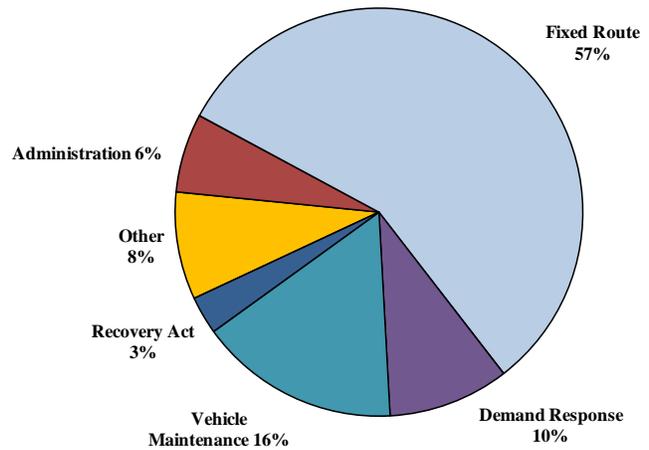


TRANSIT FUND

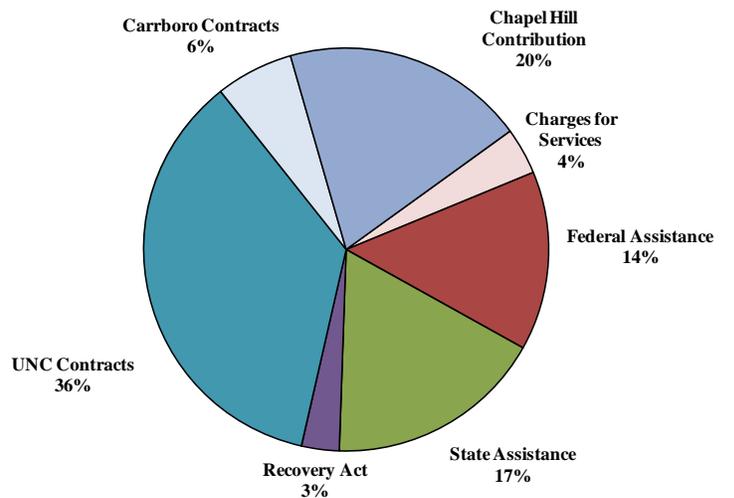
The Transit Fund is used to account for the operations of the Town's public transit system.

Transit Expenditures



Total \$16,637,238

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.

- In order to accomplish its mission, Chapel Hill Transit will:
 - Foster customer oriented services
 - Maximize safety and security for our customers and community
 - Hold our operations to high service quality standards
 - Embrace creativity and adaptability in addressing needs
 - Collaboration with other providers to be inclusive and multi-modal
 - Ensure a quality operation that emphasizes mutual respect

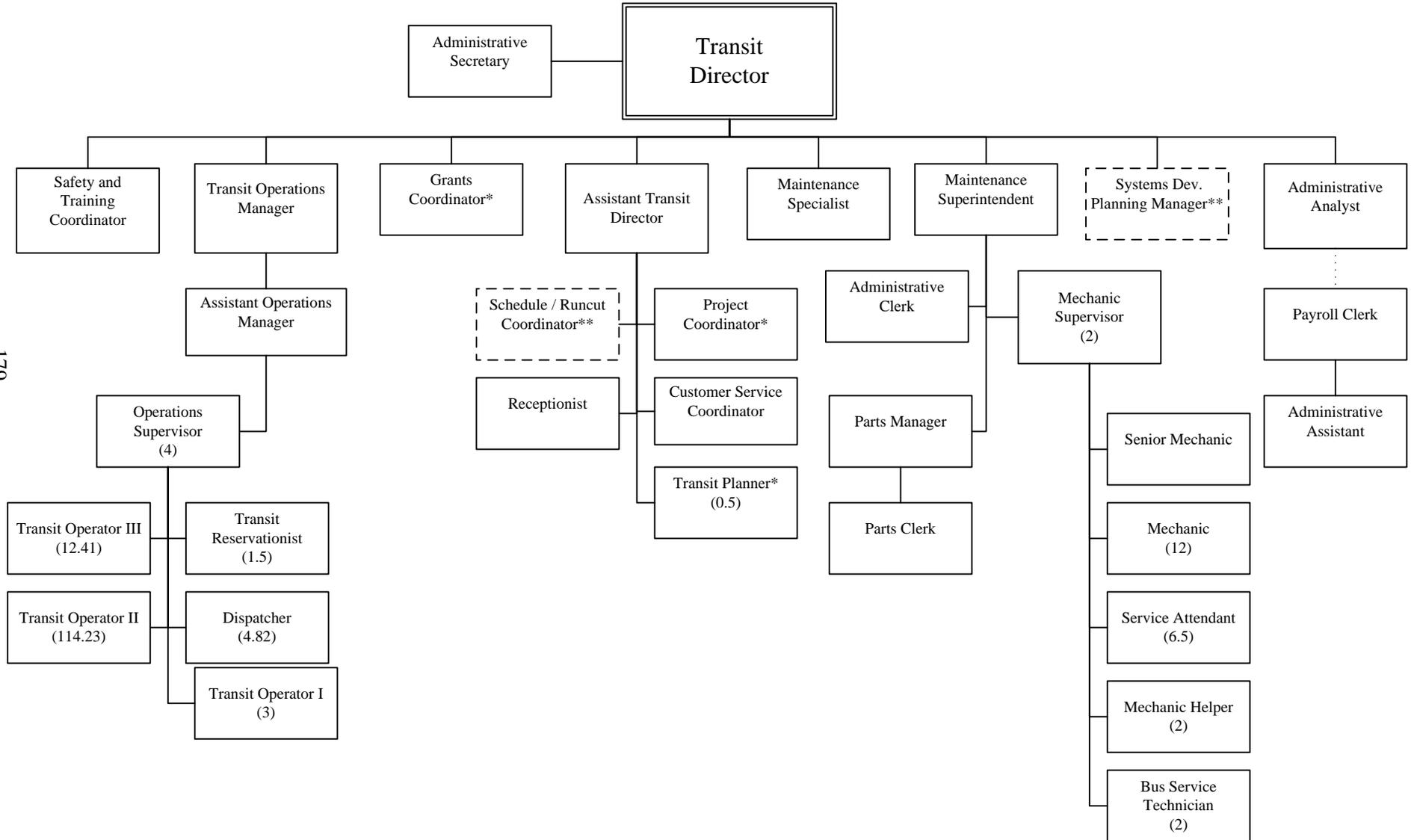
- Chapel Hill Transit provides fixed route and demand response bus service within its service area and extended service to areas such as Hillsborough and Chatham County.

- CHT operates 23 fixed routes serving nearly 7 million rides annually. Routes include local transit service and express routes from 6 park and ride locations

- CHT operates a demand response service for the elderly and disabled persons in the community. A fleet of 15 vehicles is used to provide approximately 75,000 annual rides.

- In addition to transit operations, Chapel Hill Transit is responsible for the following:
 - Transit Vehicle maintenance
 - Bus/Van Procurement
 - Short range transit planning
 - Transit Marketing and public information
 - Compliance with state and federal requirements
 - Coordination of regional transit services
 - Budget/grant development and management
 - Transit System safety and security

TRANSIT



179

* Grant-funded positions.
 **Unfunded positions.

TRANSIT DEPARTMENT
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2007-08 ADOPTED	2008-09 ADOPTED	2009-10 ADOPTED
Administration			
Director-Transit	1.00	1.00	1.00
Manager Systems Dev. Planning*	1.00	1.00	1.00
Assistant Director-Transit	1.00	1.00	1.00
Administrative Analyst	1.00	1.00	1.00
Coordinator-Scheduling/Run Cut*	1.00	1.00	1.00
Coordinator-Grants	1.00	1.00	1.00
Coordinator-Project**	1.00	1.00	0.00
GIS Technician	0.00	0.00	1.00
Transit Services Planner**	0.50	0.50	1.00
Administrative Assistant	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00
Receptionist	1.00	1.00	1.00
Administrative Clerk	0.00	0.00	1.00
Division Totals	10.50	10.50	12.00
Operations			
Transit Operations Manager	1.00	1.00	1.00
Coordinator-Safety and Training	1.00	1.00	1.00
Assistant Transit Operations Manager	1.00	1.00	1.00
Supervisor-Transit	4.00	4.00	6.00
Coordinator-Customer Service/Operations	1.00	1.00	1.00
Transit Dispatcher	4.82	4.82	3.50
Transit Operator III (E-Z Rider Driver)	12.41	12.41	11.41
Transit Operator II (Bus Driver)	114.23	114.23	113.57
Transit Operator I (Shared Rider Driver)	3.00	3.00	3.00
Transit Reservationist	1.50	1.50	2.00
Division Totals	143.96	143.96	143.48
Equipment Maintenance			
Superintendent-Transit Maintenance	1.00	1.00	1.00
Supervisor-Mechanic	2.00	2.00	2.00
Mechanic, Senior	1.00	1.00	1.00
Parts Manager	1.00	1.00	1.00
Maintenance Specialist	1.00	1.00	1.00
Mechanic	12.00	12.00	12.00
Bus Service Technician	2.00	2.00	2.00
Mechanic Helper	2.00	2.00	2.00
Administrative Clerk	1.00	1.00	1.00
Parts Clerk	1.00	1.00	1.00
Service Attendant	6.50	6.50	6.50
Division Totals	30.50	30.50	30.50
Transit Department Totals***	184.96	184.96	185.98

*Unfunded Position

**Grant-funded positions.

***FTE increase is due to the net effect of the addition of a GIS Technician and an Administrative Clerk coupled with the loss of the Project Coordinator

TRANSIT FUND

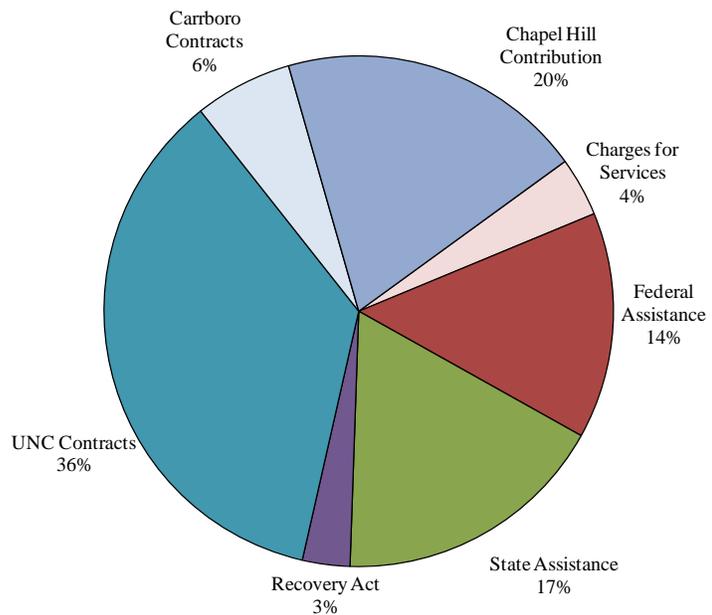
Major Revenue Sources - Descriptions and Estimates

The Town provides public transit services for the Town of Chapel Hill and the neighboring Town of Carrboro, the University of North Carolina and the UNC Health Care System on a contractual basis. In 2001, the transit system initiated fare free services, eliminating all fare box revenue and pass sale revenue previously collected for the system (with the exception of fares for 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 2009-10 totals about \$16.64 million. Below is a description of the major revenue sources for the Transit Fund. The pie chart below shows the major revenue sources for fiscal year 2009-10.

Federal Operating Assistance

The Transit system receives an operating assistance allocation each year from the federal government based on a variety of factors and funding formulas. We estimate federal funding for operations of about \$2.39 million in 2009-10, representing a reallocation of our federal award from capital purchases. Also included in federal assistance for FY10 are two one-time grants: an STP-DA grant totaling \$388,000 and a CMAQ grant totaling \$101,666. CMAQ funding must be used for projects that have a direct impact on improving air quality.



The Transit system also received \$500,000 as part of the America Recovery and Investment Act of 2009. This funding will be used for service repair parts and other required maintenance for the current fleet.

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. We estimate that the 2009-10 subsidy will decrease from \$3.3 million in 2008-09 to \$2.9 million in 2009-10.

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. Based on proposed routes, the University's share of cost for 2009-10 totals about \$6 million.

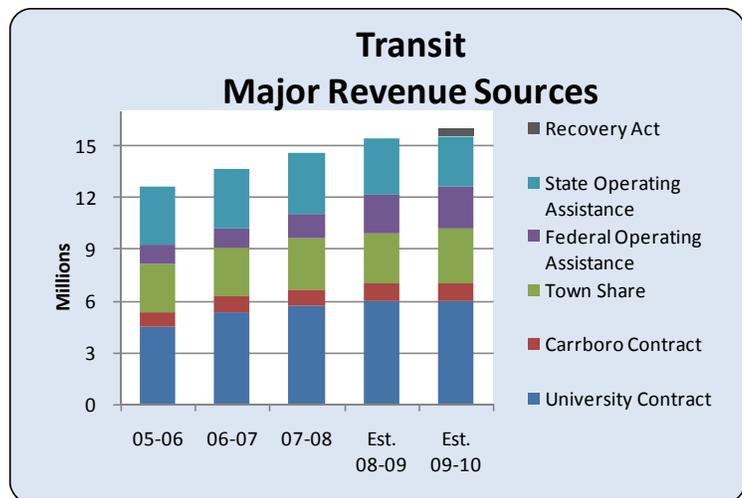
Carrboro Contract

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 the adopted budget totals about \$1.04 million.

Town Revenues

The Town's share of cost for the Transit system is funded primarily by a property tax levy for transit. The budget for the Transit Fund in fiscal year 2009-10 includes continuation of the tax rate of 4.8 cents for budgeted tax revenue of about \$3.1 million.

Other revenues expected for the system include about \$623,965 in special fares for the Tar Heel Express services and vehicle license fees.



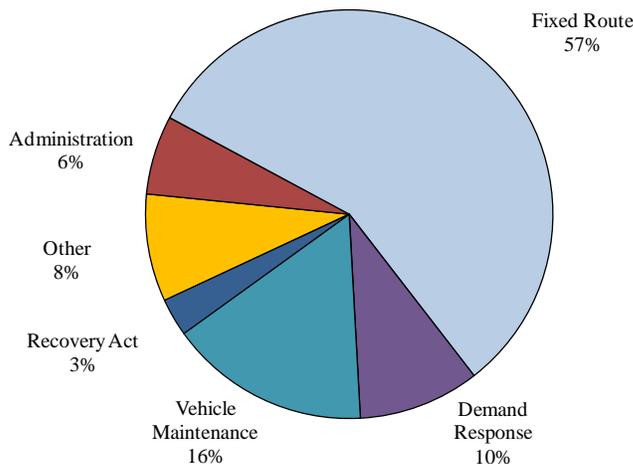
TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The Town provides public transit services for the Town of Chapel Hill and to the neighboring Town of Carrboro, the University of North Carolina and the UNC Health Care System on a contractual basis.

The Transit Fund budget that continues fare free services for all routes in the system totals \$16.64 million for the adopted 2009-10 budget. Major expenditures of the system consist primarily of personnel, operating and maintenance costs for a planned fleet of 99 buses, two 15-passenger vans, 15 lift-equipped vans, 13 wagons or minivans, and four maintenance service trucks that provide transit service to the entire community.

Transit Expenditures



The pie graph at the left illustrates the adopted budget, divided into Maintenance costs, Administration costs, Grant expenditures, and Operating costs that include Demand Response, Fixed Route, and Special Events. Operational costs total about \$11.35 million, Maintenance costs total about \$3.25 million and Administrative and Grants costs total about \$2.03 million.

The adopted budget for 2009-10 includes increases for administrative costs related to salaries that were previously grant funded, as well as anticipated increases in medical insurance expenses. With a more technologically advanced fleet and the nationwide failure of certain transmissions, vehicle maintenance presents another large category of operating expense increase in the Transit Fund budget.

TRANSIT BUDGET SUMMARY

The adopted budget for the Transit Department supports continued fare-free service initiated during fiscal year 2001-02. The 2009-10 budget is based on the receipt of approximately \$2,810,000 in property taxes at a revenue neutral tax rate of \$4.1 cents/\$100 valuation. The adopted budget for 2009-10 also includes \$500,000 funded by the American Recovery and Reinvestment Act of 2009. While State assistance is expected to decrease in 2009-10, federal assistance is expected to increase by approximately 8.5%.

EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Admin & Non-Dept	\$ 617,936	\$ 770,535	\$ 1,487,543	\$ 928,230	\$ 1,042,553	35.3%
Grant-Funded	-	344,155	301,666	328,445	489,666	42.3%
Recovery Act	-	-	500,000	-	500,000	N/A
Fixed Route	9,094,734	9,891,876	9,507,243	8,868,751	9,428,585	-4.7%
Demand Response	1,341,169	1,548,841	1,502,676	1,435,151	1,597,823	3.2%
Special Events	224,981	366,631	346,631	284,106	326,044	-11.1%
Vehicle Maintenance	3,158,810	3,330,362	3,576,291	3,407,390	2,649,088	-20.5%
Building Maintenance	-	-	-	-	603,479	N/A
Total	\$ 14,437,630	\$ 16,252,400	\$ 17,222,050	\$ 15,252,073	\$ 16,637,238	2.4%

REVENUES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Charges for Services	\$ 463,503	\$ 480,105	\$ 480,105	\$ 589,249	\$ 623,965	30.0%
Federal Assistance	1,440,308	2,201,666	2,201,666	2,201,666	2,389,666	8.5%
State Assistance	3,545,519	3,545,519	3,319,737	3,319,737	2,900,000	-18.2%
Recovery Act	-	-	500,000	-	500,000	N/A
UNC Contracts	5,699,526	6,005,404	6,005,404	6,005,404	5,957,282	-0.8%
Carrboro Contracts	907,492	1,033,837	1,033,837	1,033,837	1,032,825	-0.1%
Chapel Hill Contribution	3,067,026	2,985,869	2,931,369	2,864,815	3,233,500	8.3%
Appropriated Fund Balance	(685,744)	-	749,932	(762,635)	-	N/A
Total	\$ 14,437,630	\$ 16,252,400	\$ 17,222,050	\$ 15,252,073	\$ 16,637,238	2.4%

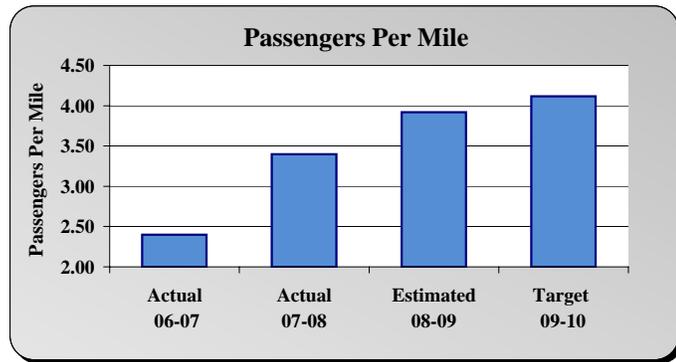
TRANSIT TRENDS

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.

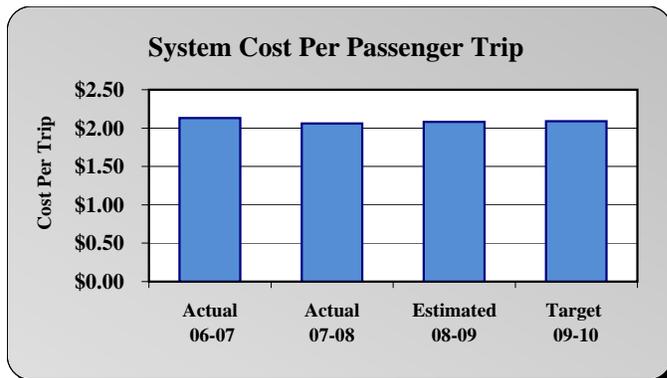
OBJECTIVE: Increase the number of passengers per mile in fixed route transit service.

In fiscal year 2008-09, the number of passengers per mile increased by approximately 15% over 2007-2008, 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 passenger trip.



In fiscal year 2008-09, the system cost per passenger trip increased slightly. With the target number of passengers per mile set to increase next year, efforts are focused on stabilizing the system cost per passenger trip.

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).
- Staff assistance for the Transportation Board.
- 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 the Administrative and Non-Departmental divisions includes liability insurance and a transfer of \$175,843 to the Transit Capital Reserve fund for future capital grant matches. Personnel expense increases of 71.9% result from a decrease in grant funding, which previously offset administrative salaries, and anticipated increases in medical insurance costs.

EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Personnel	\$ 410,110	\$ 355,290	\$ 386,543	\$ 427,080	\$ 610,861	71.9%
Operating Costs	207,826	302,058	404,080	272,795	255,849	-15.3%
Transfer to Capital Reserve	-	113,187	696,920	228,355	175,843	55.4%
Total	\$ 617,936	\$ 770,535	\$ 1,487,543	\$ 928,230	\$ 1,042,553	35.3%

TRANSIT - Grants
BUDGET SUMMARY

The adopted budget for 2009-10 includes two one-time grants: \$388,000 in federal STP-DA funding and \$101,666 in federal CMAQ grant funding. (A separate category has been established for American Recovery and Reinvestment Act grants for capital maintenance.)

EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Personnel	\$ -	\$ 274,797	\$ 239,808	\$ 262,837	\$ 375,211	36.5%
Operating Costs	-	69,358	61,858	65,608	114,455	65.0%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ -	\$ 344,155	\$ 301,666	\$ 328,445	\$ 489,666	42.3%

TRANSIT - Recovery Act
BUDGET SUMMARY

The adopted budget for 2009-10 reflects funding to be received through the American Recovery and Reinvestment Act of 2009. Funding will be used for service repair parts and other required maintenance for the current fleet.

EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Personnel	\$ -	\$ -	\$ -	\$ -	\$ -	N/A
Operating Costs	-	-	500,000	-	500,000	N/A
Capital Outlay	-	-	-	-	-	N/A
Total	\$ -	\$ -	\$ -	\$ -	\$ 500,000	N/A

TRANSIT- OPERATIONS DIVISION

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

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

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

- Provide fixed-route bus service in Chapel Hill, Carrboro and throughout the UNC campus.
- Operate demand-responsive door-to-door service for certified persons with disabilities, using lift-equipped vans and sedans.
- Operate demand-responsive “feeder” service with sedans and vans in areas not served by fixed-route buses.
- Operate shuttle service (Tar Heel Express) to all UNC home football and basketball games, special events, and well-attended shows at the Dean Smith Center.
- 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 2009-10 reflects a 4.7% decrease overall, largely due to decreased diesel fuel costs over the previous year. Additionally, several facilities related expenses have been moved to Building Maintenance, a newly created division of the Transit Department. Personnel costs reflect a 17.1% increase in medical insurance for 2009-10.

EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Personnel	\$ 6,221,747	\$ 6,681,634	\$ 6,511,881	\$ 6,382,623	\$ 6,694,367	0.2%
Operating Costs	2,872,987	3,210,242	2,995,362	2,486,128	2,734,218	-14.8%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 9,094,734	\$ 9,891,876	\$ 9,507,243	\$ 8,868,751	\$ 9,428,585	-4.7%

TRANSIT - Demand Response
BUDGET SUMMARY

The adopted budget for 2009-10 reflects a 3.2% increase overall, resulting from increases in medical insurance and retiree medical expenses, which are partially offset by decreases in operating costs.

EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Personnel	\$ 1,031,359	\$ 1,132,684	\$ 1,111,769	\$ 1,079,796	\$ 1,204,815	6.4%
Operating Costs	309,810	416,157	390,907	355,355	393,008	-5.6%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 1,341,169	\$ 1,548,841	\$ 1,502,676	\$ 1,435,151	\$ 1,597,823	3.2%

TRANSIT - Tarheel Express / Special Events
BUDGET SUMMARY

The Tarheel Express/Special Events adopted budget for 2009-10 reflects an 11.1% decrease from the previous year resulting from decreased diesel fuel costs and savings from hiring off-duty Town police officers rather than outside security agents.

EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Personnel	\$ 179,099	\$ 235,442	\$ 235,442	\$ 202,587	\$ 230,348	-2.2%
Operating Costs	45,882	131,189	111,189	81,519	95,696	-27.1%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 224,981	\$ 366,631	\$ 346,631	\$ 284,106	\$ 326,044	-11.1%

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 43.8% decrease in operating costs for 2009-10 results from decreased fuel costs and the transfer of costs to the new Building Maintenance division for 2009-10.

EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Personnel	\$ 1,622,657	\$ 1,586,341	\$ 1,612,633	\$ 1,591,061	\$ 1,669,612	5.2%
Operating Costs	1,536,153	1,744,021	1,963,658	1,816,329	979,476	-43.8%
Capital Outlay	-	-	-	-	-	N/A
Total	\$ 3,158,810	\$ 3,330,362	\$ 3,576,291	\$ 3,407,390	\$ 2,649,088	-20.5%

TRANSIT - Building Maintenance
BUDGET SUMMARY

The adopted budget for 2009-10 reflects the creation of new division of Building Maintenance. The purpose of the new division is to more accurately depict expenses related to Transit Department facilities as opposed to vehicle maintenance. Budget was transferred from both Vehicle Maintenance and Administration to create this new division.

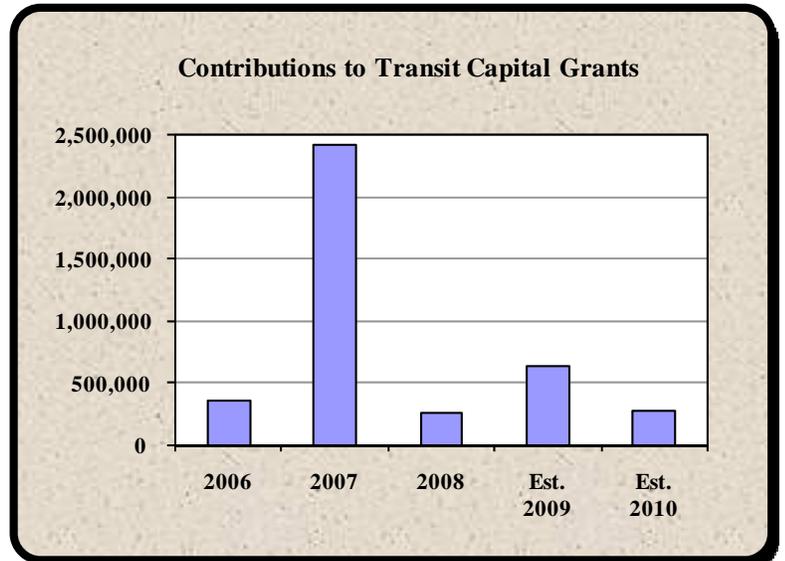
EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Personnel	\$ -	\$ -	\$ -	\$ -	\$ 92,357	N/A
Operating Costs	-	-	-	-	511,122	N/A
Capital Outlay	-	-	-	-	-	N/A
Total	\$ -	\$ -	\$ -	\$ -	\$ 603,479	N/A

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 meet matching requirements for capital grants. With the completion of the Town Operations Center and its grant matching requirements, plans are to use the capital reserve funds for the purchase of replacement buses and other equipment. The adopted budget for 2009-10 includes a transfer to the reserve of \$175,843.

EXPENDITURES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Contribution to Capital Grant Reserve	\$ 263,315	\$ 647,000	\$ 647,000	\$ 164,428	\$ 174,341	-73.1%
	-	-	115,168	82,737	27,302	N/A
Total	\$ 263,315	\$ 647,000	\$ 762,168	\$ 247,165	\$ 201,643	-68.8%

REVENUES

	2007-08 Actual	2008-09 Original Budget	2008-09 Revised Budget	2008-09 Estimated	2009-10 Adopted Budget	% Change from 2008-09
Interest Income	\$ 60,504	\$ 20,000	\$ 20,000	\$ 13,864	\$ 25,000	25.0%
Other Income	-	-	-	4,946	800	N/A
Transfer from Transit Fund	-	113,187	228,355	228,355	175,843	55.4%
Appropriated Fund Balance	-	513,813	513,813	-	-	-100.0%
Total	\$ 60,504	\$ 647,000	\$ 762,168	\$ 247,165	\$ 201,643	-68.8%

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. Ten current project ordinances in the Transportation Department are shown below:

2005-06 Capital Grant

The project ordinance for the fiscal year 2005-06 Section 5307 capital grant was adopted on June 26, 2006. Funds are being used for the construction of the Transportation portion of the Town Operations Center.

	Project Budget	Estimated Expenditures Through June 30, 2009
2005-06 Transit Capital Grant	\$4,900,000	\$4,900,000

2006-07 Capital Grant

The project ordinance for the fiscal year 2006-07 Section 5307 capital grant was adopted on June 11, 2007. Funds are being used for the construction and project management of the Transit portion of the Town Operations Center.

	Project Budget	Estimated Expenditures Through June 30, 2009
2006-07 Transit Capital Grant	\$2,088,330	\$2,088,330

2006-07 Capital Grant

The project ordinance for the fiscal year 2006-07 Section 5307 capital grant was adopted on June 9, 2008. Funds are being used to supplement the purchase of replacement buses.

	Project Budget	Estimated Expenditures Through June 30, 2009
2006-07 Transit Capital Grant	\$225,953	\$50,000

2006-07 Capital Grant

The project ordinance for the fiscal year 2006-07 Section 5307 capital grant was adopted on June September 10, 2007. Funds are being used to design a park and ride lot in the NC 54 corridor.

	Project Budget	Estimated Expenditures Through June 30, 2009
2006-07 Transit Capital Grant	\$733,120	\$-0-

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2006-07 Transit Capital and Planning Grant

The project ordinance for the fiscal year 2006-07 Section 5307 Transit Capital and Planning Grant was adopted on June 11, 2007. The funds are being used to continue the ongoing lease of a park and ride facility, to provide enhancements to bus shelter sites, to assist the department staff in conducting transit planning activities, and to prepare the annual Transportation Improvement Plan.

	Project Budget	Estimated Expenditures Through June 30, 2009
2006-07 Transit Capital and Planning Grant	\$844,140	\$65,000

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 are being used to continue the ongoing lease of a park and ride facility, to provide enhancements to bus shelter sites, to assist the transportation department staff in conducting transit planning activities, to prepare the annual Transportation Improvement Plan, and to prepare annual statewide planning reports.

	Project Budget	Estimated Expenditures Through June 30, 2009
2007-08 Transit Capital and Planning Grant	\$633,143	\$62,000

2007-2008 Capital Grant

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

	Project Budget	Estimated Expenditures Through June 30, 2009
2007-08 Transit Capital Grant	\$1,813,586	\$1,813,586

2007-08 Capital Grant

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

	Project Budget	Estimated Expenditures Through June 30, 2009
2007-08 Transit Capital Grant	\$2,870,000	\$2,870,000

2007-08 Capital Grant

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

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

	Project Budget	Estimated Expenditures Through June 30, 2009
2007-08 Transit Capital Grant	\$3,750,000	\$-0-

2008-09 Capital Grant

The project ordinance for the fiscal year 2008-09 Section 5307 capital grant was adopted on June 25, 2008. Funds are being used to purchase replacement demand response vans.

	Project Budget	Estimated Expenditures Through June 30, 2009
2008-09 Transit Capital Grant	\$500,000	\$500,000

