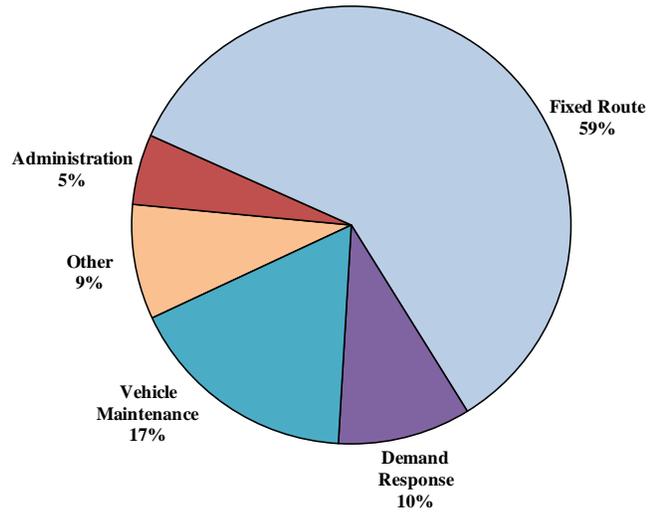


# TRANSIT FUND

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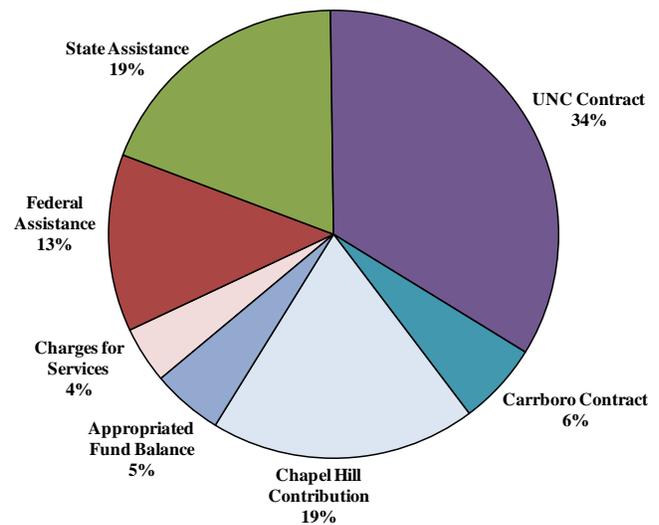
The Transit Fund is used to account for the operations of the Town's public transit system.

## Transit Expenditures



Total \$17,436,483

## Transit Revenues



# ***TRANSIT***

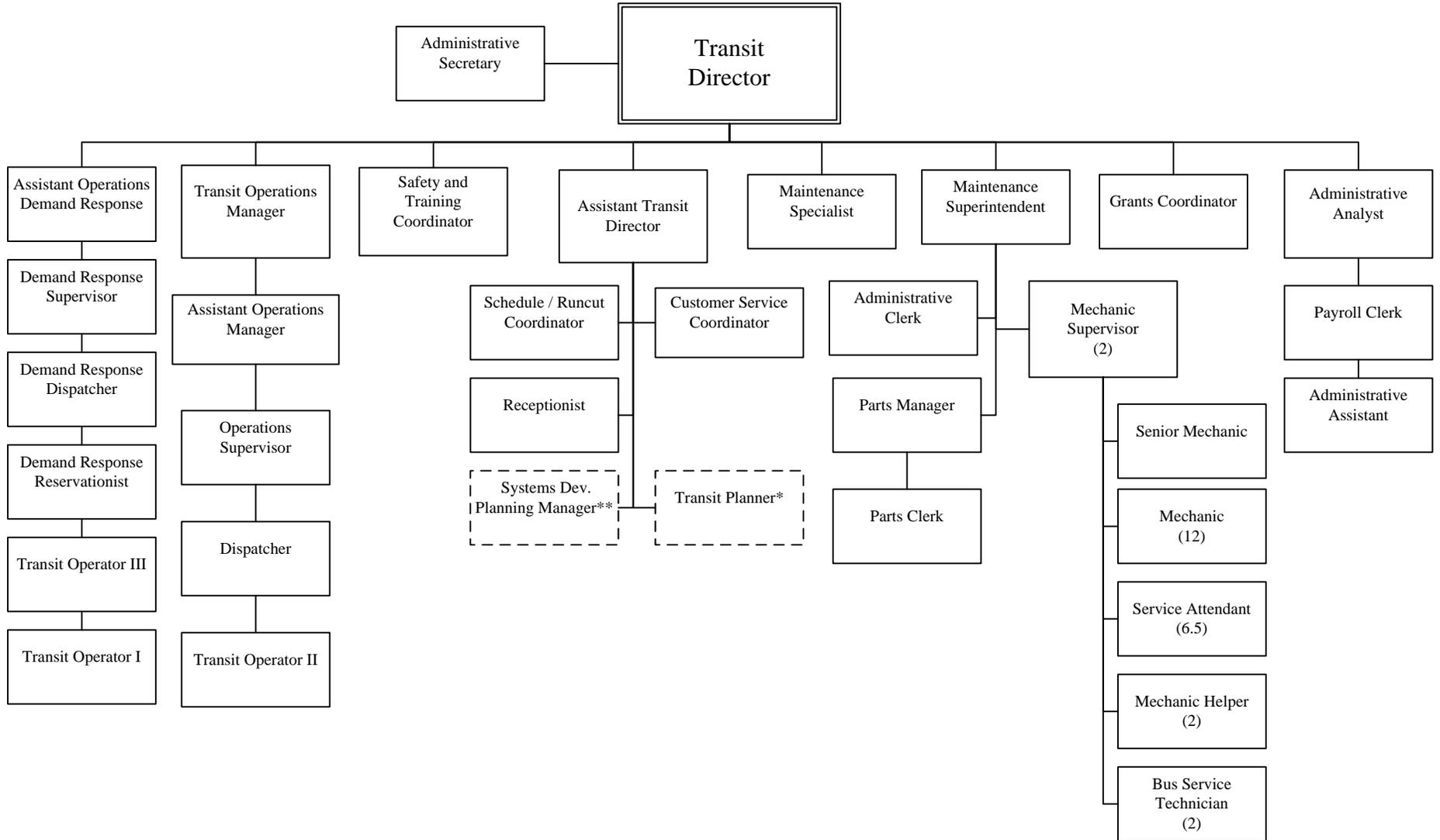
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## **MISSION STATEMENT:**

*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**

	<b>2008-09 ADOPTED</b>	<b>2009-10 ADOPTED</b>	<b>2010-11 ADOPTED</b>
<b>Administration</b>			
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	0.00	0.00
GIS Technician	0.00	1.00	1.00
Transit Services Planner*	0.50	1.00	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	1.00	1.00
Division Totals	<u>10.50</u>	<u>12.00</u>	<u>12.00</u>
<b>Operations</b>			
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	2.00
Supervisor-Transit	4.00	6.00	6.00
Coordinator-Customer Service/Operations	1.00	1.00	0.00
Transit Dispatcher	4.82	3.50	4.00
Transit Operator III (E-Z Rider Driver)	12.41	11.41	15.57
Transit Operator II (Bus Driver)	114.23	113.57	120.26
Transit Operator I (Shared Rider Driver)	3.00	3.00	1.00
Transit Reservationist	1.50	2.00	2.00
Division Totals	<u>143.96</u>	<u>143.48</u>	<u>152.83</u>
<b>Equipment Maintenance</b>			
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	<u>30.50</u>	<u>30.50</u>	<u>30.50</u>
Transit Department Totals	<u>184.96</u>	<u>185.98</u>	<u>195.33</u>

\*Unfunded Position

# ***TRANSIT FUND***

## ***Major Revenue Sources - Descriptions and Estimates***

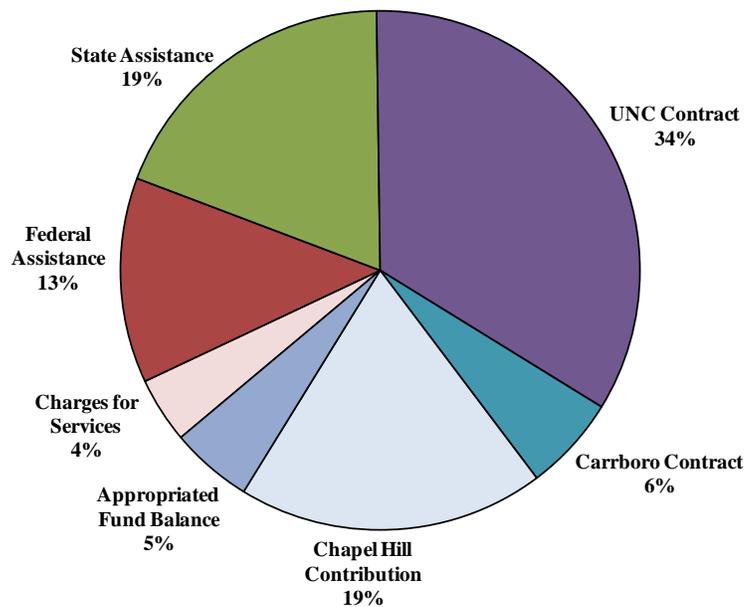
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The Town provides public transit services for the Town of Chapel Hill and the neighboring Town of Carrboro, the University of North Carolina and the UNC Health Care System on a contractual basis. In 2001, the transit system initiated fare free services, 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 2010-11 totals about \$17.4 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 2010-11.

### **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 slightly less than current year at \$2.2 million in 2010-11. In addition to annual operating assistance, this figure includes a direct allocation grant or STP-DA of \$325,000. The past two years, we have received a \$500,000 grant through the American Recovery and Reinvestment Act of 2009, and we are not projecting the continuation of that assistance into 2011. FY10 estimates also include \$882,000 in non-recurring grants. Additional operating grants will be sought for FY11 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 FY10 is expected to be \$670,000 more than budgeted, and we estimate that the 2010-11 subsidy will be slightly less than the current year at \$3.3 million for 2010-11.

# 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 2010-11 totals about \$5.9 million, about the same as current year.

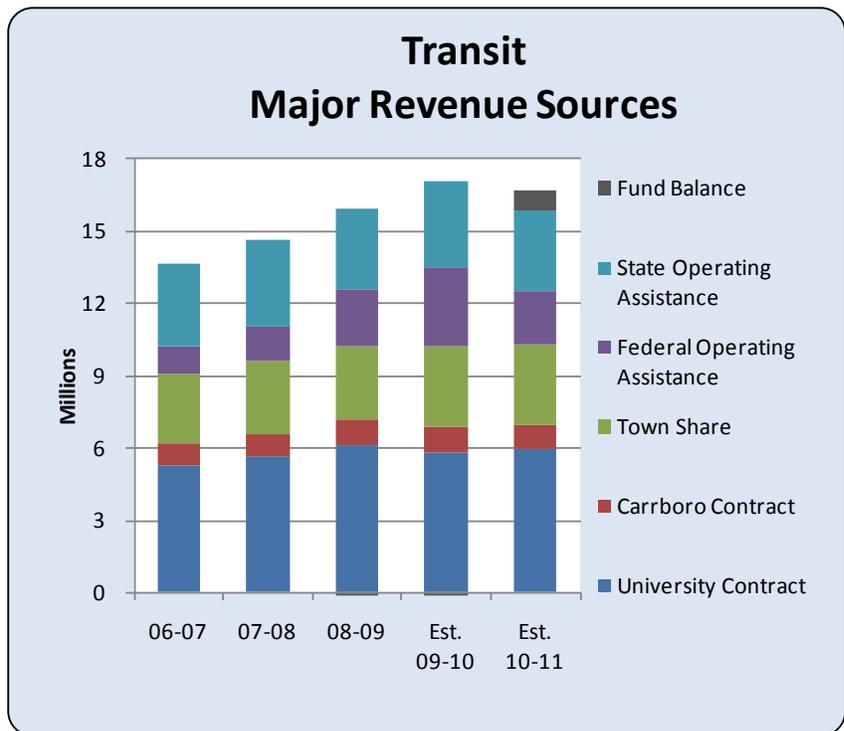
### Carrboro Contract

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 both 2009-10 and 2010-11 is \$1.03 million.

### 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 2010-11 includes continuation of the tax rate of 4.8 cents for budgeted tax revenue of about \$2.9 million.

Other revenues expected for the system include about \$508,000 in fares for the Tar Heel Express and other special events, \$415,000 for vehicle license fees and about \$193,000 in services for Triangle Transit Authority.



The Transit system expects revenues in excess of expenditures in FY10 of \$1.6 million, budgeted to be retained as fund balance. About \$888,000 of that fund balance is budgeted for use in FY11.

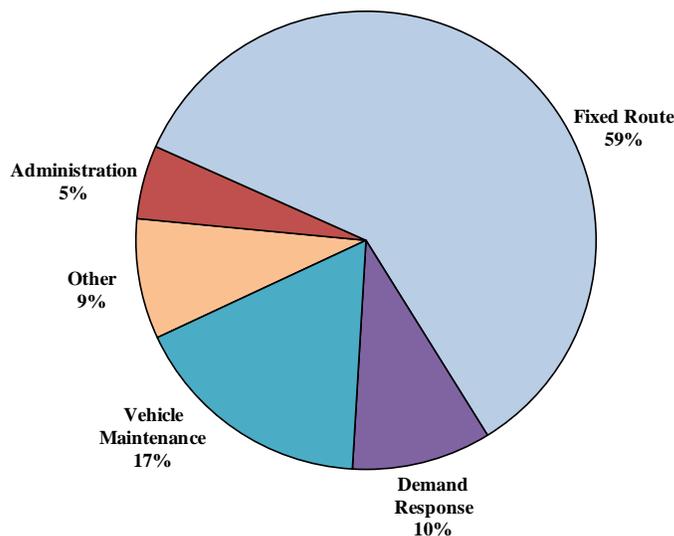
# **TRANSIT FUND**

## **Major Expenditures - Descriptions and Estimates**

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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.

**Transit Expenditures**



The Transit Fund budget that continues fare free services for all routes in the system totals \$17.4 million for the adopted 2010-11 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.

The pie graph at the left illustrates the portions of the recommended 2010-11 budget allocated to Fixed Route, Demand Response, Vehicle Maintenance, Administration and Other costs that include building maintenance, grant expenditures and special events. Operational costs total about \$12.2 million, Maintenance costs total about \$3.9 million and Administrative and Grants costs total about \$1.3 million.

The adopted budget for 2010-11 includes increases for the expected 13.9% increase in medical insurance for employees and retirees totaling about \$165,000, 32% increase for retirement of about \$114,000 and an allowance for employee pay adjustments. The largest increase in operating cost (at about \$120,000) is for miscellaneous contracted services across all divisions. The adopted budget does not include a fuel reserve to provide for unexpected increase in fuel price, and does not include a transfer to the capital reserve fund for future grant matches.

## **TRANSIT BUDGET SUMMARY**

The adopted budget for the Transit Department supports continued fare-free service initiated during fiscal year 2001-02. The 2010-11 budget is based on the receipt of approximately \$2,886,000 in property taxes at a continuing tax rate of \$4.1 cents/\$100 valuation. The reduction in federal assistance reflects the discontinuation of the \$500,000 funded by the American Recovery and Reinvestment Act of 2009 for the past two fiscal years. State assistance is expected to increase in 2010-11 based on current funding formulas. Operations in FY10 are expected to yield a surplus of revenue over expenditures of \$1.6 million, indicated below as the negative use of fund balance, while FY11 estimates indicate the use of about \$888,000 of that savings. Please see division summaries for expenditure notations.

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### **EXPENDITURES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Admin & Non-Dept Grant-Funded	\$ 2,079,786	\$ 1,042,553	\$ 994,764	\$ 963,921	\$ 903,396	-13.3%
Fixed Route	611,194	989,666	2,060,869	1,609,117	406,250	-59.0%
Demand Response	8,915,307	9,428,585	9,143,711	8,802,402	10,364,614	9.9%
Special Events	1,294,795	1,597,823	1,520,823	1,305,690	1,710,379	7.0%
Vehicle Maintenance	252,053	326,044	331,282	307,276	382,230	17.2%
Building Maintenance	2,661,168	2,649,088	2,711,069	2,573,745	2,983,612	12.6%
	-	603,479	607,687	562,295	686,002	N/A
<b>Total</b>	<b>\$ 15,814,303</b>	<b>\$ 16,637,238</b>	<b>\$ 17,370,205</b>	<b>\$ 16,124,446</b>	<b>\$ 17,436,483</b>	<b>4.8%</b>

### **REVENUES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Charges for Services	\$ 570,144	\$ 619,165	\$ 619,165	\$ 692,626	\$ 715,049	15.5%
Federal Assistance	1,900,000	2,389,666	2,652,474	2,389,666	2,225,000	-6.9%
Federal Operating Grants	500,000	500,000	882,112	882,082	-	-100.0%
State Assistance	3,319,737	2,900,000	2,900,000	3,570,322	3,319,737	14.5%
UNC Contracts	6,120,571	5,957,282	5,957,282	5,828,502	5,930,168	-0.5%
Carrboro Contracts	1,075,279	1,032,825	1,032,825	1,032,825	1,032,825	0.0%
Chapel Hill Contributor	3,019,231	3,238,300	3,251,490	3,343,763	3,325,705	2.7%
Appropriated Fund Balance	(690,659)	-	74,857	(1,615,340)	887,999	N/A
<b>Total</b>	<b>\$ 15,814,303</b>	<b>\$ 16,637,238</b>	<b>\$ 17,370,205</b>	<b>\$ 16,124,446</b>	<b>\$ 17,436,483</b>	<b>4.8%</b>

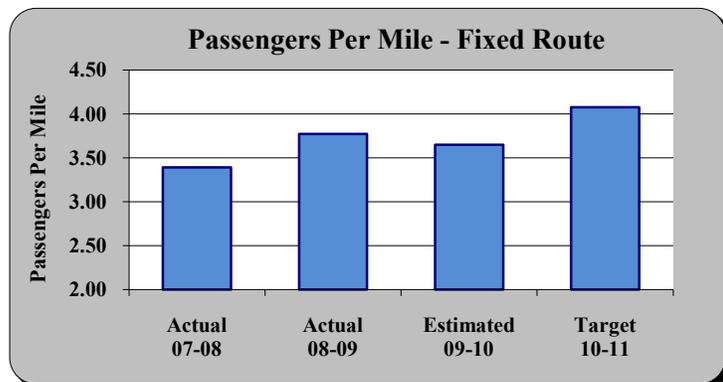
# TRANSIT TRENDS

**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.

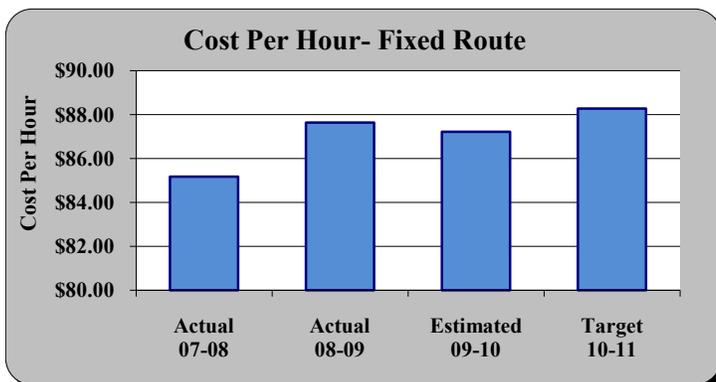
**OBJECTIVE:** Increase the number of passengers per mile in fixed route transit service.

In fiscal year 2009-10, the number of passengers per mile decreased by approximately 3% below 2008-2009, as the Town continued to provide fare-free service.



**GOAL:** Increase the efficiency and effectiveness of transit services.

**OBJECTIVE:** Maintain a stable system cost per hour for fixed route services.



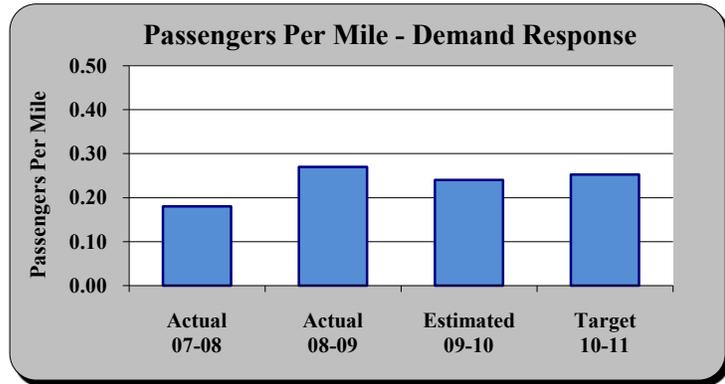
In fiscal year 2009-10, the fixed route cost per hour maintained consistent with 2008-09 at approximately \$87.00. With the target number of passengers set to increase next year, efforts are focused on maintaining the fixed route cost per hour.

# TRANSIT TRENDS Cont.

**GOAL:** Increase the efficiency and effectiveness of transit services.

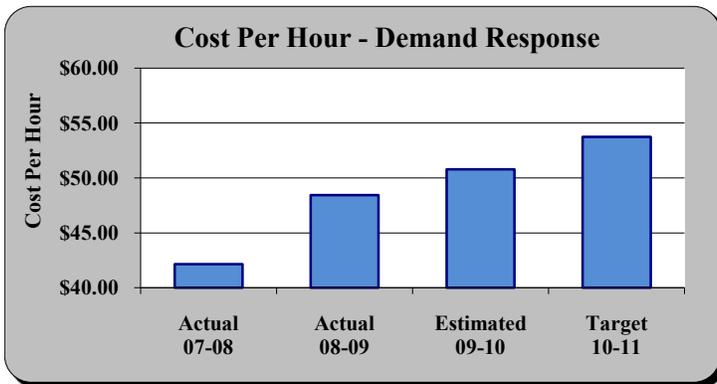
**OBJECTIVE:** Increase the number of passengers per mile in demand response paratransit service.

In fiscal year 2009-10, the number of passengers per mile decreased by approximately 13% below 2008-2009, as the Town continued to provide fare-free paratransit service.



**GOAL:** Increase the efficiency and effectiveness of transit services.

**OBJECTIVE:** Maintain a stable system cost per hour for demand response paratransit services.

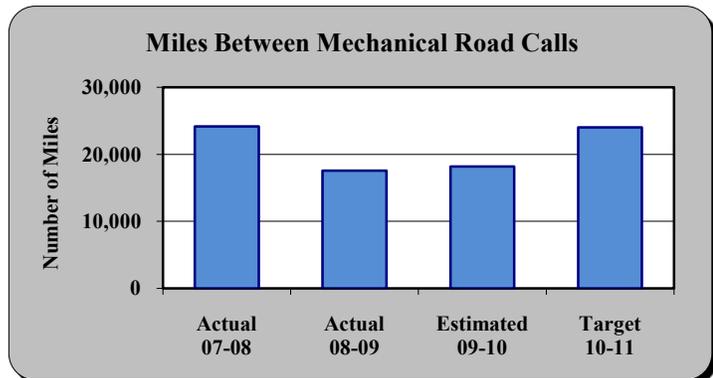


In fiscal year 2009-10, the demand response cost per hour increased 5% over 2008-09. With anticipated increases in operational costs, the 2010-11 target is to hold increases to 6% or less.

**GOAL:** Increase the efficiency and effectiveness of transit services.

**OBJECTIVE:** Maintain or increase service miles between road calls that may interrupt service.

In fiscal year 2009-10, the miles between road calls increased by 3%, but remained below the industry standard of 24,000 miles or more. For 2010-11, the target is to have fewer maintenance calls and an average of 24,000 miles or more between road calls that may interrupt service.



# ***TRANSIT - ADMINISTRATION DIVISION***

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**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***

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*The adopted budget for the Administrative divisions of Transit reflect a 10.8% reduction in salaries based on available grant funding for administrative functions. The operating cost increase of 40.2% is comprised of increases in marketing (\$63,000) and the assumption of the regional call center costs paid by a grant in prior year (\$58,000). The adopted budget for FY11 does not include a transfer to the capital reserve fund for future grant matches.*

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### **EXPENDITURES**

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	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Personnel	\$ 1,152,628	\$ 610,861	\$ 555,930	\$ 545,118	\$ 544,810	-10.8%
Operating Costs	230,238	255,849	262,991	242,960	358,586	40.2%
Transfer to Capital Reserve	696,920	175,843	175,843	175,843	-	-100.0%
<b>Total</b>	<b>\$ 2,079,786</b>	<b>\$ 1,042,553</b>	<b>\$ 994,764</b>	<b>\$ 963,921</b>	<b>\$ 903,396</b>	<b>-13.3%</b>

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***TRANSIT - Grants***  
***BUDGET SUMMARY***

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*A number of federal operating grants were included in the Transit Fund for FY10, including an American Recovery and Reinvestment Grant for \$500,000 for capital maintenance. The only grant included in the adopted budget for FY11 is a STP-DA Operating Grant that supports salaries. Other grants in FY10 provided for a mobility manager, a regional call center, support of specific routes and services for the elderly.*

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**EXPENDITURES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Personnel	\$ 86,424	\$ 375,211	\$ 870,552	\$ 725,713	\$ 391,250	4.3%
Operating Costs	24,770	114,455	690,317	383,404	15,000	-86.9%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 111,194</b>	<b>\$ 489,666</b>	<b>\$ 1,560,869</b>	<b>\$ 1,109,117</b>	<b>\$ 406,250</b>	<b>-17.0%</b>

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***TRANSIT - Recovery Act***  
***BUDGET SUMMARY***

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*In FY 2008-09 & FY 2009-10, funding was received through the American Recovery and Reinvestment Act of 2009. Funding was used for service repair parts and other required maintenance for the current fleet.*

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**EXPENDITURES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Personnel	\$ -	\$ -	\$ -	\$ -	\$ -	N/A
Operating Costs	500,000	500,000	500,000	500,000	-	N/A
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>N/A</b>

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## ***TRANSIT- OPERATIONS DIVISION***

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**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**

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*The adopted budget for 2010-11 reflects a 9.9% increase in expenditures overall. In addition to the full-year cost of nine transit driver positions added mid-year in FY10, the 9% increase in personnel reflects a 13.9% increase in medical insurance cost for employees and retirees, as well as a 32% increase in retirement contributions and a reserve for pay adjustments.*

*The 12.3% increase in operating costs is chiefly the result of an increase in fuel & tire purchases. The \$44,000 increase in fuel estimates for this division is based on both 208,000 more miles than prior year, an increase in the price of fuel, and the elimination of the fuel reserve.*

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**EXPENDITURES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Personnel	\$ 6,482,880	\$ 6,694,367	\$ 6,589,583	\$ 6,674,103	\$ 7,294,807	9.0%
Operating Costs	2,432,427	2,734,218	2,554,128	2,128,299	3,069,807	12.3%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 8,915,307</b>	<b>\$ 9,428,585</b>	<b>\$ 9,143,711</b>	<b>\$ 8,802,402</b>	<b>\$ 10,364,614</b>	<b>9.9%</b>

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***TRANSIT - Demand Response***  
***BUDGET SUMMARY***

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*The adopted budget for FY11 includes increases to personnel costs for medical insurance, retirement contribution, and employee pay adjustments. The chief component of the 8% operating increase is additional employee training.*

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**EXPENDITURES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Personnel	\$ 1,013,280	\$ 1,204,815	\$ 1,124,015	\$ 985,958	\$ 1,285,222	6.7%
Operating Costs	281,515	393,008	396,808	319,732	425,157	8.2%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 1,294,795</b>	<b>\$ 1,597,823</b>	<b>\$ 1,520,823</b>	<b>\$ 1,305,690</b>	<b>\$ 1,710,379</b>	<b>7.0%</b>

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## ***TRANSIT - Tarheel Express / Special Events***

### **BUDGET SUMMARY**

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*The Tarheel Express/Special Events budget adopted for 2010-11 includes a 17.2% increase over the previous year to reflect increases in employee pay and benefits and an increase in fuel. The Tarheel Express/Special Events budget is funded by fees to patrons, estimated to bring in over \$508,000 for FY11.*

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### **EXPENDITURES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Personnel	\$ 196,669	\$ 230,348	\$ 230,586	\$ 218,068	\$ 266,184	15.6%
Operating Costs	55,384	95,696	100,696	89,208	116,046	21.3%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 252,053</b>	<b>\$ 326,044</b>	<b>\$ 331,282</b>	<b>\$ 307,276</b>	<b>\$ 382,230</b>	<b>17.2%</b>

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## ***TRANSIT - MAINTENANCE DIVISION***

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**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***

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*The 13.9% increase in medical insurance and 32% increase in retirement for Vehicle Maintenance are largely mitigated in the adopted budget by the availability of \$58,000 from the STP-DA operating grant. The 50% increase in operating costs reflects a \$386,000 increase in Maintenance and Repairs, \$36,000 in maintenance supplies and \$34,000 in Miscellaneous Contracted Services. Many prior year expenses were paid by ARRA grants of \$500,000 for the past two years. These ARRA grants are not recurring in FY11.*

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### **EXPENDITURES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Personnel	\$ 1,584,577	\$ 1,669,612	\$ 1,667,978	\$ 1,644,796	\$ 1,709,577	2.4%
Operating Costs	1,076,591	979,476	1,043,091	928,949	1,274,035	30.1%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 2,661,168</b>	<b>\$ 2,649,088</b>	<b>\$ 2,711,069</b>	<b>\$ 2,573,745</b>	<b>\$ 2,983,612</b>	<b>12.6%</b>

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## ***TRANSIT - Building Maintenance***

### **BUDGET SUMMARY**

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*The adopted budget for Transit's Building Maintenance division reflects the change in medical insurance, retirement and allowance for employee pay adjustment. The 15.6% increase in operating costs is largely comprised of \$16,000 for the Carrboro Park & Ride lease, \$11,000 for cellular charges for the automatic vehicle locator system, \$29,000 in miscellaneous contracted services and \$16,000 in software costs.*

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### **EXPENDITURES**

	<b>2008-09</b>	<b>2009-10</b>	<b>2009-10</b>		<b>2010-11</b>	<b>% Change</b>
	<b>Actual</b>	<b>Original</b>	<b>Revised</b>	<b>2009-10</b>	<b>Adopted</b>	<b>from</b>
		<b>Budget</b>	<b>Budget</b>	<b>Estimated</b>	<b>Budget</b>	<b>2009-10</b>
Personnel	\$ -	\$ 92,357	\$ 92,557	\$ 92,366	\$ 95,287	3.2%
Operating Costs	-	511,122	515,130	469,929	590,715	15.6%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ -</b>	<b>\$ 603,479</b>	<b>\$ 607,687</b>	<b>\$ 562,295</b>	<b>\$ 686,002</b>	<b>13.7%</b>

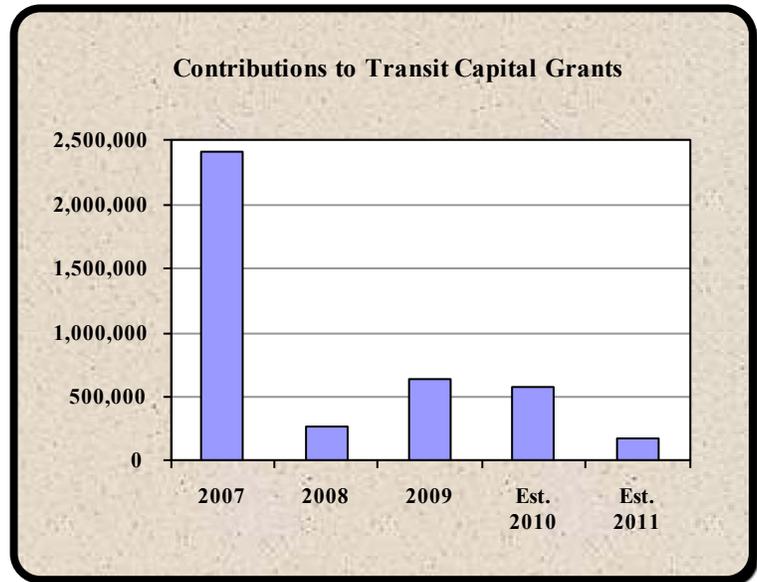
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## ***TRANSIT CAPITAL RESERVE FUND***

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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***

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*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. Grant matches in FY10 are estimated to be about \$575,000, and the adopted budget for 2010-11 includes the use of \$175,000 of fund balance. There is no contribution to the fund budgeted for FY11.*

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## **EXPENDITURES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Contribution to Capital Grant Reserve	\$ 643,167 73,165	\$ 174,341 27,302	\$ 400,000 27,302	\$ 575,000 18,600	\$ 175,000 -	0.4% -100.0%
Total	\$ 716,332	\$ 201,643	\$ 427,302	\$ 593,600	\$ 175,000	-13.2%

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## **REVENUES**

	<b>2008-09 Actual</b>	<b>2009-10 Original Budget</b>	<b>2009-10 Revised Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Adopted Budget</b>	<b>% Change from 2009-10</b>
Interest Income	\$ 6,912	\$ 25,000	\$ 25,000	\$ 2,600	\$ -	-100.0%
Other Income	12,500	800	800	16,000	-	-100.0%
Transfer from Transit Fund	696,920	175,843	175,843	175,843	-	-100.0%
Appropriated Fund Balance	-	-	225,659	399,157	175,000	N/A
Total	\$ 716,332	\$ 201,643	\$ 427,302	\$ 593,600	\$ 175,000	-13.2%

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# ***TRANSIT CAPITAL GRANT PROJECT ORDINANCES***

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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 the grant awards are received. Nine current project ordinances in the Transportation Department are shown below:

## **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 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, 2010
2006-07 Transit Capital Grant	\$733,120	\$-0-

## **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, 2010
2006-07 Transit Capital and Planning Grant	\$844,140	\$844,140

# ***TRANSIT CAPITAL GRANT PROJECT ORDINANCES***

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## **2007-08 Transit Capital and Planning Grant**

The project ordinance for the fiscal year 2007-08 Section 5307 Transit Capital and Planning Grant was adopted on June 9, 2008. The funds were used to continue the ongoing lease of a park and ride facility, to provide enhancements to bus shelter sites, to assist the transportation department staff in conducting transit planning activities, to prepare the annual Transportation Improvement Plan, and to prepare annual statewide planning reports. The balance of funds will be used to purchase land for bus parking at the Town Operations Center.

	Project Budget	Estimated Expenditures Through June 30, 2010
2007-08 Transit Capital and Planning Grant	\$633,143	\$438,143

## **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, 2010
2007-08 Transit Capital Grant	\$2,870,000	\$2,783,000

## **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, 2010
2007-08 Transit Capital Grant	\$3,750,000	\$3,745,777

# ***TRANSIT CAPITAL GRANT PROJECT ORDINANCES***

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## **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	\$486,538

## **2008-09 Capital and Planning**

The project ordinance for the fiscal year 2008-09 Section 5307 capital grant was adopted on June 22, 2009. Funds are being used to continue the on-going lease obligation for a park-ride facility at Carrboro Plaza, re-design the Chapel Hill Transit web page, purchase and repair bus shelters, provide repairs and maintenance at park and ride lots served by the Chapel Hill Transit and to conduct transit planning activities.

	Project Budget	Estimated Expenditures Through June 30, 2009
2008-09 Transit Capital and Planning Grant	\$189,520	\$186,000

## **2008-09 Capital Grant**

The project ordinance for the fiscal year 2008-09 Section 5307 capital grant received under the American Recovery and Reinvestment Act of 2009 was adopted on June 22, 2009. Funds are being used to purchase 2 replacement hybrid buses, 8 replacement paratransit vehicles, 1 service truck, bus stop shelters with lighting and computer hardware and software for the fleet inventory system.

	Project Budget	Estimated Expenditures Through June 30, 2009
2008-09 Transit Capital Grant	\$1,714,867	\$1,665,000