,000	\$8,959,545