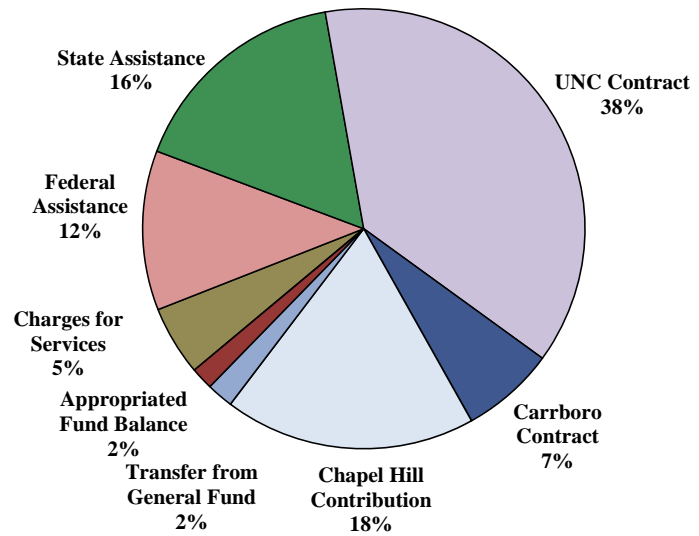


TRANSIT FUND

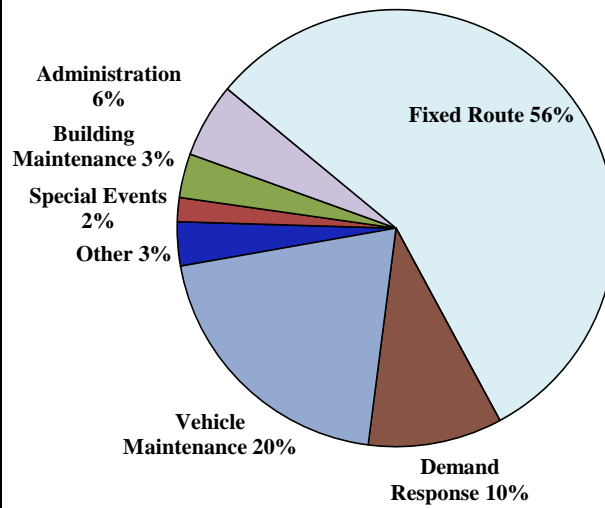
The Transit Fund is used to account for the operations of the Town's public transit system.

Transit Revenues



Total \$18,685,436

Transit Expenditures



TRANSIT

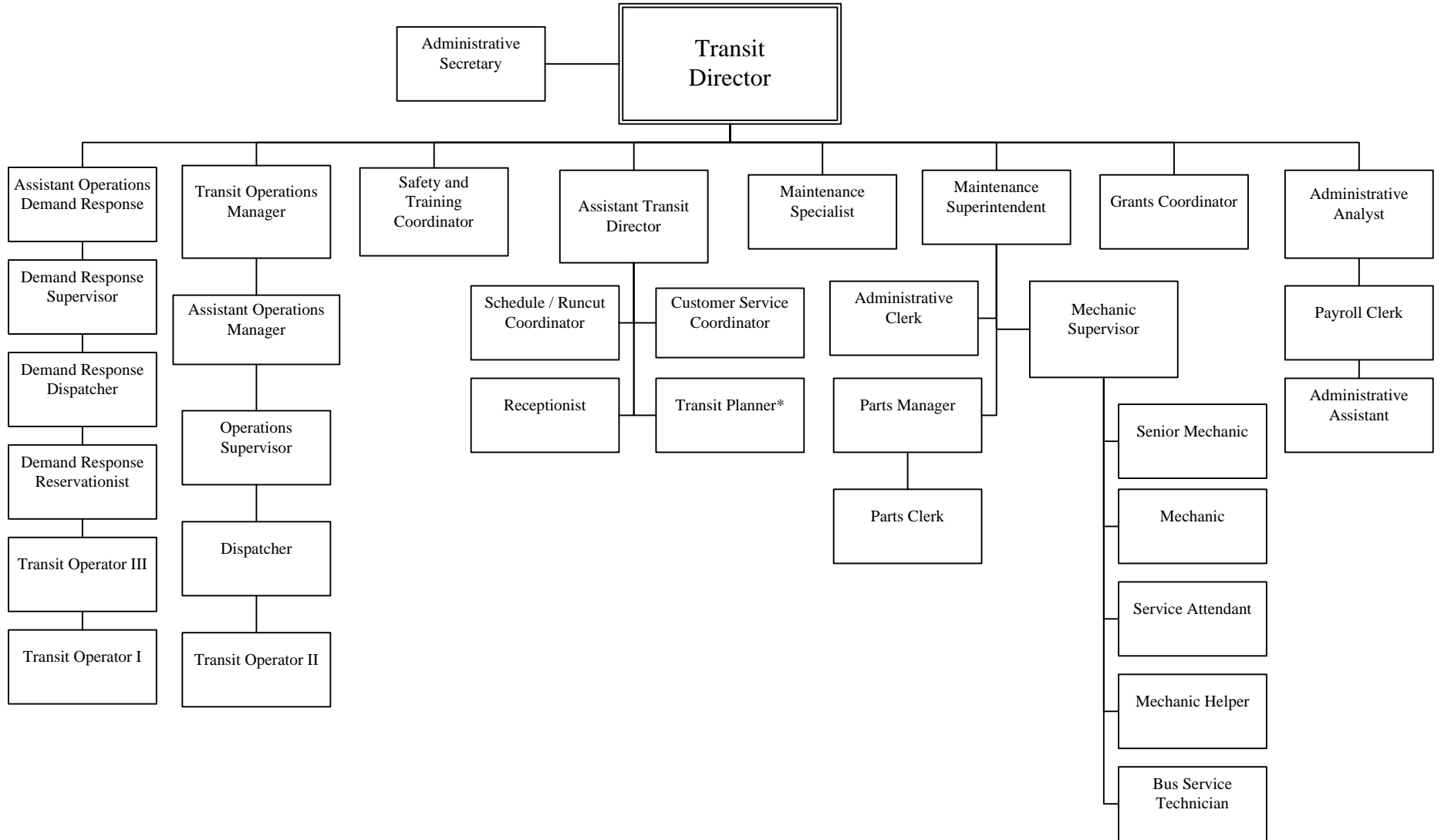
MISSION STATEMENT:

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

As a first step towards Priority-Based Budgeting, the Transit Department identified the following primary programs that are included in the adopted budget for FY13.

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



179

* Grant-funded positions.

TRANSIT DEPARTMENT
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2010-11 ADOPTED	2011-12 ADOPTED	2012-13 ADOPTED
Administration			
Director-Transit	1.00	1.00	1.00
Manager Systems Dev. Planning (Unfunded)	1.00	1.00	0.00
Assistant Director-Transit	1.00	1.00	1.00
Compliance Manager	0.00	0.00	1.00
Administrative Analyst	1.00	1.00	1.00
Advertising Sales Manager	0.00	0.00	1.00
Coordinator-Scheduling/Run Cut	1.00	1.00	1.00
Coordinator-Grants	1.00	1.00	1.00
Coordinator-Project	0.00	0.00	0.00
GIS Technician	1.00	1.00	1.00
Transit Services Planner	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00
Receptionist	1.00	1.00	0.00
Administrative Clerk	1.00	1.00	1.00
Division Totals	<u>12.00</u>	<u>12.00</u>	<u>12.00</u>
Operations			
Transit Operations Manager	1.00	1.00	1.00
Coordinator-Safety and Training	1.00	1.00	1.00
Assistant Transit Operations Manager	2.00	2.00	2.00
Supervisor-Transit	6.00	6.00	4.00
Transit Dispatcher	4.00	4.00	4.00
Transit Operator III (E-Z Rider Driver)	15.57	15.57	13.25
Transit Operator II (Bus Driver)	120.26	120.26	102.98
Transit Operator I (Shared Rider Driver)	1.00	1.00	1.00
Transit Reservationist	2.00	2.00	1.00
Division Totals	<u>152.83</u>	<u>152.83</u>	<u>130.23</u>
Equipment Maintenance			
Superintendent-Transit Maintenance	1.00	1.00	1.00
Supervisor-Mechanic	2.00	2.00	2.00
Mechanic, Senior	1.00	1.00	0.00
Parts Manager	1.00	1.00	1.00
Maintenance Specialist	1.00	1.00	0.00
Mechanic	12.00	12.00	14.00
Bus Service Technician	2.00	2.00	2.00
Mechanic Helper	2.00	2.00	2.00
Administrative Clerk	1.00	1.00	1.00
Parts Clerk	1.00	1.00	1.00
Service Attendant	6.50	6.50	5.50
Division Totals	<u>30.50</u>	<u>30.50</u>	<u>29.50</u>
Transit Department Totals	<u><u>195.33</u></u>	<u><u>195.33</u></u>	<u><u>171.73</u></u>

TRANSIT FUND

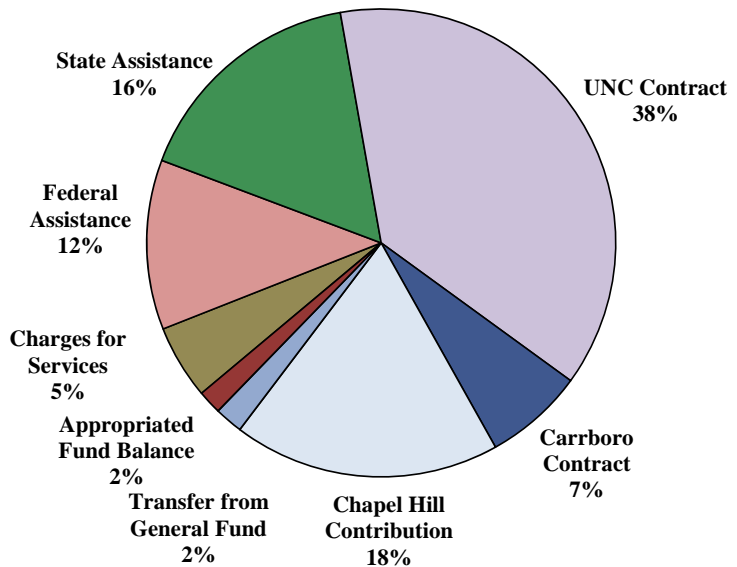
Major Revenue Sources - Descriptions and Estimates

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

The adopted budget for the Transit Fund for fiscal year 2012-13 totals about \$18.67 million, an increase of 5.5% over FY12's budget. Below is a description of the major revenue sources for the Transit Fund. The pie chart below shows the major revenue sources for fiscal year 2012-13.

Federal Operating Assistance

The Transit system receives an operating assistance allocation each year from the federal government based on a variety of factors and funding formulas. We estimate the continuation of federal funding for operations at \$1.9 million in 2012-13. The adopted budget for FY13 includes an additional \$472,000 in non-recurring federal grants anticipated or awarded. Additional operating grants will be sought for FY12 as opportunities arise and will be added to the budget through amendment if awarded.



State Operating Assistance

The Transit system also receives an operating assistance allocation each year from the State based on a formula involving various operating statistics for the system. The subsidy for FY12 is expected to be about \$100,000 more than budgeted, but latest estimates indicate a level of \$3.09 million for 2012-13.

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 has remained about \$5.9 million from 2010 through 2012, and their share of cost for 2012-13 totals about \$7.06 million, an increase of about \$1.1 million.

Carrboro Contract

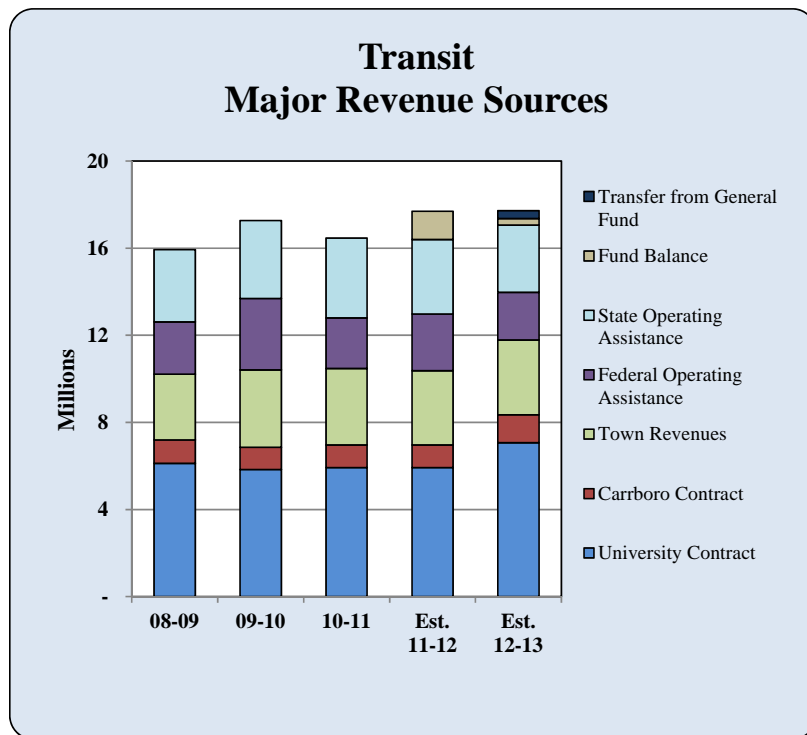
The Town of Carrboro also contracts with the Town for transit service with costs also based on the Memorandum of Understanding. Carrboro's cost for 2010-11 remains at \$1,032,825, and for 2012-13 is increased to \$1,283,367.

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 2012-13 includes continuation of the tax rate of 4.1 cents for budgeted tax revenue of about \$2.9 million. A transfer from the General Fund in the amount of \$364,000 is also being used to balance the Transit budget.

Other revenues expected for the system include about \$390,000 in fares for the Tar Heel Express and other special events, \$415,000 for vehicle license fees and about \$228,000 in services for Triangle Transit Authority.

The Transit system expects expenditures in excess of revenues in FY12 of about \$1.3 million, to be provided by the use of fund balance. An additional use of about \$306,000 of fund balance is adopted to balance the budget in FY13.

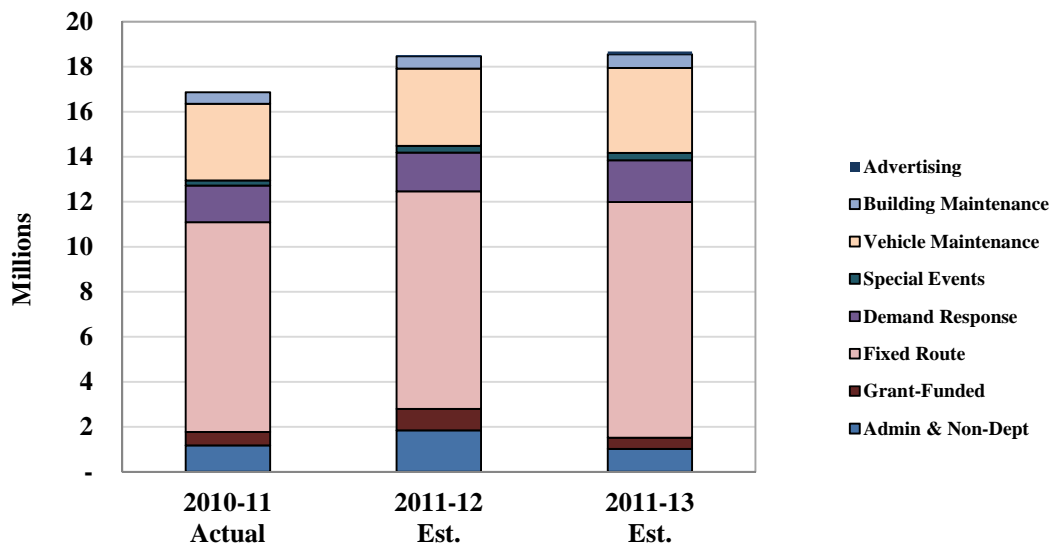


TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The adopted budget continues fare free services for fixed routes in the system and totals \$18.68 million for the 2012-13 budget. Major expenditures of the system consist primarily of personnel, operating and maintenance costs for a planned fleet of 99 buses, two 15-passenger vans, 15 lift-equipped vans, 13 wagons or minivans, and four maintenance service trucks that provide transit service to the entire community.

Transit Expenses



The chart above illustrates the portions of the budget allocated to the major categories of Fixed Route, Demand Response, Vehicle Maintenance, Administration and Building Maintenance. Operational costs total about \$13.1 million, Maintenance costs total about \$4.4 million and Administrative costs total about \$1.1 million.

The adopted budget for 2012-13 includes an employee pay adjustment effective October 2012, a 3% reduction in medical insurance costs for employees and retirees, and an increase in overtime salaries for a total increase of 2.4% in personnel costs. The largest increase in operating cost at about \$460,000 is for vehicle maintenance. Fuel accounts for about \$158,000 of the operating increase. The Town has signed a fuel contract for about half the expected fuel needed for FY13, and the current estimate for diesel is \$3.45 per gallon. The FY13 budget also includes \$100,000 in costs for NextBus, funded in previous years by a federal grant that has expired. The estimates for FY12 include a transfer of \$1,067,500 as matching funds for a federal bus grant, but the FY13 adopted budget does not include a transfer to the Capital Reserve Fund for future grant matches.

TRANSIT BUDGET SUMMARY

The budget for the Transit Department continues fare-free service initiated during fiscal year 2001-02. The 2012-13 budget is based on the receipt of approximately \$2.9 million in property taxes at a continuing tax rate of \$4.1 cents/\$100 valuation. While federal and State operating assistance are relatively stagnant overall, contributions from UNC and Carrboro reflect the first increase in several years to relieve reliance on fund balance. The chief components of the 5.4% increase in costs are fuel prices and maintenance costs. Operations in FY12 are expected to require the use of about \$1.2 million in fund balance and the FY13 budget is balanced with the use of about \$306,000 of fund balance and a transfer of \$364,000 from the General Fund.

EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Admin & Non-Dept	\$ 1,184,828	\$ 1,051,584	\$ 2,075,304	\$ 1,844,041	\$ 1,020,884	-2.9%
Grant-Funded	587,376	-	1,432,441	959,946	504,924	N/A
Advertising	-	-	110,054	53,410	133,696	N/A
Fixed Route	9,318,228	10,142,984	9,820,234	9,663,345	10,472,165	3.2%
Demand Response	1,642,028	1,983,479	1,936,152	1,725,628	1,848,164	-6.8%
Special Events	223,066	326,842	329,342	290,453	332,471	1.7%
Vehicle Maintenance	3,406,427	3,562,758	3,679,865	3,441,145	3,765,778	5.7%
Building Maintenance	506,707	640,680	644,253	550,852	607,354	N/A
Total	\$ 16,868,660	\$ 17,708,327	\$ 20,027,645	\$ 18,528,820	\$ 18,685,436	5.5%

REVENUES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Charges for Services	\$ 661,983	\$ 741,565	\$ 891,565	\$ 836,606	\$ 956,355	29.0%
Federal Assistance	1,900,000	1,900,000	2,363,416	2,363,416	1,900,000	0.0%
Federal Operating Grants	408,285	-	505,210	242,418	291,580	N/A
State Assistance	3,671,170	3,319,737	3,319,737	3,419,853	3,077,868	-7.3%
UNC Contracts	5,930,168	5,930,168	5,930,168	5,930,168	7,065,667	19.1%
Carrboro Contracts	1,032,825	1,032,825	1,032,825	1,032,825	1,283,367	24.3%
Chapel Hill Revenues	3,519,774	3,385,520	3,385,520	3,408,839	3,440,300	1.6%
Transfer from General Fund	-	-	-	-	364,000	N/A
Appropriated Fund Balance	(255,545)	1,398,512	2,599,204	1,294,695	306,299	-78.1%
Total	\$ 16,868,660	\$ 17,708,327	\$ 20,027,645	\$ 18,528,820	\$ 18,685,436	5.5%

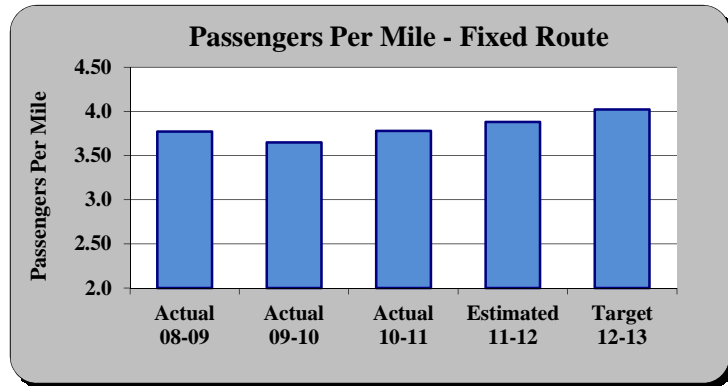
TRANSIT TRENDS

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

GOAL: Increase the efficiency and effectiveness of transit services.

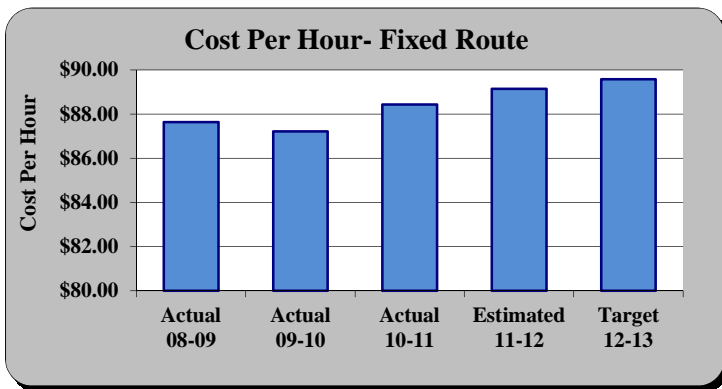
OBJECTIVE: Increase the number of passengers per mile in fixed route transit service.

In fiscal year 2011-12, the number of passengers per mile increased by approximately 2.6% above 2010-11, as the Town continued to provide fare-free service.



GOAL: Increase the efficiency and effectiveness of transit services.

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



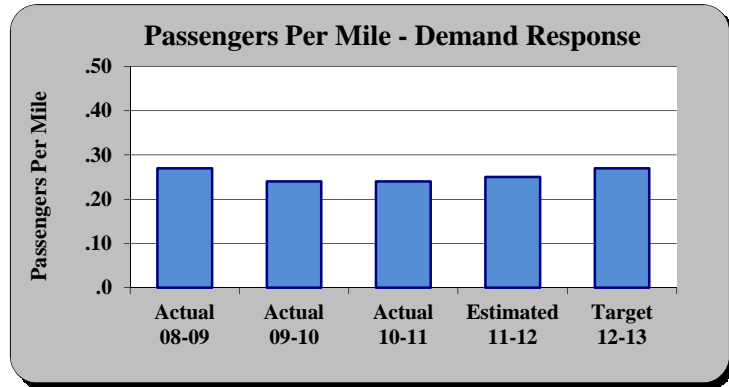
In fiscal year 2011-12, the fixed route cost per hour increased about 1% over 2010-11 at approximately \$89.1. With the target number of passengers set to increase next year, efforts are focused on controlling the fixed route cost per hour.

TRANSIT TRENDS Cont.

GOAL: Increase the efficiency and effectiveness of transit services.

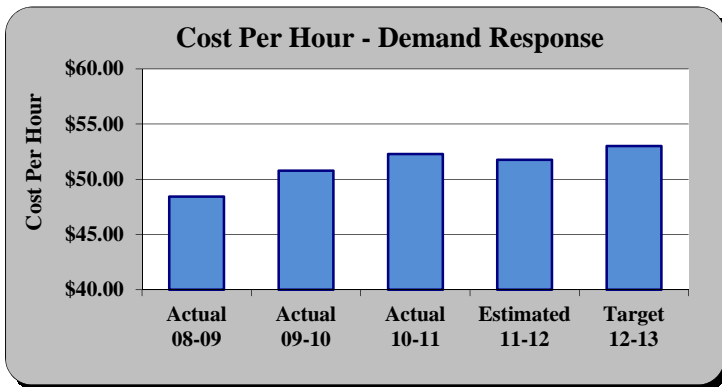
OBJECTIVE: Increase the number of passengers per mile in demand response paratransit service.

In fiscal year 2011-12, the number of passengers per mile remained consistent with 2010-11, as the Town continued to provide fare-free paratransit service.



GOAL: Increase the efficiency and effectiveness of transit services.

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

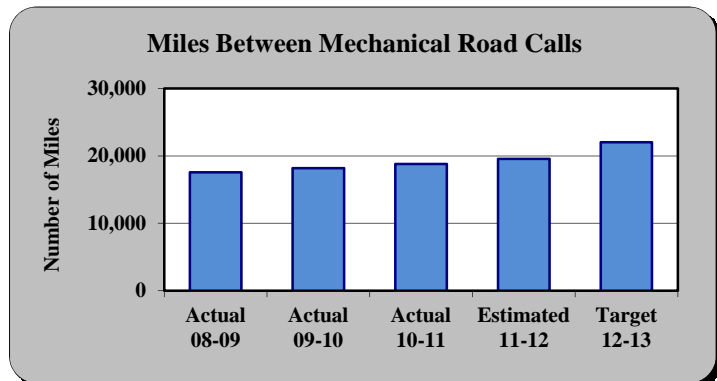


In fiscal year 2011-12, the demand response cost per hour decreased about 1% from 2010-11, due to reallocation of costs more appropriately captured in the fixed route budget. With anticipated increases in operational costs, the 2012-13 target is to hold increases to 3% or less.

GOAL: Increase the efficiency and effectiveness of transit services.

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

In fiscal year 2011-12, the miles between road calls increased by about 4%, but remained below the industry standard of 24,000 miles or more. For 2012-13, the target is to have fewer maintenance calls and an average of 22,000 miles or more between road calls that may interrupt service.



TRANSIT - ADMINISTRATION DIVISION

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

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

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

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

TRANSIT - Administration and Non-Departmental BUDGET SUMMARY

The adopted budget for 2013 includes the addition of a grants coordinator and a 3% raise offset by a 3% reduction in medical insurance costs. The reduction in operating costs is due to the transfer of Regional Call Center funds to the operations division.

EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Personnel	\$ 475,302	\$ 626,587	\$ 623,467	\$ 450,450	\$ 673,436	7.5%
Operating Costs	281,075	377,834	381,098	322,852	344,209	-8.9%
Transfer to Grant Match	35,518	47,163	1,070,739	1,070,739	3,239	-93.1%
Transfer to Capital Reserve	392,933	-	-	-	-	N/A
Total	\$ 1,184,828	\$ 1,051,584	\$ 2,075,304	\$ 1,844,041	\$ 1,020,884	-2.9%

TRANSIT - Grants
BUDGET SUMMARY

A number of federal operating grants are included in the Transit Fund for FY13, including continuing grants for the Pittsboro Route, HS/Rogers Road route, Regional Call Center, and the Shuttle Service.

EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Personnel	\$ 449,780	\$ -	\$ 831,790	\$ 694,709	\$ 167,507	N/A
Operating Costs	137,596	-	570,651	235,237	337,417	N/A
Capital Outlay	-	-	30,000	30,000	-	N/A
Total	\$ 587,376	\$ -	\$ 1,432,441	\$ 959,946	\$ 504,924	N/A

TRANSIT - Advertising ***BUDGET SUMMARY***

The Transit Advertising Program was adopted in FY12, and the budget for FY13 reflects the first full year of service. Revenues are projected at \$100,000 in FY12 and \$250,000 for FY13.

EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Personnel	\$ -	\$ -	\$ 87,554	\$ 42,950	\$ 102,168	N/A
Operating Costs	-	-	22,500	10,460	31,528	N/A
Capital Outlay	-	-	-	-	-	N/A
Total	\$ -	\$ -	\$ 110,054	\$ 53,410	\$ 133,696	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 employees.*

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

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

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

TRANSIT - Fixed Route

BUDGET SUMMARY

The adopted budget for 2012-13 reflects a 1.5% increase in personnel costs, the net of increases for a 3% raise effective October 2012, medical insurance rate reduction of 3%, an increase (\$157,000) in overtime salaries, and a small reduction in the required contribution to the retirement system.

The 6.6% increase in operating costs includes the cost of NextBus operations, formerly grant-funded, and the Regional Call Center, budgeted in Non-Departmental in prior years. The balance of the increase is chiefly the result of an increase in fuel & tire costs with the rising cost of petroleum-based products. The \$71,326 ncrease in fuel estimates for this division is based on the increase in the price of fuel. When the budget was adopted, the Town had signed a fuel contract for about half the expected fuel needs for FY13. Current projected fuel prices are at \$3.45 per gallon.

EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Personnel	\$ 6,803,997	\$ 6,658,431	\$ 6,550,496	\$ 6,510,504	\$ 6,758,008	1.5%
Operating Costs	2,514,231	3,484,553	3,264,054	3,152,841	3,714,157	6.6%
Capital Outlay	-	-	5,684	-	-	N/A
Total	\$ 9,318,228	\$ 10,142,984	\$ 9,820,234	\$ 9,663,345	\$ 10,472,165	3.2%

TRANSIT - Demand Response

BUDGET SUMMARY

The adopted budget for FY13 reflects an overall reduction of 6.8% as we adjust to the first full year of capturing all costs within the division. The 8.4% reduction in personnel costs is the net of a 3% employee pay adjustment effective October 2012, a 3% reduction in medical insurance costs and a reduction in overtime salaries of \$112,000. The 3.4% reduction in operating costs reflects decreases in training and contracted services, offset by an increase in gasoline costs due to higher fuel prices. Gasoline is projected at \$3.20 per gallon.

EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Personnel	\$ 1,241,133	\$ 1,354,216	\$ 1,333,171	\$ 1,213,986	\$ 1,240,059	-8.4%
Operating Costs	400,895	629,263	602,981	511,642	608,105	-3.4%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 1,642,028	\$ 1,983,479	\$ 1,936,152	\$ 1,725,628	\$ 1,848,164	-6.8%

TRANSIT - Tarheel Express / Special Events

BUDGET SUMMARY

The adopted budget for Tarheel Express/Special Events for FY13 includes a 1.7% increase over the previous year, chiefly due to an increased budget for overtime salaries and benefits. The Tarheel Express/Special Events budget is funded by fees to patrons, estimated to bring in about \$465,000 for FY13.

EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Personnel	\$ 174,157	\$ 211,022	\$ 211,022	\$ 213,910	\$ 213,654	1.2%
Operating Costs	48,909	115,820	118,320	76,543	118,817	2.6%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 223,066	\$ 326,842	\$ 329,342	\$ 290,453	\$ 332,471	1.7%

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 4% increase in personnel costs are due to the 3% increase for employee pay adjustments effective October 2012, the 3% decrease in medical insurance and an increase (\$71,000) in overtime and other pay. The 7.4% increase in operating costs reflects a \$199,660 increase in Maintenance and Repairs over prior year's budget for vehicle repairs.

EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Personnel	\$ 1,740,544	\$ 1,807,804	\$ 1,794,804	\$ 1,772,586	\$ 1,880,738	4.0%
Operating Costs	1,665,883	1,754,954	1,885,061	1,668,559	1,885,040	7.4%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 3,406,427	\$ 3,562,758	\$ 3,679,865	\$ 3,441,145	\$ 3,765,778	5.7%

TRANSIT - Building Maintenance

BUDGET SUMMARY

The adopted budget for Transit's Building Maintenance division reflects a 5.2% decrease overall, due largely to not budgeting for a position. The 8.9% increase in operating costs is chiefly comprised of increases for contracted services and maintenance of equipment.

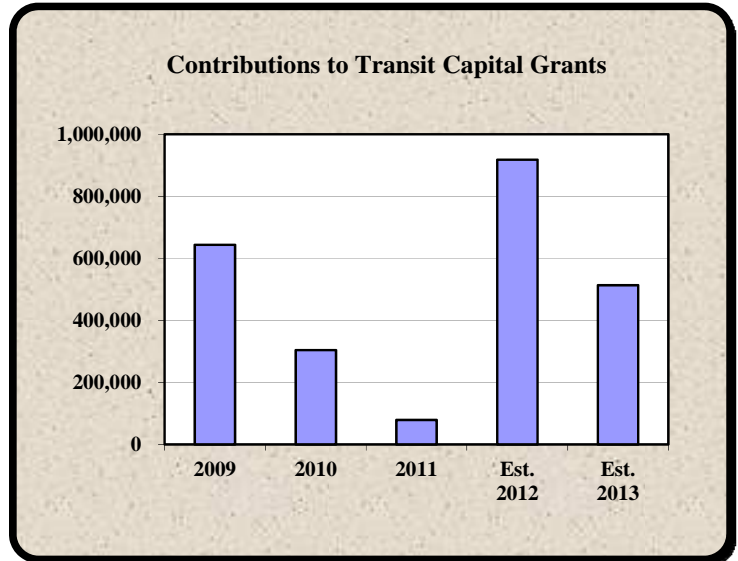
EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Personnel	\$ 88,613	\$ 82,930	\$ 82,930	\$ 26,491	\$ -	-100.0%
Operating Costs	418,094	557,750	561,323	524,361	607,354	8.9%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 506,707	\$ 640,680	\$ 644,253	\$ 550,852	\$ 607,354	-5.2%

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. Grant match estimates for FY12 and FY13 will nearly exhaust the fund balance, so matching funds for the FY12 bus grant are being made from the operating fund. There is no contribution to the fund budgeted for FY13.

EXPENDITURES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Contribution to Capital Grant Reserve	\$ 78,626 316,529	\$ 315,000 -	\$ 1,115,000 -	\$ 917,520 -	\$ 512,989 -	62.9% N/A
Total	\$ 395,155	\$ 315,000	\$ 1,115,000	\$ 917,520	\$ 512,989	62.9%

REVENUES

	2010-11 Actual	2011-12 Original Budget	2011-12 Revised Budget	2011-12 Estimated	2012-13 Adopted Budget	% Change from 2011-12
Interest Income	\$ 2,222	\$ -	\$ -	\$ -	\$ -	N/A
Transfer from Transit Fund	392,933	-	-	-	-	N/A
Appropriated Fund Balance	-	315,000	1,115,000	917,520	512,989	62.9%
Total	\$ 395,155	\$ 315,000	\$ 1,115,000	\$ 917,520	\$ 512,989	62.9%

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

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

2006-07 Capital Grant

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

	Project Budget	Estimated Expenditures Through June 30, 2012
2006-07 Transit Capital Grant	\$733,120	\$225,000-

2007-08 Capital Grant

The project ordinance for the fiscal year 2007-08 Section 5307 capital grant was adopted on February 13, 2012. Funds are being used to conduct a feasibility study, environmental assessment, and preliminary engineering for the expansion of park and ride capacity at the existing Eubanks Road Park and Ride lot.

	Project Budget	Estimated Expenditures Through June 30, 2012
2007-08 Transit Capital Grant	\$453,957	\$-0--

2008-09 Capital Grant

The project ordinance for the fiscal year 2008-09 Section 5307 capital grant was adopted on February 13, 2012. Funds are being used to conduct a feasibility study, environmental assessment, and preliminary engineering for the expansion of park and ride capacity at the existing Eubanks Road Park and Ride lot.

	Project Budget	Estimated Expenditures Through June 30, 2012
2008-09 Transit Capital Grant	\$423,225	\$-0-

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2007-08 Transit Capital and Planning Grant

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

	Project Budget	Estimated Expenditures Through June 30, 2012
2007-08 Transit Capital and Planning Grant	\$633,143	\$427,265

2007-08 Capital Grant

The project ordinance for the fiscal year 2007-08 Section 5307 capital grant was adopted on June 9, 2008. Funds are being used to purchase replacement buses and one spare engine/transmission component.

	Project Budget	Estimated Expenditures Through June 30, 2012
2007-08 Transit Capital Grant	\$2,870,000	\$2,850,183

2008-09 Capital and Planning

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

	Project Budget	Estimated Expenditures Through June 30, 2012
2008-09 Transit Capital and Planning Grant	\$189,520	\$189,520

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2008-09 Capital Grant

The project ordinance for the fiscal year 2008-09 Section 5307 capital grant received under the American Recovery and Reinvestment Act of 2009 was adopted on June 22, 2009. Funds are being used to purchase 2 replacement hybrid buses, 8 replacement paratransit vehicles, 1 service truck, bus stop shelters with lighting, automatic vehicle locator signs and computer hardware and software for the fleet inventory system.

	Project Budget	Estimated Expenditures Through June 30, 2012
2008-09 Transit Capital Grant	\$1,714,867	\$1,714,867

2009-10 Capital Grant

The project ordinance for the fiscal year 2009-10 Section 5307 capital grant received under the American Recovery and Reinvestment Act of 2009 was adopted on June 21, 2010. Funds are being used to purchase 1 replacement and 1 expansion paratransit vehicle for lease to Orange County, North Carolina. Funds will also be used to purchase schedule holders for Orange County.

	Project Budget	Estimated Expenditures Through June 30, 2012
2009-10 Transit Capital Grant	\$183,00	\$182,675

2009-10 Capital Grant

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

	Project Budget	Estimated Expenditures Through June 30, 2012
2009-10 Transit Capital and Planning Grant	\$167,369	\$161,739

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2009-10 Capital Grant

The project ordinance for the fiscal year 2009-10 Section 5307 technology grant was adopted on October 11, 2010. Funds are being used to purchase a maintenance inventory system for Chapel Hill Transit.

	Project Budget	Estimated Expenditures Through June 30, 2012
2009-10 Transit Capital Grant	\$100,000	\$95,000

2010-11 Capital Grant

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

	Project Budget	Estimated Expenditures Through June 30, 2012
2010-11 Transit Capital Grant	\$82,243	\$82,243

2010-11 Capital Grant

The project ordinance for the fiscal year 2010-11 Section 5307 technology grant was adopted on January 18, 2011. Funds are being used for a bus stop inventory project.

	Project Budget	Estimated Expenditures Through June 30, 2012
2010-11 Transit Capital Grant	\$537,683	\$97,000

