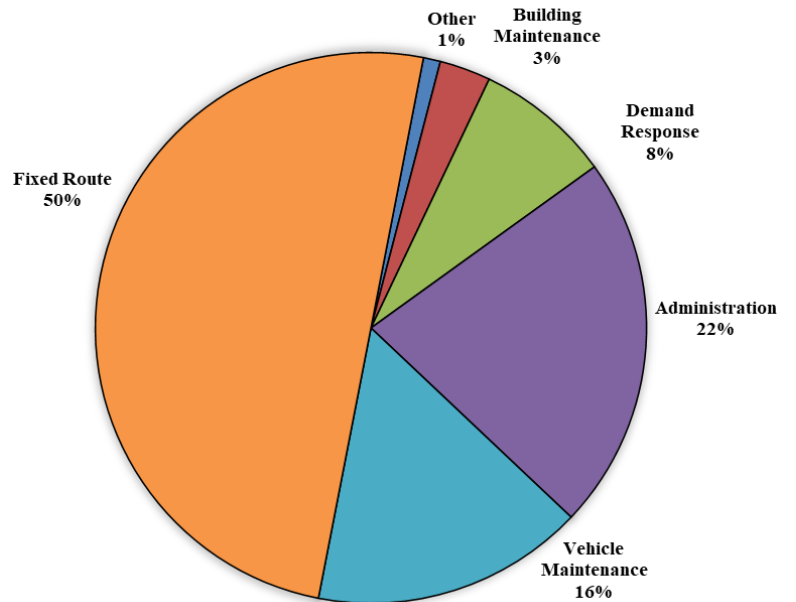


TRANSIT FUND

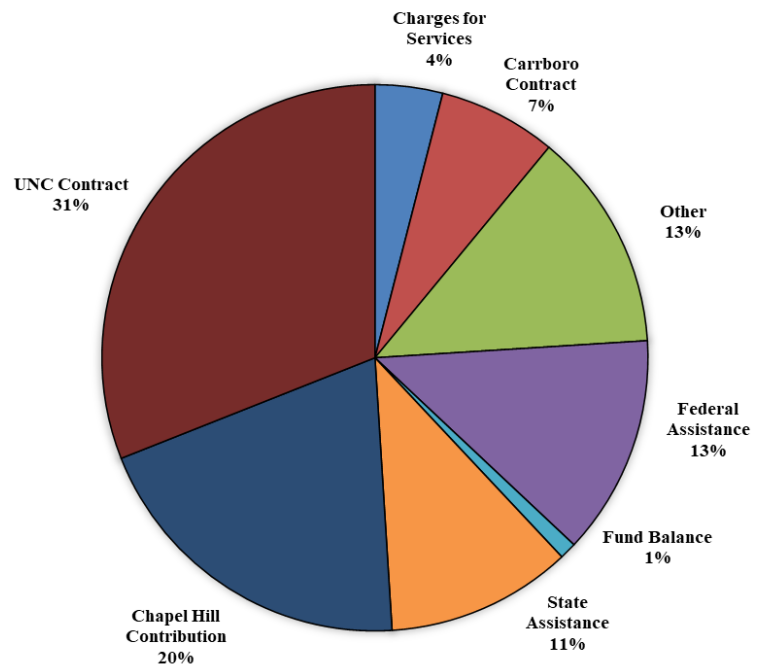
The Transit Fund is used to account for the operations of the Town's public transit system.

TRANSIT EXPENDITURES



Total \$31,454,363

TRANSIT REVENUES



TRANSIT

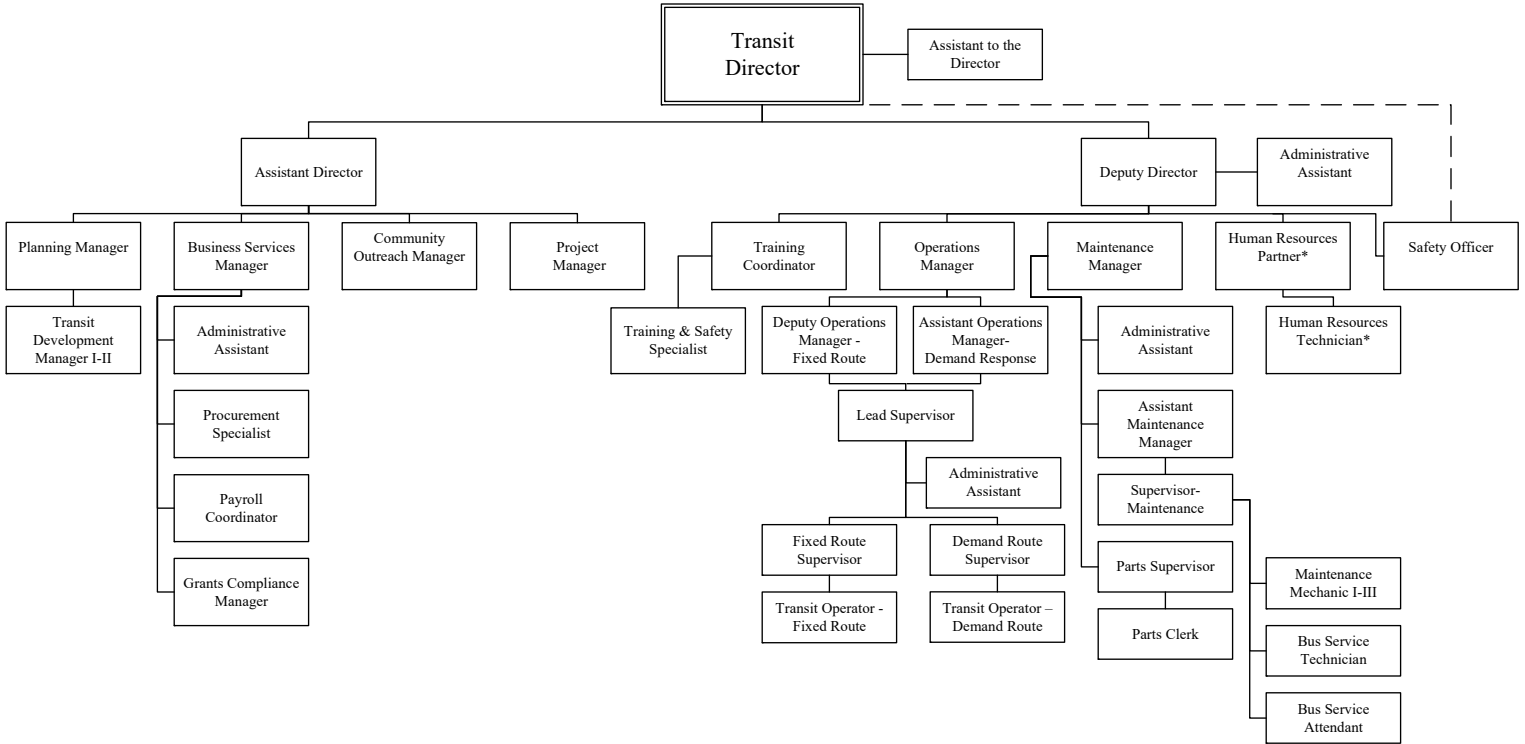
MISSION STATEMENT:

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 2022-23.

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 22 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.
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.

TRANSIT



*These positions have a shared report structure which includes both the Deputy 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.)

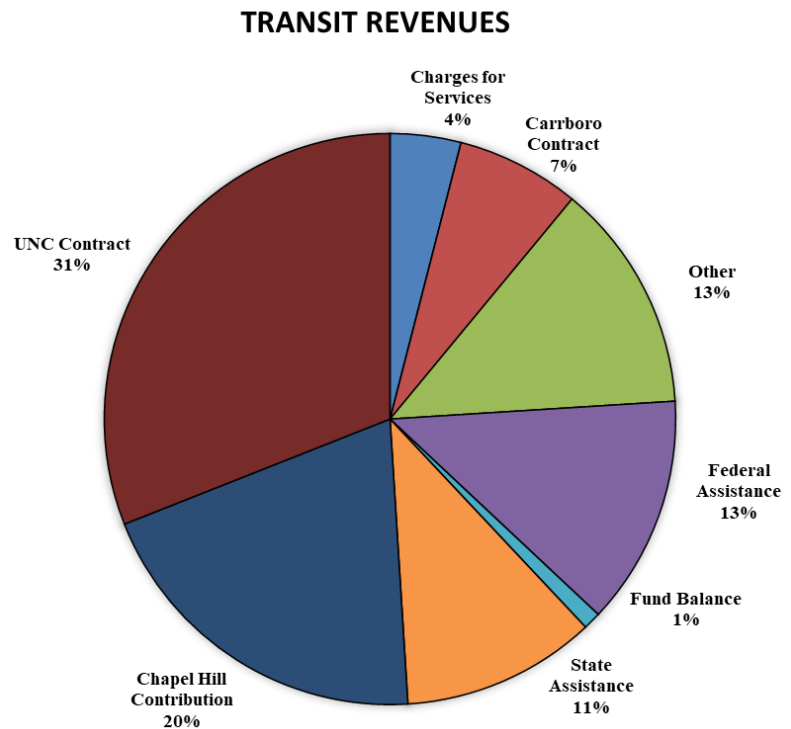
The budget for the Transit Fund for fiscal year 2022-23 totals about \$31.5 million, an increase of 19.6% from 2021-22. Below is a description of the major revenue sources for the Transit Fund and the pie chart below shows the major revenue sources for fiscal year 2022-23. Please note that due to the 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 increase from 2021-22 levels to \$2.5 million. A further \$1.6 million is anticipated in federal operating grants. Additional operating grants will be sought for 2022-23 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. This allocation is anticipated to increase in 2022-23 to \$3.2 million.



TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

University Contract

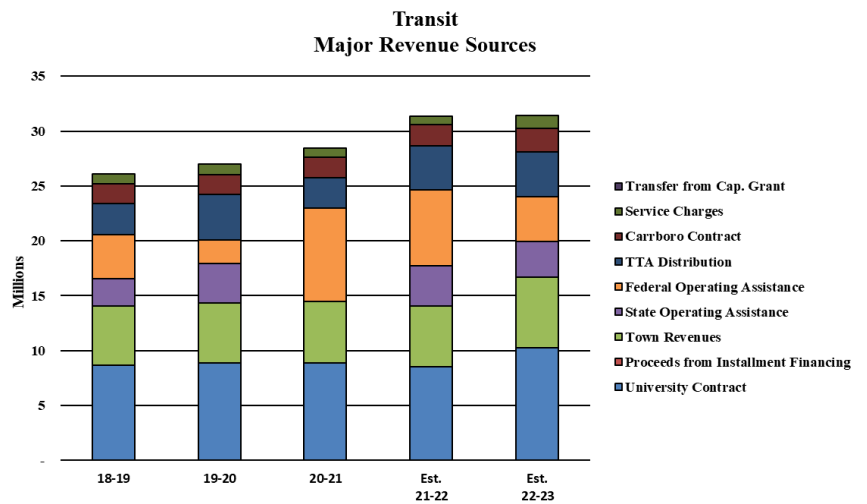
The University of North Carolina contracts with the Town for bus service for routes on and surrounding the campus of the University and UNC Health Care System. The University contract also covers routes determined to serve mainly students and employees of the University. The cost of these services is 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 \$8.9 million in 2020-21 and \$8.5 million in 2021-22. UNC's allocation for 2022-23 is up to \$10.3 million due to the increased transit tax rate and its effect on the funding formula.

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 2021-22 was about \$1.9 million and the budget for 2022-23 increased to \$2.2 million due to the increased transit tax rate and its effect 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. This share of cost in the budget for the Transit Fund in fiscal year 2022-23 is about \$6.44 million. The 2022-23 budget is balanced with a 0.8 cent tax increase to the Transit property tax in order to fund the bus replacement program. Also included in Town revenues are interest income and \$450,000 for vehicle license fees.



TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

Park and Ride Fees

The budget for 2022-23 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 2022-23 budget includes fee revenues of \$95,000.

Other revenues expected for the system include about \$306,000 in fares for the Tar Heel Express and other special events, and about \$375,000 in services for Triangle Transit Authority.

Fund Balance

The 2022-23 budget was balanced without the use of fund balance.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The budget for Transit for 2022-23 continues fare free services for fixed routes in the system and totals \$31.5 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 \$24.3 million and Maintenance costs total about \$6 million.



Expenditures for 2022-23 include a 2% health insurance cost increase, a pay increase, and a 0.75% retirement increase. There is \$184,800 budgeted cost for other post-employment benefits (OPEB) and also includes \$1.1 million in reserve for the purchase of new buses.

TRANSIT DEPARTMENT
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2020-21 ADOPTED	2021-22 ADOPTED	2022-23 ADOPTED
Administration			
Director-Transportation	1.00	1.00	1.00
Assistant Director-Transportation	1.00	1.00	1.00
Assistant Director - Admin Services	1.00	0.00	1.00
Management Analyst	1.00	1.00	1.00
Community Outreach Manager	1.00	1.00	1.00
Transit Project Manager	0.00	1.00	1.00
Grants Coordinator	1.00	1.00	1.00
Procurement Specialist	1.00	1.00	1.00
Transit Services Planner	1.00	1.00	2.00
Administrative Assistant	3.00	3.00	3.00
Human Resources Consultant	1.00	1.00	1.00
Transit Planning Coordinator	1.00	1.00	1.00
Accounting Technician II	1.00	1.00	1.00
Division Totals	<u>14.00</u>	<u>14.00</u>	<u>16.00</u>
Operations			
OCC Health & Safety Officer	1.00	1.00	1.00
Demand Response Manager	1.00	1.00	1.00
Training & Safety Specialist	1.00	2.00	2.00
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	16.00	16.00
Transit Operator - Fixed Route	122.66	122.66	122.66
Training Coordinator	1.00	1.00	1.00
Administrative Assistant	2.00	2.00	1.00
Division Totals	<u>156.29</u>	<u>158.66</u>	<u>157.66</u>
Equipment Maintenance			
Maintenance Manager	1.00	1.00	1.00
Assistant Maintenance Manager	1.00	1.00	1.00
Mechanic Supervisor	3.00	3.00	3.00
Parts Manager	1.00	1.00	1.00
Mechanic (I-III)	16.00	16.00	15.00
Bus Service Technician	2.00	2.00	3.00
Mechanic Helper	1.00	1.00	0.00
Administrative Assistant	1.00	1.00	1.00
Parts Clerk	2.00	2.00	2.00
Service Attendant	5.00	5.00	6.00
Division Totals	<u>33.00</u>	<u>33.00</u>	<u>33.00</u>
Transit Department Totals	<u><u>203.29</u></u>	<u><u>205.66</u></u>	<u><u>206.66</u></u>

TRANSIT BUDGET SUMMARY

The adopted budget for the Transit Department continues fare-free service. Federal and State assistance has increased for FY23. Triangle Transit Authority (TTA) revenues remain flat. The 2022-23 adopted budget also includes increased revenues from partners including the Town of Carrboro and the University of North Carolina at Chapel Hill. Cost increases include a 0.75% retirement increase, a pay increase, and a 2% increase in health insurance costs.

EXPENDITURES

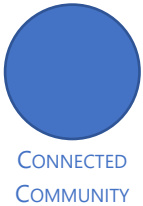
	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Admin & Non-Dept	\$ 4,045,812	\$ 4,874,247	\$ 14,246,673	\$ 8,985,711	\$ 6,985,692	43.3%
Grant-Funded	987,271	-	1,154,271	-	-	N/A
Fixed Route	9,870,411	12,798,403	13,523,189	12,355,158	15,640,223	22.2%
Demand Response	2,174,392	2,472,428	2,460,928	2,276,246	2,515,061	1.7%
Special Events	218	309,653	309,653	311,715	311,275	0.5%
Vehicle Maintenance	3,619,527	4,951,906	5,008,365	4,448,601	5,110,782	3.2%
Building Maintenance	1,378,792	893,409	3,128,620	2,976,135	891,330	-0.2%
Total	\$ 22,076,423	\$ 26,300,046	\$ 39,831,699	\$ 31,353,566	\$ 31,454,363	19.6%

REVENUES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Charges for Services	\$ 806,917	\$ 1,174,187	\$ 1,174,187	\$ 764,938	\$ 1,174,187	0.0%
Federal Assistance	2,065,739	1,960,178	1,960,178	1,960,178	2,500,000	27.5%
Federal Ops Grants	6,439,882	-	9,559,407	4,937,054	1,600,000	N/A
State Assistance	-	2,629,698	3,631,704	3,631,704	3,200,000	21.7%
TTA Fees	2,816,972	4,074,423	4,074,423	4,074,423	4,074,423	0.0%
UNC Contract	8,880,048	8,519,147	8,519,147	8,519,147	10,266,042	20.5%
Carrboro Contract	1,872,008	1,900,088	1,900,088	1,900,088	2,196,177	15.6%
Chapel Hill Revenues	5,575,305	5,595,831	5,595,831	5,566,034	6,443,534	15.1%
Appropriated Fund Balance	(6,380,448)	446,494	3,416,734	-	-	-100.0%
Total	\$ 22,076,423	\$ 26,300,046	\$ 39,831,699	\$ 31,353,566	\$ 31,454,363	19.6%

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
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Core Business Program	Performance Measure	FY20 Actual	FY21 Actual	FY22 Estimated	FY23 Target
Demand – Response Service	Number of passengers per mile in demand response paratransit service	0.18	0.18	0.20	0.21
	Cost per hour for demand response paratransit services	\$66.34	\$68.96	\$70.96	\$65.85
	On-time performance percentage	94%	94.7%	89.19%	90%
	Scheduled weekday/weekend DR service placed into service on time	100%	100%	100%	100%
	Demand Response accidents per 100,000 miles	1.10	2.1	2.3	3.00
	Preventable demand response accident per 100,000 miles	0.50	1.05	0.75	1.00
Fixed - Route Bus Service	Number of passengers per mile in fixed route transit service	2.61	1.64	2.32	3.70
	Cost per hour for fixed route services	\$121.01	\$123.38	\$125.39	\$125.00
	Percentage of on-time performance	74%	77.4%	80%	90%

	Scheduled weekday/weekend FR service placed into service on time	80.0%	80*	80*	98%
	Complaints per 100,000 fixed route trips	3.85	2.25	4.00	6.50
	Fixed Route accidents per 100,000 miles	2.31	1.47	2.20	3.00
	Preventable Fixed Route accident per 100,000 miles	1.34	1.06	1.10	1.00
Maintenance	Number of service miles between road calls that may interrupt (DR)	109,344	160,849	126,932	150,000
	Number of service miles between road calls that may interrupt (FR)	15,301	17,849	17,381	16
	Compliance with preventative maintenance percentage	100%	100%	100%	100%
Administration and Finance	Passengers per Revenue Hour (DR)	2.27	2.11	2.35	2.65
	Passengers per Revenue Hour (FR)	36.02	21.2	25	40.00
	Passengers per Revenue Mile (DR)	0.21	0.17	0.2	0.20
	Passengers per Revenue Mile (FR)	3.13	1.63	2.1	3.65
	Average age of fleet vehicle (DR)	2.43	3.76	4.76	4.27
	Average age of fleet vehicle (FR)	7.13	8.56	9.56	6.70

*service reduced due to operator shortages

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 team members.*

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 2022-23 includes a 43.3% increase to the overall budget. Personnel has increased by 8.5% due to a 0.75% retirement increase, a 2% increase in health insurance costs, and a salary increase.

Operating costs increased by 62.8% due to increased contribution to reserves for new bus purchases.

EXPENDITURES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Personnel	\$ 1,557,009	\$ 1,747,152	\$ 1,747,152	\$ 1,701,740	\$ 1,895,920	8.5%
Operating Costs	2,488,803	3,127,095	12,499,521	7,283,971	5,089,772	62.8%
Total	\$ 4,045,812	\$ 4,874,247	\$ 14,246,673	\$ 8,985,711	\$ 6,985,692	43.3%

TRANSIT - Grants
BUDGET SUMMARY

As of the time of the adopted budget, there were no planned grant related expenditures for 2022-23.

EXPENDITURES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Personnel	\$ 838,770	\$ -	\$ 111,714	\$ -	\$ -	N/A
Operating Costs	148,501	-	1,042,557	-	-	N/A
Total	\$ 987,271	\$ -	\$ 1,154,271	\$ -	\$ -	N/A

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 team members.*

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 22.2% increase in overall costs. Personnel costs are up 12.3% due to a 2% increase in health insurance costs, a 0.75% increase in retirement costs, and a salary increase.

Operating expenses increased by 52.3% due to increases in contracted services.

EXPENDITURES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Personnel	\$ 7,245,730	\$ 9,633,599	\$ 9,168,599	\$ 8,021,398	\$ 10,820,454	12.3%
Operating Costs	2,036,541	3,164,804	4,160,065	4,139,235	4,819,769	52.3%
Capital Outlay	588,140	-	194,525	194,525	-	N/A
Total	\$ 9,870,411	\$ 12,798,403	\$ 13,523,189	\$ 12,355,158	\$ 15,640,223	22.2%

TRANSIT - Demand Response
BUDGET SUMMARY

The adopted budget for Demand Response division has a 1.7% increase over the 2021-22 budget. Personnel expenditures experienced a 2% health insurance increase, a 0.75% increase in retirement costs, and a salary increase. Operating expenses decreased by 4.2%.

EXPENDITURES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Personnel	\$ 1,710,008	\$ 1,808,039	\$ 1,808,039	\$ 1,639,054	\$ 1,878,791	3.9%
Operating Costs	464,384	664,389	652,889	637,192	636,270	-4.2%
Total	\$ 2,174,392	\$ 2,472,428	\$ 2,460,928	\$ 2,276,246	\$ 2,515,061	1.7%

TRANSIT - Tarheel Express / Special Events
BUDGET SUMMARY

The adopted budget for Tarheel Express & Special Events in 2022-23 reflects an 0.5% increase in overall expenditures. The Special Events budget is largely unchanged from FY22.

EXPENDITURES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Personnel	\$ 205	\$ 227,319	\$ 227,319	\$ 232,468	\$ 228,941	0.7%
Operating Costs	13	82,334	82,334	79,247	82,334	0.0%
Total	\$ 218	\$ 309,653	\$ 309,653	\$ 311,715	\$ 311,275	0.5%

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 team members.*

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 team members have the proper training and skills to ensure the safe efficient operation of Town vehicles.

TRANSIT - Vehicle Maintenance
BUDGET SUMMARY

The adopted budget for 2022-23 represents a 3.2% increase in expenditures from the 2021-22 fiscal year. The 5.1% increase in personnel costs is due to a 2% increase in health insurance costs, an increase of 0.75% for retirement costs, and a salary increase. Operating costs are largely unchanged from FY22.

EXPENDITURES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Personnel	\$ 2,082,669	\$ 2,696,060	\$ 2,576,060	\$ 2,099,481	\$ 2,833,907	5.1%
Operating Costs	1,536,858	2,235,846	2,412,305	2,329,120	2,256,875	0.9%
Capital Outlay	-	20,000	20,000	20,000	20,000	0.0%
Total	\$ 3,619,527	\$ 4,951,906	\$ 5,008,365	\$ 4,448,601	\$ 5,110,782	3.2%

TRANSIT - Building Maintenance
BUDGET SUMMARY

The recommended budget for Transit's Building Maintenance division reflects a 0.2% decrease overall. The 2.3% decrease in personnel expenditures is related to new retiree medical expenses. The operating expenditures remain flat.

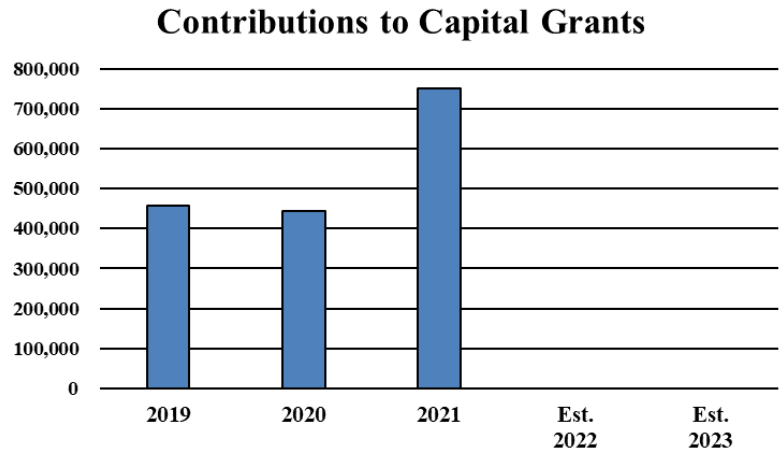
EXPENDITURES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Recommended Budget	% Change from 2021-22
Personnel	\$ 2,476	\$ 2,508	\$ 2,508	\$ 2,450	\$ 2,450	-2.3%
Operating Costs	1,376,316	890,901	3,126,112	2,973,685	888,880	-0.2%
Total	\$ 1,378,792	\$ 893,409	\$ 3,128,620	\$ 2,976,135	\$ 891,330	-0.2%

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. Matching funds for 2022-23 are estimates for grants historically received each year, but not yet awarded.

EXPENDITURES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Contribution to Capital Grant Reserve	\$ (184) 751,806	\$ - -	\$ - -	\$ - -	\$ - -	N/A N/A
Total	\$ 751,622	\$ -	\$ -	\$ -	\$ -	N/A

REVENUES

	2020-21 Actual	2021-22 Original Budget	2021-22 Revised Budget	2021-22 Estimated	2022-23 Adopted Budget	% Change from 2021-22
Interest Income Transfer from Transit Fund Appropriated Fund Balance	\$ 732 750,890 -	\$ - -	\$ - -	\$ - -	\$ - -	N/A N/A N/A
Total	\$ 751,622	\$ -	\$ -	\$ -	\$ -	N/A

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, 2022
2015-2016 Transit Capital Grant	\$534,124.00	\$271,280.00

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, 2022
2017-2018 Transit Capital Grant	\$592,707.00	\$443,610.00

2020 Transit Oriented Development Grant

The project ordinance for the fiscal year 2020 TOD Grant was executed September 29, 2021. The Grant funds development and review of 16 proposed stops along the proposed NSBRT route. 80% is federally funded. 20% will be funded through local budget.

	Project Budget	Estimated Expenditures Through June 30, 2022
2018 Transit Capital Grant	\$705,000.00	\$352,000.00