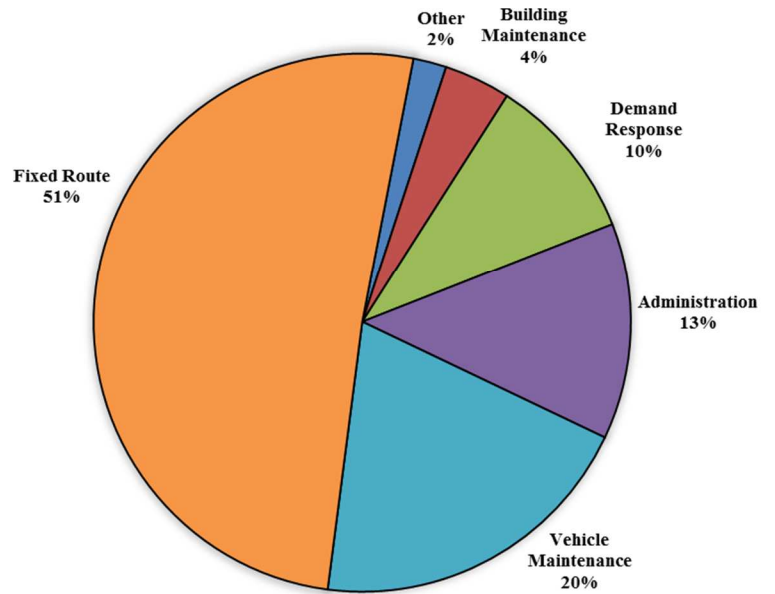


TRANSIT FUND

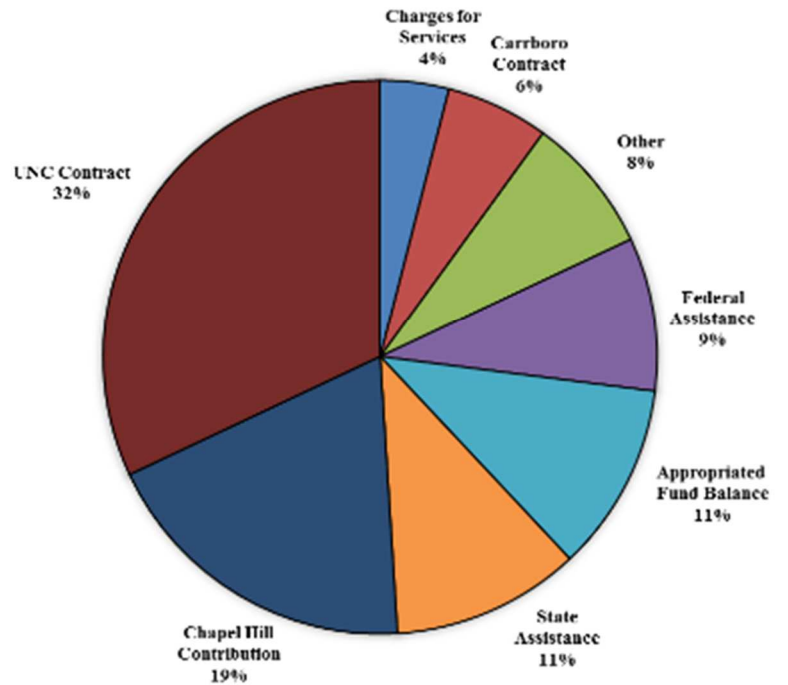
The Transit Fund is used to account for the operations of the Town's public transit system.

TRANSIT EXPENDITURES



Total \$22,875,992

TRANSIT REVENUES



TRANSIT

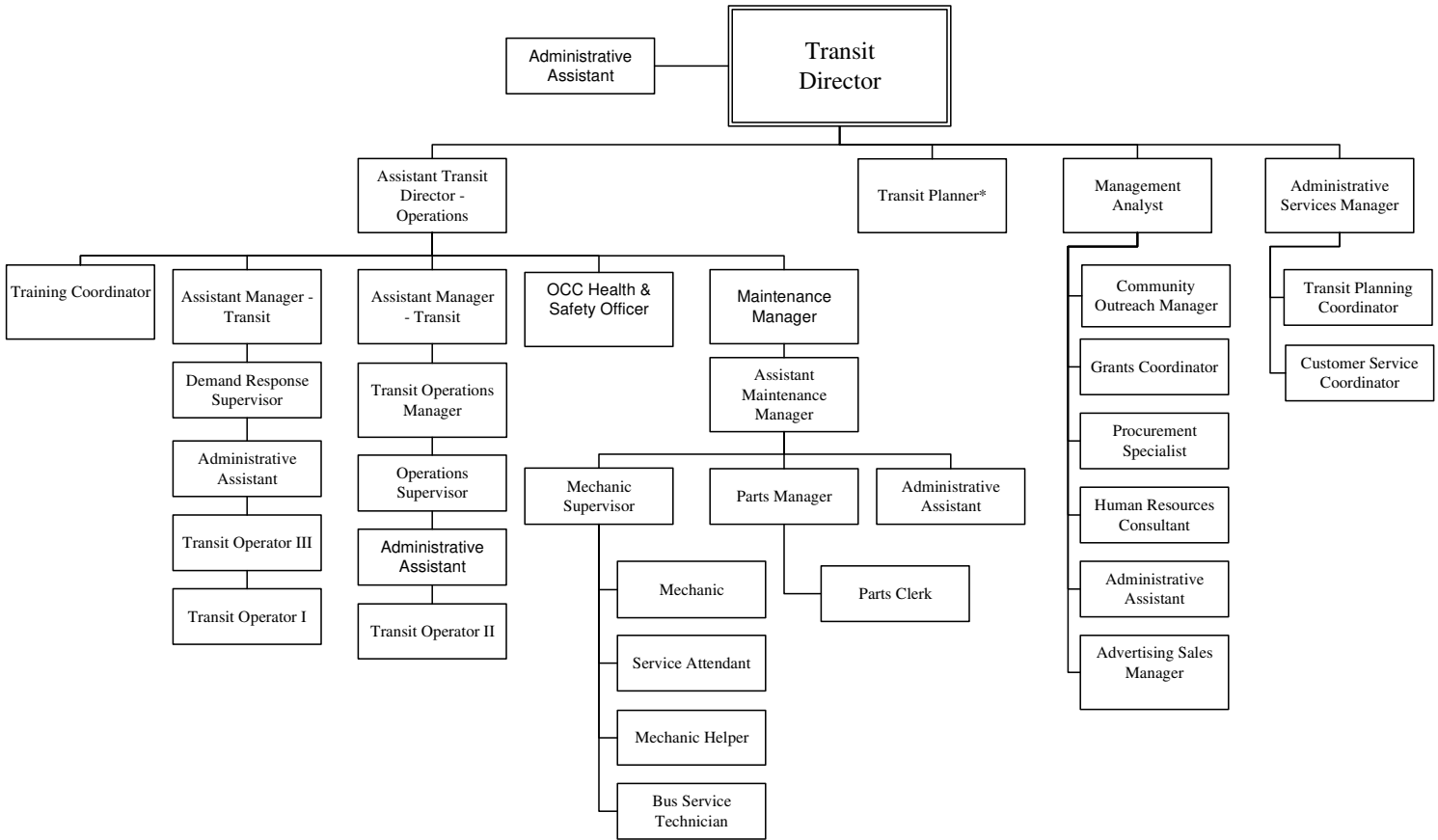
MISSION STATEMENT:

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.

The Transit Department identified the following primary programs that are included in the adopted budget for 2017-18.

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 Advertising	Maintain a viable advertising sales business for the transit system. Coordinate with advertisers, third-party ad developers, and others to generate revenues for the transit fund.

TRANSIT



* Grant-funded positions.

TRANSIT DEPARTMENT
STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2015-16 ADOPTED	2016-17 ADOPTED	2017-18 ADOPTED
Administration			
Director-Transportation	1.00	1.00	1.00
Assistant Director-Transportation	1.00	1.00	1.00
Management Analyst	1.00	1.00	1.00
Community Outreach Manager	1.00	1.00	1.00
Advertising Sales Manager	1.00	1.00	1.00
Grants Coordinator	1.00	1.00	1.00
Customer Service Coordinator	1.00	1.00	1.00
Procurement Specialist	1.00	1.00	1.00
Transit Services Planner	2.00	2.00	1.00
Administrative Assistant	3.00	3.00	3.00
Human Resources Consultant	1.00	1.00	1.00
Training Coordinator	1.00	1.00	0.00
Transit Planning Coordinator	1.00	1.00	1.00
Administrative Services Manager	1.00	1.00	1.00
Division Totals	17.00	17.00	15.00
Operations			
OCC Health & Safety Officer	1.00	1.00	1.00
Demand Response Manager	1.00	1.00	1.00
Training Coordinator	0.00	0.00	1.00
Manager - Transit Operations	0.00	0.00	1.00
Assistant Manager - Transit	0.00	0.00	2.00
Supervisor-Transit	10.00	10.00	10.00
Transit Operator - Demand Response	13.63	13.63	14.63
Transit Operator - Fixed Route	122.66	123.66	122.66
Administrative Assistant	2.00	2.00	2.00
Division Totals	150.29	151.29	155.29
Equipment Maintenance			
Maintenance Manager	1.00	1.00	1.00
Assistant Maintenance Manager	1.00	1.00	1.00
Mechanic Supervisor	2.00	2.00	2.00
Parts Manager	1.00	1.00	1.00
Mechanic (I-III)	14.00	16.00	16.00
Bus Service Technician	2.00	2.00	2.00
Mechanic Helper	2.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00
Parts Clerk	2.00	2.00	2.00
Service Attendant	5.00	6.00	6.00
Division Totals	31.00	33.00	33.00
Transit Department Totals	198.29	201.29	203.29

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.)

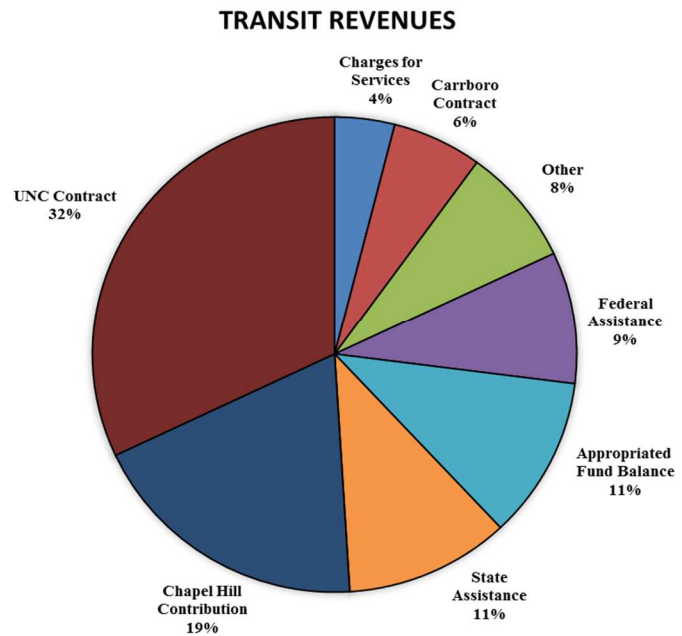
The adopted budget for the Transit Fund for fiscal year 2017-18 totals about \$22.9 million, an increase of 12.3% from 2016-17. Below is a description of the major revenue sources for the Transit Fund and the pie chart below shows the major revenue sources for fiscal year 2017-18. Please note that due to the partnership between the Town of Chapel Hill, Town of Carrboro, and the University of North Carolina, some financial aspects are still being discussed by the partners and are subject to change.

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 decrease of federal funding for operations to bring it to \$1.94 million in 2017-18. The adopted budget for 2017-18 includes no non-recurring federal grants at this time. Additional operating grants will be sought for 2017-18 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 2016-17 is expected to be almost \$3.2 million, about \$655,000 more than budgeted, with an adopted 2017-18 budget amount of \$2.54 million.



TRANSIT FUND

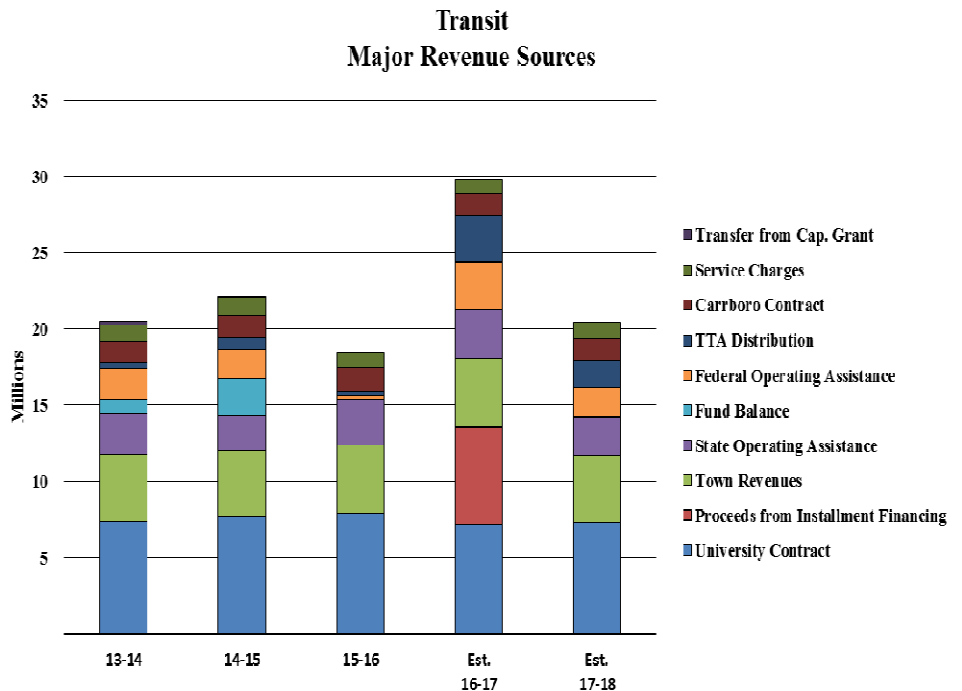
Major Revenue Sources - Descriptions and Estimates

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 \$7.92 million in 2015-16 and \$7.16 million in 2016-17. UNC's allocation for 2017-18 reflects an increase of about \$132,000 to \$7.29 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 2016-17 was about \$1.46 million and the budget for 2017-18 reflects an increase of about \$27,000 to \$1.48 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 2017-18 is about \$4.42 million. Also included in Town revenues are interest income and \$454,000 for vehicle license fees.

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

Park and Ride Fees

The adopted budget for 2017-18 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 2017-18 adopted budget includes fee revenues of \$95,000.

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.

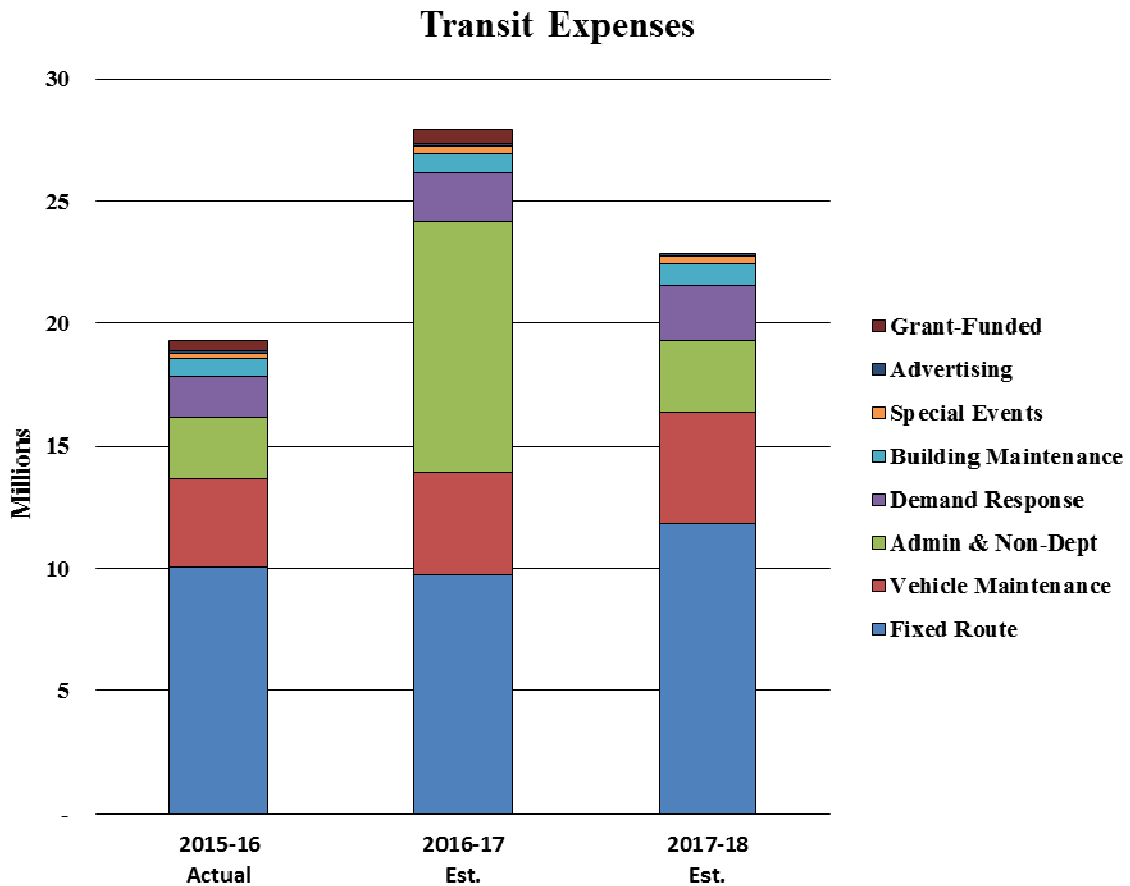
Fund Balance

The Transit system expects revenues in excess of expenditures in 2016-17 of about \$1,859,646 to be contributed to Fund Balance. The budget was balanced using \$2,428,395 of appropriated Fund Balance.

TRANSIT FUND

Major Expenditures - Descriptions and Estimates

The adopted budget for Transit for 2017-18 continues fare free services for fixed routes in the system and totals \$22.88 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 \$14.4 million and Maintenance costs total about \$5.4 million.



Expenditures for 2017-18 include a 2.5% of market pay adjustment, moving 127 fixed route and demand response operators to a higher job classification through implementing recommendations from an independent pay study, a 12.0% health insurance cost increase and adding two employees to their Operations function. There is \$184,800 budgeted cost for other postemployment benefits (OPEB) and also includes \$967,000 for vehicle replacement.

The 2017-18 adopted budget includes a \$100,000 transfer to the Capital Reserve Fund for future grant matches.

TRANSIT

BUDGET SUMMARY

The adopted budget for the Transit Department continues fare-free service. Federal assistance decreased by 2.5% (\$50,000) while state assistance had a negligible decrease. The 2017-18 adopted budget also includes revenues from the Orange County Transit Plan (formerly entitled the Orange County Bus and Rail Plan), administered by GoTriangle. Cost increases include a 2.5% pay adjustment, a 12.0% increase in health insurance costs, and implementing recommendations from a pay study, which moves 127 Fixed Route and Demand Response Operators to a higher job classification. Operations in 2016-17 are expected to contribute approximately \$1.86 million to fund balance. The 2017-18 adopted budget uses \$2,423,082 of fund balance to balance the budget.

EXPENDITURES


	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Admin & Non-Dept	\$ 2,499,171	\$ 2,767,937	\$ 10,291,380	\$ 10,218,282	\$ 2,993,687	8.2%
Grant-Funded	438,969	-	611,472	575,933	-	N/A
Advertising	75,591	95,337	93,937	92,166	98,715	N/A
Fixed Route	10,060,477	10,143,298	10,367,033	9,710,860	11,834,442	16.7%
Demand Response	1,692,162	2,091,043	2,117,936	1,971,355	2,231,080	6.7%
Special Events	235,377	327,601	326,801	319,436	333,958	1.9%
Vehicle Maintenance	3,598,488	4,149,481	4,363,731	4,184,118	4,519,098	8.9%
Building Maintenance	722,369	800,533	802,018	753,017	865,012	N/A
Total	\$ 19,322,604	\$ 20,375,230	\$ 28,974,308	\$ 27,825,167	\$ 22,875,992	12.3%

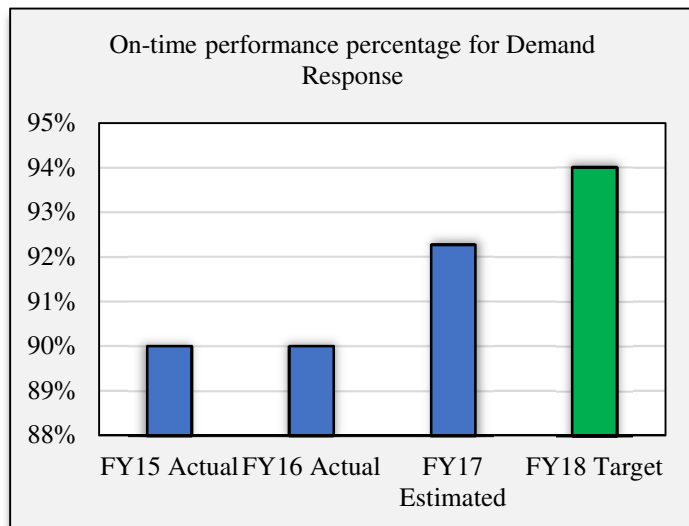
REVENUES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Charges for Services	\$ 924,335	\$ 886,288	\$ 886,288	\$ 886,655	\$ 886,655	0.0%
Federal Assistance	-	1,994,719	1,994,719	2,994,719	1,944,719	-2.5%
Federal Ops Grants	307,016	18,152	189,492	152,784	-	-100.0%
State Assistance	2,996,737	2,543,330	3,197,932	3,197,932	2,539,695	-0.1%
TTA Fees	277,771	1,678,000	1,678,000	3,050,000	1,739,000	3.6%
UNC Contract	7,919,040	7,156,583	7,156,583	7,156,583	7,288,468	1.8%
Carrboro Contract	1,540,288	1,455,008	1,455,008	1,455,008	1,481,821	1.8%
Advertising Revenue	121,844	150,000	150,000	150,000	150,000	0.0%
Chapel Hill Revenues	4,334,683	4,339,150	4,339,150	4,345,150	4,422,552	1.9%
Installment Financing	-	-	6,408,000	6,408,000	-	N/A
Appropriated Fund Balance	900,890	154,000	1,519,136	(1,971,664)	2,423,082	1473.4%
Total	\$ 19,322,604	\$ 20,375,230	\$ 28,974,308	\$ 27,825,167	\$ 22,875,992	12.3%

TRANSIT

MISSION-LEVEL MEASURES

 <p>Create a Place for Everyone</p>	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.
	Mission Measure:	On-time performance percentage for Demand Response




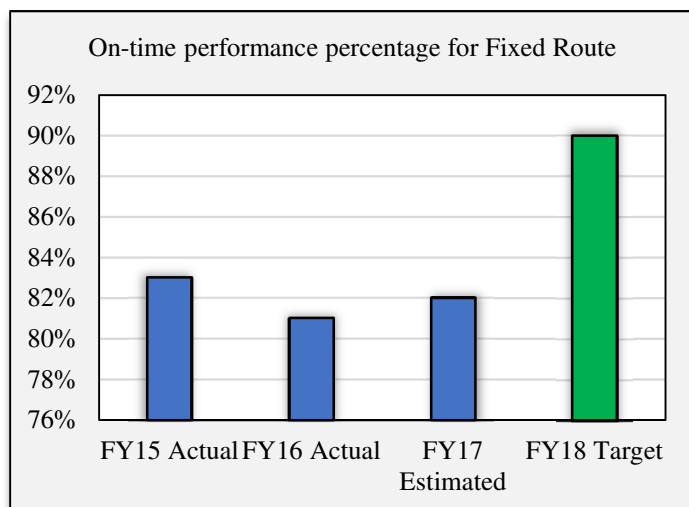
Departmental Analysis & Insights

- On time performance remains very strong for Demand Response Services
- Upgrade to Trapeze Software should help further enhance on-time performance

Initiatives - What will we do to take action?

- Implement Trapeze upgrade and retraining
- Engage Operators and Dispatch more in exceeding the goal

 <p>Facilitate Getting Around</p>	Program:	Fixed - Route Bus Service
	Objective:	Fixed route services will operate according to published schedules at least 90% of the time
	Mission Measure:	On-time performance percentage for Fixed Route



Departmental Analysis & Insights


- Fixed Route continues to be challenged by On-Time Performance – attributable to increased congestion during peak hours, construction, inclement weather, and other factors
- Need to increase Supervision so we can better understand the factors and better control those that are within our control

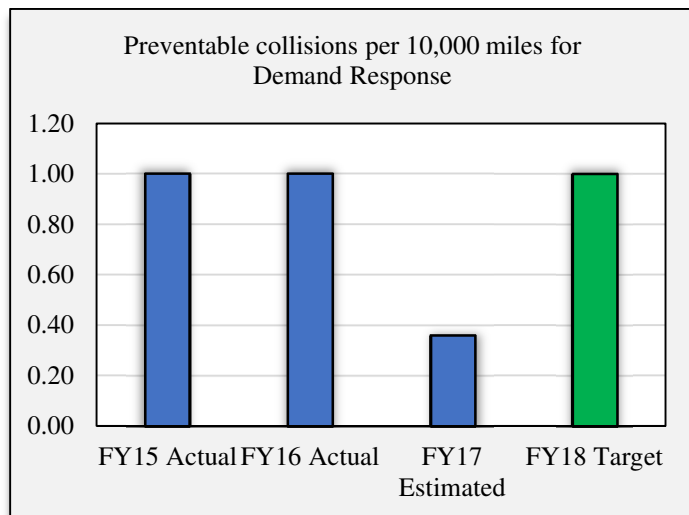
Initiatives - What will we do to take action?

- Experiment to see if All Door Boarding will improve alighting and disembark efficiency to improve On-time Performance
- Examine feasibility for transit priority signals

TRANSIT

MISSION-LEVEL MEASURES (Continued)

 Create a Place for Everyone	Program:	Demand - Response Service
	Objective:	Keep the rate of demand response preventable accidents at 3 or fewer per 100,000 miles.
	Mission Measure:	Preventable collisions per 10,000 miles for Demand Response




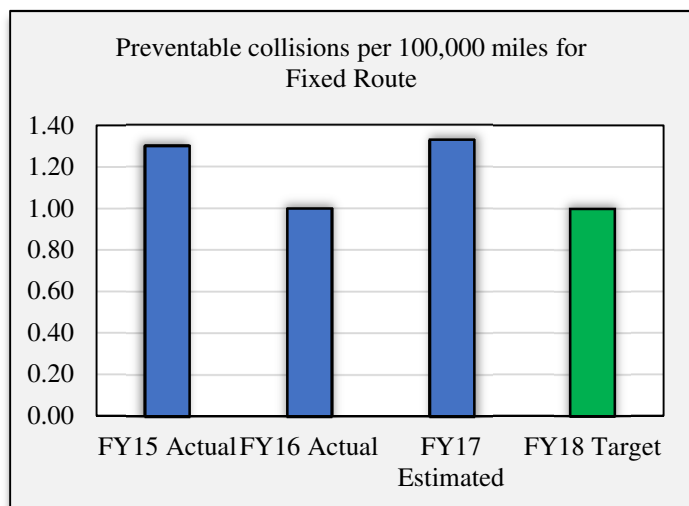
Departmental Analysis & Insights

- Demand Response safe driving was exceptional last fiscal year
- Efforts to increase safety awareness among Operators and the team are beneficial

Initiatives - What will we do to take action?

1. Continue recognition efforts for safe performance
2. Seek additional methods to increase awareness of safe driving culture

 Facilitate Getting Around	Program:	Fixed - Route Bus Service
	Objective:	Keep the rate of preventable fixed route accidents at 1 or fewer per 100,000 miles.
	Mission Measure:	Preventable collisions per 100,000 miles for Fixed Route



Departmental Analysis & Insights


- Continues to be at or near Industry standard.

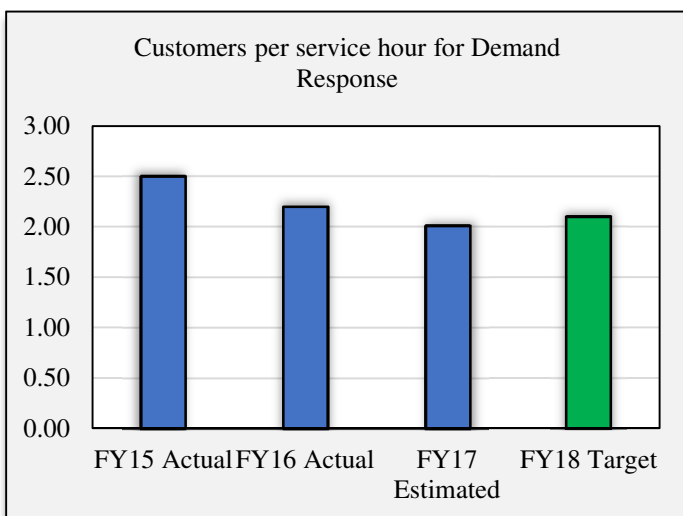
Initiatives - What will we do to take action?

1. Continue recognition efforts for safe performance
2. Increase awareness of safe driving culture
3. Increase supervision of driving skills and implement training measures for identified skills development areas for individuals
4. Behind-the-Wheel Defensive Driving Training is needed

TRANSIT

MISSION-LEVEL MEASURES (Continued)

 <p>Create a Place for Everyone</p>	Program:	Demand - Response Service
	Objective:	Maintain favorable productivity levels
	Mission Measure:	Customers per service hour for Demand Response




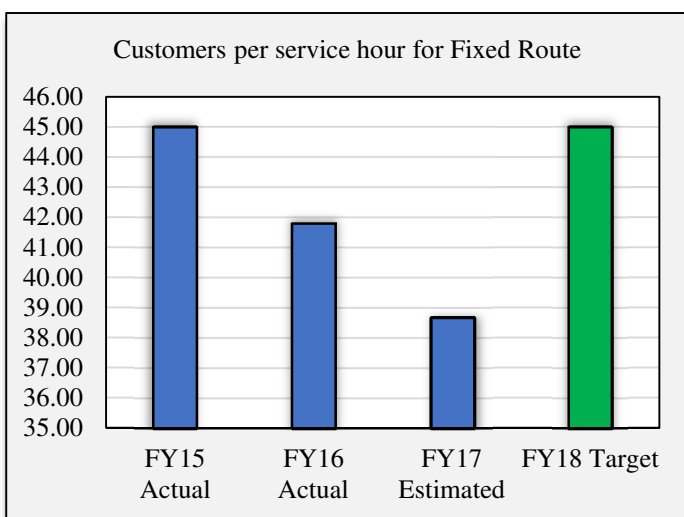
Departmental Analysis & Insights

- Total Customers Served remains static
- Time to complete service has slightly increased

Initiatives - What will we do to take action?

1. Monitor demands for service monthly
2. Identify potential enhancements to efficiency that does not reduce customer service experience

 <p>Facilitate Getting Around</p>	Program:	Fixed - Route Bus Service
	Objective:	Maintain favorable productivity levels
	Mission Measure:	Customers per service hour for Fixed Route



Departmental Analysis & Insights

- Nationally ridership trend continues to contract
- Impact by private shuttles and companies like Uber have lowered ridership
- Shifts to other modes walking/biking with some student housing shifted towards downtown

Initiatives - What will we do to take action?

1. Community Outreach to inform about services
2. Improve bus stop signage (bi-directional) to make bus stops more identifiable
3. Public Art to make bus stops more attractive
4. A parking app to inform riders as to available Park-n-Ride spaces

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 2017-18 includes a \$184,000 budgeted item for Other Post Employment Benefits (OPEB) Retiree Health, a 2.5% raise adjustment, and a 12.0% increase in health insurance costs. The Transit Planning Coordinator position was moved from Fixed Route to Transit Administration for fiscal year 2017-18.

The adopted budget maintains a \$967,000 transfer to capital reserve for the purpose of purchasing new buses.

EXPENDITURES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Personnel	\$ 996,569	\$ 1,454,492	\$ 1,412,909	\$ 1,375,253	\$ 1,647,219	13.3%
Operating Costs	273,986	346,445	415,431	379,989	379,468	9.5%
Capital	28,616	-	7,496,040	7,496,040	-	N/A
Transfer to Capital Reserve	1,200,000	967,000	967,000	967,000	967,000	0.0%
Total	\$ 2,499,171	\$ 2,767,937	\$ 10,291,380	\$ 10,218,282	\$ 2,993,687	8.2%

TRANSIT - Grants
BUDGET SUMMARY

At the time of the adopted budget, there were no planned grants for 2017-18.

EXPENDITURES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Personnel	\$ 49,818	\$ -	\$ 108,722	\$ 108,722	\$ -	N/A
Operating Costs	389,151	-	279,199	243,660	-	N/A
Capital Outlay	-	-	223,551	223,551	-	N/A
Total	\$ 438,969	\$ -	\$ 611,472	\$ 575,933	\$ -	N/A

TRANSIT - Advertising

BUDGET SUMMARY

The adopted budget for 2017-18 has an overall expenditure increase of 3.5%. There is an increase of 4.2% in personnel expense due to a 2.5% pay adjustment and a 12.0% increase in health insurance costs. The decrease of 0.3% for operating costs reflect a decrease in professional services and miscellaneous contracted costs.

Revenues are projected at \$150,000 in 2016-17, and at \$150,000 for 2017-18.

EXPENDITURES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Personnel	\$ 74,706	\$ 81,122	\$ 81,122	\$ 80,348	\$ 84,536	4.2%
Operating Costs	885	14,215	12,815	11,818	14,179	-0.3%
Total	\$ 75,591	\$ 95,337	\$ 93,937	\$ 92,166	\$ 98,715	3.5%

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 16.7% increase in overall costs. There is a 22.4% increase in personnel costs, which is a result of a 2.5% pay adjustment, a 12.0% increase in health insurance costs, an increase in temporary and overtime salaries, and moving 113 fixed route operators to a higher job classification through the implementation of recommendations from a pay study.

There is an increase of 2.0% for operating costs. This is due to a \$61,000 increase in charges to the General Fund due to the implementation of the pay study.

EXPENDITURES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Personnel	\$ 7,102,518	\$ 7,294,575	\$ 7,276,423	\$ 7,138,353	\$ 8,927,974	22.4%
Operating Costs	2,690,600	2,848,723	2,942,054	2,572,507	2,906,468	2.0%
Capital Outlay	267,359	-	148,556	-	-	N/A
Total	\$ 10,060,477	\$ 10,143,298	\$ 10,367,033	\$ 9,710,860	\$ 11,834,442	16.7%

TRANSIT - Demand Response

BUDGET SUMMARY

The adopted budget for Demand Response in 2017-18 has a 6.7% increase from the previous year. There is a 9.0% increase in personnel expenditures, which is the result of a 2.5% pay adjustment, a 12.0% health insurance increase, and moving 14 Demand Response Operators to a higher job classification through the implementation of recommendations from a pay study. The small increase in operating can be attributed to an increase in charges to the General Fund due to the implementation of the pay study.

EXPENDITURES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Personnel	\$ 1,306,043	\$ 1,469,521	\$ 1,457,521	\$ 1,402,027	\$ 1,601,587	9.0%
Operating Costs	386,119	621,522	622,522	569,328	629,493	1.3%
Capital Outlay	-	-	37,893	-	-	N/A
Total	\$ 1,692,162	\$ 2,091,043	\$ 2,117,936	\$ 1,971,355	\$ 2,231,080	6.7%

TRANSIT - Tarheel Express / Special Events

BUDGET SUMMARY

The adopted budget for Tarheel Express & Special Events in 2017-18 reflects a 1.9% increase in overall expenditures. There is a 3.1% increase in personnel costs, which is due to a 2.5% pay adjustment and a 12.0% increase in health insurance costs.

EXPENDITURES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Personnel	\$ 185,877	\$ 243,948	\$ 243,148	\$ 236,486	\$ 251,624	3.1%
Operating Costs	49,500	83,653	83,653	82,950	82,334	-1.6%
Total	\$ 235,377	\$ 327,601	\$ 326,801	\$ 319,436	\$ 333,958	1.9%

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 2017-18 represents an 8.9% increase in expenditures from the previous year. The 5.7% increase in personnel costs is due to a 2.5% pay adjustment, a 12.0% increase in health insurance costs, and changes to medical insurance selections by employees. The increase of 13.1% in operating costs reflects maintenance costs of repairing the shop floor (\$198,000) and bringing the cost of software license support closer to actuals (\$35,000).

EXPENDITURES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Personnel	\$ 1,832,461	\$ 2,297,111	\$ 2,191,561	\$ 2,182,840	\$ 2,427,372	5.7%
Operating Costs	1,730,810	1,832,370	2,107,170	1,936,278	2,071,726	13.1%
Capital Outlay	35,217	20,000	65,000	65,000	20,000	0.0%
Total	\$ 3,598,488	\$ 4,149,481	\$ 4,363,731	\$ 4,184,118	\$ 4,519,098	8.9%

TRANSIT - Building Maintenance

BUDGET SUMMARY

The adopted budget for Transit's Building Maintenance division reflects an 8.1% increase overall. The 47.8% increase in personnel expenditures is due to a 12.0% increase in health insurance costs. The 7.6% increase in operating costs is due to a \$60,000 increase in miscellaneous contracted services to pay for HVAC contract management and Park and Ride landscaping.

EXPENDITURES

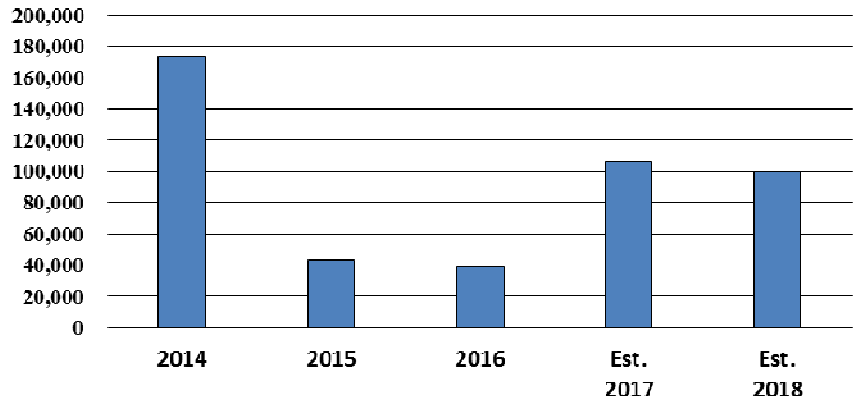
	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Personnel	\$ 7,136	\$ 8,186	\$ 8,186	\$ 10,846	\$ 12,100	47.8%
Operating Costs	645,985	792,347	793,832	742,171	852,912	7.6%
Capital Outlay	69,248	-	-	-	-	N/A
Total	\$ 722,369	\$ 800,533	\$ 802,018	\$ 753,017	\$ 865,012	8.1%

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.

Contributions to Capital Grants



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 2017-18 are estimates for grants historically received each year, but not yet awarded.

The contribution to reserve budgeted for 2017-18 is intended for bus replacement expenditures.

EXPENDITURES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Contribution to Capital Grant Reserve	\$ 39,175 -	\$ 106,807 967,000	\$ 106,807 967,000	\$ 106,807 967,000	\$ 100,000 967,000	-6.4% 0.0%
Total	\$ 39,175	\$ 1,073,807	\$ 1,073,807	\$ 1,073,807	\$ 1,067,000	-0.6%

REVENUES

	2015-16 Actual	2016-17 Original Budget	2016-17 Revised Budget	2016-17 Estimated	2017-18 Adopted Budget	% Change from 2016-17
Interest Income	\$ 923	\$ -	\$ -	\$ 1,100	\$ 1,000	N/A
Transfer from Transit Fund	1,200,000	967,000	967,000	967,000	967,000	0.0%
Appropriated Fund Balance	(1,161,748)	106,807	106,807	105,707	99,000	-7.3%
Total	\$ 39,175	\$ 1,073,807	\$ 1,073,807	\$ 1,073,807	\$ 1,067,000	-0.6%

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, 2017
2013-2014 Transit Capital Grant	\$569,296.00	\$98,334.30

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, 2017
2013 Transit Capital Grant	\$700,000.00	\$58,345.68

2010-2011 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, 2017
2010-2011 Transit Capital and Planning Grant	\$1,505,000.00	\$49,537.65

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2010-2011 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. **Grant Closed Out – February 2017**

	Project Budget	Estimated Expenditures Through June 30, 2017
2010-2011 Transit Capital Grant	\$82,243.00	\$0.00

2012-2013 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, 2017
2012-2013 Transit Capital Grant	\$45,633.00	\$44,391.00

2013-2014 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, 2017
2013-2014 Transit Capital Grant	\$25,485.00	\$25,485.00

2014-2015 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, 2017
2014-2015 Transit Capital Grant	\$37,963.00	\$2,424.00

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

2015-2016 Capital Grant 5307

The project ordinance for the fiscal year 2015-2016 Section 5307 capital grant was adopted on June 8, 2015. Funds will be used for an ADA compliance review of Chapel Hill Transit's bus stops.

	Project Budget	Estimated Expenditures Through June 30, 2017
2015-2016 Transit Capital Grant	\$22,666.00	\$0.00

2016-2017 Capital Grant 5307

The project ordinance for the fiscal year 2016-17 Section 5307 capital grant was adopted on June 13, 2016. Funds will be used for reimbursement of preventative maintenance costs.

	Project Budget	Estimated Expenditures Through June 30, 2017
2016-2017 Transit Capital Grant	\$1,921,950.00	\$1,921,950.00