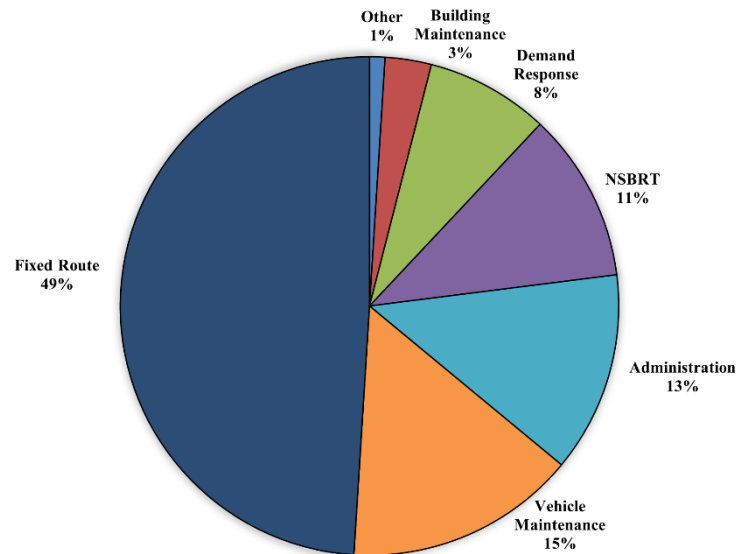


TRANSIT FUND

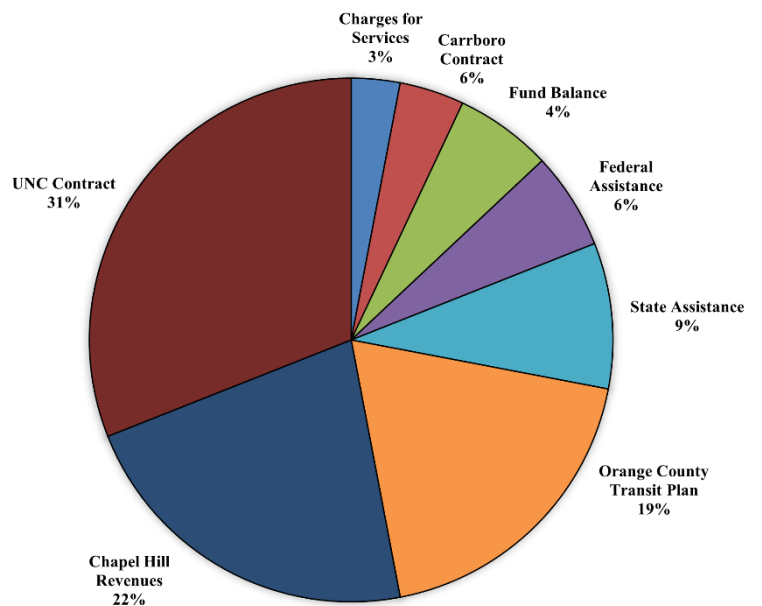
The Transit Fund is used to account for the operations of the Town's public transit system.

TRANSIT EXPENDITURES



Total \$36,656,438

TRANSIT REVENUES



TRANSIT

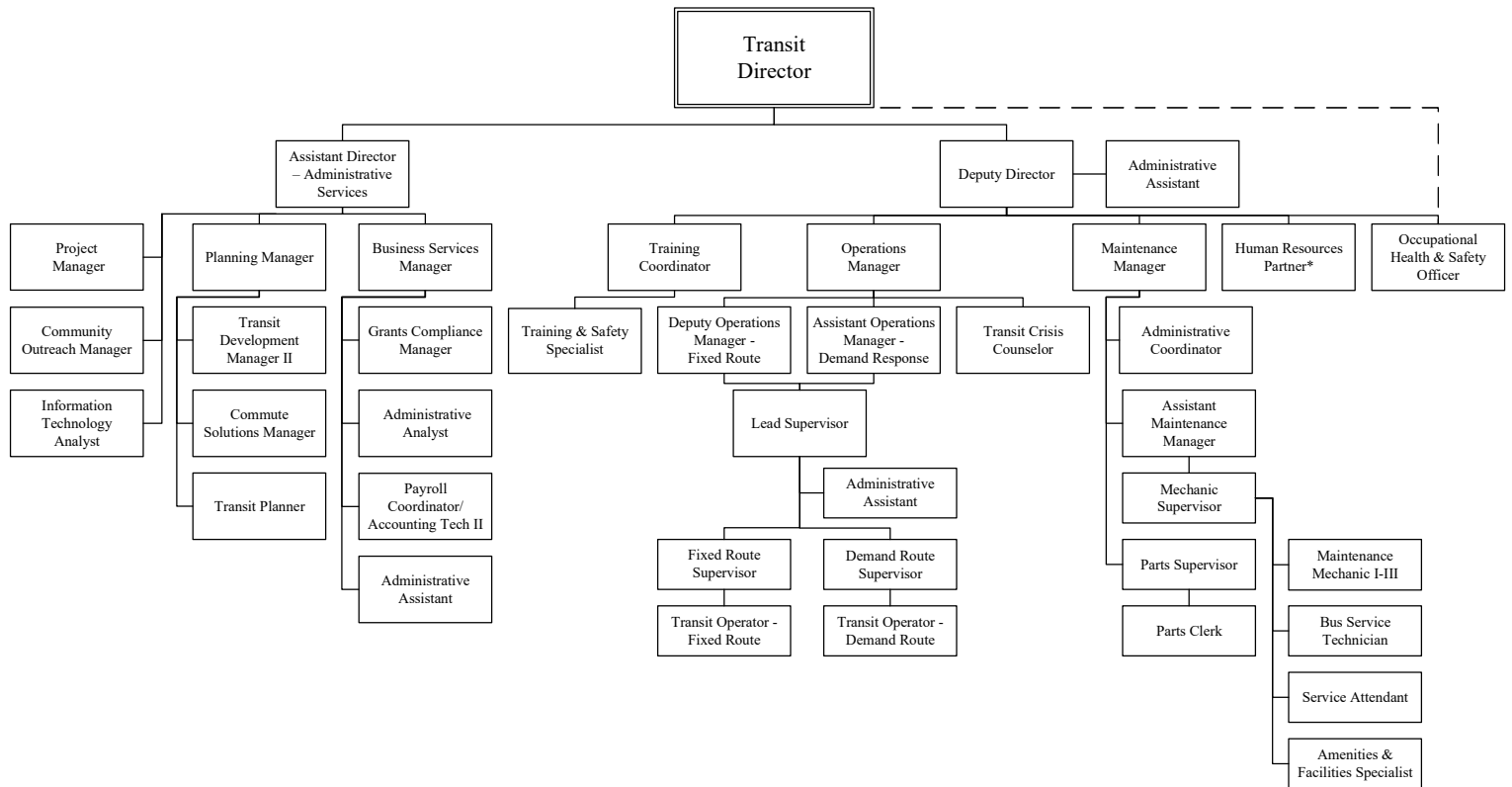
MISSION STATEMENT:

Chapel Hill Transit's mission is to provide safe, convenient, reliable, and responsive public transportation services to residents and visitors of the Chapel Hill, Carrboro, and University of North Carolina communities; to be accessible, efficiently operated, and supportive of a healthy environment and a sustainable local economy; and to connect and coordinate with other transportation means in the area.

The Transit Department identified the following primary programs that are included in the adopted budget for 2024-25.

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 20 weekday and 9 weekend routes, utilizing 99 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 20 lift-equipped vehicles. The service operates the same days and times as fixed-route services.
Maintenance	Maintain and repair CHT fleet of 119 buses/vans and 24 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



*This position has 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.)

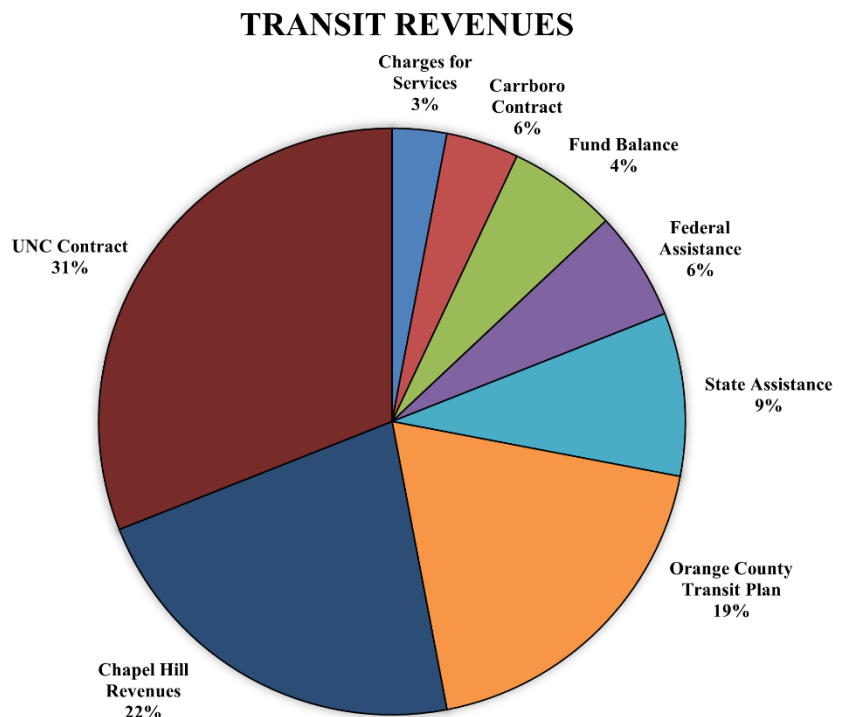
The adopted budget for the Transit Fund for fiscal year 2024-25 totals about \$36.7 million, an increase of 14% from 2023-24. Below is a description of the major revenue sources for the Transit Fund and the pie chart below shows the major revenue sources for fiscal year 2024-25. Please note that due 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 decrease from 2023-24 levels to \$2.3 million. A further \$52,000 is anticipated in federal operating grants. Additional operating grants will be sought for 2024-25 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 decrease in 2024-25 to \$3.4 million.



TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

University Contract

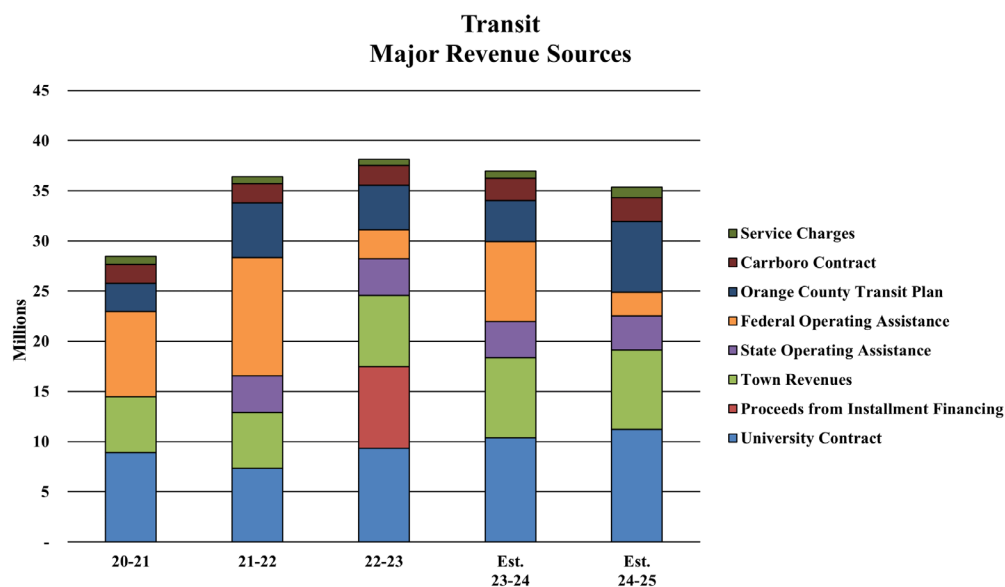
The University of North Carolina contracts with the Town for bus service for routes on and surrounding the campus of the University and UNC Health Care System. The University contract also covers routes determined to serve mainly students and employees of the University. The cost of these services is 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 \$9.3 million in 2022-23 and \$10.4 million in 2023-24. UNC's allocation for 2024-25 is up to \$11.2 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 2023-24 was about \$2.2 million and the budget for 2024-25 increased to \$2.4 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, which will be increased by 0.5 cents as of FY24-25. The cost share in the adopted budget for the Transit Fund in fiscal year 2024-25 is about \$7.92 million. Also included in Town revenues are interest income and \$450,000 for vehicle license fees.



TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

Orange County Transit Plan

The 2024-25 budget includes operating and capital funds from the Orange County Transit Plan, which was approved by the Orange County Board of Commissioners and the GoTriangle Board of Trustees in April 2017. This funding is utilized locally for capital projects, including the North-South Bus Rapid Transit, and is also put toward previous and future service expansions. Revenues are budgeted to increase by 73.5% from just over \$4 million in 2023-24 to just over \$7 million in 2024-25. This includes funding for two new positions, a Transit Planner and an Amenities and Facilities Specialist.

Park and Ride Fees

The adopted budget for 2024-25 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 2024-25 budget includes fee revenues of \$50,000.

Other revenues expected for the system include about \$306,000 in fares for the Tar Heel Express and other special events, and about \$400,000 in services for GoTriangle separate from the Orange County Transit Plan mentioned above.

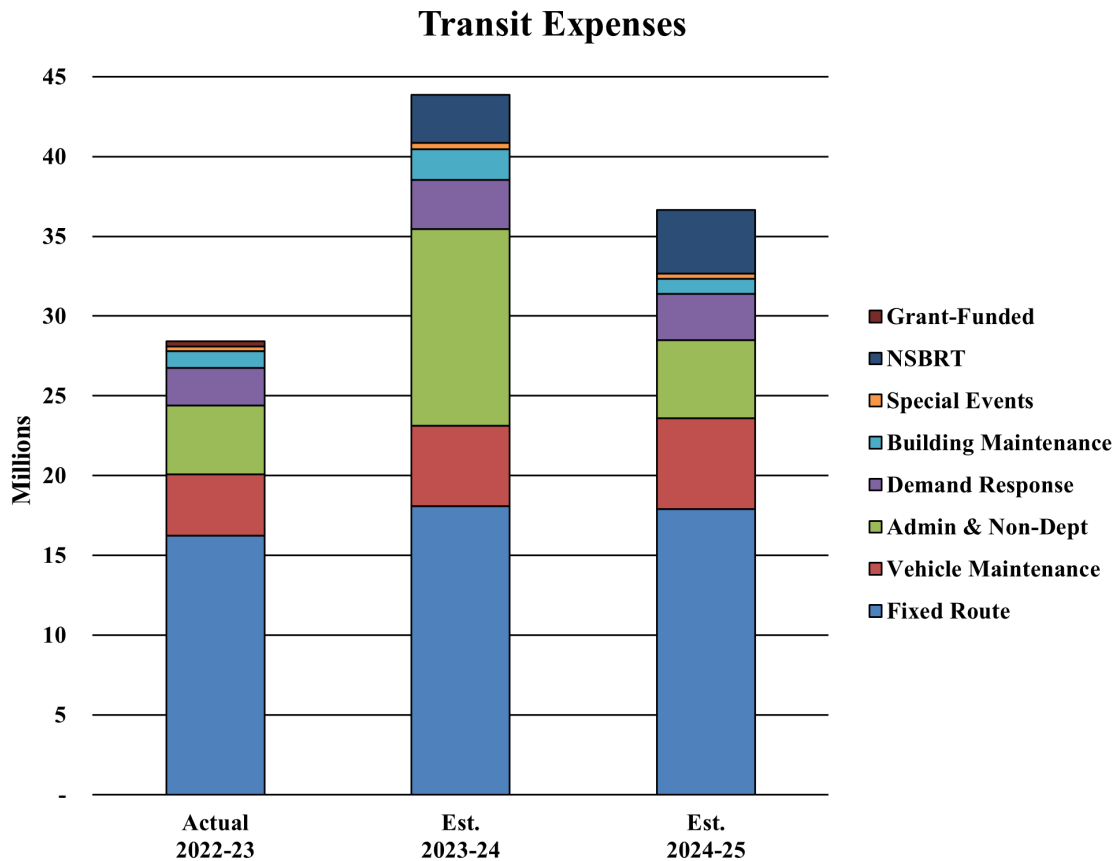
Fund Balance

The 2024-25 adopted budget was balanced with an appropriation of \$1,291,912 in fund balance.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The adopted budget for Transit for 2024-25 continues fare free services for fixed routes in the system and totals \$36.7 million. Major expenditures of the system consist primarily of personnel, operating, and maintenance costs for a planned fleet of 99 buses, 20 cutaway EZ Rider vehicles, 20 operations support vehicles, and 4 maintenance service trucks that provide transit service to the entire community. Operational costs total about \$21.1 million and Maintenance costs total about \$6.6 million.



Expenditures for 2024-25 include a 6% of market pay increase and a 0.75% retirement increase. There is \$184,800 budgeted for other post-employment benefits (OPEB).

TRANSIT DEPARTMENT
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2022-23 ADOPTED	2023-24 ADOPTED	2024-25 ADOPTED
Administration			
Director - Transit	1.00	1.00	1.00
Deputy Director - Transit	1.00	1.00	1.00
Assistant Director - Admin Services	1.00	1.00	1.00
Business Services Manager	1.00	1.00	1.00
Community Outreach Manager	1.00	1.00	1.00
Administrative Analyst	1.00	1.00	1.00
Transit Project Manager	1.00	1.00	1.00
Grants Compliance Manager	1.00	1.00	1.00
Transit Development Manager II	1.00	1.00	1.00
Administrative Assistant	2.00	2.00	2.00
Human Resources Consultant	1.00	1.00	1.00
Human Resources Technician	1.00	1.00	0.00
Transit Planning Manager	1.00	1.00	1.00
Accounting Technician II	1.00	1.00	1.00
Information Tech Analyst	0.00	1.00	1.00
Commute Solutions Manager ¹	0.00	0.00	1.00
Transit Planner	0.00	0.00	1.00
Division Totals	15.00	16.00	17.00
Operations			
Occupational Health & Safety Officer	1.00	1.00	1.00
Transit Development Manager I	1.00	1.00	1.00
Lead Transit Supervisor	0.00	1.00	1.00
Crisis Counselor	1.00	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	119.66	118.66	118.66
Service Attendant	0.00	1.00	1.00
Training & Safety Specialist	2.00	2.00	4.00
Administrative Assistant	2.00	1.00	1.00
Safety & Training Coordinator	0.00	1.00	0.00
Division Totals	157.66	158.66	159.66
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 Supervisor	1.00	1.00	1.00
Mechanic (I-III)	15.00	15.00	15.00
Bus Service Technician	3.00	3.00	3.00
Mechanic Helper	1.00	0.00	0.00
Administrative Coordinator	1.00	1.00	1.00
Parts Clerk	2.00	2.00	2.00
Service Attendant	5.00	7.00	7.00
Amenities & Facilities Specialist	0.00	0.00	1.00
Division Totals	33.00	34.00	35.00
Transit Department Totals	205.66	208.66	211.66

¹ Commute Solutions Manager, formerly known as Transportation Demand Management Community Manager, moved from Planning during FY23-24 and is 50% grant-funded.

TRANSIT BUDGET SUMMARY

The budget for the Transit Department continues fare-free service. Federal and State assistance has decreased for FY25, while partner revenues from the Town of Carrboro and the University of North Carolina at Chapel Hill have increased. The 2024-25 adopted budget also includes increased revenues from a 0.5 cent tax increase and increased funding from the Orange County Transit plan. Cost increases include two new positions, a 0.75% retirement increase, and a pay increase.

EXPENDITURES


	2022-23 Actual	2023-24 Original Budget	2023-24 Revised Budget	2023-4 Estimated	2024-25 Adopted Budget	% Change from 2023-24
Admin & Non-Dept	\$ 4,310,334	\$ 6,412,678	\$ 25,343,763	\$ 12,349,316	\$ 4,889,574	-23.8%
Grant-Funded	360,240	-	-	-	-	N/A
NSBRT Project	-	-	3,030,555	3,030,555	4,000,000	N/A
Fixed Route	16,237,209	16,508,744	18,794,392	18,101,837	17,915,950	8.5%
Demand Response	2,352,649	2,659,688	3,161,470	3,057,631	2,906,671	9.3%
Special Events	258,145	311,364	311,364	370,052	317,845	2.1%
Vehicle Maintenance	3,857,847	5,342,805	5,442,998	5,014,362	5,697,185	6.6%
Building Maintenance	1,060,580	914,611	1,938,713	1,952,947	929,213	1.6%
Total	\$ 28,437,004	\$ 32,149,890	\$ 58,023,255	\$ 43,876,700	\$ 36,656,438	14.0%

REVENUES

	2022-23 Actual	2023-24 Original Budget	2023-24 Revised Budget	2023-24 Estimated	2024-25 Adopted Budget	% Change from 2023-24
Charges for Services	\$ 577,760	\$ 1,079,187	\$ 1,079,187	\$ 711,071	\$ 1,042,238	-3.4%
Federal Assistance	2,614,203	2,600,000	2,600,000	2,600,000	2,300,000	-11.5%
Federal Ops Grants	284,693	1,750,000	5,316,655	5,368,655	52,000	-97.0%
State Assistance	3,631,704	3,500,000	3,500,000	3,631,704	3,400,000	-2.9%
Orange County Transit Plan	4,434,953	4,074,423	4,074,423	4,074,423	7,069,936	73.5%
UNC Contract	9,339,002	10,389,234	10,389,234	10,389,234	11,211,816	7.9%
Carrboro Contract	1,992,152	2,233,512	2,233,512	2,233,512	2,366,281	5.9%
Chapel Hill Revenues	7,090,308	6,523,534	6,523,534	7,963,534	7,922,255	21.4%
Proceeds from						
Installment Financing	8,155,000	-	-	-	-	N/A
Appropriated Fund						
Balance	(9,682,771)	-	22,306,710	6,904,567	1,291,912	N/A
Total	\$ 28,437,004	\$ 32,149,890	\$ 58,023,255	\$ 43,876,700	\$ 36,656,438	14.0%

TRANSIT

Performance Measures

 <p>Environmental Stewardship</p> <p>Affordable Housing & Housing Production</p> <p>Connected Community</p>	<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	FY22 Actual	FY23 Actual	FY24 Estimated	FY25 Target
Demand – Response Service	Number of passengers per mile in demand response paratransit service	0.20	0.22	0.15	0.21
	Cost per hour for demand response paratransit services	\$70.96	\$74.51	\$89.26	\$65.85
	On-time performance percentage	89.19%	88%	86%	90%
	Scheduled weekday/weekend DR service placed into service on time	100%	100%	100%	100%
	Demand Response accidents per 100,000 miles	2.3	2.5	3.91	3.00
	Preventable demand response accident per 100,000 miles	0.75	1.25	1.30	1.00
Fixed - Route Bus Service	Number of passengers per mile in fixed route transit service	2.32	2.5	22.60	20.00
	Cost per hour for fixed route services	\$125.39	\$131.66	\$148.71	\$125.00
	Percentage of on-time performance	80%	85%	71.6%	90%

Core Business Program	Performance Measure	FY22 Actual	FY23 Actual	FY24 Estimated	FY25 Target
Fixed – Route Bus Service	Scheduled weekday/weekend FR service placed into service on time	80%*	90%	93%	98%
	Complaints per 100,000 fixed route trips	4.00	4.5	12.05	6.50
	Fixed Route accidents per 100,000 miles	2.20	2.25	3.55	3.00
	Preventable Fixed Route accident per 100,000 miles	1.10	1.15	1.03	1.00
Maintenance	Number of service miles between road calls that may interrupt (DR)	126,932	115,297	54,498	150,000
	Number of service miles between road calls that may interrupt (FR)	17,381	17,543	13,078	16,000
	Compliance with preventative maintenance percentage	100%	100%	100%	100%
Administration and Finance	Passengers per Revenue Hour (DR)	2.35	2.45	2.32	2.65
	Passengers per Revenue Hour (FR)	25	28	29.29	40.00
	Passengers per Revenue Mile (DR)	0.2	0.2	0.17	0.20
	Passengers per Revenue Mile (FR)	2.1	2.5	2.51	3.65
	Average age of fleet vehicle (DR)	4.76	5.25	6.22	4.27
	Average age of fleet vehicle (FR)	9.56	10.2	9.13	6.70

*Service reduced due to operator shortages

TRANSIT - ADMINISTRATION DIVISION

MISSION STATEMENT:

Chapel Hill Transit's mission is to provide safe, convenient, reliable, and responsive public transportation services to residents and visitors of the Chapel Hill, Carrboro, and University of North Carolina communities; to be accessible, efficiently operated, and supportive of a healthy environment and a sustainable local economy; and to connect and coordinate with other transportation means in the area.

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 2024-25 includes a 23.8% overall decrease. Personnel has increased by 7.4% due to the addition of a Transit Planner position, a 0.75% retirement increase, and a salary increase.

Operating costs decreased by 40.4% due to contract costs associated with the North-South Bus Rapid Transit (NSBRT) project moving to a new account.

EXPENDITURES

	2022-23 Actual	2023-24 Original Budget	2023-24 Revised Budget	2023-24 Estimated	2024-25 Adopted Budget	% Change from 2023-24
Personnel	\$ 1,947,937	\$ 2,233,068	\$ 2,233,068	\$ 2,377,498	\$ 2,399,355	7.4%
Operating Costs	2,362,397	4,179,610	6,997,371	7,055,298	2,490,219	-40.4%
Transfer to						
Capital Grant	-	-	3,347,489	2,916,520	-	N/A
Capital Outlay	-	-	8,160,000	-	-	N/A
Contribution to						
Reserve	-	-	4,605,835	-	-	N/A
Total	\$ 4,310,334	\$ 6,412,678	\$ 25,343,763	\$ 12,349,316	\$ 4,889,574	-23.8%

TRANSIT - Grants
BUDGET SUMMARY

As of the time of the adopted budget, there were no planned grant related expenditures for 2024-25.

EXPENDITURES

	2022-23		2023-24		2023-24		2023-24		2024-25		% Change
	Actual		Original Budget		Revised Budget		Estimated		Adopted Budget		from 2023-24
Personnel	\$	-	\$	-	\$	-	\$	-	\$	-	N/A
Operating Costs		360,240		-		-		-		-	N/A
Total	\$	360,240	\$	-	\$	-	\$	-	\$	-	N/A

TRANSIT - North-South Bus Rapid Transit Project

BUDGET SUMMARY

The North-South Bus Rapid Transit (NSBRT) is the planned 8.2-mile line along one of the town's busiest and most vital thoroughfares. As the region's first BRT system, N-S BRT will connect employees, students, residents, and visitors to their regional connections and local destinations.

The adopted budget for 2024-25 includes funding for contracted services associated with the project, which are now separate from the Transit Admin/Non-Departmental division.

EXPENDITURES

	2022-23 Actual	2023-24 Original Budget	2023-24 Revised Budget	2023-24 Estimated	2024-25 Adopted Budget	% Change from 2023-24
Operating Costs	-	-	3,030,555	3,030,555	4,000,000	N/A
Total	\$ -	\$ -	\$ 3,030,555	\$ 3,030,555	\$ 4,000,000	N/A

TRANSIT- OPERATIONS DIVISION

MISSION STATEMENT:

Chapel Hill Transit's mission is to provide safe, convenient, reliable, and responsive public transportation services to residents and visitors of the Chapel Hill, Carrboro, and University of North Carolina communities; to be accessible, efficiently operated, and supportive of a healthy environment and a sustainable local economy; and to connect and coordinate with other transportation means in the area.

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 an 8.5% increase in overall costs. Personnel costs are up 11% due to job class and compensation adjustments made during FY24, a 0.75% increase in retirement costs, and a salary increase.

Operating expenses increased by 3.7% largely due to an increase in contract costs for Transportation Support Services.

EXPENDITURES

	2022-23	2023-24	2023-24		2024-25	% Change
	Actual	Original	Revised	2023-24	Adopted	from
		Budget	Budget	Estimated	Budget	2023-24
Personnel	\$ 9,487,233	\$ 10,946,302	\$ 10,596,106	\$ 10,248,313	\$ 12,146,914	11.0%
Operating Costs	6,453,128	5,562,442	6,068,929	5,471,724	5,769,036	3.7%
Capital Outlay	296,848	-	2,129,357	2,381,800	-	N/A
Total	\$ 16,237,209	\$ 16,508,744	\$ 18,794,392	\$ 18,101,837	\$ 17,915,950	8.5%

TRANSIT - Demand Response

BUDGET SUMMARY

The adopted budget for the Demand Response division has a 9.3% increase over the 2023-24 budget. Personnel expenditures increased by 10.8% due to job class and compensation adjustments made during FY24, a 0.75% increase in retirement costs, and a salary increase. Operating expenses increased by 4.7% due to increased contract costs associated with employee training and onboarding.

EXPENDITURES

	2022-23 Actual	2023-24 Original Budget	2023-24 Revised Budget	2023-24 Estimated	2024-25 Adopted Budget	% Change from 2023-24
Personnel	\$ 1,834,324	\$ 2,003,341	\$ 2,003,341	\$ 1,920,779	\$ 2,219,442	10.8%
Operating Costs	518,325	656,347	658,129	636,852	687,229	4.7%
Capital Outlay	-	-	500,000	500,000	-	N/A
Total	\$ 2,352,649	\$ 2,659,688	\$ 3,161,470	\$ 3,057,631	\$ 2,906,671	9.3%

TRANSIT - Tarheel Express / Special Events

BUDGET SUMMARY

The adopted budget for Tarheel Express & Special Events in 2024-25 is up 2.1% from FY23-24. Personnel costs increased by 2.8% due to an increase in benefit costs. Operating costs remain flat.

EXPENDITURES

		2022-23	2023-24	2023-24		2024-25	% Change
		Actual	Original	Revised	2023-24	Adopted	from
			Budget	Budget	Estimated	Budget	2023-24
Personnel	\$	230,858	\$ 229,030	\$ 229,030	\$ 287,718	\$ 235,511	2.8%
Operating Costs		27,287	82,334	82,334	82,334	82,334	0.0%
Total	\$	258,145	\$ 311,364	\$ 311,364	\$ 370,052	\$ 317,845	2.1%

TRANSIT - MAINTENANCE DIVISION

MISSION STATEMENT:

Chapel Hill Transit's mission is to provide safe, convenient, reliable, and responsive public transportation services to residents and visitors of the Chapel Hill, Carrboro, and University of North Carolina communities; to be accessible, efficiently operated, and supportive of a healthy environment and a sustainable local economy; and to connect and coordinate with other transportation means in the area.

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

The adopted budget for 2024-25 represents a 6.6% increase in expenditures from the 2023-24 fiscal year. The 10.7% increase in personnel costs is due to a new Amenities & Facilities Specialist position, job class and compensation adjustments made during FY24, a 0.75% increase in retirement costs, and a salary increase. Operating costs increased by 1.3% due to increased costs for software and supplies.

EXPENDITURES

	2022-23 Actual	2023-24 Original Budget	2023-24 Revised Budget	2023-24 Estimated	2024-25 Adopted Budget	% Change from 2023-24
Personnel	\$ 2,379,163	\$ 3,049,336	\$ 3,049,336	\$ 2,700,740	\$ 3,375,237	10.7%
Operating Costs	1,478,684	2,273,469	2,373,662	2,293,622	2,301,948	1.3%
Capital Outlay	-	20,000	20,000	20,000	20,000	0.0%
Total	\$ 3,857,847	\$ 5,342,805	\$ 5,442,998	\$ 5,014,362	\$ 5,697,185	6.6%

TRANSIT - Building Maintenance

BUDGET SUMMARY

The adopted budget for Transit's Building Maintenance division reflects a 1.6% increase overall. The 3.3% increase in personnel expenditures is related to new retiree medical expenses. The operating expenditures increased by 1.6% largely due to an increase in the cost of electricity.

EXPENDITURES

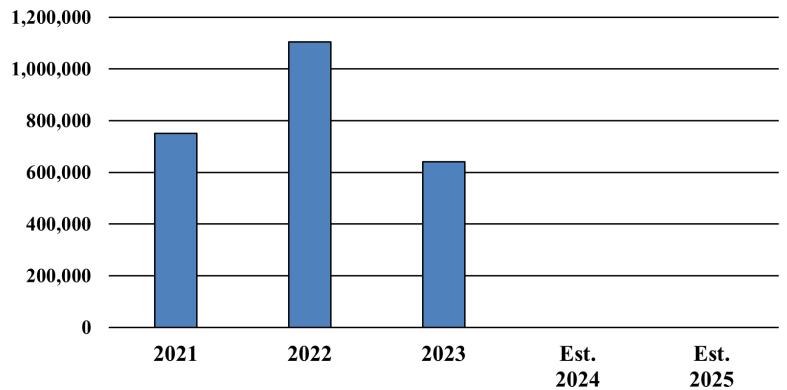
	2022-23	2023-24	2023-24	2023-24	2024-25	% Change
	Actual	Original	Revised	Estimated	Adopted	from
		Budget	Budget		Budget	2023-24
Personnel	\$ 2,411	\$ 2,420	\$ 2,420	\$ 2,500	\$ 2,500	3.3%
Operating Costs	1,058,169	912,191	1,936,293	1,950,447	926,713	1.6%
Total	\$ 1,060,580	\$ 914,611	\$ 1,938,713	\$ 1,952,947	\$ 929,213	1.6%

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 2024-25 are estimates for grants historically received each year, but not yet awarded.

EXPENDITURES

	2022-23 Actual	2023-24 Original Budget	2023-24 Revised Budget	2023-24 Estimated	2024-25 Adopted Budget	% Change from 2023-24
Contribution to Capital Grant Reserve	\$ 641,746	\$ -	\$ -	\$ -	\$ -	N/A
	-	-	-	37,918	-	N/A
Total	\$ 641,746	\$ -	\$ -	\$ 37,918	\$ -	N/A

REVENUES

	2022-23 Actual	2023-24 Original Budget	2023-24 Revised Budget	2023-24 Estimated	2024-25 Adopted Budget	% Change from 2023-24
Interest Income Appropriated Fund Balance	\$ 25,920	\$ -	\$ -	\$ 37,918	\$ -	N/A
	615,826	-	-	-	-	N/A
Total	\$ 641,746	\$ -	\$ -	\$ 37,918	\$ -	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. Four 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, 2025
2015-16 Transit Capital Grant	\$534,124.00	\$163,128.00

2024 Area of Persistent Poverty Grant

The project ordinance for the fiscal year 2024-2025 is for the planning of a micro-transit system.

	Project Budget	Estimated Expenditures Through June 30, 2025
2024 Planning Grant	\$437,500.00	\$257,000.00

5339b Bus Stop Improvement

The project ordinance for the fiscal year 2024 is for the improvement of up to 60 bus stops.

	Project Budget	Estimated Expenditures Through June 30, 2025
2021 Transit Capital Grant	\$2,900,000.00	\$1,200,000.00

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, 2025
2020 Transit Capital Grant	\$657,654.00	\$332,000.00

