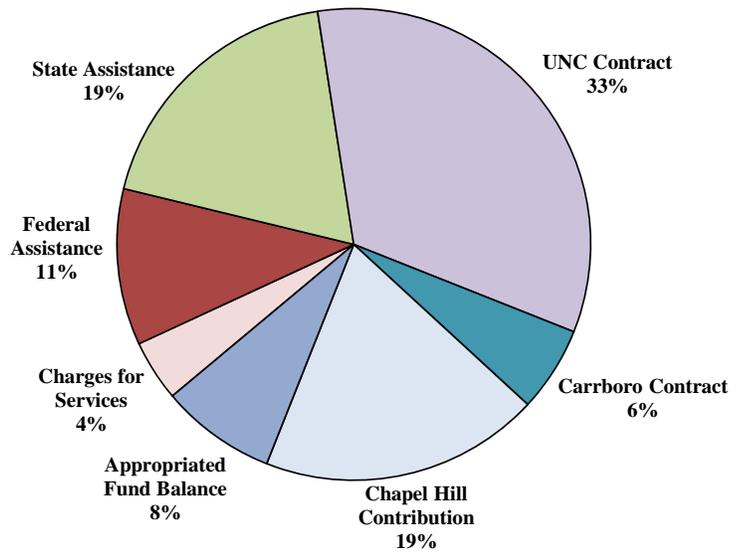


# TRANSIT FUND

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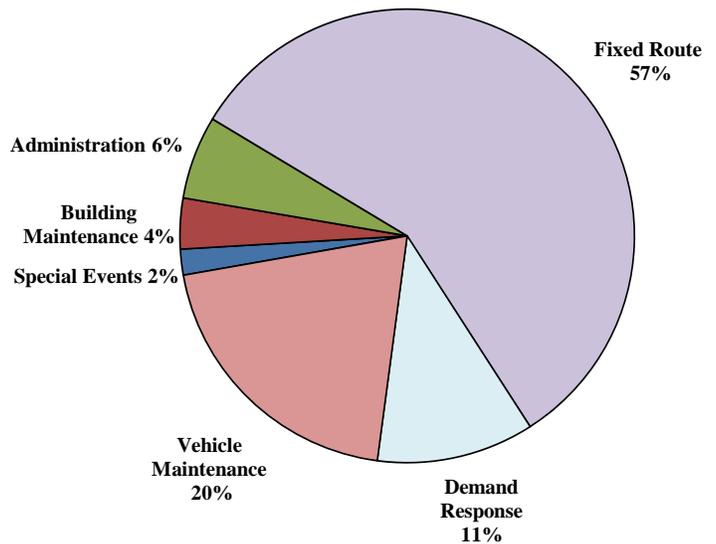
The Transit Fund is used to account for the operations of the Town's public transit system.

## Transit Revenues



Total \$17,708,327

## Transit Expenditures



# ***TRANSIT***

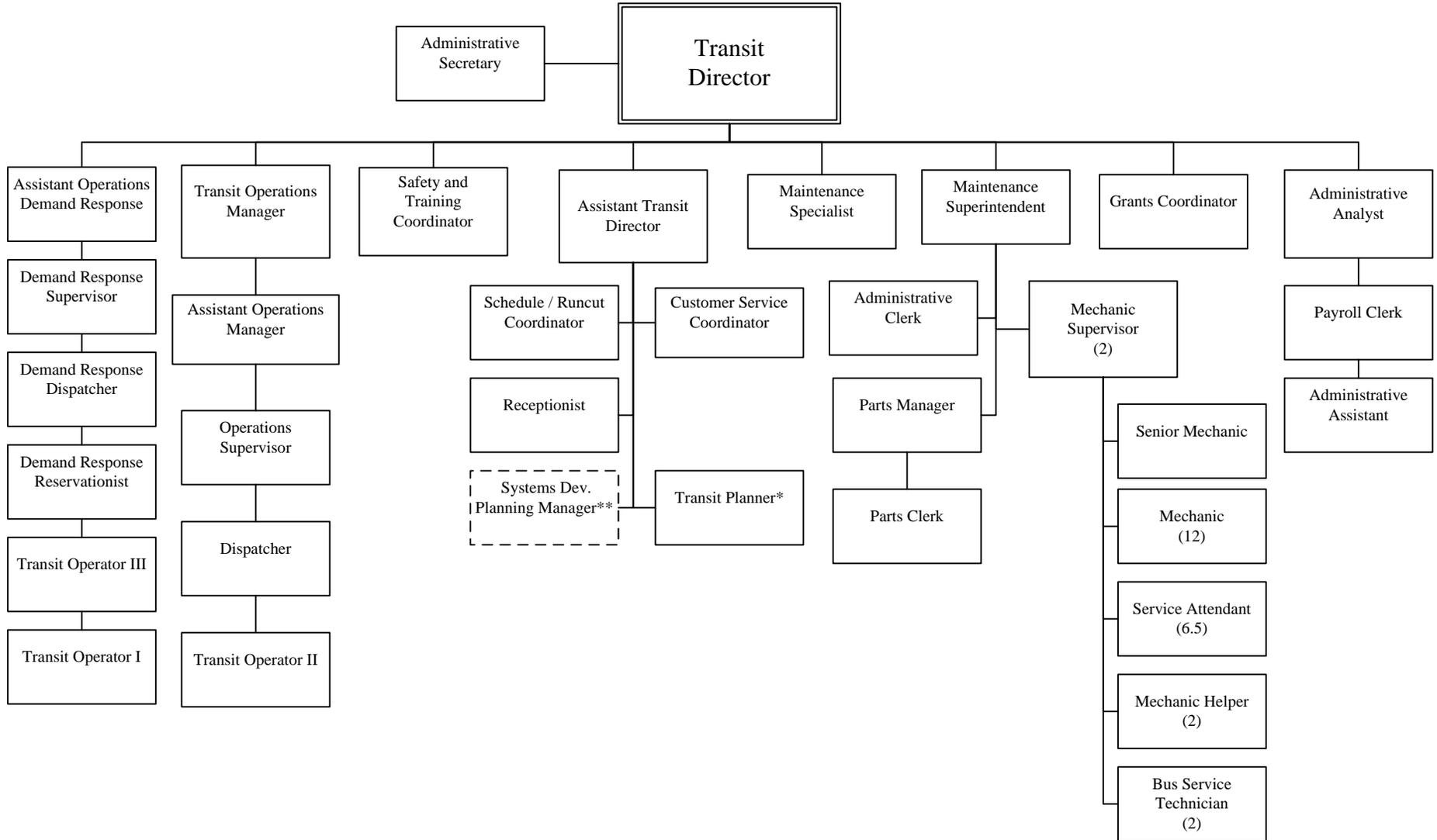
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## **MISSION STATEMENT:**

*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
  - Collaborate 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>2009-10 ADOPTED</b>	<b>2010-11 ADOPTED</b>	<b>2011-12 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	0.00	0.00	0.00
GIS Technician	1.00	1.00	1.00
Transit Services Planner*	1.00	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	1.00	1.00	1.00
Division Totals	12.00	12.00	12.00
<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	2.00	2.00
Supervisor-Transit	6.00	6.00	6.00
Coordinator-Customer Service/Operations	1.00	0.00	0.00
Transit Dispatcher	3.50	4.00	4.00
Transit Operator III (E-Z Rider Driver)	11.41	15.57	15.57
Transit Operator II (Bus Driver)	113.57	120.26	120.26
Transit Operator I (Shared Rider Driver)	3.00	1.00	1.00
Transit Reservationist	2.00	2.00	2.00
Division Totals	143.48	152.83	152.83
<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	30.50	30.50	30.50
Transit Department Totals	185.98	195.33	195.33

\*Unfunded Position

# ***TRANSIT FUND***

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

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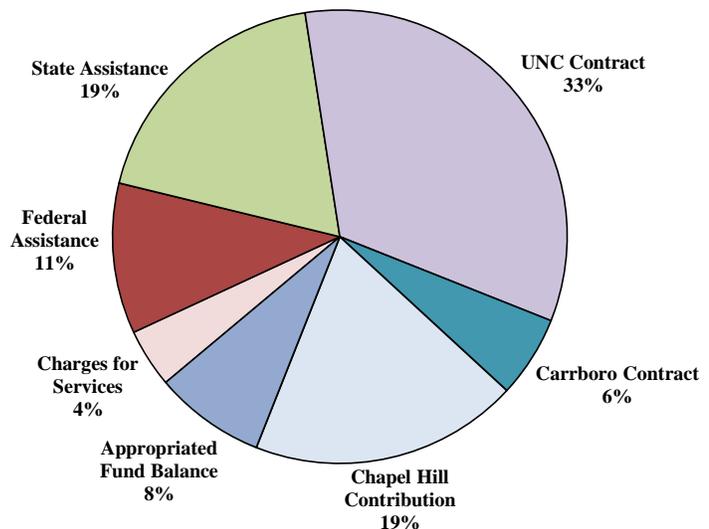
The Town provides public transit services for the Town of Chapel Hill and the neighboring Town of Carrboro, the University of North Carolina and the UNC Health Care System on a contractual basis. In 2001, the transit system initiated fare free services, eliminating fare box and pass sale revenues previously collected for the basic system. (Exceptions are fares for specific routes to Hillsborough and Pittsboro and the Tar Heel Express service provided for athletic and other special events for the University.)

The adopted budget for the Transit Fund for fiscal year 2011-12 totals about \$17.7 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 2011-12.

### **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 at \$1.9 million in 2011-12, a reduction of over \$300,000 from the past few years. This reduction reflects a discontinuation of the ARRA grant that provided \$500,000 in operating assistance in FY09 and FY10. The adopted budget for FY12 also includes no non-recurring grants as we have no grant awards at this time.

Additional operating grants will be sought for FY12 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 FY11 is expected to be about \$351,000 more than budgeted, but we estimate that the subsidy will return to the current year budgeted level of \$3.3 million for 2011-12.

# TRANSIT FUND

## Major Revenue Sources - Descriptions and Estimates

### University Contract

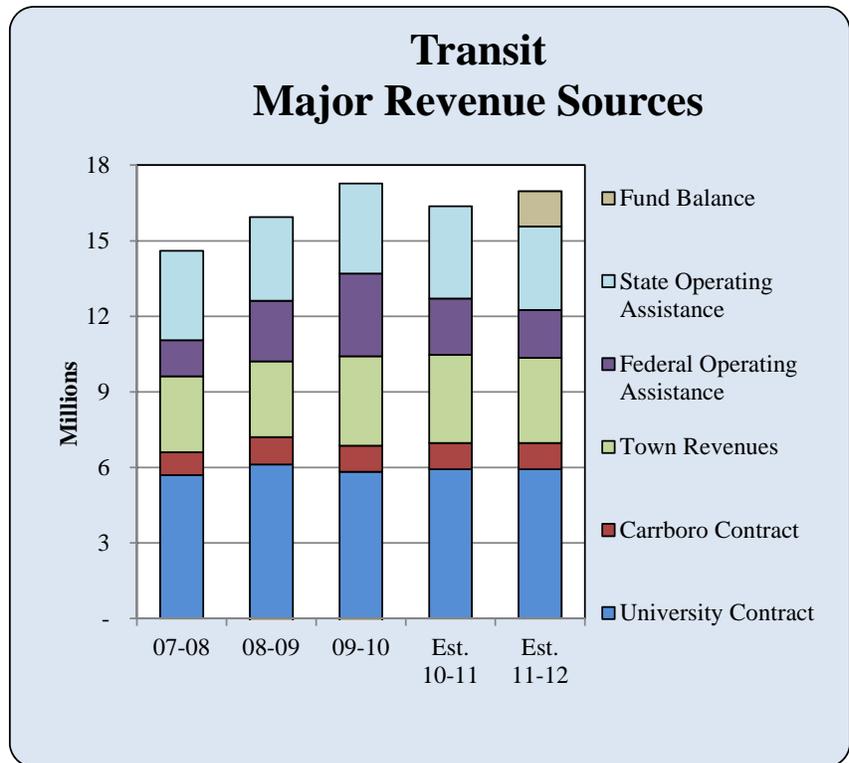
The University of North Carolina contracts with the Town for bus service for routes on and surrounding the campus of the University and UNC Health Care System. The University contract also covers routes determined to serve mainly students and employees of the University. The cost of these services is based on cost sharing arrangements among the Town, the University and Carrboro, as agreed to in an annual contract. The University's share of cost for 2011-12 totals about \$5.9 million, the same as current year as requested.

### 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 2010-11 and 2011-12 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 2011-12 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 \$390,000 in fares for the Tar Heel Express and other special events, \$415,000 for vehicle license fees and about \$228,000 in services for Triangle Transit Authority.

The Transit system expects revenues in excess of expenditures in FY11 of about \$25,000, expected to be retained as fund balance. Use of about \$1.4 million of fund balance is adopted to balance the budget in FY12.

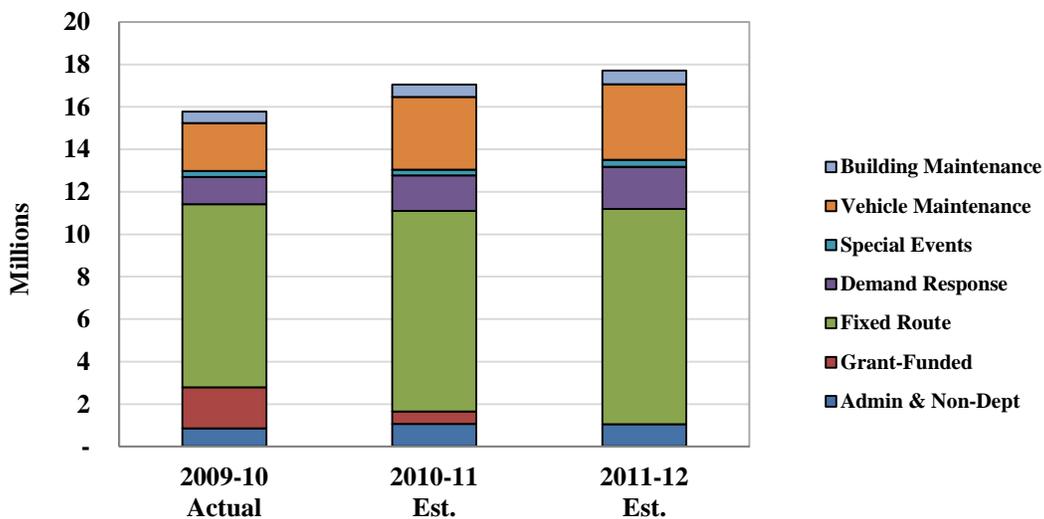
# TRANSIT FUND

## 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 adopted budget that continues fare free services for fixed routes in the system totals \$17.7 million for the 2011-12 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 Expenses



The chart above illustrates the portions of the budget allocated to the major categories of Fixed Route, Demand Response, Vehicle Maintenance, Administration and Building Maintenance. Operational costs total about \$12.4 million, Maintenance costs total about \$4.2 million and Administrative costs total about \$1 million.

The adopted budget for 2011-12 includes increases of 10.1% increase in medical insurance for employees and retirees, 7% increase for retirement, allowance for employee pay adjustments and an increase in maintenance costs with the loss of the ARRA grant from prior years. The largest increase in operating cost (at about \$377,000 for Fixed Route) is for fuel. The Town does not have a fuel contract for FY12 at this time, but we intend to secure a contract when prices stabilize. The FY12 budget does not include a transfer to the Capital Reserve Fund for future grant matches.

## **TRANSIT BUDGET SUMMARY**

The adopted budget for the Transit Department continues fare-free service initiated during fiscal year 2001-02. The 2010-11 budget is based on the receipt of approximately \$2.9 million in property taxes at a continuing tax rate of \$4.1 cents/\$100 valuation. Contributions from UNC and Carrboro remain at prior year levels, and federal and State operating assistance are expected to decrease from current year estimates. Operations in FY11 are expected to yield a surplus of revenue over expenditures of about \$25,000, and the adopted FY12 budget includes the use of about \$1.4 million of such reserves (fund balance) to balance the budget.

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### **EXPENDITURES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Admin & Non-Dept	\$ 849,734	\$ 903,396	\$ 1,220,218	\$ 1,035,041	\$ 1,051,584	16.4%
Grant-Funded	1,711,758	406,250	696,755	588,326	-	-100.0%
Fixed Route	8,630,527	10,364,614	9,730,987	9,455,174	10,142,984	-2.1%
Demand Response	1,282,951	1,710,379	1,759,152	1,674,087	1,983,479	16.0%
Special Events	291,085	382,230	382,230	264,381	326,842	-14.5%
Vehicle Maintenance	2,258,048	2,983,612	3,552,867	3,422,345	3,562,758	19.4%
Building Maintenance	528,798	686,002	687,474	589,684	640,680	N/A
<b>Total</b>	<b>\$ 15,552,901</b>	<b>\$ 17,436,483</b>	<b>\$ 18,029,683</b>	<b>\$ 17,029,038</b>	<b>\$ 17,708,327</b>	<b>1.6%</b>

### **REVENUES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Charges for Services	\$ 716,199	\$ 715,049	\$ 715,049	\$ 677,664	\$ 741,565	3.7%
Federal Assistance	2,308,997	2,225,000	2,234,015	2,234,015	1,900,000	-14.6%
Federal Operating Grants	977,983	-	-	-	-	N/A
State Assistance	3,570,322	3,319,737	3,671,170	3,671,170	3,319,737	0.0%
UNC Contracts	5,828,502	5,930,168	5,930,168	5,930,168	5,930,168	0.0%
Carrboro Contracts	1,032,834	1,032,825	1,032,825	1,032,825	1,032,825	0.0%
Chapel Hill Revenues	3,546,047	3,325,705	3,539,682	3,508,158	3,385,520	1.8%
Appropriated Fund Balance	(2,427,983)	887,999	906,774	(24,962)	1,398,512	57.5%
<b>Total</b>	<b>\$ 15,552,901</b>	<b>\$ 17,436,483</b>	<b>\$ 18,029,683</b>	<b>\$ 17,029,038</b>	<b>\$ 17,708,327</b>	<b>1.6%</b>

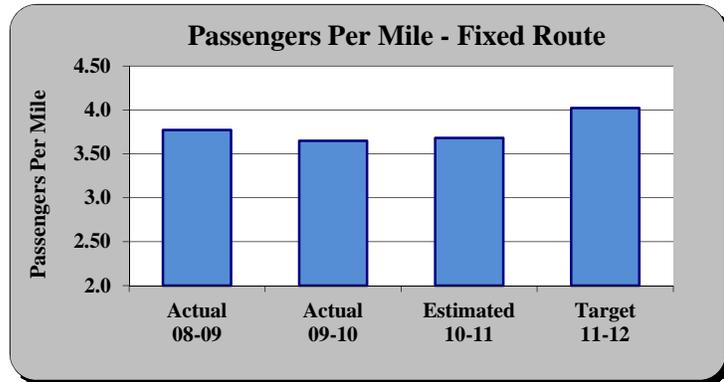
# TRANSIT TRENDS

**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.

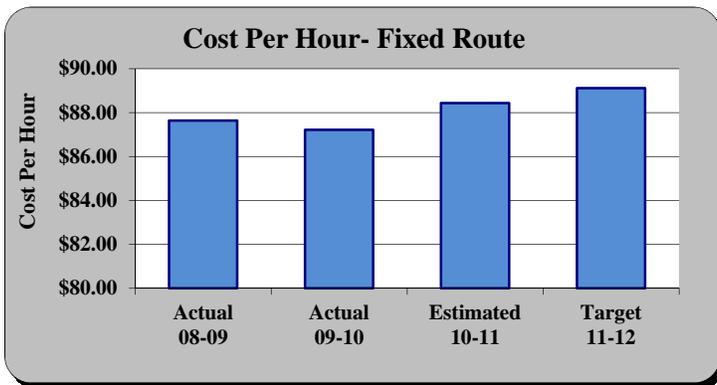
**OBJECTIVE:** Increase the number of passengers per mile in fixed route transit service.

In fiscal year 2010-11, the number of passengers per mile increased by approximately 1% above 2009-10, 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.



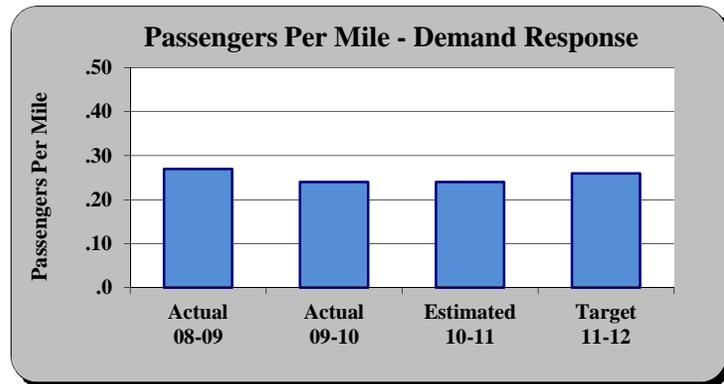
In fiscal year 2010-11, the fixed route cost per hour increased about 1% over 2009-10 at approximately \$88.4. With the target number of passengers set to increase next year, efforts are focused on maintaining the fixed route cost per hour.

# TRANSIT TRENDS Cont.

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

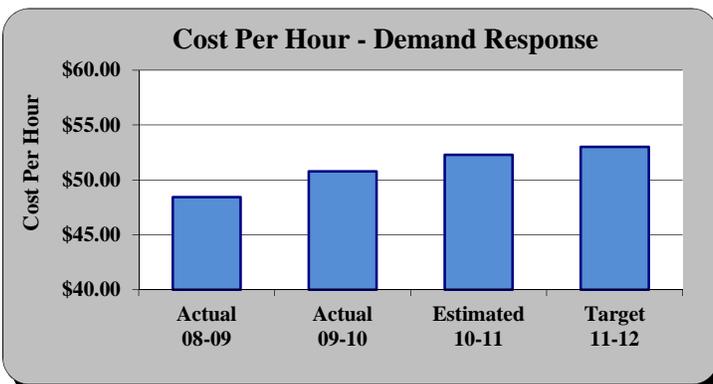
**OBJECTIVE:** Increase the number of passengers per mile in demand response paratransit service.

In fiscal year 2010-11, the number of passengers per mile remained consistent with 2009-10, 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.

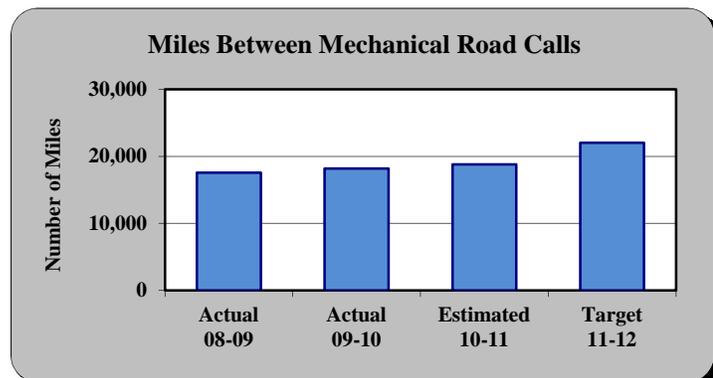


In fiscal year 2010-11, the demand response cost per hour increased 3% over 2009-10. With anticipated increases in operational costs, the 2011-12 target is to hold increases to 6% or less.

**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 2010-11, the miles between road calls increased by 3%, but remained below the industry standard of 24,000 miles or more. For 2011-12, the target is to have fewer maintenance calls and an average of 22,000 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 15% increase in personnel costs due to the 10.1% increase in medical insurance, reserve for pay adjustments and 7% increase in retirement contribution. This division is also covering the cost of positions that were previously paid by grants. The operating cost increase of 12.6% for FY12 is comprised of increases in liability insurance, miscellaneous contracted services, and charges by the General Fund related to increased payroll in Administration. The budget for FY12 does not include a transfer to the capital reserve fund for future grant matches.*

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### **EXPENDITURES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Personnel	\$ 481,664	\$ 544,810	\$ 544,810	\$ 350,476	\$ 626,587	15.0%
Operating Costs	173,680	335,580	259,469	268,626	377,834	12.6%
Transfer to Grant Match	18,548	23,006	23,006	23,006	47,163	105.0%
Transfer to Capital Reserve	175,842	-	392,933	392,933	-	N/A
<b>Total</b>	<b>\$ 849,734</b>	<b>\$ 903,396</b>	<b>\$ 1,220,218</b>	<b>\$ 1,035,041</b>	<b>\$ 1,051,584</b>	<b>16.4%</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 FY11, including an STP-DA Operating Grant that supports salaries and an ARRA Grant for capital maintenance. Other grants in FY10-11 provided for a mobility manager, support of specific routes and services for the elderly.*

*No FY12 grant awards have been received at this time, so no grants are included in the FY12 adopted budget.*

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**EXPENDITURES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Personnel	\$ 729,882	\$ 391,250	\$ 501,258	\$ 463,654	\$ -	-100.0%
Operating Costs	981,876	15,000	195,497	124,672	-	-100.0%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 1,711,758</b>	<b>\$ 406,250</b>	<b>\$ 696,755</b>	<b>\$ 588,326</b>	<b>\$ -</b>	<b>-100.0%</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 2011-12 reflects an 8.7% decrease in personnel costs, the net of increases for medical insurance (10.1%), reserve for pay adjustments and retirement contributions (7%) with the savings from freezing six vacant transit operator positions. The personnel budget also reflects a decrease in overtime pay to reflect service changes.*

*The 13.5% increase in operating costs is chiefly the result of an increase in fuel & tire costs with the rising cost of petroleum-based products. The \$377,000 increase in fuel estimates for this division is based on the increase in the price of fuel. At the time of this adopted budget, the Town has not secured a fuel contract for FY12.*

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**EXPENDITURES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Personnel	\$ 6,489,569	\$ 7,294,807	\$ 6,876,591	\$ 6,770,300	\$ 6,658,431	-8.7%
Operating Costs	2,140,958	3,069,807	2,854,396	2,684,874	3,484,553	13.5%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 8,630,527</b>	<b>\$ 10,364,614</b>	<b>\$ 9,730,987</b>	<b>\$ 9,455,174</b>	<b>\$ 10,142,984</b>	<b>-2.1%</b>

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

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*The adopted budget for FY12 includes a 5.4% increases in personnel costs, the net result of an increase in medical insurance of 10.1%, reserve for pay adjustments, increase in retirement contributions of 7%, the freezing of a vacant reservationist position, a decrease in part-time salaries, and increases in overtime and temporary salaries. The 48% operating increase reflects a change to capture all maintenance and other costs attributable to Demand Response within this division.*

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**EXPENDITURES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Personnel	\$ 984,380	\$ 1,285,222	\$ 1,271,797	\$ 1,241,441	\$ 1,354,216	5.4%
Operating Costs	298,571	425,157	484,165	432,646	629,263	48.0%
Capital Outlay	-	-	3,190	-	-	N/A
<b>Total</b>	<b>\$ 1,282,951</b>	<b>\$ 1,710,379</b>	<b>\$ 1,759,152</b>	<b>\$ 1,674,087</b>	<b>\$ 1,983,479</b>	<b>16.0%</b>

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

### ***BUDGET SUMMARY***

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*The Tarheel Express/Special Events budget adopted for 2011-12 includes a 20.7% decrease from the previous year, chiefly due to a decreased budget for overtime salaries and benefits. The Tarheel Express/Special Events budget is funded by fees to patrons, estimated to bring in about \$390,000 for FY12.*

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### **EXPENDITURES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Personnel	\$ 218,125	\$ 266,184	\$ 266,184	\$ 191,755	\$ 211,022	-20.7%
Operating Costs	72,960	116,046	116,046	72,626	115,820	-0.2%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 291,085</b>	<b>\$ 382,230</b>	<b>\$ 382,230</b>	<b>\$ 264,381</b>	<b>\$ 326,842</b>	<b>-14.5%</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 5.7% increase in personnel costs are largely due to the 10.1% increase in medical insurance. The 37.7% increase in operating costs reflects a \$419,000 increase in Maintenance and Repairs with the ending of the ARRA grants of prior years which were able to pay these costs.*

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**EXPENDITURES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Personnel	\$ 1,596,878	\$ 1,709,577	\$ 1,709,577	\$ 1,720,981	\$ 1,807,804	5.7%
Operating Costs	661,170	1,274,035	1,843,290	1,701,364	1,754,954	37.7%
Capital Outlay	-	-	-	-	-	N/A
<b>Total</b>	<b>\$ 2,258,048</b>	<b>\$ 2,983,612</b>	<b>\$ 3,552,867</b>	<b>\$ 3,422,345</b>	<b>\$ 3,562,758</b>	<b>19.4%</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 10.1% increase in medical insurance netted with a reduction to the job rate for the vacant position, for a net decrease of 13% in personnel costs. The 5.6% decrease in operating costs is chiefly comprised of a decrease in cellular charges for the automatic vehicle locator system.*

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### **EXPENDITURES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Personnel	\$ 91,437	\$ 95,287	\$ 95,287	\$ 96,224	\$ 82,930	-13.0%
Operating Costs	437,361	590,715	585,577	493,460	557,750	-5.6%
Capital Outlay	-	-	6,610	-	-	N/A
<b>Total</b>	<b>\$ 528,798</b>	<b>\$ 686,002</b>	<b>\$ 687,474</b>	<b>\$ 589,684</b>	<b>\$ 640,680</b>	<b>-6.6%</b>

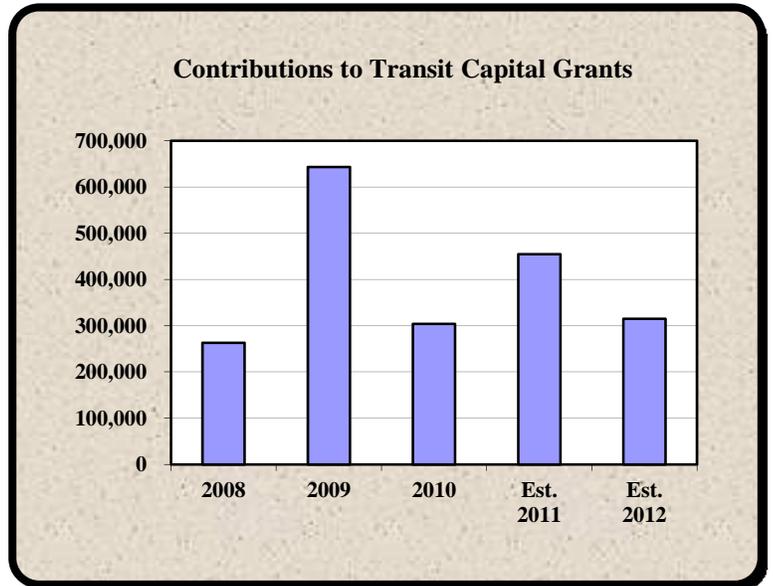
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## ***TRANSIT CAPITAL RESERVE FUND***

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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 to meet matching requirements for capital grants for replacement buses and other equipment. Grant matches in FY11 are estimated to be about \$62,000, and the adopted budget for 2011-12 includes the use of \$315,000 of fund balance. There is no contribution to the fund budgeted for FY12.*

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## **EXPENDITURES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Contribution to Capital Grant Reserve	\$ 304,302 -	\$ 175,000 -	\$ 187,000 351,433	\$ 62,000 392,933	\$ 315,000 -	80.0% N/A
<b>Total</b>	<b>\$ 304,302</b>	<b>\$ 175,000</b>	<b>\$ 538,433</b>	<b>\$ 454,933</b>	<b>\$ 315,000</b>	<b>80.0%</b>

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## **REVENUES**

	<b>2009-10 Actual</b>	<b>2010-11 Original Budget</b>	<b>2010-11 Revised Budget</b>	<b>2010-11 Estimated</b>	<b>2011-12 Adopted Budget</b>	<b>% Change from 2010-11</b>
Interest Income	\$ 3,415	\$ -	\$ -	\$ 1,700	\$ -	N/A
Other Income	16,000	-	-	-	-	N/A
Transfer from Transit Fund	175,843	-	351,433	392,933	-	N/A
Appropriated Fund Balance	109,044	175,000	187,000	60,300	315,000	80.0%
<b>Total</b>	<b>\$ 304,302</b>	<b>\$ 175,000</b>	<b>\$ 538,433</b>	<b>\$ 454,933</b>	<b>\$ 315,000</b>	<b>80.0%</b>

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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 September 10, 2007. Funds are being used to conduct a feasibility study, environmental assessment, and preliminary engineering for the expansion of park and ride capacity at the existing Eubanks Road Park and Ride lot.

	Project Budget	Estimated Expenditures Through June 30, 2011
2006-07 Transit Capital Grant	\$733,120	\$-0-

## **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, 2011
2007-08 Transit Capital and Planning Grant	\$633,143	\$633,143

## **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, 2011
2007-08 Transit Capital Grant	\$2,870,000	\$2,783,000

# ***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, 2011
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, 2011
2008-09 Transit Capital and Planning Grant	\$189,520	\$189,520

## **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, automatic vehicle locator signs and computer hardware and software for the fleet inventory system.

	Project Budget	Estimated Expenditures Through June 30, 2011
2008-09 Transit Capital Grant	\$1,714,867	\$1,679,720

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

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## **2009-10 Capital Grant**

The project ordinance for the fiscal year 2009-10 Section 5307 capital grant received under the American Recovery and Reinvestment Act of 2009 was adopted on June 21, 2010. Funds are being used to purchase 1 replacement and 1 expansion paratransit vehicle for lease to Orange County, North Carolina. Funds will also be used to purchase schedule holders for Orange County.

	Project Budget	Estimated Expenditures Through June 30, 2011
2009-10 Transit Capital Grant	\$183,00	\$183,000

## **2009-10 Capital Grant**

The project ordinance for the fiscal year 2009-10 Section 5307 capital grant was adopted on June 21, 2010. Funds were requested to continue the on-going lease obligation for a park-ride facility at Carrboro Plaza, to purchase a replacement low-floor demand response vehicle and a replacement support vehicle, purchase and repair bus shelters as needed, and to provide repairs and maintenance at park and ride lots served by the Chapel Hill Transit.

	Project Budget	Estimated Expenditures Through June 30, 2011
2008-09 Transit Capital and Planning Grant	\$167,369	\$95,000

## **2009-10 Capital Grant**

The project ordinance for the fiscal year 2009-10 Section 5307 technology grant was adopted on October 11, 2010. Funds are being used to purchases a maintenance inventory system for Chapel Hill Transit.

	Project Budget	Estimated Expenditures Through June 30, 2011
2009-10 Transit Capital Grant	\$100,000	\$75,000

