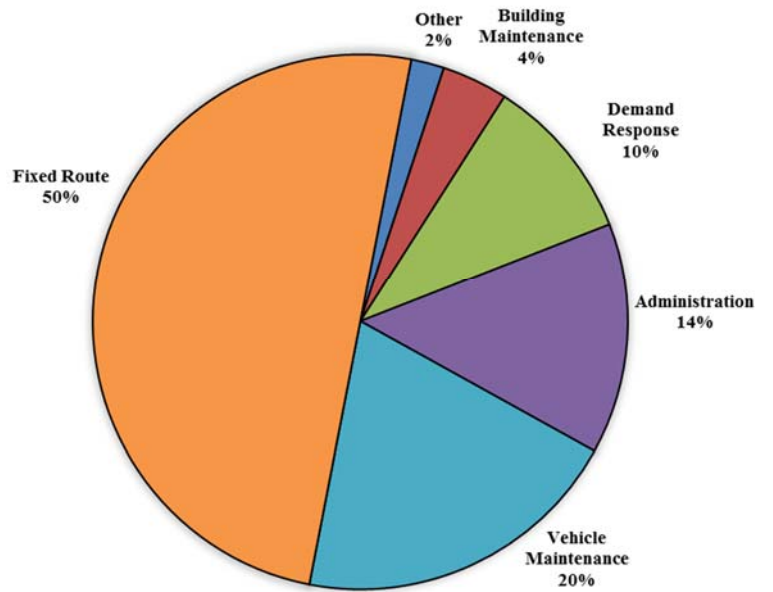


TRANSIT FUND

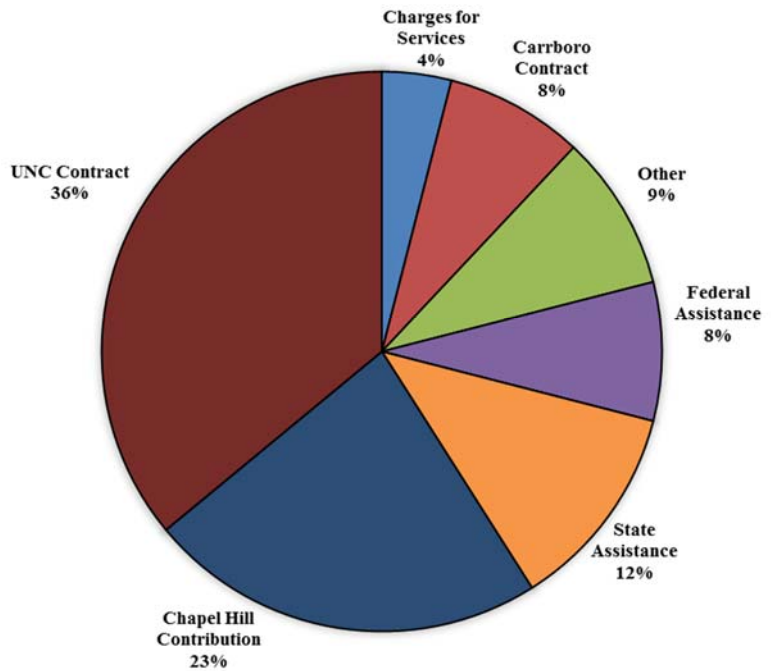
The Transit Fund is used to account for the operations of the Town's public transit system.

TRANSIT EXPENDITURES



Total \$24,792,491

TRANSIT REVENUES



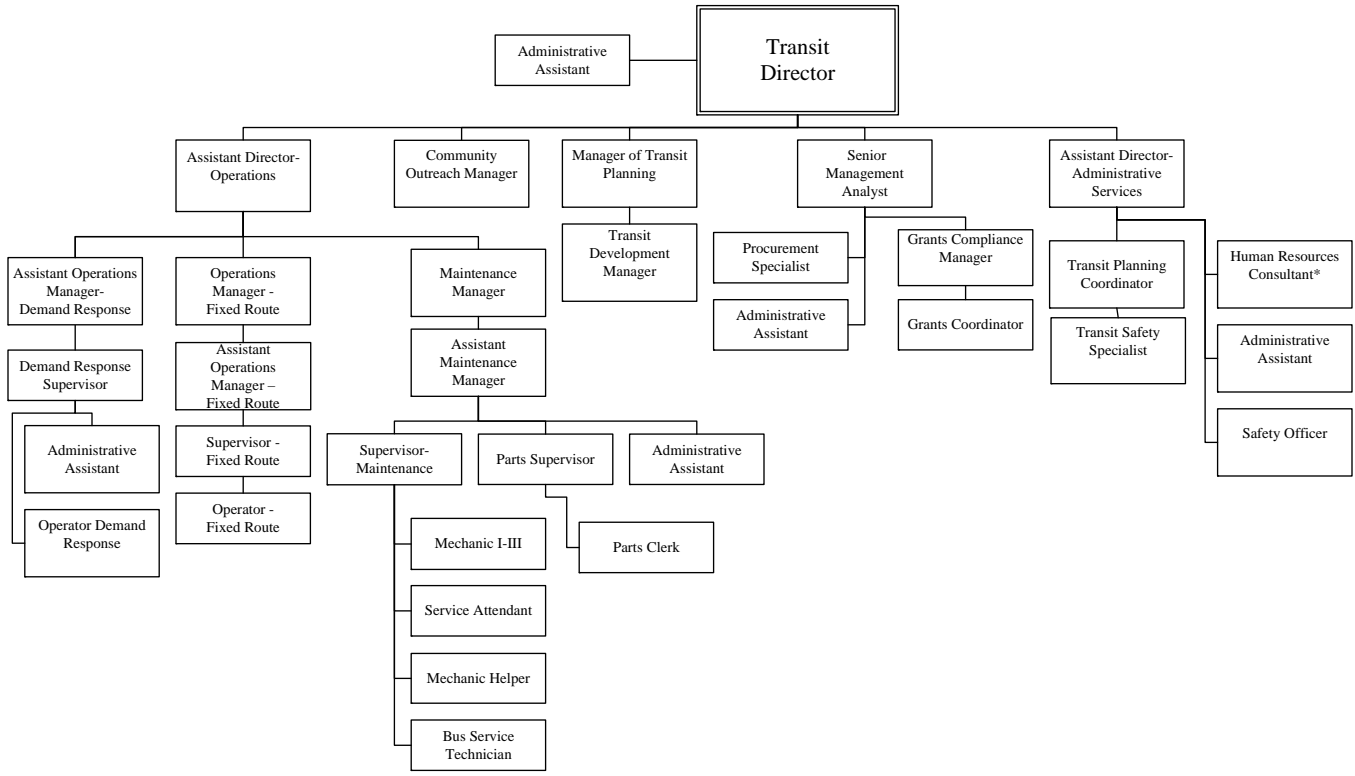
TRANSIT

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.

The Transit Department identified the following primary programs that are included in the adopted budget for 2019-20.

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 Advertising	Maintain a viable advertising sales business for the transit system. Coordinate with advertisers, third-party ad developers, and others to generate revenues for the transit fund.



*This position has a shared report structure which includes both the Asst. Director and Human Resources Director.

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

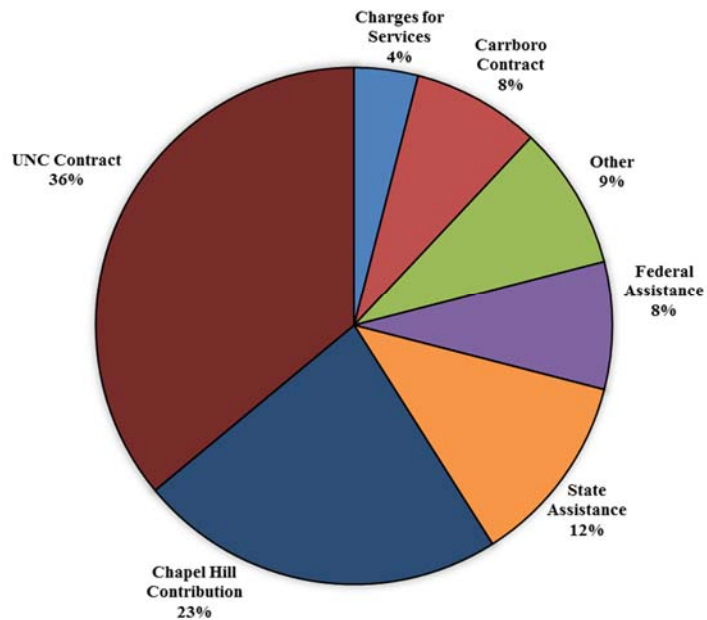
The Town provides public transit services for the Town of Chapel Hill and the neighboring Town of Carrboro and the University of North Carolina. The two towns and the university share annual operating costs of the transit system on a contractual basis. In 2001, the transit system initiated fare free services, eliminating fare box and pass sale revenues previously collected for the basic system. (Exceptions are fares for specific routes to Hillsborough and 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 2019-20 totals about \$24.8 million, an increase of 4.3% from 2018-19. 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 2019-20. Please note that due to the partnership between the Town of Chapel Hill, Town of Carrboro, and the University of North Carolina, some financial aspects are still being discussed by the partners and are subject to change.

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 federal funding for operations to keep increase slightly from 2018-19 levels at \$1.96 million. Additional operating grants will be sought for 2019-20 as opportunities arise, and will be added to the budget through amendment if awarded.

TRANSIT REVENUES



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 2018-19 is expected to be almost \$3.1 million, about \$145,000 more than budgeted, with an adopted 2019-20 budget amount of \$2.25 million. The reduction can be attributed to the decrease in State Maintenance Assistance Program (SMAP) funding of \$686,000.

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

University Contract

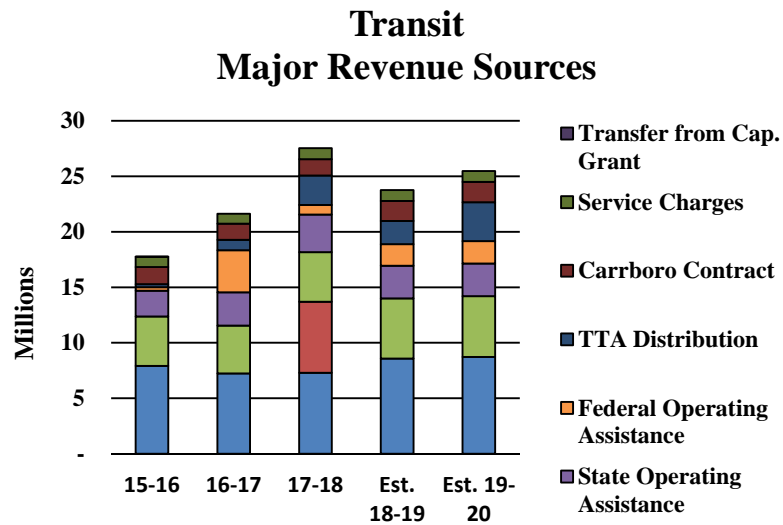
The University of North Carolina contracts with the Town for bus service for routes on and surrounding the campus of the University and UNC Health Care System. The University contract also covers routes determined to serve mainly students and employees of the University. The cost of these services is based on cost sharing arrangements among the Town, the University and Carrboro, as agreed to in an annual contract. The University's contracted share was about \$7.36 million in 2017-18 and \$8.57 million in 2018-19. UNC's allocation for 2019-20 reflects an increase of about \$146,000 million to \$8.72 million.

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 2018-19 was about \$1.81 million and the budget for 2019-20 reflects an increase of about \$26,000 to \$1.84 million 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 2019-20 is about \$5.48 million. Also included in Town revenues are interest income and \$454,000 for vehicle license fees.



TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

Park and Ride Fees

The adopted budget for 2019-20 includes fees for use of park and ride lots. The University charges a fee for the lots they operate, which would result in overflow to our lots if they remained free of charge. The 2019-20 adopted budget includes fee revenues of \$95,000.

Other revenues expected for the system include about \$340,000 in fares for the Tar Heel Express and other special events, and about \$348,000 in services for Triangle Transit Authority.

Fund Balance

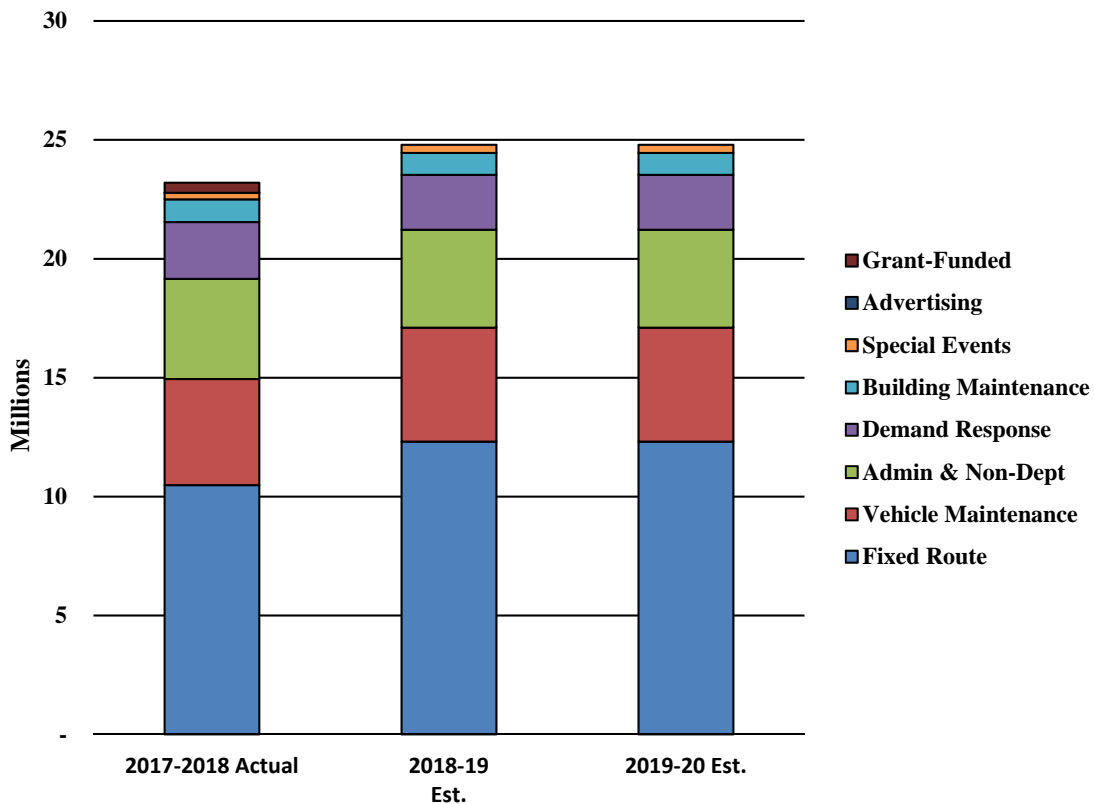
The Transit system expects to add approximately \$840,000 to fund balance in 2018-19. The 2019-2020 adopted budget was balanced without the appropriation of fund balance.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The adopted budget for Transit for 2019-20 continues fare free services for fixed routes in the system and totals \$24.79 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 minivans, and four maintenance service trucks that provide transit service to the entire community. Operational costs total about \$15 million and Maintenance costs total about \$5.7 million.

Transit Expenses



Expenditures for 2019-20 include a 3% of market pay adjustment, a 4.9% health insurance cost increase, and a 1.2% retirement increase. There is \$146,500 budgeted cost for other post-employment benefits (OPEB) and also includes \$716,110 for debt payments for the purchase of 14 buses.

TRANSIT DEPARTMENT
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2017-18 ADOPTED	2018-19 ADOPTED	2019-20 ADOPTED
Administration			
Director-Transportation	1.00	1.00	1.00
Assistant Director-Transportation	1.00	1.00	1.00
Assistant Director - Admin Services	0.00	1.00	1.00
Management Analyst	1.00	1.00	1.00
Community Outreach Manager	1.00	1.00	1.00
Advertising Sales Manager	1.00	1.00	0.00
Grants Coordinator	1.00	1.00	1.00
Customer Service Coordinator	1.00	0.00	0.00
Procurement Specialist	1.00	1.00	1.00
Transit Services Planner	1.00	1.00	1.00
Administrative Assistant	3.00	4.00	3.00
Human Resources Consultant	1.00	1.00	1.00
Transit Planning Coordinator	1.00	1.00	1.00
Accounting Technician II	0.00	0.00	1.00
Administrative Services Manager	1.00	0.00	0.00
Division Totals	15.00	15.00	14.00
Operations			
OCC Health & Safety Officer	1.00	1.00	1.00
Demand Response Manager	1.00	1.00	1.00
Training Coordinator	1.00	1.00	1.00
Manager - Transit Operations	1.00	1.00	1.00
Assistant Manager - Transit	2.00	2.00	2.00
Supervisor-Transit	10.00	10.00	10.00
Transit Operator - Demand Response	14.63	14.63	14.63
Transit Operator - Fixed Route	122.66	122.66	122.66
Training Coordinator	0.00	0.00	1.00
Administrative Assistant	2.00	2.00	2.00
Division Totals	155.29	155.29	156.29
Equipment Maintenance			
Maintenance Manager	1.00	1.00	1.00
Assistant Maintenance Manager	1.00	1.00	1.00
Mechanic Supervisor	2.00	3.00	3.00
Parts Manager	1.00	1.00	1.00
Mechanic (I-III)	16.00	16.00	16.00
Bus Service Technician	2.00	2.00	2.00
Mechanic Helper	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00
Parts Clerk	2.00	2.00	2.00
Service Attendant	6.00	5.00	5.00
Division Totals	33.00	33.00	33.00
Transit Department Totals	203.29	203.29	203.29

TRANSIT

BUDGET SUMMARY

The adopted budget for the Transit Department continues fare-free service. Federal assistance remained flat, while state assistance has decreased 23.4%. This is offset by additional revenue in federal operations grants, increases from the UNC contract, the Carrboro contract, and increases in TTA Fees collected. The 2019-20 adopted budget also includes revenues from the Orange County Transit Plan (formerly entitled the Orange County Bus and Rail Plan), administered by GoTriangle. Cost increases include a 3% pay adjustment, a 1.2% retirement increase, and a 4.9% increase in health insurance costs.

EXPENDITURES


	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Admin & Non-Dept	\$ 3,187,847	\$ 3,362,955	\$ 4,612,220	\$ 4,213,086	\$ 4,119,754	22.5%
Grant-Funded	207,675	-	419,145	419,145	-	N/A
Advertising	28,032	91,916	-	6,500	-	-100.0%
Fixed Route	10,004,187	11,899,399	11,899,399	10,484,836	12,313,207	3.5%
Demand Response	2,012,767	2,381,391	2,381,391	2,388,559	2,310,518	-3.0%
Special Events	272,490	336,905	336,905	339,682	340,605	1.1%
Vehicle Maintenance	3,280,206	4,766,675	4,900,368	4,459,984	4,788,402	0.5%
Building Maintenance	622,342	929,054	993,717	953,440	920,005	-1.0%
Total	\$ 19,615,546	\$ 23,768,295	\$ 25,543,145	\$ 23,265,232	\$ 24,792,491	4.3%

REVENUES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Charges for Services	\$ 791,786	\$ 834,655	\$ 834,655	\$ 857,813	\$ 976,997	17.1%
Federal Assistance	833,990	1,944,719	1,944,719	1,960,178	1,960,178	0.8%
Federal Ops Grants	110,615	-	145,462	157,299	63,576	N/A
State Assistance	3,667,530	2,939,769	3,087,906	3,084,906	2,253,325	-23.4%
TTA Fees	2,964,287	2,094,000	2,094,000	2,094,000	3,321,849	58.6%
UNC Contract	7,363,164	8,573,655	8,573,655	8,573,655	8,719,868	1.7%
Carrboro Contract	1,455,012	1,808,945	1,808,945	1,808,945	1,835,146	1.4%
Advertising Revenue	147,837	150,000	150,000	150,000	185,000	23.3%
Chapel Hill Revenues	4,496,788	5,422,552	5,422,552	5,418,838	5,476,552	1.0%
Appropriated Fund Balance	(2,215,463)	-	1,481,251	(840,402)	-	N/A
Total	\$ 19,615,546	\$ 23,768,295	\$ 25,543,145	\$ 23,265,232	\$ 24,792,491	4.3%

TRANSIT

Performance Measures

	<p>Strategic Objectives</p> <ul style="list-style-type: none"> ➤ Maintain favorable productivity levels. ➤ Demand response services will be on time (arriving within the 20 minute pick-up window) at least 90 percent of the time. ➤ 100% of scheduled weekday and weekend Demand Response (DR) service will be placed into service. ➤ Keep the rate of demand response accidents at three or fewer per 100,000 miles. ➤ Keep the rate of demand response preventable accidents at one or fewer per 100,000 miles. ➤ Fixed route services will operate according to published schedules at least 90% of the time ➤ 100% of scheduled weekday and weekend Fixed Route Response (FR) service will be placed into service ➤ Keep customer complaints rate low – i.e., no more than 15 complaints per 100,000 fixed route trips and no more than 2 complaints per 100 demand response rides ➤ Keep the rate of fixed route accidents at three or fewer per 100,000 miles. ➤ Keep the rate of preventable fixed route accidents at one per 100,000 miles. ➤ Comply with preventative maintenance schedule for all vehicles at least 90% of the time. ➤ Maintain a Fixed Route and Demand Response fleet age that is within industry standards in compliance with federal recommendations
---	---

Core Business Program	Performance Measure	FY17 Actual	FY18 Actual	FY19 Estimate	FY20 Target
Demand – Response Service	Number of passengers per mile in demand response paratransit service	0.22	0.22	0.22	0.22
	Cost per hour for demand response paratransit services	\$58.84	\$63.77	\$57.62	\$53.00
	On-time performance percentage	92%	91%	90%	95%
	Scheduled weekday/weekend DR service placed into service on time	100%	100%	100%	100%
	Demand Response accidents per 100,000 miles	0.36	1.77	1.25	0.00
	Preventable demand response accident per 100,000 miles	0.36	0.35	0.50	0.00
Fixed - Route Bus Service	Number of passengers per mile in fixed route transit service	3.38	3.33	3.39	3.41
	Cost per hour for fixed route services	\$88.48	\$88.54	\$88.62	\$88.50
	Percentage of on-time performance	82%	79%	80%	100%

	Scheduled weekday/weekend FR service placed into service on time	99.6%	97.5%	99.0%	100%
	Complaints per 100,000 fixed route trips	13.65	6.54	12.00	0.00
	Fixed Route accidents per 100,000 miles	3.38	3.14	3.00	0.00
	Preventable Fixed Route accident per 100,000 miles	1.33	1.78	1.25	0.00
Maintenance	Number of service miles between road calls that may interrupt (DR)	40,501	32,840	35,010	25,000
	Number of service miles between road calls that may interrupt (FR)	13,598	11,258	11,000	7,500
	Compliance with preventative maintenance percentage	97%	95%	96%	100%
Administration and Finance	Passengers per Revenue Hour (DR)	2.40	2.57	2.60	2.80
	Passengers per Revenue Hour (FR)	38.68	37.71	40.00	42.00
	Passengers per Revenue Mile (DR)	0.22	0.22	0.22	0.22
	Passengers per Revenue Mile (FR)	3.38	3.33	3.39	4.00
	Average age of fleet vehicle (DR)	6.00	5.90	6.20	6.00
	Average age of fleet vehicle (FR)	8.58	8.25	7.90	6.80

* This is a new measure. Data for previous reporting periods is not available.

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 2019-20 includes a 22.5% increase to the overall budget. A reorganization of personnel caused a decrease in personnel costs. The Advertising Sales Manager (1 FTE) was moved to the Fixed Route division. In addition, a 1.2% retirement increase, a 3% raise adjustment, and a 4.9% increase in health insurance costs in encompassed in the personnel line item.

Operating costs have increased 89.7% due to contracted work costs associated with the Bus Rapid Transit project.

EXPENDITURES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Personnel	\$ 1,510,162	\$ 1,846,934	\$ 1,915,628	\$ 1,585,720	\$ 1,719,379	-6.9%
Operating Costs	1,426,995	1,265,131	2,445,702	1,660,366	2,400,375	89.7%
Transfer to Capital Reserve	250,690	250,890	250,890	967,000	-	-100.0%
Total	\$ 3,187,847	\$ 3,362,955	\$ 4,612,220	\$ 4,213,086	\$ 4,119,754	22.5%

TRANSIT - Grants
BUDGET SUMMARY

As of the time of the adopted budget, there were no planned grant related expenditures for 2019-20.

EXPENDITURES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Personnel	\$ 67,612	\$ -	\$ 77,893	\$ 77,893	\$ -	N/A
Operating Costs	140,063	-	341,252	341,252	-	N/A
Total	\$ 207,675	\$ -	\$ 419,145	\$ 419,145	\$ -	N/A

TRANSIT - Advertising
BUDGET SUMMARY

The adopted budget for 2019-20 has an overall expenditure decrease of 100%. Due to a reorganization, the Advertising Sales Manager position (1 FTE) has moved to the Fixed Route division of the Transit department.

EXPENDITURES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Personnel	\$ 27,882	\$ 78,194	\$ -	\$ -	\$ -	-100.0%
Operating Costs	150	13,722	-	6,500	-	-100.0%
Total	\$ 28,032	\$ 91,916	\$ -	\$ 6,500	\$ -	-100.0%

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 reflects a 3.5% increase in overall costs. There is a 2.6% increase in personnel costs, which is a result of a 3% pay adjustment, a 4.9% increase in health insurance costs, and a 1.2% increase in retirement costs. Workers compensation insurance is also increased to align budget to actuals. Due to a reorganization of the department a Training coordinator (1 FTE) has been added, leading to an increase in personnel costs.

There is an increase of 6.1% in operating costs due to contractual services including the NextBus Subscription.

EXPENDITURES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Personnel	\$ 7,628,109	\$ 8,998,652	\$ 8,832,652	\$ 7,608,434	\$ 9,234,369	2.6%
Operating Costs	2,349,117	2,900,747	3,066,747	2,819,533	3,078,838	6.1%
Capital Outlay	26,961	-	-	56,869	-	N/A
Total	\$ 10,004,187	\$ 11,899,399	\$ 11,899,399	\$ 10,484,836	\$ 12,313,207	3.5%

TRANSIT - Demand Response
BUDGET SUMMARY

The adopted budget for Demand Response division in 2019-20 has a 3.0% decrease from the previous year. Personnel expenditures experienced a 3% pay adjustment, a 4.9% health insurance increase, and a 1.2% increase in retirement costs. This is offset by employee turnover. The decrease in operating are due to budget to actual alignment.

EXPENDITURES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Personnel	\$ 1,538,679	\$ 1,717,793	\$ 1,717,793	\$ 1,487,510	\$ 1,656,470	-3.6%
Operating Costs	435,518	663,598	663,598	663,407	654,048	-1.4%
Capital Outlay	38,570	-	-	237,642	-	N/A
Total	\$ 2,012,767	\$ 2,381,391	\$ 2,381,391	\$ 2,388,559	\$ 2,310,518	-3.0%

TRANSIT - Tarheel Express / Special Events
BUDGET SUMMARY

The adopted budget for Tarheel Express & Special Events in 2019-20 reflects a 1.1% increase in overall expenditures. There is a 1.5% increase in personnel due to the 1.2% increase to the retirement rate.

EXPENDITURES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Personnel	\$ 219,351	\$ 254,571	\$ 254,571	\$ 257,348	\$ 258,271	1.5%
Operating Costs	53,139	82,334	82,334	82,334	82,334	0.0%
Total	\$ 272,490	\$ 336,905	\$ 336,905	\$ 339,682	\$ 340,605	1.1%

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 adopted budget for 2019-20 represents a 0.5% increase in expenditures from the previous fiscal year. The 3.3% increase in personnel costs is due to a 3% pay adjustment, a 4.9% increase in health insurance costs, and an increase of 1.2% for retirement costs. The decrease of 2.7% in operating costs reflects decreases to the costs related to maintenance and repair of transit vehicles.

EXPENDITURES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Personnel	\$ 2,039,298	\$ 2,517,402	\$ 2,496,402	\$ 2,300,791	\$ 2,600,100	3.3%
Operating Costs	1,240,908	2,229,273	2,381,943	2,139,193	2,168,302	-2.7%
Capital Outlay	-	20,000	22,023	20,000	20,000	0.0%
Total	\$ 3,280,206	\$ 4,766,675	\$ 4,900,368	\$ 4,459,984	\$ 4,788,402	0.5%

TRANSIT - Building Maintenance
BUDGET SUMMARY

The adopted budget for Transit's Building Maintenance division reflects a 1.0% decrease overall. The 20.0% decrease in personnel expenditures is due to adjusting the new retiree medical figure to align better with prior year actuals. The 0.8% decrease in operating costs is due to a decrease in utility costs.

EXPENDITURES

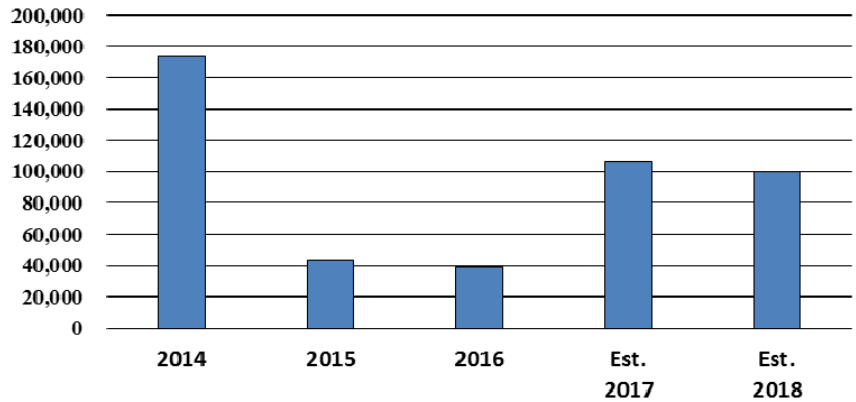
	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Personnel	\$ 6,343	\$ 6,500	\$ 6,500	\$ 5,200	\$ 5,200	-20.0%
Operating Costs	615,999	922,554	987,217	948,240	914,805	-0.8%
Total	\$ 622,342	\$ 929,054	\$ 993,717	\$ 953,440	\$ 920,005	-1.0%

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.

Contributions to Capital Grants



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. Matching funds for 2019-20 are estimates for grants historically received each year, but not yet awarded.

The contribution to reserve budgeted for 2019-20 is intended for bus replacement expenditures.

EXPENDITURES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Contribution to Capital Grant Reserve	\$ 621,771	\$ -	\$ 339,331	\$ 339,331	\$ -	N/A
	-	255,890	255,890	-	10,000	-96.1%
Total	\$ 621,771	\$ 255,890	\$ 595,221	\$ 339,331	\$ 10,000	-96.1%

REVENUES

	2017-18 Actual	2018-19 Original Budget	2018-19 Revised Budget	2018-19 Estimated	2019-20 Adopted Budget	% Change from 2018-19
Interest Income	\$ 9,058	\$ 5,000	\$ 5,000	\$ 10,000	\$ 10,000	100.0%
Transfer from Transit Fund	250,690	250,890	250,890	250,890	-	-100.0%
Appropriated Fund Balance	362,023	-	339,331	78,441	-	N/A
Total	\$ 621,771	\$ 255,890	\$ 595,221	\$ 339,331	\$ 10,000	-96.1%

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 grant awards are received. Seven current project ordinances in the Transit Department are shown below:

2015-2016 Capital Grant 5339

The project ordinance for the fiscal year 2015-2016 Section 5339 Transit Capital Grant was executed on May 14, 2018. The funds will be used to expand transit's employee/visitor parking lot, install a new security gate to the bus fleet yard and fund and preliminary review and analysis of constructing a solar canopy over the bus yard. 80% is federally funded. 20% will be funded through local budget.

	Project Budget	Estimated Expenditures Through June 30, 2020
2015-2016 Transit Capital Grant	\$534,124.00	\$534,124.00

2017-2018 Capital Grant 5339

The project ordinance for the fiscal year 2017-18 Section 5339 capital grant was executed on August 29, 2018. Funds will be used to purchase replacement Light Transit Vehicles (LTVs) for the demand response fleet and to improve transit amenities and ADA access at existing bus stops. 80% is federally funded. 20% will be funded through local budget.

	Project Budget	Estimated Expenditures Through June 30, 2020
2017-2018 Transit Capital Grant	\$592,707.00	\$592,707.00

2018 Capital Grant 5307 STP-DA Flex Funds

The project ordinance for the fiscal year 2017-2018 Section 5307 capital grant for Surface Transportation Program – Direct Attributable (STP-DA) was executed August 29, 2018. Funds are to be used to purchase two 40' diesel buses for the Fixed Route Department. An order was placed for the buses, however they are not expected to be delivered FY19. The Federal portion of this project is \$697,000.00 The Town will provide the remainder through local budget. Current costs have local share at \$218,901.00.

	Project Budget	Estimated Expenditures Through June 30, 2020
2018 Transit Capital Grant	\$916,000.00	\$916,000.00

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2017 Capital Grant 5307 CMAQ Flex Funds

The project ordinance for the fiscal year 2018 Section 5307 Congestion Mitigation and Air Quality (CMAQ) capital grant is currently under review by the FTA for execution. Funds will be used for the purchase of three 40' diesel buses. The Federal portion of this project is \$1,093,015.00. The Town's share is \$280,538.00

	Project Budget	Estimated Expenditures Through June 30, 2020
2018 Transit Capital Grant	\$1,373,553.00	\$1,373,553.00

2018 Capital Grant 5339c Lo/No Emissions

The project ordinance for the fiscal year 2018 5339c Competitive Lo/No Emission Transit Capital Grant is currently under review by the FTS for execution. The funds will be used to purchase two 40' electric buses. 80% is federally funded. 10% will be funded through local budget and 10% through the State.

	Project Budget	Estimated Expenditures Through June 30, 2020
2018 Transit Capital Grant	\$1,727,500.00	\$1,727,500.00