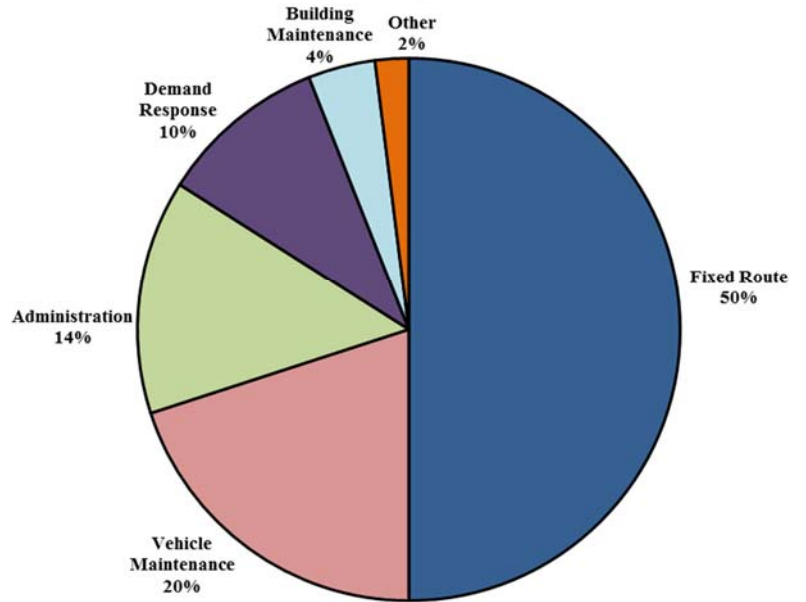


TRANSIT FUND

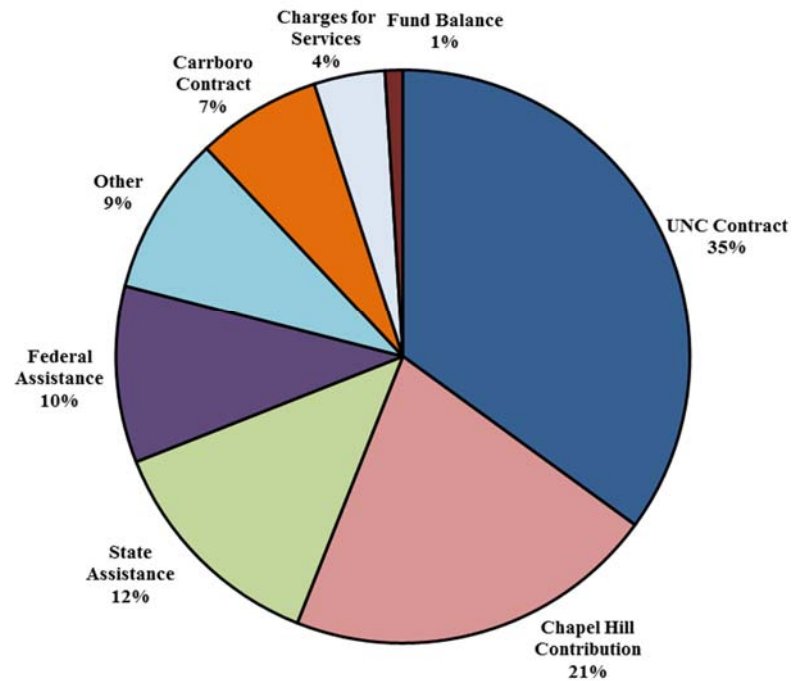
The Transit Fund is used to account for the operations of the Town's public transit system.

Transit Expenditures



Total \$20,375,230

Transit Revenues



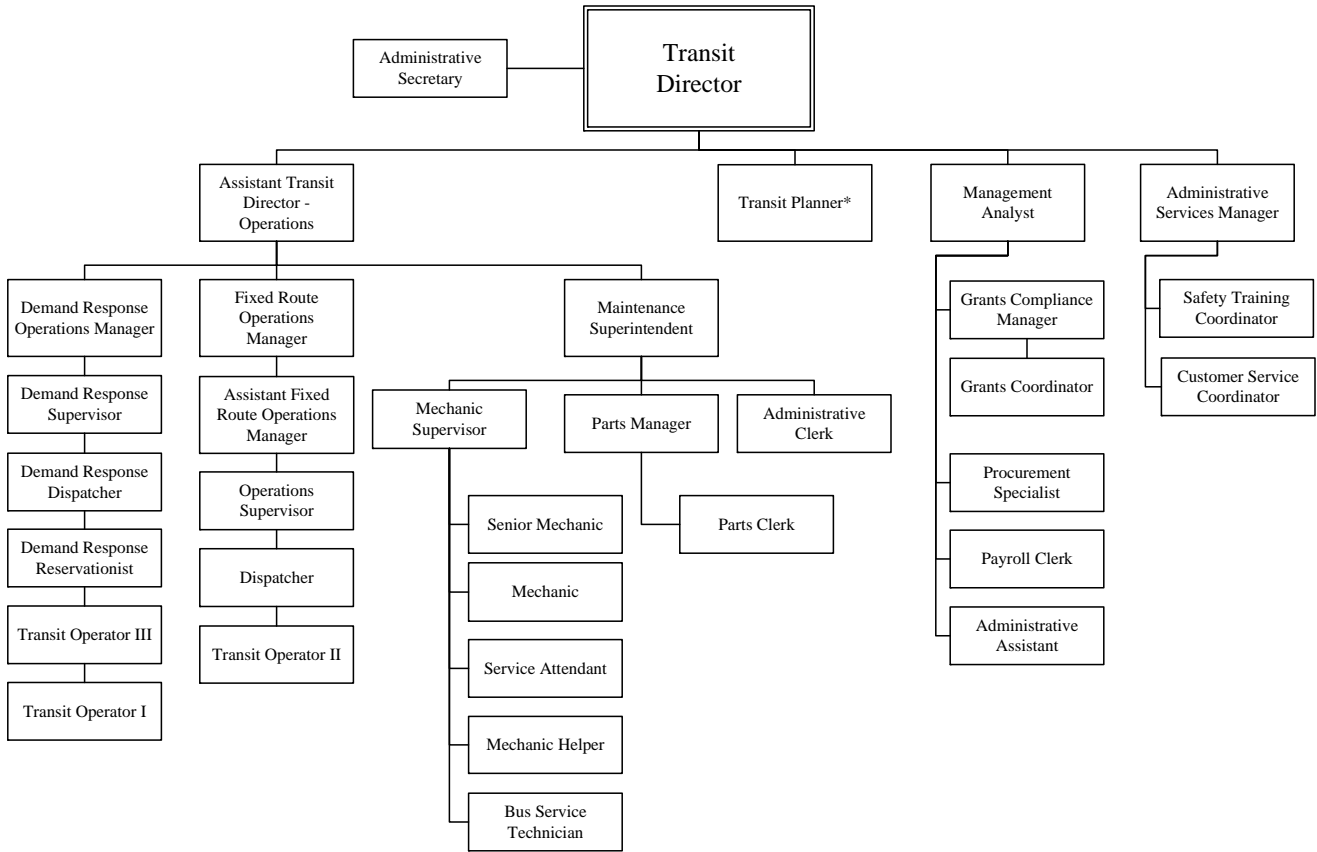
TRANSIT

MISSION STATEMENT:

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

As a first step towards Priority-Based Budgeting, the Transit Department identified the following primary programs that are included in the adopted budget for 2016-17.

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.



* Grant-funded positions.

TRANSIT DEPARTMENT
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2014-15 ADOPTED	2015-16 ADOPTED	2016-17 ADOPTED
Administration			
Director-Transit	1.00	1.00	1.00
Assistant Director-Transit	1.00	1.00	1.00
Compliance Manager	1.00	0.00	0.00
Management 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	0.00	0.00
Procurement Specialist	1.00	1.00	1.00
Transit Services Planner	1.00	2.00	2.00
Administrative Assistant	3.00	3.00	3.00
Human Resources Technician	0.00	1.00	1.00
Training Coordinator	0.00	1.00	1.00
Manager - Transit Operations	0.00	1.00	1.00
Administrative Services Manager	1.00	1.00	1.00
Division Totals	14.00	16.00	16.00
Operations			
Coordinator-Safety and Training	1.00	1.00	1.00
Coordinator-Scheduling/Run Cut	1.00	0.00	0.00
Assistant Transit Operations Manager	1.00	1.00	1.00
Demand Response Manager	1.00	1.00	1.00
Supervisor-Transit	10.00	10.00	10.00
Transit Operator - Demand Response	12.63	13.63	13.63
Transit Operator - Fixed Route	108.66	122.66	123.66
Office Assistant	1.00	0.00	0.00
Administrative Assistant	2.00	2.00	2.00
Division Totals	138.29	151.29	152.29
Equipment Maintenance			
Maintenance Manager	1.00	1.00	1.00
Assistant Maintenance Manager	1.00	1.00	1.00
Supervisor-Mechanic	2.00	2.00	2.00
Parts Manager	1.00	1.00	1.00
Electronics Technician	1.00	0.00	0.00
Mechanic	14.00	14.00	16.00
Bus Service Technician	2.00	2.00	2.00
Mechanic Helper	2.00	2.00	1.00
Administrative Assistant	1.00	1.00	1.00
Parts Clerk	1.00	2.00	2.00
Service Attendant	5.50	5.00	6.00
Division Totals	31.50	31.00	33.00
Transit Department Totals	183.79	198.29	201.29

TRANSIT FUND

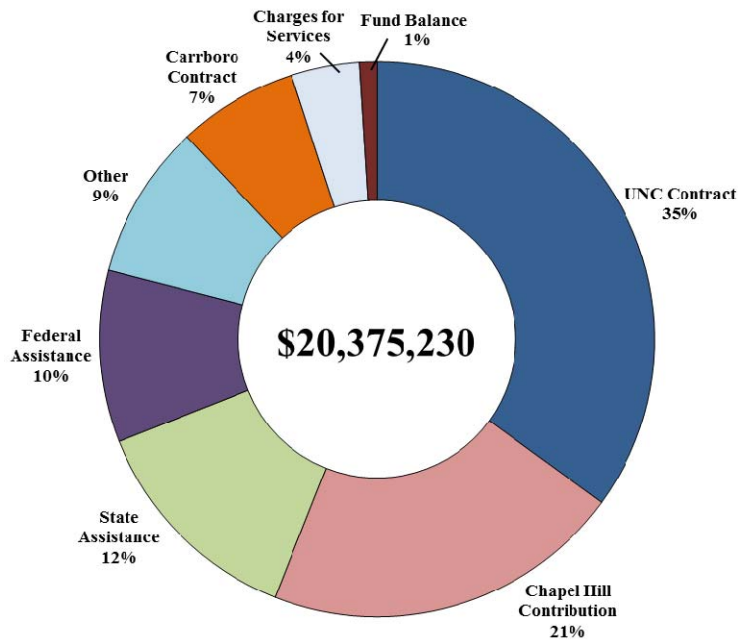
Major Revenue Sources - Descriptions and Estimates

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 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 2016-17 totals about \$20.4 million, a decrease of 1.9% from 2015-16. 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 2016-17.

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 a \$50,000 increase of federal funding for operations to bring it to \$1.99 million in 2016-17. The adopted budget for 2016-17 includes no non-recurring federal grants at this time. Additional operating grants will be sought for 2016-17 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 2015-16 is expected to be almost \$3 million, about \$934,000 more than budgeted, with an adopted 2016-17 budget amount of \$2.54 million. This increase is due to an unexpected increase in revenues from the State Maintenance Assistance Program (SMAP) grant. While the SMAP money was received in 2015-16, the revenues will go towards relieving the financial burden of the Partners for 2016-17 as the department works to align their budget closer to actual spending. The 2016-17 adopted budget amount represents a 23.3% increase in state funding from the previous fiscal year.

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

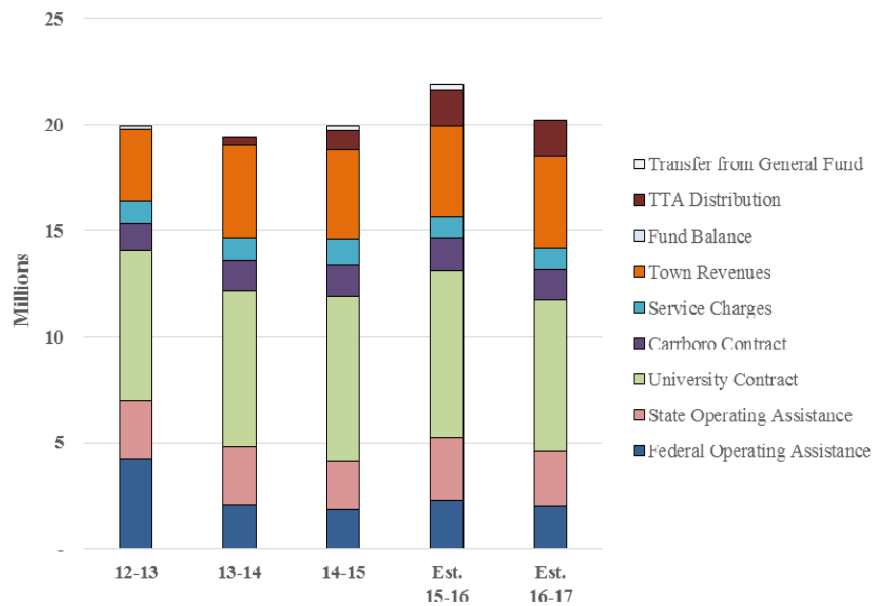
University Contract

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 \$7.77 million in 2014-15 and \$7.84 million in 2015-16. UNC's allocation for 2016-17 reflects a decrease of about \$687,000 to \$7.16 million.

**Transit
Major Revenue Sources**

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 2015-16 was about \$1.54 million and the budget for 2016-17 reflects a decrease of about \$85,000 to \$1.46 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 2016-17 is about \$4.34 million. Also included in Town revenues are interest income and \$454,000 for vehicle license fees.

Park and Ride Fees

The adopted budget for 2016-17 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 2016-17 adopted budget includes fee revenues of \$95,000.

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

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

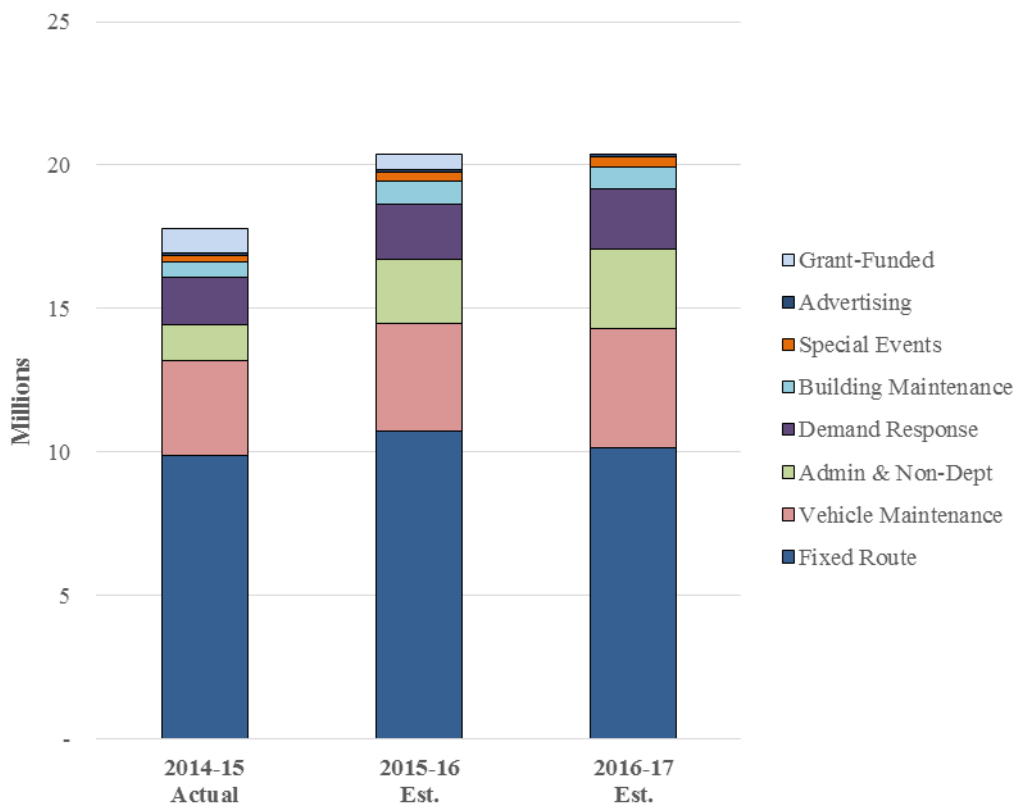
The Transit system expects revenues in excess of expenditures in 2015-16 of about \$1,521,129 to be contributed to Fund Balance. The budget was balanced using \$154,000 of appropriated Fund Balance in order to budget for other postemployment benefits (OPEB).

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The adopted budget for Transit for 2016-17 continues fare free services for fixed routes in the system and totals \$20.38 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. Operational costs total about \$12.6 million and Maintenance costs total about \$4.9 million.

Transit Expenses



Expenditures for 2016-17 include a 2% July and 1.5% January pay adjustment and adding a Transit Operator and two new employees to the Vehicle Maintenance division. There is a \$154,000 budgeted cost for other postemployment benefits (OPEB) and also includes \$967,000 for vehicle replacement.

The 2016-17 adopted budget includes a \$106,807 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 exceeded current year budget with a \$934,000 increase in State Maintenance Assistance Program (SMAP) towards the end of 2015-16. While this money was received in 2015-16, the unexpected revenue will provide financial relief for the Transit Partners for 2016-17 as the department brings their budget in line with actual spending. The 2016-17 adopted budget also includes revenues from TTA from the Orange County sales tax for Transit. Cost increases include a 2% July and 1.5% January of market rate salary adjustment and a 15.5% increase in health insurance costs. Operations in 2015-16 are expected to contribute approximately \$1.5 million to fund balance. The 2016-17 adopted budget includes a \$154,000 fund balance appropriation for OPEB costs to balance the budget.

EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Admin & Non-Dept	\$ 1,255,527	\$ 2,312,025	\$ 3,724,159	\$ 2,250,047	\$ 2,767,937	19.7%
Grant-Funded	848,654	-	708,475	556,012	-	N/A
Advertising	80,486	93,222	90,022	90,334	95,337	N/A
Fixed Route	9,865,974	11,181,804	11,128,198	10,721,641	10,143,298	-9.3%
Demand Response	1,656,440	1,926,450	1,966,450	1,919,635	2,091,043	8.5%
Special Events	238,012	317,207	317,707	295,763	327,601	3.3%
Vehicle Maintenance	3,323,635	4,193,542	4,165,472	3,758,446	4,149,481	-1.1%
Building Maintenance	527,246	750,765	1,081,630	788,088	800,533	N/A
Total	\$ 17,795,974	\$ 20,775,015	\$ 23,182,113	\$ 20,379,966	\$ 20,375,230	-1.9%

REVENUES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Charges for Services	\$ 1,022,914	\$ 898,288	\$ 898,288	\$ 886,438	\$ 886,288	-1.3%
Federal Assistance	1,280,803	1,944,719	1,944,719	1,944,719	1,994,719	2.6%
Federal Ops Grants	542,933	-	364,113	313,499	18,152	N/A
State Assistance	2,319,779	2,062,996	2,996,767	2,996,737	2,543,330	23.3%
TTA Fees	851,105	1,678,000	1,678,000	1,678,000	1,678,000	0.0%
UNC Park & Ride	75,000	-	-	-	-	N/A
UNC Contract	7,765,808	7,844,040	7,844,040	7,844,040	7,156,583	-8.8%
Carrboro Contract	1,472,508	1,540,288	1,540,288	1,540,288	1,455,008	-5.5%
Advertising Revenue	92,675	150,000	150,000	150,000	150,000	0.0%
Chapel Hill Revenues	4,265,515	4,408,848	4,408,848	4,299,538	4,339,150	-1.6%
Transfer from						
General Fund	-	247,836	247,836	247,836	-	-100.0%
Transfer from						
Transit Capital Grant	5,429	-	-	-	-	N/A
Appropriated Fund						
Balance	(1,898,495)	-	1,109,214	(1,521,129)	154,000	N/A
Total	\$ 17,795,974	\$ 20,775,015	\$ 23,182,113	\$ 20,379,966	\$ 20,375,230	-1.9%

TRANSIT

KEY PERFORMANCE MEASURES

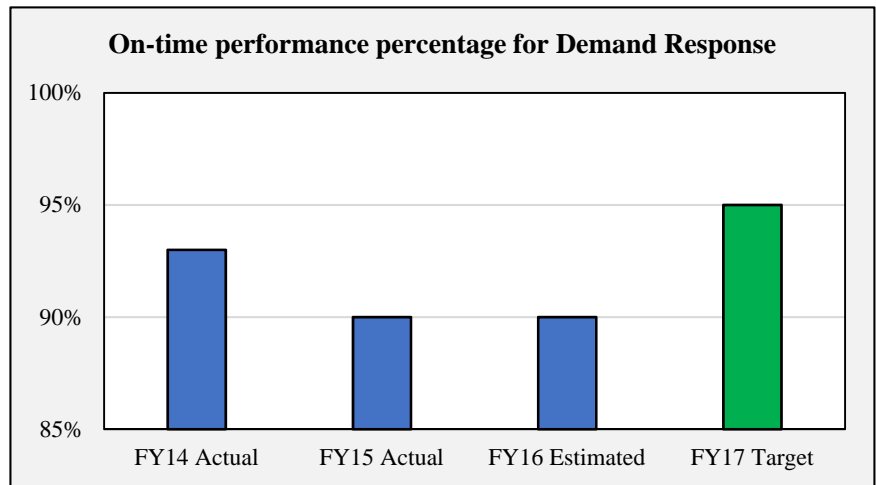


Create a Place for Everyone

Department Program: Demand - Response Service

Objective: Demand response services will be on time (arriving within the 20 minute pick-up window) at least 90 percent of the time.

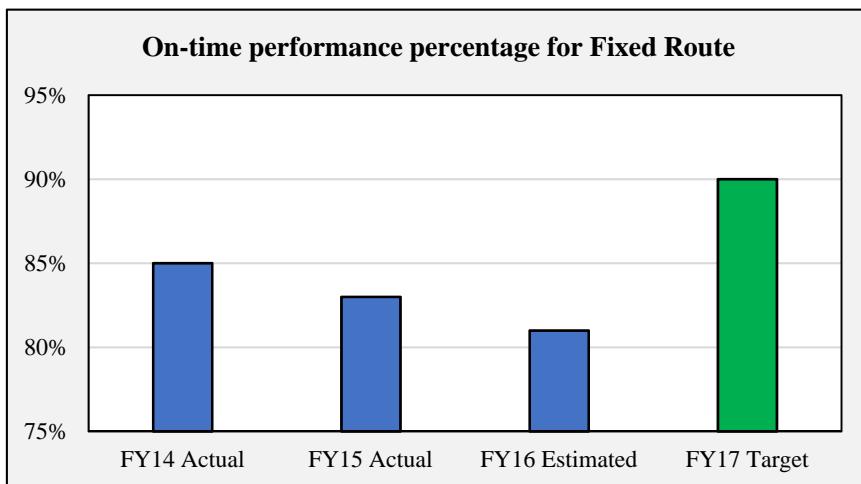
Reporting and performance should improve with implementation of upgraded mobile data terminals.



Facilitate Getting Around

Department Program: Fixed - Route Bus Service

Objective: Fixed route services will operate according to published schedules at least 90% of the time (Note: Early departures or late departures more than 5 minutes late are considered not on time)



Impacted by construction projects, several days of inclement weather (snow and rain) and peak hour traffic. Staff is starting to review routes with significant issues and develop solutions. Will continue to be an on-going challenge and staff is considering options for transit priority in the signal system.

TRANSIT

KEY PERFORMANCE MEASURES (continued)

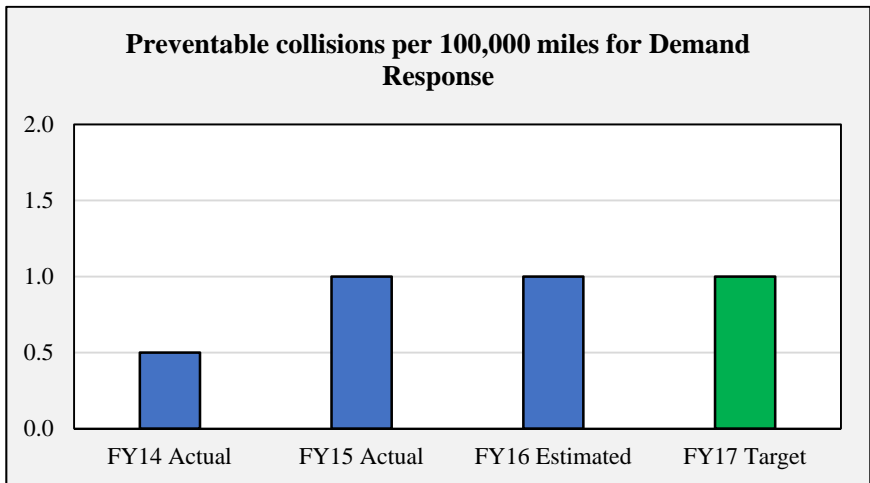


Create a Place for Everyone

Department Program: Demand - Response Service

Objective: Keep the rate of demand response preventable accidents at 3 or fewer per 100,000 miles.

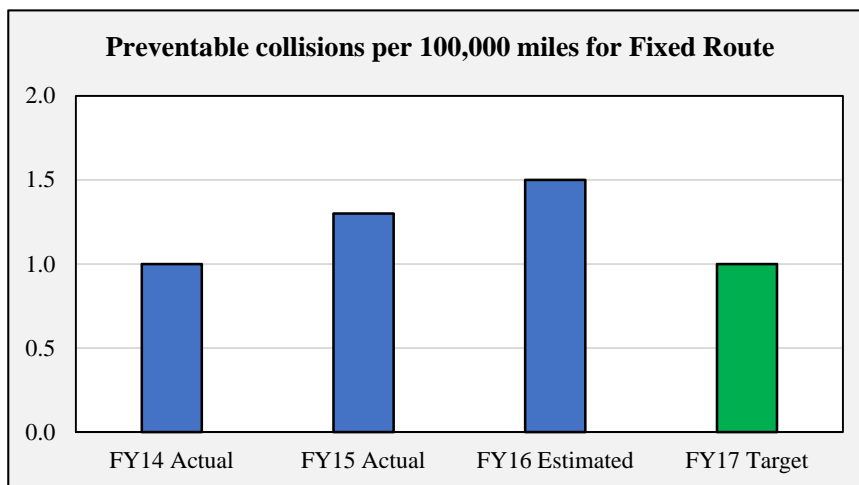
Continues to be at/near industry standard. Continued work with Risk Management and improvements to training program should positively impact this measure.



Facilitate Getting Around

Department Program: Fixed - Route Bus Service

Objective: Keep the rate of preventable fixed route accidents at 1 or fewer per 100,000 miles.



Continues to be at/near industry standard. Continued work with Risk Management and improvements to training program should positively impact this measure.

TRANSIT

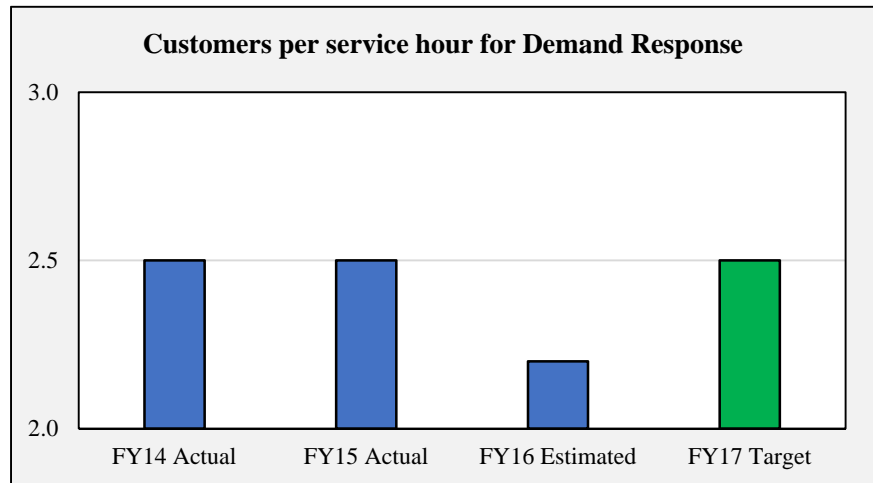
KEY PERFORMANCE MEASURES (continued)



Department Program: Demand - Response Service

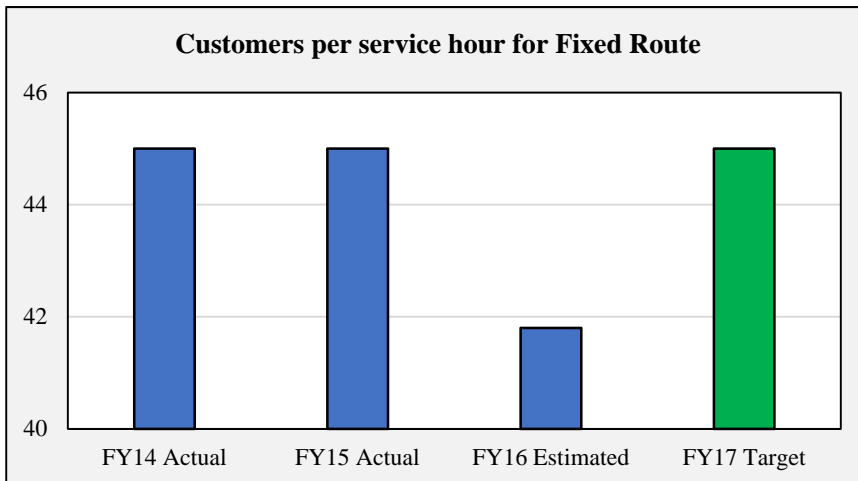
Objective: Increase the number of passengers per hour in demand response paratransit service

Reporting and performance should improve with implementation of upgraded mobile data terminals.



Department Program: Fixed - Route Bus Service

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



Nationally, ridership declined on average between 5-10%. Ridership has been impacted by private shuttles and Transportation Companies (e.g. Uber). Additionally, construction of student housing in/near downtown has moved students into other modes (walking/biking).

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 2016-17 includes a \$154,000 budgeted item for Other Post Employment Benefits (OPEB) Retiree Health, a 2% July and 1.5% January pay raise adjustment, and a 15.5% increase in health insurance costs.

The 20.9% increase in transfer to capital reserve is due to an increase in funding dedicated to debt payments on the purchase of replacement buses.

EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Personnel	\$ 1,000,889	\$ 1,174,864	\$ 2,137,835	\$ 1,118,233	\$ 1,454,492	23.8%
Operating Costs	254,638	337,161	386,324	331,814	346,445	2.8%
Transfer to Capital Reserve	-	800,000	1,200,000	800,000	967,000	20.9%
Total	\$ 1,255,527	\$ 2,312,025	\$ 3,724,159	\$ 2,250,047	\$ 2,767,937	19.7%

TRANSIT - Grants
BUDGET SUMMARY

At the time of the recommended budget, there were no planned grants for 2016-17.

EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Personnel	\$ 122,636	\$ -	\$ 135,067	\$ 73,755	\$ -	N/A
Operating Costs	582,691	-	573,408	482,257	-	N/A
Capital Outlay	143,327	-	-	-	-	N/A
Total	\$ 848,654	\$ -	\$ 708,475	\$ 556,012	\$ -	N/A

TRANSIT - Advertising

BUDGET SUMMARY

The Transit Advertising Program was adopted in 2011-12. There is an increase of 5.9% in personnel expense due to a 2% July and 1.5% January pay adjustment, as well as a 15.5% increase in health insurance costs. The decrease of 14.4% for operating costs reflect a decrease in professional services and miscellaneous contracted costs.

Revenues are projected at \$150,000 in 2015-16, and at \$150,000 for 2016-17.

EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Personnel	\$ 73,232	\$ 76,617	\$ 76,317	\$ 76,458	\$ 81,122	5.9%
Operating Costs	7,254	16,605	13,705	13,876	14,215	-14.4%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 80,486	\$ 93,222	\$ 90,022	\$ 90,334	\$ 95,337	2.3%

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 reflects a 9.3% decrease in overall costs. There is a 7.4% decrease in personnel costs, which is a result of an unexpected receipt of \$934,000 in State grants. This is slightly offset by a 2% July and 1.5% January pay adjustment and a 15.5% increase in health insurance costs.

There is a decrease of 13.7% for operating costs. This is due to a \$275,000 decrease in miscellaneous contracted services and \$245,000 savings in diesel fuel costs.

EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Personnel	\$ 6,798,387	\$ 7,880,464	\$ 7,866,464	\$ 7,513,244	\$ 7,294,575	-7.4%
Operating Costs	3,067,587	3,301,340	2,987,579	3,208,397	2,848,723	-13.7%
Capital Outlay	-	-	274,155	-	-	N/A
Total	\$ 9,865,974	\$ 11,181,804	\$ 11,128,198	\$ 10,721,641	\$ 10,143,298	-9.3%

TRANSIT - Demand Response

BUDGET SUMMARY

The adopted budget for Demand Response in 2016-17 has an 8.5% increase from the previous year. There is an 11.2% increase in personnel expenditures, which is due to employee turnover, an increase in overtime and temporary salary costs, a 2% July and 1.5% January pay adjustment, and a 15.5% health insurance increase. The small increase in operating can be attributed to various minor line item increases.

EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Personnel	\$ 1,234,271	\$ 1,322,072	\$ 1,379,072	\$ 1,312,699	\$ 1,469,521	11.2%
Operating Costs	422,169	604,378	587,378	606,936	621,522	2.8%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 1,656,440	\$ 1,926,450	\$ 1,966,450	\$ 1,919,635	\$ 2,091,043	8.5%

TRANSIT - Tarheel Express / Special Events

BUDGET SUMMARY

The adopted budget for Tarheel Express & Special Events in 2016-17 reflects a 3.3% increase in overall expenditures. There is a 4.1% increase in personnel costs, which is due to a 2% July and 1.5% January pay adjustment and a 15.5% increase in health insurance costs.

EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Personnel	\$ 182,610	\$ 234,235	\$ 234,735	\$ 217,532	\$ 243,948	4.1%
Operating Costs	55,402	82,972	82,972	78,231	83,653	0.8%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 238,012	\$ 317,207	\$ 317,707	\$ 295,763	\$ 327,601	3.3%

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 adopted budget for 2016-17 represents a 1.1% decline in expenditures from the previous year. The 7.8% increase in personnel costs is due to the addition of two mechanics, a 2% July and 1.5% January pay adjustment, and a 15.5% increase in health insurance costs. The decrease of 11.2% in operating costs reflects a decrease of \$267,000 in maintenance and repair for vehicles as a way to bring costs in line with actual spending.

EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Personnel	\$ 1,623,487	\$ 2,130,049	\$ 2,059,049	\$ 1,709,516	\$ 2,297,111	7.8%
Operating Costs	1,687,535	2,063,493	2,070,072	2,012,579	1,832,370	-11.2%
Capital Outlay	12,612	-	36,351	36,351	20,000	N/A
Total	\$ 3,323,635	\$ 4,193,542	\$ 4,165,472	\$ 3,758,446	\$ 4,149,481	-1.1%

TRANSIT - Building Maintenance

BUDGET SUMMARY

The adopted budget for Transit's Building Maintenance division reflects a 6.6% increase overall. The 14.3% increase in personnel expenditures is due to a 15.5% increase in health insurance costs. The 6.6% increase in operating costs is due to a \$70,000 increase in maintenance and repair, which is slightly offset by cost-savings in miscellaneous contracted services (\$18,000) and electricity costs (\$6,500).

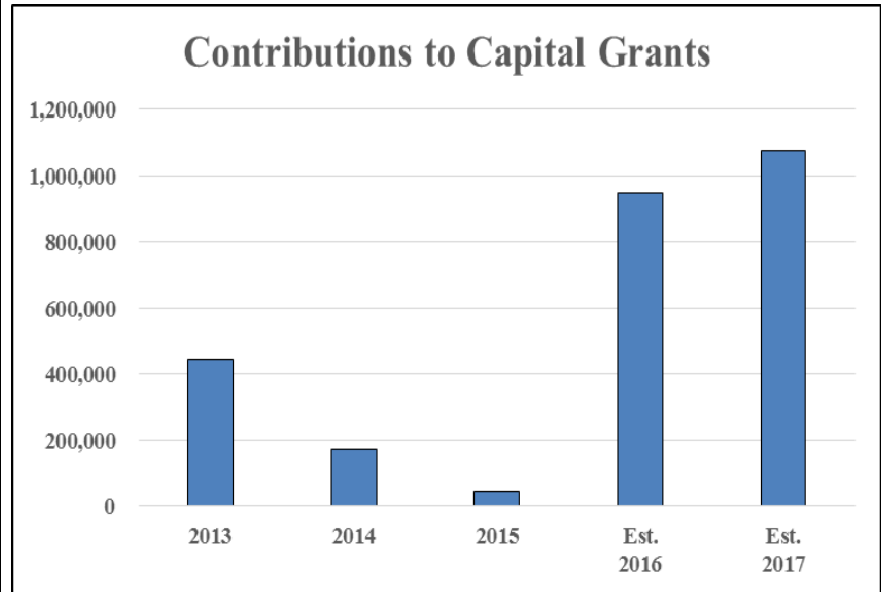
EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Personnel	\$ 7,590	\$ 7,161	\$ 7,161	\$ 7,241	\$ 8,186	14.3%
Operating Costs	503,572	743,604	1,074,469	780,847	792,347	6.6%
Capital Outlay	16,084	-	-	-	-	N/A
Total	\$ 527,246	\$ 750,765	\$ 1,081,630	\$ 788,088	\$ 800,533	6.6%

TRANSIT CAPITAL RESERVE FUND

The Transit Capital Reserve Fund is used to account for funds reserved for matching capital funds for buses and facilities related to the Town's transportation system.

Donations vary substantially from year to year, depending on anticipated future needs for reserves.



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 2016-17 are estimates for grants historically received each year, but not yet awarded.

The contribution to reserve budgeted for 2016-17 is intended for bus replacement expenditures.

EXPENDITURES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Contribution to Capital Grant Reserve	\$ 43,413	\$ 198,339	\$ 149,321	\$ 149,321	\$ 106,807	-46.1%
	-	800,000	400,000	800,000	967,000	20.9%
Total	\$ 43,413	\$ 998,339	\$ 549,321	\$ 949,321	\$ 1,073,807	7.6%

REVENUES

	2014-15 Actual	2015-16 Original Budget	2015-16 Revised Budget	2015-16 Estimated	2016-17 Adopted Budget	% Change from 2015-16
Interest Income	\$ 873	\$ -	\$ -	\$ 1,000	\$ -	N/A
Transfer from Transit Fund	-	800,000	400,000	800,000	967,000	20.9%
Appropriated Fund Balance	42,540	198,339	149,321	148,321	106,807	-46.1%
Total	\$ 43,413	\$ 998,339	\$ 549,321	\$ 949,321	\$ 1,073,807	7.6%

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

2013-2014 Capital Grant 5339

The project ordinance for the fiscal year 2013-2014 Section 5339 Transit Capital Grant was adopted on June 22, 2015. The funds will be used to purchase new Mobile Data Terminals (MDTs), both hardware and software, used in the Demand Response fleet, six sets of mobile bus lifts to address Chapel Hill Transit's insurance and safety audit recommendations, and to replace up to four Light Transit Vehicles in the Demand Response Fleet.

	Project Budget	Estimated Expenditures Through June 30, 2016
2013-2014 Transit Capital Grant	\$569,296	\$228,060

2013 Capital and Planning Grant 5339

The project ordinance for the fiscal year 2012-2013 Section 5339 capital grant was adopted on June 10th, 2014. Funds are being used to continue the Alternatives Analysis project for Chapel Hill Transit's Bus Rapid Transit on the North-South Corridor project.

	Project Budget	Estimated Expenditures Through June 30, 2016
2013 Transit Capital Grant	\$700,000	\$305,117

2010-11 Capital and Planning Grant 5307

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 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	\$193,610

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2010-11 Capital Grant 5307

The project ordinance for the fiscal year 2010-11 Section 5307 capital grant was adopted on October 10, 2011. Funds were used to purchase eleven new ADA compliant shelters for Chapel Hill bus stops.

	Project Budget	Estimated Expenditures Through June 30, 2016
2010-11 Transit Capital Grant	\$82,243	\$54,862

2012-13 Capital Grant 5307

The project ordinance for the fiscal year 2012-2013 Section 5307 capital grant was adopted on September 9, 2013. Funds will be used for an ADA compliance review of Chapel Hill Transit's bus stops.

	Project Budget	Estimated Expenditures Through June 30, 2016
2012-13 Transit Capital Grant	\$45,633	\$-0-

2013-14 Capital Grant 5307

The project ordinance for the fiscal year 2013-14 Section 5307 capital grant was adopted on September 23, 2013. Funds will be used for an ADA compliance review of Chapel Hill Transit's bus stops.

	Project Budget	Estimated Expenditures Through June 30, 2016
2013-14 Transit Capital Grant	\$25,485	\$-0-

2014-15 Capital Grant 5307

The project ordinance for the fiscal year 2014-15 Section 5307 capital grant was adopted on June 22, 2015. Funds will be used for an ADA compliance review of Chapel Hill Transit's bus stops.

	Project Budget	Estimated Expenditures Through June 30, 2016
2014-15 Transit Capital Grant	\$37,963	\$-0-

