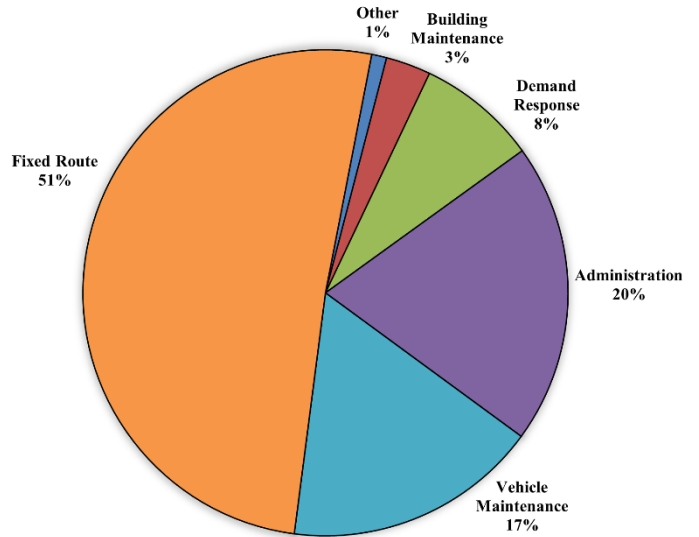


# TRANSIT FUND

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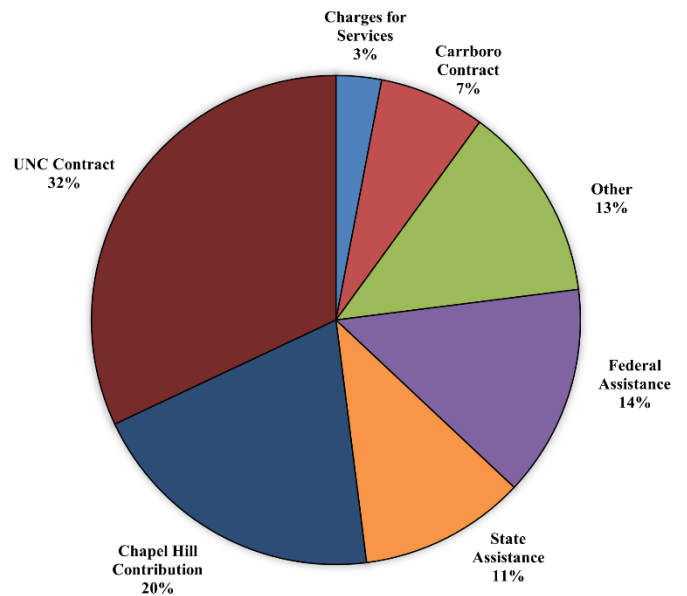
The Transit Fund is used to account for the operations of the Town's public transit system.

## TRANSIT EXPENDITURES



**Total \$32,149,890**

## TRANSIT REVENUES



# TRANSIT

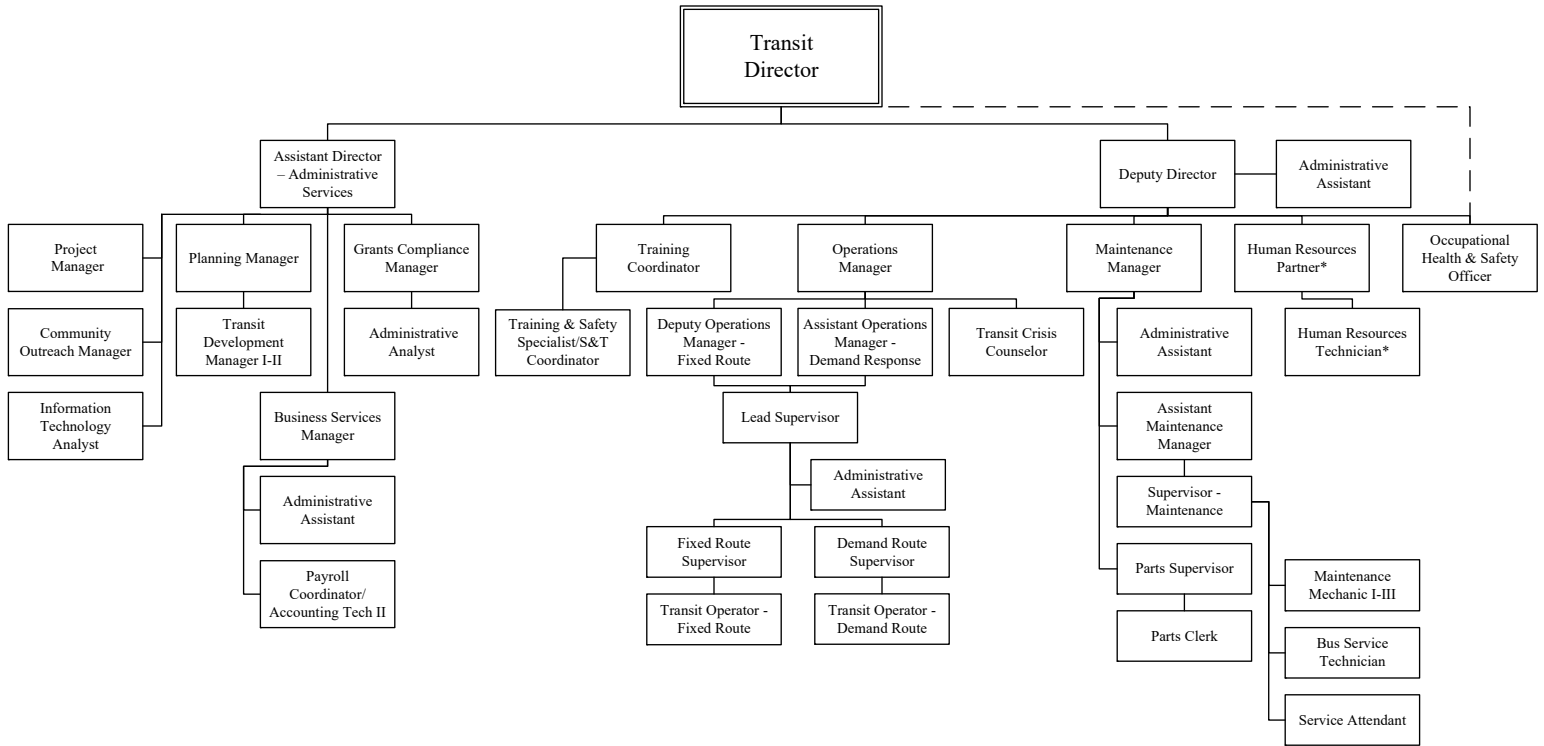
## MISSION STATEMENT:

*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 2023-24.

Program	Description
<b>Fixed-Route Bus Service</b>	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 23 weekday and weekend routes, utilizing 98 transit buses. Includes local, express, regional express and Tar Heel Express routes.
<b>Demand-Response Service</b>	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 15 lift-equipped vehicles. The service operates the same days and times as fixed-route services.
<b>Maintenance</b>	Maintain and repair CHT fleet of 113 buses/vans and 25 support/maintenance vehicles. Responsible for general maintenance of the transit facility and all customer amenities (e.g. shelters, benches, trash cans, etc.)
<b>Administration and Finance</b>	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.
<b>Transit Advertising</b>	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***

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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 2023-24 totals about \$32.1 million, an increase of 2.2% from 2022-23. 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 2023-24. 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.

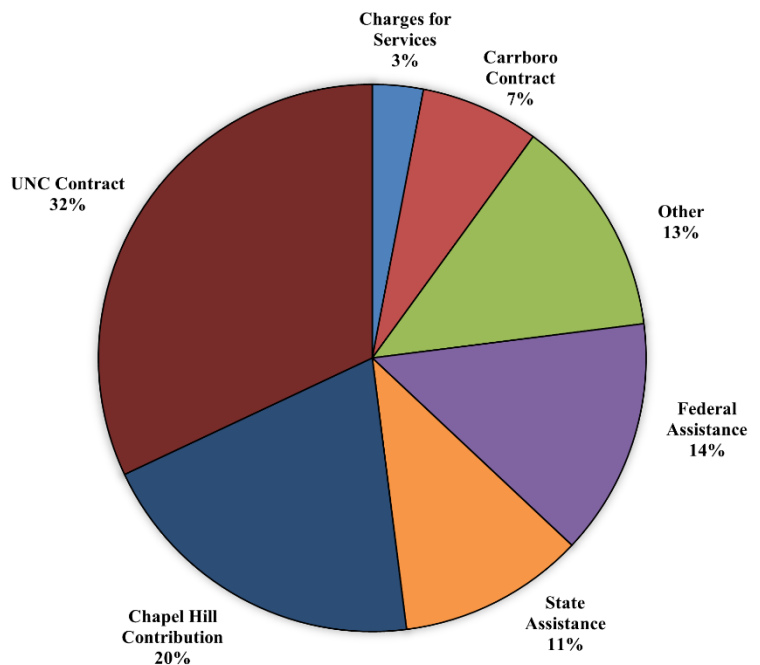
### **Federal Operating Assistance**

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 2022-23 levels to \$2.6 million. A further \$1.75 million is anticipated in federal operating grants. Additional operating grants will be sought for 2023-24 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 2023-24 to \$3.5 million.

**TRANSIT REVENUES**



# TRANSIT FUND

## Major Revenue Sources - Descriptions and Estimates

### University Contract

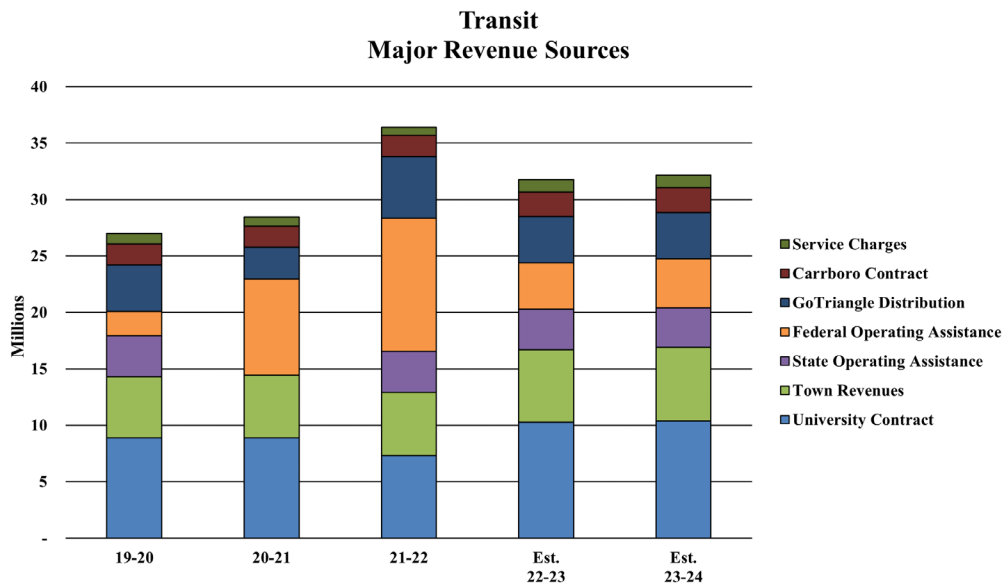
The University of North Carolina contracts with the Town for bus service for routes on and surrounding the campus of the University and UNC Health Care System. The University contract also covers routes determined to serve mainly students and employees of the University. The cost of these services is 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 \$8.5 million in 2021-22 and \$10.3 million in 2022-23. UNC’s allocation for 2023-24 is up slightly at \$10.4 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 2022-23 was about \$2.1 million and the budget for 2023-24 increased to \$2.2 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. This share of cost in the budget for the Transit Fund in fiscal year 2023-24 is about \$6.52 million. Also included in Town revenues are interest income and \$450,000 for vehicle license fees.



# ***TRANSIT FUND***

## ***Major Revenue Sources - Descriptions and Estimates***

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### **Park and Ride Fees**

The budget for 2023-24 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 2023-24 adopted 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 GoTriangle.

### **Fund Balance**

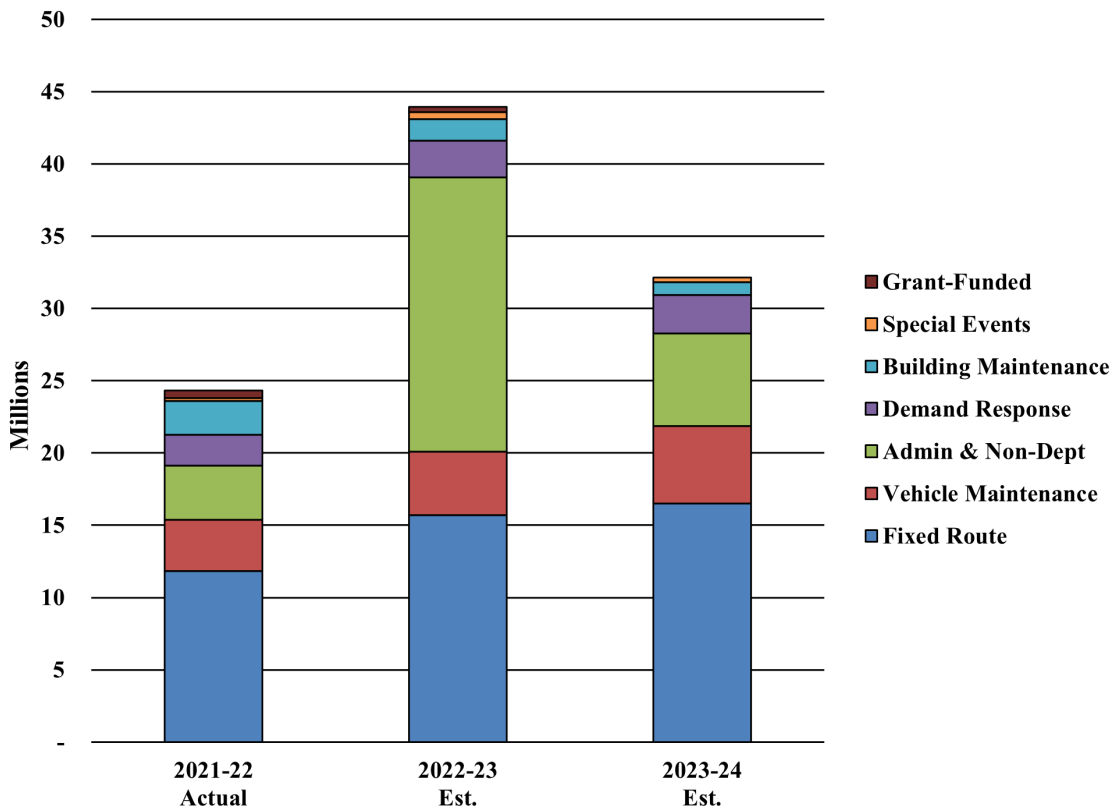
The 2023-24 budget was balanced with no appropriation of fund balance.

# TRANSIT FUND

## Major Expenditures - Descriptions and Estimates

The budget for Transit for 2023-24 continues fare free services for fixed routes in the system and totals \$32.1 million. Major expenditures of the system consist primarily of personnel, operating, and maintenance costs for a planned fleet of 98 buses, 15 lift-equipped vans, and 25 support vehicles that provide transit service to the entire community. Operational costs total about \$25.9 million and Maintenance costs total about \$6.2 million.

**Transit Expenses**



Expenditures for 2023-24 include a 2% health insurance cost decrease, a pay increase, and a 0.75% retirement increase. There is \$184,800 budgeted cost for other post-employment benefits (OPEB).

***TRANSIT DEPARTMENT  
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS***

	2021-22 ADOPTED	2022-23 ADOPTED	2023-24 ADOPTED
<b>Administration</b>			
Director - Transportation	1.00	1.00	1.00
Deputy Director - Transportation	1.00	1.00	1.00
Assistant Director - Admin Services	0.00	1.00	1.00
Business Services Manager	1.00	1.00	1.00
Community Outreach Manager	1.00	1.00	1.00
Administrative Analyst	0.00	1.00	1.00
Transit Project Manager	1.00	1.00	1.00
Grants Compliance Manager	1.00	1.00	1.00
Procurement Specialist	1.00	0.00	0.00
Transit Development Manager	1.00	1.00	1.00
Administrative Assistant	3.00	2.00	2.00
Human Resources Consultant	1.00	1.00	1.00
Human Resources Technician	0.00	1.00	1.00
Transit Planning Manager	1.00	1.00	1.00
Accounting Technician II	1.00	1.00	1.00
Information Tech Analyst	0.00	0.00	1.00
Division Totals	14.00	15.00	16.00
<b>Operations</b>			
OCC Health & Safety Officer	1.00	1.00	1.00
Transit Development Manager	1.00	1.00	1.00
Lead Transit Supervisor	0.00	0.00	1.00
Crisis Counselor	0.00	1.00	1.00
Training Coordinator	1.00	1.00	1.00
Manager - Transit Operations	1.00	1.00	1.00
Deputy Operations Manager - Fixed Route	1.00	1.00	1.00
Assistant Operations Manager - Demand Response	1.00	1.00	1.00
Supervisor - Transit	10.00	10.00	10.00
Transit Operator - Demand Response	17.00	17.00	17.00
Transit Operator - Fixed Route	121.66	119.66	118.66
Service Attendant	0.00	0.00	1.00
Training & Safety Specialist	2.00	2.00	2.00
Administrative Assistant	2.00	2.00	1.00
Safety & Training Coordinator	0.00	0.00	1.00
Division Totals	158.66	157.66	158.66
<b>Equipment Maintenance</b>			
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 Supervisor	1.00	1.00	1.00
Mechanic (I-III)	16.00	15.00	15.00
Bus Service Technician	2.00	3.00	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	7.00
Division Totals	33.00	33.00	34.00
Transit Department Totals	205.66	205.66	208.66



# **TRANSIT**

## **BUDGET SUMMARY**

The budget for the Transit Department continues fare-free service. Federal and State assistance has increased for FY24. GoTriangle revenues remain flat. The 2023-24 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 and a pay increase.

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### **EXPENDITURES**


	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Admin & Non-Dept	\$ 3,749,641	\$ 6,985,692	\$ 23,163,215	\$ 18,976,121	\$ 6,405,778	-8.3%
Grant-Funded	537,165	-	360,240	360,240	-	N/A
Fixed Route	11,826,338	15,640,223	18,195,563	15,717,581	16,515,644	5.6%
Demand Response	2,137,085	2,515,061	2,486,561	2,517,472	2,659,688	5.8%
Special Events	208,130	311,275	301,275	511,461	311,364	0.0%
Vehicle Maintenance	3,546,325	5,110,782	5,011,461	4,390,918	5,342,805	4.5%
Building Maintenance	2,340,474	891,330	2,243,466	1,480,747	914,611	2.6%
<b>Total</b>	<b>\$ 24,345,158</b>	<b>\$ 31,454,363</b>	<b>\$ 51,761,781</b>	<b>\$ 43,954,540</b>	<b>\$ 32,149,890</b>	<b>2.2%</b>

### **REVENUES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Charges for Services	\$ 714,801	\$ 1,174,187	\$ 1,174,187	\$ 1,079,187	\$ 1,079,187	-8.1%
Federal Assistance	2,700,754	2,500,000	2,500,000	2,500,000	2,600,000	4.0%
Federal Ops Grants	9,113,457	1,600,000	1,884,693	1,600,000	1,750,000	9.4%
State Assistance	3,631,704	3,200,000	3,200,000	3,631,704	3,500,000	9.4%
GoTriangle Fees	5,447,427	4,074,423	4,074,423	4,074,423	4,074,423	0.0%
UNC Contract	7,338,447	10,266,042	10,266,042	10,266,042	10,389,234	1.2%
Carrboro Contract	1,900,088	2,196,177	2,196,177	2,196,177	2,233,512	1.7%
Chapel Hill Revenues	5,570,246	6,443,534	6,443,534	6,413,534	6,523,534	1.2%
Proceeds from						
Installment Financing	-	-	8,155,000	8,155,000	-	N/A
Appropriated Fund						
Balance	(12,071,766)	-	11,867,725	4,038,473	-	N/A
<b>Total</b>	<b>\$ 24,345,158</b>	<b>\$ 31,454,363</b>	<b>\$ 51,761,781</b>	<b>\$ 43,954,540</b>	<b>\$ 32,149,890</b>	<b>2.2%</b>

# TRANSIT

## Performance Measures

 <p><b>Environmental Stewardship</b></p> <p><b>Affordable Housing &amp; Housing Production</b></p> <p><b>Connected Community</b></p>	<p><b>Strategic Objectives</b></p> <ul style="list-style-type: none"> <li>➤ Maintain favorable productivity levels.</li> <li>➤ Demand response services will be on time (arriving within the 20 minute pick-up window) at least 90 percent of the time.</li> <li>➤ 100% of scheduled weekday and weekend Demand Response (DR) service will be placed into service.</li> <li>➤ Keep the rate of demand response accidents at three or fewer per 100,000 miles.</li> <li>➤ Keep the rate of demand response preventable accidents at one or fewer per 100,000 miles.</li> <li>➤ Fixed route services will operate according to published schedules at least 90% of the time.</li> <li>➤ 100% of scheduled weekday and weekend Fixed Route Response (FR) service will be placed into service.</li> <li>➤ 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.</li> <li>➤ Keep the rate of fixed route accidents at three or fewer per 100,000 miles.</li> <li>➤ Keep the rate of preventable fixed route accidents at one per 100,000 miles.</li> <li>➤ Comply with preventative maintenance schedule for all vehicles at least 90% of the time.</li> <li>➤ Maintain a Fixed Route and Demand Response fleet age that is within industry standards in compliance with federal recommendations.</li> </ul>
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Core Business Program	Performance Measure	FY21 Actual	FY22 Actual	FY23 Estimated	FY24 Target
Demand – Response Service	Number of passengers per mile in demand response paratransit service	0.18	0.20	0.22	0.21
	Cost per hour for demand response paratransit services	\$68.96	\$70.96	\$74.51	\$65.85
	On-time performance percentage	94.7%	89.19%	88%	90%
	Scheduled weekday/weekend DR service placed into service on time	100%	100%	100%	100%
	Demand Response accidents per 100,000 miles	2.1	2.3	2.5	3.00
	Preventable demand response accident per 100,000 miles	1.05	0.75	1.25	1.00
Fixed - Route Bus Service	Number of passengers per mile in fixed route transit service	1.64	2.32	2.5	3.70
	Cost per hour for fixed route services	\$123.38	\$125.39	\$131.66	\$125.00
	Percentage of on-time performance	77.4%	80%	85%	90%

Core Business Program	Performance Measure	FY21 Actual	FY22 Actual	FY23 Estimated	FY24 Target
Fixed – Route Bus Service	Scheduled weekday/weekend FR service placed into service on time	80%*	80%*	90%	98%
	Complaints per 100,000 fixed route trips	2.25	4.00	4.5	6.50
	Fixed Route accidents per 100,000 miles	1.47	2.20	2.25	3.00
	Preventable Fixed Route accident per 100,000 miles	1.06	1.10	1.15	1.00
Maintenance	Number of service miles between road calls that may interrupt (DR)	160,849	126,932	115,297	150,000
	Number of service miles between road calls that may interrupt (FR)	17,849	17,381	17,543	16,000
	Compliance with preventative maintenance percentage	100%	100%	100%	100%
Administration and Finance	Passengers per Revenue Hour (DR)	2.11	2.35	2.45	2.65
	Passengers per Revenue Hour (FR)	21.2	25	28	40.00
	Passengers per Revenue Mile (DR)	0.17	0.2	0.2	0.20
	Passengers per Revenue Mile (FR)	1.63	2.1	2.5	3.65
	Average age of fleet vehicle (DR)	3.76	4.76	5.25	4.27
	Average age of fleet vehicle (FR)	8.56	9.56	10.2	6.70

\*Service reduced due to operator shortages

# ***TRANSIT - ADMINISTRATION DIVISION***

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**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***

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*The adopted budget for 2023-24 includes an 8.3% overall decrease. Personnel has increased by 17.8% due to the addition of an Information Technology Analyst position, reclassification of the Grants Compliance Manager and Admin Analyst positions, a 0.75% retirement increase, and a salary increase.*

*Operating costs decreased by 18% due to the elimination of contributions to reserves.*

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**EXPENDITURES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Personnel	\$ 1,771,773	\$ 1,895,920	\$ 1,903,220	\$ 1,953,260	\$ 2,233,068	17.8%
Operating Costs	1,906,845	5,089,772	10,617,995	6,380,861	4,172,710	-18.0%
Transfer to						
Capital Grant	34,515	-	2,542,000	2,542,000	-	N/A
Capital Outlay	36,508	-	8,100,000	8,100,000	-	N/A
<b>Total</b>	<b>\$ 3,749,641</b>	<b>\$ 6,985,692</b>	<b>\$ 23,163,215</b>	<b>\$ 18,976,121</b>	<b>\$ 6,405,778</b>	<b>-8.3%</b>

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***TRANSIT - Grants***  
***BUDGET SUMMARY***

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*As of the time of the adopted budget, there were no planned grant related expenditures for 2023-24.*

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**EXPENDITURES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Personnel	\$ 41,850	\$ -	\$ -	\$ -	\$ -	N/A
Operating Costs	495,315	-	360,240	360,240	-	N/A
Total	\$ 537,165	\$ -	\$ 360,240	\$ 360,240	\$ -	N/A

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## ***TRANSIT- OPERATIONS DIVISION***

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**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***

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*The adopted budget reflects a 5.6% increase in overall costs. Personnel costs are up 1.2% due to the addition of a Safety and Training Coordinator position, a 0.75% increase in retirement costs, and a salary increase.*

*Operating expenses increased by 15.6% due to increases in contract costs for Intelligent Transportation Systems and Transportation Support Services, as well as increased diesel fuel costs.*

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**EXPENDITURES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Personnel	\$ 8,365,077	\$ 10,820,454	\$ 10,800,604	\$ 9,188,061	\$ 10,946,302	1.2%
Operating Costs	3,445,884	4,819,769	6,772,914	5,907,475	5,569,342	15.6%
Capital Outlay	15,377	-	622,045	622,045	-	N/A
<b>Total</b>	<b>\$ 11,826,338</b>	<b>\$ 15,640,223</b>	<b>\$ 18,195,563</b>	<b>\$ 15,717,581</b>	<b>\$ 16,515,644</b>	<b>5.6%</b>

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***TRANSIT - Demand Response***  
***BUDGET SUMMARY***

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*The adopted budget for the Demand Response division has a 5.8% increase over the 2022-23 budget. Personnel expenditures increased by 6.6% due to a 0.75% increase in retirement costs and a salary increase. Operating expenses increased by 3.2% due to increased gasoline costs.*

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**EXPENDITURES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Personnel	\$ 1,722,051	\$ 1,878,791	\$ 1,806,791	\$ 1,885,590	\$ 2,003,341	6.6%
Operating Costs	415,034	636,270	679,770	631,882	656,347	3.2%
Total	\$ 2,137,085	\$ 2,515,061	\$ 2,486,561	\$ 2,517,472	\$ 2,659,688	5.8%

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***TRANSIT - Tarheel Express / Special Events***  
***BUDGET SUMMARY***

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*The adopted budget for Tarheel Express & Special Events in 2023-24 is largely unchanged from FY22-23.*

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**EXPENDITURES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Personnel	\$ 171,050	\$ 228,941	\$ 258,941	\$ 414,516	\$ 229,030	0.0%
Operating Costs	37,080	82,334	42,334	96,945	82,334	0.0%
<b>Total</b>	<b>\$ 208,130</b>	<b>\$ 311,275</b>	<b>\$ 301,275</b>	<b>\$ 511,461</b>	<b>\$ 311,364</b>	<b>0.0%</b>

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## ***TRANSIT - MAINTENANCE DIVISION***

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**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 an 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***

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*The adopted budget for 2023-24 represents a 4.5% increase in expenditures from the 2022-23 fiscal year. The 7.6% increase in personnel costs is due to the addition of a Service Attendant position, the reclassification of two existing positions, a 0.75% increase for retirement costs, and a salary increase. Operating costs are largely unchanged from FY23.*

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**EXPENDITURES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Personnel	\$ 2,155,311	\$ 2,833,907	\$ 2,711,407	\$ 2,471,191	\$ 3,049,336	7.6%
Operating Costs	1,375,319	2,256,875	2,280,054	1,899,727	2,273,469	0.7%
Capital Outlay	15,695	20,000	20,000	20,000	20,000	0.0%
<b>Total</b>	<b>\$ 3,546,325</b>	<b>\$ 5,110,782</b>	<b>\$ 5,011,461</b>	<b>\$ 4,390,918</b>	<b>\$ 5,342,805</b>	<b>4.5%</b>

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## ***TRANSIT - Building Maintenance***

### ***BUDGET SUMMARY***

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*The adopted budget for Transit's Building Maintenance division reflects a 2.6% increase overall. The 1.2% decrease in personnel expenditures is related to new retiree medical expenses. The operating expenditures increased by 2.6% largely due to increases in electricity and gas costs.*

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### **EXPENDITURES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Personnel	\$ 2,406	\$ 2,450	\$ 2,450	\$ 2,411	\$ 2,420	-1.2%
Operating Costs	1,642,989	888,880	2,216,869	1,455,189	912,191	2.6%
Capital Outlay	695,079	-	24,147	23,147	-	N/A
<b>Total</b>	<b>\$ 2,340,474</b>	<b>\$ 891,330</b>	<b>\$ 2,243,466</b>	<b>\$ 1,480,747</b>	<b>\$ 914,611</b>	<b>2.6%</b>

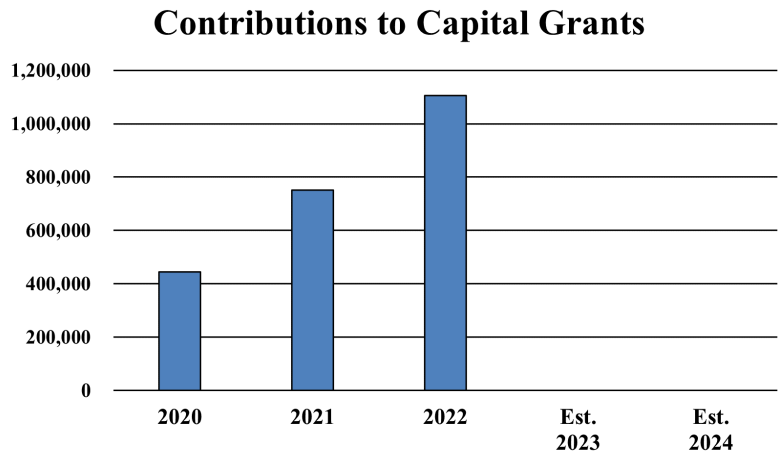
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# ***TRANSIT CAPITAL RESERVE FUND***

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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**

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*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 2023-24 are estimates for grants historically received each year, but not yet awarded.*

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## **EXPENDITURES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Contribution to Capital Grant Reserve	\$ 1,105,244	\$ -	\$ -	\$ -	\$ -	N/A
	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 1,105,244</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>N/A</b>

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## **REVENUES**

	<b>2021-22 Actual</b>	<b>2022-23 Original Budget</b>	<b>2022-23 Revised Budget</b>	<b>2022-23 Estimated</b>	<b>2023-24 Adopted Budget</b>	<b>% Change from 2022-23</b>
Interest Income	\$ 505	\$ -	\$ -	\$ -	\$ -	N/A
Transfer from Transit Fund	-	-	-	-	-	N/A
Appropriated Fund Balance	1,104,739	-	-	-	-	N/A
<b>Total</b>	<b>\$ 1,105,244</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>N/A</b>

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# ***TRANSIT CAPITAL GRANT PROJECT ORDINANCES***

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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. Three 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 a 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, 2024
2015-16 Transit Capital Grant	\$534,124.00	\$193,753.00

**5339b Electric Bus Purchase Grant**

The project ordinance for the fiscal year 2021 is for the purchase of seven zero-emission buses using competitive funding at both state and federal levels at zero cost to the Town.

	Project Budget	Estimated Expenditures Through June 30, 2024
2021 Transit Capital Grant	\$7,000,000.00	\$7,000,000.00

**FY19-FY20 Capital Grant 5339**

The project ordinance for the fiscal year 2021 Capital Investment plan covering: Automatic Vehicle Locator upgrades, Automatic Passenger Counter upgrades, and Radio System upgrades.

	Project Budget	Estimated Expenditures Through June 30, 2024
2020 Transit Capital Grant	\$657,654.00	\$526,123.00