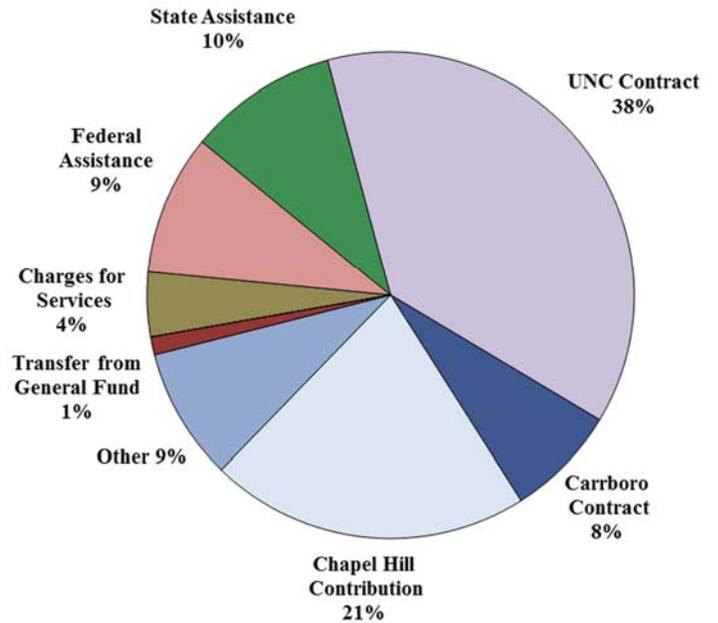


TRANSIT FUND

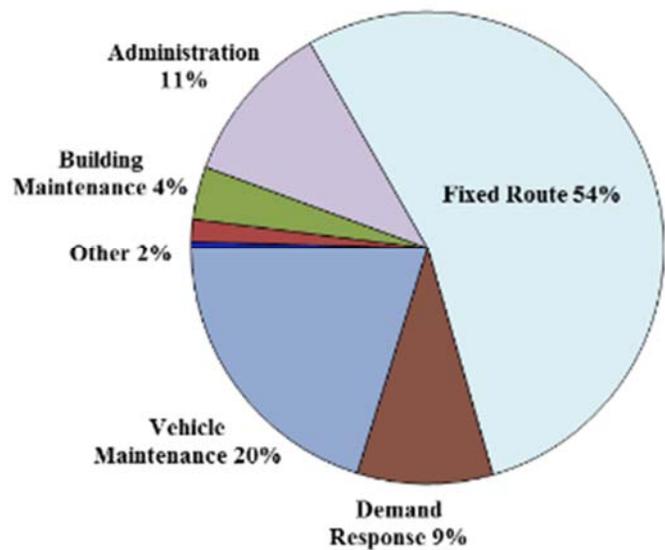
The Transit Fund is used to account for the operations of the Town's public transit system.

Transit Revenues



Total \$20,775,015

Transit Expenditures



TRANSIT

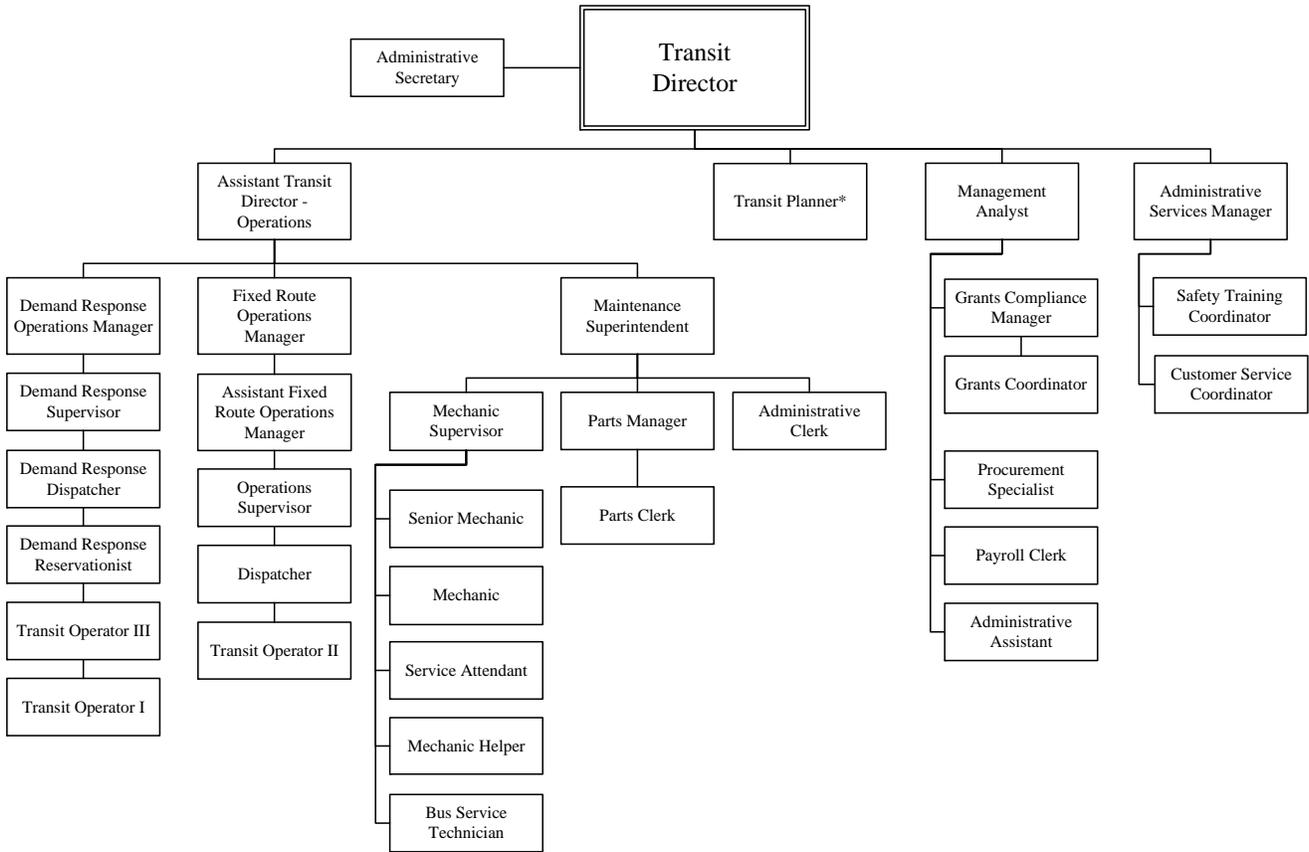
MISSION STATEMENT:

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 FY16.

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

	2013-14 ADOPTED	2014-15 ADOPTED	2015-16 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	0.00
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	1.00	1.00	1.00
GIS Technician	1.00	1.00	0.00
Procurement Specialist	1.00	1.00	1.00
Transit Services Planner	1.00	1.00	2.00
Administrative Assistant	1.00	3.00	3.00
Administrative Secretary	1.00	0.00	0.00
Human Resources Technician	0.00	0.00	1.00
Training Coordinator	0.00	0.00	1.00
Administrative Clerk	1.00	0.00	0.00
Manager - Transit Operations	0.00	0.00	1.00
Administrative Services Manager	0.00	1.00	1.00
Division Totals	13.00	14.00	16.00
Operations			
Transit Operations Manager	1.00	0.00	0.00
Coordinator-Safety and Training	1.00	1.00	1.00
Coordinator-Scheduling/Run Cut	1.00	1.00	0.00
Assistant Transit Operations Manager	2.00	1.00	1.00
Demand Response Manager	0.00	1.00	1.00
Supervisor-Transit	6.00	10.00	10.00
Transit Dispatcher	4.00	0.00	0.00
Transit Operator - Demand Response	13.25	12.63	13.63
Transit Operator - Fixed Route	105.66	108.66	122.66
Transit Operator - Shared Rider Driver	1.00	0.00	0.00
Office Assistant	0.00	1.00	0.00
Administrative Assistant	0.00	2.00	2.00
Transit Reservationist	1.00	0.00	0.00
Division Totals	135.91	138.29	151.29
Equipment Maintenance			
Maintenance Manager	1.00	1.00	1.00
Assistant Maintenance Manager	0.00	1.00	1.00
Supervisor-Mechanic	2.00	2.00	2.00
Parts Manager	1.00	1.00	1.00
Electronics Technician	0.00	1.00	0.00
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	2.00
Service Attendant	5.50	5.50	5.00
Division Totals	29.50	31.50	31.00
Transit Department Totals	178.41	183.79	198.29

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.)

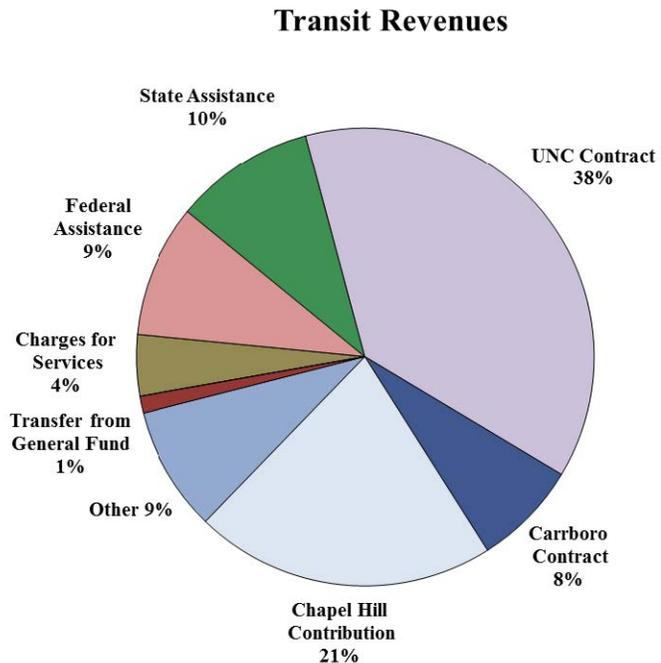
The adopted budget for the Transit Fund for fiscal year 2015-16 totals about \$20.78 million, an increase of 1.3% over FY15. Below is a description of the major revenue sources for the Transit Fund and the pie chart below shows the major revenue sources for fiscal year 2015-16.

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 2015-16. The adopted budget for FY16 includes no non-recurring federal grants at this time. Additional operating grants will be sought for FY16 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 FY15 is expected to be \$2.06 million, about \$480,000 less than budgeted, with an adopted FY16 budget amount of \$2.06 million. The FY16 adopted budget amount represents a 19% decrease from the previous fiscal year.



TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

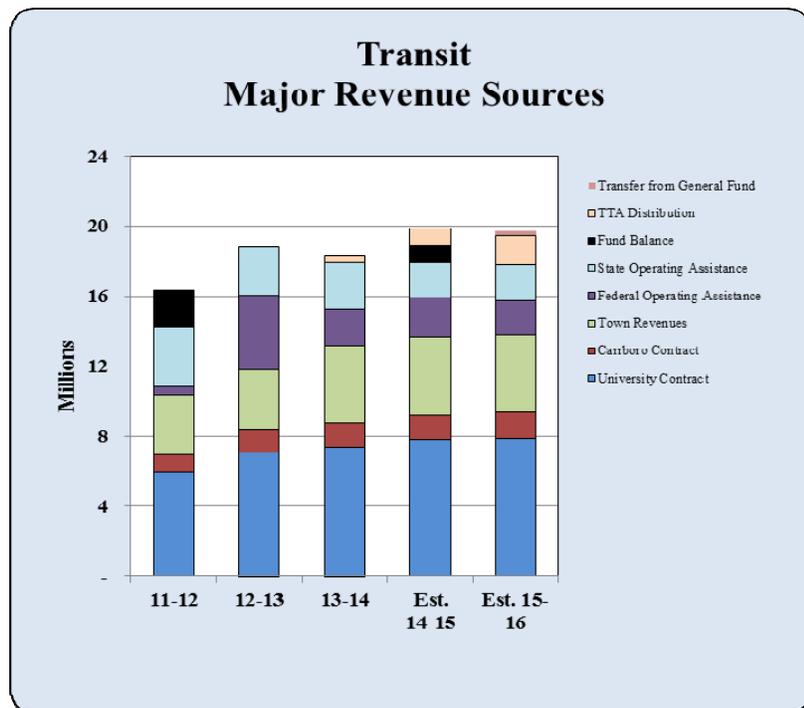
University Contract

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 \$7.36 million in FY14 and \$7.77 million in FY15. UNC's allocation for FY15-16 reflects an increase of about \$78,000 to \$7.84 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 FY15 was about \$1.47 million and the budget for FY16 reflects an increase of about \$67,800 to \$1.54 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 2015-16 is about \$4.4 million. Also included in Town revenues are interest income and \$455,000 for vehicle license fees.

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

Park and Ride Fees

The adopted budget for 2015-16 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 FY16 budget includes fee revenues of \$95,000. The Town used to receive a subsidy estimated at \$75,000 from UNC to pay for use of Town operated lots by UNC permit holders, but starting in FY16 that will no longer be the case.

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

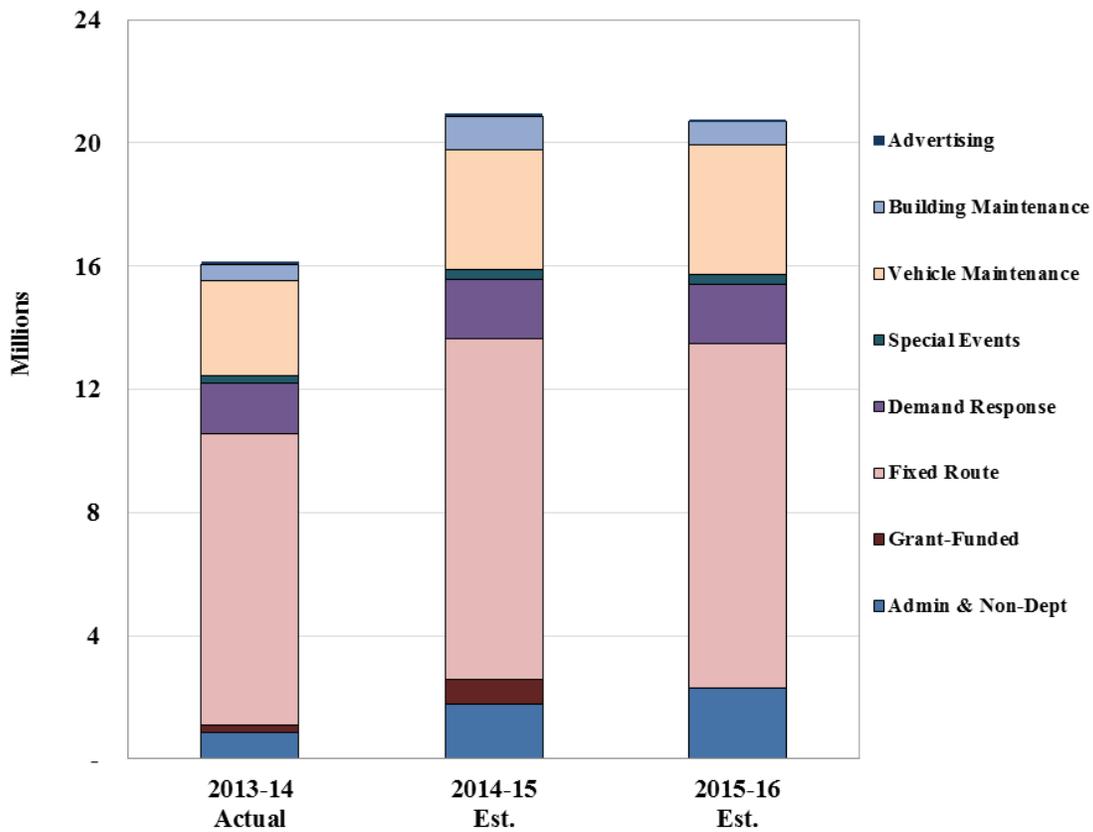
The Transit system expects expenditures in excess of revenues in FY15 of about \$950,945 to be appropriated from Fund Balance. While no amount of Fund balance is used to balance the budget in FY16, there is a \$247,836 transfer from the General Fund.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The adopted budget for Transit for 2015-16 continues fare free services for fixed routes in the system and totals \$20.78 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 \$13.4 million and Maintenance costs total about \$4.94 million.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

Expenditures for FY16 include a 2% July and 2% January pay adjustment and adding 15 new fixed route drivers. The budget also includes \$800,000 for vehicle replacement.

The FY16 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. Funding from the State continues to decrease below historic levels. 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 FY16 budget also includes revenues from TTA from the Orange County sales tax for Transit. Cost increases include a 2% June and 2% July of market rate salary adjustment and hiring 15 new fixed route operators. Operations in FY15 are expected to appropriate approximately \$951,000 to fund balance. The FY16 budget includes a \$247,836 transfer from the General Fund to balance the budget.

EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Admin & Non-Dept	\$ 872,921	\$ 1,807,198	\$ 1,864,623	\$ 1,799,710	\$ 2,312,025	27.9%
Grant-Funded	245,247	-	1,665,605	795,230	-	N/A
Advertising	84,292	91,261	84,061	90,201	93,222	N/A
Fixed Route	9,444,917	11,613,961	10,997,737	11,055,365	11,181,804	-3.7%
Demand Response	1,634,779	1,912,354	1,918,781	1,929,926	1,926,450	0.7%
Special Events	253,939	312,302	269,575	294,303	317,207	1.6%
Vehicle Maintenance	3,085,403	4,102,377	4,042,156	3,896,342	4,193,542	2.2%
Building Maintenance	525,010	671,360	740,831	1,102,041	750,765	N/A
Total	\$ 16,146,508	\$ 20,510,813	\$ 21,583,369	\$ 20,963,118	\$ 20,775,015	1.3%

REVENUES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Charges for Services	\$ 939,393	\$ 883,657	\$ 883,657	\$ 898,288	\$ 898,288	1.7%
Federal Assistance	1,933,993	1,944,719	1,944,719	1,944,719	1,944,719	0.0%
Federal Ops Grants	151,988	225,000	681,578	341,250	-	-100.0%
State Assistance	2,698,270	2,545,371	2,210,404	2,062,996	2,062,996	-19.0%
TTA Fees	353,400	1,125,000	1,125,000	939,744	1,678,000	49.2%
UNC Park & Ride	75,000	75,000	75,000	75,000	-	N/A
UNC Contract	7,364,487	7,765,808	7,765,808	7,765,808	7,844,040	1.0%
Carrboro Contract	1,396,423	1,472,520	1,472,520	1,472,520	1,540,288	4.6%
Advertising Revenue	85,121	150,000	150,000	125,000	150,000	0.0%
Chapel Hill Revenues	4,416,500	4,323,738	4,323,738	4,386,848	4,408,848	2.0%
Transfer from						
General Fund	-	-	-	-	247,836	N/A
Transfer from						
Transit Capital Grant	176,358	-	-	-	-	N/A
Appropriated Fund						
Balance	(3,444,425)	-	950,945	950,945	-	N/A
Total	\$ 16,146,508	\$ 20,510,813	\$ 21,583,369	\$ 20,963,118	\$ 20,775,015	1.3%

TRANSIT

KEY PERFORMANCE MEASURES



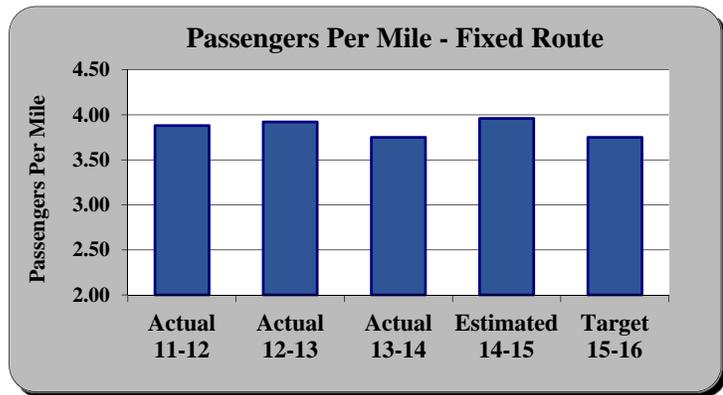
Facilitate Getting Around

Department Program: Fixed Route Bus Service

Goal: Provide safe, dependable, high-quality services to all customers

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

In fiscal year 2014-15, the number of passengers per mile increased to 3.96, an increase of 5.6% compared to fiscal year 2013-2014, as the Town continued to provide fare-free service.

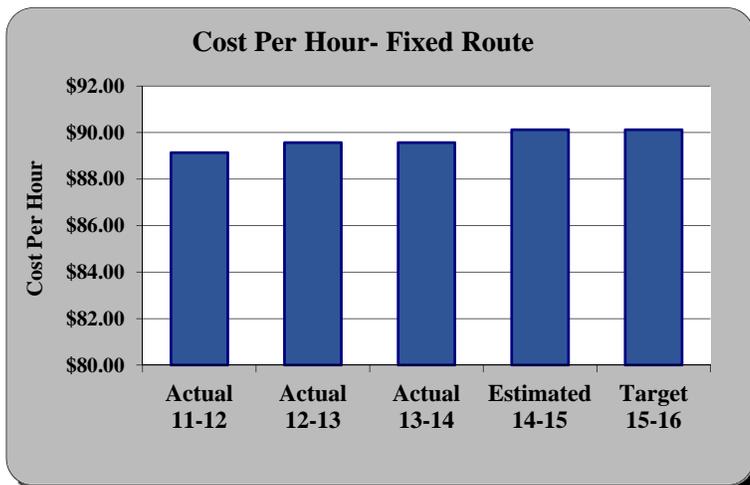


Facilitate Getting Around

Department Program: Fixed Route Bus Service

Goal: Provide safe, dependable, high-quality services to all customers

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



In fiscal year 2014-15, the fixed route cost per hour increased from \$89.57 to \$90.12, an increase of .61%. With the number of passengers per mile rising this past fiscal year, efforts are focused on controlling the fixed route cost per hour.

TRANSIT

KEY PERFORMANCE MEASURES (continued)



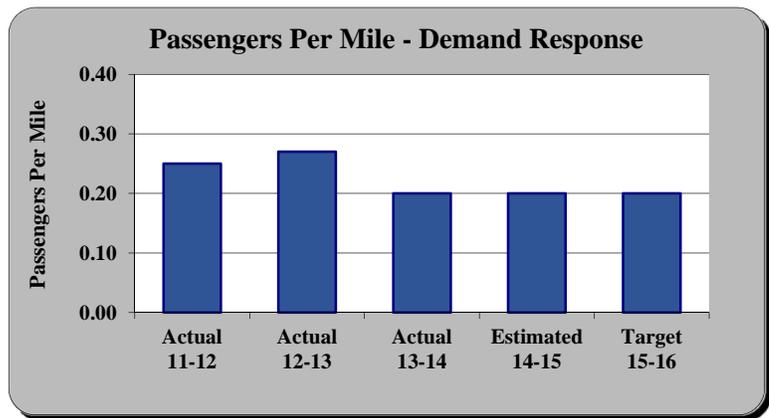
Create a Place
for Everyone

Department Program: Demand - Response Service

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 2014-15, the number of passengers per mile remained fairly consistent with prior years at .2, as the Town continued to provide fare-free paratransit service.

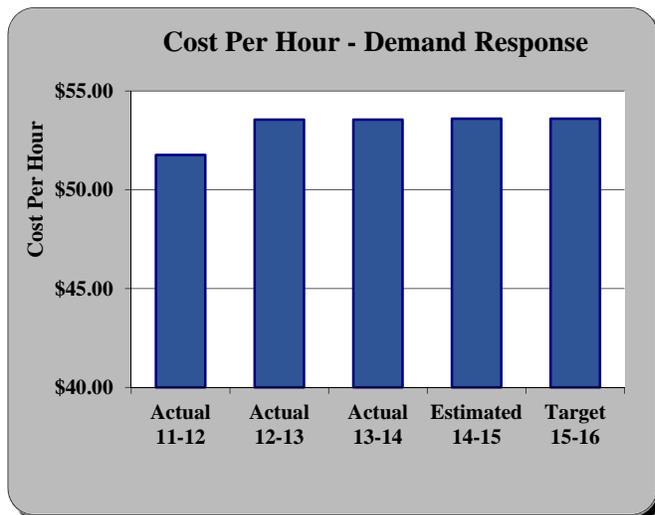


Create a Place
for Everyone

Department Program: Demand - Response 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 2014-15, the demand response cost per hour increased .9% from 2013-14, achieving our target of limiting cost increases to 3% or less. The cost per hour for fiscal year 2014-15 (\$53.60) remains consistent with our cost in fiscal year 2013-14.

TRANSIT

KEY PERFORMANCE MEASURES (continued)



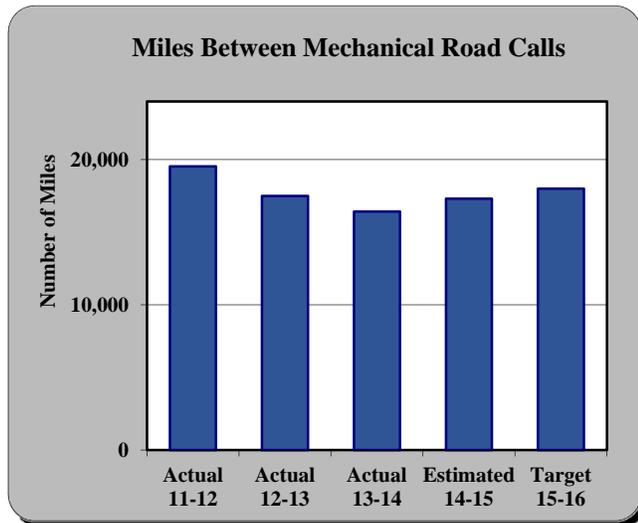
Create a Place
for Everyone

Department Program: Maintenance

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

Objective: Maintain buses in a manner that ensures at least 18,000 miles between mechanical breakdowns (road-calls)

In fiscal year 2014-15, the miles between road calls decreased by 5.42%, which is a positive step from fiscal year 2013-14 but remains below the industry standard of 24,000 miles or more. For 2015-16, the target is to have fewer maintenance calls and an average of 18,000 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 2016 includes an employee transfer to this division and a 2% July and 2% January pay adjustment, which is slightly offset by an 8.5% decrease in health insurance costs.

The 57.2% increase in operating costs is due to a \$400,000 transfer to the transit capital reserves.

EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Personnel	\$ 574,745	\$ 1,083,691	\$ 1,132,616	\$ 1,072,448	\$ 1,174,864	8.4%
Operating Costs	294,937	723,507	702,007	727,262	1,137,161	57.2%
Capital Outlay	-	-	30,000	-	-	N/A
Transfer to Grant Match	3,239	-	-	-	-	N/A
Total	\$ 872,921	\$ 1,807,198	\$ 1,864,623	\$ 1,799,710	\$ 2,312,025	27.9%

TRANSIT - Grants
BUDGET SUMMARY

At the time of budget adoption, there were no planned grants for the Transit Fund for FY16.

EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Personnel	\$ 42,941	\$ -	\$ 262,796	\$ 78,420	\$ -	N/A
Operating Costs	202,306	-	1,259,241	573,242	-	N/A
Capital Outlay	-	-	143,568	143,568	-	N/A
Total	\$ 245,247	\$ -	\$ 1,665,605	\$ 795,230	\$ -	N/A

TRANSIT - Advertising **BUDGET SUMMARY**

The Transit Advertising Program was adopted in FY12. There was a slight increase of 2.3% in personnel expense due to a 2% July and 2% January pay adjustment, which was slightly offset by an 8.5% decrease in health insurance costs.

Revenues are projected at \$125,000 for FY15, and budgeted at \$150,000 for FY16.

EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Personnel	\$ 71,754	\$ 74,927	\$ 74,927	\$ 73,867	\$ 76,617	2.3%
Operating Costs	12,538	16,334	9,134	16,334	16,605	1.7%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 84,292	\$ 91,261	\$ 84,061	\$ 90,201	\$ 93,222	2.1%

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 2015-16 reflects a 2% July and 2% January pay adjustment and a slight increase in the required contribution to the retirement system, which is partially offset by an 8.5% decrease in health insurance costs.

There was a 13.9% decrease in operating costs, due to a decrease of approximately \$150,000 to miscellaneous contracted services and a decrease of approximately \$251,000 in diesel fuel costs.

EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Personnel	\$ 6,467,652	\$ 7,771,786	\$ 7,354,188	\$ 7,346,902	\$ 7,880,464	1.4%
Operating Costs	2,977,265	3,834,175	3,392,549	3,700,463	3,301,340	-13.9%
Capital Outlay	-	8,000	251,000	8,000	-	-100.0%
Total	\$ 9,444,917	\$ 11,613,961	\$ 10,997,737	\$ 11,055,365	\$ 11,181,804	-3.7%

TRANSIT - Demand Response

BUDGET SUMMARY

The adopted budget for Demand Response in FY16 remains relatively stable, with some minor increases in operating costs. The adopted budget for 2015-16 reflects a 2% July and 2% January pay adjustment and a small increase in the required contribution to the retirement system, which is slightly offset by an 8.5% decrease in health insurance costs. The 2.1% increase in operating costs reflects an increase in maintenance and repair for vehicles.

EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Personnel	\$ 1,167,030	\$ 1,320,282	\$ 1,358,182	\$ 1,313,703	\$ 1,322,072	0.1%
Operating Costs	467,749	592,072	555,599	601,223	604,378	2.1%
Capital Outlay	-	-	5,000	15,000	-	N/A
Total	\$ 1,634,779	\$ 1,912,354	\$ 1,918,781	\$ 1,929,926	\$ 1,926,450	0.7%

TRANSIT - Tarheel Express / Special Events
BUDGET SUMMARY

The adopted budget for Tarheel Express & Special Events in FY15 reflects a minimal increase in operating costs. The adopted budget for 2015-16 reflects a 2% July and 2% January pay adjustment which is slightly offset by an 8.5% decrease in health insurance costs.

EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Personnel	\$ 190,855	\$ 229,991	\$ 186,041	\$ 213,923	\$ 234,235	1.8%
Operating Costs	63,084	82,311	83,534	80,380	82,972	0.8%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 253,939	\$ 312,302	\$ 269,575	\$ 294,303	\$ 317,207	1.6%

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

There was a negligible decrease in personnel costs due to the elimination of part-time employees and a decrease in worker's compensation claims, which is slightly offset by a 2% January and 2% January pay adjustment and an 8.5% decrease in health insurance costs. The 4.8% increase in operating costs reflects an increase in costs for professional services and maintenance and repairs for vehicles.

EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Personnel	\$ 1,668,975	\$ 2,133,669	\$ 1,769,969	\$ 1,872,559	\$ 2,130,049	-0.2%
Operating Costs	1,416,428	1,968,708	2,224,187	2,005,783	2,063,493	4.8%
Capital Outlay	-	-	48,000	18,000	-	N/A
Total	\$ 3,085,403	\$ 4,102,377	\$ 4,042,156	\$ 3,896,342	\$ 4,193,542	2.2%

TRANSIT - Building Maintenance

BUDGET SUMMARY

The adopted budget for Transit's Building Maintenance division reflects an 11.8% increase overall. Personnel costs are limited to retiree health care for a prior employee, and the 6% reduction in personnel reflects a decrease in retiree medical costs. The operating budget had an increase of 12% due to an increase in miscellaneous contracted services.

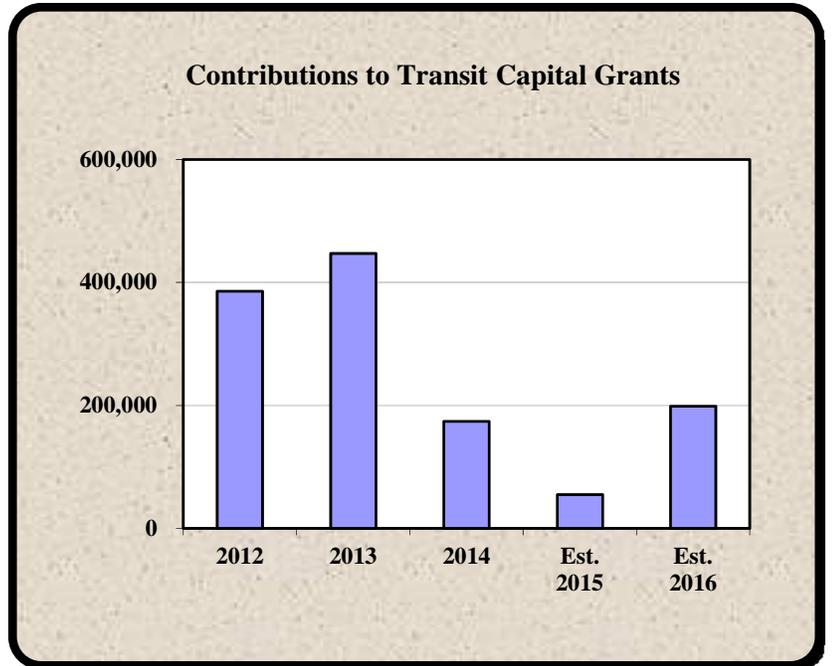
EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Personnel	\$ 9,228	\$ 7,620	\$ 7,820	\$ 7,590	\$ 7,161	-6.0%
Operating Costs	515,782	663,740	716,011	1,077,451	743,604	12.0%
Capital Outlay	-	-	17,000	17,000	-	N/A
Total	\$ 525,010	\$ 671,360	\$ 740,831	\$ 1,102,041	\$ 750,765	11.8%

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 FY16 are estimates for grants historically received each year, but not yet awarded.

There is no contribution to the fund budgeted for FY16.

EXPENDITURES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Contribution to Capital Grant Reserve	\$ 173,829 -	\$ 218,000 -	\$ 275,930 -	\$ 54,913 -	\$ 198,339 -	-9.0% N/A
Total	\$ 173,829	\$ 218,000	\$ 275,930	\$ 54,913	\$ 198,339	-9.0%

REVENUES

	2013-14 Actual	2014-15 Original Budget	2014-15 Revised Budget	2014-15 Estimated	2015-16 Adopted Budget	% Change from 2014-15
Interest Income	\$ 1,083	\$ -	\$ -	\$ 960	\$ -	N/A
Transfer from Transit Grant	-	-	-	-	-	N/A
Appropriated Fund Balance	172,746	218,000	275,930	53,953	198,339	-9.0%
Total	\$ 173,829	\$ 218,000	\$ 275,930	\$ 54,913	\$ 198,339	-9.0%

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. Five current project ordinances in the Transit Department are shown below:

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 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.

	Project Budget	Estimated Expenditures Through June 30, 2015
2007-08 Transit Capital and Planning Grant	\$633,143	\$633,143

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 complete a study of the Transit Department's radio system and to begin a study of the Department's financial sustainability. Remaining funds will be used to offset transit salaries.

	Project Budget	Estimated Expenditures Through June 30, 2015
2010-11 Transit Capital and Planning Grant	\$1,505,000	\$1,201,500

2010-11 Capital Grant

The project ordinance for the fiscal year 2010-11 Section 5307 capital grant was adopted on October 10, 2011. Funds will be used to maintain security at Town-owned park and ride lots and for Associated Transit Improvements.

	Project Budget	Estimated Expenditures Through June 30, 2015
2010-11 Transit Capital Grant	\$82,243	\$26,681

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2012-13 Capital Grant

The project ordinance for the fiscal year 2012-2013 Section 5307 capital grant was adopted on September 9, 2013. Funds will be used for Associated Transit Improvements.

	Project Budget	Estimated Expenditures Through June 30, 2015
2012-13 Transit Capital Grant	\$45,633	\$-0-

2013-14 Capital Grant

The project ordinance for the fiscal year 2013-14 Section 5307 capital grant was adopted on September 23, 2013. Funds will be used for Associated Transit Improvements.

	Project Budget	Estimated Expenditures Through June 30, 2015
2013-14 Transit Capital Grant	\$25,485	\$-0-