



## ***Transit Committee Meeting***

**November 30th, 2022**

**9:30 AM – 11:00 AM**

**Zoom Meeting**

### **Agenda**

**1) Call to Order**

**2) Public Comment**

Members of the public in attendance of today's meeting have an opportunity to provide public comment on today's agenda items.

**3) Approval of September 22nd, 2022 Transit Committee Meeting Minutes (Attachment A)**

**4) Service Updates**

Laurie Linscott will provide a brief overview of any service updates.

***Proposed Action: For discussion only***

**5) Transit Center Update**

Community Connector/City of Bangor Staff will provide a brief overview of any transit center updates.

***Proposed Action: For discussion only***

**6) Ridership Report - Laurie Linscott**

Laurie Linscott will provide a brief overview of the ridership report.

***Proposed Action: For discussion only***

**7) Bus Stop Design and Management Guidelines Update**

**Staff Report**

The Bus Stop Design and Management Guidelines, formerly called the Bus Stop Policy and Design Guidelines, has undergone one final review and has been approved to move forward to councils for endorsement. The Bus Stop Working Group met to discuss needs for municipal council presentations which are targeted to take place this winter. To review the Bus Stop Design and Management Guidelines document, click [here](#).

***Proposed Action: For discussion only***

**8) Vision 2043 Update**

**Staff Report**

The Metropolitan Transportation Plan Update, now called Vision 2043, has launched. We are currently seeking feedback on Visioning and Goals. Please share **Attachment B** with your networks



which includes a survey link to tell us what is important to you. Also visit our [project page](#) to find more details.

***Proposed Action:*** *For discussion only*

#### **9) Community Connector Financial Reports - Attachment C & D**

##### **Staff Report**

Courtney O'Donnell will go over the FY22 year end report and the first quarter of FY23 financials.

***Proposed Action:*** *For discussion only*

#### **10) MaineDOT Strategic Transit Plan Update**

##### **Staff Report**

Ryan Neale will provide a brief update on the Strategic Transit Plan which is part of the MaineDOT Family of Plans update.

***Proposed Action:*** *For discussion only*

#### **11) Rural, Intercity, and Commuter Transit Provider Updates**

Any transit provider in attendance will provide an update on services, initiatives, and/or projects.

***Proposed Action:*** *For discussion only*

#### **12) Municipal Partner Updates**

Members will provide updates on any initiatives or projects in the region which may affect transit.

***Proposed Action:*** *For discussion only*

#### **13) MaineDOT Update**

MaineDOT staff will provide an update on any MaineDOT projects, policies, or plans.

***Proposed Action:*** *For discussion only*

#### **14) Other Business**

Discussion of other items not on today's agenda.

#### **15) Upcoming Meeting**

Tentatively week of November 7th, 2022

#### **16) Adjournment**





**Attachment A**  
**Transit Committee Meeting**  
**September 22nd, 2022**  
**Zoom Meeting**

| Committee Members                    | Affiliation                     |
|--------------------------------------|---------------------------------|
| Courtney O'Donnell<br>John Theriault | Bangor                          |
| Sherri Clark<br>Laurie Linscott      | Community Connector             |
| Kyle Drexler                         | Orono                           |
| William Biberstein                   | University of Maine             |
| Mark Leonard                         | Veazie                          |
| Jack McKay                           | Non Voting Rider Representative |
| <b>MaineDOT</b>                      |                                 |
| Lori Brann, Ryan Neale               |                                 |
| <b>BACTS</b>                         |                                 |
| Sara Devlin, Madeline Jensen         |                                 |
| <b>Members of the Public</b>         |                                 |
| None                                 |                                 |

**1) Call to Order**

Meeting was called to order by John Theriault at 9:35AM.

**2) Public Comment**

There were no public comments.

**3) Approval of July 20th, 2022 Transit Committee Meeting Minutes**

John Theriault asked if there were any comments or corrections to be made to the minutes.

Courtney O'Donnell made a motion to approve, Kyle Drexler seconded. None opposed, accepted as written.

**4) Service Updates**

Laurie Linscott provided an update, the Community Connector is still short staffed and running a modified schedule on Monday-Friday. Also have a service modification for the Mt. Hope route for mall stops to be by request only.

Discussion ensued on when full service may resume, no timeframe is available right now, contingent on hiring new drivers. The City and Community Connector are actively hiring and trying to recruit as best as possible, including discussions with a local community college for restarting a training program.



## **5) Transit Center Update**

Laurie Linscott provided an update, construction is on schedule, nearly 95% complete, anticipated to be completed by the middle of November. October 13th at 1:30 PM there will be a tour for members of this group.

## **6) Ridership Report**

Laurie Linscott provided an overview. Figures are slightly increasing over prior year figures, even with running at a modified service.

## **7) Bus Stop Designation Plan - Implementation Update**

Laurie Linscott provided an overview. The Community Connector is developing the budget and implementation plan regarding the designation. Implementation is expected to begin in the Spring.

## **8) Bus Stop Policy Update**

### **Staff Report**

The Bus Stop Policy Work Group met at the beginning of September to review where the Bus Stop Policy and Design Guidelines was left off last fall and identify what information was still necessary to finalize the document. BACTS, Community Connector, and the City of Bangor are working on collecting the requested information and a follow up Work Group meeting will be scheduled in October. To review the Bus Stop Policy and Design Guidelines document, click [here](#).

Sara Devling provided an update. BACTS Staff and Community Connector staff will be meeting this afternoon to discuss outstanding items to work that need to be gathered in order to work towards finalizing the Bus Stop Policy. BACTS Staff anticipate another working group meeting and are hoping to have the policy finalized by the middle of November.

## **9) Rural, Intercity, and Commuter Transit Provider Updates**

No updates at this time.

## **10) Municipal Partner Updates**

Culvert project in Orono is nearly complete; a few paving projects are underway in Bangor as well, but none are expected to interrupt service levels.

## **11) MaineDOT Update**

The next department work plan is being developed. Please notify Lori of any new anticipated projects.

## **12) Other Business**

Food and Medicine has hired an organizer for Transportation for All, Jack McKay will be filling in in the interim. Sara Devlin reminded the group that the non-voting rider representative is an individual, not a representative of a group or organization, so further discussion will be needed if the non-voting rider representative would like to step down and have another individual replace them.

About 120 units of housing have been approved in Bangor, including a required bus stop at one of the sites.

## **13) Upcoming Meeting**

Tentatively week of September 19th, 2022

## **14) Adjournment**

John Theriault called the meeting to adjourn at 2:25PM.



# HELP STEER THE FUTURE OF TRANSPORTATION IN GREATER BANGOR



**BACTS is updating the region's  
long range transportation plan.  
We need you to tell us what is  
important to you!**

## The Plan will:

- Develop a vision for Greater Bangor's transportation system.
- Use public input to identify projects and initiatives to address key transportation challenges.
- Guide the region's transportation policy and capital investments through 2043.

**Take the SURVEY to tell us what you  
think! Visit [BACTSMPO.ORG](http://BACTSMPO.ORG)**



**BACTS**  
VISION 2043





## Attachment C

|   |
|---|
| <b>Community Connector</b><br><b>Income Statement</b><br><b>6/30/2022</b> |
|---|

|                        | Fixed Route/ADA Operations |           |                       |          | Black Bear Orono Express |        |                       |
|------------------------|----------------------------|-----------|-----------------------|----------|--------------------------|--------|-----------------------|
|                        | Budget                     | Actual    | Actual as % of Budget |          | Budget                   | Actual | Actual as % of Budget |
| <b>Expenditures:</b>   |                            |           |                       |          |                          |        |                       |
| Wages                  | 1,695,414                  | 1,778,797 | 104.92%               |          | 61,316                   | 36,921 | 60.21%                |
| Fringes (all Other)    | 348,060                    | 359,758   | 103.36%               |          | 12,001                   | 9,196  | 76.63%                |
| Health                 | 477,387                    | 393,358   | 82.40%                | <i>a</i> | 31,145                   | 7,500  | 24.08%                |
| Supplies               | 36,600                     | 32,056    | 87.58%                |          | -                        | -      |                       |
| Contractual Services   | 226,284                    | 190,242   | 84.07%                | <i>b</i> | 4,780                    | 5,590  | 116.95%               |
| ADA                    | 15,811                     | 23,948    | 151.46%               |          | -                        | -      |                       |
| Utilities              | 16,250                     | 22,862    | 140.69%               |          | -                        | -      |                       |
| Interfund (all Other)  | 10,000                     | 15,908    | 159.08%               |          | -                        | -      |                       |
| Maintenance            | 673,892                    | 594,437   | 88.21%                | <i>c</i> | 47,000                   | 8,018  | 17.06%                |
| Fuel                   | 248,000                    | 227,473   | 91.72%                | <i>d</i> | 10,000                   | 7,669  | 76.69%                |
| Printing               | 15,000                     | 11,189    | 74.59%                |          | -                        | -      |                       |
| Other                  | 200                        | -         | 0.00%                 |          | -                        | -      |                       |
| Office & Bus Equipment | 12,500                     | 16,431    | 131.45%               |          | -                        | -      |                       |
| Local Share Depot      | 220,351                    | 220,351   | 100.00%               |          |                          |        |                       |
| BBOE Admin             | (22,577)                   | (20,123)  | 89.13%                |          | 22,577                   | 20,123 | 89.13%                |
| Total                  | 3,973,172                  | 3,866,687 | 97.32%                |          | 188,819                  | 95,017 | 50.32%                |
| <b>Revenues:</b>       |                            |           |                       |          |                          |        |                       |
| Operating              |                            |           |                       |          |                          |        |                       |
| Fares                  | 462,500                    | 416,261   | 90.00%                |          | -                        | -      |                       |
| Advertising/Other      | 70,000                     | 95,667    | 136.67%               | <i>e</i> | -                        | -      |                       |
| Subtotal               | 532,500                    | 511,928   |                       |          | -                        | -      |                       |
| Grants                 |                            |           |                       |          |                          |        |                       |
| Federal Operating      | 2,063,861                  | 2,069,500 | 100.27%               |          | -                        | -      |                       |
| State Grants           | 101,109                    | 101,109   | 100.00%               |          | -                        | -      |                       |
| Subtotal               | 2,164,970                  | 2,170,609 |                       |          | -                        | -      |                       |
| <b>Local Share</b>     | 1,275,702                  | 1,184,150 |                       |          | 188,819                  | 95,017 |                       |



|   |
|---|
| <b>Community Connector</b><br><b>Income Statement</b><br><b>6/30/2022</b> |
|---|

**Commentary Fixed Route:**

|                                      |   |         |
|--------------------------------------|---|---------|
| <b>Variance Report - Fixed Route</b> | Items that are +/- 5% of YTD % (Greater than \$10K)   | 100.00% |
| <i>a</i>                             | Health insurance costs are below estimates due to the chronic driver shortage and chose of coverages          |         |
| <i>b</i>                             | Actual vehicle insurance less than anticipated, and no travel costs incurred for pre/post new bus inspections |         |
| <i>c</i>                             | With much of the rolling stock still under warranty, maintenance costs were lower than anticipated            |         |
| <i>d</i>                             | With reduced schedules, less fuel consumed  |         |
| <i>e</i>                             | Advertisers had fund to spend with an emphasis on hiring.   |         |

**Commentary - BBOE:**

Operated under a modified schedule due to driver shortage



**Community Connector  
Additional Information  
6/30/2022**

**Local**

| Fixed Route | Paid           | Actual         | Over<br>Payment | BBOE | Paid           | Actual        | Over<br>Payment |
|-------------|----------------|----------------|-----------------|------|----------------|---------------|-----------------|
| Hampden     | 87,420         | 81,114         | 6,306           |      |                |               |                 |
| Brewer      | 198,371        | 184,135        | 14,236          |      |                |               |                 |
| Veazie      | 16,903         | 15,631         | 1,272           |      |                |               |                 |
| Orono       | 68,555         | 63,589         | 4,966           |      | 94,409         | 47,509        | 46,900          |
| Old Town    | 69,520         | 64,536         | 4,984           |      |                |               |                 |
| UMaine      | 50,155         | 46,537         | 3,618           |      | 94,409         | 47,509        | 46,900          |
|             |                | -              |                 |      |                |               |                 |
|             | <u>490,924</u> | <u>455,542</u> | <u>35,382</u>   |      | <u>188,818</u> | <u>95,018</u> | <u>93,800</u>   |

**Capital Reserves**

|                                   |           |                       |                |                         |           |       |               |  |
|-----------------------------------|-----------|-----------------------|----------------|-------------------------|-----------|-------|---------------|--|
| Community Connector - Fixed Route |           |                       |                | BBOE                    |           |       |               |  |
| Balance                           | 6/30/2021 |                       | 352,354        | Balance                 | 6/30/2021 |       | 41,845        |  |
| FY 21 Partner Funding             |           |                       |                | FY 21 Community Funding |           |       |               |  |
|                                   |           | 4 Qtr - from Partners | 97,200         |                         |           | 4 Qtr | 20,000        |  |
|                                   |           | FY 22 - Bangor        | 153,800        |                         |           |       |               |  |
| Balance                           | 6/30/2022 |                       | <u>603,354</u> | Balance                 | 6/30/2022 |       | <u>61,845</u> |  |

**Individual Partner Funds**

|           |         |        |          |       |
|-----------|---------|--------|----------|-------|
| Fixed Rte | Hampden | 44,549 | Old Town | 7,631 |
|           | Veazie  | 1,855  | UMaine   | 5,509 |
|           | Orono   | 7,519  |          |       |
| BBOE      | Orono   | 23,852 |          |       |

These funds are the property of each partner. As such, each partner may specify how the funds should be applied (quarterly bills, FTA match, etc).

**Cares Act Funding Status**

|                          |                |   |
|--------------------------|----------------|---|
| Award Amount             | 4,059,754      | (includes additional \$56,632 awarded in FY 2022) |
| FY 20 Actual Operations  | 959,953        |   |
| FY 21 Actual Operations  | 1,961,636      |   |
| FY 21 Capital - ADA Vans | 141,139        |   |
| FY 22 Actual Operations  | <u>997,026</u> |   |
| Balance to be Obligated  | <u>-</u>       |   |



**Community Connector  
Additional Information  
6/30/2022**

**Status of Approved Capital Projects**

| Project                  | Transit<br>Tech      | 7 Buses   | Transit<br>Center | Addl Trans<br>Center | Stop Proj | Gov Stdy | Platform<br>Tech |
|--------------------------|----------------------|-----------|-------------------|----------------------|-----------|----------|------------------|
| Budget                   | 241,025              | 3,542,853 | 1,607,500         | 2,238,500            | 43,713    | 27,976   | 151,981          |
| Expenditures - 6/30/2022 | -                    | 2,506,860 | 1,607,500         | 1,129,683            | 43,713    | 17,042   | -                |
| Fund Sources:            |                      |           |                   |                      |           |          |                  |
| Federal                  | CARES Act            |           |                   |                      |           |          |                  |
|                          | 5339 D               | 2,890,000 | 1,286,000         |                      |           |          |                  |
|                          | 5339 Allocation      | 116,820   |                   |                      |           |          |                  |
| State                    | Assign of 5339 funds |           |                   | 1,790,800            |           | 25,000   | 121,585          |
| Other                    | VW Settlement        | 519,000   |                   |                      |           |          |                  |
| Local                    | Operating - FY 22    | 29,205    | 160,750           |                      |           | 2,976    | 30,396           |
|                          | PY Carryforward      | 95,000    | 160,750           |                      | 43,713    |          |                  |
|                          | FY 2023 - TBD*       |           |                   | 447,700              |           |          |                  |
| Capital Reserve          | FY 2024              | 133,853   |                   |                      |           |          |                  |
| Total Funding            |                      | 241,025   | 3,542,853         | 1,607,500            | 2,238,500 | 43,713   | 27,976           |
|                          |                      |           |                   |                      |           |          | 151,981          |
| Timeline                 | Bid 11/30/22         | 2 - 2023  | Est Comp 11/22    |                      |           |          |                  |

\* The balance of the local share required to match the additional FTA funding to complete the transit center project noted below were included in the FY 23 budget:

|          |        |         |        |
|----------|--------|---------|--------|
| Bangor   | 81,930 | UMaine  | 17,602 |
| Brewer   | 18,900 | Hampden | 0      |
| Orono    | 7,026  | Veazie  | 5,932  |
| Old Town | 7,068  |         |        |

Pd from Individual Partner Reserves in FY 22



## Attachment D

|   |
|---|
| <b>Community Connector</b><br><b>Income Statement</b><br><b>9/30/2022</b> |
|---|

|                        | Fixed Route/ADA Operations |           |                       |          | Black Bear Orono Express |        |                       |
|------------------------|----------------------------|-----------|-----------------------|----------|--------------------------|--------|-----------------------|
|                        | Budget                     | Actual    | Actual as % of Budget |          | Budget                   | Actual | Actual as % of Budget |
| <b>Expenditures:</b>   |                            |           |                       |          |                          |        |                       |
| Wages                  | 2,152,605                  | 406,324   | 18.88%                | <i>a</i> | 62,862                   | 5,193  | 8.26%                 |
| Fringes (all Other)    | 386,547                    | 64,921    | 16.80%                | <i>a</i> | 11,885                   | 857    | 7.21%                 |
| Health                 | 663,072                    | 85,667    | 12.92%                | <i>a</i> | 31,879                   | 1,452  | 4.55%                 |
| Supplies               | 41,700                     | 2,587     | 6.20%                 |          | -                        | -      |                       |
| Contractual Services   | 211,597                    | 20,946    | 9.90%                 | <i>b</i> | 5,696                    | 550    | 9.66%                 |
| ADA                    | 10,000                     | 1,964     | 19.64%                |          | -                        | -      |                       |
| Utilities              | 29,000                     | 1,679     | 5.79%                 |          | -                        | -      |                       |
| Interfund (all Other)  | 15,000                     | 2,239     | 14.93%                |          | -                        | -      |                       |
| Maintenance            | 625,000                    | 83,143    | 13.30%                | <i>c</i> | 17,500                   | 6,498  | 37.13%                |
| Fuel                   | 490,913                    | 59,516    | 12.12%                | <i>d</i> | 13,900                   | 1,625  | 11.69%                |
| Printing               | 16,500                     | 2,994     | 18.15%                |          | 1,000                    | -      |                       |
| Other                  | 200                        | -         | 0.00%                 |          | -                        | -      |                       |
| Office & Bus Equipment | 8,000                      | 3,268     | 40.85%                |          | -                        | -      |                       |
| Local Share Depot      | 326,325                    | 323,348   | 99.09%                | <i>e</i> |                          |        |                       |
| BBOE Admin             | (28,991)                   | (5,270)   | 18.18%                |          | 28,991                   | 5,270  | 18.18%                |
| Total                  | 4,947,468                  | 1,053,326 | 21.29%                |          | 173,713                  | 21,445 | 12.35%                |
| <b>Revenues:</b>       |                            |           |                       |          |                          |        |                       |
| Operating              |                            |           |                       |          |                          |        |                       |
| Fares                  | 465,000                    | 125,859   | 27.07%                |          | -                        |        |                       |
| Advertising/Other      | 70,000                     | 47,485    | 67.84%                | <i>f</i> | -                        |        |                       |
| Subtotal               | 535,000                    | 173,344   |                       |          | -                        |        |                       |
| Grants                 |                            |           |                       |          |                          |        |                       |
| Federal Operating      | 2,220,788                  | -         | 0.00%                 |          | -                        |        |                       |
| State Grants           | 101,109                    | -         | 0.00%                 |          | -                        |        |                       |
| Subtotal               | 2,321,897                  | -         |                       |          | -                        |        |                       |
| <b>Local Share</b>     | 2,090,571                  | 879,982   |                       |          | 173,713                  | 21,445 |                       |



|   |
|---|
| <b>Community Connector<br/>Income Statement<br/>9/30/2022</b> |
|---|

**Commentary Fixed Route:**

|                                      |   |        |
|--------------------------------------|---|--------|
| <b>Variance Report - Fixed Route</b> | Items that are +/- 5% of YTD % (Greater than \$10K)   | 25.00% |
| <i>a</i>                             | Budget assumed Monday - Saturday schedule, reduced service results in reduced employment costs                    |        |
| <i>b</i>                             | Vehicle insurance has not yet been allocated, a number of expenses are related to transit center - not yet opened |        |
| <i>c</i>                             | With much of the rolling stock still under warranty, maintenance costs were lower than anticipated                |        |
| <i>d</i>                             | With reduced schedules, less fuel consumed  |        |
| <i>e</i>                             | Local match for capital projects was transferred at beginning of year.  |        |
| <i>f</i>                             | Advertisers had funding to spend with an emphasis on hiring   |        |

**Commentary - BBOE:**

Due to the seasonality of the service - start date of late August, using a 25% benchmark for the first quarter operations can not be utilized. Variances will be made beginning with the end of the second quarter.



**Community Connector  
Additional Information  
9/30/2022**

**Local Share Amounts Carried Forward from FY 2022 (have held 2nd quarter billing awaiting direction from partners)**

Request is that each partner specify how these funds should be applied; returned to partner, applied to FY 23 quarterly bills,  
or applied towards the additional local share required to match  
the additional FTA funds received for the transit center.

| Fixed Route | 6/30/2022     | BBOE | 6/30/2022     |
|-------------|---------------|------|---------------|
| Hampden     | 6,306         |      | -             |
| Brewer      | 14,236        |      | -             |
| Veazie      | 1,272         |      | -             |
| Orono       | 4,966         |      | 46,900        |
| Old Town    | 4,984         |      | -             |
| UMaine      | 3,618         |      | 46,900        |
|             | <u>35,382</u> |      | <u>93,800</u> |

| Budgeted Local Share FY 2023 |         | Fixed Route      | BBOE           | Transit Ctr    | Bus Stop      | Ctr Amen.     | Bus Barn      | Serv Veh     | ADA            | Total            |
|------------------------------|---------|------------------|----------------|----------------|---------------|---------------|---------------|--------------|----------------|------------------|
| Hampden*                     | 6.85%   | 105,759          | -              | 30,667         | 6,795         | 2,055         | 1,576         | 343          | 15,092         | 162,286          |
| Brewer                       | 15.55%  | 240,081          | -              | 18,900         | 15,426        | 4,665         | 3,577         | 778          | 34,260         | 317,686          |
| Veazie                       | 1.33%   | 20,534           | -              | 5,932          | 1,320         | 399           | 306           | 67           | 2,930          | 31,487           |
| Orono                        | 5.37%   | 82,909           | 86,857         | 7,026          | 5,327         | 1,611         | 1,235         | 269          | 11,831         | 197,065          |
| Old Town                     | 5.45%   | 84,144           | -              | 7,068          | 5,406         | 1,635         | 1,254         | 273          | 12,007         | 111,786          |
| UMaine                       | 3.93%   | 60,676           | 86,856         | 17,602         | 3,899         | 1,179         | 904           | 197          | 8,658          | 179,970          |
| Bangor                       | 61.52%  | 949,823          | -              | 81,930         | 61,028        | 18,456        | 14,150        | 3,076        | 135,541        | 1,264,004        |
|                              | 100.00% | <u>1,543,926</u> | <u>173,713</u> | <u>169,125</u> | <u>99,201</u> | <u>30,000</u> | <u>23,000</u> | <u>5,000</u> | <u>220,319</u> | <u>2,264,284</u> |

\* Hampden's local share of transit center was included in adopted budget, but Hampden chose use of reserve funds, will not be billed.

**Capital Reserves**

| Community Connector - Fixed Route |           |                   |                | BBOE                    |           |                   |               |
|-----------------------------------|-----------|-------------------|----------------|-------------------------|-----------|-------------------|---------------|
| Balance                           | 6/30/2022 |                   | 603,354        | Balance                 | 6/30/2022 |                   | 61,845        |
| FY 23 Partner Funding             |           |                   | -              | FY 23 Community Funding |           |                   | -             |
|                                   |           | Bus Sale Proceeds | 11,723         |                         |           | Bus Sale Proceeds | 2,931         |
| Balance                           | 9/30/2022 |                   | <u>615,077</u> | Balance                 | 9/30/2022 |                   | <u>64,776</u> |

**Individual Partner Funds**

|           |         |        |          |       |
|-----------|---------|--------|----------|-------|
| Fixed Rte | Hampden | 44,549 | Old Town | 7,631 |
|           | Veazie  | 1,855  | UMaine   | 5,509 |
|           | Orono   | 7,519  |          |       |
| BBOE      | Orono   | 23,852 |          |       |

These funds are the property of each partner. As such, each partner may specify how the funds should be applied (quarterly bills, FTA match, etc).



**Community Connector  
Additional Information  
9/30/2022**

**Status of Approved Capital Projects**

| Project<br>(Internal Reference) | Transit<br>Tech      | 7 Buses   | Addl Trans<br>Center | Platform<br>Tech  | Transit Ctr<br>Amenities | Bus Stop<br>Project | Barn<br>Improve | Service<br>Vehicle |
|---------------------------------|----------------------|-----------|----------------------|-------------------|--------------------------|---------------------|-----------------|--------------------|
|                                 | 7927                 | (7737)    |                      | TBD               | 7745                     | 7916                | 7504            | 7757               |
|                                 | FY 22                |           |                      |                   |                          |                     |                 |                    |
| Budget                          | 241,025              | 3,542,853 | 1,959,925            | 151,981           | 150,000                  | 496,000             | 103,000         | 28,000             |
| FY 2021                         | -                    |           | -                    | -                 |                          | -                   | -               | -                  |
| FY 2022                         |                      | 2,506,860 | 80,217               |                   |                          | -                   | -               | -                  |
| 9/30/2022                       |                      | -         | 388,896              |                   |                          | -                   |                 |                    |
| Expenditures - 9/30/2022        | -                    | 2,506,860 | 469,113              | -                 |                          | -                   | -               | -                  |
| Fund Sources:                   |                      |           |                      |                   |                          |                     |                 |                    |
| Federal                         | CARES Act<br>5339 D  | 2,890,000 |                      |                   |                          | 396,800             |                 |                    |
|                                 | 5339 Allocation      | 116,820   |                      |                   | 120,000                  |                     | 80,000          | 20,000             |
| State                           | Assign of 5339 funds |           | 1,790,800            | 121,585           |                          |                     |                 |                    |
| Other                           | VW Settlement        | 519,000   |                      |                   |                          |                     |                 |                    |
| Local                           | Operating - PY       | 29,205    |                      | 30,396            |                          |                     | -               | -                  |
|                                 | PY Carryforward      | 95,000    |                      |                   |                          |                     |                 |                    |
|                                 | Operatin - CY        |           | 169,125              |                   | 30,000                   | 99,200              | 23,000          | 5,000              |
| Capital Reserve                 | FY 2024              | 133,853   |                      |                   |                          |                     |                 |                    |
| Total Funding                   |                      | 241,025   | 3,542,853            | 1,959,925         | 151,981                  | 150,000             | 103,000         | 25,000             |
| Timeline                        | Bid<br>11/30/2022    | 2 - 2023  | Est Comp<br>12/22    | Bid<br>11/30/2022 | 6/30/2023                | FY 23 &<br>24       | 12/30/2022      | 10/30/2022         |