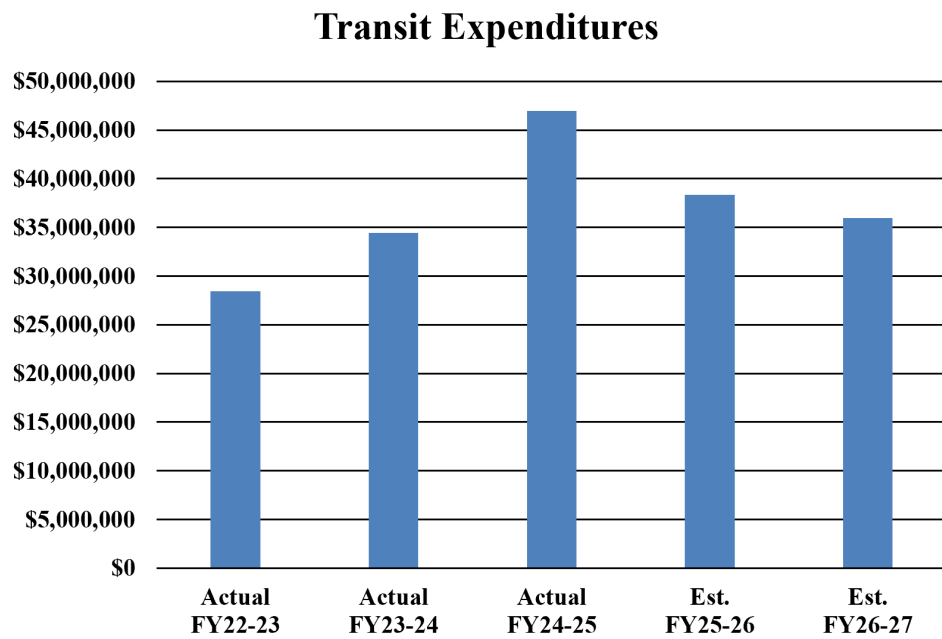


TRANSIT FUND



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



TRANSIT

MISSION STATEMENT:

Chapel Hill Transit's mission is to provide safe, convenient, reliable, and responsive public transportation services to residents and visitors of the Chapel Hill, Carrboro, and University of North Carolina communities; to be accessible, efficiently operated, and supportive of a healthy environment and a sustainable local economy; and to connect and coordinate with other transportation means in the area.

The Transit Department identified the following primary programs that are included in the adopted budget for 2026-27.

Program	Description	Strategic Priority
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 20 weekday and 9 weekend routes, utilizing 99 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 20 lift-equipped vehicles. The service operates the same days and times as fixed-route services.	
Maintenance	Maintain and repair CHT fleet of 119 buses/vans and 24 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.	
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

Performance Measures

	Strategic Objectives ➤ Maintain favorable productivity levels. ➤ Demand response services will be on time (arriving within the 20 minute pick-up window) at least 90 percent of the time. ➤ Keep the rate of demand response accidents at three or fewer per 100,000 miles. ➤ Keep the rate of demand response preventable accidents at one or fewer per 100,000 miles. ➤ Fixed route services will operate according to published schedules at least 90% of the time. ➤ Keep customer complaints rate low – i.e., no more than 15 complaints per 100,000 fixed route trips and no more than 2 complaints per 100 demand response rides. ➤ Keep the rate of fixed route accidents at three or fewer per 100,000 miles. ➤ Keep the rate of preventable fixed route accidents at one per 100,000 miles. ➤ Comply with preventative maintenance schedule for all vehicles at least 90% of the time. ➤ Maintain a Fixed Route and Demand Response fleet age that is within industry standards in compliance with federal recommendations.
	
	

Core Business Program	Performance Measure	FY24 Actual	FY25 Actual	FY26 Estimate	FY27 Target
Demand-Response Service	Number of passengers per total mile in demand response paratransit service	0.15	0.17	0.19	0.21
	Cost per hour for demand response paratransit services	\$89.26	\$95.50	\$98.23	\$98.00
	On-time performance percentage	86%	88.06%	89.94%	90%
	Demand Response collisions per 100,000 miles	3.91	3.61	3.29	3.00
	Preventable demand response collisions per 100,000 miles	1.30	1.27	1.41	1.00
Fixed-Route Bus Service	Number of passengers per total mile in fixed route transit service	1.95	2.1	2.09	2.8
	Cost per hour for fixed route services	\$148.71	\$121.07	\$122.41	\$125.00
	Complaints per 100,000 fixed route trips	12.05	8.3	6.14	6.50
	Fixed Route collisions per 100,000 miles	3.55	3.94	3.51	3.00
	Preventable Fixed Route collisions per 100,000 miles	1.03	1.08	1.36	1.00

Core Business Program	Performance Measure	FY24 Actual	FY25 Actual	FY26 Estimate	FY27 Target
Maintenance	Number of service miles between road calls that may interrupt (DR)	54,498	84,897.5	70,779	150,000
	Number of service miles between road calls that may interrupt (FR)	13,078	15,310.5	20,894	16,000
	Compliance with preventative maintenance percentage	100%	100%	100%	100%
Administration and Finance	Passengers per Revenue Hour (DR)	2.32	2.35	2.91	2.65
	Passengers per Revenue Hour (FR)	29.29	27.85	28.13	32.00
	Passengers per Revenue Mile (DR)	0.17	0.21	0.23	0.22
	Passengers per Revenue Mile (FR)	2.51	2.35	2.39	2.60
	Average age of fleet vehicle (DR)	6.22	7.55	5.64	4.27
	Average age of fleet vehicle (FR)	9.13	11.23	8.89	6.70

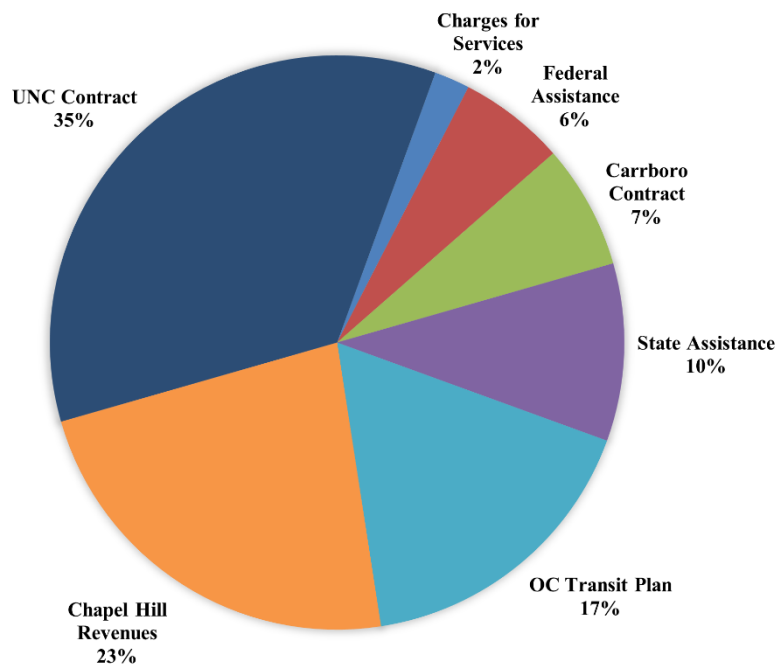
TRANSIT FUND

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 Town initiated fare-free services for the transit system, eliminating fare box and pass sale revenues previously collected. (One exception is the Tar Heel Express service provided for athletic events and other special events held by the University.)

The adopted budget for the Transit Fund for fiscal year 2026-27 totals about \$35.9 million, a decrease of 1.5% from 2025-26. Below is a description of the major revenue sources for the Transit Fund and the pie chart below shows major revenue sources for fiscal year 2026-27. 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.

FY2026-27 TRANSIT REVENUES



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 to remain level at \$2.3 million in FY26-27. No federal operating grants are anticipated at this time. Grants will be sought for 2026-27 as opportunities arise and will be added to the budget through amendment if awarded.

TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

State Operating Assistance

The Transit system also receives an operating assistance allocation each year from the State of North Carolina, which is based on a formula involving various operating statistics for the system. This allocation is anticipated to increase slightly in FY2026-27 to \$3.5 million.

University Contract

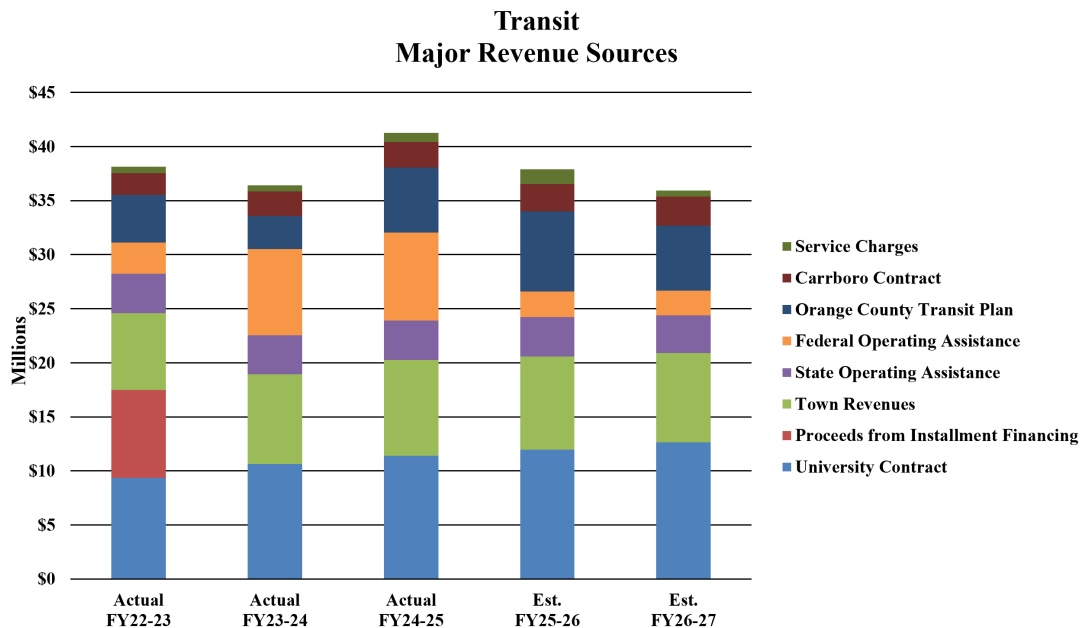
The University of North Carolina contracts with the Town for bus service for routes on and surrounding the campus of the University and UNC Health Care System. The University contract also covers routes determined to serve mainly students and employees of the University. The cost of these services is based on cost sharing arrangements among the Town, the University, and Carrboro, as approved in an annual contract agreement. The University's contracted share was about \$11.4 million in 2024-25 and \$11.9 million in 2025-26. UNC's allocation for 2026-27 is up to \$12.6 million.

Carrboro Contract

The Town of Carrboro also contracts with the Town for transit service with costs based on an annual contract agreement. Carrboro's cost for 2025-26 was about \$2.5 million and the budget for 2026-27 increased to just under \$2.7 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 cost share in the adopted budget for the Transit Fund in fiscal year 2026-27 is about \$8.26 million. Also included in Town revenues are interest income and \$450,000 for vehicle license fees.



TRANSIT FUND

Major Revenue Sources - Descriptions and Estimates

Orange County Transit Plan

The 2026-27 budget includes operating and capital funds from the Orange County Transit Plan, which was approved by the Orange County Board of Commissioners and the GoTriangle Board of Trustees in April 2017. This funding is utilized locally for capital projects, including the NS RAPID project (formerly North-South Bus Rapid Transit, or NSBRT), and is also put toward previous and future service expansions. Based on actual revenues received over the past couple of years, revenues are budgeted to decrease by 15.9% from \$7.2 million in 2025-26 to just over \$6 million in 2026-27.

Charges for Service

The adopted budget for 2026-27 includes revenue from fees for use of Town park and ride lots, estimated to remain level at \$32,000. Another revenue source in this category, the bus route between Chapel Hill and Hillsborough that Chapel Hill Transit formerly operated for GoTriangle, is no longer in the budget for FY27.

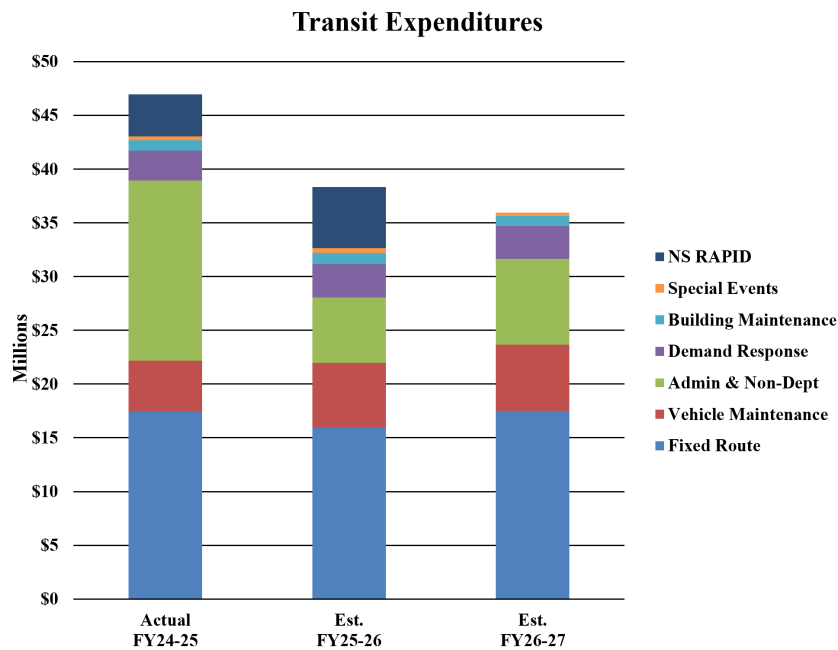
Other revenues expected for the system include \$300,000 in fares for the Tar Heel Express service and \$150,000 in bus advertising revenue, both of which are decreases from the previous fiscal year's budget based on actual revenues received in the past couple of years.

Fund Balance

The 2026-27 adopted budget was balanced with no appropriation of fund balance.

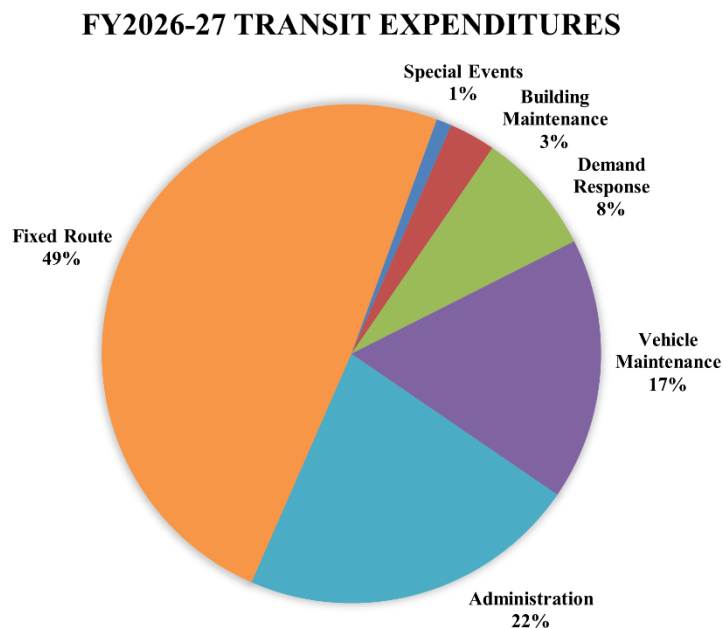
TRANSIT FUND

Major Expenditures - Descriptions and Estimates

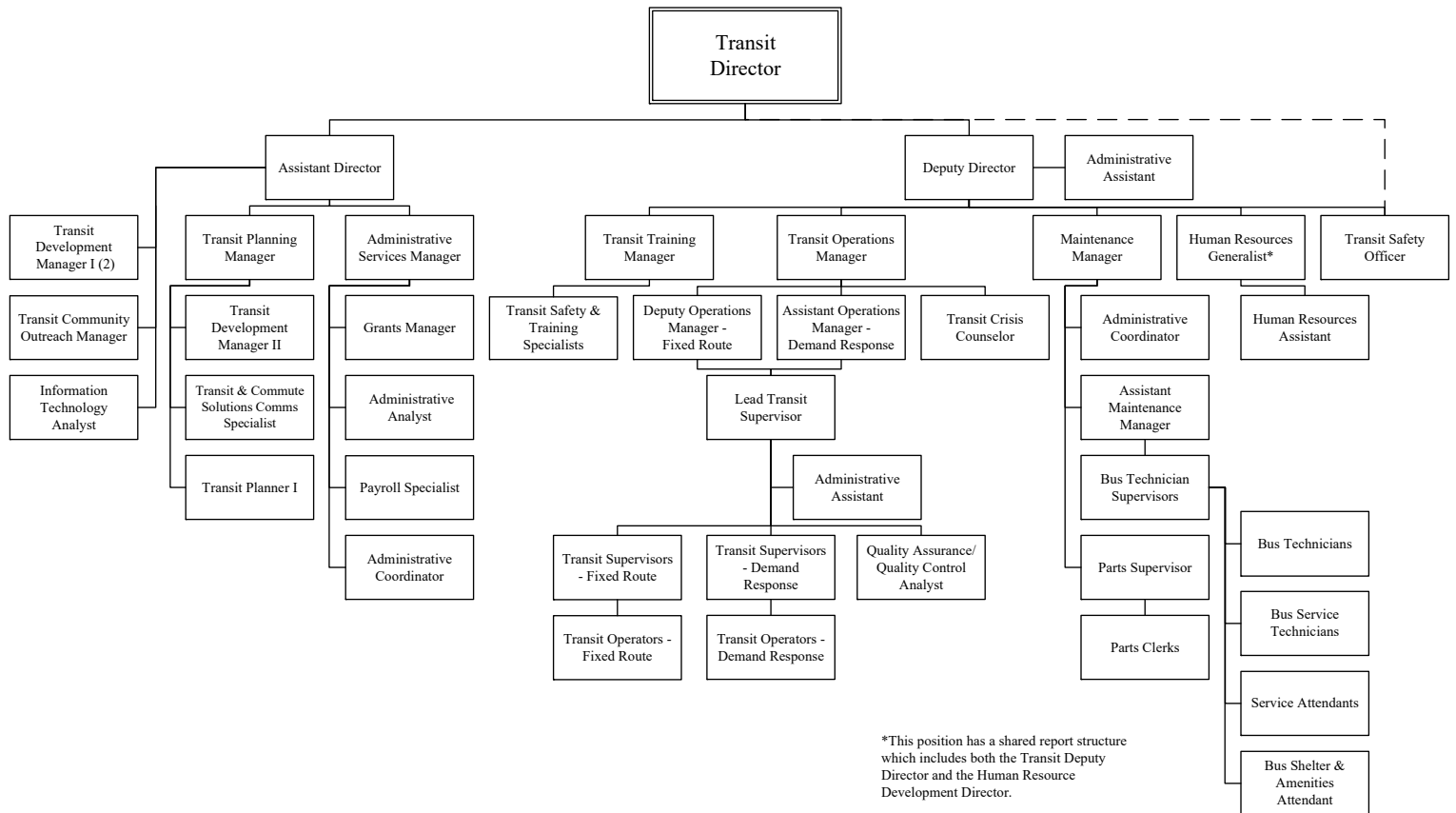


The adopted budget for Transit for 2026-27 continues to provide fare-free services for fixed routes in the system and totals \$35.9 million. Major expenditures of the system consist primarily of personnel, operating, and maintenance costs for a planned fleet of 99 buses, 20 cutaway EZ Rider vehicles, 20 operations support vehicles, and 4 maintenance service trucks that provide transit service to the entire community. Operational costs total about \$20.9 million and Maintenance costs total about \$7.1 million.

Expenditures for 2026-27 include a 4% of market pay increase, an increase in insurance costs, and a 0.75% retirement increase. The budget also includes \$184,800 for other post-employment benefits (OPEB).



TRANSIT



TRANSIT

STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2024-25 ADOPTED	2025-26 ADOPTED	2026-27 ADOPTED
Administration			
Director - Transit	1.00	1.00	1.00
Deputy Director - Transit Operations	1.00	1.00	1.00
Assistant Director - Transit Admin	1.00	1.00	1.00
Administrative Services Manager	1.00	1.00	1.00
Transit Community Outreach Manager	1.00	1.00	1.00
Administrative Analyst	1.00	1.00	1.00
Grants Manager	1.00	1.00	1.00
Transit Development Manager I	1.00	1.00	1.00
Transit Development Manager II	1.00	1.00	1.00
Administrative Assistant	2.00	1.00	1.00
Human Resources Generalist	1.00	1.00	1.00
Transit Planning Manager	1.00	1.00	1.00
Payroll Specialist	1.00	1.00	1.00
Information Technology Analyst	1.00	1.00	1.00
Transit & Commute Solutions Comms Specialist ¹	1.00	1.00	1.00
Transit Planner I	1.00	1.00	1.00
Administrative Coordinator	0.00	1.00	1.00
Human Resources Assistant	0.00	1.00	1.00
Quality Assurance/Quality Control Analyst	0.00	1.00	1.00
Division Totals	17.00	19.00	19.00
Operations			
Transit Safety Officer	1.00	1.00	1.00
Transit Development Manager I	1.00	1.00	1.00
Lead Transit Supervisor	1.00	1.00	1.00
Transit Crisis Counselor	1.00	1.00	1.00
Transit Training Manager	1.00	1.00	1.00
Transit Operations Manager	1.00	1.00	1.00
Deputy Operations Manager - Fixed Route	1.00	1.00	1.00
Assistant Operations Manager - Demand Response	1.00	1.00	1.00
Transit Supervisor	10.00	10.00	10.00
Transit Operator - Demand Response	17.00	15.00	15.00
Transit Operator - Fixed Route	118.66	120.66	120.66
Service Attendant	1.00	0.00	0.00
Transit Safety & Training Specialist	4.00	4.00	4.00
Administrative Assistant	1.00	1.00	1.00
Division Totals	159.66	158.66	158.66

continued

TRANSIT

STAFFING COMPARISONS - IN FULL-TIME EQUIVALENTS

	2024-25 ADOPTED	2025-26 ADOPTED	2026-27 ADOPTED
Maintenance			
Maintenance Manager	1.00	1.00	1.00
Assistant Maintenance Manager	1.00	1.00	1.00
Bus Technician Supervisor	3.00	3.00	3.00
Bus Technician (I, II, Senior)	15.00	15.00	15.00
Bus Service Technician	3.00	3.00	3.00
Administrative Coordinator	1.00	1.00	1.00
Parts Supervisor	1.00	1.00	1.00
Parts Clerk	2.00	2.00	2.00
Service Attendant	7.00	7.00	7.00
Bus Shelter & Amenities Attendant	1.00	1.00	1.00
Division Totals	35.00	35.00	35.00
Transit Department Totals	211.66	212.66	212.66

¹ This position is grant-funded.

TRANSIT BUDGET SUMMARY

The budget for the Transit Department continues fare-free service. Federal assistance has remained flat and state assistance has gone up slightly for FY26-27, while partner revenues from the Town of Carrboro and the University of North Carolina at Chapel Hill have increased. Overall, revenues in the 2026-27 adopted budget have decreased slightly due to no new funding from the Orange County Transit Plan for the NS RAPID project and due to reduced charges for services, as Go Triangle now operates the bus route between Chapel Hill and Hillsborough. Cost increases include increases to retirement, insurance, and pay, as well as increased budget for vehicles, fuel, and demand response software.

EXPENDITURES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Admin & Non-Dept	\$ 16,782,162	\$ 6,025,407	\$ 11,466,864	\$ 6,079,973	\$ 7,982,521	32.5%
Grant-Funded	-	-	548,000	-	-	N/A
NS RAPID Project	3,899,002	4,000,000	14,932,164	5,663,361	-	-100.0%
Fixed Route	17,449,038	16,494,122	17,668,079	15,980,868	17,478,707	6.0%
Demand Response	2,757,608	2,775,328	3,667,155	3,110,818	3,060,445	10.3%
Special Events	365,329	318,125	499,328	469,357	318,932	0.3%
Vehicle Maintenance	4,710,673	5,968,547	5,440,783	5,988,899	6,193,723	3.8%
Building Maintenance	967,516	900,446	1,775,317	1,031,715	911,818	1.3%
Total	\$ 46,931,328	\$ 36,481,975	\$ 55,997,690	\$ 38,324,991	\$ 35,946,146	-1.5%

REVENUES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Charges for Services	\$ 867,274	\$ 1,320,000	\$ 1,486,422	\$ 1,381,000	\$ 574,000	-56.5%
Federal Assistance	-	2,300,000	2,300,000	2,300,000	2,300,000	0.0%
Federal Ops Grants	8,134,600	52,000	275,000	52,000	-	-100.0%
State Assistance	3,631,704	3,400,000	3,418,991	3,650,695	3,500,000	2.9%
Orange County Transit Plan	6,000,524	7,159,936	7,409,936	7,409,936	6,018,053	-15.9%
UNC Contract	11,390,444	11,952,960	11,952,960	11,952,960	12,624,606	5.6%
Carrboro Contract	2,368,794	2,514,824	2,514,824	2,514,824	2,673,487	6.3%
Chapel Hill Revenues	8,878,967	7,782,255	7,782,255	8,632,255	8,256,000	6.1%
Appropriated Fund						
Balance	5,659,021	-	18,857,302	431,321	-	N/A
Total	\$ 46,931,328	\$ 36,481,975	\$ 55,997,690	\$ 38,324,991	\$ 35,946,146	-1.5%

TRANSIT - ADMINISTRATION DIVISION

MISSION STATEMENT:

Chapel Hill Transit's mission is to provide safe, convenient, reliable, and responsive public transportation services to residents and visitors of the Chapel Hill, Carrboro, and University of North Carolina communities; to be accessible, efficiently operated, and supportive of a healthy environment and a sustainable local economy; and to connect and coordinate with other transportation means in the area.

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 2026-27 includes a 32.5% overall increase. Personnel has increased by 3.3% due to retirement, insurance, and salary increases, somewhat offset by vacancies and turnover.

Operating costs decreased by 4.3% mostly due to the dissolution of the Wellness Clinic and its associated costs. Capital Outlay increased due to funding from the Orange County Transit Plan that will be used to purchase vehicles.

EXPENDITURES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Personnel	\$ 2,262,361	\$ 2,668,392	\$ 2,695,002	\$ 2,472,825	\$ 2,756,192	3.3%
Operating Costs	2,575,715	2,526,015	4,135,027	2,768,233	2,417,344	-4.3%
Transfer to						
Capital Grant	2,995,447	-	-	-	-	N/A
Capital Outlay	8,948,639	831,000	31,000	838,915	2,808,985	238.0%
Contribution to						
Reserve	-	-	4,605,835	-	-	N/A
Total	\$ 16,782,162	\$ 6,025,407	\$ 11,466,864	\$ 6,079,973	\$ 7,982,521	32.5%

TRANSIT - Grants
BUDGET SUMMARY

As of the time of the adopted budget, there were no planned grant related expenditures for 2026-27.

EXPENDITURES

	2024-25		2025-26		2025-26		2025-26		2026-27		% Change from 2025-26
	Actual		Original Budget		Revised Budget		Estimated		Adopted Budget		
Personnel	\$	-	\$	-	\$	227,490	\$	-	\$	-	N/A
Operating Costs		-		-		320,510		-		-	N/A
Total	\$	-	\$	-	\$	548,000	\$	-	\$	-	N/A

TRANSIT - NS RAPID (BUS RAPID TRANSIT)

BUDGET SUMMARY

The NS RAPID project (formerly North-South Bus Rapid Transit, or NSBRT) is the planned 8.2-mile line along one of the town's busiest and most vital thoroughfares. As the region's first bus rapid transit system, NS RAPID will connect employees, students, residents, and visitors to their regional connections and local destinations.

The adopted budget for 2026-27 does not add any new funding. The Orange County Transit Plan is not providing additional monies due to the end of the three year funding period. Existing funds will be used for planning and design services, property acquisition, and construction management.

EXPENDITURES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Operating Costs	3,899,002	4,000,000	14,932,164	5,663,361	-	-100.0%
Total	\$ 3,899,002	\$ 4,000,000	\$ 14,932,164	\$ 5,663,361	\$ -	-100.0%

TRANSIT - OPERATIONS DIVISION

MISSION STATEMENT:

Chapel Hill Transit's mission is to provide safe, convenient, reliable, and responsive public transportation services to residents and visitors of the Chapel Hill, Carrboro, and University of North Carolina communities; to be accessible, efficiently operated, and supportive of a healthy environment and a sustainable local economy; and to connect and coordinate with other transportation means in the area.

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 6% increase in overall costs. Personnel is up 4.6% due to an increase in retirement costs, an insurance increase, and a salary increase. Operating expenses increased by 10.1% primarily due to increased budget for contracted services and fuel in FY26-27.

EXPENDITURES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Personnel	\$ 11,106,249	\$ 12,454,634	\$ 12,639,646	\$ 11,816,963	\$ 13,030,160	4.6%
Operating Costs	4,595,232	4,039,488	4,888,433	4,023,905	4,448,547	10.1%
Capital Outlay	1,747,557	-	140,000	140,000	-	N/A
Total	\$ 17,449,038	\$ 16,494,122	\$ 17,668,079	\$ 15,980,868	\$ 17,478,707	6.0%

TRANSIT - Demand Response

BUDGET SUMMARY

The adopted budget for the Demand Response division reflects a 10.3% increase over the 2025-26 budget. Personnel expenditures increased by 5.3% due to increases to retirement and insurance costs, along with a salary increase. Operating expenses increased by 25.8% due to a needed upgrade to demand response software and increased budget for fuel.

EXPENDITURES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Personnel	\$ 2,176,728	\$ 2,098,705	\$ 2,374,394	\$ 2,224,860	\$ 2,209,013	5.3%
Operating Costs	580,880	676,623	887,217	684,238	851,432	25.8%
Capital Outlay	-	-	405,544	201,720	-	N/A
Total	\$ 2,757,608	\$ 2,775,328	\$ 3,667,155	\$ 3,110,818	\$ 3,060,445	10.3%

TRANSIT - Tarheel Express / Special Events

BUDGET SUMMARY

The adopted budget for Tarheel Express & Special Events in 2026-27 remains relatively flat compared to the previous year.

EXPENDITURES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Personnel	\$ 293,435	\$ 235,791	\$ 394,994	\$ 354,526	\$ 236,598	0.3%
Operating Costs	71,894	82,334	104,334	114,831	82,334	0.0%
Total	\$ 365,329	\$ 318,125	\$ 499,328	\$ 469,357	\$ 318,932	0.3%

TRANSIT - MAINTENANCE DIVISION

MISSION STATEMENT:

Chapel Hill Transit's mission is to provide safe, convenient, reliable, and responsive public transportation services to residents and visitors of the Chapel Hill, Carrboro, and University of North Carolina communities; to be accessible, efficiently operated, and supportive of a healthy environment and a sustainable local economy; and to connect and coordinate with other transportation means in the area.

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 an 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 team members have the proper training and skills to ensure the safe efficient operation of Town vehicles.

TRANSIT - Vehicle Maintenance

BUDGET SUMMARY

The adopted budget for 2026-27 represents a 3.8% increase in expenditures from the 2025-26 fiscal year. The 6.6% increase in personnel costs is due to an increase in retirement costs, an insurance increase, a salary increase, impacts from the Pay Study, and turnover. Operating costs decreased by 0.6% largely due to decreased budget for software in the division.

EXPENDITURES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Personnel	\$ 3,075,453	\$ 3,608,986	\$ 3,504,243	\$ 3,477,458	\$ 3,848,430	6.6%
Operating Costs	1,599,555	2,339,561	1,828,340	2,403,241	2,325,293	-0.6%
Capital Outlay	35,665	20,000	108,200	108,200	20,000	0.0%
Total	\$ 4,710,673	\$ 5,968,547	\$ 5,440,783	\$ 5,988,899	\$ 6,193,723	3.8%

TRANSIT - Building Maintenance

BUDGET SUMMARY

The adopted budget for Transit's Building Maintenance division reflects a 1.3% increase overall. The 20% increase in personnel expenditures is related to new retiree medical expenses. The operating expenditures increased by 1.2% because of slightly higher utility costs.

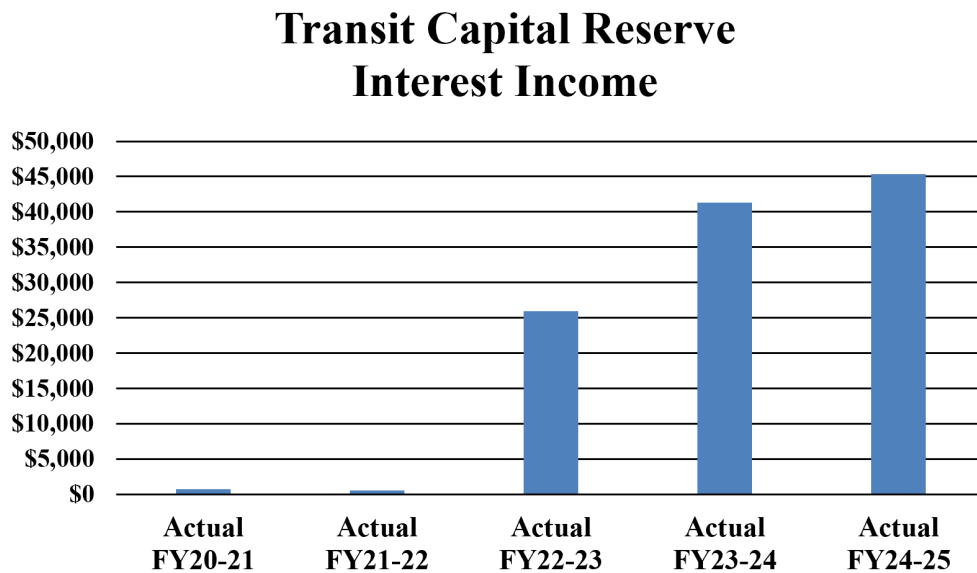
EXPENDITURES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Personnel	\$ 2,763	\$ 3,000	\$ 3,000	\$ 3,486	\$ 3,600	20.0%
Operating Costs	954,898	897,446	1,372,317	1,028,229	908,218	1.2%
Capital Outlay	9,855	-	400,000	-	-	N/A
Total	\$ 967,516	\$ 900,446	\$ 1,775,317	\$ 1,031,715	\$ 911,818	1.3%

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 public transportation system.

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



TRANSIT CAPITAL RESERVE BUDGET SUMMARY

The Transit Capital Reserve Fund is intended to accumulate funding to make capital purchases and to meet matching requirements for capital grants for replacement buses and other equipment. Matching funds for 2026-27 are estimates for grants historically received each year, but not yet awarded.

EXPENDITURES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Contribution to Capital Grant Reserve	\$ - 45,355	\$ - -	\$ - -	\$ - -	\$ - -	N/A N/A
Total	\$ 45,355	\$ -	\$ -	\$ -	\$ -	N/A

REVENUES

	2024-25 Actual	2025-26 Original Budget	2025-26 Revised Budget	2025-26 Estimated	2026-27 Adopted Budget	% Change from 2025-26
Interest Income Appropriated Fund Balance	\$ 45,355 -	\$ - -	\$ - -	\$ - -	\$ - -	N/A N/A
Total	\$ 45,355	\$ -	\$ -	\$ -	\$ -	N/A

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

2015-2016 Capital Grant 5339

The project ordinance for the fiscal year 2015-2016 Section 5339 Transit Capital Grant was executed on May 14, 2018. The funds will be used to expand transit's employee/visitor parking lot, install a new security gate to the bus fleet yard, and fund a preliminary review and analysis of constructing a solar canopy over the bus yard. 80% is federally funded. 20% will be funded through local budget.

	Project Budget	Estimated Expenditures Through June 30, 2027
2015-16 Transit Capital Grant	\$534,037	\$66,231

2024 Area of Persistent Poverty Grant

The project ordinance for the fiscal year 2024-2025 is for the planning of a micro-transit system.

	Project Budget	Estimated Expenditures Through June 30, 2027
2024 Planning Grant	\$437,500	\$304,667

FY19-FY20 Capital Grant 5339

The project ordinance for the fiscal year 2021 Capital Investment plan covering: Automatic Vehicle Locator upgrades, Automatic Passenger Counter upgrades, and Radio System upgrades.

	Project Budget	Estimated Expenditures Through June 30, 2027
2020 Transit Capital Grant	\$657,654	\$230,058

FY22 5339

This project ordinance for fiscal year 2022 is for the purchase of three (3) 20' Light Transit Vehicles (LTV) for the Demand Response Fleet.

	Project Budget	Estimated Expenditures Through June 30, 2027
2020 Transit Capital Grant	\$623,820	\$49,424

TRANSIT CAPITAL GRANT PROJECT ORDINANCES

FY23 5339a

This project ordinance for fiscal year 2023 is for the purchase of an architecture and engineering firm to provide up to 100% completion of construction plans for an expanded fleet yard and training center.

	Project Budget	Estimated Expenditures Through June 30, 2027
2023 Transit Capital Grant	\$298,324	\$238,659