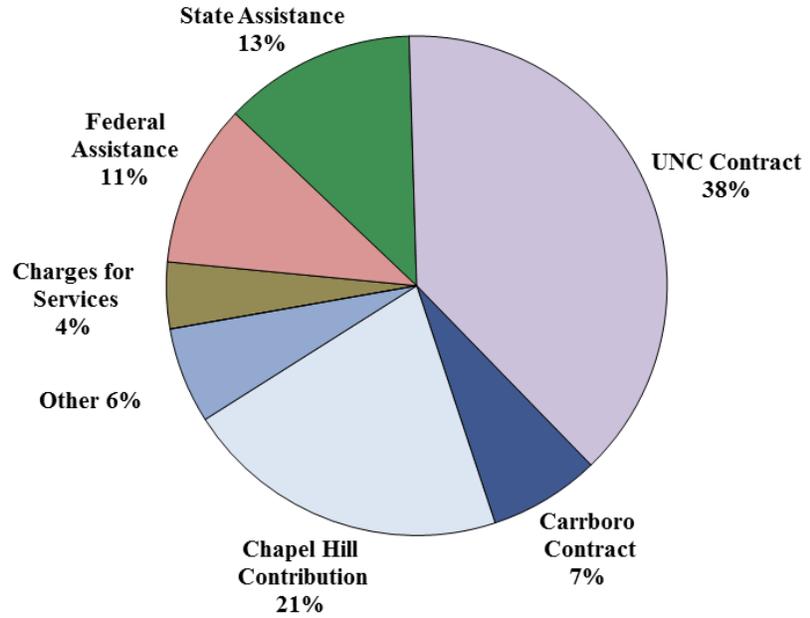


TRANSIT FUND

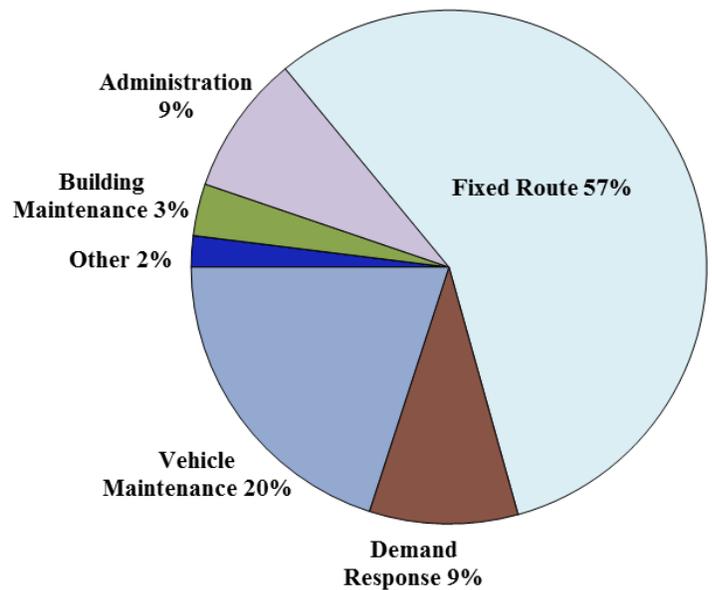
The Transit Fund is used to account for the operations of the Town's public transit system.

Transit Revenues



Total \$20,510,813

Transit Expenditures



TRANSIT

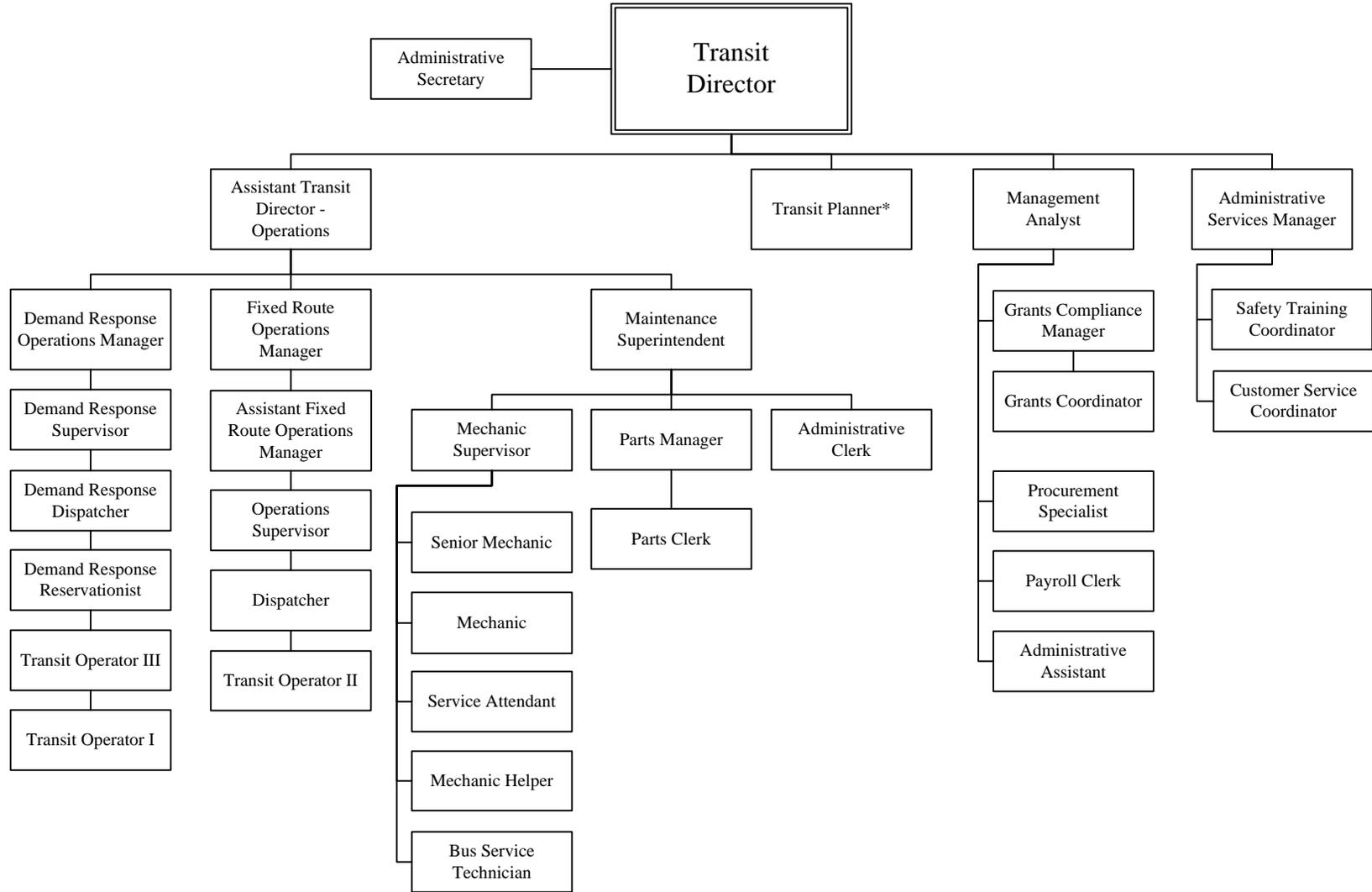
MISSION STATEMENT:

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 FY15.

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



* Grant-funded positions.

TRANSIT DEPARTMENT
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2012-13 ADOPTED	2013-14 ADOPTED	2014-15 ADOPTED
Administration			
Director-Transit	1.00	1.00	1.00
Assistant Director-Transit	1.00	1.00	1.00
Compliance Manager	1.00	1.00	1.00
Administrative Analyst	1.00	1.00	1.00
Advertising Sales Manager	1.00	1.00	1.00
Coordinator-Grants	1.00	1.00	1.00
Customer Service Coordinator	0.00	1.00	1.00
GIS Technician	1.00	1.00	1.00
Procurement Specialist	0.00	1.00	1.00
Transit Services Planner	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	3.00
Administrative Secretary	1.00	1.00	0.00
Administrative Clerk	1.00	1.00	0.00
Administrative Services Manager	0.00	0.00	1.00
Division Totals	11.00	13.00	14.00
Operations			
Transit Operations Manager	1.00	1.00	0.00
Coordinator-Safety and Training	1.00	1.00	1.00
Coordinator-Scheduling/Run Cut	1.00	1.00	1.00
Assistant Transit Operations Manager	2.00	2.00	1.00
Demand Response Manager	0.00	0.00	1.00
Supervisor-Transit	4.00	6.00	10.00
Transit Dispatcher	4.00	4.00	0.00
Transit Operator - Demand Response	13.25	13.25	12.63
Transit Operator - Fixed Route	102.98	105.66	108.66
Transit Operator - Shared Rider Driver	1.00	1.00	0.00
Office Assistant	0.00	0.00	1.00
Administrative Assistant	0.00	0.00	2.00
Transit Reservationist	1.00	1.00	0.00
Division Totals	131.23	135.91	138.29
Equipment Maintenance			
Maintenance Manager	1.00	1.00	1.00
Assistant Maintenance Manager	0.00	0.00	1.00
Supervisor-Mechanic	2.00	2.00	2.00
Parts Manager	1.00	1.00	1.00
Electronics Technician	0.00	0.00	1.00
Mechanic	14.00	14.00	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	5.50	5.50	5.50
Division Totals	29.50	29.50	31.50
Transit Department Totals	171.73	178.41	183.79

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

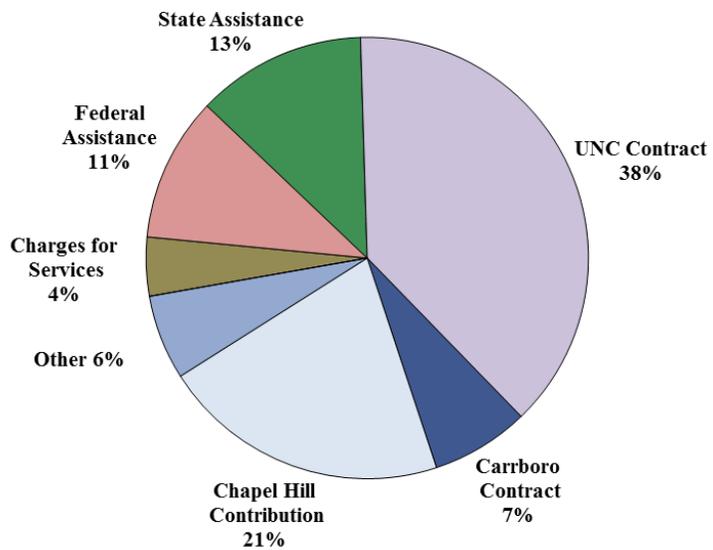
The Town provides public transit services for the Town of Chapel Hill and the neighboring Town of Carrboro and the University of North Carolina. The two towns and the university share annual operating costs of the transit system on a contractual basis. In 2001, the transit system initiated fare free services, eliminating fare box and pass sale revenues previously collected for the basic system. (Exceptions are fares for specific routes to Hillsborough and 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 2014-15 totals about \$20.51 million, an increase of 3.8% over FY14. 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 2014-15.

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 \$1.94 million in 2014-15. The adopted budget for FY15 includes no non-recurring federal grants at this time. Additional operating grants will be sought for FY15 as opportunities arise, and will be added to the budget through amendment if awarded.

Transit Revenues



State Operating Assistance

The Transit system also receives an operating assistance allocation each year from the State based on a formula involving various operating statistics for the system. The subsidy for FY14 is expected to be \$2.92 million, about \$538,000 more than budgeted, with an adopted FY15 budget amount of \$2.55 million. Although assistance has increased, it is still well below historic levels.

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

University Contract

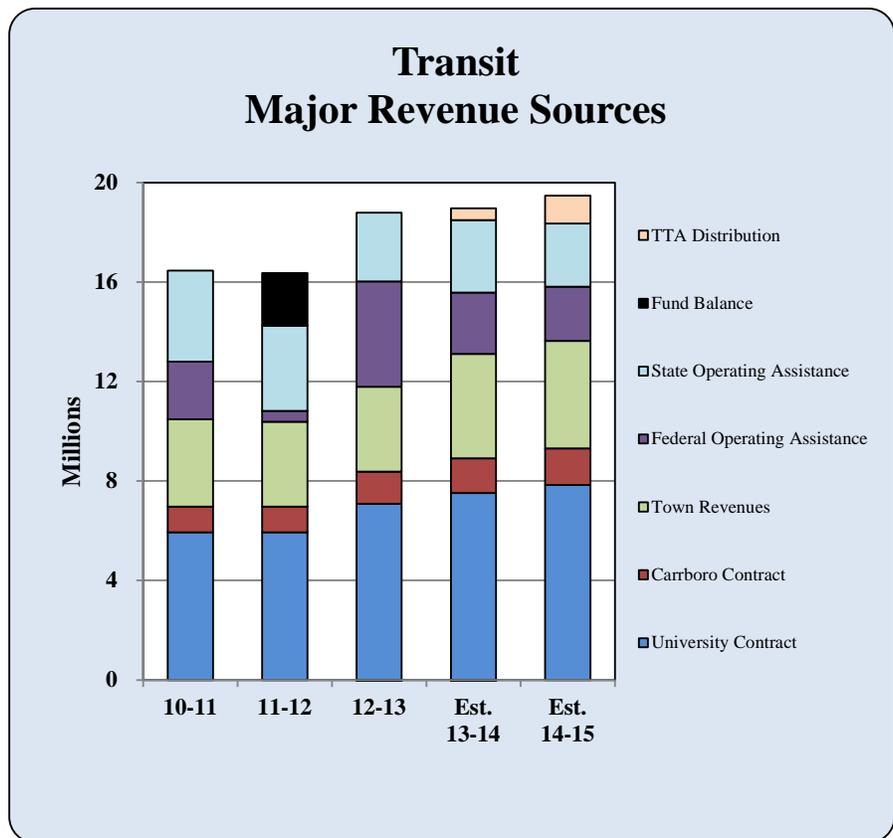
The University of North Carolina contracts with the Town for bus service for routes on and surrounding the campus of the University and UNC Health Care System. The University contract also covers routes determined to serve mainly students and employees of the University. The cost of these services is based on cost sharing arrangements among the Town, the University and Carrboro, as agreed to in an annual contract. The University's contracted share was about \$7.06 million in FY13 and \$7.36 million in FY14. UNC's allocation for FY14-15 reflects an increase of about \$400,000 to \$7.77 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 2013-14 was about \$1.4 million and the budget for FY15 reflects an increase of about \$76,000 to \$1.47 million based on the funding formula.

Town Revenues

The Town's share of cost for the Transit system is funded primarily by a property tax levy for transit. The adopted budget for the Transit Fund in fiscal year 2014-15 is about \$4.3 million. Also included in Town revenues are interest income and \$425,000 for vehicle license fees.



TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

Park and Ride Fees

The adopted budget for 2014-15 includes fees for use of park and ride lots. The University now charges a fee for the lots they operate, which would result in overflow to our lots if they remained free of charge. The FY15 budget includes fee revenues of \$81,000 and a subsidy estimated at \$75,000 from UNC to pay for use of Town operated lots by UNC permit holders.

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

Fund Balance

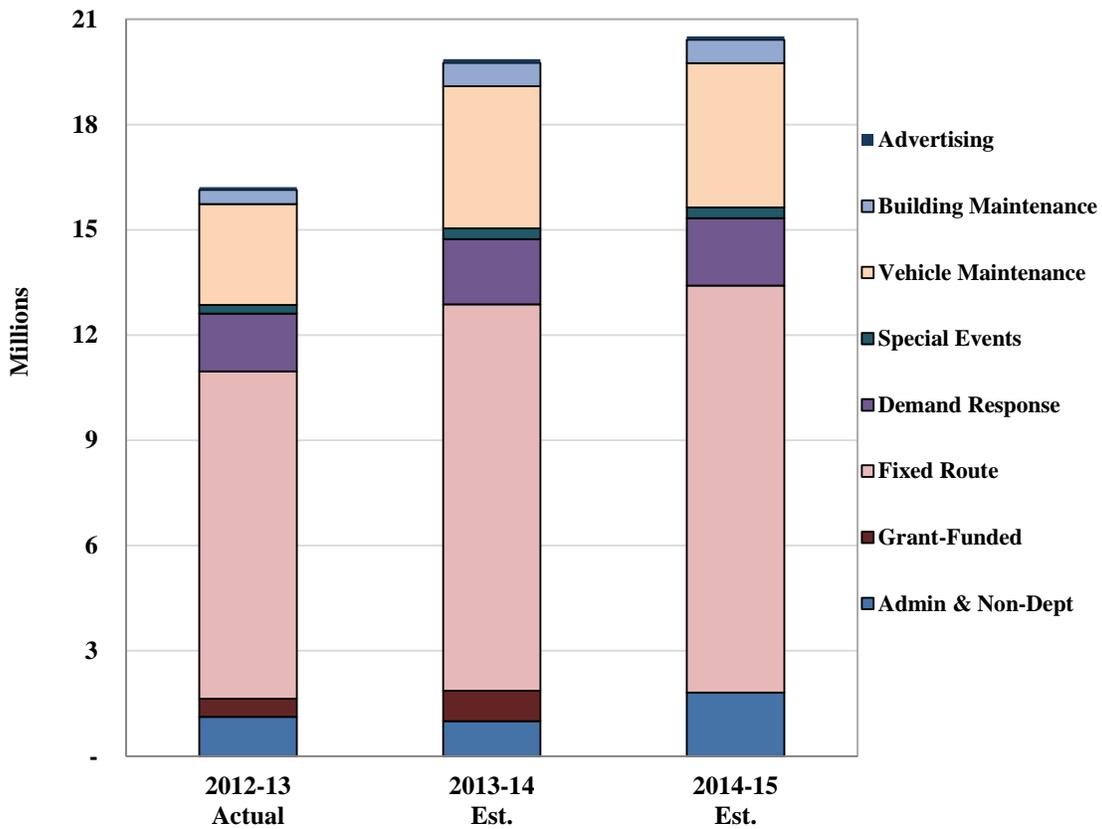
The Transit system expects revenues in excess of expenditures in FY14 of about \$137,215 to be added to the fund balance. No amount of fund balance is used to balance the budget in FY15.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The adopted budget for Transit for 2014-15 continues fare free services for fixed routes in the system and totals \$20.51 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.

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 \$15.73 million and Maintenance costs total about \$4.78 million.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

Expenditures for FY15 include the full year cost of the FY14 raise, a portion of the FY15 raise, and health insurance cost increases, along with increases in the more volatile areas of fuel, maintenance, and repair. Funding from the Orange County Bus and Rail Investment Plan offsets costs related to increasing service in FY15, which is distributed to cover the costs of personnel, fuel, maintenance, and capital to meet new service demands. The budget also includes \$400,000 for vehicle replacement.

The FY15 adopted budget does not include a transfer to the Capital Reserve Fund for future grant matches.

TRANSIT BUDGET SUMMARY

The adopted budget for the Transit Department continues fare-free service. The budget reflects an increase in State formula funding, but funding is below historic level. Contributions from UNC and Carrboro reflect increases to relieve reliance on fund balance and to bridge the gap from the reduction in State funding. The FY15 budget also includes revenues from TTA from the Orange County sales tax for Transit. Cost increases include a 3% of market rate salary adjustment and an 8.8% rate increase in medical insurance. The budget for FY15 also reflects fees for use of park and ride lots of about \$75,000. Operating costs include \$400,000 for vehicle replacement, but do not reflect any grant-funded expenditures due to the uncertainty of future grant awards. Operations in FY14 are expected to add to fund balance in the amount of \$137,215. The FY15 budget is balanced without the use of fund balance.

EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Admin & Non-Dept	\$ 1,116,230	\$ 996,561	\$ 1,110,321	\$ 996,849	\$ 1,807,198	81.3%
Grant-Funded	518,491	1,070,500	1,041,474	865,948	-	-100.0%
Advertising	81,279	117,207	117,207	105,049	91,261	N/A
Fixed Route	9,327,837	11,029,432	11,071,315	11,009,401	11,613,961	5.3%
Demand Response	1,648,537	1,861,387	1,988,023	1,865,836	1,912,354	2.7%
Special Events	245,303	305,351	308,801	305,650	312,302	2.3%
Vehicle Maintenance	2,877,705	3,766,187	4,149,444	4,049,571	4,102,377	8.9%
Building Maintenance	401,861	616,279	819,036	661,603	671,360	N/A
Total	\$ 16,217,243	\$ 19,762,904	\$ 20,605,621	\$ 19,859,907	\$ 20,510,813	3.8%

REVENUES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Charges for Services	\$ 912,164	\$ 871,526	\$ 871,526	\$ 884,541	\$ 883,657	1.4%
Federal Assistance	3,918,387	1,900,000	2,038,775	2,038,775	1,944,719	2.4%
Federal Ops Grants	316,174	725,150	505,285	423,306	225,000	-69.0%
State Assistance	2,768,076	2,378,671	2,916,419	2,916,419	2,545,371	7.0%
TTA Fees	-	472,000	472,000	472,000	1,125,000	138.3%
UNC Park & Ride	-	150,000	150,000	150,000	75,000	N/A
UNC Contract	7,084,096	7,364,487	7,364,487	7,364,487	7,765,808	5.4%
Carrboro Contract	1,286,714	1,396,422	1,396,422	1,396,422	1,472,520	5.4%
Advertising Revenue	102,865	250,000	250,000	150,000	150,000	-40.0%
Chapel Hill Revenues	3,411,485	4,167,238	4,167,238	4,201,172	4,323,738	3.8%
Transfer from						
General Fund	-	-	-	-	-	N/A
Transfer from						
Transit Capital Grant	360,000	-	11,568	-	-	N/A
Appropriated Fund						
Balance	(3,942,718)	87,410	461,901	(137,215)	-	-100.0%
Total	\$ 16,217,243	\$ 19,762,904	\$ 20,605,621	\$ 19,859,907	\$ 20,510,813	3.8%

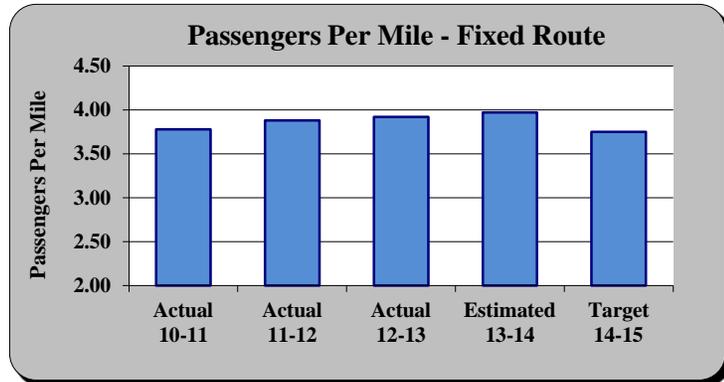
TRANSIT TRENDS

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.

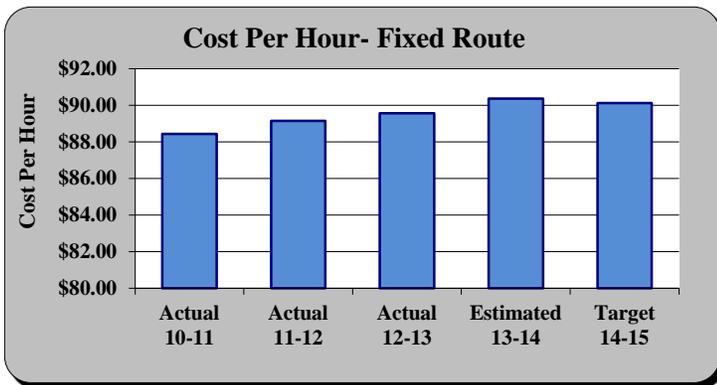
OBJECTIVE: Increase the number of passengers per mile in fixed route transit service.

In fiscal year 2013-14, the number of passengers per mile increased by approximately 1.28% above 2012-13, 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 2013-14, the fixed route cost per hour increased about 0.89% over 2012-13 at approximately \$90.12. With the target number of passengers set to increase next year, efforts are focused on controlling the fixed route cost per hour.

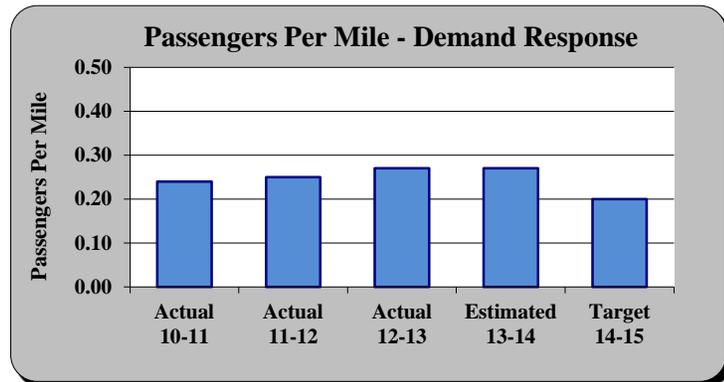
TRANSIT

TRENDS Cont.

GOAL: Increase the efficiency and effectiveness of transit services.

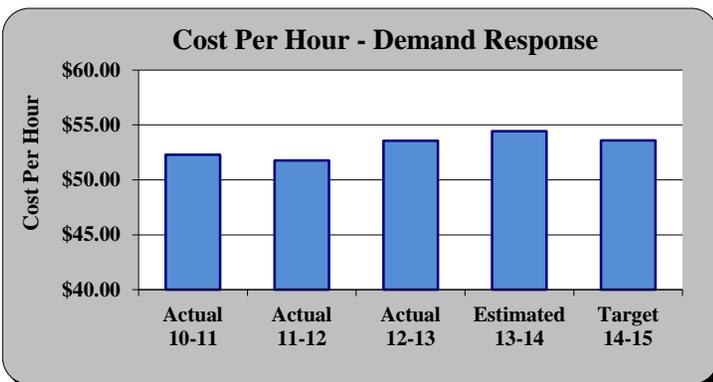
OBJECTIVE: Increase the number of passengers per mile in demand response paratransit service.

In fiscal year 2013-14, the number of passengers per mile remained fairly consistent with 2012-13, 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.

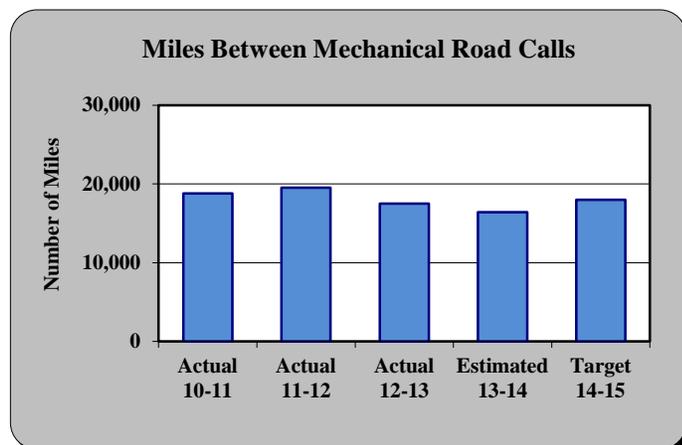


In fiscal year 2013-14, the demand response cost per hour increased about 1.66% from 2012-13, due to reallocation of costs more appropriately captured in the fixed route budget. With anticipated increases in operational costs, the 2014-15 target is to hold increases to 3% or less.

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 2013-14, the miles between road calls decreased by about 6.13%, but remained well below the industry standard of 24,000 miles or more. A shorter distance between road calls is a sign of an aging fleet requiring more regular repairs. For 2014-15, the target is to have fewer maintenance calls and an average of 21,000 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 2015 includes a 3% of market rate raise for employees effective October 2014, a 7% increase in medical insurance rates, a small increase in retirement costs, and moving positions from other divisions into administration.

The 156.7% increase in operating costs is largely due to \$400,000 budgeted for vehicle financing.

EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Personnel	\$ 866,611	\$ 711,420	\$ 757,775	\$ 706,564	\$ 1,083,691	52.3%
Operating Costs	248,440	281,902	349,307	287,046	723,507	156.7%
Transfer to Grant Match	1,179	3,239	3,239	3,239	-	-100.0%
Total	\$ 1,116,230	\$ 996,561	\$ 1,110,321	\$ 996,849	\$ 1,807,198	81.3%

TRANSIT - Grants
BUDGET SUMMARY

At the time of budget adoption, there were no planned grants for the Transit Fund for FY15.

EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Personnel	\$ 153,956	\$ 50,000	\$ 121,696	\$ 43,247	\$ -	-100.0%
Operating Costs	364,535	1,020,500	776,210	690,701	-	-100.0%
Capital Outlay	-	-	143,568	132,000	-	N/A
Total	\$ 518,491	\$ 1,070,500	\$ 1,041,474	\$ 865,948	\$ -	-100.0%

TRANSIT - Advertising ***BUDGET SUMMARY***

The Transit Advertising Program was adopted in FY12. The reduction in the adopted budget for personnel in FY15 reflects a change in the pay structure for the division eliminating commissions based on sales. Operating reductions are mainly attributed to decreased need for contracted and professional services.

Revenues are projected at \$150,000 in FY14 and budgeted at \$150,000 for FY15.

EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Personnel	\$ 65,775	\$ 92,278	\$ 92,278	\$ 87,297	\$ 74,927	-18.8%
Operating Costs	15,504	24,929	24,929	17,752	16,334	-34.5%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 81,279	\$ 117,207	\$ 117,207	\$ 105,049	\$ 91,261	-22.1%

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 2014-15 reflects a 3% of market rate pay adjustment effective October 2014, medical insurance rate increase of 7%, and a small increase in the required contribution to the retirement system.

Operating costs remain stable in most areas for FY15. Increases include Diesel Fuel (\$24,000), land improvements (\$8,000), and funding for the long-term strategic and financial sustainability study (\$225,000). These are somewhat offset by reduced expenses for Tires (\$50,000).

EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Personnel	\$ 6,468,284	\$ 7,427,904	\$ 7,483,305	\$ 7,353,533	\$ 7,771,786	4.6%
Operating Costs	2,859,553	3,601,528	3,580,010	3,647,868	3,834,175	6.5%
Capital Outlay	-	-	8,000	8,000	8,000	N/A
Total	\$ 9,327,837	\$ 11,029,432	\$ 11,071,315	\$ 11,009,401	\$ 11,613,961	5.3%

TRANSIT - Demand Response

BUDGET SUMMARY

The adopted budget for Demand Response in FY15 increased by 2.7%, with small increases in both personnel and operating costs. The adopted budget for 2014-15 reflects a 3% of market rate pay adjustment effective October 2014, medical insurance rate increase of 7% and a small increase in the required contribution to the retirement system. The 2.2% increase in operating costs reflects an increase in gasoline costs along with a number of minor decreases in other items.

EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Personnel	\$ 1,186,605	\$ 1,282,260	\$ 1,372,010	\$ 1,279,743	\$ 1,320,282	3.0%
Operating Costs	461,932	579,127	616,013	586,093	592,072	2.2%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 1,648,537	\$ 1,861,387	\$ 1,988,023	\$ 1,865,836	\$ 1,912,354	2.7%

TRANSIT - Tarheel Express / Special Events
BUDGET SUMMARY

The adopted budget for Tarheel Express & Special Events in FY15 reflects minimal increase in operating costs. The adopted budget for 2014-15 reflects a 3% of market rate pay adjustment effective October 2014, medical insurance rate increase of 7% and a small increase in the required contribution to the retirement system.

EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Personnel	\$ 191,199	\$ 223,525	\$ 221,075	\$ 221,095	\$ 229,991	2.9%
Operating Costs	54,104	81,826	87,726	84,555	82,311	0.6%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 245,303	\$ 305,351	\$ 308,801	\$ 305,650	\$ 312,302	2.3%

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 10.2% increase in personnel costs are due to the addition of an Electronics Technician, a 3% of market rate pay adjustment effective October 2014, 7% increase in medical insurance rates and a small increase in the retirement rate. The 7.5% increase in operating costs is mostly due to increases in software licenses & services, small equipment, and charges by the general fund.

EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Personnel	\$ 1,592,743	\$ 1,935,495	\$ 1,887,465	\$ 1,927,277	\$ 2,133,669	10.2%
Operating Costs	1,284,962	1,830,692	2,261,979	2,122,294	1,968,708	7.5%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 2,877,705	\$ 3,766,187	\$ 4,149,444	\$ 4,049,571	\$ 4,102,377	8.9%

TRANSIT - Building Maintenance

BUDGET SUMMARY

The adopted budget for Transit's Building Maintenance division reflects a 8.9% increase overall. Personnel costs are limited to retiree health care for a prior employee. The operating budget is increased by 8.8% due to increases in Transit Enhancements, grounds maintenance, and miscellaneous contracted services.

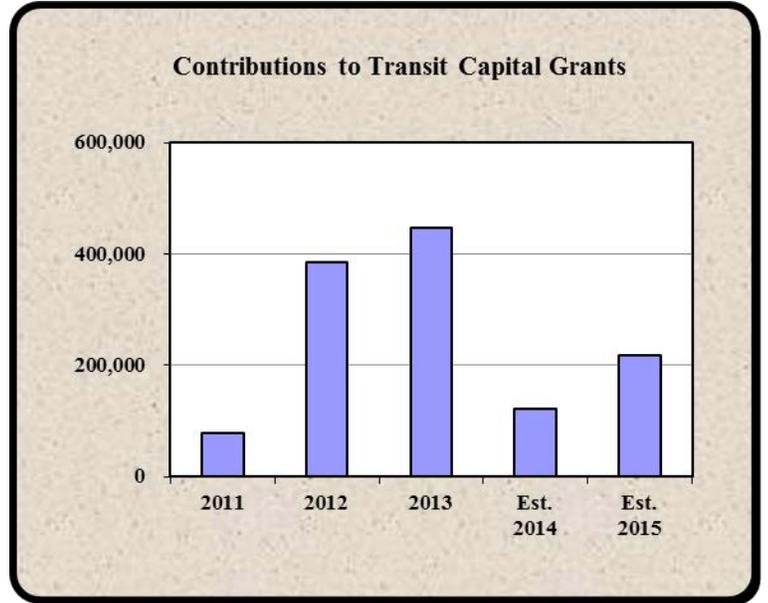
EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Personnel	\$ 6,940	\$ 6,039	\$ 8,639	\$ 9,230	\$ 7,620	26.2%
Operating Costs	394,921	610,240	803,947	645,975	663,740	8.8%
Capital Outlay	-	-	6,450	6,398	-	N/A
Total	\$ 401,861	\$ 616,279	\$ 819,036	\$ 661,603	\$ 671,360	8.9%

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 FY15 are estimates for grants historically received each year, but not yet awarded.

There is no contribution to the fund budgeted for FY15.

EXPENDITURES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Contribution to Capital Grant	\$ 446,944	\$ 286,761	\$ 286,761	\$ 121,865	\$ 218,000	-24.0%
Transfer to Transit Reserve	-	-	11,568	-	-	N/A
	-	-	-	-	-	N/A
Total	\$ 446,944	\$ 286,761	\$ 298,329	\$ 121,865	\$ 218,000	-24.0%

REVENUES

	2012-13 Actual	2013-14 Original Budget	2013-14 Revised Budget	2013-14 Estimated	2014-15 Adopted Budget	% Change from 2013-14
Interest Income	\$ 1,462	\$ -	\$ -	\$ 727	\$ -	N/A
Transfer from Transit Grant	360,000	-	-	-	-	N/A
Appropriated Fund Balance	85,482	286,761	298,329	121,138	218,000	-24.0%
Total	\$ 446,944	\$ 286,761	\$ 298,329	\$ 121,865	\$ 218,000	-24.0%

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. Nine current project ordinances in the Transit 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 were being used to conduct a feasibility study for the existing Eubanks Road Park and Ride lot. The study determined that the cost to expand the lot exceeded the awarded amount and in January 2014 \$644,126 was returned to the Federal Transit Administration. The remaining amount will be used to supplement the purchase of one replacement bus.

	Project Budget	Estimated Expenditures Through June 30, 2014
2006-07 Transit Capital Grant	\$356,920	\$275,391

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 Transit 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 replacement demand response vehicles.

	Project Budget	Estimated Expenditures Through June 30, 2014
2007-08 Transit Capital and Planning Grant	\$633,143	\$427,647

2008-09 Capital Grant

The project ordinance for the fiscal year 2008-09 Section 5307 capital grant was adopted on February 13, 2012. The project award was initially was intended to conduct an environmental assessment, preliminary engineering and construction for the expansion of the existing Eubanks Road Park and Ride lot. However, a feasibility study determined that the cost to expand the lot exceeded the award. The remaining amount will be used to supplement the purchase of one replacement bus.

	Project Budget	Estimated Expenditures Through June 30, 2014
2008-09 Transit Capital Grant	\$423,225	\$-0-

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

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, 2014
2010-11 Transit Capital Grant	\$82,243	\$11,932

2010-11 Capital Grant

The project ordinance for the fiscal year 2010-11 Section 5307 capital grant was adopted on February 28, 2011. Funds were used to upgrade the Transit Department's radio system. The financial sustainability study was awarded to Nelson/Nygaard and the balance of funds will be used to offset transit salaries.

	Project Budget	Estimated Expenditures Through June 30, 2014
2010-11 Transit Capital Grant	\$1,505,000	\$851,513

