



# Transportation Departments



## Description

There are twelve separate budgets that work together to provide a quality transportation system for the City. These budgets can be further broken down into three classifications according to the way they are funded. The General Fund budgets include Public Works Streets and Engineering and Parking Enforcement and Traffic Control. These budgets receive some portion of their funding from discretionary sources which can be moved into other general operation budgets. The Enterprise Fund operations include Transit, Airport, Parking, Railroad and Transload Funds. Each of these budgets is operated as a separate business and the sources are dedicated for that particular budget. Special Revenue Fund budgets include Non-Motorized Grant, Quarter Cent Sales Tax Fund, Transportation Sales Tax Fund, Public Improvement Sales Tax Fund, and Stadium TDD Fund. The funding for each of these budgets can only be used for a specific purpose, so all funding is considered to be dedicated funding.

## General Fund

### Public Works - Streets & Engineering

Streets provides maintenance of 1,338 lane miles of paved streets and 4.5 lane miles of unpaved streets, snow removal on all City streets, mechanical and manual street cleaning, mowing of public right-of-ways, and utility service cut repairs. Engineering provides survey, design, and inspection of various public improvements, review of subdivision improvements, issuance of permits, and inspection of all construction on public right-of-ways.

### Public Works - Parking Enforcement and Traffic Control

Parking Enforcement administers the parking ordinances of the City via parking control enforcement in the central business district and the metered University streets. Parking Enforcement ensures adequate parking for downtown employees, customers, and businesses. This division works with the City Prosecutor's office, affected businesses, and consumers in the identification and mitigation of problematic enforcement zones. The Traffic Maintenance Division fabricates, installs, and maintains approximately 67,000 traffic control and street name signs, paints 1,424,860 feet of pavement striping, paints curbs/cross-walks/ symbols, and provides traffic signal maintenance.

## Enterprise Funds

### Transit Fund (Buses)

Transit provides public bus transportation to as many citizens as possible at the lowest possible cost, while maintaining timely and dependable service.

### Regional Airport Fund

The Airport provides safe and usable facilities for the operation of commercial, general aviation, and military aircraft, offers access to the national air transportation system, and promotes regional economic growth.

### Parking Utility Fund

The Parking Utility operates, maintains and administers five parking facilities, eight surface lots, and on-street parking meters.

## Enterprise Funds - cont

### Railroad Utility Fund

This fund operates and maintains the short line Columbia Terminal Railroad (COLT) to provide customers with safe, reliable, and efficient rail service.

### Transload Facility Fund

This fund operates and maintains the Transload facility, which provides loading and off-loading services for material being shipped in and out of Columbia by train. In addition, the facility can hold material for just-in-time delivery to businesses throughout the mid-Missouri area.

## Special Revenue Funds

### Public Works/Parks & Recreation - Non Motorized Grant

This is a pilot project mandated by federal legislation to develop a network of transportation facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails with the purpose of demonstrating how much walking and bicycling can replace car trips. In FY 2013 this grant was moved out of the General Fund (GF) and into its own Special Revenue Fund (SRF).

### Capital Improvement Sales Tax Fund

This fund accounts for the one-quarter cent capital improvement sales tax that was most recently passed by voters in August 2015 and will expire on December 31, 2025. This sales tax is used to fund fire trucks and public safety facilities, as well as major street and sidewalk projects. These funds are transferred into Capital Projects Fund to fund specific capital projects.

### Transportation Sales Tax Fund

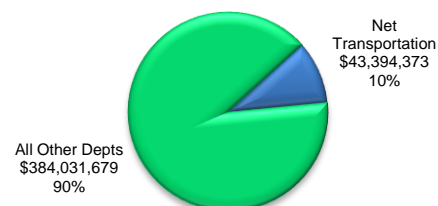
This fund accounts for the 1/2 cent permanent sales tax that was authorized by voters on April 6, 1982. These funds are used to subsidize Airport and Transit activities, fund various road projects, and pay for street and sidewalk related activities in the General Fund.

### Public Improvement Fund

This fund accounts for the portion of the 1% general sales tax that is dedicated to the Capital Improvement Plan. Currently, 4.1% of the amount of general sales taxes is dedicated to fund capital projects. These funds are transferred into the Capital Projects Fund to fund specific projects.

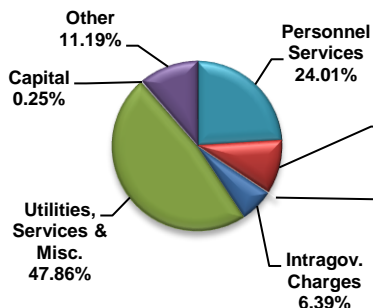
### Stadium TDD

The Stadium TDD fund accounts for receipts from the Stadium TDD's: Shoppes at Stadium, Columbia Mall, and Stadium Corridor.

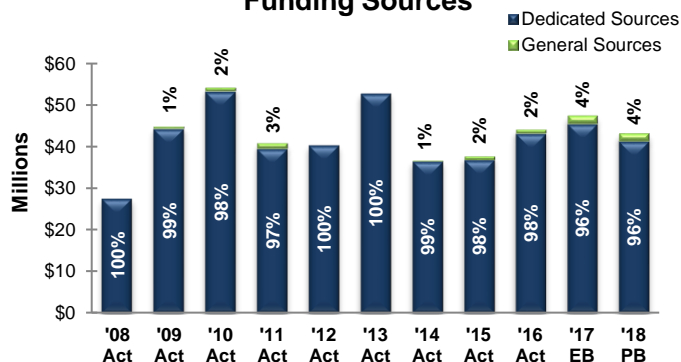


# Transportation-Related Departments - Summary

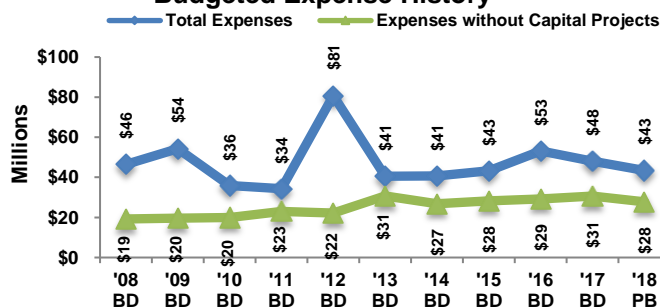
**FY 2018 Total Expenses By Category**



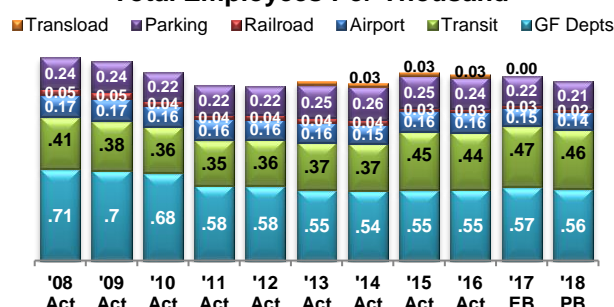
**Funding Sources**



**Budgeted Expense History**



**Total Employees Per Thousand**



+ Graphs and tables do NOT include the Quarter Cent Sales Tax Fund, Transportation Sales Tax Fund, Public Improvement Fund, Special Road District Fund, and Stadium TDD Fund because those sources are already reflected in the expenses and revenues of the other departments.

## Net Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$10,498,106	\$10,163,342	\$10,117,934	\$10,420,521	3.0%	2.5%
Supplies & Materials	\$3,719,411	\$5,441,326	\$5,293,196	\$4,384,974	(17.2%)	(19.4%)
Travel & Training	\$50,829	\$85,446	\$79,200	\$86,215	8.9%	0.9%
Intragov. Charges	\$2,460,306	\$2,756,292	\$2,756,292	\$2,770,782	0.5%	0.5%
Utilities, Services & Misc.	\$21,693,683	\$22,212,467	\$22,061,377	\$20,768,209	(5.9%)	(6.5%)
Capital	\$1,068,845	\$172,371	\$172,371	\$107,000	(37.9%)	(37.9%)
Other	\$5,572,736	\$7,194,603	\$7,150,321	\$4,856,672	(32.1%)	(32.5%)
<b>Total +</b>	<b>\$45,063,916</b>	<b>\$48,025,847</b>	<b>\$47,630,691</b>	<b>\$43,394,373</b>	<b>(8.9%)</b>	<b>(9.6%)</b>
Operating Expenses	\$21,333,802	\$23,648,999	\$23,297,239	\$22,851,630	(1.9%)	(3.4%)
Non-Operating Expenses	\$3,696,518	\$5,716,484	\$5,716,484	\$3,719,171	(34.9%)	(34.9%)
Debt Service	\$1,122,355	\$1,127,119	\$1,082,837	\$1,137,501	5.0%	0.9%
Capital Additions	\$780,636	\$172,371	\$172,371	\$107,000	(37.9%)	(37.9%)
Capital Projects	\$18,130,605	\$17,360,874	\$17,361,760	\$15,579,071	(10.3%)	(10.3%)
<b>Total Expenses +</b>	<b>\$45,063,916</b>	<b>\$48,025,847</b>	<b>\$47,630,691</b>	<b>\$43,394,373</b>	<b>(8.9%)</b>	<b>(9.6%)</b>

## Funding Sources (Where the Money Comes From)

* Sales Tax	\$0	\$0	\$0	\$0		
** Gross Rcpts & Other Local Tx	\$2,632,019	\$3,469,818	\$3,453,234	\$3,469,818	0.5%	0.0%
Grants and Capital Contrib	\$10,389,457	\$15,725,593	\$15,446,209	\$12,527,576	(18.9%)	(20.3%)
Interest Revenue	\$450,792	\$446,862	\$446,258	\$446,862	0.1%	0.0%
*** Fees & Service Chrgs	\$7,544,721	\$7,472,001	\$8,086,752	\$8,063,809	(0.3%)	7.9%
Other Local Revenues	\$157,190	\$88,957	\$74,048	\$52,900	(28.6%)	(40.5%)
Transfers	\$15,540,374	\$15,402,333	\$15,402,333	\$12,113,206	(21.4%)	(21.4%)
Use of Prior Year Sources	\$8,435,564	\$4,675,206	\$4,090,453	\$6,122,826	49.7%	31.0%
Less: Current Year Surplus	(\$1,039,709)	(\$208,352)	(\$300,917)	(\$92,482)	(69.3%)	(55.6%)
<b>Dedicated Sources</b>	<b>\$44,110,408</b>	<b>\$47,072,418</b>	<b>\$46,698,370</b>	<b>\$42,704,515</b>	<b>(8.6%)</b>	<b>(9.3%)</b>
General Sources	\$953,508	\$953,429	\$932,321	\$689,858	(26.0%)	(27.6%)
<b>Total Funding Sources</b>	<b>\$45,063,916</b>	<b>\$48,025,847</b>	<b>\$47,630,691</b>	<b>\$43,394,373</b>	<b>(8.9%)</b>	<b>(9.6%)</b>

\* Sales Taxes for Quarter Cent Capital Improvement Sales Tax, 1/2 cent Transportation Sales Tax, capital portion of the 1% General Fund Sales Tax are reflected as transfers into the various departmental budgets.

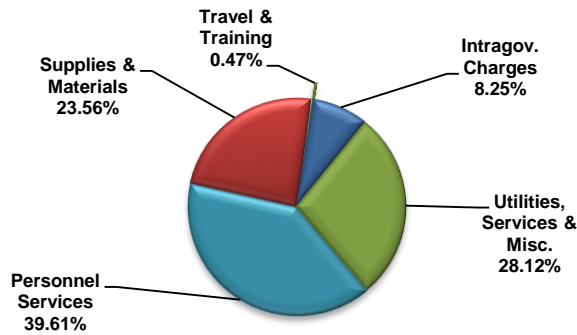
\*\* Gas Tax and Motor Vehicle Taxes

\*\*\* Development Fees and Street Maintenance Fees

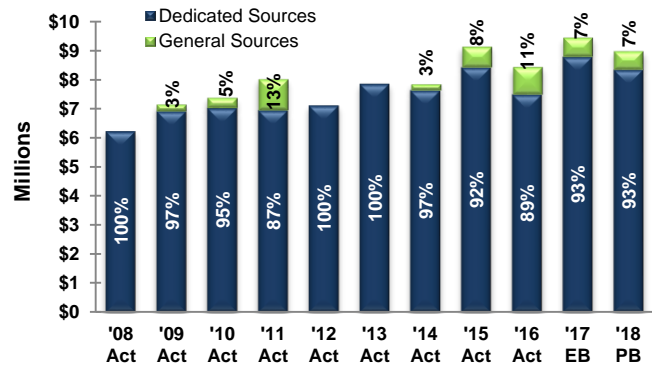
# Public Works - Streets and Engineering (General Fund)

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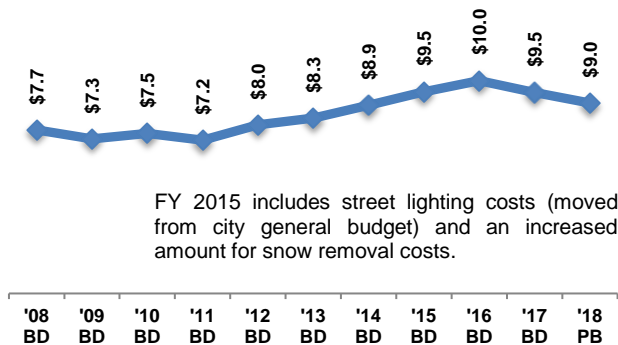
**FY 2018 Total Expenditures By Category**



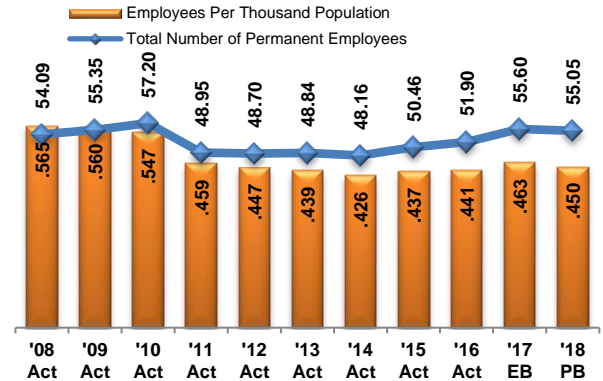
**Funding Sources**



**Budgeted Expenditure History (in Millions)**



**Permanent Positions**



## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$2,899,479	\$3,180,756	\$3,171,252	\$3,557,026	12.2%	11.8%
Supplies & Materials	\$1,630,339	\$2,456,467	\$2,443,537	\$2,115,807	(13.4%)	(13.9%)
Travel & Training	\$17,103	\$43,846	\$41,700	\$41,793	0.2%	(4.7%)
Intragov. Charges	\$683,163	\$785,421	\$785,421	\$740,611	(5.7%)	(5.7%)
Utilities, Services & Misc.	\$2,636,806	\$2,932,679	\$2,928,589	\$2,525,040	(13.8%)	(13.9%)
Capital	\$575,849	\$71,000	\$71,000	\$0	(100.0%)	(100.0%)
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$8,442,739</b>	<b>\$9,470,169</b>	<b>\$9,441,499</b>	<b>\$8,980,277</b>	<b>(4.9%)</b>	<b>(5.2%)</b>
Operating Expenses	\$7,866,890	\$9,399,169	\$9,370,499	\$8,980,277	(4.2%)	(4.5%)
Non-Operating Expenses	\$0	\$0	\$0	\$0		
Debt Service	\$0	\$0	\$0	\$0		
Capital Additions	\$575,849	\$71,000	\$71,000	\$0	(100.0%)	(100.0%)
Capital Projects	\$0	\$0	\$0	\$0		
<b>Total Expenses</b>	<b>\$8,442,739</b>	<b>\$9,470,169</b>	<b>\$9,441,499</b>	<b>\$8,980,277</b>	<b>(4.9%)</b>	<b>(5.2%)</b>

## Funding Sources (Where the Money Comes From)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Other Local Taxes*	\$2,632,019	\$3,469,818	\$3,453,234	\$3,469,818	0.5%	0.0%
Fees & Service Charges**	\$58,075	\$85,300	\$52,432	\$85,000	62.1%	(0.4%)
Other Local Revenues ***	\$26,003	\$8,181	\$7,780	\$0	(100.0%)	(100.0%)
Operating Transfer (Cap Proj & Sewe	\$42,215	\$351,000	\$351,000	\$0	(100.0%)	(100.0%)
Oper. Transfer (Transp Sales Tax Fd)	\$4,730,919	\$4,898,811	\$4,916,321	\$4,779,719	(2.8%)	(2.4%)
<b>Dedicated Sources</b>	<b>\$7,489,231</b>	<b>\$8,813,110</b>	<b>\$8,780,767</b>	<b>\$8,334,537</b>	<b>(5.1%)</b>	<b>(5.4%)</b>
General Sources	\$953,508	\$657,059	\$660,732	\$645,740	(2.3%)	(1.7%)
<b>Total Funding Sources</b>	<b>\$8,442,739</b>	<b>\$9,470,169</b>	<b>\$9,441,499</b>	<b>\$8,980,277</b>	<b>(4.9%)</b>	<b>(5.2%)</b>

\* Other Local Taxes include Gasoline Tax and Motor Vehicle Registration Fees

\*\* Fees and Services Charges are for street maintenance performed.

\*\*\* Other Local Revenues include sign damage revenues, auction revenues, and miscellaneous revenues.

**Note:** General Sources for FY 2016 consist of funds freed up from phase-out of PILOT payments to Columbia Public Schools, Daniel Boone Regional Library, and Boone County Family Resources for loss of property taxes due to City purchase of Columbia Energy Center and street lighting costs.

## Description

The Street Division provides maintenance on 1,338 lane miles of paved streets and 4.5 lane miles of gravel streets. Maintenance not only includes roadway surfaces, but also includes winter weather response, emergency response during other weather or catastrophic events, street cleaning/sweeping, mowing of public right-of-ways and maintenance of trees within the right of way and traffic control and personnel support for special events occurring within right of way (such as parades, Fire in the Sky, etc.).

The Engineering Division provides design, contract administration, and construction inspection of Capital Improvement Program projects for the Public Works Department. Survey and right-of-way services are used by departments across the City.

## Department Objectives

Streets will provide safe, sustainable infrastructure that promotes positive communities.

Engineering will provide a safe environment by using proactive maintenance, smart planning and safe job sites.

## Highlights/Significant Changes

### Strategic Priority: Infrastructure - Connecting the Community

- The Street Division will continue support of Operation Clean Streets by providing valuable equipment and personnel resources.
- Prior to FY 2015, street lighting expense was included in the City General budget. This expense has been re-assigned to the Street Division budget. Estimated expenses for FY 2018 for street lighting are \$339,293.
- Due to budget constraints, the FY 2018 budget for Street maintenance was reduced by \$351,000.
- The following projects reached completion in FY 2017: Scott Boulevard Phase III from Vawter School Road to Rt KK, Discovery Drive South, Stadium and Old 63 Intersection improvements, and Avenue of the Columns Phase 3.
- The following major projects are under construction or anticipated to be under construction by the end of FY 2017: Providence Road Corridor Improvements between Stadium, 9th and Elm Pedestrian Scramble, and Stewart Road and Waco and Route B Intersection improvements.
- The following projects are planned to be bid in FY 2018: Lynn, Oak, Sexton Sidewalk, Oakland Gravel Road Sidewalk, Chapel Hill Road Sidewalk, and Carter Lane Sidewalk.
- The following projects are in the preliminary design stage: Forum and Green Meadows Intersection improvements, Nifong Corridor Widening between Providence and Forum, Nifong and Sinclair Intersection improvements, Vawter School and Old Mill Creek Intersection improvements, Vandiver and Parker Roundabout, Keene and I-70 Drive Roundabout, Discovery Parkway extension, and Ballenger Lane Improvements.

## Authorized Personnel

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
6204 - Financial Analyst	0.25	0.30	0.30	0.30	
5901 - Director, Public Works #	0.30	0.30	0.30	0.25	(0.05)
5800 - Asst to the Public Works Director	0.25	0.25	0.25	0.25	
5109 - Engineering Supervisor	1.60	1.60	1.60	1.60	
5108 - Engineering Manager ^	0.75	1.00	0.00	0.00	
5107 - Engin & Operations Manager ^	0.00	0.00	1.00	1.00	
5098/5113 - Eng. Specialist/Engineer	3.80	3.80	3.80	3.80	
5023 - City Land Surveyor +++	0.50	1.00	1.00	1.00	
5022 - Asst City Land Surveyor +++	0.50	1.00	1.00	1.00	
5015 - Property Acquisition Coord. +++	0.40	1.00	1.00	1.00	
5004 - Senior Engineering Technician	0.90	0.90	0.90	0.90	
5003 - Engineering Technician +++	0.50	1.00	1.00	1.00	
5000 - Associate Engin Tech +++	1.00	2.00	2.00	2.00	
4998 - Project Compliance Inspector ***	2.25	1.50	1.50	1.50	
4997 - Design Drafter	2.50	2.50	2.50	2.50	
4996 - Lead Project Comp. Inspector *** ^^	0.00	1.00	1.00	0.75	(0.25)
2450 - Construction Project Supt ^^	1.00	1.00	1.00	0.75	(0.25)
2311 - Street Maintenance Superintendent	1.00	1.00	1.00	1.00	
2306 - Public Works Supervisor II	4.00	4.00	4.00	4.00	
2303 - Equipment Operator III-773	5.00	5.00	5.00	5.00	
2300 - Equipment Operator II-773	24.00	24.00	24.00	24.00	
1007 - Administrative Supervisor	0.25	0.25	0.25	0.25	
1006 - Senior Admin. Support Assistant++	1.15	1.20	1.20	1.20	
<b>Total Personnel</b>	<b>51.90</b>	<b>55.60</b>	<b>55.60</b>	<b>55.05</b>	<b>(0.55)</b>
Permanent Full-Time	51.90	55.60	55.60	55.05	(0.55)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>51.90</b>	<b>55.60</b>	<b>55.60</b>	<b>55.05</b>	<b>(0.55)</b>

\*\*\* In FY 2017, a reassignment changed a Project Compliance Inspector to a Lead Project Compliance Inspector.

+++ In FY 2017 0.50 FTE City Land Surveyor, 0.50 FTE Asst City Land Surveyor, 0.60 FTE Property Acquisition Coordinator, 0.50 FTE Engineering Technician, 1.00 FTE Associate Engineering Technician were reallocated from Sewer to Streets and Engineering due to a reorganization. The survey crew stayed under the management of Public Works and Sewer became a part of the Utilities Department.

++In FY 2017, due to a reorganization which moved Airport out of the Public Works Department and under the direction of the Economic Development Director, some of the Senior Administrative Support Assistant time will be allocated to this division.

^ Mid Year 2017 (1) Engineering Manager position was reassigned to Engin & Operations Manager

# In FY 2018, part of Director is allocated to Airport to provide oversight on Airport capital projects.

^^ In FY 2018, .25 Lead Project Comp. Inspector and .25 Construction Project Supt. were reallocated to Non-Motorized grant fund to provide project inspection and oversight.



# Public Works - Streets & Engineering

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## Budget Detail

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
<b>Streets &amp; Sidewalks:</b>						
Personnel Services	\$1,967,064	\$2,107,665	\$2,100,348	\$2,135,133	1.7%	1.3%
Supplies and Materials	\$1,589,038	\$2,415,392	\$2,404,717	\$2,067,807	(14.0%)	(14.4%)
Travel and Training	\$1,685	\$18,393	\$18,300	\$18,393	0.5%	0.0%
Intragovernmental Charges	\$381,604	\$429,384	\$429,384	\$391,803	(8.8%)	(8.8%)
Utilities, Services, & Misc.	\$2,593,060	\$2,882,673	\$2,881,124	\$2,469,205	(14.3%)	(14.3%)
Capital	\$555,545	\$71,000	\$71,000	\$0	(100.0%)	(100.0%)
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$7,087,996</b>	<b>\$7,924,507</b>	<b>\$7,904,873</b>	<b>\$7,082,341</b>	<b>(10.4%)</b>	<b>(10.6%)</b>
<b>Engineering:</b>						
Personnel Services	\$932,415	\$1,073,091	\$1,070,904	\$1,421,893	32.8%	32.5%
Supplies and Materials	\$41,301	\$41,075	\$38,820	\$48,000	23.6%	16.9%
Travel and Training	\$15,418	\$25,453	\$23,400	\$23,400	0.0%	(8.1%)
Intragovernmental Charges	\$301,559	\$356,037	\$356,037	\$348,808	(2.0%)	(2.0%)
Utilities, Services, & Misc.	\$43,746	\$50,006	\$47,465	\$55,835	17.6%	11.7%
Capital	\$20,304	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$1,354,743</b>	<b>\$1,545,662</b>	<b>\$1,536,626</b>	<b>\$1,897,936</b>	<b>23.5%</b>	<b>22.8%</b>
<b>Department Totals</b>						
Personnel Services	\$2,899,479	\$3,180,756	\$3,171,252	\$3,557,026	12.2%	11.8%
Supplies and Materials	\$1,630,339	\$2,456,467	\$2,443,537	\$2,115,807	(13.4%)	(13.9%)
Travel and Training	\$17,103	\$43,846	\$41,700	\$41,793	0.2%	(4.7%)
Intragovernmental Charges	\$683,163	\$785,421	\$785,421	\$740,611	(5.7%)	(5.7%)
Utilities, Services, & Misc.	\$2,636,806	\$2,932,679	\$2,928,589	\$2,525,040	(13.8%)	(13.9%)
Capital	\$575,849	\$71,000	\$71,000	\$0	(100.0%)	(100.0%)
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$8,442,739</b>	<b>\$9,470,169</b>	<b>\$9,441,499</b>	<b>\$8,980,277</b>	<b>(4.9%)</b>	<b>(5.2%)</b>

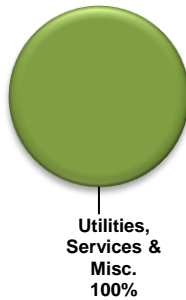
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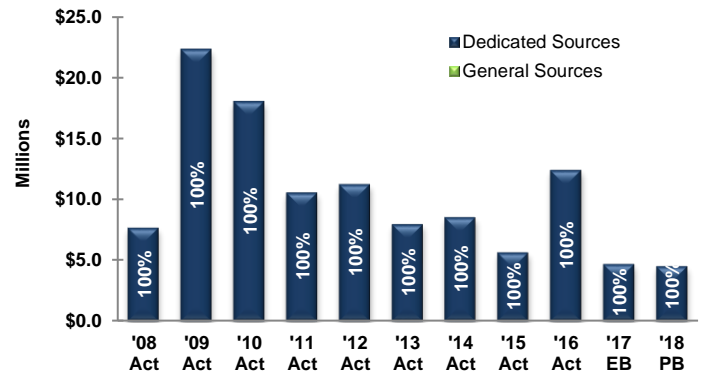
# Capital Projects Fund - Streets and Sidewalks Projects

# Capital Projects Fund - Streets & Sidewalks Projects

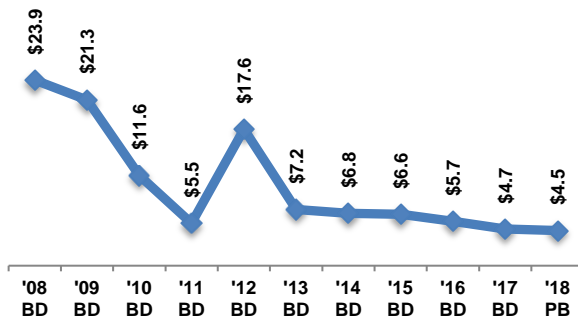
**FY 2018 Total Expenditures By Category**



**Funding Sources**



**Budgeted Expenditure History (in Millions)**



**Permanent Positions**

There are no personnel directly assigned to this department. When engineering is performed on projects, the Engineer's time is charged here.

## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$431,450	\$0	\$0	\$0		
Supplies & Materials	\$15,128	\$0	\$0	\$0		
Travel & Training	\$0	\$0	\$0	\$0		
Intragov. Charges	\$0	\$0	\$0	\$0		
Utilities, Services & Misc.	\$11,757,743	\$4,374,693	\$4,374,693	\$4,527,357	3.5%	3.5%
Capital	\$237,162	\$0	\$0	\$0		
Other	\$753,863	\$351,000	\$351,000	\$0	(100.0%)	(100.0%)
<b>Total</b>	<b>\$13,195,346</b>	<b>\$4,725,693</b>	<b>\$4,725,693</b>	<b>\$4,527,357</b>	<b>(4.2%)</b>	<b>(4.2%)</b>
Operating Expenses	\$0	\$0	\$0	\$0		
Non-Operating Expenses	\$0	\$0	\$0	\$0		
Debt Service	\$0	\$0	\$0	\$0		
Capital Additions	\$0	\$0	\$0	\$0		
Capital Projects	\$13,195,346	\$4,725,693	\$4,725,693	\$4,527,357	(4.2%)	(4.2%)
<b>Total Expenses</b>	<b>\$13,195,346</b>	<b>\$4,725,693</b>	<b>\$4,725,693</b>	<b>\$4,527,357</b>	<b>(4.2%)</b>	<b>(4.2%)</b>

## Funding Sources (Where the Money Comes From)

Capital Fund Balance	\$0	\$0	\$0	\$1,594,857		
Prior Year Appropriations	\$7,198,310	\$2,179,017	\$2,179,017	\$0	(100.0%)	(100.0%)
Grants (County, State, STO)	\$3,326,542	\$1,117,500	\$1,117,500	\$2,882,500	157.9%	157.9%
Oper. Trnsfr (Cap. Imprvmt Stax)	\$1,125,494	\$206,500	\$206,500	\$50,000	(75.8%)	(75.8%)
Oper. Trnsfr (CDBG)	\$0	\$0	\$0	\$0		
Oper. Trnsfr (Transp Stax)	\$0	\$0	\$0	\$0		
Oper. Trnsfr (Pub Imp Fd - Dev. Fees)	\$1,545,000	\$1,197,000	\$1,197,000	\$0	(100.0%)	(100.0%)
Oper. Trnsf (General Fd)	\$0	\$0	\$0	\$0		
Misc. Rev (Dev. Contrib, Tax bills)	\$0	\$25,676	\$25,676	\$0	(100.0%)	(100.0%)
Less: Current Year Surplus	\$0	\$0	\$0	\$0		
Dedicated Sources	\$13,195,346	\$4,725,693	\$4,725,693	\$4,527,357	(4.2%)	(4.2%)
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$13,195,346</b>	<b>\$4,725,693</b>	<b>\$4,725,693</b>	<b>\$4,527,357</b>	<b>(4.2%)</b>	<b>(4.2%)</b>

## Major Projects

- The following projects are planned to be bid in FY 2018: Lynn, Oak, Sexton Sidewalk, Oakland Gravel Road Sidewalk, Chapel Hill Road Sidewalk, and Carter Lane Sidewalk.
- The following projects are in the preliminary design stage: Forum and Green Meadows Intersection improvements, Nifong Corridor Widening between Providence and Forum, Nifong and Sinclair Intersection improvements, Vawter School and Old Mill Creek Intersection improvements, Vandiver and Parker Roundabout, Keene and I-70 Drive Roundabout, Discovery Parkway extension, and Ballenger Lane Improvements.

## Fiscal Impact

- Projects are funded by Capital Improvement Sales Tax, County Road Tax Rebate, Public Improvement Fund/Development Fees, Surface Transportation Program (STP), Non-Motorized Grant and Miscellaneous Revenues.

## Authorized Personnel

**Actual  
FY 2016**

**Adj. Budget  
FY 2017**

**Estimated  
FY 2017**

**Proposed  
FY 2018**

**Position  
Changes**

There are no personnel assigned to this budget.

## Streets, Sidewalks and Major Maintenance

## Annual and 5 Year Capital Projects

Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future Cost	D	C
<b>Streets</b>								
<b>1 Annual City/County/State Projects - 40161 [ID: 9]</b>								
Cap Imp S Tax - 2015 Ballot				\$200,000	\$500,000	\$2,300,000		
<b>Total</b>				<b>\$200,000</b>	<b>\$500,000</b>	<b>\$2,300,000</b>		
<b>2 Annual Historic Brick Street Renovation 00234 [ID: 12]</b>								
Cap Imp S Tax - 2015 Ballot					\$100,000	\$400,000		
<b>Total</b>					<b>\$100,000</b>	<b>\$400,000</b>		
<b>3 Annual Neighbrhd Curb &amp; Gutter Restoration 00235 [ID: 14]</b>								
<b>Total</b>								
<b>4 Annual Street Reconst (Complete Street) - 00647 [ID: 1899]</b>								
Cap Imp S Tax - 2015 Ballot				\$487,500	\$787,500	\$885,000		
<b>Total</b>				<b>\$487,500</b>	<b>\$787,500</b>	<b>\$885,000</b>		
<b>5 Annual Streets - 40158 [ID: 18]</b>								
Cap Imp S Tax - 2015 Ballot			\$70,000	\$240,000	\$480,000	\$720,000		
<b>Total</b>			<b>\$70,000</b>	<b>\$240,000</b>	<b>\$480,000</b>	<b>\$720,000</b>		
<b>6 Annual Traffic Calming - 00646 [ID: 1966]</b>								
Cap Imp S Tax - 2015 Ballot	\$50,000	\$50,000	\$212,000	\$212,000	\$362,000	\$774,000	2016	2016
<b>Total</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$212,000</b>	<b>\$212,000</b>	<b>\$362,000</b>	<b>\$774,000</b>		
<b>7 Annual Traffic Safety (Calming, Ped, Bike) - 40159 [ID: 15]</b>								
Cap Imp S Tax - 2015 Ballot		\$50,000	\$152,000	\$252,000	\$252,000	\$508,500		
<b>Total</b>		<b>\$50,000</b>	<b>\$152,000</b>	<b>\$252,000</b>	<b>\$252,000</b>	<b>\$508,500</b>		
<b>8 Street Landscaping - 40163 [ID: 13]</b>								
Cap Imp S Tax - 2015 Ballot				\$112,500	\$112,500	\$525,000		
<b>Total</b>				<b>\$112,500</b>	<b>\$112,500</b>	<b>\$525,000</b>		
<b>9 Ballenger Ln - Ria to Mexico Gravel - 00642 [ID: 22]</b>								
Cap Imp S Tax - 2015 Ballot		\$450,000					2017	2019
Co Rd Tax Reb		\$1,800,000						
<b>Total</b>		<b>\$2,250,000</b>						
<b>10 Forum Blvd-Green Meadows to Nifong - 00653 [ID: 1979]</b>								
Unfunded			\$2,200,000				2016	2020
<b>Total</b>			<b>\$2,200,000</b>					
<b>11 Nifong -Providence to Forum 4 Lane - 00643 [ID: 97]</b>								
CAP FB	\$1,479,857						2016	2020
Cap Imp S Tax - 2015 Ballot			\$4,319,800					
Co Rd Tax Reb			\$1,422,200					
Development Fees			\$3,388,000					
<b>Total</b>	<b>\$1,479,857</b>		<b>\$9,130,000</b>					
<b>12 Old McAdams Building Demo 00702 [ID: 2066]</b>								
CAP FB	\$115,000						2018	2018
<b>Total</b>	<b>\$115,000</b>							
<b>13 Providence - Broadway Turn Lane [ID: 2067]</b>								
Unfunded		\$50,000					2019	2020
<b>Total</b>		<b>\$50,000</b>						

D = Year being designed; C = Year construction will begin.

For projects planned beyond five years, please refer to the City's Capital Improvement Plan Document.

## Streets, Sidewalks and Major Maintenance

## Annual and 5 Year Capital Projects

Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future Cost	D	C
<b>Streets</b>								
<b>14 Sinclair-Old Mill Ck-Nifong - 00644 [ID: 190]</b>							2016	2018
Co Rd Tax Reb	\$2,500,000							
<b>Total</b>	<b>\$2,500,000</b>							
<b>15 St Charles Road-Keene to Richland Rd [ID: 138]</b>							2019	2019
Unfunded		\$8,500,000						
<b>Total</b>		<b>\$8,500,000</b>						
<b>16 Transfer to GF for Street Maintenance [ID: 2013]</b>							2017	2017
<b>Total</b>								
<b>17 Vandiver &amp; Parker Roundabout - 00645 [ID: 1360]</b>							2017	2018
Co Rd Tax Reb	\$382,500							
PYA Cap Imp S Tax	\$450,000							
<b>Total</b>	<b>\$832,500</b>							
<b>18 Waco Rd-Rt B Intersection Improv 00650 [ID: 1976]</b>							2015	2017
<b>Total</b>								
<b>19 West Central Neighborhood Traffic Calming 00683 [ID: 2019]</b>							2016	2019
PYA Cap Imp S Tax		\$250,000						
<b>Total</b>		<b>\$250,000</b>						
<b>20 Ash Street 4-Way Stop Removal [ID: 1525]</b>							2019	2022
Cap Imp S Tax - 2015 Ballot					\$800,000			
Co Rd Tax Reb		\$200,000			\$1,600,000			
<b>Total</b>		<b>\$200,000</b>			<b>\$2,400,000</b>			
<b>21 Discovery Parkway: Gans to New Haven - 00633 [ID: 1155]</b>							2017	2021
Cap Imp S Tax - 2015 Ballot				\$1,000,700				
Co Rd Tax Reb				\$2,444,300				
Development Fees				\$1,415,000				
<b>Total</b>				<b>\$4,860,000</b>				
<b>22 I-70 Dr &amp; Keene Roundabout 00658 [ID: 1998]</b>							2019	2021
Unfunded		\$50,000		\$800,000				
<b>Total</b>		<b>\$50,000</b>		<b>\$800,000</b>				
<b>23 Broadway &amp; Dorsey St. Pedestrian Signal-00553 [ID: 1331]</b>							2020	2026
Unfunded						\$198,000		
<b>Total</b>						<b>\$198,000</b>		
<b>24 Fairview &amp; Chapel Hill Int Imprvmnts 00618 [ID: 184]</b>							2016	2024
Cap Imp S Tax - 2015 Ballot						\$149,000		
Unfunded						\$351,000		
<b>Total</b>						<b>\$500,000</b>		
<b>25 Forum Blvd: Chapel Hill to Woodrail (4 lane) [ID: 1335]</b>							2022	2025
Cap Imp S Tax - 2015 Ballot					\$350,000	\$3,026,000		
Co Rd Tax Reb					\$470,000	\$4,054,000		
Development Fees					\$900,000	\$3,900,000		
<b>Total</b>					<b>\$1,720,000</b>	<b>\$10,980,000</b>		

D = Year being designed; C = Year construction will begin.

For projects planned beyond five years, please refer to the City's Capital Improvement Plan Document.

## Streets, Sidewalks and Major Maintenance

## Annual and 5 Year Capital Projects

Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future Cost	D	C
<b>Sidewalks</b>								
<b>26 ADA Curb Ramp Installations 00600 [ID: 1877]</b>	<b>2014</b>							
<b>Total</b>								
<b>27 Annual Sidewalk Major Maintenance 00148 [ID: 16]</b>								
Cap Imp S Tax - 2015 Ballot			\$96,200	\$144,300	\$144,300	\$577,200		
<b>Total</b>			<b>\$96,200</b>	<b>\$144,300</b>	<b>\$144,300</b>	<b>\$577,200</b>		
<b>28 Annual Sidwks/Pedways (New const/re-const - 40162 [ID: 17])</b>								
Cap Imp S Tax - 2015 Ballot				\$550,000	\$800,000	\$2,150,000		
<b>Total</b>				<b>\$550,000</b>	<b>\$800,000</b>	<b>\$2,150,000</b>		
<b>29 Downtown Sidewalk Improvements 00171 [ID: 10]</b>								
<b>Total</b>								
<b>30 Carter Lane Sidewalk 00548 [ID: 1734]</b>	<b>2017 2018</b>							
PYA Cap Imp S Tax	\$19,974							
<b>Total</b>	<b>\$19,974</b>							
<b>31 Leslie Ln Sdwk - N Garth Av to Newton Dr [ID: 238]</b>	<b>2020 2020</b>							
PYA Cap Imp S Tax			\$171,850					
<b>Total</b>			<b>\$171,850</b>					
<b>32 Lynn/Oak/Sexton Sidewalk 00685 [ID: 2021]</b>	<b>2017 2019</b>							
CDBG		\$198,000						
<b>Total</b>		<b>\$198,000</b>						
<b>33 Oakland Gravel Sidewalk - Blue Rdg to Edris 00660 [ID: 101]</b>	<b>2017 2018</b>							
PYA Cap Imp S Tax	\$291,500							
<b>Total</b>	<b>\$291,500</b>							

## Major Maintenance

<b>34 MM - Walnut from College to Old 63 [ID: 1841]</b>	<b>2022 2023</b>							
Cap Imp S Tax - 2015 Ballot				\$450,000				
Co Rd Tax Reb			\$50,000					
<b>Total</b>			<b>\$50,000</b>	<b>\$450,000</b>				
<b>35 MM-Rangeline - Rogers to Wilkes [ID: 1779]</b>	<b>2023 2024</b>							
Co Rd Tax Reb						\$250,000		
<b>Total</b>						<b>\$250,000</b>		

## Streets, Sidewalks and Major Maintenance Funding Source Summary

CAP FB	\$1,594,857							
Cap Imp S Tax - 2015 Ballot	\$50,000	\$550,000	\$4,850,000	\$3,649,000	\$4,688,300	\$12,014,700		
CDBG		\$198,000						
Co Rd Tax Reb	\$2,882,500	\$2,000,000	\$1,472,200	\$2,444,300	\$2,070,000	\$4,054,000		
Development Fees			\$3,388,000	\$1,415,000	\$900,000	\$3,900,000		
<b>New Funding</b>	<b>\$4,527,357</b>	<b>\$2,748,000</b>	<b>\$9,710,200</b>	<b>\$7,508,300</b>	<b>\$7,658,300</b>	<b>\$19,968,700</b>		

## Streets, Sidewalks and Major Maintenance

## Annual and 5 Year Capital Projects

Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future Cost	D	C
Streets, Sidewalks and Major Maintenance Funding Source Summary								
PYA Cap Imp S Tax	\$761,474	\$250,000	\$171,850					
<b>Prior Year Funding</b>	<b>\$761,474</b>	<b>\$250,000</b>	<b>\$171,850</b>			<b>\$0</b>		
Unfunded		\$8,600,000	\$2,200,000	\$800,000		\$549,000		
<b>Unfunded</b>		<b>\$8,600,000</b>	<b>\$2,200,000</b>	<b>\$800,000</b>		<b>\$549,000</b>		
<b>Total</b>	<b>\$5,288,831</b>	<b>\$11,598,000</b>	<b>\$12,082,050</b>	<b>\$8,308,300</b>	<b>\$7,658,300</b>	<b>\$20,517,700</b>		

D = Year being designed; C = Year construction will begin.

For projects planned beyond five years, please refer to the City's Capital Improvement Plan Document.



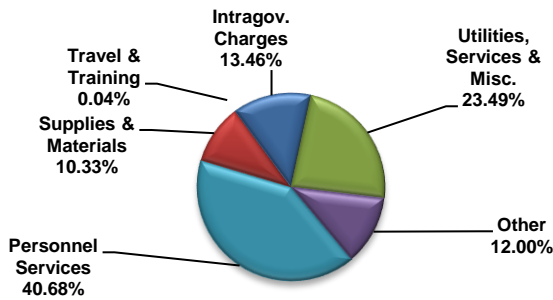
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# Transit Fund

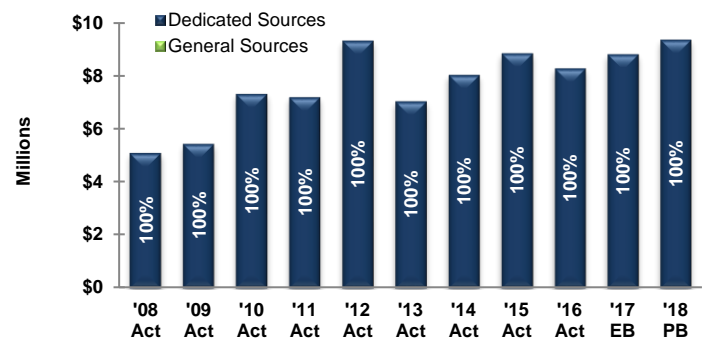
## (Enterprise Fund)

# Transit Fund (Enterprise Fund)

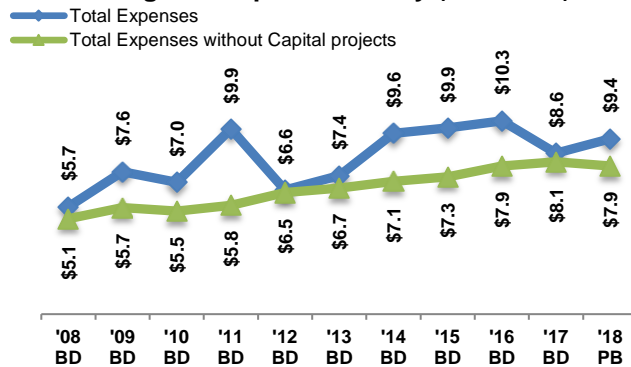
**FY 2018 Total Expenditures By Category**



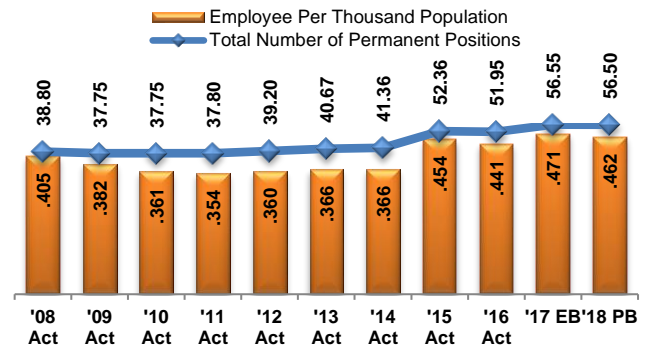
**Funding Sources**



**Budgeted Expense History (in Millions)**



**Permanent Positions**



## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$3,958,268	\$3,665,319	\$3,965,393	\$3,807,160	(4.0%)	3.9%
Supplies & Materials	\$1,298,024	\$1,322,146	\$1,312,686	\$966,892	(26.3%)	(26.9%)
Travel & Training	\$4,057	\$3,256	\$3,256	\$3,321	2.0%	2.0%
Intragov. Charges	\$1,051,908	\$1,167,416	\$1,167,416	\$1,259,180	7.9%	7.9%
Utilities, Services & Misc.	\$965,344	\$1,266,618	\$1,254,264	\$2,197,779	75.2%	73.5%
Capital	\$0	\$27,251	\$27,251	\$0	(100.0%)	(100.0%)
Other	\$1,006,716	\$1,126,965	\$1,082,721	\$1,123,378	3.8%	(0.3%)
<b>Total</b>	<b>\$8,284,317</b>	<b>\$8,578,971</b>	<b>\$8,812,987</b>	<b>\$9,357,710</b>	<b>6.2%</b>	<b>9.1%</b>
Operating Expenses	\$7,197,694	\$6,970,321	\$7,248,581	\$6,780,865	(6.5%)	(2.7%)
Non-Operating Expenses	\$999,789	\$972,070	\$972,070	\$972,070	0.0%	0.0%
Debt Service	\$6,927	\$154,895	\$110,651	\$151,308	36.7%	(2.3%)
Capital Additions	\$0	\$27,251	\$27,251	\$0	(100.0%)	(100.0%)
Capital Projects	\$79,907	\$454,434	\$454,434	\$1,453,467	219.8%	219.8%
<b>Total Expenses</b>	<b>\$8,284,317</b>	<b>\$8,578,971</b>	<b>\$8,812,987</b>	<b>\$9,357,710</b>	<b>6.2%</b>	<b>9.1%</b>

## Funding Sources (Where the Money Comes From)

Grants and Capital Contrib. ++	\$2,327,212	\$3,561,022	\$3,561,022	\$3,481,022	(2.2%)	(2.2%)
Interest Revenue	\$45,067	\$43,122	\$43,122	\$43,122	0.0%	0.0%
Fees and Service Charges	\$2,031,376	\$1,894,278	\$1,964,530	\$1,963,787	(0.0%)	3.7%
Other Local Revenues	\$49,810	\$43,600	\$32,092	\$42,400	32.1%	(2.8%)
Transfers*	\$3,316,886	\$3,175,480	\$3,175,480	\$3,074,877	(3.2%)	(3.2%)
Use of Prior Year Sources	\$513,966	\$0	\$36,741	\$752,502	1948.1%	
Less: Current Year Surplus	\$0	(\$138,531)	\$0	\$0		(100.0%)
<b>Dedicated Sources</b>	<b>\$8,284,317</b>	<b>\$8,578,971</b>	<b>\$8,812,987</b>	<b>\$9,357,710</b>	<b>6.2%</b>	<b>9.1%</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$8,284,317</b>	<b>\$8,578,971</b>	<b>\$8,812,987</b>	<b>\$9,357,710</b>	<b>6.2%</b>	<b>9.1%</b>

\* Transfers from Transportation 1/2 cent Sales Tax Fund, Parking Fund, Convention and Visitor's Fund and CDBG.

++Capital Contributions are from the FTA and used to fund Capital projects.

# Transit Fund - Summary

Fund 553x

## Description

The Public Works Transit Division operates 28 vehicles in peak service for the fixed route and Tiger Line Shuttle system. In addition, the Division operates 9 vehicles in peak service for the ADA ParaTransit Service.

## Department Objectives

The Transit Division mission is to transport our customers to their destination in a safe, courteous and reliable manner. Our goal is to provide mass transit to as many citizens as possible, at the lowest possible cost, while maintaining safe and dependable service with an emphasis on customer service.

## Highlights/Significant Changes

### Strategic Priorities: Social Equity, Operational Excellence & Infrastructure

- The Transit Division is proposing the removal of three low performing routes in FY 2018 in order to reduce expenses and stem a rapid decline in cash reserves. In addition, the Division will propose an increase in ParaTransit fares by \$1.00 per ride. The last time ParaTransit fares were increased was FY 2012.
- In FY 2016, Council approved an agreement with Olsson Associates for a comprehensive operational analysis and detailed planning of the Transit system. The final report will be presented to Council in August 2017.
- As part of the Strategic Priority Neighborhood project, the Transit Division will continue to add bus shelters in FY 2018.
- Transit has been awarded two FTA grants that will allow for the purchase of four electric buses and six ParaTransit vans in FY 2018.

## Authorized Personnel

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
Columbia Transit	35.19	42.79	44.79	39.98	(4.81)
Paratransit System	14.50	11.50	9.50	13.00	3.50
University Shuttle	2.26	2.26	2.26	3.52	1.26
<b>Total Personnel</b>	<b>51.95</b>	<b>56.55</b>	<b>56.55</b>	<b>56.50</b>	<b>(0.05)</b>
Permanent Full-Time	51.95	56.55	56.55	56.50	(0.05)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>51.95</b>	<b>56.55</b>	<b>56.55</b>	<b>56.50</b>	<b>(0.05)</b>

## Fee and Service Charge Information

	FY 2015	FY 2016	FY 2017	FY 2018
<b>Regular Fares:</b>				
Full Fare Daily Pass	\$3.00	\$3.00	\$3.00	\$3.00
Per Ride	\$1.50	\$1.50	\$1.50	\$1.50
30 Day Full Fare Tickets/Fast Passes	\$55.00	\$55.00	\$55.00	\$55.00
25 Ride Full Fare Tickets/Fast Passes	\$30.00	\$30.00	\$30.00	\$30.00
Under 5 years of age	Free	Free	Free	Free
(K-12th Grade) w/ valid school or state ID.	Free	Free	Free	Free
<b>Disabled, elderly and Medicare recipients fares:</b>				
Half Fare Daily Pass	\$1.50	\$1.50	\$1.50	\$1.50
Per Ride	\$0.75	\$0.75	\$0.75	\$0.75
30 Day Half Fare Tickets/Fast Passes	\$25.00	\$25.00	\$25.00	\$25.00
25 Ride Half Fare Tickets/Fast Passes	\$15.00	\$15.00	\$15.00	\$15.00
<b>Students</b> (of any university, college, or trade school in the City of Columbia, with the showing of valid student ID)				
Per Regular Semester	\$100.00	\$100.00	\$100.00	\$100.00
<b>Any agency, entity, organization or business</b> (may purchase discounted semester passes, on behalf of their customers)				
Per regular semester if purchased in groups of 20-1,000	\$65.00	\$65.00	\$65.00	\$65.00
Per regular semester if purchased in groups of more than 1,000	\$50.00	\$50.00	\$50.00	\$50.00
<b>Paratransit Services:</b>				
Certified ADA eligible persons or companion, per ride	\$2.00	\$2.00	\$2.00	\$3.00
Registered personal care attendant accompanying a certified ADA eligible person.	Free	Free	Free	Free

# Transit Fund - Summary

Fund 553x

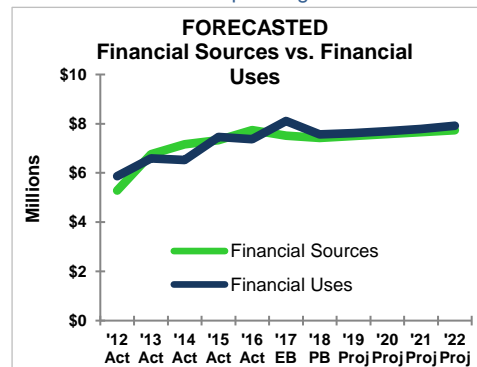
## Forecasted Sources and Uses (For Information Purposes Only)

	Proposed FY 2018	Projected FY 2019	Projected FY 2020	Projected FY 2021	Projected FY 2022
<b>Financial Sources</b>					
Operating Grants	\$2,303,286	\$2,303,286	\$2,303,286	\$2,303,286	\$2,303,286
Interest	\$43,122	\$43,122	\$43,122	\$43,122	\$43,122
Fees and Service Charges	\$1,963,787	\$1,970,446	\$1,977,171	\$1,983,963	\$1,990,824
Other Local Revenues	\$42,400	\$42,400	\$42,400	\$42,400	\$42,400
	<b>\$4,352,595</b>	<b>\$4,359,254</b>	<b>\$4,365,979</b>	<b>\$4,372,771</b>	<b>\$4,379,632</b>
Operating Subsidy from TST Fund *	\$2,516,873	\$2,576,864	\$2,637,455	\$2,698,652	\$2,760,461
CIST Funding for Capital Projects	\$0	\$0	\$0	\$0	\$0
TST funding for Capital Projects	\$275,731	\$283,689	\$291,872	\$300,351	\$309,106
	<b>\$2,792,604</b>	<b>\$2,860,553</b>	<b>\$2,929,327</b>	<b>\$2,999,003</b>	<b>\$3,069,567</b>
Transfer from Parking	\$270,273	\$270,273	\$270,273	\$270,273	\$270,273
Transfer from CVB	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000
Transfer from CDBG	\$0	\$0	\$0	\$0	\$0
	<b>\$282,273</b>	<b>\$282,273</b>	<b>\$282,273</b>	<b>\$282,273</b>	<b>\$282,273</b>
<b>Total Financial Sources</b>	<b>\$7,427,472</b>	<b>\$7,502,080</b>	<b>\$7,577,579</b>	<b>\$7,654,047</b>	<b>\$7,731,472</b>
<b>Financial Uses</b>					
Personnel Services	\$3,807,160	\$3,883,303	\$3,960,969	\$4,040,189	\$4,120,992
Supplies & Materials	\$966,892	\$877,009	\$800,198	\$734,521	\$678,325
Travel & Training	\$3,321	\$3,387	\$3,455	\$3,524	\$3,595
Intragovernmental	\$1,259,180	\$1,333,013	\$1,413,716	\$1,502,207	\$1,599,559
Utilities, Services, & Misc.	\$744,312	\$721,761	\$704,671	\$692,333	\$684,145
Operating Transfers to Other Funds	\$1,530	\$1,530	\$1,530	\$1,530	\$1,530
Interest Expense and Non-Oper. Cash Pmts	\$151,308	\$139,986	\$128,200	\$115,928	\$104,145
Principal Payments	\$363,048	\$374,370	\$386,156	\$398,428	\$411,211
Capital Additions	\$0	\$0	\$0	\$0	\$0
Capital Projects (CIST Funding)	\$0	\$0	\$0	\$0	\$0
Capital Projects (TST Funding)	\$275,731	\$283,689	\$291,872	\$300,351	\$309,106
<b>Total Financial Uses</b>	<b>\$7,572,482</b>	<b>\$7,618,048</b>	<b>\$7,690,768</b>	<b>\$7,789,010</b>	<b>\$7,912,609</b>
<b>Sources Over (Under) Uses</b>	<b>(\$145,010)</b>	<b>(\$115,968)</b>	<b>(\$113,190)</b>	<b>(\$134,963)</b>	<b>(\$181,137)</b>
Beginning Unassigned Cash Reserve	\$1,206,785	\$1,061,775	\$945,807	\$832,617	\$697,654
<b>Ending Unassigned Cash Reserve</b>	<b>\$1,061,775</b>	<b>\$945,807</b>	<b>\$832,617</b>	<b>\$697,654</b>	<b>\$516,517</b>
Total Financial Uses	\$7,572,482	\$7,618,048	\$7,690,768	\$7,789,010	\$7,912,609
Less: Cap Imp Sales Tax For CIP	\$0	\$0	\$0	\$0	\$0
Less: Transportation Sales Tax Used for CIP	(\$275,731)	(\$283,689)	(\$291,872)	(\$300,351)	(\$309,106)
<b>Total Financial Uses for Operations</b>	<b>\$7,296,751</b>	<b>\$7,334,359</b>	<b>\$7,398,896</b>	<b>\$7,488,659</b>	<b>\$7,603,503</b>
<b>Cash Reserve Target (20% Fin. Uses)</b>	<b>\$1,459,350</b>	<b>\$1,466,872</b>	<b>\$1,479,779</b>	<b>\$1,497,732</b>	<b>\$1,520,701</b>

**Above/(Below) Cash Reserve Target** **(\$397,575)** **(\$521,065)** **(\$647,162)** **(\$800,078)** **(\$1,004,184)**

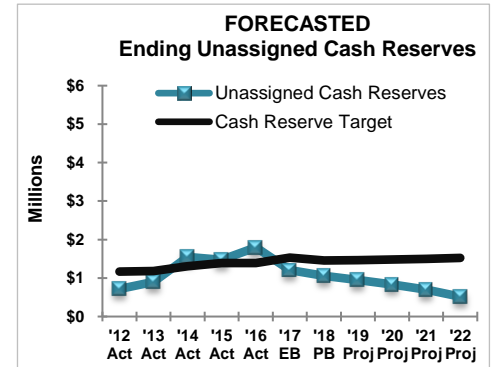
\* Projected growth in Transportation Sales Tax (TST) is allocated as follows: 50% to Transit, 25% to Airport, and 25% to Streets & Sidewalks.

<b>Projected TST Growth Allocated to Transit</b>	<b>\$59,397</b>	<b>\$59,991</b>	<b>\$60,591</b>	<b>\$61,197</b>	<b>\$61,809</b>
Growth Rate of Ridership	1.00%	1.00%	1.00%	1.00%	1.00%
Growth Rate of Personnel	4.50%	4.50%	4.50%	4.50%	4.50%
Growth Rate of Intragovernmental	8.00%	8.00%	8.00%	8.00%	8.00%
Growth Rate of Other Operating	1.65%	1.65%	1.65%	1.65%	1.66%



Total financial uses will consistently remain above financial sources for FY 2018-2022 due to low fare growth and transportation sales tax growth.

Ending unassigned cash reserves will continue to decline over the five year period. By FY 2022 it is projected that ending cash and other reserves will be only \$516,517. Management will need to find alternative revenue sources or further decreases in service will need to occur.



## Budget Detail by Division

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
<b>Fixed Route:</b>						
Personnel Services	\$2,864,669	\$2,451,264	\$2,894,921	\$2,028,090	(29.9%)	(17.3%)
Supplies and Materials	\$864,518	\$938,030	\$929,487	\$673,494	(27.5%)	(28.2%)
Travel and Training	\$4,057	\$3,256	\$3,256	\$3,321	2.0%	2.0%
Intragovernmental Charges	\$765,879	\$999,682	\$999,682	\$988,315	(1.1%)	(1.1%)
Utilities, Services, & Misc.	\$642,363	\$596,126	\$595,772	\$535,352	(10.1%)	(10.2%)
Capital	\$0	\$27,251	\$27,251	\$0	(100.0%)	(100.0%)
Other	\$1,006,716	\$1,052,453	\$1,025,995	\$1,052,687	2.6%	0.0%
<b>Total</b>	<b>\$6,148,202</b>	<b>\$6,068,062</b>	<b>\$6,476,364</b>	<b>\$5,281,259</b>	<b>(18.5%)</b>	<b>(13.0%)</b>
<b>Paratransit:</b>						
Personnel Services	\$700,269	\$638,424	\$598,889	\$709,594	18.5%	11.1%
Supplies and Materials	\$184,766	\$219,746	\$208,100	\$204,300	(1.8%)	(7.0%)
Travel and Training	\$0	\$0	\$0	\$0		
Intragovernmental Charges	\$219,268	\$68,692	\$68,692	\$58,863	(14.3%)	(14.3%)
Utilities, Services, & Misc.	\$111,016	\$121,900	\$109,900	\$122,100	11.1%	0.2%
Capital	\$0	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$1,215,319</b>	<b>\$1,048,762</b>	<b>\$985,581</b>	<b>\$1,094,857</b>	<b>11.1%</b>	<b>4.4%</b>
<b>University Shuttle:</b>						
Personnel Services	\$393,330	\$575,631	\$471,583	\$1,069,476	126.8%	85.8%
Supplies and Materials	\$248,347	\$164,370	\$175,099	\$89,098	(49.1%)	(45.8%)
Travel and Training	\$0	\$0	\$0	\$0		
Intragovernmental Charges	\$66,761	\$99,042	\$99,042	\$212,002	114.1%	114.1%
Utilities, Services, & Misc.	\$132,451	\$94,158	\$94,158	\$86,860	(7.8%)	(7.8%)
Capital	\$0	\$0	\$0	\$0		
Other	\$0	\$74,512	\$56,726	\$70,691	24.6%	(5.1%)
<b>Total</b>	<b>\$840,889</b>	<b>\$1,007,713</b>	<b>\$896,608</b>	<b>\$1,528,127</b>	<b>70.4%</b>	<b>51.6%</b>
<b>Capital Projects:</b>						
Personnel Services	\$0	\$0	\$0	\$0		
Supplies and Materials	\$393	\$0	\$0	\$0		
Travel and Training	\$0	\$0	\$0	\$0		
Intragovernmental Charges	\$0	\$0	\$0	\$0		
Utilities, Services, & Misc.	\$79,514	\$454,434	\$454,434	\$1,453,467	219.8%	219.8%
Capital	\$0	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$79,907</b>	<b>\$454,434</b>	<b>\$454,434</b>	<b>\$1,453,467</b>	<b>219.8%</b>	<b>219.8%</b>
<b>Department Totals</b>						
Personnel Services	\$3,958,268	\$3,665,319	\$3,965,393	\$3,807,160	(4.0%)	3.9%
Supplies and Materials	\$1,298,024	\$1,322,146	\$1,312,686	\$966,892	(26.3%)	(26.9%)
Travel and Training	\$4,057	\$3,256	\$3,256	\$3,321	2.0%	2.0%
Intragovernmental Charges	\$1,051,908	\$1,167,416	\$1,167,416	\$1,259,180	7.9%	7.9%
Utilities, Services, & Misc.	\$965,344	\$1,266,618	\$1,254,264	\$2,197,779	75.2%	73.5%
Capital	\$0	\$27,251	\$27,251	\$0	(100.0%)	(100.0%)
Other	\$1,006,716	\$1,126,965	\$1,082,721	\$1,123,378	3.8%	(0.3%)
<b>Total</b>	<b>\$8,284,317</b>	<b>\$8,578,971</b>	<b>\$8,812,987</b>	<b>\$9,357,710</b>	<b>6.2%</b>	<b>9.1%</b>

## Authorized Personnel by Divisions

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
<b>Fixed Route:</b>					
9905 - Deputy City Manager	0.05	0.05	0.05	0.05	
6204 - Financial Analyst **	0.15	0.20	0.20	0.20	
5901 - Director, Public Works ** ^	0.05	0.10	0.10	0.05	(0.05)
5800 - Asst. to the Public Works Dir.	0.15	0.15	0.15	0.15	
4810 - Marketing Specialist++	1.00	0.40	0.40	0.40	
4702 - Transit and Parking Manager	0.50	0.50	0.50	0.50	
2505 - Transportation Superintendent	0.62	0.62	0.62	0.62	
2504 - Bus Supervisor ^^	3.00	3.00	3.00	3.24	0.24
2503 - Lead Bus Driver-773	6.00	6.00	6.00	6.00	
2502 - Bus Driver-773 + ^^	20.00	28.00	30.00	25.00	(5.00)
2397 - Maintenance Assistant-773	2.00	2.00	2.00	2.00	
1007 - Administrative Supervisor	0.00	0.10	0.10	0.10	
1006 - Senior Admin. Support Assistant	1.05	1.05	1.05	1.05	
1005 - Administrative Support Assistant	0.62	0.62	0.62	0.62	
<b>Total Personnel</b>	<b>35.19</b>	<b>42.79</b>	<b>44.79</b>	<b>39.98</b>	<b>(4.81)</b>
Permanent Full-Time	35.19	42.79	44.79	39.98	(4.81)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>35.19</b>	<b>42.79</b>	<b>44.79</b>	<b>39.98</b>	<b>(4.81)</b>
<b>Paratransit:</b>					
2505 - Transportation Superintendent	0.25	0.25	0.25	0.25	
2504 - Bus Supervisor ^^	1.00	1.00	1.00	1.50	0.50
2502 - Bus Driver-773 + ^^	11.00	8.00	6.00	9.00	3.00
1005 - Administrative Support Assistant	2.25	2.25	2.25	2.25	
<b>Total Personnel</b>	<b>14.50</b>	<b>11.50</b>	<b>9.50</b>	<b>13.00</b>	<b>3.50</b>
Permanent Full-Time	14.50	11.50	9.50	13.00	3.50
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>14.50</b>	<b>11.50</b>	<b>9.50</b>	<b>13.00</b>	<b>3.50</b>
<b>University Shuttle:</b>					
2505 - Transportation Superintendent	0.13	0.13	0.13	0.13	
2504 - Bus Supervisor ^^	1.00	1.00	1.00	0.26	(0.74)
2502 - Bus Driver - 773 ^^	0.00	0.00	0.00	2.00	2.00
2397 - Maintenance Assistant-773	1.00	1.00	1.00	1.00	
1005 - Administrative Support Assistant	0.13	0.13	0.13	0.13	
<b>Total Personnel</b>	<b>2.26</b>	<b>2.26</b>	<b>2.26</b>	<b>3.52</b>	<b>1.26</b>
Permanent Full-Time	2.26	2.26	2.26	3.52	1.26
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>2.26</b>	<b>2.26</b>	<b>2.26</b>	<b>3.52</b>	<b>1.26</b>
<b>Department Totals</b>					
Permanent Full-Time	51.95	56.55	56.55	56.50	(0.05)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>51.95</b>	<b>56.55</b>	<b>56.55</b>	<b>56.50</b>	<b>(0.05)</b>

\*\* In FY 2017, .05 FTE Financial Analyst and .05 FTE Public Works Director were reallocated from Airport to Transit due to a reorganization that moved Airport from under the purview of Public Works to Economic Development.

+ In FY 2017, (3) Bus Driver positions were reallocated from Paratransit and (5) additional positions were converted from temporary to permanent positions.

++ In FY 2017, due to a reorganization, 60% of the Marketing Specialist was transferred to the Community Relations Department in order to centralize this function.

^ In FY 2018, 0.05 FTE PW Director was reallocated from Transit to Airport to provide oversight to Airport capital projects.

^^ In FY 2018, part of the Bus Supervisor was reallocated from the University Shuttle to ParaTransit and the Fixed Route.

^^^ In FY 2018, due to the elimination of three bus routes, (5) Bus Driver positions will be reallocated from Fixed Route to ParaTransit and University Shuttle. Temporary positions in these areas will be replaced with the permanent positions.



## Description

Mid-Range Planning; Columbia Transit continues to update its fleet and facilities by appropriating local funds with available FTA & DOT grants.

## Fiscal Impact

Columbia Transit attempts to maintain a prudent replacement schedule to ensure a fleet that does not require extensive resources to maintain. The replacement of vehicles is greatly influenced by the availability of federal funds as well as local funding.

Transit entered into an evaluation lease for four electric buses in FY 2016, and added an additional five in FY 2017. The expected impact is a significant lowering of operating expenses. The costs of these buses will be closely monitored to determine if additional electric buses are a good financial and operational decision for the system.

## Major Projects

- Seek funding for scheduled replacement of additional Paratransit vans and heavy-duty buses. Transit conducted a bus procurement for electric buses with the intent of leasing-to-own a minimum of four vehicles in FY 2016 and five more in FY 2017.
- Students in the University of Missouri Sustainable Technologies classes have designed innovative bus shelters for the COMO Connect System. A public input session was conducted and a design was chosen by public vote and a selection committee. Funding is available via two capital Federal grants to install concrete for these shelters. Additional federal funds should soon be apportioned by MoDOT for more bus shelter placements.

Transit

Annual and 5 Year Capital Projects

Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future Cost	D	C
Transit								
1 Annual Bus replacement - PT053 [ID: 1560]								
FTA Grant	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$4,710,944		
Total	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$4,710,944		
2 Annual Transit Project - PT050 [ID: 1549]								
Transp S Tax	\$275,731	\$283,689	\$291,872	\$300,351	\$309,106	\$1,177,736	2013	2026
Total	\$275,731	\$283,689	\$291,872	\$300,351	\$309,106	\$1,177,736		
3 Bus Priority-Traffic Signal System PT046 [ID: 1354]								
Total							2017	2018
4 CDBG Bus Shelters - PT057 [ID: 1948]								
Total							2016	2017

Transit Funding Source Summary								
FTA Grant	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$4,710,944		
Transp S Tax	\$275,731	\$283,689	\$291,872	\$300,351	\$309,106	\$1,177,736		
New Funding	\$1,453,467	\$1,461,425	\$1,469,608	\$1,478,087	\$1,486,842	\$5,888,680		
Total	\$1,453,467	\$1,461,425	\$1,469,608	\$1,478,087	\$1,486,842	\$5,888,680		

D = Year being designed; C = Year construction will begin.  
For projects planned beyond five years, please refer to the City's Capital Improvement Plan Document.

### Capital Lease Agreement

**9/01/2015 Capital lease agreement for (1) 40 foot electric bus**  
**(Interest rate: 0.903%)**

Original Issue - \$648,000  
 Balance as of 09/30/2017 \$648,000  
 Maturity date - 10/01/2027

In August 2015, the City entered into a capital lease agreement (Resolution #128-15) for \$648,000 for (1) 40 foot electric bus.

**12/01/2015 Capital lease agreement for (3) 30 foot electric buses**  
**(Interest rate: 6.00%)**

Original Issue - \$1,350,000  
 Balance as of 09/30/2017 \$0  
 Maturity date - 03/01/2029

In August 2015, the City entered into a capital lease agreement (Resolution #128-15) for \$1,350,000 for (3) 30 foot electric buses. This agreement allows the City to evaluate the performance of the vehicles for a one year period. After the one year period if the City is unsatisfied with the performance, the vehicles may be returned. The vehicles were not received until January-March of 2017, so the City has until January-March of 2018 to decide whether or not to continue with the lease.

<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
2017	\$99,677	\$53,925	\$153,602
2018	\$134,459	\$80,617	\$215,076
2019	\$140,002	\$75,075	\$215,076
2020	\$145,861	\$69,215	\$215,076
2021	\$152,057	\$63,019	\$215,076
2022	\$158,610	\$57,466	\$216,076
2023	\$165,541	\$49,535	\$215,076
2024	\$172,874	\$42,202	\$215,076
2025	\$180,632	\$34,444	\$215,076
2026	\$188,843	\$26,233	\$215,076
2027	\$197,534	\$17,542	\$215,076
2028	\$154,286	\$8,540	\$162,826
2029	\$60,563	\$911	\$61,474
	<u><b>\$1,950,939</b></u>	<u><b>\$578,724</b></u>	<u><b>\$2,529,662</b></u>

### Capital Lease Agreement

12/01/2016 Capital lease agreement for (5) 40 foot electric buses  
(Interest rate: 2.5%)

Original Issue - \$3,100,000  
Balance as of 09/30/2017 \$0  
Maturity date - 12/1/2028

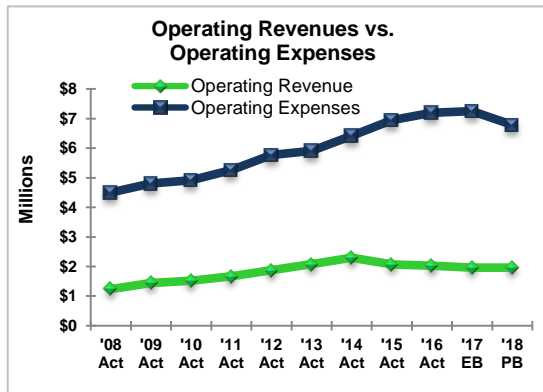
In August 2015, the City entered into a capital lease agreement (Resolution #128-15) for \$3,100,000 for (5) 40 foot electric buses. This agreement allows the City to evaluate the performance of the vehicles for a one year period. After the one year period if the City is unsatisfied with the performance, the vehicles may be returned. The vehicles were not received until November 2016, so the City has until November 2017 to decide whether or not to continue with the lease.

<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
2017	\$167,734	\$56,726	\$224,460
2018	\$228,589	\$70,691	\$299,280
2019	\$234,369	\$64,911	\$299,280
2020	\$240,295	\$58,985	\$299,280
2021	\$246,371	\$52,909	\$299,280
2022	\$252,601	\$46,679	\$299,280
2023	\$258,988	\$40,292	\$299,280
2024	\$265,536	\$33,744	\$299,280
2025	\$272,251	\$27,029	\$299,280
2026	\$279,135	\$20,145	\$299,280
2027	\$286,193	\$13,087	\$299,280
2028	\$293,429	\$5,851	\$299,280
2029	\$74,509	\$311	\$74,820
	<u><b>\$3,100,000</b></u>	<u><b>\$491,360</b></u>	<u><b>\$3,591,360</b></u>

## Net Income Statement Transit Fund

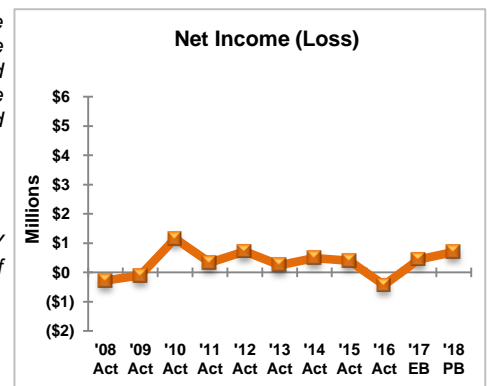
	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Operating Revenues:</b>				
FastCat	\$0	\$0	\$0	\$0
Fares	\$284,594	\$251,500	\$249,596	\$250,710
School Passes	\$48,915	\$43,000	\$55,590	\$43,430
Special	\$285,419	\$178,853	\$239,418	\$203,892
Paratransit	\$164,523	\$173,000	\$172,001	\$217,830
University Shuttle	\$1,247,925	\$1,247,925	\$1,247,925	\$1,247,925
<b>Total Operating Revenues</b>	<b>\$2,031,376</b>	<b>\$1,894,278</b>	<b>\$1,964,530</b>	<b>\$1,963,787</b>
<b>Operating Expenses:</b>				
Personnel Services	\$3,958,268	\$3,665,319	\$3,965,393	\$3,807,160
Supplies & Materials	\$1,297,631	\$1,322,146	\$1,312,686	\$966,892
Travel & Training	\$4,057	\$3,256	\$3,256	\$3,321
Intragovernmental Charges	\$1,051,908	\$1,167,416	\$1,167,416	\$1,259,180
Utilities Services & Other Misc.	\$885,830	\$812,184	\$799,830	\$744,312
<b>Total Operating Expenses</b>	<b>\$7,197,694</b>	<b>\$6,970,321</b>	<b>\$7,248,581</b>	<b>\$6,780,865</b>
<b>Operating Income (Loss) Before Depreciation</b>	<b>(\$5,166,318)</b>	<b>(\$5,076,043)</b>	<b>(\$5,284,051)</b>	<b>(\$4,817,078)</b>
Depreciation	(\$965,977)	(\$970,540)	(\$970,540)	(\$970,540)
<b>Operating Income</b>	<b>(\$6,132,295)</b>	<b>(\$6,046,583)</b>	<b>(\$6,254,591)</b>	<b>(\$5,787,618)</b>
<b>Non-Operating Revenues:</b>				
Investment Revenue	\$45,067	\$43,122	\$43,122	\$43,122
Revenue From Other Gov't Units	\$2,305,196	\$2,303,286	\$2,303,286	\$2,303,286
Misc. Non-Operating Revenue	\$49,810	\$43,600	\$32,092	\$42,400
<b>Total Non-Operating Revenues</b>	<b>\$2,400,073</b>	<b>\$2,390,008</b>	<b>\$2,378,500</b>	<b>\$2,388,808</b>
<b>Non-Operating Expenses:</b>				
Interest Expense	\$5,189	\$154,895	\$110,651	\$151,308
Bank and Paying Agent Fees	\$1,738	\$0	\$0	\$0
Loss on Disposal Assets	\$32,282	\$0	\$0	\$0
Capital Lease Payment	\$0	\$0	\$0	\$0
<b>Total Non-Operating Expenses</b>	<b>\$39,209</b>	<b>\$154,895</b>	<b>\$110,651</b>	<b>\$151,308</b>
<b>Operating Transfers</b>				
Operating Subsidy from TST Fund	\$2,600,179	\$2,438,773	\$2,438,773	\$2,516,873
Operating Transfer from CIST Fund	\$140,000	\$140,000	\$140,000	\$0
Operating Transfer from CDBG Fund	\$0	\$0	\$0	\$0
Operating Transfer from CVB Fund	\$12,000	\$12,000	\$12,000	\$12,000
Operating Transfer from Parking Fund	\$270,273	\$270,273	\$270,273	\$270,273
Operating Transfer - Local Match for CIP projects	\$294,434	\$314,434	\$314,434	\$275,731
Operating Transfers to Other Funds	(\$1,530)	(\$1,530)	(\$1,530)	(\$1,530)
<b>Total Operating Transfers</b>	<b>\$3,315,356</b>	<b>\$3,173,950</b>	<b>\$3,173,950</b>	<b>\$3,073,347</b>
<b>Net Income Before Capital Contributions</b>	<b>(\$456,075)</b>	<b>(\$637,520)</b>	<b>(\$812,792)</b>	<b>(\$476,771)</b>
Capital Contribution - FTA Grant for CIP	\$22,016	\$1,257,736	\$1,257,736	\$1,177,736
<b>Net Income/(Loss) Transferred to Retained Earnings</b>	<b>(\$434,059)</b>	<b>\$620,216</b>	<b>\$444,944</b>	<b>\$700,965</b>
Beginning Retained Earnings	\$12,946,318	\$12,512,259	\$12,512,259	\$12,957,203
<b>Ending Retained Earnings</b>	<b>\$12,512,259</b>	<b>\$13,132,475</b>	<b>\$12,957,203</b>	<b>\$13,658,168</b>

Note: Net Income Statement does not include capital addition or capital project expenses.



Operating expenses and revenues are budgeted lower than FY 2016. On the revenue side, lower revenues are expected on fares and special fees. On the expense side, three bus routes have been eliminated due to budget constraints.

Net Income is estimated to increase in FY 2017 due to lower expenses as a result of the elimination of three bus routes.



### Funding Sources and Uses Transit Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Interest Revenue	\$45,067	\$43,122	\$43,122	\$43,122
Less: GASB 31 Interest Adjustment	\$8,750			
<b>Interest Revenue w/o GASB 31 Adj</b>	<b>\$36,317</b>	<b>\$43,122</b>	<b>\$43,122</b>	<b>\$43,122</b>
FastCat	\$0	\$0	\$0	\$0
Fares	\$284,594	\$251,500	\$249,596	\$250,710
School Passes	\$48,915	\$43,000	\$55,590	\$43,430
Special	\$285,419	\$178,853	\$239,418	\$203,892
Paratransit	\$164,523	\$173,000	\$172,001	\$217,830
University Shuttle	\$1,247,925	\$1,247,925	\$1,247,925	\$1,247,925
Other Local Revenues	\$49,810	\$43,600	\$32,092	\$42,400
Grants	\$2,305,196	\$2,303,286	\$2,303,286	\$2,303,286
<b>Total Financial Sources Before Transfers</b>	<b>\$4,422,699</b>	<b>\$4,284,286</b>	<b>\$4,343,030</b>	<b>\$4,352,595</b>
Operating Subsidy from TST Fund	\$2,600,179	\$2,438,773	\$2,438,773	\$2,516,873
Operating Transfer - CVB Fund	\$12,000	\$12,000	\$12,000	\$12,000
Operating Transfer - Parking Fd	\$270,273	\$270,273	\$270,273	\$270,273
Operating Transfer - CIST for CIP	\$140,000	\$140,000	\$140,000	\$0
Operating Transfer - TST for CIP	\$294,434	\$314,434	\$314,434	\$275,731
<b>Total Financial Sources</b>	<b>\$7,739,585</b>	<b>\$7,459,766</b>	<b>\$7,518,510</b>	<b>\$7,427,472</b>
<b>Financial Uses of Unrestricted Cash</b>				
Personnel Services	\$3,958,268	\$3,665,319	\$3,965,393	\$3,807,160
Supplies & Materials	\$1,297,631	\$1,322,146	\$1,312,686	\$966,892
Travel & Training	\$4,057	\$3,256	\$3,256	\$3,321
Intragovernmental Charges	\$1,051,908	\$1,167,416	\$1,167,416	\$1,259,180
Utilities Services & Other Misc.	\$885,830	\$812,184	\$799,830	\$744,312
<b>Total Operating Expenses</b>	<b>\$7,197,694</b>	<b>\$6,970,321</b>	<b>\$7,248,581</b>	<b>\$6,780,865</b>
Less: GASB 68 Pension Adjustment	\$299,736	\$0	\$0	\$0
Less: GASB 16 Vacation Liability Adj	\$13,853	\$0	\$0	\$0
<b>Total Operating Expenses w/o GASB Adj</b>	<b>\$6,884,105</b>	<b>\$6,970,321</b>	<b>\$7,248,581</b>	<b>\$6,780,865</b>
Operating Transfers to Other Funds	\$1,530	\$1,530	\$1,530	\$1,530
Interest Expense	\$5,189	\$154,895	\$110,651	\$151,308
Bank and Paying Agent Fees	\$1,738	\$0	\$0	\$0
Capital Lease Payment	\$0	\$0	\$0	\$0
Principal Payments	\$47,061	\$134,705	\$267,412	\$363,048
Capital Additions	\$0	\$27,251	\$27,251	\$0
Transp Sales Tax used for Capital Projects	\$294,434	\$314,434	\$314,434	\$275,731
Capital Impr Sales Tax used for Capital Projects	\$140,000	\$140,000	\$140,000	\$0
<b>Total Financial Uses</b>	<b>\$7,374,057</b>	<b>\$7,743,136</b>	<b>\$8,109,859</b>	<b>\$7,572,482</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>\$365,528</b>	<b>(\$283,370)</b>	<b>(\$591,349)</b>	<b>(\$145,010)</b>

The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

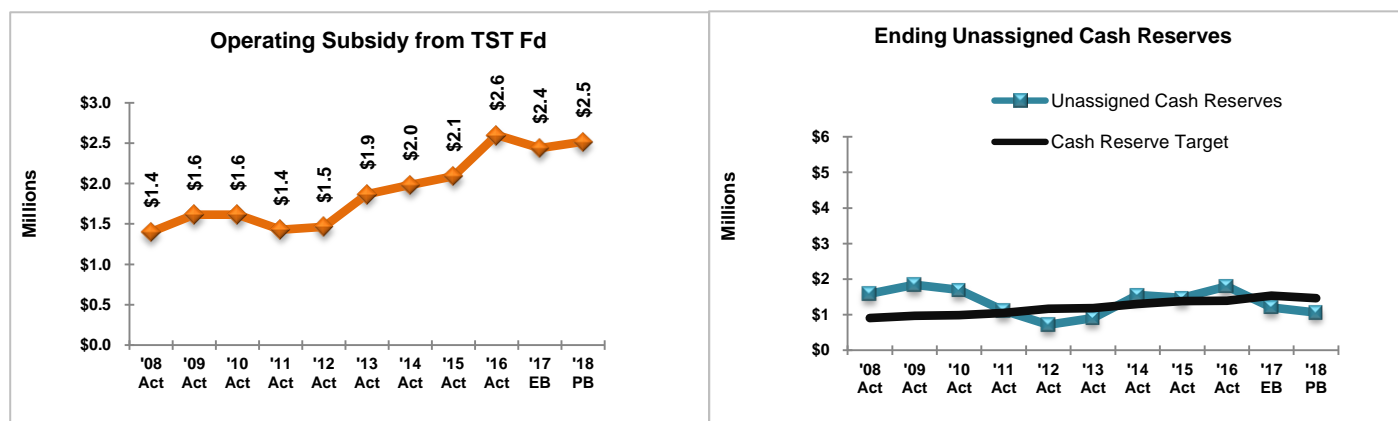
This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

### Funding Sources and Uses Transit Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$1,798,134	\$1,798,134	\$1,206,785
Financial Source Over/(Under)		(\$283,370)	(\$591,349)	(\$145,010)
Current Assets	\$2,676,650			
Less: Current Liabilities	\$878,516			
<b>Projected Unassigned Cash Reserve</b>	<b>\$1,798,134</b>	<b>\$1,514,764</b>	<b>\$1,206,785</b>	<b>\$1,061,775</b>
<b>Cash Reserve Target</b>				
Total Financial Uses	\$7,374,057	\$7,743,136	\$8,109,859	\$7,572,482
Less: Cap Imp Sales Tax For CIP	(\$140,000)	(\$140,000)	(\$140,000)	\$0
Less: Transportation Sales Tax Used for CIP	(\$294,434)	(\$314,434)	(\$314,434)	(\$275,731)
Total Financial Uses for Operations	<b>\$6,939,623</b>	<b>\$7,288,702</b>	<b>\$7,655,425</b>	<b>\$7,296,751</b>
	x 20%	x 20%	x 20%	x 20%
Cash Reserve Target for Operations	\$1,387,925	\$1,457,740	\$1,531,085	\$1,459,350
Enterprise Revenue for Next Year CIP	\$0	\$0	\$0	\$0
<b>Cash Reserve Target</b>	<b>\$1,387,925</b>	<b>\$1,457,740</b>	<b>\$1,531,085</b>	<b>\$1,459,350</b>
<b>Above/(Below) Cash Reserve Target</b>	<b>\$410,209</b>	<b>\$57,024</b>	<b>(\$324,300)</b>	<b>(\$397,575)</b>

A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balances to fund capital project costs.



For the period shown, the operating subsidy from Transportation Sales Tax to Transit increased \$1,116,873 or 79.78%. Beginning in FY 2015, the City started leasing electric buses, which has resulted in an increase in the operating subsidy from transportation sales tax and a reduction in the amount needed for local match funding on the Capital Project side.

There is a significant decrease in ending unassigned cash reserves from FY 2016 to Proposed FY 2018 due to debt service costs associated with leasing buses and increased personnel costs due to turnover which resulted in increased overtime costs. FY 2017 and FY 2018 reflect ending unassigned cash reserves fell below the cash reserve target. Management has responded by eliminating three bus routes in an effort to lower expenses. Refer to the five year forecast earlier in this section to see the future financial challenges facing this budget. Low sales tax growth and fare revenue are negatively impacting the financial health of this fund.



# Transit Fees/Charges/Fines

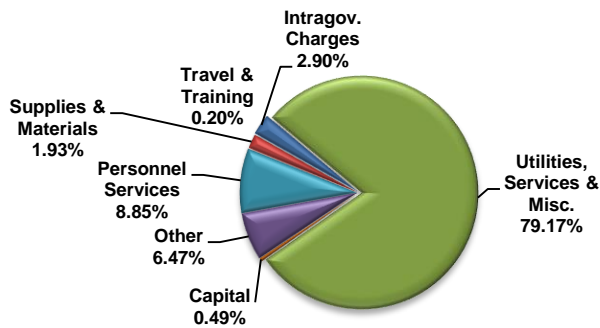
			FY 2017	FY 2018	
	Chapter/ Section	Date Last Changed	Fee	Fee	Effective Date
<b>Regular Fares</b> The following fares shall be in effect on all fixed route buses operated by the transit division: Regular fares: Per ride Daily pass 30-day Full Fare (Tickets/Fast Passes) 25-Ride Full Fare (Tickets/Fast Passes)  <b>Half Fares</b> Half fares. Disabled, elderly, Medicare or Medicaid recipients, or individuals who can validate that they are persons with annual incomes equal to or below one hundred eighty-five (185) per cent of the federal poverty level. Per ride 30-Day Half Fare (Tickets/Fast Passes) 25-Ride Half Fare (Tickets/Fast Passes)  <b>Semester Passes</b> Semester passes. Students of any university, college or trade, public or private school in the City of Columbia, Missouri, with the showing of a valid student identification card. Per regular semester After October 15 (fall semester) and March 15 (spring semester)  Semester pass discounts. Any agency, entity, organization or business may purchase discounted semester passes, on behalf of their customers, at the following discounted rates: - Per regular semester if purchased in groups of 20—1,000 - After October 15 (fall semester) and March 15 (spring semester) if purchased in groups of 20—1,000  - Per regular semester if purchased in groups of more than 1,000 - After October 15 (fall semester) and March 15 (spring semester) if purchased in groups of more than 1,000  <b>Youth Ride</b> Youth ride free. Any child or young adult, eighteen (18) years of age or younger, may ride for free when presenting a valid school identification card or transit issued identification card. Children who are not of school age do not need to present an identification card.  <b>Downtown employee discount fare</b> The first two hundred (200) employees of businesses located in the central business district who present a pay stub or equivalent from their employer - 30-Day Half Fare (Tickets/Fast Passes)  <b>Paratransit</b> The following fares shall be in effect on all vehicles used to provide paratransit service operated by the transit division:  Certified ADA eligible persons or companion, per ride Registered personal care attendant accompanying a certified ADA eligible person	22-29(a) 22-29(a)(1)	09-19-11 08-04-14 09-19-11 09-19-11	\$1.50 \$3 \$55 \$30	\$1.50 \$3 \$55 \$30	
	22-29(a)(2)	09-19-11 09-19-11 09-19-11	\$0.75 \$25 \$15	\$0.75 \$25 \$15	
	22-29(a)(3)	09-19-11 09-17-12	\$100 \$50	\$100 \$50	
	22-29(a)(4)	08-04-14 08-04-14 11-05-12 11-05-12	\$65/pass \$32/pass \$50/pass \$25/pass	\$65/pass \$32/pass \$50/pass \$25/pass	
	22-29(a)(5)	08-04-14	Free	Free	
	22-29 (a) (6)	08-03-15	\$25	\$25	
	22-29(b)				
	22-29(b)(1) 22-29(b)(2)	09-19-11 09-19-11	\$2 Free	\$3 Free	10-01-17

# Regional Airport Fund

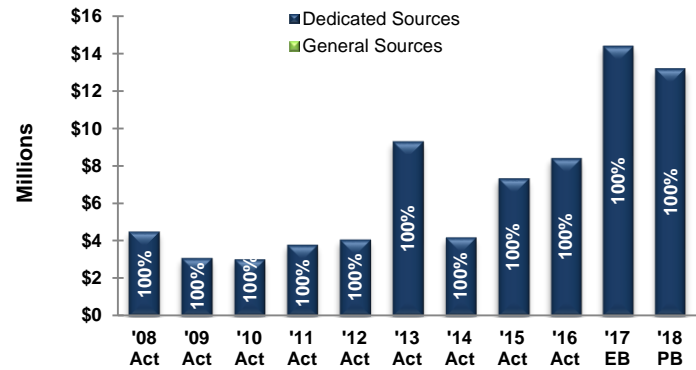
## (Enterprise Fund)

# Regional Airport Fund (Enterprise Fund)

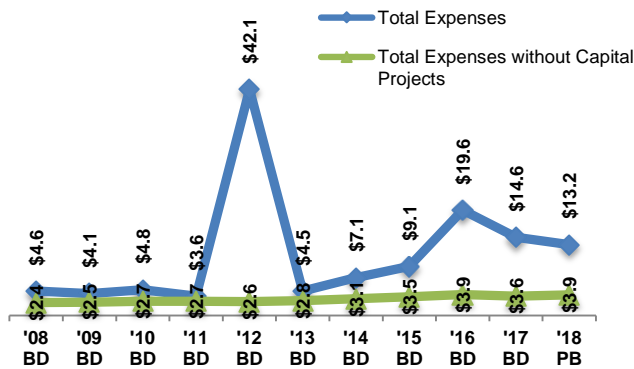
**FY 2018 Total Expenses By Category**



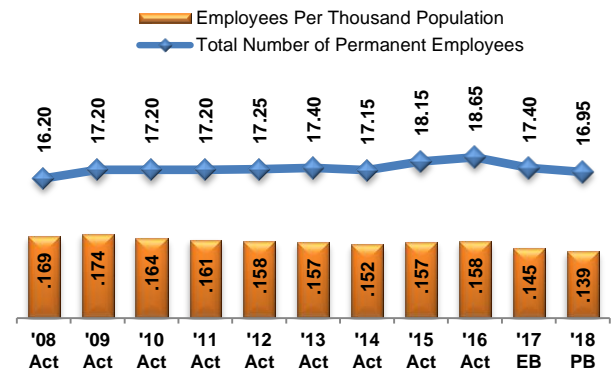
**Funding Sources**



**Budgeted Expense History (in Millions)**



**Permanent Positions**



## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$1,326,779	\$1,315,436	\$1,227,764	\$1,166,213	(5.0%)	(11.3%)
Supplies & Materials	\$214,006	\$282,289	\$230,012	\$254,207	10.5%	(9.9%)
Travel & Training	\$22,694	\$26,724	\$22,844	\$26,481	15.9%	(0.9%)
Intragov. Charges	\$354,766	\$401,553	\$401,553	\$381,811	(4.9%)	(4.9%)
Utilities, Services & Misc.	\$5,513,556	\$11,618,883	\$11,589,261	\$10,438,506	(9.9%)	(10.2%)
Capital	\$30,131	\$54,120	\$54,120	\$65,000	20.1%	20.1%
Other	\$950,213	\$852,733	\$852,733	\$852,733	0.0%	0.0%
<b>Total</b>	<b>\$8,412,145</b>	<b>\$14,551,738</b>	<b>\$14,378,287</b>	<b>\$13,184,951</b>	<b>(8.3%)</b>	<b>(9.4%)</b>
Operating Expenses	\$2,826,102	\$2,730,331	\$2,556,880	\$2,968,971	16.1%	8.7%
Non-Operating Expenses	\$863,215	\$848,782	\$848,782	\$848,782	0.0%	0.0%
Debt Service	\$86,998	\$3,951	\$3,951	\$3,951	0.0%	0.0%
Capital Additions	\$30,131	\$54,120	\$54,120	\$65,000	20.1%	20.1%
Capital Projects	\$4,605,699	\$10,914,554	\$10,914,554	\$9,298,247	(14.8%)	(14.8%)
<b>Total Expenses</b>	<b>\$8,412,145</b>	<b>\$14,551,738</b>	<b>\$14,378,287</b>	<b>\$13,184,951</b>	<b>(8.3%)</b>	<b>(9.4%)</b>

## Funding Sources (Where the Money Comes From)

Grants and Capital Contrib.++	\$4,306,101	\$10,457,039	\$10,537,039	\$5,901,908	(44.0%)	(43.6%)
Interest Revenue	\$39,682	\$31,930	\$31,930	\$31,930	0.0%	0.0%
Fees and Service Charges	\$712,502	\$871,925	\$903,842	\$1,155,569	27.9%	32.5%
Other Local Revenues	\$67,677	\$11,500	\$8,500	\$8,500	0.0%	(26.1%)
Transfers*	\$3,183,552	\$1,990,163	\$1,990,163	\$2,772,922	39.3%	39.3%
Use of Prior Year Sources	\$102,631	\$1,189,181	\$906,813	\$3,314,122	265.5%	178.7%
Less: Current Year Surplus	\$0	\$0	\$0	\$0		
<b>Dedicated Sources</b>	<b>\$8,412,145</b>	<b>\$14,551,738</b>	<b>\$14,378,287</b>	<b>\$13,184,951</b>	<b>(8.3%)</b>	<b>(9.4%)</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$8,412,145</b>	<b>\$14,551,738</b>	<b>\$14,378,287</b>	<b>\$13,184,951</b>	<b>(8.3%)</b>	<b>(9.4%)</b>

\* Transfers come from the Transportation 1/2 cent Sales Tax Fund and Convention and Visitors Bureau (1% Hotel/Motel Tax)

++Capital Contributions are capital grants from the FAA for capital projects.

## Description

The mission of Columbia Regional Airport (COU) is to provide a safe, reliable, and user-friendly airport facility for all aspects of modern aviation. Columbia Regional Airport has proven the ability to provide a safe and efficient area for commercial, corporate, general aviation and military operations. The Columbia Regional Airport promotes the economic growth of the mid-Missouri region through access to the national and international air transportation system.

## Department Objectives

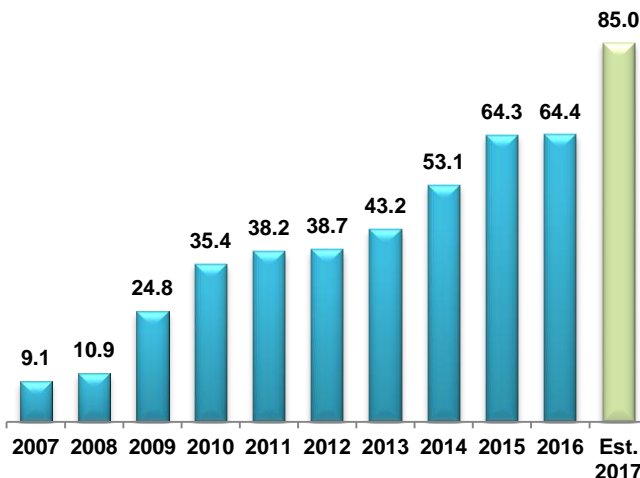
To prudently protect the taxpayers' investment by managing the Airport in strict accordance with Federal Aviation Administration Part 139 and Transportation Security Administration Part 1542 regulations by providing qualified public safety, maintenance and administrative staff. To offer a safe, reliable, and convenient place for air travelers, commercial airlines, general aviation, charter services, air cargo, and tenants; and, to implement innovative ways to increase revenues, procure new commercial, cargo and general aviation services, and increase passenger enplanements.

## Highlights/Significant Changes

### Strategic Priority: Infrastructure - Connecting the Community

- Runway 13-31 is being reconstructed with an \$12 million FAA grant (90%) and matched by the city (10%) Transportation Sales Tax (TST). This runway will be completed in the fall and will become 5,500 feet long and 100 feet wide and will be constructed from concrete making the runway available for larger commercial aircraft currently serving the COU market.

Passenger Enplanements (in Thousands)



## Highlights/Significant Changes

- A new Oshkosh Striker ARFF truck was delivered replacing the 1981 Oshkosh truck. This purchase was approximately \$650,000 and funded 90 percent by the FAA grant process and 10 percent city match from TST. The new truck is compliant with all FAA regulations for fire suppression that are required to support commercial air service and charter service out of COU.
- A pavement management study was completed by consultant Burns and McDonnell. This study showed deteriorating pavement conditions on Runway 2-20 and in need of major rehabilitation. This rehabilitation was moved forward one year in the CIP plan to ensure that safety is paramount as the airport grows.
- Taxiway C is expected to receive a grant for construction at a cost of nearly \$3 million and funded 90 percent by the FAA with a 10 percent city match from TST. Construction is expected to begin in the early fall and be completed in spring of 2018. This taxiway will run parallel to the new runway that is being constructed.
- COU is beginning a Runway 2-20 AGIS survey which is required to be completed two years prior to the lengthening of Runway 2-20 which is scheduled for 2019 per the CIP plan.
- The airport is currently working with the Public Works Department to complete crack sealing on primary Runway 2-20. This will be completed at an approximate cost of \$15,000. This crack sealing is vital to maintain the integrity of the primary runway during freeze thaw type of weather.
- The airport is assuming management responsibilities of the 889 snack bar beginning in FY 2018. This will allow airport management the ability to make changes based on the needs of customers.
- The airport transitioned from the Public Works Department to the Economic Development Department in FY 2017. This transition allowed the airport to continue to thrive as an economic driver for the entire mid-Missouri region. This transition has also allowed the airport to excel moving forward with new ideas and new relationships as it expands and continues to grow.
- Consultant Parsons Brinkerhoff/WSP is completing the Terminal Area Master Plan. Site selection and revenue sources have been identified for future funding of the new terminal. The State of Missouri Department of Transportation has allocated \$2.5 million to COU for this project.
- The airport has added 200 parking spaces to better serve customer needs. The parking lots have been built using crushed concrete from a previous taxiway project and utilizing airport staff to help offset costs. In addition to new parking lots, airport staff remodeled the previous restaurant area in the main terminal. A counter with barstools upstairs and additional seating has been installed to accommodate passengers.

## Highlights/Significant Changes (continued)

- United Airlines will begin daily service on August 1, 2017 from COU to Chicago O'Hare and Denver International Airports. These round-trip direct flights will allow for nearly 108,000 additional seats available for COU passengers.
- American Airlines (AA) continues to have record numbers of enplanements and deplanements at COU. With this success they have increased the size of their fleet to accommodate passenger demand. AA started service at COU using ERJ 145 jet service with a capacity of up to 50 passengers. Due to their success, AA changed the aircraft to a CRJ 700 in January 2015 which increased capacity to 70 passengers. These aircraft were consistently being booked and in February 2017 the airline changed the Dallas flights to a CRJ 900 which has a capacity of 76 and offers more legroom for the passengers. Since this change proved to be a popular choice of passengers, AA has recently announced that beginning in August the ERJ 175 will be utilized for DFW service. The ERJ 175 is very popular among the business and vacation travelers because it has the same capacity and adds three more seats in first class and even more legroom and seat width.
- American Airlines has continued to set record numbers of enplanements. During the first five months of 2017, AA increased passenger enplanements by 15 percent. Their deplanements have also increased over the first five months by 5,635 passengers. The increase in deplanements demonstrates that our region is a viable visitor and business traveler destination.
- Voters passed a 1% Hotel/Motel tax for airport improvements in FY 2016. Collections began in January, 2017. The tax will be recorded and accumulated in the Convention and Visitor's Bureau (CVB) Fund. As funds are needed for airport improvements, a transfer from CVB to Airport will occur. In FY 2018 there will be a transfer of \$190,571 to provide the local match for the New Terminal design project.

## Authorized Personnel

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
Administration	4.15	3.90	2.90	2.95	0.05
Airfield Areas	4.00	4.30	4.30	4.30	
Terminal Areas	1.00	1.00	1.00	1.00	
Public Safety	9.00	8.70	8.70	8.70	
Snow Removal	0.00	0.00	0.00	0.00	
Concessions	0.50	0.50	0.50	0.00	(0.50)
<b>Total Personnel</b>	<b>18.65</b>	<b>18.40</b>	<b>17.40</b>	<b>16.95</b>	<b>(0.45)</b>
Permanent Full-Time	18.65	18.40	17.40	16.95	(0.45)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>18.65</b>	<b>18.40</b>	<b>17.40</b>	<b>16.95</b>	<b>(0.45)</b>

# Regional Airport Fund - Summary

Fund 554x

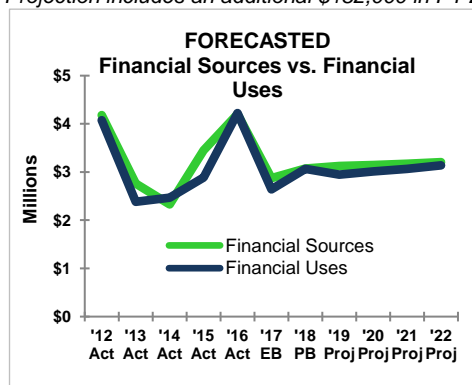
## Forecasted Sources and Uses (For Information Purposes Only)

	Proposed FY 2018	Projected FY 2019	Projected FY 2020	Projected FY 2021	Projected FY 2022
<b>Financial Sources</b>					
Operating Grants	\$0	\$0	\$0	\$0	\$0
Interest	\$31,930	\$31,930	\$31,930	\$31,930	\$31,930
Fees and Service Charges	\$1,155,569	\$1,176,706	\$1,165,409	\$1,166,125	\$1,166,857
Other Local Revenues	\$8,500	\$8,500	\$8,500	\$8,500	\$8,500
<b>Total Sources Before Transfers</b>	<b>\$1,195,999</b>	<b>\$1,217,136</b>	<b>\$1,205,839</b>	<b>\$1,206,555</b>	<b>\$1,207,287</b>
Operating Subsidy from TST Fund *	\$1,876,583	\$1,906,579	\$1,936,875	\$1,967,474	\$1,998,379
<b>Total Financial Sources</b>	<b>\$3,072,582</b>	<b>\$3,123,715</b>	<b>\$3,142,714</b>	<b>\$3,174,029</b>	<b>\$3,205,666</b>
<b>Financial Uses</b>					
Personnel Services	\$1,166,213	\$1,229,951	\$1,254,552	\$1,279,644	\$1,305,238
Supplies & Materials	\$254,207	\$233,407	\$238,050	\$242,790	\$247,627
Travel & Training	\$26,481	\$27,211	\$27,390	\$28,137	\$28,495
Intragovernmental	\$381,811	\$397,697	\$414,733	\$433,054	\$452,822
Utilities, Services, & Misc.	\$1,140,259	\$1,029,995	\$1,048,495	\$1,067,360	\$1,086,606
Operating Transfers to Other Funds	\$0	\$0	\$0	\$0	\$0
Non-Operating Cash Expenses	\$3,951	\$0	\$0	\$0	\$0
Principal	\$26,976	\$27,935	\$28,929	\$14,848	\$14,848
Capital Additions	\$65,000	\$0	\$0	\$0	\$0
Enterprise Revenue Used for Capital Projects	\$0	\$0	\$0	\$0	\$0
<b>Total Financial Uses</b>	<b>\$3,064,898</b>	<b>\$2,946,196</b>	<b>\$3,012,149</b>	<b>\$3,065,833</b>	<b>\$3,135,636</b>
	0				
<b>Sources Over (Under) Uses</b>	<b>\$7,684</b>	<b>\$177,519</b>	<b>\$130,565</b>	<b>\$108,196</b>	<b>\$70,030</b>
Beginning Unassigned Cash Reserve	\$863,509	\$871,193	\$1,048,712	\$1,179,277	\$1,287,473
Financial Sources Over/(Under) Uses	\$7,684	\$177,519	\$130,565	\$108,196	\$70,030
Current Assets					
Less: Current Liabilities					
<b>Ending Unassigned Cash Reserve</b>	<b>\$871,193</b>	<b>\$1,048,712</b>	<b>\$1,179,277</b>	<b>\$1,287,473</b>	<b>\$1,357,503</b>
Total Financial Uses	\$3,064,898	\$2,946,196	\$3,012,149	\$3,065,833	\$3,135,636
Less: Ent Rev Used for CIP	\$0	\$0	\$0	\$0	\$0
<b>Total Financial Uses for Operations</b>	<b>\$3,064,898</b>	<b>\$2,946,196</b>	<b>\$3,012,149</b>	<b>\$3,065,833</b>	<b>\$3,135,636</b>
20% Guideline for Operational Expenses	\$612,980	\$589,239	\$602,430	\$613,167	\$627,127
Add: Ent Rev for next year CIP	\$0	\$0	\$0	\$0	\$0
<b>Cash Reserve Target</b>	<b>\$612,980</b>	<b>\$589,239</b>	<b>\$602,430</b>	<b>\$613,167</b>	<b>\$627,127</b>
<b>Above (Below) Cash Reserve Target</b>	<b>\$258,213</b>	<b>\$459,473</b>	<b>\$576,847</b>	<b>\$674,306</b>	<b>\$730,376</b>

\* Projected growth in Transportation Sales Tax (TST) is allocated as follows: 50% to Transit, 25% to Airport, and 25% to Streets & Sidewalks.

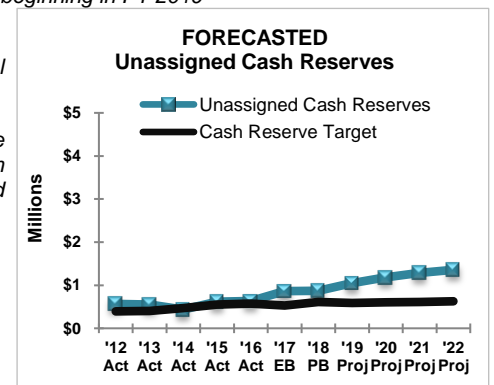
Projected TST Growth Allocated to Airport	\$29,699	\$29,996	\$30,296	\$30,599	\$30,905
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Projection includes an additional \$182,000 in FY 2018 for surface maintenance and 1.00 new custodian beginning in FY 2019



Financial sources are projected to be above financial uses for FY 2018 - FY 2022.

The unassigned cash reserves are projected to be above the cash reserve target for FY 2018 through FY 2022. Operating costs or revenues associated with the new terminal have not been included.





## Budget Detail by Divisions

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
<b>Administration:</b>						
Personnel Services	\$253,679	\$298,207	\$237,569	\$211,011	(11.2%)	(29.2%)
Supplies and Materials	\$7,208	\$11,769	\$7,269	\$7,661	5.4%	(34.9%)
Travel and Training	\$8,208	\$8,650	\$8,650	\$9,650	11.6%	11.6%
Intragovernmental Charges	\$284,280	\$322,846	\$322,846	\$300,412	(6.9%)	(6.9%)
Utilities, Services, & Misc.	\$593,936	\$394,236	\$394,236	\$839,381	112.9%	112.9%
Capital	\$0	\$0	\$0	\$0		
Other	\$950,213	\$852,733	\$852,733	\$852,733	0.0%	0.0%
<b>Total</b>	<b>\$2,097,524</b>	<b>\$1,888,441</b>	<b>\$1,823,303</b>	<b>\$2,220,848</b>	<b>21.8%</b>	<b>17.6%</b>
<b>Airfield Areas:</b>						
Personnel Services	\$259,368	\$276,299	\$274,664	\$276,888	0.8%	0.2%
Supplies and Materials	\$77,736	\$97,929	\$87,929	\$99,639	13.3%	1.7%
Travel and Training	\$0	\$4,743	\$863	\$500	(42.1%)	(89.5%)
Intragovernmental Charges	\$19,750	\$28,044	\$28,044	\$29,982	6.9%	6.9%
Utilities, Services, & Misc.	\$189,551	\$115,826	\$115,826	\$119,022	2.8%	2.8%
Capital	\$30,131	\$14,620	\$14,620	\$65,000	344.6%	344.6%
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$576,536</b>	<b>\$537,461</b>	<b>\$521,946</b>	<b>\$591,031</b>	<b>13.2%</b>	<b>10.0%</b>
<b>Terminal Areas:</b>						
Personnel Services	\$48,184	\$55,186	\$43,811	\$55,795	27.4%	1.1%
Supplies and Materials	\$26,976	\$46,079	\$38,204	\$38,317	0.3%	(16.8%)
Travel and Training	\$0	\$0	\$0	\$0		
Intragovernmental Charges	\$9,887	\$9,085	\$9,085	\$8,242	(9.3%)	(9.3%)
Utilities, Services, & Misc.	\$85,265	\$148,935	\$125,335	\$134,150	7.0%	(9.9%)
Capital	\$0	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$170,312</b>	<b>\$259,285</b>	<b>\$216,435</b>	<b>\$236,504</b>	<b>9.3%</b>	<b>(8.8%)</b>
<b>Public Safety:</b>						
Personnel Services	\$667,659	\$597,748	\$597,748	\$551,262	(7.8%)	(7.8%)
Supplies and Materials	\$24,897	\$43,566	\$43,566	\$44,860	3.0%	3.0%
Travel and Training	\$14,486	\$13,331	\$13,331	\$16,331	22.5%	22.5%
Intragovernmental Charges	\$26,457	\$26,502	\$26,502	\$27,552	4.0%	4.0%
Utilities, Services, & Misc.	\$11,405	\$20,340	\$20,340	\$20,640	1.5%	1.5%
Capital	\$0	\$39,500	\$39,500	\$0	(100.0%)	(100.0%)
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$744,904</b>	<b>\$740,987</b>	<b>\$740,987</b>	<b>\$660,645</b>	<b>(10.8%)</b>	<b>(10.8%)</b>
<b>Snow Removal:</b>						
Personnel Services	\$6,522	\$11,619	\$7,652	\$12,049	57.5%	3.7%
Supplies and Materials	\$43,569	\$29,946	\$25,044	\$35,670	42.4%	19.1%
Travel and Training	\$0	\$0	\$0	\$0		
Intragovernmental Charges	\$14,392	\$15,076	\$15,076	\$15,623	3.6%	3.6%
Utilities, Services, & Misc.	\$25,644	\$20,392	\$14,370	\$27,066	88.4%	32.7%
Capital	\$0	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$90,127</b>	<b>\$77,033</b>	<b>\$62,142</b>	<b>\$90,408</b>	<b>45.5%</b>	<b>17.4%</b>
<b>Concessions</b>						
Personnel Services	\$91,397	\$76,377	\$66,320	\$59,208	(10.7%)	(22.5%)
Supplies and Materials	\$31,245	\$53,000	\$28,000	\$28,060	0.2%	(47.1%)
Travel and Training	\$0	\$0	\$0	\$0		
Intragovernmental Charges	\$0	\$0	\$0	\$0		
Utilities, Services, and Misc.	\$4,401	\$4,600	\$4,600	\$0	(100.0%)	(100.0%)
Capital	\$0	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$127,043</b>	<b>\$133,977</b>	<b>\$98,920</b>	<b>\$87,268</b>	<b>(11.8%)</b>	<b>(34.9%)</b>

## Budget Detail by Divisions

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
<b>Capital Projects:</b>						
Personnel Services	(\$30)	\$0	\$0	\$0		
Supplies and Materials	\$2,375	\$0	\$0	\$0		
Travel and Training	\$0	\$0	\$0	\$0		
Intragovernmental Charges	\$0	\$0	\$0	\$0		
Utilities, Services, and Misc.	\$4,603,354	\$10,914,554	\$10,914,554	\$9,298,247	(14.8%)	(14.8%)
Capital	\$0	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$4,605,699</b>	<b>\$10,914,554</b>	<b>\$10,914,554</b>	<b>\$9,298,247</b>	<b>(14.8%)</b>	<b>(14.8%)</b>

<b>Department Totals</b>						
Personnel Services	\$1,326,779	\$1,315,436	\$1,227,764	\$1,166,213	(5.0%)	(11.3%)
Supplies and Materials	\$214,006	\$282,289	\$230,012	\$254,207	10.5%	(9.9%)
Travel and Training	\$22,694	\$26,724	\$22,844	\$26,481	15.9%	(0.9%)
Intragovernmental Charges	\$354,766	\$401,553	\$401,553	\$381,811	(4.9%)	(4.9%)
Utilities, Services, & Misc.	\$5,513,556	\$11,618,883	\$11,589,261	\$10,438,506	(9.9%)	(10.2%)
Capital	\$30,131	\$54,120	\$54,120	\$65,000	20.1%	20.1%
Other	\$950,213	\$852,733	\$852,733	\$852,733	0.0%	0.0%
<b>Total</b>	<b>\$8,412,145</b>	<b>\$14,551,738</b>	<b>\$14,378,287</b>	<b>\$13,184,951</b>	<b>(8.3%)</b>	<b>(9.4%)</b>

## Authorized Personnel by Divisions

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
<b>Administration:</b>					
9905 - Deputy City Manager *	0.05	0.05	0.05	0.00	(0.05)
8900 - Economic Development Director+	0.00	0.50	0.50	0.50	
6204 - Financial Analyst +	0.10	0.00	0.00	0.00	
5901 - Director, Public Works +++	0.10	0.10	0.10	0.20	0.10
5800 - Asst. to the Public Works Dir.	0.25	0.25	0.25	0.25	
4702 - Transit and Parking Manager+	0.50	0.00	0.00	0.00	
2557 - Airport Superintendent ++	2.00	1.00	0.00	0.00	
2556 - Airport Manager ++	0.00	1.00	1.00	1.00	
1007 - Administrative Supervisor +	0.10	0.00	0.00	0.00	
1006 - Senior Admin. Support Assistant +	1.05	1.00	1.00	1.00	
<b>Total Personnel</b>	<b>4.15</b>	<b>3.90</b>	<b>2.90</b>	<b>2.95</b>	<b>0.05</b>
Permanent Full-Time	4.15	3.90	2.90	2.95	0.05
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>4.15</b>	<b>3.90</b>	<b>2.90</b>	<b>2.95</b>	<b>0.05</b>
<b>Airfield Areas:</b>					
2555 - Airport Ops Supervisor	0.00	0.30	0.30	0.30	
2404 - Maintenance Mechanic-773	3.00	3.00	3.00	3.00	
2400 - Maintenance Supervisor	1.00	1.00	1.00	1.00	
<b>Total Personnel</b>	<b>4.00</b>	<b>4.30</b>	<b>4.30</b>	<b>4.30</b>	
Permanent Full-Time	4.00	4.30	4.30	4.30	
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>4.00</b>	<b>4.30</b>	<b>4.30</b>	<b>4.30</b>	

\* In FY 2018, .05 FTE Deputy City Manager was reallocated to Electric.

+ Due to a reorganization in FY 2017, the Economic Development Director will manage the Airport operation instead of Public Works. As a result, 0.50 FTE of the Economic Director position was allocated to the Airport, 0.10 FTE Financial Analyst was reallocated to Transit, 0.10 FTE Administrative Supervisor was reallocated to parking, and .05 FTE of Sr ASA was reallocated to Parking.

++ In FY 2017, (1) Airport Superintendent position was reassigned to an Airport Manager .

+++ In FY 2018 .05 FTE PW Director is reallocated from Streets and Engineering to Airport and .05 FTE PW Director is reallocated from Transit to Airport to reflect oversight of Airport's capital projects.



# Regional Airport Fund

Fund 554x

## Authorized Personnel by Divisions (cont.)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
<b>Terminal Areas:</b>					
2397 - Maintenance Assistant-773	1.00	1.00	1.00	1.00	
<b>Total Personnel</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	
Permanent Full-Time	1.00	1.00	1.00	1.00	
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	
<b>Public Safety:</b>					
2555 - Airport Operations Supervisor	1.00	0.70	0.70	0.70	
2550 - Airport Safety Officer	8.00	8.00	8.00	8.00	
<b>Total Personnel</b>	<b>9.00</b>	<b>8.70</b>	<b>8.70</b>	<b>8.70</b>	
Permanent Full-Time	9.00	8.70	8.70	8.70	
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>9.00</b>	<b>8.70</b>	<b>8.70</b>	<b>8.70</b>	
<b>Concessions:</b>					
8530 - Recreation Supervisor **	0.25	0.25	0.25	0.00	(0.25)
8520 - Recreation Specialist **	0.25	0.25	0.25	0.00	(0.25)
<b>Total Personnel</b>	<b>0.50</b>	<b>0.50</b>	<b>0.50</b>	<b>0.00</b>	<b>(0.50)</b>
Permanent Full-Time	0.50	0.50	0.50	0.00	(0.50)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>0.50</b>	<b>0.50</b>	<b>0.50</b>	<b>0.00</b>	<b>(0.50)</b>
<b>Department Totals</b>					
Permanent Full-Time	18.65	18.40	17.40	16.95	(0.45)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>18.65</b>	<b>18.40</b>	<b>17.40</b>	<b>16.95</b>	<b>(0.45)</b>

\*\* In FY 2018, Airport personnel began to manage concessions at the Airport. This resulted in 0.25 FTE Recreation Supervisor and 0.25 FTE Recreation Specialist being moved back to Rec Services Fund.

# Regional Airport Fund - Capital Projects

Fund 5541

## Major Projects

- Runway 2-20 Isolated Pavement Remediations
- Runway 2-20 & Taxiway A North Ext & AGIS Survey
- New Terminal Complex: Design

## Fiscal Impact

Funding for the FY 2018 projects will come from FAA Grants, Transportation Sales Tax, MoDOT and CVB Hotel Tax.

# Airport

# Annual and 5 Year Capital Projects

Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future Cost	D	C
<b>Airport</b>								
<b>1 Annual General Improvements - AP008 [ID: 944]</b>								
Transp S Tax	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000			
<b>Total</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>			
<b>2 Terminal Master Plan AP112 [ID: 1749]</b>								
<b>Total</b>							2014	2016
<b>3 13-31 (5500x100) &amp; TW B Turnarounds AP115 [ID: 1792]</b>								
<b>Total</b>							2016	2017
<b>4 Airport Landside Pavement Improvement Ph III AP121 [ID: 1926]</b>								
Transp S Tax		\$750,000					2019	2020
<b>Total</b>		<b>\$750,000</b>						
<b>5 New Terminal Complex: Design AP129 [ID: 2057]</b>								
CVB Hotel Tax for Airport	\$190,571						2018	2018
MoDot	\$2,500,000							
<b>Total</b>	<b>\$2,690,571</b>							
<b>6 New Terminal Complex: Phase One [ID: 2058]</b>								
Future Bond		\$9,399,029					2018	2019
<b>Total</b>		<b>\$9,399,029</b>						
<b>7 New Terminal Complex: Phase Two [ID: 2059]</b>								
Future Bond			\$10,177,800				2019	2020
<b>Total</b>			<b>\$10,177,800</b>					
<b>8 R/W 2-20 &amp; T/W A North Ext &amp; AGIS Survey AP125 [ID: 1924]</b>								
FAA Grant	\$661,254		\$8,534,886				2020	2020
Transp S Tax	\$73,473		\$948,320					
<b>Total</b>	<b>\$734,727</b>		<b>\$9,483,206</b>					
<b>9 R/W 2-20 Extension AGIS Survey (AP127) Grant 44 [ID: 2051]</b>								
<b>Total</b>							2017	2017
<b>10 R/W 2-20 Tech Ops Agreement (AP128) [ID: 2052]</b>								
FAA Grant	\$180,000						2018	2018
Transp S Tax	\$20,000							
<b>Total</b>	<b>\$200,000</b>							
<b>11 Route H AP123 [ID: 1923]</b>								
FAA Grant		\$2,800,108					2017	2019
Transp S Tax		\$311,124						
<b>Total</b>		<b>\$3,111,232</b>						
<b>12 Runway 2-20 Isolated Pavement Remediations (AP126) [ID: 1720]</b>								
FAA Grant	\$5,060,654						2018	2018
Transp S Tax	\$562,295							
<b>Total</b>	<b>\$5,622,949</b>							
<b>13 Snow Removal Broom Truck [ID: 1937]</b>								
FAA Grant		\$698,036					2019	2019
Transp S Tax		\$77,560						
<b>Total</b>		<b>\$775,596</b>						

D = Year being designed; C = Year construction will begin.

For projects planned beyond five years, please refer to the City's Capital Improvement Plan Document.

Airport						Annual and 5 Year Capital Projects		
Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future Cost	D	C
<b>Airport</b>								
<b>14 T/W B2 &amp; C Design and Construction [ID: 1725]</b>							<b>2020</b>	<b>2020</b>
FAA Grant			\$1,008,700					
Transp S Tax			\$112,078					
<b>Total</b>			<b>\$1,120,778</b>					
<b>15 Taxiway C and Pavement Management AP122 [ID: 2032]</b>							<b>2017</b>	<b>2017</b>
<b>Total</b>								
<b>16 ARFF Relocation/Expansion - 90% eligible (FAA) [ID: 933]</b>							<b>2022</b>	<b>2022</b>
FAA Grant					\$1,039,630			
Transp S Tax					\$115,515			
<b>Total</b>					<b>\$1,155,145</b>			
<b>17 New Terminal Complex: Phase Four [ID: 2061]</b>							<b>2021</b>	<b>2022</b>
Future Bond					\$8,824,477			
<b>Total</b>					<b>\$8,824,477</b>			
<b>18 New Terminal Complex: Phase Three [ID: 2060]</b>							<b>2020</b>	<b>2021</b>
Future Bond				\$6,805,693				
<b>Total</b>				<b>\$6,805,693</b>				
<b>19 Parking Expansion [ID: 941]</b>							<b>2021</b>	<b>2021</b>
Transp S Tax				\$207,933				
<b>Total</b>				<b>\$207,933</b>				
<b>20 SRE:Runway Tow Broom &amp; Tow De-icer AP099 [ID: 1256]</b>							<b>2021</b>	<b>2021</b>
FAA Grant				\$301,940				
Transp S Tax				\$33,549				
<b>Total</b>				<b>\$335,489</b>				
<b>21 T/W A5: New Connector [ID: 1721]</b>							<b>2021</b>	<b>2021</b>
FAA Grant				\$1,113,070				
Transp S Tax				\$123,674				
<b>Total</b>				<b>\$1,236,744</b>				

Airport Funding Source Summary							
CVB Hotel Tax for Airport	\$190,571						
FAA Grant	\$5,901,908	\$3,498,144	\$9,543,586	\$1,415,010	\$1,039,630		
MoDot	\$2,500,000						
Transp S Tax	\$705,768	\$1,188,684	\$1,110,398	\$415,156	\$165,515		
<b>New Funding</b>	<b>\$9,298,247</b>	<b>\$4,686,828</b>	<b>\$10,653,984</b>	<b>\$1,830,166</b>	<b>\$1,205,145</b>	<b>\$0</b>	
Future Bond		\$9,399,029	\$10,177,800	\$6,805,693	\$8,824,477		
<b>Future Funding</b>		<b>\$9,399,029</b>	<b>\$10,177,800</b>	<b>\$6,805,693</b>	<b>\$8,824,477</b>	<b>\$0</b>	
<b>Total</b>	<b>\$9,298,247</b>	<b>\$14,085,857</b>	<b>\$20,831,784</b>	<b>\$8,635,859</b>	<b>\$10,029,622</b>	<b>\$0</b>	

D = Year being designed; C = Year construction will begin.

For projects planned beyond five years, please refer to the City's Capital Improvement Plan Document.

**Debt Service Information**

**(City-Owned Building - Improvements Made by CMA) \$2,500 Monthly for 10 Years (Total \$300,000), 3.5% Interest**

On January 19, 2010 the City entered into an amendment to the ground lease agreement with the (CMA) Central Missouri Aviation Inc. for future renovations and improvements to the fixed base operator hangar at Columbia Regional Airport.

All improvements are the property of the City and were completed in 2011.

Original Issue - \$300,000

Balance as of 09/30/2017 \$98,688

Maturity date - 3/1/2021

**Debt Service Requirements**

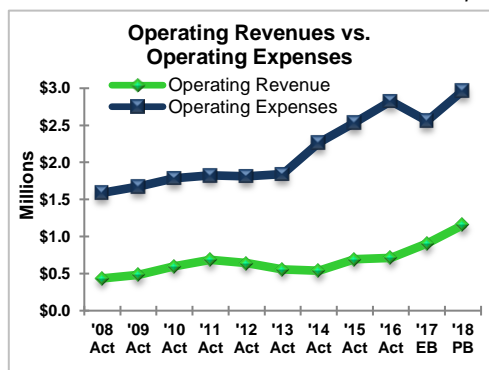
<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
2018	\$26,976	\$3,024	\$30,000
2019	\$27,935	\$2,065	\$30,000
2020	\$28,929	\$1,071	\$30,000
2021	\$14,848	\$152	\$15,000
<b>Total</b>	<b><u>\$98,688</u></b>	<b><u>\$6,312</u></b>	<b><u>\$105,000</u></b>

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### Net Income Statement Airport Fund

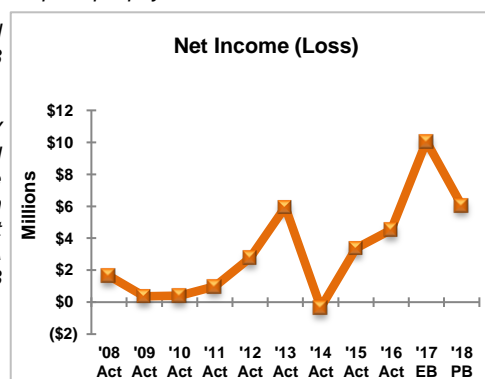
	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Operating Revenues:</b>				
Concession Sales	\$41,400	\$100,000	\$37,000	\$38,000
Commissions	\$126,760	\$145,000	\$160,700	\$177,662
Rentals	\$186,686	\$234,626	\$193,150	\$208,840
Landing Fees	\$103,288	\$78,861	\$123,112	\$147,867
Law Enforcement Fees	\$54,295	\$54,257	\$64,980	\$97,200
Passenger Facility Charge	\$200,073	\$259,181	\$324,900	\$486,000
<b>Total Operating Revenues</b>	<b>\$712,502</b>	<b>\$871,925</b>	<b>\$903,842</b>	<b>\$1,155,569</b>
<b>Operating Expenses:</b>				
Personnel Services	\$1,326,809	\$1,315,436	\$1,227,764	\$1,166,213
Supplies & Materials	\$211,631	\$282,289	\$230,012	\$254,207
Travel & Training	\$22,694	\$26,724	\$22,844	\$26,481
Intragovernmental Charges	\$354,766	\$401,553	\$401,553	\$381,811
Utilities, Services & Other Misc.	\$910,202	\$704,329	\$674,707	\$1,140,259
<b>Total Operating Expenses</b>	<b>\$2,826,102</b>	<b>\$2,730,331</b>	<b>\$2,556,880</b>	<b>\$2,968,971</b>
<b>Operating Income (Loss) Before Depreciation</b>	<b>(\$2,113,600)</b>	<b>(\$1,858,406)</b>	<b>(\$1,653,038)</b>	<b>(\$1,813,402)</b>
Depreciation	(\$863,215)	(\$848,782)	(\$848,782)	(\$848,782)
<b>Operating Income</b>	<b>(\$2,976,815)</b>	<b>(\$2,707,188)</b>	<b>(\$2,501,820)</b>	<b>(\$2,662,184)</b>
<b>Non-Operating Revenues:</b>				
Investment Revenue	\$39,682	\$31,930	\$31,930	\$31,930
Revenue from Other Gov't Units	\$183,558	\$0	\$80,000	\$0
Misc. Non-Operating Revenue	\$67,677	\$11,500	\$8,500	\$8,500
<b>Total Non-Operating Revenues</b>	<b>\$290,917</b>	<b>\$43,430</b>	<b>\$120,430</b>	<b>\$40,430</b>
<b>Non-Operating Expenses:</b>				
Interest Expense	\$86,998	\$3,951	\$3,951	\$3,951
Loss on Disposal Assets	\$0	\$0	\$0	\$0
<b>Total Non-Operating Expenses</b>	<b>\$86,998</b>	<b>\$3,951</b>	<b>\$3,951</b>	<b>\$3,951</b>
<b>Operating Transfers:</b>				
Operating Subsidy from TST Fd.	\$1,855,773	\$1,846,884	\$1,846,884	\$1,876,583
Operating Transfers From CVB for CIP Projects (1% Hotel/Motel tax)	\$0	\$0	\$0	\$190,571
Operating Transfer - TST for CIP projects	\$1,327,779	\$143,279	\$143,279	\$705,768
Operating Transfers To Other Funds	\$0	\$0	\$0	\$0
<b>Total Operating Transfers</b>	<b>\$3,183,552</b>	<b>\$1,990,163</b>	<b>\$1,990,163</b>	<b>\$2,772,922</b>
<b>Net Income (Loss) Before Capital Contributions</b>	<b>\$410,656</b>	<b>(\$677,546)</b>	<b>(\$395,178)</b>	<b>\$147,217</b>
Capital Contribution - FAA for CIP	\$4,122,543	\$10,457,039	\$10,457,039	\$5,901,908
<b>Total Capital Contributions</b>	<b>\$4,122,543</b>	<b>\$10,457,039</b>	<b>\$10,457,039</b>	<b>\$5,901,908</b>
<b>Net Income/(Loss) Transferred</b>	<b>\$4,533,199</b>	<b>\$9,779,493</b>	<b>\$10,061,861</b>	<b>\$6,049,125</b>
<b>To Retained Earnings</b>	<b>\$30,289,160</b>	<b>\$34,822,359</b>	<b>\$34,822,359</b>	<b>\$44,884,220</b>
<b>Beginning Retained Earnings</b>	<b>\$34,822,359</b>	<b>\$44,601,852</b>	<b>\$44,884,220</b>	<b>\$50,933,345</b>
<b>Ending Retained Earnings</b>				

Note: Net Income Statement does not include capital addition expenses, capital project expenses, or debt principal payments.



The gap between operating expenses and operating revenues have increased by \$653,278 as a result of the Airport adding flights.

There was a net income for all years except FY 2014. In FY 2014 there was minimal capital contribution funding received and there were larger expenses for advertising which resulted in a net loss. In FY 2017 there was a large net income due to a significant amount of FAA capital contribution funds received for Taxiway B Turnarounds.



### Funding Sources and Uses Airport Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Interest Revenue	\$39,682	\$31,930	\$31,930	\$31,930
Less: GASB 31 Interest Adjustment	(\$14,994)			
<b>Interest Revenue w/o GASB 31 Adj</b>	<b>\$54,676</b>	<b>\$31,930</b>	<b>\$31,930</b>	<b>\$31,930</b>
Concession Sales	\$41,400	\$100,000	\$37,000	\$38,000
Commissions	\$126,760	\$145,000	\$160,700	\$177,662
Rentals	\$186,686	\$234,626	\$193,150	\$208,840
Landing Fees	\$103,288	\$78,861	\$123,112	\$147,867
Law Enforcement Fees	\$54,295	\$54,257	\$64,980	\$97,200
Passenger Facility Charge	\$200,073	\$259,181	\$324,900	\$486,000
Other Local Revenues	\$67,677	\$11,500	\$8,500	\$8,500
Grants	\$183,558	\$0	\$80,000	\$0
<b>Total Financial Sources Before Transfers</b>	<b>\$1,018,413</b>	<b>\$915,355</b>	<b>\$1,024,272</b>	<b>\$1,195,999</b>
Operating Subsidy from TST Fd.	\$1,855,773	\$1,846,884	\$1,846,884	\$1,876,583
<b>Total Financial Sources</b>	<b>\$2,874,186</b>	<b>\$2,762,239</b>	<b>\$2,871,156</b>	<b>\$3,072,582</b>

### Financial Uses of Unrestricted Cash

Personnel Services	\$1,326,809	\$1,315,436	\$1,227,764	\$1,166,213
Supplies & Materials	\$211,631	\$282,289	\$230,012	\$254,207
Travel & Training	\$22,694	\$26,724	\$22,844	\$26,481
Intragovernmental Charges	\$354,766	\$401,553	\$401,553	\$381,811
Utilities, Services & Other Misc.	\$910,202	\$704,329	\$674,707	\$1,140,259
<b>Total Operating Expenses</b>	<b>\$2,826,102</b>	<b>\$2,730,331</b>	<b>\$2,556,880</b>	<b>\$2,968,971</b>
Less: GASB 68 Pension Adjustment	\$95,678			
Less: GASB 16 Vacation Liability Adj	\$2,307			
<b>Total Operating Expenses w/o GASB Adj</b>	<b>\$2,728,117</b>	<b>\$2,730,331</b>	<b>\$2,556,880</b>	<b>\$2,968,971</b>
Operating Transfers to Other Funds	\$0	\$0	\$0	\$0
Interest Expense	\$86,998	\$3,951	\$3,951	\$3,951
Principal Payments	\$25,155	\$26,049	\$26,049	\$26,976
Capital Additions	\$30,131	\$54,120	\$54,120	\$65,000
Enterprise Revenue Used for Capital Projects	\$25,000	\$0	\$0	\$0
<b>Total Financial Uses</b>	<b>\$2,895,401</b>	<b>\$2,814,451</b>	<b>\$2,641,000</b>	<b>\$3,064,898</b>

<b>Financial Sources Over/(Under) Uses</b>	<b>(\$52,212)</b>	<b>\$230,156</b>	<b>\$7,684</b>
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The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

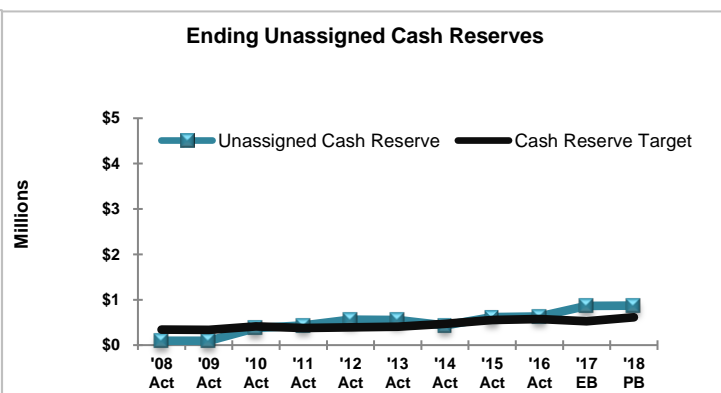
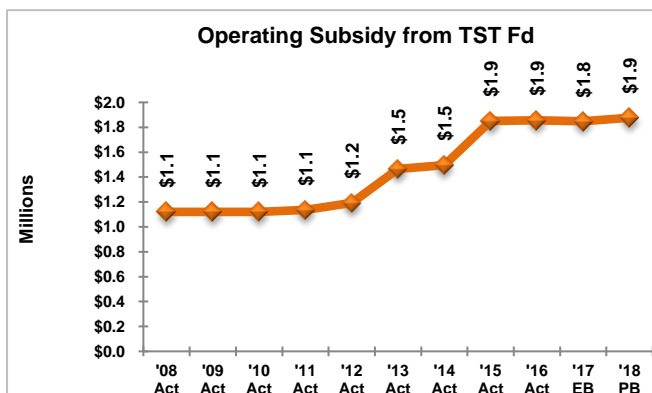
A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balances to fund capital project costs.

### Funding Sources and Uses Airport Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$633,353	\$633,353	\$863,509
Financial Sources Over/(Under) Uses		(\$52,212)	\$230,156	\$7,684
Current Assets	\$932,009			
Less: Current Liabilities+	\$298,656			
<b>Ending Unassigned Cash Reserve</b>	<b>\$633,353</b>	<b>\$581,141</b>	<b>\$863,509</b>	<b>\$871,193</b>
<b>Cash Reserve Target</b>				
Total Financial Uses	\$2,895,401	\$2,814,451	\$2,641,000	\$3,064,898
Less: Ent Revenue used for current year CIP	(\$25,000)	\$0	\$0	\$0
Total Financial Uses for Operations	<b>\$2,870,401</b>	<b>\$2,814,451</b>	<b>\$2,641,000</b>	<b>\$3,064,898</b>
	x 20%	x 20%	x 20%	x 20%
Cash Reserve Target for Operations	\$574,080	\$562,890	\$528,200	\$612,980
Next Year Capital Projects Ent Revenue	\$0	\$0	\$0	\$0
<b>Cash Reserve Target</b>	<b>\$574,080</b>	<b>\$562,890</b>	<b>\$528,200</b>	<b>\$612,980</b>
<b>Above/(Below) Cash Reserve Target</b>	<b>\$59,273</b>	<b>\$18,251</b>	<b>\$335,309</b>	<b>\$258,213</b>

+Current Liabilities do not include the revenue guarantee liability amount



There have been larger increases in the operating subsidy from transportation sales tax (TST) in FY 2015 - FY 2018. This is due to an increase in advertising expenses related to additional flights.

In general, the unassigned cash reserve has been above the target for the period shown. Cash reserves are projected to increase for the next couple of years due to additional revenues expected from the additional flight which will begin in August 2017.



# Airport Fees and Charges

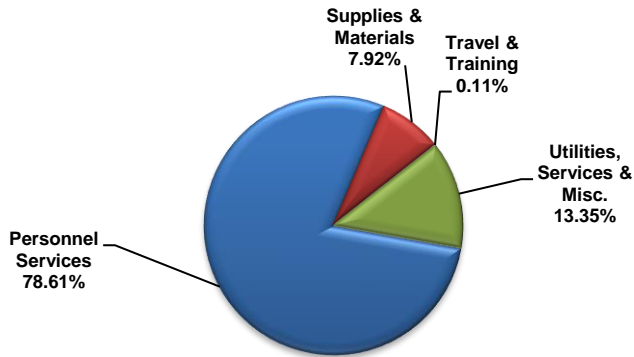
			FY 2017	FY 2018	
	Chapter/ Section	Date Last Changed	Fee	Fee	Effective Date
<b>Lease of parking space for commercial vehicles</b> The monthly rate to be charged each lessee of such parking shall be as follows:  - 1 or 2 vehicles - 3 or more vehicles	3-46 (b)	06-01-92	\$50 per vehicle	\$50 per vehicle	
	3-46 (b)	06-01-92	\$40 per vehicle	\$40 per vehicle	
<b>Landing Fees</b> Non Contract Contract	*	07-02-12	\$0.88 per 1,000 lb	\$0.88 per 1,000 lb	
	*	07-02-12	\$0.62 per 1,000 lb	\$0.62 per 1,000 lb	
<b>Jointly Used Premises</b>	*	07-02-12	\$0.70 per	\$0.70 per	
<b>Police</b>	*	07-02-12	\$0.90 per	\$0.90 per	
<b>Fuel Flowage Fee</b>	*	07-02-12	\$0.04 per gallon	\$0.04 per gallon	
<b>Office/Counter Rent</b>	*	07-02-12	\$15/sq ft	\$15/sq ft	
<b>Hangar/Ground Rent</b>	*	07-02-12	\$0.08/sq ft	\$0.08/sq ft	
<b>Car Rental Commission</b>	*	07-02-12	\$1,000 or 10%, whichever is greater	\$1,000 or 10%, whichever is greater	
<b>Farm Rent</b>	*	07-02-12	\$45/acre	\$20/grass acre \$90/tillable acre	10-01-17
<b>Farm Commission Bonus</b>	*	07-02-12	1/3 of gross crop receipts	Removed	
<b>Farm Commission Bonus</b>			NA	Yield in bushels x USDA posted county price x 33.4% - \$90 rent fee	10-01-17
<b>FBO Commissions</b>					
Inside Hangar Storage	*	07-02-12	3.75% of gross	3.75% of gross	
Tie Down rental on apron	*	07-02-12	60% of gross	60% of gross receipts	
Sale of parts, not in excess of \$5,000	*	07-02-12	3% of gross	3% of gross	
Sale of parts, in excess of \$5,000	*	07-02-12	1% of gross	1% of gross	
Flight Instruction	*	07-02-12	3% of gross	3% of gross	
Aircraft service repair/maintenance	*	07-02-12	5% of gross	5% of gross	
Aircraft sales rental & charter	*	07-02-12	0%	0%	
Miscellaneous	*	07-02-12	5% of gross	5% of gross	

\* Resolution (R 110-12) adopting rates, charges, and lease policies for miscellaneous fees charged at Columbia Regional Airport

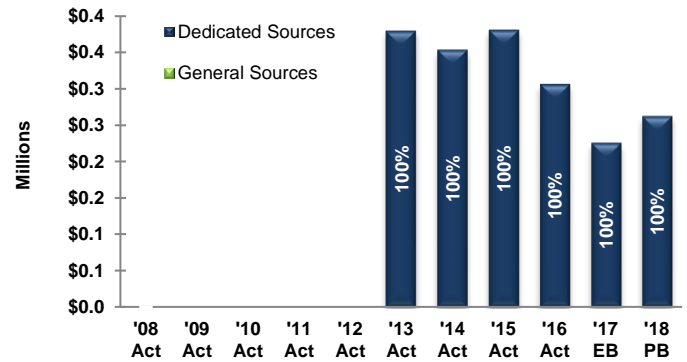
Public Works -  
Non-Motorized Grant Fund  
(Special Revenue Fund)

# Public Works - Non-Motorized Grant Fund

**FY 2018 Total Expenditures By Category**

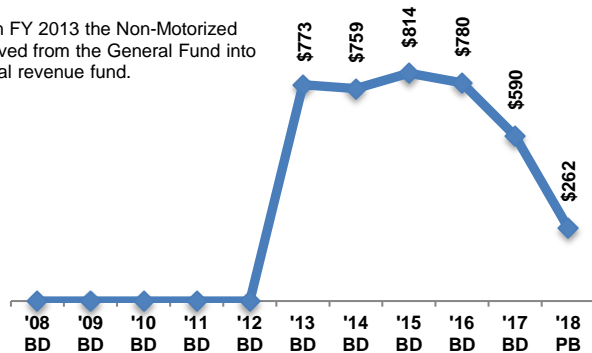


**Funding Sources**

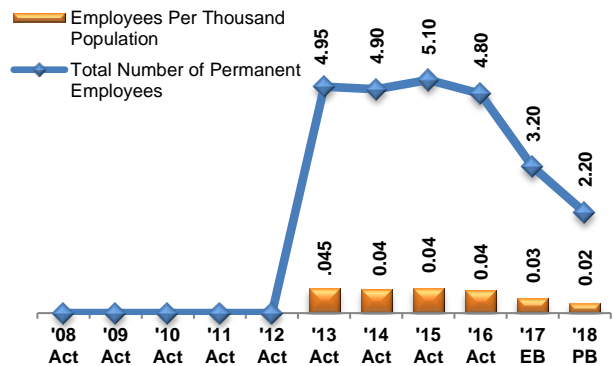


**Budgeted Expenditure History (in Thousands)**

Starting in FY 2013 the Non-Motorized Grant moved from the General Fund into this special revenue fund.



**Permanent Positions**



## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$261,688	\$347,702	\$180,661	\$206,085	14.1%	(40.7%)
Supplies & Materials	\$12,601	\$183,675	\$31,575	\$20,761	(34.2%)	(88.7%)
Travel & Training	\$0	\$300	\$300	\$300	0.0%	0.0%
Intragov. Charges	\$0	\$0	\$0	\$0		
Utilities, Services & Misc.	\$31,752	\$58,355	\$13,200	\$35,000	165.2%	(40.0%)
Capital	\$0	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$306,041</b>	<b>\$590,032</b>	<b>\$225,736</b>	<b>\$262,146</b>	<b>16.1%</b>	<b>(55.6%)</b>
Operating Expenses	\$306,041	\$590,032	\$225,736	\$262,146	16.1%	(55.6%)
Non-Operating Expenses	\$0	\$0	\$0	\$0		
Debt Service	\$0	\$0	\$0	\$0		
Capital Additions	\$0	\$0	\$0	\$0		
Capital Projects	\$0	\$0	\$0	\$0		
<b>Total Expenses</b>	<b>\$306,041</b>	<b>\$590,032</b>	<b>\$225,736</b>	<b>\$262,146</b>	<b>16.1%</b>	<b>(55.6%)</b>

## Funding Sources (Where the Money Comes From)

Grants (Non-Motorized Grant)	\$429,602	\$590,032	\$230,648	\$262,146	13.7%	(55.6%)
Other Local Revenues	\$0	\$0	\$0	\$0		
Operating Transfers	\$0	\$0	\$0	\$0		
Use of Prior Year Sources	\$0	\$0	\$0	\$0		
Less: Current Year Surplus	(\$123,561)	\$0	(\$4,912)	\$0	(100.0%)	
<b>Dedicated Sources</b>	<b>\$306,041</b>	<b>\$590,032</b>	<b>\$225,736</b>	<b>\$262,146</b>	<b>16.1%</b>	<b>(55.6%)</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$306,041</b>	<b>\$590,032</b>	<b>\$225,736</b>	<b>\$262,146</b>	<b>16.1%</b>	<b>(55.6%)</b>

# Public Works - Non-Motorized Grant Fund

Fund 2610

## Description

The Non-Motorized Grant Section (GetAbout Columbia) is a pilot project mandated by federal legislation to develop a network of transportation facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails with the purpose of demonstrating how much walking and bicycling can replace car trips. From FY 2013 to the present, revenues and expenses related to this program are reflected in this special revenue fund.

## Highlights/Significant Changes (cont)

- In FY 2017, 50% of the Park Planner (GetAbout and Community Outreach Coordinator) position was funded by the Non-Motorized grant and 50% was funded by the Parks and Recreation Department. In FY 2018, 100% of the position will be funded by the Parks and Recreation Department.
- In FY 2018 an unfilled Engineering Tech position will be eliminated. A 0.50 FTE Planner will be reallocated to Parks and Recreation. A 0.25 FTE Lead Proj Compliance Inspector and 0.25 FTE Construction Project Supt will be reallocated from PW Engineering.

## Highlights/Significant Changes

- Major projects funded by this grant include sidewalks and pedways, trails, intersection improvements, promotion & education, striping of bike lanes and routes, and installation of bike racks at various locations around the city.
- Projects completed in FY 2017 by the GetAbout Columbia Program include: Forum Pedestrian Bridge and Trail, Manor Drive Sidewalk – Rollins to Broadway, and Hominy Trail Phase 2.
- Projects still in design and scheduled for construction in 2018 include: Bike Boulevard – MKT to Parkade, Clark Lane Sidewalk West/Hinkson Creek Trail Connector, and Shepard to Rollins Trail.

## Authorized Personnel

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
<b>Parks Planning</b>					
4101 - Planner+ ^	0.75	0.50	0.50	0.00	(0.50)
<b>Total Personnel</b>	<b>0.75</b>	<b>0.50</b>	<b>0.50</b>	<b>0.00</b>	<b>(0.50)</b>
Permanent Full-Time	0.75	0.50	0.50	0.00	(0.50)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>0.75</b>	<b>0.50</b>	<b>0.50</b>	<b>0.00</b>	<b>(0.50)</b>
<b>Non-Motorized Grant</b>					
5109 - Engineering Supervisor	0.40	0.40	0.40	0.40	
5098/5113 - Eng. Specialist/Engineer+	1.20	0.20	0.20	0.20	
5015 - Property Acquisition Coord.+	0.10	0.00	0.00	0.00	
5004 - Senior Engineering Tech.	0.10	0.10	0.10	0.10	
5003 - Engineering Technician *	1.00	1.00	1.00	0.00	(1.00)
4998 - Project Compliance Inspector +	0.75	0.50	0.50	0.50	
4997 - Design Drafter	0.50	0.50	0.50	0.50	
4996 - Lead Proj Compl Inspector ^	0.00	0.00	0.00	0.25	0.25
2450 - Construction Project Supt ^	0.00	0.00	0.00	0.25	0.25
<b>Total Personnel</b>	<b>4.05</b>	<b>2.70</b>	<b>2.70</b>	<b>2.20</b>	<b>(0.50)</b>
Permanent Full-Time	4.05	2.70	2.70	2.20	(0.50)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>4.05</b>	<b>2.70</b>	<b>2.70</b>	<b>2.20</b>	<b>(0.50)</b>
<b>Department Totals</b>					
Permanent Full-Time	4.80	3.20	3.20	2.20	(1.00)
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>4.80</b>	<b>3.20</b>	<b>3.20</b>	<b>2.20</b>	<b>(1.00)</b>

\* In FY 2018 (1) Engineering Technician position is being eliminated due to Non-Motorized Grant program winding down

+ In FY 2017, 1.00 Engineer position was eliminated, 0.25 FTE of Planner position was reallocated to Parks and Recreation, and 0.10 Property Acquisition Coordinator and 0.25 FTE Project Compliance Inspector positions were reallocated to Streets and Engineering.

^ In FY 2018, 0.50 FTE Planner position was reallocated to parks and Recreation, 0.25 FTE Lead Project Compliance Inspector was reallocated from Streets and Engineering, and 0.25 FTE Construction Project Supt was reallocated from Streets and Engineering.

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**Statement of Revenues, Expenditures, and Changes in Fund Balance  
Non-Motorized Grant Fund**

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Revenues:</b>				
Grants	\$429,602	\$590,032	\$230,648	\$262,146
Other Local Revenues	\$0	\$0	\$0	\$0
<b>Total Revenues</b>	<b>\$429,602</b>	<b>\$590,032</b>	<b>\$230,648</b>	<b>\$262,146</b>
<b>Expenditures:</b>				
Personnel Services	\$261,688	\$347,702	\$180,661	\$206,085
Supplies & Materials	\$12,601	\$183,675	\$31,575	\$20,761
Travel & Training	\$0	\$300	\$300	\$300
Intragovernmental Charges	\$0	\$0	\$0	\$0
Utilities, Services & Misc.	\$31,752	\$58,355	\$13,200	\$35,000
Capital	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$306,041</b>	<b>\$590,032</b>	<b>\$225,736</b>	<b>\$262,146</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$123,561</b>	<b>\$0</b>	<b>\$4,912</b>	<b>\$0</b>
<b>Other Financing Sources (Uses):</b>				
Operating Transfers From Other Funds	\$0	\$0	\$0	\$0
Operating Transfers To Other Funds	\$0	\$0	\$0	\$0
<b>Total Other Financing Sources (Uses)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$123,561</b>	<b>\$0</b>	<b>\$4,912</b>	<b>\$0</b>
Fund Balance, Beginning of Year	(\$128,473)	(\$4,912)	(\$4,912)	\$0
<b>Fund Balance (Deficit) End of Year</b>	<b>(\$4,912)</b>	<b>(\$4,912)</b>	<b>\$0</b>	<b>\$0</b>

### Funding Sources and Uses Non-Motorized Grant Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Grants	\$429,602	\$590,032	\$230,648	\$262,146
Other Local Revenues	\$0	\$0	\$0	\$0
<b>Total Financial Sources Before Transfers</b>	<b>\$429,602</b>	<b>\$590,032</b>	<b>\$230,648</b>	<b>\$262,146</b>
Other Funding Sources/Transfers	\$0	\$0	\$0	\$0
<b>Total Financial Sources</b>	<b>\$429,602</b>	<b>\$590,032</b>	<b>\$230,648</b>	<b>\$262,146</b>
<b>Financial Uses of Unrestricted Cash</b>				
Personnel Services	\$261,688	\$347,702	\$180,661	\$206,085
Supplies & Materials	\$12,601	\$183,675	\$31,575	\$20,761
Travel & Training	\$0	\$300	\$300	\$300
Intragovernmental Charges	\$0	\$0	\$0	\$0
Utilities, Services & Misc.	\$31,752	\$58,355	\$13,200	\$35,000
Capital	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$306,041</b>	<b>\$590,032</b>	<b>\$225,736</b>	<b>\$262,146</b>
Operating Transfers to Other Funds	\$0	\$0	\$0	\$0
Capital Additions	\$0	\$0	\$0	\$0
<b>Total Financial Uses</b>	<b>\$306,041</b>	<b>\$590,032</b>	<b>\$225,736</b>	<b>\$262,146</b>
<b>Financial Sources Over/(Under) Uses</b>		<b>\$0</b>	<b>\$4,912</b>	<b>\$0</b>

The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

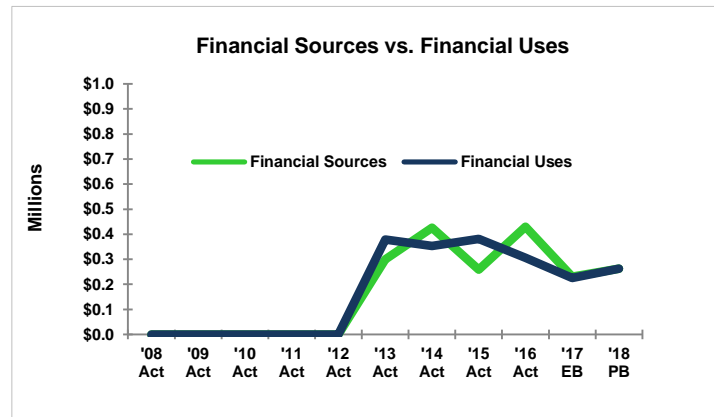
The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balances to fund capital project costs.

### Funding Sources and Uses Non-Motorized Grant Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$0	\$0	\$4,912
Financial Sources Over/(Under) Uses		\$0	\$4,912	\$0
Cash and Cash Equivalents	\$0	\$0	\$0	\$0
<b>Ending Unassigned Cash Reserves</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,912</b>	<b>\$4,912</b>

#### Cash Reserve Target

*There is no cash reserve target for this fund*



*This federal grant reimburses expenses once the City submits a draw down request. Financial uses are above financial sources, due to the timing of the expenses happening in one fiscal year and the grant funds received from the draw down occurring in a later fiscal year.*

*In years when expenditures are lower than revenues, the draw down of the grant fund did not occur until after the end of the fiscal year.*

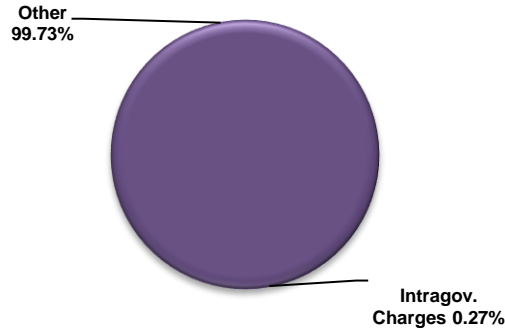


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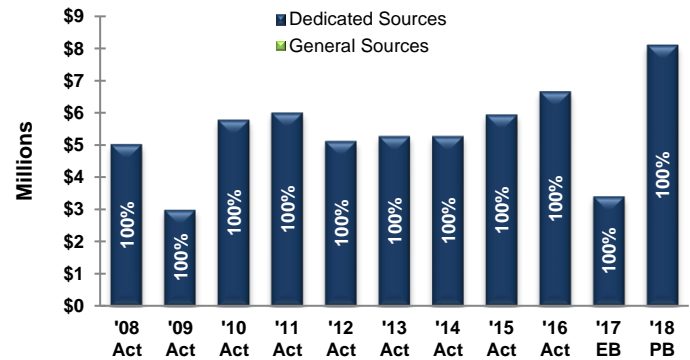
# Capital Improvement Sales Tax Fund (Special Revenue Fund)

# Capital Improvement Sales Tax Fund

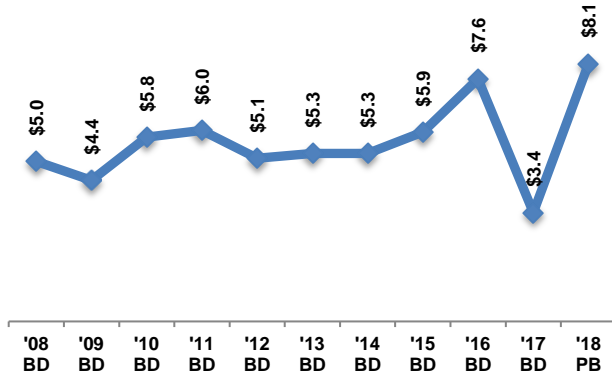
**FY 2018 Total Expenditures By Category**



**Funding Sources**



**Total Budgeted Expenditures (in Millions)**



**Permanent Positions**

There are no personnel assigned to this department

## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$0	\$0	\$0	\$0		
Supplies & Materials	\$0	\$0	\$0	\$0		
Travel & Training	\$0	\$0	\$0	\$0		
Intragov. Charges	\$12,117	\$23,573	\$23,573	\$21,991	(6.7%)	(6.7%)
Utilities, Services & Misc.	\$0	\$0	\$0	\$0		
Capital	\$0	\$0	\$0	\$0		
Other	\$6,649,244	\$3,396,500	\$3,396,500	\$8,071,000	137.6%	137.6%
<b>Total</b>	<b>\$6,661,361</b>	<b>\$3,420,073</b>	<b>\$3,420,073</b>	<b>\$8,092,991</b>	<b>136.6%</b>	<b>136.6%</b>
Operating Expenses	\$12,117	\$23,573	\$23,573	\$21,991	(6.7%)	(6.7%)
Non-Operating Expenses	\$6,649,244	\$3,396,500	\$3,396,500	\$8,071,000	137.6%	137.6%
Debt Service	\$0	\$0	\$0	\$0		
Capital Additions	\$0	\$0	\$0	\$0		
Capital Projects	\$0	\$0	\$0	\$0		
<b>Total Expenses</b>	<b>\$6,661,361</b>	<b>\$3,420,073</b>	<b>\$3,420,073</b>	<b>\$8,092,991</b>	<b>136.6%</b>	<b>136.6%</b>

## Funding Sources (Where the Money Comes From)

Grants and Capital Contrib	\$0	\$0	\$0	\$0		
Sales Taxes	\$5,841,804	\$5,815,836	\$5,939,627	\$5,999,023	1.0%	3.1%
Interest Revenue	\$19,585	\$21,528	\$21,528	\$21,528	0.0%	0.0%
Other Local Revenues	(\$4,333)	\$0	\$0	\$0		
Transfers and Capital Contrib.	\$2,397,948	\$0	\$0	\$0		
Use of Prior Year Sources	\$0	\$0	\$0	\$2,072,440		
Less: Current Year Surplus	(\$1,593,643)	(\$2,417,291)	(\$2,541,082)	\$0	(100.0%)	(100.0%)
<b>Dedicated Sources</b>	<b>\$6,661,361</b>	<b>\$3,420,073</b>	<b>\$3,420,073</b>	<b>\$8,092,991</b>	<b>136.6%</b>	<b>136.6%</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$6,661,361</b>	<b>\$3,420,073</b>	<b>\$3,420,073</b>	<b>\$8,092,991</b>	<b>136.6%</b>	<b>136.6%</b>

# Capital Improvement Sales Tax Fund

Fund 2190

## Description

On August 4, 2015, Columbia voters passed a ten year extension of the one-quarter cent capital improvement sales tax. This vote extended the tax from January 1, 2016 to December 31, 2025. These revenues are used to service the debt and pay for other approved capital projects for Streets and Public Safety.

## Capital Project Funding for Next Year

### Streets and Sidewalks:

- Annual Traffic Calming

### Public Safety:

- Police Precinct/Municipal Service Center (Construction)

## Resources

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
Capital 1/4 Cent Sales Tax Receipts	\$5,841,804	\$5,815,836	\$5,939,627	\$5,999,023
Investment Revenue	\$19,585	\$21,528	\$21,528	\$21,528
Miscellaneous Revenue	(\$4,333)	\$0	\$0	\$0
Transfer from Other Funds	\$2,397,948	\$0	\$0	\$0
<b>Total Resources</b>	<b>\$8,255,004</b>	<b>\$5,837,364</b>	<b>\$5,961,155</b>	<b>\$6,020,551</b>

## Expenditures

General & Administrative Fees	\$12,117	\$23,573	\$23,573	\$21,991
<b>Total Operating</b>	<b>\$12,117</b>	<b>\$23,573</b>	<b>\$23,573</b>	<b>\$21,991</b>
<b>Transfers:</b>				
Capital Projects - General Government	\$4,592,494	\$3,256,500	\$3,256,500	\$8,071,000
Debt Services - 2006 S.O. Bonds	\$1,916,750	\$0	\$0	\$0
Transit Fund	\$140,000	\$140,000	\$140,000	\$0
<b>Total Transfers:</b>	<b>\$6,649,244</b>	<b>\$3,396,500</b>	<b>\$3,396,500</b>	<b>\$8,071,000</b>
<b>Total Expenditures</b>	<b>\$6,661,361</b>	<b>\$3,420,073</b>	<b>\$3,420,073</b>	<b>\$8,092,991</b>
<b>Revenues Under Expenditures</b>	<b>\$1,593,643</b>	<b>\$2,417,291</b>	<b>\$2,541,082</b>	<b>(\$2,072,440)</b>

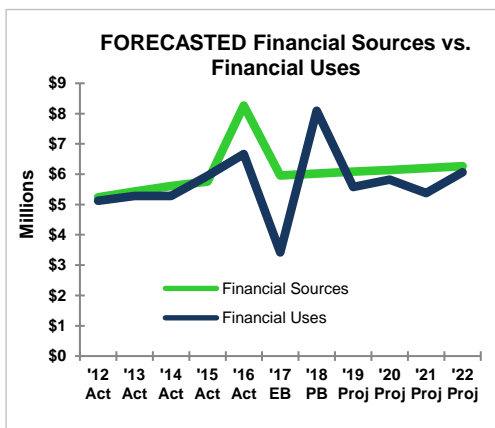
# Capital Improvement Sales Tax Fund

Fund 2190

## Forecasted Sources and Uses (For Information Purposes Only)

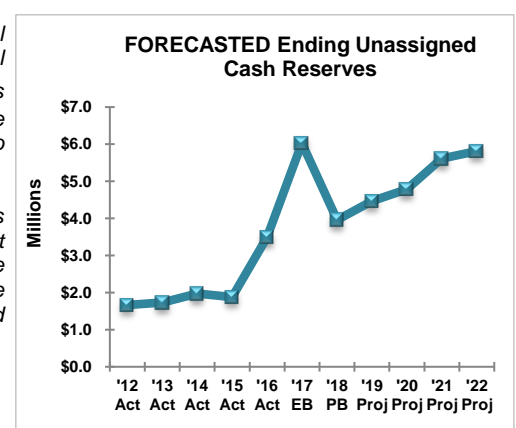
	Estim FY 2	Proposed FY 2018	Projected FY 2019	Projected FY 2020	Projected FY 2021	Projected FY 2022
<b>Financial Sources</b>						
Sales Tax		\$5,999,023	\$6,059,013	\$6,119,603	\$6,180,799	\$6,242,607
Investment Income		\$21,528	\$21,528	\$21,528	\$21,528	\$21,528
Other Local Revenues		\$0	\$0	\$0	\$0	\$0
Transfers		\$0	\$0	\$0	\$0	\$0
<b>Total Financial Sources</b>		<b>\$6,020,551</b>	<b>\$6,080,541</b>	<b>\$6,141,131</b>	<b>\$6,202,327</b>	<b>\$6,264,135</b>
<b>Financial Uses</b>						
Transfers for Debt						
2006B S.O. Bonds		0.0	\$0	\$0	\$0	\$0
2017 S.O Bonds		0.0	\$0	\$0	\$0	\$0
Transfers for Capital Projects						
Streets & Sidewalks Projects		(\$50,000)	(\$550,000)	(\$4,850,000)	(\$3,649,000)	(\$4,688,300)
Public Safety Projects		(\$8,021,000)	(\$1,000,000)	(\$950,000)	(\$1,100,000)	(\$1,350,000)
Transit Projects		0	\$0	\$0	\$0	\$0
Other General Government Projects		0	(\$4,000,000)	\$0	(\$600,000)	\$0
<b>Total</b>		<b>(\$8,071,000)</b>	<b>(\$5,550,000)</b>	<b>(\$5,800,000)</b>	<b>(\$5,349,000)</b>	<b>(\$6,038,300)</b>
General & Administrative Fees		(\$21,991)	(\$22,431)	(\$22,879)	(\$23,337)	(\$23,804)
<b>Total Financial Uses</b>		<b>(\$8,092,991)</b>	<b>(\$5,572,431)</b>	<b>(\$5,822,879)</b>	<b>(\$5,372,337)</b>	<b>(\$6,062,104)</b>
<b>Sources Over/(Under) Uses</b>		<b>(\$2,072,440)</b>	<b>\$508,110</b>	<b>\$318,252</b>	<b>\$829,990</b>	<b>\$202,032</b>
Beginning Unassigned Cash Reserve		6,029,236	\$3,956,796	\$4,464,906	\$4,783,158	\$5,613,148
<b>Ending Unassigned Cash Reserve</b>		<b>3,956,796</b>	<b>\$4,464,906</b>	<b>\$4,783,158</b>	<b>\$5,613,148</b>	<b>\$5,815,180</b>

Growth Rate of Sales Tax Revenue 1.00% 1.00% 1.00% 1.00% 1.00%



FY 2018 financial uses are above financial sources due to an increase in transfers for capital projects. This is a normal occurrence with this type of fund as the sales tax receipts are accumulated over time and then transferred out to fund the capital projects.

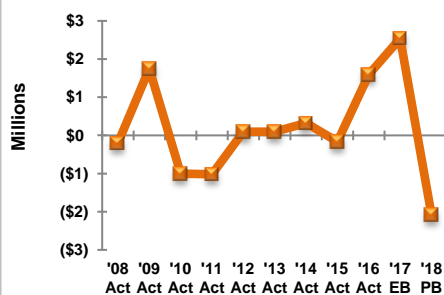
The unassigned cash reserve from year to year is directly impacted by the amount of capital project transfers that are required in a given year. The fund balance increased in FY 2016 due to the payoff of the 2006B SO Revenue Refunding and Improvement Bonds.



**Statement of Revenues, Expenditures, and Ending Fund Balance**  
**Capital Improvement Sales Tax Fund**

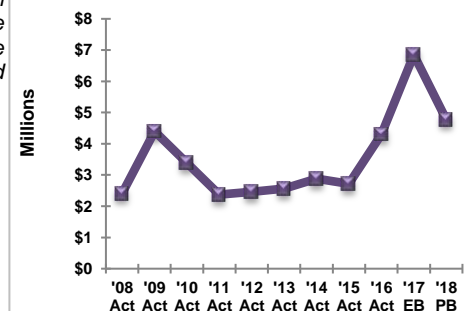
	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Revenues:</b>				
Sales Taxes	\$5,841,804	\$5,815,836	\$5,939,627	\$5,999,023
Miscellaneous Revenue	(\$4,333)	\$0	\$0	\$0
Investment Revenue	\$19,585	\$21,528	\$21,528	\$21,528
<b>Total Revenues</b>	<b>\$5,857,056</b>	<b>\$5,837,364</b>	<b>\$5,961,155</b>	<b>\$6,020,551</b>
<b>Expenditures:</b>				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$12,117	\$23,573	\$23,573	\$21,991
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Capital	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$12,117</b>	<b>\$23,573</b>	<b>\$23,573</b>	<b>\$21,991</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$5,844,939</b>	<b>\$5,813,791</b>	<b>\$5,937,582</b>	<b>\$5,998,560</b>
<b>Other Financing Sources (Uses):</b>				
Operating Transfers From Other Funds	\$2,397,948	\$0	\$0	\$0
Operating Transfers To Other Funds	(\$6,649,244)	(\$3,396,500)	(\$3,396,500)	(\$8,071,000)
<b>Total Other Financing Sources (Uses)</b>	<b>(\$4,251,296)</b>	<b>(\$3,396,500)</b>	<b>(\$3,396,500)</b>	<b>(\$8,071,000)</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$1,593,643</b>	<b>\$2,417,291</b>	<b>\$2,541,082</b>	<b>(\$2,072,440)</b>
Fund Balance, Beg. of Year	\$2,717,315	\$4,310,958	\$4,310,958	\$6,852,040
<b>Fund Balance End of Year</b>	<b>\$4,310,958</b>	<b>\$6,728,249</b>	<b>\$6,852,040</b>	<b>\$4,779,600</b>

**Revenues Over (Under)  
Expenditures**



*In years where expenditures are over revenues, there are large capital project transfers required to fund the voter approved projects. The large increase in revenues over expenditures for FY 2016 is due to the return of funds from the 2006B SO Revenue Refunding and Improvement Bonds which were paid off in FY 2016.*

**Ending Fund Balance**



**Funding Sources and Uses**  
**Capital Improvement Sales Tax Fund**

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Interest Revenue	\$19,585	\$21,528	\$21,528	\$21,528
Less: GASB 31 Interest Adjustment	(\$8,331)			
<b>Interest Revenue w/o GASB 31 Adj</b>	<b>\$27,916</b>	<b>\$21,528</b>	<b>\$21,528</b>	<b>\$21,528</b>
Sales Taxes	\$5,841,804	\$5,815,836	\$5,939,627	\$5,999,023
Miscellaneous Revenues	(\$4,333)	\$0	\$0	\$0
<b>Total Financial Sources Before Transfers</b>	<b>\$5,865,387</b>	<b>\$5,837,364</b>	<b>\$5,961,155</b>	<b>\$6,020,551</b>
Operating Transfers from Other Funds	\$2,397,948	\$0	\$0	\$0
<b>Total Financial Sources</b>	<b>\$8,263,335</b>	<b>\$5,837,364</b>	<b>\$5,961,155</b>	<b>\$6,020,551</b>
<b>Financial Uses</b>				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$12,117	\$23,573	\$23,573	\$21,991
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Capital	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$12,117</b>	<b>\$23,573</b>	<b>\$23,573</b>	<b>\$21,991</b>
Operating Transfers to Other Funds	\$6,649,244	\$3,396,500	\$3,396,500	\$8,071,000
<b>Total Financial Uses</b>	<b>\$6,661,361</b>	<b>\$3,420,073</b>	<b>\$3,420,073</b>	<b>\$8,092,991</b>
<b>Financial Sources Over/(Under) Uses</b>		<b>\$2,417,291</b>	<b>\$2,541,082</b>	<b>(\$2,072,440)</b>

The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

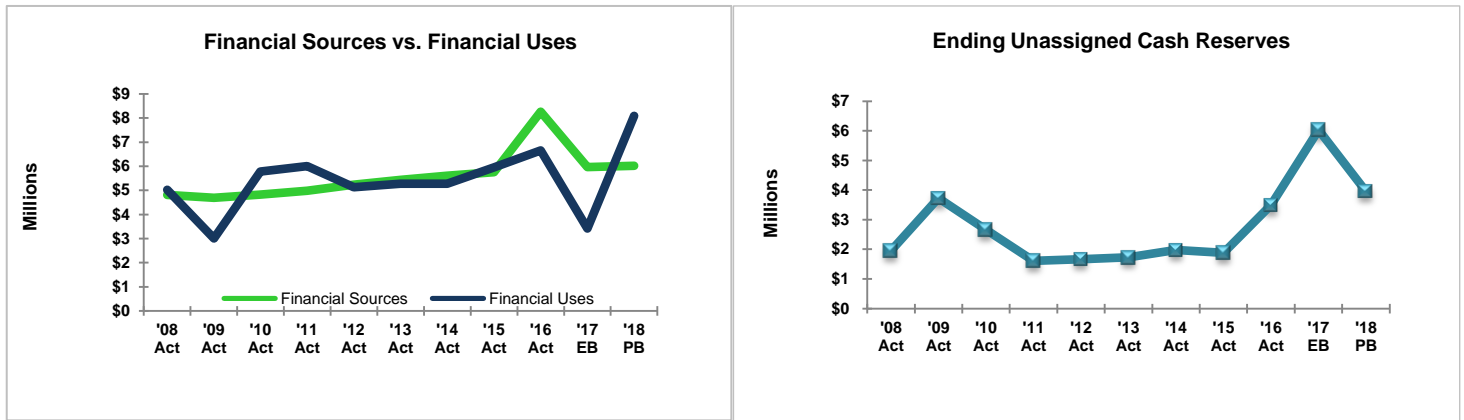
The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balances to fund capital project costs.

### Funding Sources and Uses Capital Improvement Sales Tax Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$3,488,154	\$3,488,154	\$6,029,236
Financial Sources Over/(Under) Uses		\$2,417,291	\$2,541,082	(\$2,072,440)
Cash and Cash Equivalents	\$3,488,154	\$0	\$0	\$0
<b>Projected Ending Unassigned Cash Reserve</b>	<b>\$3,488,154</b>	<b>\$5,905,445</b>	<b>\$6,029,236</b>	<b>\$3,956,796</b>

#### Cash Reserve Target

Because nearly all of the expenses in this fund are for transfers to other funds for capital projects, there is no cash reserve target for this fund.



FY 2018 financial uses are above financial sources due to an increase in transfers for a large capital project (Police Municipal Service Center construction). This is a normal occurrence with this type of fund as the sales tax receipts are accumulated over time and then transferred out to fund the capital project.

The unassigned cash reserve from year to year is directly impacted by the amount of capital project transfers that are required in a given year. The fund balance increased in FY 2016 due to the payoff of the 2006B SO Revenue Refunding and Improvement Bonds. Refer to the five year forecast earlier in this section for details on future year financial sources and uses.



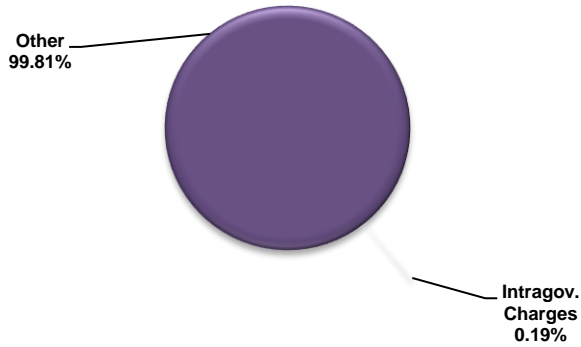
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# Transportation Sales Tax Fund

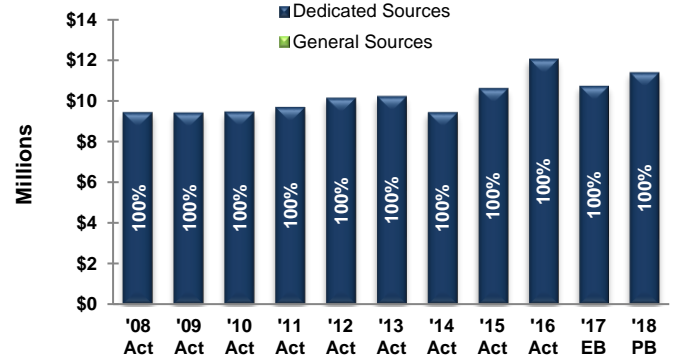
(Special Revenue Fund)

# Transportation Sales Tax Fund

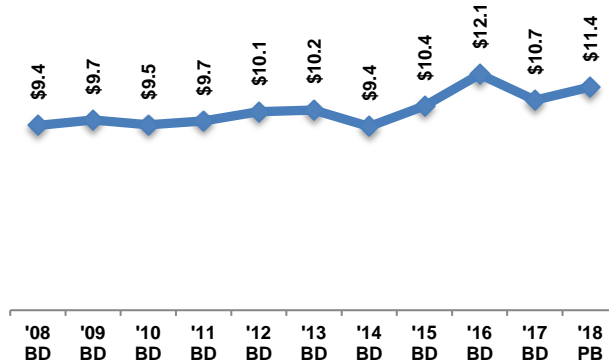
**FY 2018 Total Expenditures By Category**



**Funding Sources**



**Total Budgeted Expenditures (in Millions)**



**Permanent Positions**

There are no personnel assigned to this department

## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$0	\$0	\$0	\$0		
Supplies & Materials	\$0	\$0	\$0	\$0		
Travel & Training	\$0	\$0	\$0	\$0		
Intragov. Charges	\$12,173	\$24,006	\$24,006	\$22,042	(8.2%)	(8.2%)
Utilities, Services & Misc.	\$0	\$0	\$0	\$0		
Capital	\$0	\$0	\$0	\$0		
Other	\$12,046,742	\$10,711,947	\$10,711,947	\$11,373,231	6.2%	6.2%
<b>Total</b>	<b>\$12,058,915</b>	<b>\$10,735,953</b>	<b>\$10,735,953</b>	<b>\$11,395,273</b>	<b>6.1%</b>	<b>6.1%</b>
Operating Expenses	\$12,173	\$24,006	\$24,006	\$22,042	(8.2%)	(8.2%)
Non-Operating Expenses	\$12,046,742	\$10,711,947	\$10,711,947	\$11,373,231	6.2%	6.2%
Debt Service	\$0	\$0	\$0	\$0		
Capital Additions	\$0	\$0	\$0	\$0		
Capital Projects	\$0	\$0	\$0	\$0		
<b>Total Expenses</b>	<b>\$12,058,915</b>	<b>\$10,735,953</b>	<b>\$10,735,953</b>	<b>\$11,395,273</b>	<b>6.1%</b>	<b>6.1%</b>

## Funding Sources (Where the Money Comes From)

Sales Taxes (Transp. Sales Tax)	\$11,683,865	\$11,631,990	\$11,879,515	\$11,998,310	1.0%	3.1%
Interest Revenue	\$76,149	\$69,462	\$69,462	\$69,462	0.0%	0.0%
Other Local Revenues	(\$8,666)	\$0	\$0	\$0		
Transfers and Capital Contrib.	\$0	\$0	\$0	\$0		
Use of Prior Year Sources	\$307,567	\$0	\$0	\$0		
Less: Current Year Surplus	\$0	(\$965,499)	(\$1,213,024)	(\$672,499)	(44.6%)	(30.3%)
<b>Dedicated Sources</b>	<b>\$12,058,915</b>	<b>\$10,735,953</b>	<b>\$10,735,953</b>	<b>\$11,395,273</b>	<b>6.1%</b>	<b>6.1%</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$12,058,915</b>	<b>\$10,735,953</b>	<b>\$10,735,953</b>	<b>\$11,395,273</b>	<b>6.1%</b>	<b>6.1%</b>

## Description

Section 94.600 of the Revised Missouri State Statutes allows cities to authorize a 1/2 cent sales tax for transportation purposes if a simple majority of the voters approve such action. The voters of the City of Columbia authorized the addition of this tax on April 6, 1982. State Statutes require proceeds from the tax to be accounted for in a trust fund separate from other sales tax resources. When the City receives proceeds from the transportation sales tax, the money is placed in a Transportation Sales Tax Fund. These funds are then transferred to subsidize Airport and Transit activities, fund various road projects, and pay for street and sidewalk related activities in the General Fund.

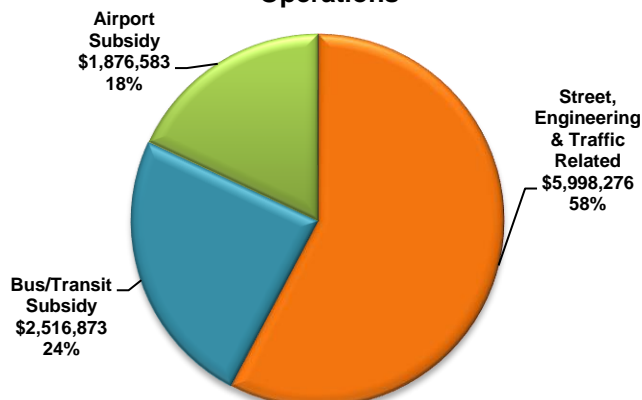
## Resources

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
Transportation Sales Tax Receipts	\$11,683,865	\$11,631,990	\$11,879,515	\$11,998,310
Miscellaneous Revenue	(\$8,666)	\$0	\$0	\$0
Investment Revenue	\$76,149	\$69,462	\$69,462	\$69,462
<b>Total Resources</b>	<b>\$11,751,348</b>	<b>\$11,701,452</b>	<b>\$11,948,977</b>	<b>\$12,067,772</b>

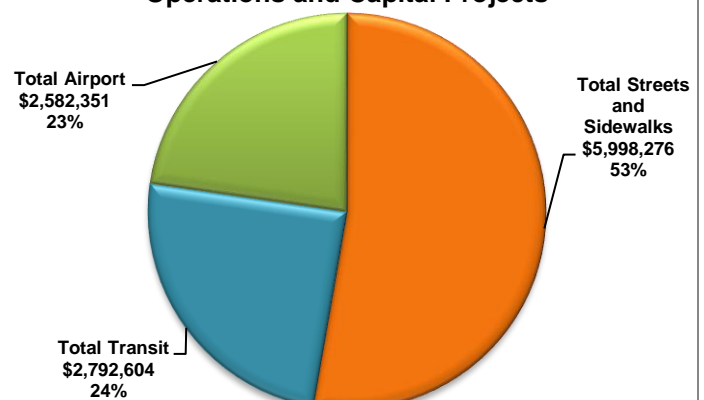
## Expenditures

G&A Charges	\$12,173	\$24,006	\$24,006	\$22,042
<b>Total Operating Expenditures</b>	<b>\$12,173</b>	<b>\$24,006</b>	<b>\$24,006</b>	<b>\$22,042</b>
<b>Transfers:</b>				
Street, Engineering & Traffic Related	\$5,968,577	\$5,968,577	\$5,968,577	\$5,998,276
Streets and Sidewalks Capital Projects	\$0	\$0	\$0	\$0
<b>Total Streets and Sidewalks</b>	<b>\$5,968,577</b>	<b>\$5,968,577</b>	<b>\$5,968,577</b>	<b>\$5,998,276</b>
Bus/Transit Subsidy	\$2,600,179	\$2,438,773	\$2,438,773	\$2,516,873
Bus/Transit CIP	\$294,434	\$314,434	\$314,434	\$275,731
<b>Total Transit</b>	<b>\$2,894,613</b>	<b>\$2,753,207</b>	<b>\$2,753,207</b>	<b>\$2,792,604</b>
Airport Subsidy	\$1,855,773	\$1,846,884	\$1,846,884	\$1,876,583
Airport CIP	\$1,327,779	\$143,279	\$143,279	\$705,768
<b>Total Airport</b>	<b>\$3,183,552</b>	<b>\$1,990,163</b>	<b>\$1,990,163</b>	<b>\$2,582,351</b>
<b>Total Transfers</b>	<b>\$12,046,742</b>	<b>\$10,711,947</b>	<b>\$10,711,947</b>	<b>\$11,373,231</b>
<b>Total Expenditures</b>	<b>\$12,058,915</b>	<b>\$10,735,953</b>	<b>\$10,735,953</b>	<b>\$11,395,273</b>
<b>Revenues Over Expenditures</b>	<b>(\$307,567)</b>	<b>\$965,499</b>	<b>\$1,213,024</b>	<b>\$672,499</b>

**Transportation Sales Tax Used for Operations**

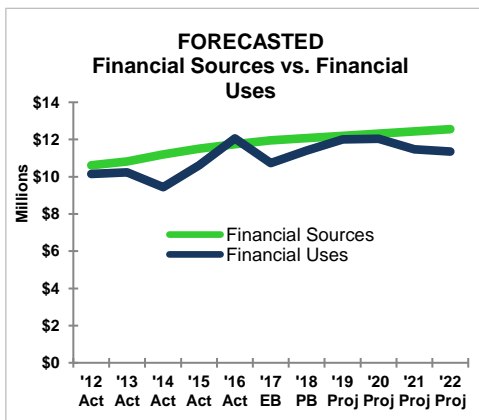


**Transportation Sales Tax Used for Operations and Capital Projects**



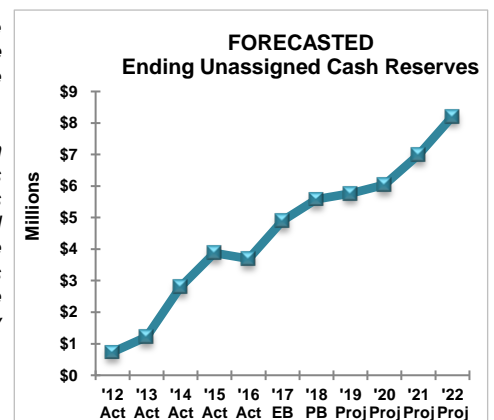
## Forecasted Sources and Uses (For Information Purposes Only)

	Proposed FY 2018	Projected FY 2019	Projected FY 2020	Projected FY 2021	Projected FY 2022
<b>Financial Sources</b>					
Sales Tax	\$11,998,310	\$12,118,293	\$12,239,476	\$12,361,871	\$12,485,490
Transfer to close out projects	\$0	\$0	\$0	\$0	\$0
Miscellaneous Revenue	\$0	\$0	\$0	\$0	\$0
Interest (w/o GASB 31 Adjustment)	\$69,462	\$69,462	\$69,462	\$69,462	\$69,462
<b>Total Financial Sources</b>	<b>\$12,067,772</b>	<b>\$12,187,755</b>	<b>\$12,308,938</b>	<b>\$12,431,333</b>	<b>\$12,554,952</b>
<b>Financial Uses</b>					
<b>Streets &amp; Sidewalks</b>					
Street, Engineering & Traffic Operations	\$5,998,276	\$6,028,272	\$6,058,568	\$6,089,167	\$6,120,072
CIP: Annual Pedestrian Bike & Traffic	\$0	\$0	\$0	\$0	\$0
Safety (ID 15)	\$0	\$0	\$0	\$0	\$0
<b>Total Streets &amp; Sidewalks</b>	<b>\$5,998,276</b>	<b>\$6,028,272</b>	<b>\$6,058,568</b>	<b>\$6,089,167</b>	<b>\$6,120,072</b>
<b>Transit</b>					
Operating Subsidy	\$2,516,873	\$2,568,906	\$2,621,314	\$2,674,032	\$2,727,086
Matching Funds for Capital Projects	\$275,731	\$283,689	\$291,872	\$300,351	\$309,106
<b>Total Transit</b>	<b>\$2,792,604</b>	<b>\$2,852,595</b>	<b>\$2,913,186</b>	<b>\$2,974,383</b>	<b>\$3,036,192</b>
<b>Airport</b>					
Operating Subsidy	\$1,876,583	\$1,906,579	\$1,936,875	\$1,967,474	\$1,998,379
Matching Funds for Capital Projects	\$705,768	\$1,188,684	\$1,110,398	\$415,156	\$165,515
<b>Total Airport</b>	<b>\$2,582,351</b>	<b>\$3,095,263</b>	<b>\$3,047,273</b>	<b>\$2,382,630</b>	<b>\$2,163,894</b>
General and Administrative Charges	\$22,042	\$22,483	\$22,932	\$23,391	\$23,859
<b>Total Financial Uses</b>	<b>\$11,395,273</b>	<b>\$11,998,613</b>	<b>\$12,041,959</b>	<b>\$11,469,571</b>	<b>\$11,344,017</b>
Sources Over/(Under) Uses	\$672,499	\$189,142	\$266,979	\$961,762	\$1,210,935
Beginning Unassigned Cash Reserve	\$4,906,183	\$5,578,682	\$5,767,824	\$6,034,803	\$6,996,565
<b>Ending Unassigned Cash Reserve</b>	<b>\$5,578,682</b>	<b>\$5,767,824</b>	<b>\$6,034,803</b>	<b>\$6,996,565</b>	<b>\$8,207,500</b>
<b>Sales Tax Growth Allocation:</b>					
Streets and Sidewalks (25%)	\$29,699	\$29,996	\$30,296	\$30,599	\$30,905
Transit (50%)	\$59,397	\$59,991	\$60,591	\$61,197	\$61,809
Airport (25%)	\$29,699	\$29,996	\$30,296	\$30,599	\$30,905
<b>Total Growth</b>	<b>\$118,795</b>	<b>\$119,983</b>	<b>\$121,183</b>	<b>\$122,395</b>	<b>\$123,619</b>
Growth Rate of Sales Tax Revenue	1.00%	1.00%	1.00%	1.00%	1.00%



For the years shown, financial uses were consistently below financial sources, with the exception of FY 2016. FY 2016 had an increase of transfers needed for capital projects.

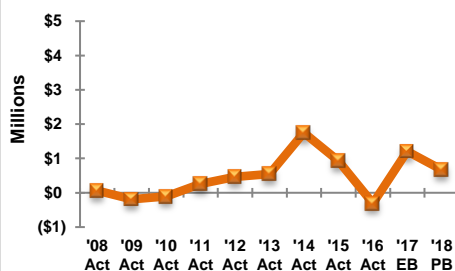
The ending unassigned cash reserve shows an overall increase over the past ten years. It is important to maintain and build up cash in this fund to be able to take advantage of capital project grant matching opportunities as they arise as well as funding for future capital project needs in Transit and Airport. There is no cash reserve target for this fund as it does not have any significant operating costs it needs to cover.



## Statement of Revenues, Expenditures, and Changes in Fund Balance Transportation Sales Tax Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Revenues:</b>				
Sales Taxes	\$11,683,865	\$11,631,990	\$11,879,515	\$11,998,310
Grant Revenue	\$0	\$0	\$0	\$0
Miscellaneous Revenue	(\$8,666)	\$0	\$0	\$0
Investment Revenue	\$76,149	\$69,462	\$69,462	\$69,462
<b>Total Revenues</b>	<b>\$11,751,348</b>	<b>\$11,701,452</b>	<b>\$11,948,977</b>	<b>\$12,067,772</b>
<b>Expenditures:</b>				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$12,173	\$24,006	\$24,006	\$22,042
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Capital	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$12,173</b>	<b>\$24,006</b>	<b>\$24,006</b>	<b>\$22,042</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$11,739,175</b>	<b>\$11,677,446</b>	<b>\$11,924,971</b>	<b>\$12,045,730</b>
<b>Other Financing Sources (Uses):</b>				
Operating Transfers From Other Funds	\$0	\$0	\$0	\$0
Operating Transfers To Other Funds	(\$12,046,742)	(\$10,711,947)	(\$10,711,947)	(\$11,373,231)
<b>Total Other Financing Sources (Uses)</b>	<b>(\$12,046,742)</b>	<b>(\$10,711,947)</b>	<b>(\$10,711,947)</b>	<b>(\$11,373,231)</b>
<b>Excess (Deficiency) Of Revenues Over Expenditures</b>	<b>(\$307,567)</b>	<b>\$965,499</b>	<b>\$1,213,024</b>	<b>\$672,499</b>
Fund Balance, Beg. of Year	\$5,554,682	\$5,247,115	\$5,247,115	\$6,460,139
<b>Fund Balance End of Year</b>	<b>\$5,247,115</b>	<b>\$6,212,614</b>	<b>\$6,460,139</b>	<b>\$7,132,638</b>

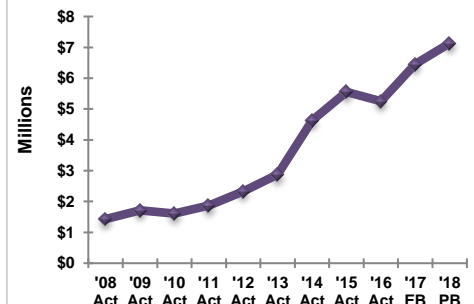
Revenue Over(Under) Expenditures



Revenues are generally over expenditures as not all of the transportation sales taxes received each year are allocated to the Streets, Transit, and Airport operating budgets.

In years where expenditures are over revenues, there are large capital project transfers. This is a normal occurrence with this type of fund as the sales tax receipts are accumulated over time and then transferred out to fund a capital project. The fund balance is growing over time as there will be a large amount needed in the future for capital project matching funds in Transit and Airport.

Ending Fund Balance



### Funding Sources and Uses Transportation Sales Tax Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Interest Revenue	\$76,149	\$69,462	\$69,462	\$69,462
Less: GASB 31 Interest Adjustment	\$9,968			
<b>Interest Revenue w/o GASB 31 Adj</b>	<b>\$66,181</b>	<b>\$69,462</b>	<b>\$69,462</b>	<b>\$69,462</b>
Sales Taxes	\$11,683,865	\$11,631,990	\$11,879,515	\$11,998,310
Grant Revenue	\$0	\$0	\$0	\$0
Miscellaneous Revenue	(\$8,666)	\$0	\$0	\$0
<b>Total Financial Sources Before Transfers</b>	<b>\$11,741,380</b>	<b>\$11,701,452</b>	<b>\$11,948,977</b>	<b>\$12,067,772</b>
Operating Transfers from Other Funds	\$0	\$0	\$0	\$0
<b>Total Financial Sources</b>	<b>\$11,741,380</b>	<b>\$11,701,452</b>	<b>\$11,948,977</b>	<b>\$12,067,772</b>
<b>Financial Uses</b>				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$12,173	\$24,006	\$24,006	\$22,042
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
<b>Total Expenditures w/o Capital Additions</b>	<b>\$12,173</b>	<b>\$24,006</b>	<b>\$24,006</b>	<b>\$22,042</b>
Less: GASB 68 Pension Adjustment	\$0			
Less: GASB 16 Vacation Liability Adj	\$0			
<b>Total Expenditures w/o GASB Adj</b>	<b>\$12,173</b>	<b>\$24,006</b>	<b>\$24,006</b>	<b>\$22,042</b>
Operating Transfers to Other Funds	\$12,046,742	\$10,711,947	\$10,711,947	\$11,373,231
Interest Expense				
Bank & Paying Agent Fees				
Principal Payments				
Capital Additions	\$0	\$0	\$0	\$0
Enterprise Revenues used for Capital Projects				
<b>Total Financial Uses</b>	<b>\$12,058,915</b>	<b>\$10,735,953</b>	<b>\$10,735,953</b>	<b>\$11,395,273</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>(\$317,535)</b>	<b>\$965,499</b>	<b>\$1,213,024</b>	<b>\$672,499</b>

The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

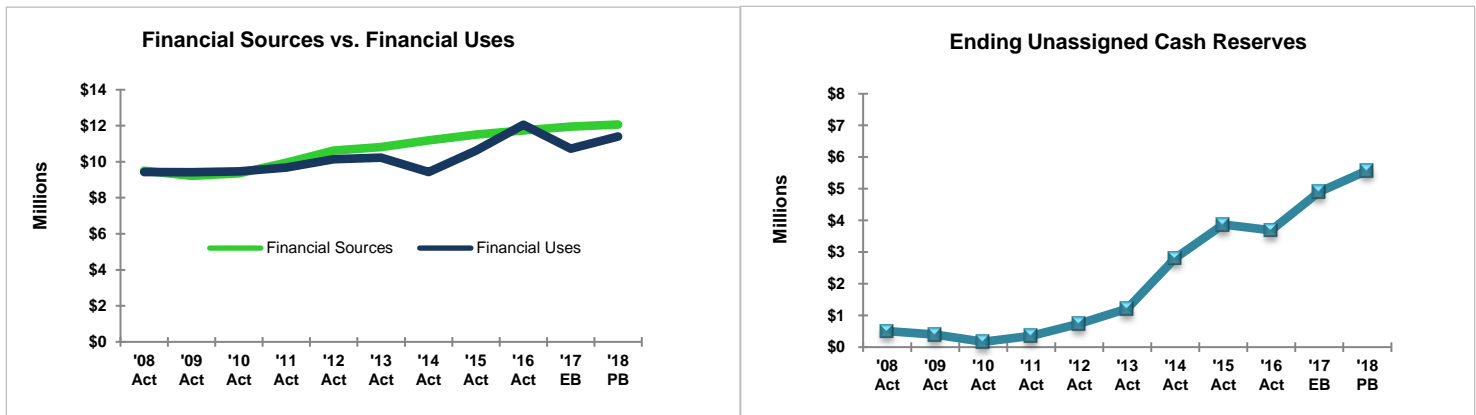
The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balances to fund capital project costs.

### Funding Sources and Uses Transportation Sales Tax Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$3,693,159	\$3,693,159	\$4,906,183
Financial Sources Over/(Under) Uses		\$965,499	\$1,213,024	\$672,499
Cash and Cash Equivalents	\$3,693,159			
<b>Projected Ending Unassigned Cash Reserve</b>	<b>\$3,693,159</b>	<b>\$4,658,658</b>	<b>\$4,906,183</b>	<b>\$5,578,682</b>

#### Cash Reserve Target

The primary expenditures for this fund are transfers to other funds, therefore there is no cash reserve target for operations for this fund.



The Transportation Sales Tax Fund provides funding for operating expenses in the transportation related budgets in the General Fund, Transit Fund, and Airport Fund. In addition, this fund provides local match funding for transit and airport capital projects. While the operational funding increases a little each year, the local match funding can vary significantly from year to year depending on the cost of the projects planned for that year. The transportation sales tax funds which are received but not allocated in a given year are accumulated over time to provide match funding for the capital projects in future years.

The ending unassigned cash reserve shows an overall increase over the past ten years. It is important to maintain and build up cash in this fund to be able to take advantage of capital project grant matching opportunities as they arise as well as funding for future capital project needs. There is no cash reserve target for this fund as it does not have any significant operating costs that need to be covered.



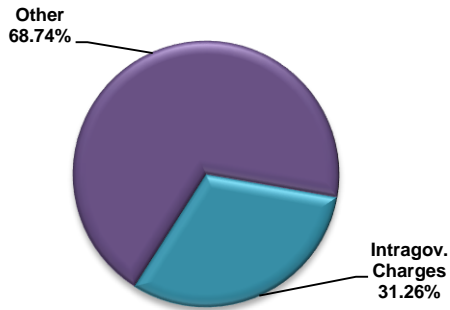
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# Public Improvement Fund

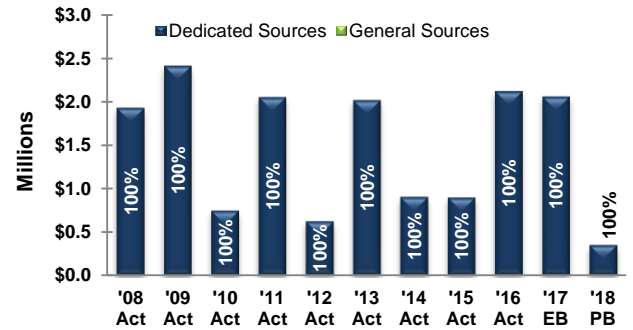
(Special Revenue Fund)

# Public Improvement Fund

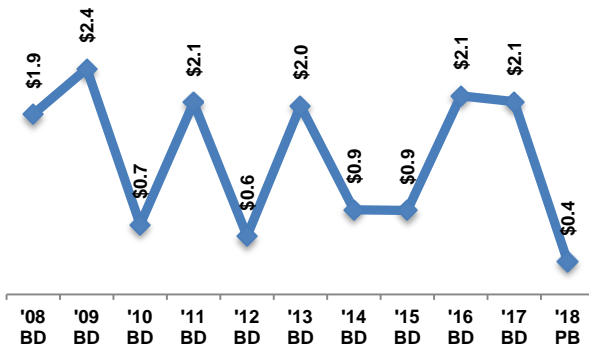
**FY 2018 Total Expenditures By Category**



**Funding Sources**



**Total Budgeted Expenditures (in Millions)**



**Permanent Positions**

There are no personnel assigned to this department

## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$0	\$0	\$0	\$0		
Supplies & Materials	\$0	\$0	\$0	\$0		
Travel & Training	\$0	\$0	\$0	\$0		
Intragov. Charges	\$55,013	\$132,891	\$132,891	\$109,561	(17.6%)	(17.6%)
Utilities, Services & Misc.	\$0	\$25,000	\$25,000	\$0	(100.0%)	(100.0%)
Capital	\$0	\$0	\$0	\$0		
Other	\$2,068,965	\$1,902,286	\$1,902,286	\$240,871	(87.3%)	(87.3%)
<b>Total</b>	<b>\$2,123,978</b>	<b>\$2,060,177</b>	<b>\$2,060,177</b>	<b>\$350,432</b>	<b>(83.0%)</b>	<b>(83.0%)</b>
Operating Expenses	\$55,013	\$157,891	\$157,891	\$109,561	(30.6%)	(30.6%)
Non-Operating Expenses	\$2,068,965	\$1,902,286	\$1,902,286	\$240,871	(87.3%)	(87.3%)
Debt Service	\$0	\$0	\$0	\$0		
Capital Additions	\$0	\$0	\$0	\$0		
Capital Projects	\$0	\$0	\$0	\$0		
<b>Total Expenses</b>	<b>\$2,123,978</b>	<b>\$2,060,177</b>	<b>\$2,060,177</b>	<b>\$350,432</b>	<b>(83.0%)</b>	<b>(83.0%)</b>

## Funding Sources (Where the Money Comes From)

Sales Taxes *	\$997,060	\$993,207	\$1,013,756	\$1,023,893	1.0%	3.1%
Interest Revenue	\$153,482	\$139,608	\$139,608	\$139,608	0.0%	0.0%
Fees and Service Charges **	\$1,674,275	\$1,350,000	\$1,200,000	\$1,200,000	0.0%	(11.1%)
Other Local Revenues	(\$740)	\$0	\$0	\$0		
Transfers and Capital Contrib.	\$0	\$0	\$0	\$0		
Use of Prior Year Sources	\$0	\$0	\$0	\$0		
Less: Current Year Surplus	(\$700,099)	(\$422,638)	(\$293,187)	(\$2,013,069)	586.6%	376.3%
<b>Dedicated Sources</b>	<b>\$2,123,978</b>	<b>\$2,060,177</b>	<b>\$2,060,177</b>	<b>\$350,432</b>	<b>(83.0%)</b>	<b>(83.0%)</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$2,123,978</b>	<b>\$2,060,177</b>	<b>\$2,060,177</b>	<b>\$350,432</b>	<b>(83.0%)</b>	<b>(83.0%)</b>

\* 4.1% of the 1% General Sales Tax for capital projects

\*\* Development Fees

# Public Improvement Fund (Special Revenue Fund)

Fund 2220

## Description

The Public Improvement Fund was established to account for and disburse the portion of 1% General Revenue sales tax proceeds which have been allocated for the Capital Improvement Plan. The fund receives a portion of the city sales tax and is allocated for a wide range of public improvements to the City which includes general government projects in the Capital Improvement Plan. The amount of the one cent General Fund Sales Tax allocated to capital improvements for FY 2018 is 4.1%.

This fund is also used to account for the development fee of \$0.50 per square foot which is charged on all new construction. The use of development fees is restricted to funding construction and maintenance of arterial and collector streets and sidewalks.

## Resources

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
General Sales Taxes (4.1% of the 1% sales tax)	\$997,060	\$993,207	\$1,013,756	\$1,023,893
Development Fees (\$.50 per sq. foot)	\$1,674,275	\$1,350,000	\$1,200,000	\$1,200,000
Investment Revenue	\$153,482	\$139,608	\$139,608	\$139,608
Miscellaneous Revenue	(\$740)	\$0	(\$467)	\$0
Operating Transfer	\$0	\$0	\$0	\$0
<b>Total Resources</b>	<b>\$2,824,077</b>	<b>\$2,482,815</b>	<b>\$2,353,364</b>	<b>\$2,363,501</b>

## Expenditures

### Operating Expenditures:

General and Administrative Fees	\$47,156	\$118,795	\$118,795	\$106,837
GIS Fee	\$7,857	\$14,096	\$14,096	\$2,724
Misc. Contractual-BL 70 Corridor Study	\$0	\$25,000	\$25,000	\$0
<b>Total Operating Expenditures</b>	<b>\$55,013</b>	<b>\$157,891</b>	<b>\$157,891</b>	<b>\$109,561</b>

### Transfers:

Lemone Trust Debt	\$73,965	\$60,286	\$60,286	\$45,871
Capital Projects - Public Safety	\$125,000	\$0	\$0	\$0
Capital Projects - Streets and Sidewalks	\$1,245,000	\$1,197,000	\$1,197,000	\$0
Capital Projects - Other General Government	\$625,000	\$645,000	\$645,000	\$195,000
<b>Total Transfers</b>	<b>\$2,068,965</b>	<b>\$1,902,286</b>	<b>\$1,902,286</b>	<b>\$240,871</b>

### Total Expenditures

<b>Total Expenditures</b>	<b>\$2,123,978</b>	<b>\$2,060,177</b>	<b>\$2,060,177</b>	<b>\$350,432</b>
<b>Revenues Over Expenditures</b>	<b>\$700,099</b>	<b>\$422,638</b>	<b>\$293,187</b>	<b>\$2,013,069</b>

# Public Improvement Fund (Special Revenue Fund)

Fund 2220

## Forecasted Sources and Uses (For Information Purposes Only)

	Proposed FY 2018	Projected FY 2019	Projected FY 2020	Projected FY 2021	Projected FY 2022
<b>General Fund/Public Improvement Fund</b>					
GF/PI (4.1% of 1% General Revenue Sales Tax)	\$1,023,893	\$1,034,132	\$1,044,473	\$1,054,918	\$1,065,467
Interest w/o GASB 31 Adjustment	\$139,608	\$139,608	\$139,608	\$139,608	\$139,608
Other Local Revenue	\$0	\$0	\$0	\$0	\$0
Transfer In to close out project	\$0	\$0	\$0	\$0	\$0
Miscellaneous Revenue	\$0	\$0	\$0	\$0	\$0
<b>Total Funding Sources</b>	<b>\$1,163,501</b>	<b>\$1,173,740</b>	<b>\$1,184,081</b>	<b>\$1,194,526</b>	<b>\$1,205,075</b>
Intragovernmental Charges	\$109,561	\$111,991	\$114,494	\$117,077	\$119,742
Transfer Out to Debt Service Fund for Lemone Trust	\$45,871	\$30,681	\$14,674	\$1,186	\$0
Transfers Out for Capital Projects	\$195,000	\$195,000	\$195,000	\$75,000	\$75,000
Misc. Contractual-BL 70 Corridor Study	\$0	\$0	\$0	\$0	\$0
<b>Total Funding Uses</b>	<b>\$350,432</b>	<b>\$337,672</b>	<b>\$324,168</b>	<b>\$193,263</b>	<b>\$194,742</b>
Sources Over/(Under) Uses	\$813,069	\$836,068	\$859,913	\$1,001,263	\$1,010,333
Beginning GF/PI Unassigned Cash Reserve	\$696,169	\$1,509,238	\$2,345,306	\$3,205,219	\$4,206,482
<b>Ending GF/PI Unassigned Cash Reserve</b>	<b>\$1,509,238</b>	<b>\$2,345,306</b>	<b>\$3,205,219</b>	<b>\$4,206,482</b>	<b>\$5,216,816</b>

<b>Development Fees</b>					
Development Fee Revenue *	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
<b>Total Funding Sources</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>
Transfers Out for Capital Projects	\$0	\$0	\$3,388,000	\$1,415,000	\$0
<b>Total Funding Uses</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,388,000</b>	<b>\$1,415,000</b>	<b>\$0</b>
Sources Over/(Under) Uses	\$1,200,000	\$1,200,000	(\$2,188,000)	(\$215,000)	\$1,200,000
Beg. Dev. Fee Unassigned Cash Reserve	7,550,130	8,750,130	9,950,130	7,762,130	7,547,130
<b>Ending Dev. Fee Unassigned Cash Reserve</b>	<b>\$8,750,130</b>	<b>\$9,950,130</b>	<b>\$7,762,130</b>	<b>\$7,547,130</b>	<b>\$8,747,130</b>

\* Development Fees are restricted for use on collector streets.

<b>Total Public Improvement Fund</b>					
Development Fees	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
GF/PI (4.1% of 1% General Revenue Sales Tax)	\$1,023,893	\$1,034,132	\$1,044,473	\$1,054,918	\$1,065,467
Interest w/o GASB 31 Adjustment	\$139,608	\$139,608	\$139,608	\$139,608	\$139,608
Other Local Revenue	\$0	\$0	\$0	\$0	\$0
Transfer In to close out project	\$0	\$0	\$0	\$0	\$0
Miscellaneous Revenue	\$0	\$0	\$0	\$0	\$0
<b>Total Funding Sources</b>	<b>\$2,363,501</b>	<b>\$2,373,740</b>	<b>\$2,384,081</b>	<b>\$2,394,526</b>	<b>\$2,405,075</b>
Intragovernmental Fees and Miscellaneous	\$109,561	\$111,991	\$114,494	\$117,077	\$119,742
Transfer Out to Debt Service Fund for Lemone Trust	\$45,871	\$30,681	\$14,674	\$1,186	\$0
Transfers Out for Capital Projects - Total	\$195,000	\$195,000	\$3,583,000	\$1,490,000	\$75,000
<b>Total Funding Uses</b>	<b>\$350,432</b>	<b>\$337,672</b>	<b>\$3,712,168</b>	<b>\$1,608,263</b>	<b>\$194,742</b>
Sources Over/(Under) Uses	\$2,013,069	\$2,036,068	(\$1,328,087)	\$786,263	\$2,210,333
Beginning Unassigned Cash Reserve	\$8,246,299	\$10,259,368	\$12,295,436	\$10,967,349	\$11,753,612
<b>Ending Unassigned Cash Reserve</b>	<b>\$10,259,368</b>	<b>\$12,295,436</b>	<b>\$10,967,349</b>	<b>\$11,753,612</b>	<b>\$13,963,946</b>

### Growth Rate of Sales Tax Revenue

1.00%

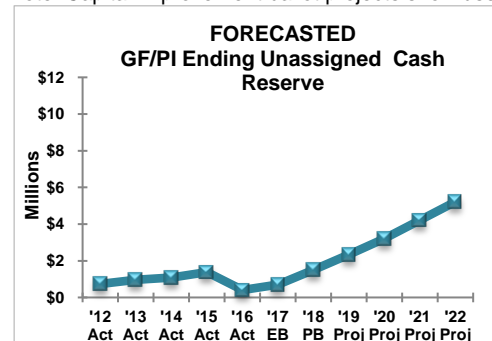
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1.00%

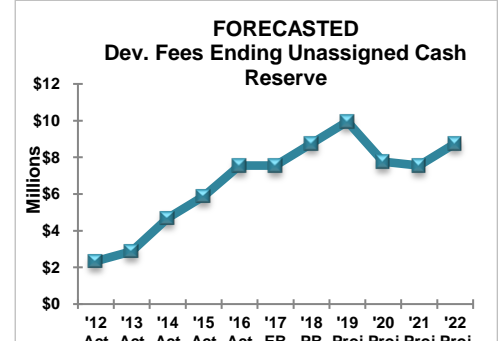
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1.00%

Note: Capital improvement ballot projects show use of \$3.9 million in FY 2025



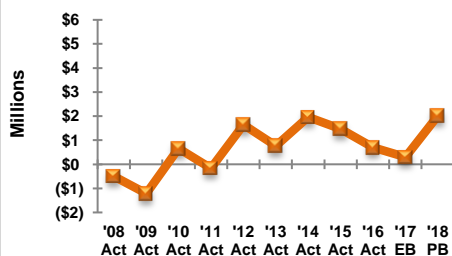
There has been an overall increase in the ending unassigned cash reserve over the past ten years. The majority of the fund balance is from development fees. The City is building up these balances to use to fund several large capital projects that are a part of the FY 2015 capital improvement sales tax ballot including Discovery Parkway; Gans to New Haven (Const. 2021), Nifong - Providence to Forum 4 Lane (Const. 2020), and Forum Blvd - Chapel Hill to Woodtrail 4 lane (Const. 2025).



## Statement of Revenues, Expenditures, and Changes in Fund Balance Public Improvement Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Revenues:</b>				
Sales Tax	\$997,060	\$993,207	\$1,013,756	\$1,023,893
Development Fees	\$1,674,275	\$1,350,000	\$1,200,000	\$1,200,000
Investment Revenue	\$153,482	\$139,608	\$139,608	\$139,608
Miscellaneous Revenue	(\$740)	\$0	\$0	\$0
<b>Total Revenues</b>	<b>\$2,824,077</b>	<b>\$2,482,815</b>	<b>\$2,353,364</b>	<b>\$2,363,501</b>
<b>Expenditures:</b>				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$55,013	\$132,891	\$132,891	\$109,561
Utilities, Services & Misc.	\$0	\$25,000	\$25,000	\$0
<b>Total Expenditures</b>	<b>\$55,013</b>	<b>\$157,891</b>	<b>\$157,891</b>	<b>\$109,561</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$2,769,064</b>	<b>\$2,324,924</b>	<b>\$2,195,473</b>	<b>\$2,253,940</b>
<b>Other Financing Sources (Uses):</b>				
Operating Transfers From Other Funds	\$0	\$0	\$0	\$0
Operating Transfers To Other Funds	(\$2,068,965)	(\$1,902,286)	(\$1,902,286)	(\$240,871)
<b>Total Other Financing Sources (Uses)</b>	<b>(\$2,068,965)</b>	<b>(\$1,902,286)</b>	<b>(\$1,902,286)</b>	<b>(\$240,871)</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$700,099</b>	<b>\$422,638</b>	<b>\$293,187</b>	<b>\$2,013,069</b>
Fund Balance, Beg. of Year	\$7,404,129	\$8,104,228	\$8,104,228	\$8,397,415
<b>Fund Balance End of Year</b>	<b>\$8,104,228</b>	<b>\$8,526,866</b>	<b>\$8,397,415</b>	<b>\$10,410,484</b>

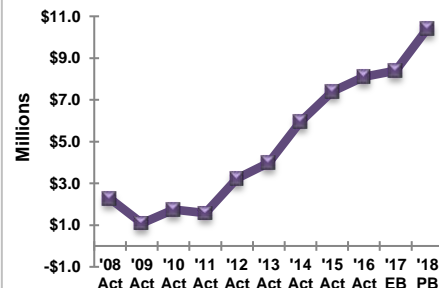
**Revenues Over (Under)  
Expenditures**



Expenditure amounts vary from year to year depending on the amount of capital project funding required each year.

In years where expenditures are over revenues, there are large capital project transfers. This is a normal occurrence with this type of fund as the receipts are accumulated over time and then transferred out to fund a capital project.

**Ending Fund Balance**



### Funding Sources and Uses Public Improvement Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Interest Revenue	\$153,482	\$139,608	\$139,608	\$139,608
Less: GASB 31 Interest Adjustment	\$16,391			
<b>Interest Revenue w/o GASB 31 Adj</b>	<b>\$137,091</b>	<b>\$139,608</b>	<b>\$139,608</b>	<b>\$139,608</b>
Sales Taxes	\$997,060	\$993,207	\$1,013,756	\$1,023,893
Development Fees	\$1,674,275	\$1,350,000	\$1,200,000	\$1,200,000
Other Local Revenues	(\$740)	\$0	\$0	\$0
<b>Total Financial Sources Before Transfers</b>	<b>\$2,807,686</b>	<b>\$2,482,815</b>	<b>\$2,353,364</b>	<b>\$2,363,501</b>
Operating Transfers from Other Funds	\$0	\$0	\$0	\$0
<b>Total Financial Sources</b>	<b>\$2,807,686</b>	<b>\$2,482,815</b>	<b>\$2,353,364</b>	<b>\$2,363,501</b>
<b>Financial Uses</b>				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$55,013	\$132,891	\$132,891	\$109,561
Utilities, Services & Misc.	\$0	\$25,000	\$25,000	\$0
<b>Total Expenditures</b>	<b>\$55,013</b>	<b>\$157,891</b>	<b>\$157,891</b>	<b>\$109,561</b>
Less: GASB 68 Pension Adjustment				
Less: GASB 16 Vacation Liability Adj				
<b>Total Expenditures w/o GASB Adj</b>	<b>\$55,013</b>	<b>\$157,891</b>	<b>\$157,891</b>	<b>\$109,561</b>
Operating Transfers to Other Funds	\$2,068,965	\$1,902,286	\$1,902,286	\$240,871
Interest Expense				
Bank & Paying Agent Fees				
Principal Payments				
Capital Additions				
Enterprise Revenues used for Capital Projects	\$0	\$0	\$0	\$0
<b>Total Financial Uses</b>	<b>\$2,123,978</b>	<b>\$2,060,177</b>	<b>\$2,060,177</b>	<b>\$350,432</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>\$683,708</b>	<b>\$422,638</b>	<b>\$293,187</b>	<b>\$2,013,069</b>

The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

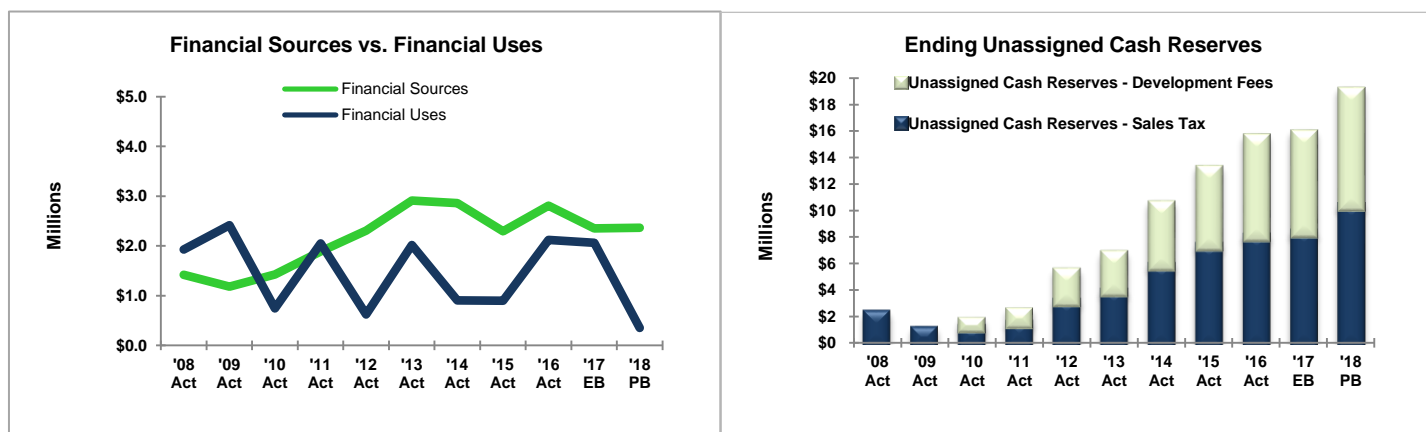
The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balances to fund capital project costs.

### Funding Sources and Uses Public Improvement Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$7,953,112	\$7,953,112	\$8,246,299
Financial Sources Over/(Under) Uses		\$422,638	\$293,187	\$2,013,069
Cash and Cash Equivalents	\$405,982			
Cash Restricted for Development Charges	\$7,547,130			
<b>Projected Ending Unassigned Cash Reserve</b>	<b><u>\$7,953,112</u></b>	<b><u>\$8,375,750</u></b>	<b><u>\$8,246,299</u></b>	<b><u>\$10,259,368</u></b>

#### Cash Reserve Target

The primary expenditures for this type of fund are transfers to other funds for capital projects; therefore, there is no cash reserve target for operating costs.



For the years shown, there were several years where funding uses were above funding sources and this occurs when transfers are needed to fund large capital projects. This is a normal occurrence with this type of fund as the sales tax receipts are accumulated over time and then transferred out to fund the capital project.

There has been an overall increase in the ending unassigned cash reserve over the past ten years. The majority of the fund balance is from development fees. The City is building up these balances to use to fund several large capital projects in FY 2020 and beyond.



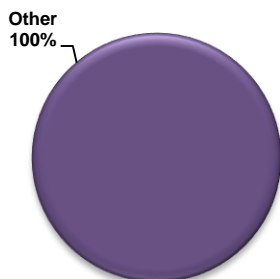
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# Stadium TDD Fund (Special Revenue Fund)

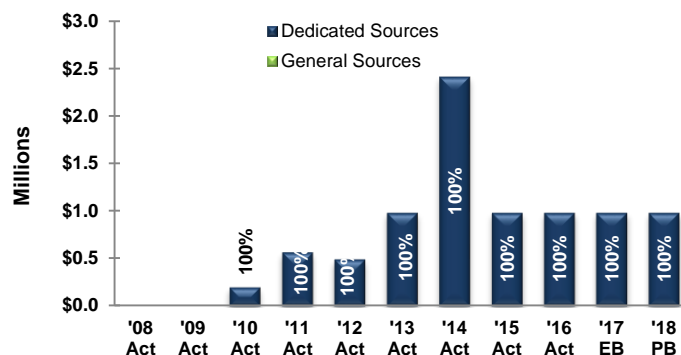
# Stadium TDD Fund (Special Revenue Fund)

Fund 2300

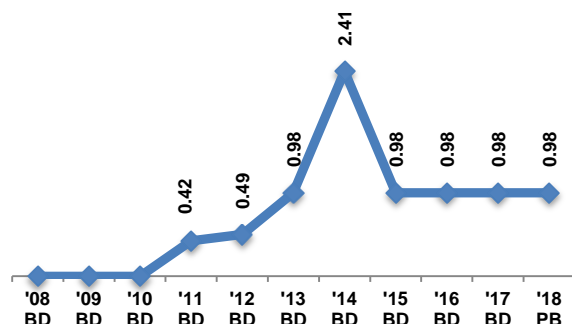
FY 2018 Total Expenditures By Category



Funding Sources



Total Budgeted Expenditures (in Millions)



Permanent Positions

There are no personnel assigned to this department

## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$0	\$0	\$0	\$0		
Supplies & Materials	\$0	\$0	\$0	\$0		
Travel & Training	\$0	\$0	\$0	\$0		
Intragov. Charges	\$0	\$0	\$0	\$0		
Utilities, Services & Misc.	\$0	\$0	\$0	\$0		
Capital	\$0	\$0	\$0	\$0		
Other	\$983,476	\$983,476	\$983,476	\$983,476	0.0%	0.0%
<b>Total</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>0.0%</b>	<b>0.0%</b>
Operating Expenses	\$0	\$0	\$0	\$0		
Non-Operating Expenses	\$983,476	\$983,476	\$983,476	\$983,476	0.0%	0.0%
Debt Service	\$0	\$0	\$0	\$0		
Capital Additions	\$0	\$0	\$0	\$0		
Capital Projects	\$0	\$0	\$0	\$0		
<b>Total Expenses</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>0.0%</b>	<b>0.0%</b>

## Funding Sources (Where the Money Comes From)

Grants	\$1,035,714	\$1,046,303	\$1,053,839	\$1,064,377	1.0%	1.7%
Interest Revenue	\$8,162	\$5,410	\$5,410	\$5,410	0.0%	0.0%
Trnsfrs & Capital Contrib.	\$0	\$0	\$0	\$0		
Use of Prior Year Sources	\$0	\$0	\$0	\$0		
Less: Current Year Surplus	(\$60,400)	(\$68,237)	(\$75,773)	(\$86,311)	13.9%	26.5%
<b>Dedicated Sources</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>0.0%</b>	<b>0.0%</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>0.0%</b>	<b>0.0%</b>

# Stadium TDD Fund

Fund 2300

## Description

The Stadium TDD (Transportation Development District) fund accounts for tax receipts from the Stadium TDDs: Shoppes at Stadium, Columbia Mall, and Stadium Corridor. These receipts are being used to pay for a loan obtained from MoDOT in FY 2012 for \$8,200,000 to help fund the capital improvements on Stadium Boulevard. The loan is scheduled to be paid off 03/01/2022. Because this is a special revenue fund, payments are transferred to a debt service fund where the payments are made.

## Resources

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
TDD Revenue	\$1,035,714	\$1,046,303	\$1,053,839	\$1,064,377
Lease/Bond Proceeds	\$0	\$0	\$0	\$0
Investment Revenue	\$8,162	\$5,410	\$5,410	\$5,410
<b>Total Resources</b>	<b>\$1,043,876</b>	<b>\$1,051,713</b>	<b>\$1,059,249</b>	<b>\$1,069,787</b>

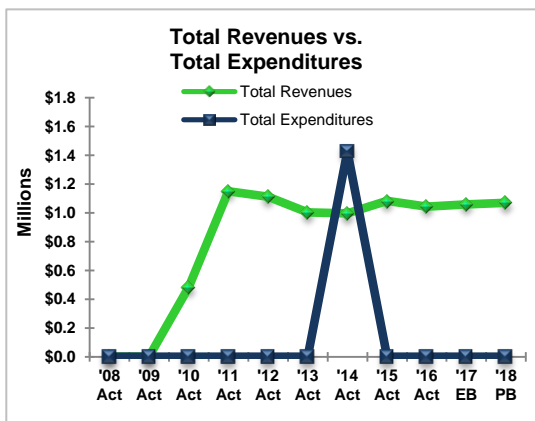
## Expenditures

Transfers to Debt Service Fund	\$983,476	\$983,476	\$983,476	\$983,476
<b>Revenues Over Expenditures</b>	<b>\$60,400</b>	<b>\$68,237</b>	<b>\$75,773</b>	<b>\$86,311</b>

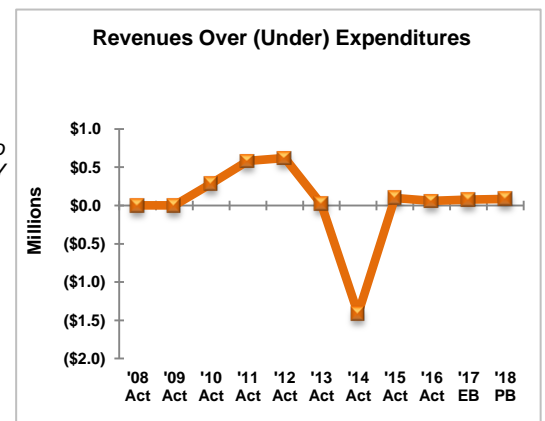
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# Statement of Revenues, Expenditures, and Changes in Fund Balance Stadium TDD Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Revenues:</b>				
TDD Revenue	\$1,035,714	\$1,046,303	\$1,053,839	\$1,064,377
Investment Revenue	\$8,162	\$5,410	\$5,410	\$5,410
<b>Total Revenues</b>	<b>\$1,043,876</b>	<b>\$1,051,713</b>	<b>\$1,059,249</b>	<b>\$1,069,787</b>
<b>Expenditures:</b>				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$0	\$0	\$0	\$0
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Interest and Principal Payments	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$1,043,876</b>	<b>\$1,051,713</b>	<b>\$1,059,249</b>	<b>\$1,069,787</b>
<b>Other Financing Sources (Uses):</b>				
Lease/Bond Proceeds	\$0	\$0	\$0	\$0
Operating Transfers From Other Funds	\$0	\$0	\$0	\$0
Operating Transfers To Other Funds	(\$983,476)	(\$983,476)	(\$983,476)	(\$983,476)
<b>Total Other Financing Sources (Uses)</b>	<b>(\$983,476)</b>	<b>(\$983,476)</b>	<b>(\$983,476)</b>	<b>(\$983,476)</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$60,400</b>	<b>\$68,237</b>	<b>\$75,773</b>	<b>\$86,311</b>
Fund Balance, Beg. of Year	\$190,380	\$250,780	\$250,780	\$326,553
<b>Fund Balance End of Year</b>	<b>\$250,780</b>	<b>\$319,017</b>	<b>\$326,553</b>	<b>\$412,864</b>



Stadium TDD revenues will continue to be used to pay the MoDOT loan until FY 2022 when the loan will be paid off.



### Funding Sources and Uses Stadium TDD Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Interest Revenue	\$8,162	\$5,410	\$5,410	\$5,410
Less: GASB 31 Interest Adjustment	\$3,285			
<b>Interest Revenue w/o GASB 31 Adj</b>	<b>\$4,877</b>	<b>\$5,410</b>	<b>\$5,410</b>	<b>\$5,410</b>
TDD Revenue	\$1,035,714	\$1,046,303	\$1,053,839	\$1,064,377
<b>Total Financial Sources Before Transfers</b>	<b>\$1,040,591</b>	<b>\$1,051,713</b>	<b>\$1,059,249</b>	<b>\$1,069,787</b>
Operating Transfers from Other Funds	\$0	\$0	\$0	\$0
<b>Total Financial Sources</b>	<b>\$1,040,591</b>	<b>\$1,051,713</b>	<b>\$1,059,249</b>	<b>\$1,069,787</b>
<b>Financial Uses</b>				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$0	\$0	\$0	\$0
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Interest and Principal Payments	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Less: GASB 68 Pension Adjustment				
Less: GASB 16 Vacation Liability Adj				
<b>Total Expenditures w/o GASB Adj</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Operating Transfers to Other Funds	\$983,476	\$983,476	\$983,476	\$983,476
Interest Expense				
Bank & Paying Agent Fees				
Principal Payments	\$0	\$0	\$0	\$0
Capital Additions				
Enterprise Revenues used for Capital Projects				
<b>Total Financial Uses</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>	<b>\$983,476</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>\$57,115</b>	<b>\$68,237</b>	<b>\$75,773</b>	<b>\$86,311</b>

The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

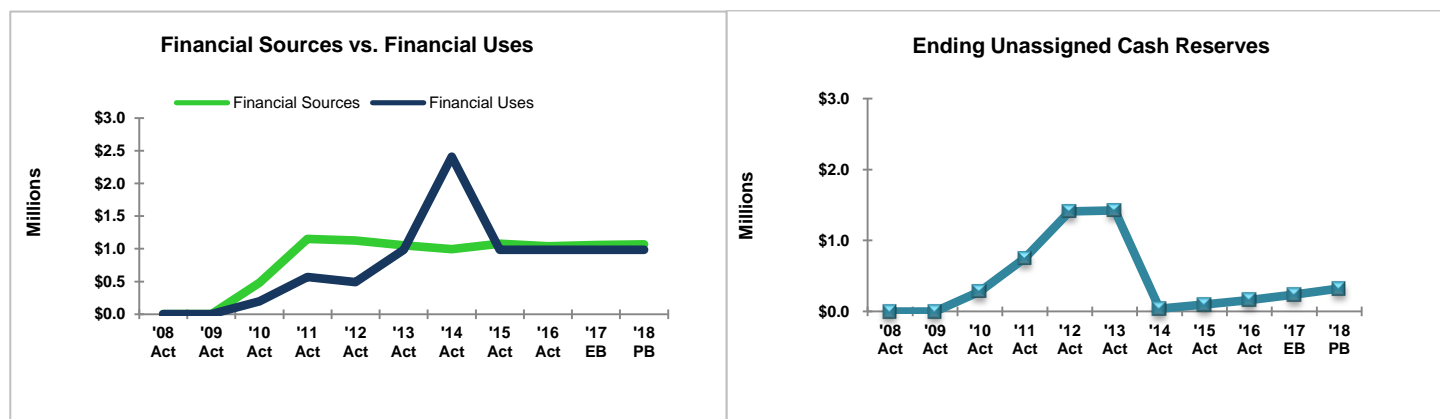
The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balances to fund capital project costs.

### Funding Sources and Uses Stadium TDD Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$160,708	\$160,708	\$236,481
Financial Sources Over/(Under) Uses		\$68,237	\$75,773	\$86,311
Cash and Cash Equivalents	\$160,708	\$0	\$0	\$0
<b>Ending Unassigned Cash Reserves</b>	<b>\$160,708</b>	<b>\$228,945</b>	<b>\$236,481</b>	<b>\$322,792</b>

#### Cash Reserve Target

Since this is a special revenue fund that is used to pay a specific debt and has not operating expenses, there is no cash reserve target.



Stadium TDD revenues will continue to be used to pay the MoDOT loan until FY 2022 when the loan will be paid off.

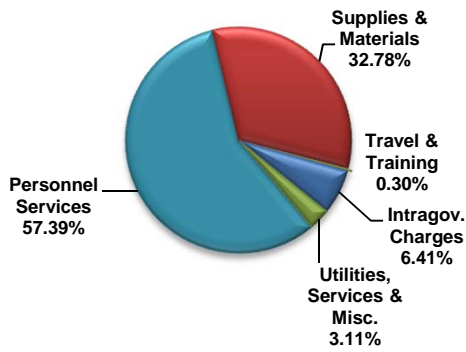


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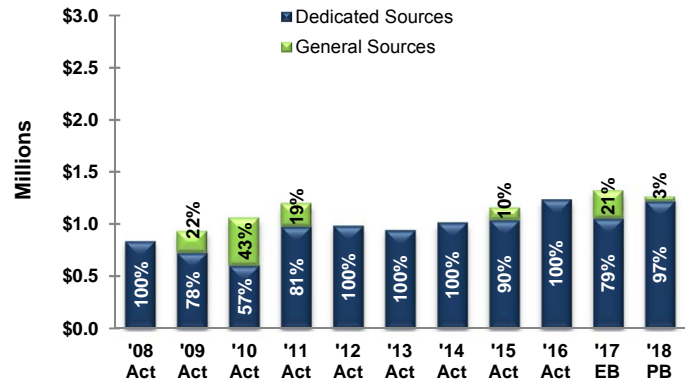
# Public Works - Parking Enforcement and Traffic Control (General Fund)

# PW - Parking Enforcement and Traffic Control (General Fund)

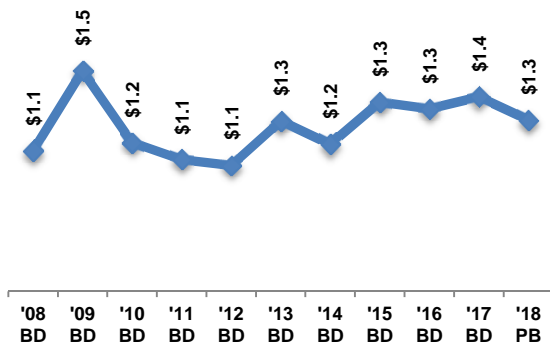
**FY 2018 Total Expenditures By Category**



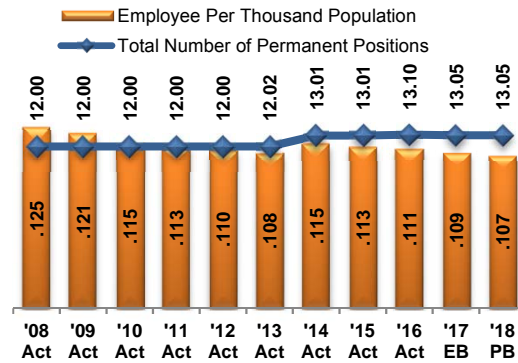
**Funding Sources**



**Budgeted Expense History (in Millions)**



**Permanent Positions**



## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$681,133	\$726,055	\$692,942	\$724,669	4.6%	(0.2%)
Supplies & Materials	\$352,670	\$538,254	\$533,780	\$413,956	(22.4%)	(23.1%)
Travel & Training	\$3,457	\$3,820	\$3,600	\$3,820	6.1%	0.0%
Intragov. Charges	\$48,453	\$55,625	\$55,625	\$80,997	45.6%	45.6%
Utilities, Services & Misc.	\$25,188	\$42,382	\$37,898	\$39,233	3.5%	(7.4%)
Capital	\$126,757	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$1,237,658</b>	<b>\$1,366,136</b>	<b>\$1,323,845</b>	<b>\$1,262,675</b>	<b>(4.6%)</b>	<b>(7.6%)</b>
Operating Expenses	\$1,110,901	\$1,366,136	\$1,323,845	\$1,262,675	(4.6%)	(7.6%)
Non-Operating Expenses	\$0	\$0	\$0	\$0		
Debt Service	\$0	\$0	\$0	\$0		
Capital Additions	\$126,757	\$0	\$0	\$0		
Capital Projects	\$0	\$0	\$0	\$0		
<b>Total Expenses</b>	<b>\$1,237,658</b>	<b>\$1,366,136</b>	<b>\$1,323,845</b>	<b>\$1,262,675</b>	<b>(4.6%)</b>	<b>(7.6%)</b>

## Funding Sources (Where the Money Comes From)

Oper. Trnsfr (Transp. Stax Fd)	\$1,237,658	\$1,069,766	\$1,052,256	\$1,218,557	15.8%	13.9%
Other Local Revenues	\$0	\$0	\$0	\$0		
<b>Dedicated Sources</b>	<b>\$1,237,658</b>	<b>\$1,069,766</b>	<b>\$1,052,256</b>	<b>\$1,218,557</b>	<b>15.8%</b>	<b>13.9%</b>
General Sources	\$0	\$296,370	\$271,589	\$44,118	(83.8%)	(85.1%)
<b>Total Funding Sources</b>	<b>\$1,237,658</b>	<b>\$1,366,136</b>	<b>\$1,323,845</b>	<b>\$1,262,675</b>	<b>(4.6%)</b>	<b>(7.6%)</b>

## Description

Parking Enforcement Division currently has five full-time enforcement personnel. Working together on a weekly schedule, they enforce Chapter 14 of the City ordinances.

The Traffic Division maintains street markings, signals and signing for 1338 lane miles of streets. There are 47 City of Columbia maintained signals. Traffic Division personnel also assist the Street Division with street maintenance and snow removal.

## Objectives

The Parking Enforcement Division is responsible for administering the parking ordinances of the City via parking control enforcement in the central business district streets, parking lots and garages, residential parking by permit only areas (currently one) and metered streets near the University of Missouri. The Parking Enforcement Section is responsible for enforcing the parking and loading zone ordinances adopted by the City Council, which seek to ensure adequate parking for downtown employees, customers, and businesses. This division works with the City Prosecutor's office, affected businesses, and other customers in the identification and mitigation of problematic enforcement zones.

The Traffic Division responds to signal outages or other signal concerns in less than 3 hours from time of notification (typically within 1 hour). Response time for fixing problems varies but is typically less than 1 day. The Traffic Division goal is to have all major routes re-marked by July 15th and typically completes the entire City by that time unless there are significant weather issues. Street signs are replaced on a priority protocol basis established by the Director (for example street name signs are replaced within 20 working days of notification, stop signs are replaced the same day, etc.). The protocol is periodically reviewed and updated (APWA Manual).

## Highlights/Significant Changes

- Emphasis will continue on enforcing parking ordinances to optimize parking in the downtown and university areas, thereby improving traffic flow and enhancing the economic viability of the central business district.
- In May 2017, the University of Missouri-Columbia took ownership of the 5th and Cherry Lot, which will no longer be enforced by the Parking Enforcement Agents.
- Past goals have been to re-mark painted crosswalks one time per year, but that has been shifted to the current protocol of one time per two years due to manpower shortages.
- More crosswalks are being applied with tape markings which typically last a minimum of 2-3 years.
- Crosswalk locations are being added to a GIS layer for better inventory and analysis.
- Street division is also adding street signs to a GIS based inventory (currently maintained in a non-graphical database).
- In July of 2017, the department will deploy the use of The Barnacle Parking Enforcement System. This system is designed to be more efficient and more cost effective than towing vehicles.

## Authorized Personnel

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
5901 - Director, Public Works+	0.10	0.05	0.05	0.05	
3034 - Sign Technician 773	1.00	1.00	1.00	1.00	
3033 - Traffic Signal Tech	2.00	2.00	2.00	2.00	
3022 - Lead Pkng Enforc Agent ++	0.00	1.00	1.00	1.00	
3021 - Pkng Enforcement Agent ++	5.00	4.00	4.00	4.00	
2307 - PW Supv III	1.00	1.00	1.00	1.00	
2303 - Equip Operator III 773	1.00	1.00	1.00	1.00	
2300 - Equip Operator II 773	3.00	3.00	3.00	3.00	
<b>Total Personnel</b>	<b>13.10</b>	<b>13.05</b>	<b>13.05</b>	<b>13.05</b>	
Permanent Full-Time	13.10	13.05	13.05	13.05	
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>13.10</b>	<b>13.05</b>	<b>13.05</b>	<b>13.05</b>	

+ In FY 2017, reallocation of Director (0.05) FTE from Parking Enforcement and Traffic Control to the Transit budget

++ In FY 2017, there was a reassignment from one Parking Enforcement Agent to a Lead Parking Enforcement Agent.

## Budget Detail

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
<b>Parking Enforcement:</b>						
Personnel Services	\$260,366	\$264,937	\$244,935	\$259,226	5.8%	(2.2%)
Supplies and Materials	\$11,841	\$12,603	\$8,144	\$6,305	(22.6%)	(50.0%)
Travel and Training	\$0	\$0	\$0	\$0		
Intragovernmental Charges	\$12,295	\$14,466	\$14,466	\$13,346	(7.7%)	(7.7%)
Utilities, Services, & Misc.	\$2,622	\$4,364	\$4,044	\$4,072	0.7%	(6.7%)
Capital	\$0	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$287,124</b>	<b>\$296,370</b>	<b>\$271,589</b>	<b>\$282,949</b>	<b>4.2%</b>	<b>(4.5%)</b>
<b>Traffic Control:</b>						
Personnel Services	\$420,767	\$461,118	\$448,007	\$465,443	3.9%	0.9%
Supplies and Materials	\$340,829	\$525,651	\$525,636	\$407,651	(22.4%)	(22.4%)
Travel and Training	\$3,457	\$3,820	\$3,600	\$3,820	6.1%	0.0%
Intragovernmental Charges	\$36,158	\$41,159	\$41,159	\$67,651	64.4%	64.4%
Utilities, Services, & Misc.	\$22,566	\$38,018	\$33,854	\$35,161	3.9%	(7.5%)
Capital	\$126,757	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$950,534</b>	<b>\$1,069,766</b>	<b>\$1,052,256</b>	<b>\$979,726</b>	<b>(6.9%)</b>	<b>(8.4%)</b>
<b>Department Totals</b>						
Personnel Services	\$681,133	\$726,055	\$692,942	\$724,669	4.6%	(0.2%)
Supplies and Materials	\$352,670	\$538,254	\$533,780	\$413,956	(22.4%)	(23.1%)
Travel and Training	\$3,457	\$3,820	\$3,600	\$3,820	6.1%	0.0%
Intragovernmental Charges	\$48,453	\$55,625	\$55,625	\$80,997	45.6%	45.6%
Utilities, Services, & Misc.	\$25,188	\$42,382	\$37,898	\$39,233	3.5%	(7.4%)
Capital	\$126,757	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$1,237,658</b>	<b>\$1,366,136</b>	<b>\$1,323,845</b>	<b>\$1,262,675</b>	<b>(4.6%)</b>	<b>(7.6%)</b>

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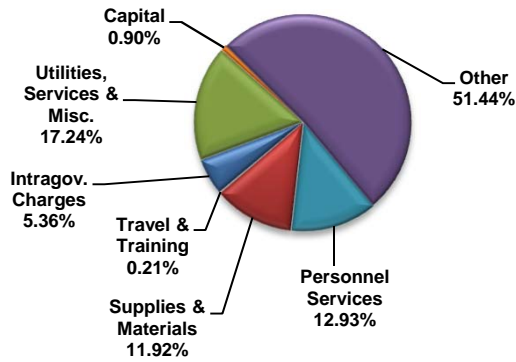
# Parking Utility Fund

## (Enterprise Fund)

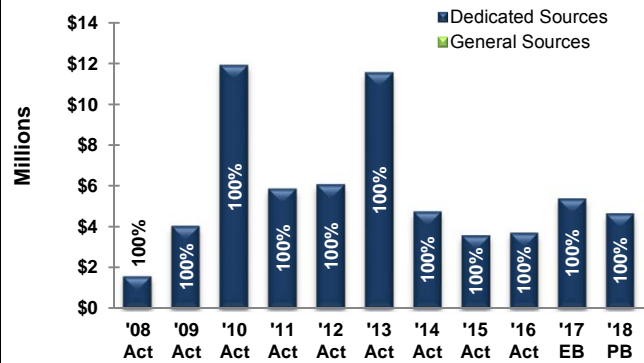


# Parking Utility Fund (Enterprise Fund)

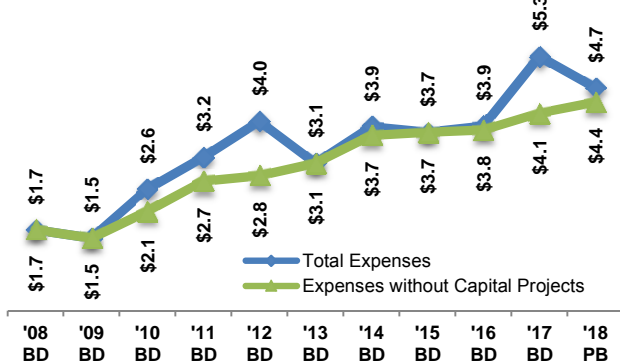
**FY 2018 Total Expenditures By Category**



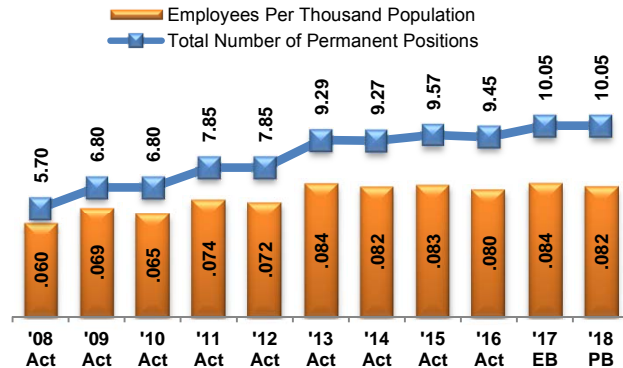
**Funding Sources**



**Budgeted Expense History (in Millions)**



**Permanent Positions**



## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$539,510	\$567,428	\$567,057	\$604,133	6.5%	6.5%
Supplies & Materials	\$143,274	\$601,533	\$684,644	\$557,271	(18.6%)	(7.4%)
Travel & Training	\$3,518	\$7,000	\$7,000	\$10,000	42.9%	42.9%
Intragov. Charges	\$192,011	\$287,009	\$287,009	\$250,491	(12.7%)	(12.7%)
Utilities, Services & Misc.	\$493,842	\$1,601,789	\$1,573,538	\$805,704	(48.8%)	(49.7%)
Capital	\$47,899	\$20,000	\$20,000	\$42,000	110.0%	110.0%
Other	\$2,297,375	\$2,248,420	\$2,248,382	\$2,404,471	6.9%	6.9%
<b>Total</b>	<b>\$3,717,429</b>	<b>\$5,333,179</b>	<b>\$5,387,630</b>	<b>\$4,674,070</b>	<b>(13.2%)</b>	<b>(12.4%)</b>
Operating Expenses	\$1,218,973	\$1,878,566	\$1,932,169	\$1,927,599	(0.2%)	2.6%
Non-Operating Expenses	\$1,300,551	\$1,298,001	\$1,298,001	\$1,437,257	10.7%	10.7%
Debt Service	\$996,824	\$950,419	\$950,381	\$967,214	1.8%	1.8%
Capital Additions	\$47,899	\$20,000	\$20,000	\$42,000	110.0%	110.0%
Capital Projects	\$153,182	\$1,186,193	\$1,187,079	\$300,000	(74.7%)	(74.7%)
<b>Total Expenses</b>	<b>\$3,717,429</b>	<b>\$5,333,179</b>	<b>\$5,387,630</b>	<b>\$4,674,070</b>	<b>(13.2%)</b>	<b>(12.4%)</b>

## Funding Sources (Where the Money Comes From)

Grants and Capital Contrib	\$0	\$0	\$0	\$0		
Interest Revenue	\$356,322	\$361,980	\$361,980	\$361,980	0.0%	0.0%
Fees and Service Charges	\$4,154,260	\$4,181,724	\$4,374,528	\$4,233,453	(3.2%)	1.2%
Other Local Revenues	\$416	\$0	\$0	\$2,000		
Transfers	\$0	\$0	\$0	\$0		
Use of Prior Year Sources	\$0	\$789,475	\$651,122	\$76,637	(88.2%)	(90.3%)
Less: Current Year Surplus	(\$793,569)	\$0	\$0	\$0		
<b>Dedicated Sources</b>	<b>\$3,717,429</b>	<b>\$5,333,179</b>	<b>\$5,387,630</b>	<b>\$4,674,070</b>	<b>(13.2%)</b>	<b>(12.4%)</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$3,717,429</b>	<b>\$5,333,179</b>	<b>\$5,387,630</b>	<b>\$4,674,070</b>	<b>(13.2%)</b>	<b>(12.4%)</b>

# Parking Utility Fund - Summary

Fund 556x

## Description

The Parking Utility operates, maintains, and administers six parking facilities and eight surface lots as well as on-street parking meters. It is responsible for the collection of income from the facilities, the collection and data preparation of parking and parking facility studies, plus the installation and maintenance of the parking meters, gates, attendant buildings, and other facilities.

## Department Objectives

The Parking Utility provides and maintains convenient and adequate parking, both on-street and off-street, in the downtown and college campus areas. The Parking Utility collects income for the financing, maintenance, and operation of the parking garages, parking meters, and surface lots.

## Highlights / Significant Changes

**Strategic Priority: Infrastructure - ensure that there are plans and resources to meet existing and future physical infrastructure demands.**

- In January of 2017, new parking meters were installed. After a successful pilot with Parkmobile in FY 2016, Parkmobile is available at all meters and garages.

## Highlights / Significant Changes

- Staff will install and evaluate the first of six gate arm systems to be utilized at all City-owned garages.
- Continuing discussions with interested parties of expanding the Residential Parking by Permit Only (RPPO) program.
- Continued cooperation with the CID and the Parking Task Force, which may include an outside consultant performing a parking study.
- In May 2017 the University of Missouri took ownership of the 5th/Cherry lot.
- In partnership with the University of Missouri the utility will begin a pilot program to remove 37 metered parking spaces on Tiger Ave. in the interest of reducing traffic congestion.

## Authorized Personnel

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
9905 - Deputy City Manager	0.05	0.05	0.05	0.05	
6204 - Financial Analyst	0.20	0.20	0.20	0.20	
5901 - Director, Public Works	0.10	0.10	0.10	0.10	
5800 - Asst. to the Pub. Works Dir.+	0.10	0.15	0.15	0.15	
5108 - Engineering Manager+	0.25	0.00	0.00	0.00	
4702 - Transit & Parking Manager+	0.00	0.50	0.50	0.50	
3032 - Parking Meter Repair Tech-773	1.00	1.00	1.00	1.00	
3024 - Parking Supervisor	1.00	1.00	1.00	1.00	
3018 - Parking Meter Repair. Asst.-773	2.00	2.00	2.00	2.00	
2397 - Maintenance Assistant-773 ^	1.00	1.00	1.00	0.00	(1.00)
2395 - Maintenance Associate - 773 ^	0.00	0.00	0.00	1.00	1.00
2003 - Custodian-773	2.00	2.00	2.00	2.00	
1007 - Administrative Supervisor+	0.20	0.30	0.30	0.30	
1006 - Senior Admin. Support Asst. +	1.55	1.75	1.75	1.75	
<b>Total Personnel</b>	<b>9.45</b>	<b>10.05</b>	<b>10.05</b>	<b>10.05</b>	
Permanent Full-Time	9.45	10.05	10.05	10.05	
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>9.45</b>	<b>10.05</b>	<b>10.05</b>	<b>10.05</b>	

+ In FY 2017, there was a reorganization that moved the Airport budget out of Public Works and placed it under the Economic Development Director. As a result, the Multi Modal Manager position, previously over the Airport and Transit operations, was changed to a Transit and Parking Manager and 50% of the position's costs were allocated to the Parking Utility. The Engineering Manager position that was previously over the Parking Utility was moved back to the Streets and Engineering budget. The Asst. to the Pub. Works Director, Administrative Supervisor, and Senior Admin. Support Assistant allocation changes reflect movement of positions from Public Works Administration to the Parking Utility.

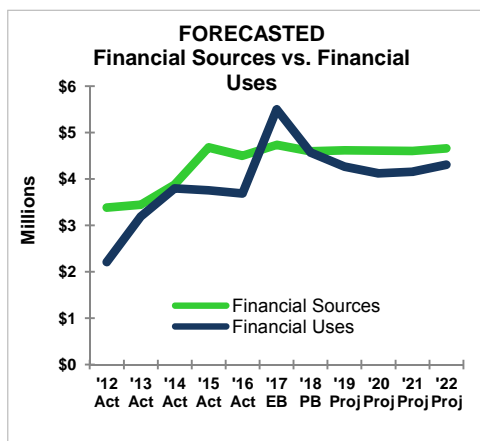
^ In FY 2018 a Maintenance Assistant - 773 was reassigned to a Maintenance Associate - 773

## Forecasted Sources and Uses (For Information Purposes Only)

	Proposed 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022
<b>Financial Sources</b>					
Interest	\$361,980	\$333,918	\$328,202	\$322,157	\$322,157
Rent Revenue	\$140,429	\$139,833	\$138,642	\$138,642	\$138,642
Meters	\$1,886,572	\$1,886,572	\$1,886,572	\$1,886,872	\$1,886,872
Garages	\$1,807,204	\$1,863,627	\$1,863,627	\$1,863,627	\$1,919,470
Reserved Lot Fees	\$340,306	\$335,862	\$335,862	\$335,862	\$335,862
Loading Zone Fees	\$17,500	\$17,500	\$17,500	\$17,500	\$17,363
City Ramp	\$40,992	\$40,992	\$40,992	\$40,992	\$40,992
Other Local Revenues	\$2,450	\$450	\$450	\$450	\$450
Other Funding Sources/Transfers	\$0	\$0	\$0	\$0	\$0
<b>Total Financial Sources</b>	<b>\$4,597,433</b>	<b>\$4,618,754</b>	<b>\$4,611,847</b>	<b>\$4,606,102</b>	<b>\$4,661,807</b>
<b>Financial Uses</b>					
Personnel Services	\$604,133	\$616,216	\$628,540	\$641,111	\$653,933
Supplies and Materials	\$557,271	\$163,450	\$169,970	\$176,849	\$184,110
Travel & Training	\$10,000	\$10,200	\$10,404	\$10,612	\$10,824
Intragovernmental	\$250,491	\$258,503	\$266,935	\$275,817	\$285,181
Utilities, Services, & Misc.	\$505,704	\$667,151	\$501,164	\$515,770	\$531,000
Operating Transfers to Other Funds	\$295,563	\$295,563	\$295,563	\$295,563	\$295,563
Interest Payments and Non-Oper. Cash Pmts	\$967,214	\$887,129	\$849,884	\$810,043	\$769,430
Principal Payments	\$1,041,694	\$1,069,016	\$1,101,380	\$1,128,785	\$1,281,233
Capital Additions	\$42,000	\$3,500	\$0	\$0	\$0
Enterprise Revenues used for Capital Projects	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
<b>Total Financial Uses</b>	<b>\$4,574,070</b>	<b>\$4,270,727</b>	<b>\$4,123,840</b>	<b>\$4,154,550</b>	<b>\$4,311,274</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>\$23,363</b>	<b>\$348,027</b>	<b>\$488,007</b>	<b>\$451,552</b>	<b>\$350,533</b>
Beginning Unassigned Cash Reserve	\$1,483,416	\$1,506,779	\$1,854,806	\$2,342,813	\$2,794,365
<b>Ending Unassigned Cash Reserve</b>	<b>\$1,506,779</b>	<b>\$1,854,806</b>	<b>\$2,342,813</b>	<b>\$2,794,365</b>	<b>\$3,144,898</b>
Total Financial Uses	\$4,574,070	\$4,270,727	\$4,123,840	\$4,154,550	\$4,311,274
Less: Ent Rev Used for CIP	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)
<b>Total Financial Uses for Operations</b>	<b>\$4,274,070</b>	<b>\$3,970,727</b>	<b>\$3,823,840</b>	<b>\$3,854,550</b>	<b>\$4,011,274</b>
20% Guideline for Operational Expenses	\$854,814	\$794,145	\$764,768	\$770,910	\$802,255
Add: Ent Rev for next year CIP	\$300,000	\$300,000	\$300,000	\$300,000	\$0
<b>Cash Reserve Target</b>	<b>\$1,154,814</b>	<b>\$1,094,145</b>	<b>\$1,064,768</b>	<b>\$1,070,910</b>	<b>\$802,255</b>
<b>Above/(Below) Cash Reserve Target</b>	<b>\$712,634</b>	<b>\$1,090,038</b>	<b>\$1,571,903</b>	<b>\$1,992,110</b>	<b>\$2,162,643</b>

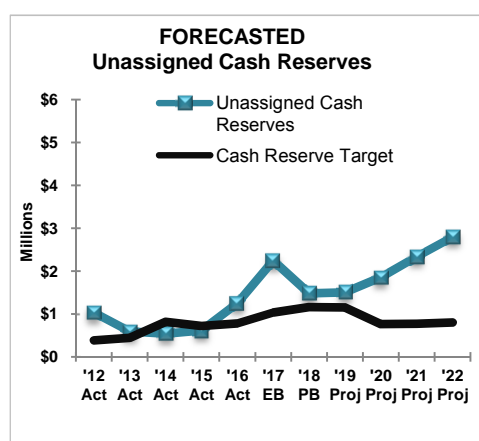
### Five Year Forecast Highlights:

- FY 2018 - Increase in fees for reserved parking and permits in Plaza and 8th & Cherry garages with the addition of garage arm entry/exit.
- FY 2018 - Materials & Supplies - Increase due to replacing meters and adding the License Plate Recognition (LPR) system
- FY 2019 - Utilities, Services, & Miscellaneous - \$180,000 projected expenditure for garage maintenance
- Most of the garages will be converted to an arm system for entry/exit which will result in a single charge for permit holders (other than reserved).
- The City will look to expand credit card capable meters in areas where there is demand for these options.



Financial sources are expected to be greater than financial uses for the next 5 years. The Parking Utility has been upgrading parking systems in both garages and replacing meters which will increase revenues in high demand areas.

Unassigned cash reserves are projected to increase over the next 5 years as the fund builds up reserves for future major maintenance projects and facilities.



**Major Projects**

- Parking Infrastructure Upgrades & Maintenance

**Fiscal Impact**

FY 2018 budget includes \$300,000 for Parking Infrastructure Upgrades & Maintenance.

**Budget Detail**

	<b>Actual FY 2016</b>	<b>Adj. Budget FY 2017</b>	<b>Estimated FY 2017</b>	<b>Proposed FY 2018</b>	<b>Percent Change</b>
Personnel Services	\$600	\$0	\$0	\$0	
Supplies and Materials	\$0	\$0	\$0	\$0	
Travel and Training	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$0	\$0	\$0	\$0	
Utilities, Services, & Misc.	\$152,582	\$1,186,193	\$1,187,079	\$300,000	(74.7%)
Capital	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	
<b>Total</b>	<b>\$153,182</b>	<b>\$1,186,193</b>	<b>\$1,187,079</b>	<b>\$300,000</b>	<b>(74.7%)</b>

## Parking

## Annual and 5 Year Capital Projects

Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future Cost	D	C
<b>Parking</b>								
<b>1</b>	<b>Parking Infra Upgrades &amp; Maint PK062 [ID: 2064]</b>						<b>2018</b>	
Ent Rev	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000			
<b>Total</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>			

### Parking Funding Source Summary

Ent Rev	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	
<b>New Funding</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$0</b>
<b>Total</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$0</b>

D = Year being designed; C = Year construction will begin.

For projects planned beyond five years, please refer to the City's Capital Improvement Plan Document.

## Debt Service Information

### 09/01/09 Parking System Taxable Special Oblig. Improvement Bonds (Building America Bonds/Direct Subsidy) Annual Appropriation) (Interest rates: 4.30% - 6.20%)

Original issue - \$13,030,000

Balance as of 09/30/2017 - \$12,650,000

Maturity Date - 3/1/2034

In September 2009, the City issued \$13,030,000 of Taxable Special Obligation Improvement Bonds. The Bonds were issued for the purpose of financing the Downtown Parking Garage on Walnut between 5th and 6th Streets.

### 03/08/12 Parking System Special Oblig. Improvement Bonds (Interest Rates: .55% - 4.00%)

Original issue - \$8,925,000

Balance as of 09/30/2017 - \$6,925,000

Maturity Date - 3/1/2031

In March 2012, the City issued \$8,925,000 of Taxable (\$1,665,000) and Tax-Exempt (\$7,260,000) Special Obligation Improvement Bonds. The Bonds were issued for the purpose of financing the Short Street Garage.

### 12/08/15 Parking System Special Oblig. Refunding Bonds (Interest Rates: 5.00%)

Original issue - \$1,135,000

Balance as of 09/30/2017 - \$430,000

Maturity Date - 2/1/2021

In December 2015, the City issued \$7,080,000 of Special Obligation Revenue Refunding Bonds. A portion of the issue, \$1,135,000 was to currently refund the outstanding portion, \$1,135,000 of the City's Special Obligation Revenue Refunding and Improvement Bonds, Series 2006 Parking portions

## Debt Service Requirements

### Parking Special Obligation Bonds

Year	Principal Requirements	Interest Requirements	Total Requirements
2020	\$965,000	\$840,810	\$1,805,810
2021	\$990,000	\$803,333	\$1,793,333
2022	\$1,140,000	\$762,720	\$1,902,720
2023	\$1,170,000	\$716,537	\$1,886,537
2024	\$1,210,000	\$668,480	\$1,878,480
2025	\$1,245,000	\$617,047	\$1,862,047
2026	\$1,285,000	\$561,179	\$1,846,179
2027	\$1,330,000	\$502,636	\$1,832,636
2028	\$1,375,000	\$440,578	\$1,815,578
2029	\$1,420,000	\$375,702	\$1,795,702
2030	\$1,470,000	\$304,775	\$1,774,775
2031	\$1,530,000	\$227,343	\$1,757,343
2032	\$970,000	\$157,790	\$1,127,790
2033	\$1,010,000	\$96,410	\$1,106,410
2034	\$1,050,000	\$32,550	\$1,082,550
<b>Total</b>	<b>\$18,160,000</b>	<b>\$7,107,890</b>	<b>\$25,267,890</b>

## Loans Between Funds

### 06/18/12 Loan from Designated Loan Fund for Short Street Garage

Ordinance # 021351

Original Issue - \$1,307,120

Balance as of 09/30/2017 - \$682,108

Maturity date - 09/30/2022

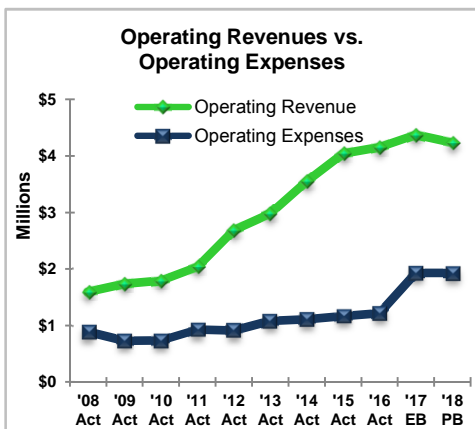
<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
2018	\$131,694	\$10,881	\$142,575
2019	\$134,016	\$8,559	\$142,575
2020	\$136,380	\$6,195	\$142,575
2021	\$138,785	\$3,790	\$142,575
2022	\$141,233	\$1,342	\$142,575
<b>Total</b>	<b><u>\$682,108</u></b>	<b><u>\$30,767</u></b>	<b><u>\$712,875</u></b>



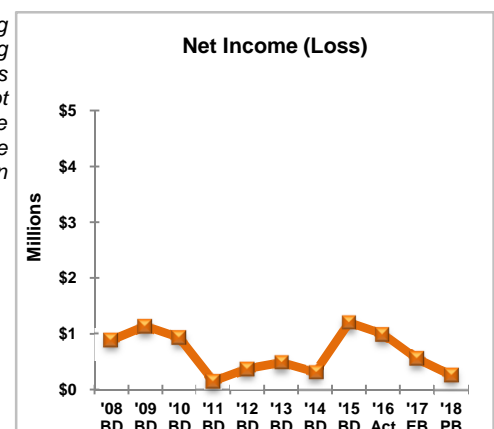
### Net Income Statement Parking Utility Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Operating Revenues:</b>				
Rent Revenue	\$138,714	\$140,429	\$140,429	\$140,429
Meters	\$1,852,318	\$1,703,176	\$2,051,182	\$1,886,572
Garages	\$1,742,468	\$1,930,971	\$1,760,925	\$1,807,204
Reserved Lot Fees	\$367,746	\$351,262	\$362,843	\$340,306
Loading Zone Fees	\$15,216	\$20,300	\$17,707	\$17,500
City Ramp	\$37,332	\$35,136	\$40,992	\$40,992
Other Misc. Operating Revenues	\$466	\$450	\$450	\$450
<b>Total Operating Revenues</b>	<b>\$4,154,260</b>	<b>\$4,181,724</b>	<b>\$4,374,528</b>	<b>\$4,233,453</b>
<b>Operating Expenses:</b>				
Personnel Services	\$538,910	\$567,428	\$567,057	\$604,133
Supplies & Materials	\$143,274	\$601,533	\$684,644	\$557,271
Travel & Training	\$3,518	\$7,000	\$7,000	\$10,000
Intragovernmental Charges	\$192,011	\$287,009	\$287,009	\$250,491
Utilities, Services & Other Misc.	\$341,260	\$415,596	\$386,459	\$505,704
<b>Total Operating Expenses</b>	<b>\$1,218,973</b>	<b>\$1,878,566</b>	<b>\$1,932,169</b>	<b>\$1,927,599</b>
<b>Operating Income (Loss) Before Depreciation</b>	<b>\$2,935,287</b>	<b>\$2,303,158</b>	<b>\$2,442,359</b>	<b>\$2,305,854</b>
Depreciation	(\$1,003,833)	(\$1,002,438)	(\$1,002,438)	(\$1,141,694)
<b>Operating Income</b>	<b>\$1,931,454</b>	<b>\$1,300,720</b>	<b>\$1,439,921</b>	<b>\$1,164,160</b>
<b>Non-Operating Revenues:</b>				
Investment Revenue	\$356,322	\$361,980	\$361,980	\$361,980
Revenue From Other Govt. Units	\$0	\$0	\$0	\$0
Misc. Non-Operating Revenue	\$416	\$0	\$0	\$2,000
<b>Total Non-Operating Revenues</b>	<b>\$356,738</b>	<b>\$361,980</b>	<b>\$361,980</b>	<b>\$363,980</b>
<b>Non-Operating Expenses:</b>				
Interest Expense	\$961,240	\$949,904	\$949,904	\$966,699
Bank & Paying Agent Fees	\$35,584	\$515	\$477	\$515
Loss on Disposal Assets	\$660	\$0	\$0	\$0
Amortization	\$0	\$0	\$0	\$0
<b>Total Non-Operating Expenses</b>	<b>\$997,484</b>	<b>\$950,419</b>	<b>\$950,381</b>	<b>\$967,214</b>
Operating Transfers From Other Funds	\$0	\$0	\$0	\$0
Operating Transfers To Other Funds	(\$296,058)	(\$295,563)	(\$295,563)	(\$295,563)
<b>Total Operating Transfers</b>	<b>\$994,650</b>	<b>\$416,718</b>	<b>\$555,957</b>	<b>\$265,363</b>
<b>Net Income (Loss) Before Capital Contributions</b>	<b>\$994,650</b>	<b>\$416,718</b>	<b>\$555,957</b>	<b>\$265,363</b>
Capital Contribution	\$0	\$0	\$0	\$0
<b>Net Income (Loss)</b>	<b>\$994,650</b>	<b>\$416,718</b>	<b>\$555,957</b>	<b>\$265,363</b>
Amortization of Contributions	\$0	\$0	\$0	\$0
<b>Net Income/(Loss) Transferred</b>	<b>\$994,650</b>	<b>\$416,718</b>	<b>\$555,957</b>	<b>\$265,363</b>
<b>To Retained Earnings</b>				
Beginning Retained Earnings	\$15,736,483	\$16,731,133	\$16,731,133	\$17,287,090
<b>Ending Retained Earnings</b>	<b>\$16,731,133</b>	<b>\$17,147,851</b>	<b>\$17,287,090</b>	<b>\$17,552,453</b>

Note: Net Income Statement does not include capital addition expenses, capital project expenses, or debt principal payments.



Operating revenues have been above operating expenses for the past ten years. The operating revenues are also used to fund capital project costs and make debt principal payments which are not included in the net income statement. For a more complete look at total sources and uses, please refer to the financial sources and uses statement on the next page.





### Funding Sources and Uses Parking Utility Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Interest Revenue	\$356,322	\$361,980	\$361,980	\$361,980
Less: GASB 31 Interest Adjustment	\$8,180			
<b>Total Interest w/o GASB 31 Adj</b>	<b>\$348,142</b>	<b>\$361,980</b>	<b>\$361,980</b>	<b>\$361,980</b>
Rent Revenue	\$138,714	\$140,429	\$140,429	\$140,429
Meters	\$1,852,318	\$1,703,176	\$2,051,182	\$1,886,572
Garages	\$1,742,468	\$1,930,971	\$1,760,925	\$1,807,204
Reserved Lot Fees	\$367,746	\$351,262	\$362,843	\$340,306
Loading Zone Fees	\$15,216	\$20,300	\$17,707	\$17,500
City Ramp	\$37,332	\$35,136	\$40,992	\$40,992
Other Misc. Operating Revenues	\$466	\$450	\$450	\$450
Other Local Revenues	\$416	\$0	\$0	\$2,000
<b>Total Financial Sources Before Transfers</b>	<b>\$4,502,818</b>	<b>\$4,543,704</b>	<b>\$4,736,508</b>	<b>\$4,597,433</b>
Operating Transfers From Other Funds	\$0	\$0	\$0	\$0
<b>Total Financial Sources</b>	<b>\$4,502,818</b>	<b>\$4,543,704</b>	<b>\$4,736,508</b>	<b>\$4,597,433</b>
<b>Financial Uses</b>				
Personnel Services	\$538,910	\$567,428	\$567,057	\$604,133
Supplies & Materials	\$143,274	\$601,533	\$684,644	\$557,271
Travel & Training	\$3,518	\$7,000	\$7,000	\$10,000
Intragovernmental Charges	\$192,011	\$287,009	\$287,009	\$250,491
Utilities, Services & Other Misc.	\$341,260	\$415,596	\$386,459	\$505,704
<b>Total Operating Expenses</b>	<b>\$1,218,973</b>	<b>\$1,878,566</b>	<b>\$1,932,169</b>	<b>\$1,927,599</b>
Less: GASB 68 Pension Adjustment	(\$55,360)			
Less: GASB 16 Vacation Liability Adj	(\$11,006)			
<b>Total Operating Expenses w/o GASB Adj</b>	<b>\$1,285,339</b>	<b>\$1,878,566</b>	<b>\$1,932,169</b>	<b>\$1,927,599</b>
Operating Transfers to Other Funds	\$296,058	\$295,563	\$295,563	\$295,563
Interest Expense	\$961,240	\$949,904	\$949,904	\$966,699
Bank and Paying Agent Fees	\$35,584	\$515	\$477	\$515
Principal Payments	\$1,217,168	\$1,114,411	\$1,114,411	\$1,041,694
Capital Additions	\$47,899	\$20,000	\$20,000	\$42,000
Enterprise Revenues used for Capital Projects	\$153,182	\$1,186,193	\$1,187,079	\$300,000
<b>Total Financial Uses</b>	<b>\$3,996,470</b>	<b>\$5,445,152</b>	<b>\$5,499,603</b>	<b>\$4,574,070</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>\$506,348</b>	<b>(\$901,448)</b>	<b>(\$763,095)</b>	<b>\$23,363</b>

The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

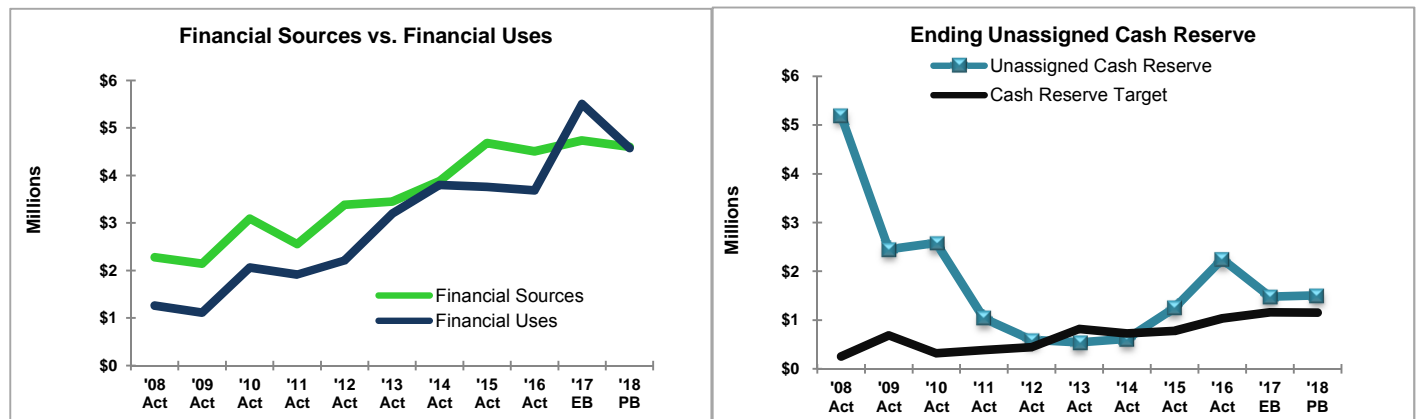
This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balance to fund capital project costs.

### Funding Sources and Uses Parking Utility Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$2,246,511	\$2,246,511	\$1,483,416
Financial Sources Over/(Under) Uses		(\$901,448)	(\$763,095)	\$23,363
Cash and Cash Equivalents	\$1,930,825			
Less: Total GASB 31 Pooled Cash Adjustment	(\$315,686)			
Plus: Inventory	\$0			
<b>Ending Unassigned Cash Reserve</b>	<b>\$2,246,511</b>	<b>\$1,345,063</b>	<b>\$1,483,416</b>	<b>\$1,506,779</b>
<b>Cash Reserve Target</b>				
Total Financial Uses	\$3,996,470	\$5,445,152	\$5,499,603	\$4,574,070
Less: Ent Rev used for current year CIP	(\$153,182)	(\$1,186,193)	(\$1,187,079)	(\$300,000)
Total Financial Uses for Operations	\$3,843,288	\$4,258,959	\$4,312,524	\$4,274,070
	x 20%	x 20%	x 20%	x 20%
Cash Reserve Target for Operations	<b>\$768,658</b>	<b>\$851,792</b>	<b>\$862,505</b>	<b>\$854,814</b>
Add: Ent Rev for next year CIP	\$1,187,079	\$300,000	\$300,000	\$300,000
<b>Cash Reserve Target</b>	<b>\$1,955,737</b>	<b>\$1,151,792</b>	<b>\$1,162,505</b>	<b>\$1,154,814</b>
<b>Above/(Below) Cash Reserve Target</b>	<b>\$290,774</b>	<b>\$193,271</b>	<b>\$320,911</b>	<b>\$351,965</b>



FY 2017 uses are above sources due to expenses to convert all of the parking garages to a gate arm system.

FY 2018 ending unassigned cash reserves are above the cash reserve target. Over the next 5 years, ending unassigned cash reserves are expected to increase. Refer to the five year forecast earlier in this section.

# Parking Fees and Charges

			FY 2017	FY 2018	
	Chapter/ Section	Date Last Changed	Fee	Fee	Effective Date
<b>Hourly parking; fees for certain facilities</b> Parking fees between the hours of 8:00 am and 6:00 pm on the municipal parking plaza (except on Saturdays, Sundays and holidays)  Parking fees between the hours of 8:00 a.m. and 6:00 p.m. in the areas designated for public parking in the municipal parking garage located at the northeast corner of Cherry and Eighth Streets (except Saturdays, Sundays and holidays)  Parking fees between the hours of 8:00 a.m. and 6:00 p.m. in the areas designated for public parking in the municipal parking garage located at the southeast corner of Cherry and Tenth Streets (except Saturdays, Sundays and holidays)  Parking fees between the hours of 8:00 a.m. and 6:00 p.m. in the areas designated for public parking in the municipal parking garage located at the southwest corner of Cherry and Sixth Streets (except Saturdays, Sundays and holidays)  Parking fees between the hours of 8:00 a.m. and 6:00 p.m. in the areas designated for public parking in the municipal parking garage located at the southeast corner of Walnut Street and Fifth Streets (except Saturdays, Sundays and holidays)  Parking fees between the hours of 8:00 a.m. and 6:00 p.m. in the areas designated for public parking in the municipal parking garage located at the southeast and southwest corners of Short Street and Walnut Street intersection (except Saturdays, Sundays and holidays)	14-391(a)(1)	12-02-13	\$0.25/ half hour	\$0.25/ half hour	
	14-391(1)(2)	12-02-13	\$0.25/ half hour	\$0.25/ half hour	
	14-391(1)(3)	12-02-13	\$0.50/half hour	\$0.50/half hour	
	14-391(1)(4)	12-02-13	\$0.50/half hour	\$0.50/half hour	
	14-391(1)(5)	12-02-13	\$0.50/half hour	\$0.50/half hour	
	14-391(1)(6)	12-02-13	\$0.50/half hour	\$0.50/half hour	
<b>Parking fees for unmetered off-street facilities</b>					
<b>8th &amp; Cherry Covered</b> Parking permit for parking in a non-designated unmetered parking space in the municipal parking garage located at the northeast corner of Eighth and Cherry Streets (Covered) First, second, third and fourth floors: - Monthly - Quarterly - Yearly	14-393(a)	10-01-13	\$75	\$95	10-01-17
		10-01-13	\$220	\$280	10-01-17
		10-01-13	\$825	\$1,045	10-01-17
<b>8th &amp; Cherry Reserved</b> Designated parking space in the municipal parking garage located at the northeast corner of Eighth and Cherry Streets (Reserved) - Monthly - Quarterly - Yearly  The yearly permit rate will be discounted by five (5) percent when purchased in groups of five (5) or more by any one (1) individual, business or agency.	14-393(a)	10-01-13	\$115	\$135	10-01-17
		10-01-13	\$345	\$405	10-01-17
		10-01-13	\$1,380	\$1,620	10-01-17
<b>Armory Lot</b> Parking permit for parking in a non-designated parking space in the municipal lot located at Eighth and Ash Streets - Monthly - Quarterly - Yearly	14-393(b)	01-01-16	\$70	\$70	
		01-01-16	\$205	\$205	
		01-01-16	\$770	\$770	
<b>9th &amp; Ash Lot</b> Parking permit for parking in designated parking spaces in Municipal Lot No. 7, located north of Ash Street between Eighth and Ninth Streets - Monthly - Quarterly - Yearly	14-393(c)	01-01-16	\$70	\$70	
		01-01-16	\$205	\$205	
		01-01-16	\$770	\$770	

# Parking Fees and Charges

			FY 2017	FY 2018	
	Chapter/ Section	Date Last Changed	Fee	Fee	Effective Date
<b>Wabash</b> Parking permit for parking in all parking spaces in the municipal lot located east of Tenth Street and north of the alley north of Walnut Street - Monthly - Quarterly - Yearly	14-393(d)	01-01-16	\$70	\$70	
		01-01-16	\$205	\$205	
		01-01-16	\$770	\$770	
<b>Plaza Uncovered and Covered</b> Fourth floor, third floor the NE and SW Sections, and the north 1/2 of the bottom tier: (Covered) - Monthly - Quarterly - Yearly	14-393(f)(2)	10-01-13	\$75	\$95	10-01-17
		10-01-13	\$220	\$280	10-01-17
		10-01-13	\$825	\$1,045	10-01-17
<b>Plaza Reserved</b> Designated parking space in the municipal parking plaza located south of Walnut Street between Seventh and Eighth Streets (Reserved) - Monthly - Quarterly - Yearly The yearly permit rate will be discounted by five (5) percent when purchased in groups of five (5) or more by any one (1) individual, business or agency.	14-393(f)	10-01-13	\$115	\$135	10-01-17
		10-01-13	\$345	\$405	10-01-17
		10-01-13	\$1,380	\$1,620	10-01-17
<b>Providence &amp; Broadway Lot (not currently used)</b> Parking permit for parking in all parking spaces in the west row of the municipal lot located at the southeast corner of Broadway and Providence Road - Monthly - Quarterly - Yearly	14-393(g)	01-01-16	\$70	\$70	
		01-01-16	\$205	\$205	
		01-01-16	\$770	\$770	
<b>10th &amp; Cherry Covered and Uncovered</b> Parking permit for parking in a non-designated parking space in the areas designated for permit parking in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets First, second and third floors: (Covered) - Monthly - Quarterly - Yearly  Top tier (Uncovered): - Monthly - Quarterly - Yearly	14-393(h)(1)	10-01-13	\$75	\$75	
		10-01-13	\$220	\$220	
		10-01-13	\$825	\$825	
	14-393(h)(2)	01-01-16	\$75	\$75	
		01-01-16	\$220	\$220	
		01-01-16	\$825	\$825	
<b>10th &amp; Cherry Reserved</b> Designated parking space in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets (Reserved) - Monthly - Quarterly - Yearly	14-393(h)	10-01-13	\$115	\$115	
		10-01-13	\$345	\$345	
		10-01-13	\$1,380	\$1,380	

			FY 2017	FY 2018
	Chapter/ Section	Date Last Changed	Fee	Fee
<b>6th &amp; Cherry covered and Uncovered</b> Parking permit for parking in a non-designated parking space in the areas designated for permit parking in the municipal parking structure located at the southwest corner of Sixth and Cherry Streets First, second and third floors: (Covered) - Monthly - Quarterly - Yearly  Top tier (Uncovered): - Monthly - Quarterly - Yearly	14-393(i)(1)	10-01-13	\$75	\$75
		10-01-13	\$220	\$220
		10-01-13	\$825	\$825
	14-393(i)(2)	01-01-16	\$75	\$75
		01-01-16	\$220	\$220
		01-01-16	\$825	\$825
<b>6th &amp; Cherry Reserved</b> Designated parking space in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets (Reserved) - Monthly - Quarterly - Yearly	14-393(i)	10-01-13	\$115	\$115
		10-01-13	\$345	\$345
		10-01-13	\$1,380	\$1,380
<b>5th &amp; Walnut covered &amp; uncovered</b> Parking permit for parking in a non-designated parking space in the areas designated for permit parking in the municipal parking structure located at the southeast corner of Walnut Street and Fifth Street All covered floors: (Covered) - Monthly - Quarterly - Yearly	14-393(j)(1)	10-01-13	\$75	\$75
		10-01-13	\$220	\$220
		10-01-13	\$825	\$825
<b>5th &amp; Walnut covered &amp; uncovered (Continued)</b> Top tier (Uncovered): - Monthly - Quarterly - Yearly	14-393(j)(2)	01-01-16	\$75	\$75
		01-01-16	\$220	\$220
		01-01-16	\$825	\$825
<b>5th &amp; Walnut Reserved</b> Designated parking space in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets (Reserved) - Monthly - Quarterly - Yearly	14-393(j)	10-01-13	\$115	\$115
		10-01-13	\$345	\$345
		10-01-13	\$1,380	\$1,380
<b>Short Street covered and uncovered</b> Parking permit for parking in a non-designated parking space in the areas designated for permit parking in the municipal parking structure located at the southeast and southwest corners of the Short Street and Walnut Street intersection All non-reserved permitted spaces - Monthly - Quarterly - Yearly	14-393(k)(1)	09-15-14	\$75	\$75
		09-15-14	\$220	\$220
		09-15-14	\$825	\$825
<b>Short Street Reserved</b> Designated parking space in the municipal parking structure located at the southeast and southwest corners of the Short Street and Walnut Street intersection (Reserved) - Monthly - Quarterly - Yearly	14-393(k)	09-15-14	\$115	\$115
		09-15-14	\$345	\$345
		09-15-14	\$1,380	\$1,380

			FY 2017	FY 2018
	Chapter/ Section	Date Last Changed	Fee	Fee
<b>Parking Meter Rates</b>				
<i>Five (5) minutes for each five cents (\$0.05):</i>	14-413(a)(1)			
One-hour parking meter zone	14-413(a)(1)(a)	09-15-13	\$0.60	\$0.60
Two-hour parking meter zone	14-413(a)(1)(b)	09-15-13	\$1.20	\$1.20
Four-hour parking meter zone	14-413(a)(1)(c)	09-15-13	\$2.40	\$2.40
Five-hour parking meter zone	14-413(a)(1)(d)	09-15-13	\$3.00	\$3.00
<i>Five (5) minutes for each five cents (\$0.05):</i>				
Ten-hour parking meter zone	14-413(a)(2)	09-16-13	\$6.00	\$6.00
<i>Five (5) minutes for each five cents (\$0.05):</i>				
Twenty-four minute parking meter zone	14-413(a)(3)	09-16-13	\$0.24	\$0.24
Except that the parking meter rate for all City of Columbia parking meters located in the campus area shall be one dollar (\$1.00) per hour for all periods of time between the hours of 9:00 a.m. and 7:00 p.m. except on Sundays and holidays.	14-413(a)(4)	10-01-13	\$1.00/hour	\$1.00/hour
<b>Special Hoods</b>				
Contractors and service agencies, who exhibit a need to park vehicles at specific meter locations in order to perform their work	14-424(a)(1)	01-01-16	\$10/day	\$10/day
Private utilities companies, for the parking of service vehicles identifiable as such by color or signs	14-424(a)(2)	01-01-16	\$10/day	\$10/day
Churches and any business that establishes a business-related need for the issuance of such hoods	14-424(a)(3)	01-01-16	\$10/day	\$10/day
Handicapped persons, who establish an employment need for the issuance of such hood and who either are nonambulatory or who present a physician's certificate of need with respect to their handicap	14-424(a)(4)	05-07-12	\$2.50/day or	\$2.50/day or
<b>Annual or Monthly Parking hoods</b>				
The city manager shall have the authority to issue annual and or monthly parking hoods to service agencies, private utility companies, theater operators and funeral home operators who establish a reasonably definite basis of estimating their annual use of such hoods				
- Minimum fee for issuance of annual hoods	14-424(c)	05-07-12	\$0.60/est hour of usage	\$0.60/est hour of usage
- Monthly fee	14-424(c)	01-01-16	\$200	\$200
- Annual hood fee	14-424(c)	01-01-16	\$2,000	\$2,000
<b>Volunteer Police Works parking hoods</b>				
The city manager shall have the authority to issue parking hoods to the chief of police for the use of volunteer police workers while working in the police building and for use by the municipal court bailiff for duties relating to transporting inmates to and from municipal court.	14-424(d)	05-07-12	\$0.60/est hour of hood usage	\$0.60/est hour of hood usage
<b>Curb Loading Zones</b>				
Application fee	14-352	09-15-14	\$950/parking space/ yr	\$950/parking space/ yr

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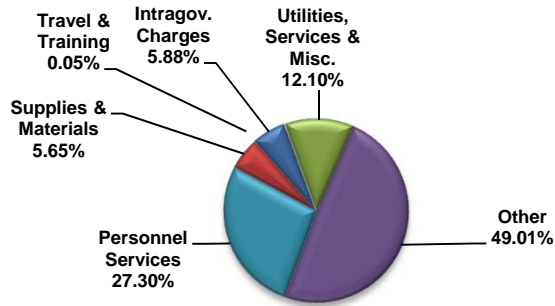
# Railroad Utility Fund

## (Enterprise Fund)

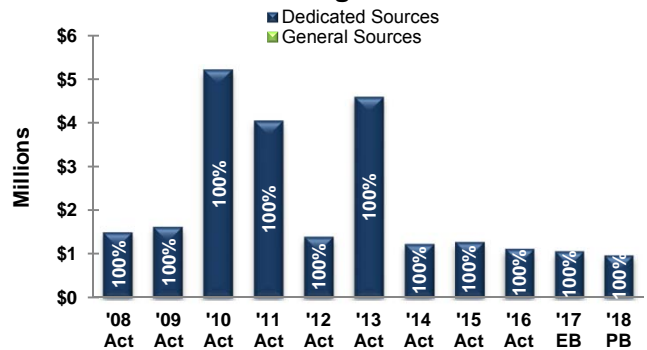


# Railroad Utility Fund

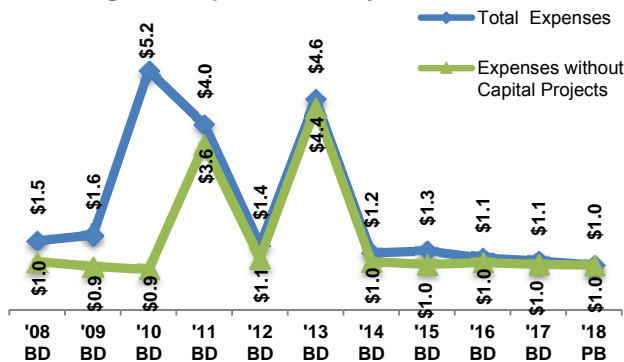
**FY 2018 Total Expenditures By Category**



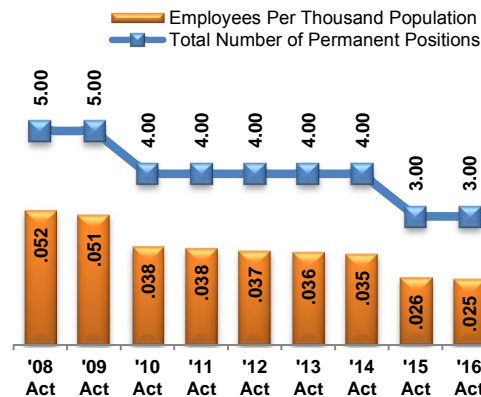
**Funding Sources**



**Budgeted Expense History (in Millions)**



**Permanent Positions**



## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$301,674	\$271,846	\$261,603	\$265,235	1.4%	(2.4%)
Supplies & Materials	\$48,546	\$55,762	\$55,762	\$54,880	(1.6%)	(1.6%)
Travel & Training	\$0	\$500	\$500	\$500	0.0%	0.0%
Intragov. Charges	\$85,888	\$59,268	\$59,268	\$57,148	(3.6%)	(3.6%)
Utilities, Services & Misc.	\$157,190	\$237,068	\$209,934	\$117,590	(44.0%)	(50.4%)
Capital	\$51,047	\$0	\$0	\$0		
Other	\$479,584	\$478,916	\$478,916	\$476,090	(0.6%)	(0.6%)
<b>Total</b>	<b>\$1,123,929</b>	<b>\$1,103,360</b>	<b>\$1,065,983</b>	<b>\$971,443</b>	<b>(8.9%)</b>	<b>(12.0%)</b>
Operating Expenses	\$547,874	\$544,444	\$507,067	\$495,353	(2.3%)	(9.0%)
Non-Operating Expenses	\$459,010	\$461,062	\$461,062	\$461,062	0.0%	0.0%
Debt Service	\$20,574	\$17,854	\$17,854	\$15,028	(15.8%)	(15.8%)
Capital Additions	\$0	\$0	\$0	\$0		
Capital Projects	\$96,471	\$80,000	\$80,000	\$0	(100.0%)	(100.0%)
<b>Total Expenses</b>	<b>\$1,123,929</b>	<b>\$1,103,360</b>	<b>\$1,065,983</b>	<b>\$971,443</b>	<b>(8.9%)</b>	<b>(12.0%)</b>

## Funding Sources (Where the Money Comes From)

Grants and Capital Contrib	\$0	\$0	\$0	\$0		
Interest Revenue	\$8,173	\$8,604	\$8,000	\$8,604	7.6%	0.0%
Fees and Service Charges	\$331,815	\$270,000	\$434,000	\$361,000	(16.8%)	33.7%
Other Local Revenues	\$13,284	\$0	\$0	\$0		
Transfers	\$150,000	\$307,223	\$307,223	\$217,131	(29.3%)	(29.3%)
Use of Prior Year Sources	\$620,657	\$517,533	\$316,760	\$384,708	21.5%	(25.7%)
Less: Current Year Surplus	\$0	\$0	\$0	\$0		
<b>Dedicated Sources</b>	<b>\$1,123,929</b>	<b>\$1,103,360</b>	<b>\$1,065,983</b>	<b>\$971,443</b>	<b>(8.9%)</b>	<b>(12.0%)</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$1,123,929</b>	<b>\$1,103,360</b>	<b>\$1,065,983</b>	<b>\$971,443</b>	<b>(8.9%)</b>	<b>(12.0%)</b>

# Railroad Fund - Summary

Fund 503x

## Description

This fund is responsible for the operation and maintenance of the short line Columbia Terminal Railroad (COLT).

Railroad is a department liasion for the Railroad Advisory Board.

## Highlights/Significant Changes

- A Railroad Business Plan is being developed to determine the long-term viability of the Railroad.
- No FY 2018 funding of capital projects is included to insure positive cash flow.

## Department Objectives

To provide the customers of the Columbia Terminal Railroad with safe, reliable, and efficient rail service.

## Authorized Personnel

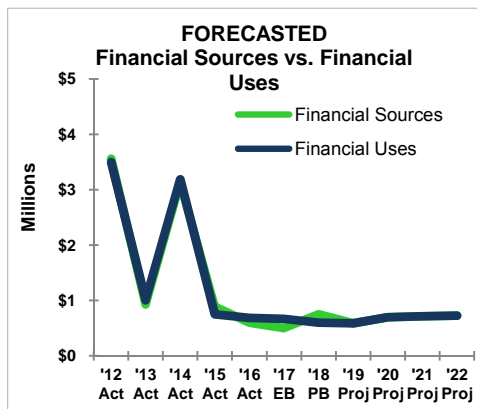
	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
Railroad Fund Operations	3.00	3.00	3.00	3.00	
<b>Total Personnel</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>	
Permanent Full-Time	3.00	3.00	3.00	3.00	
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>	

# Railroad Fund - Summary

Fund 503x

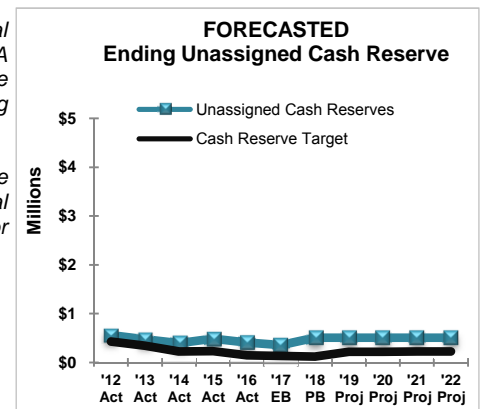
## Forecasted Sources and Uses (For Information Purposes Only)

	Proposed FY 2018	Projected FY 2019	Projected FY 2020	Projected FY 2021	Projected FY 2022
<b>Financial Sources</b>					
Interest (w/o FY GASB 31 Adjustment)	\$8,604	\$8,604	\$8,604	\$8,604	\$8,604
Fees and Service Charges					
Switching Fees	\$255,000	\$257,550	\$260,126	\$262,727	\$265,354
User Charges	\$106,000	\$108,120	\$110,282	\$112,488	\$114,738
Other Local Revenues	\$0	\$0	\$0	\$0	\$0
Other Funding Sources/Transfers	\$217,131	\$324,845	\$332,800	\$341,005	\$349,464
<b>Total Financial Sources: Less</b>	<b>\$586,735</b>	<b>\$699,119</b>	<b>\$711,812</b>	<b>\$724,824</b>	<b>\$738,160</b>
<b>Appropriate Fund Balance</b>					
<b>Financial Uses</b>					
Operating Expenses	\$495,353	\$507,737	\$520,430	\$533,441	\$546,777
Operating Transfers to Other Funds	\$0	\$0	\$0	\$0	\$0
Interest Exp. and Non-Oper. Cash Pmts	\$15,028	\$15,028	\$12,092	\$9,042	\$5,872
Principal Payments	\$76,354	\$76,354	\$79,290	\$82,341	\$85,511
Capital Additions	\$0	\$0	\$0	\$0	\$0
Enterprise Rev. used for Capital Projects	\$0	\$100,000	\$100,000	\$100,000	\$100,000
<b>Total Financial Uses</b>	<b>\$586,735</b>	<b>\$699,119</b>	<b>\$711,812</b>	<b>\$724,824</b>	<b>\$738,160</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Beginning Unassigned Cash Reserve	\$508,289	\$508,289	\$508,289	\$508,289	\$508,289
Financial Sources Over/(Under) Uses	\$0	\$0	\$0	\$0	\$0
<b>Ending Unassigned Cash Reserve</b>	<b>\$508,289</b>	<b>\$508,289</b>	<b>\$508,289</b>	<b>\$508,289</b>	<b>\$508,289</b>
Total Expenditures Uses	\$586,735	\$699,119	\$711,812	\$724,824	\$738,160
Less: Ent Rev used for current year CIP	\$0	(\$100,000)	(\$100,000)	(\$100,000)	(\$100,000)
Operational Expenses	\$586,735	\$599,119	\$611,812	\$624,824	\$638,160
20% Guideline for Operational Expenses	\$117,347	\$119,824	\$122,362	\$124,965	\$127,632
Add: Ent Rev for next year CIP	\$100,000	\$100,000	\$100,000	\$100,000	\$0
<b>Cash Reserve Target</b>	<b>\$217,347</b>	<b>\$219,824</b>	<b>\$222,362</b>	<b>\$224,965</b>	<b>\$127,632</b>
<b>Above/(Below) Cash Reserve Target</b>	<b>\$290,942</b>	<b>\$288,465</b>	<b>\$285,927</b>	<b>\$283,324</b>	<b>\$380,657</b>



Financial sources are projected to equal financial uses over the next five years. A subsidy from the utilities will be provided to close the gap between expenses and operating revenues.

Unassigned cash reserves are projected to be above the target and this includes the annual funding of \$100,000 each year for major maintenance capital projects.



# Railroad Fund - Summary

## Budget Detail by Division

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 14/13EB	% Change 14/13B
<b>Operations:</b>						
Personnel Services	\$256,335	\$271,846	\$261,603	\$265,235	1.4%	(2.4%)
Supplies and Materials	\$48,461	\$55,762	\$55,762	\$54,880	(1.6%)	(1.6%)
Travel and Training	\$0	\$500	\$500	\$500	0.0%	0.0%
Intragovernmental Charges	\$85,888	\$59,268	\$59,268	\$57,148	(3.6%)	(3.6%)
Utilities, Services, & Misc.	\$157,190	\$157,068	\$129,934	\$117,590	(9.5%)	(25.1%)
Capital	\$0	\$0	\$0	\$0		
Other	\$479,584	\$478,916	\$478,916	\$476,090	(0.6%)	(0.6%)
<b>Total</b>	<b>\$1,027,458</b>	<b>\$1,023,360</b>	<b>\$985,983</b>	<b>\$971,443</b>	<b>(1.5%)</b>	<b>(5.1%)</b>
<b>Capital Projects:</b>						
Personnel Services	\$45,339	\$0	\$0	\$0		
Supplies and Materials	\$85	\$0	\$0	\$0		
Travel and Training	\$0	\$0	\$0	\$0		
Intragovernmental Charges	\$0	\$0	\$0	\$0		
Utilities, Services, & Misc.	\$0	\$80,000	\$80,000	\$0	(100.0%)	(100.0%)
Capital	\$51,047	\$0	\$0	\$0		
Other	\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$96,471</b>	<b>\$80,000</b>	<b>\$80,000</b>	<b>\$0</b>	<b>(100.0%)</b>	<b>(100.0%)</b>
<b>Department Totals</b>						
Personnel Services	\$301,674	\$271,846	\$261,603	\$265,235	1.4%	(2.4%)
Supplies and Materials	\$48,546	\$55,762	\$55,762	\$54,880	(1.6%)	(1.6%)
Travel and Training	\$0	\$500	\$500	\$500	0.0%	0.0%
Intragovernmental Charges	\$85,888	\$59,268	\$59,268	\$57,148	(3.6%)	(3.6%)
Utilities, Services, & Misc.	\$157,190	\$237,068	\$209,934	\$117,590	(44.0%)	(50.4%)
Capital	\$51,047	\$0	\$0	\$0		
Other	\$479,584	\$478,916	\$478,916	\$476,090	(0.6%)	(0.6%)
<b>Total</b>	<b>\$1,123,929</b>	<b>\$1,103,360</b>	<b>\$1,065,983</b>	<b>\$971,443</b>	<b>(8.9%)</b>	<b>(12.0%)</b>

## Authorized Personnel

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
2626 - Railroad Operator	1.00	1.00	1.00	1.00	
2620 - Railroad Operations Manager	1.00	1.00	1.00	1.00	
2410 - Railroad Maint. Specialist	1.00	1.00	1.00	1.00	
<b>Total Personnel</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>	
Permanent Full-Time	3.00	3.00	3.00	3.00	
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>	

# Railroad Fund - Capital Projects

Fund 503x

## Major Projects

- Some prior year funding is available for basic capital maintenance.

## Fiscal Impact

- None

# Railroad

# Annual and 5 Year Capital Projects

Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future Cost	D	C
<b>Railroad</b>								
<b>1 Annual Capital Maintenance - R0045 [ID: 626]</b>								
Ent Rev		\$25,000	\$25,000	\$25,000	\$25,000			
<b>Total</b>		<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>			
<b>2 Annual Rail Replacement Program - R0014 [ID: 627]</b>								
Ent Rev		\$25,000	\$25,000	\$25,000	\$25,000			
<b>Total</b>		<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>			
<b>3 Annual Surfacing Program - R0013 [ID: 629]</b>								
Ent Rev		\$25,000	\$25,000	\$25,000	\$25,000			
<b>Total</b>		<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>			
<b>4 Annual Tie Program - R0012 [ID: 630]</b>								
Ent Rev		\$25,000	\$25,000	\$25,000	\$25,000			
<b>Total</b>		<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>			

## Railroad Funding Source Summary

Ent Rev	\$100,000	\$100,000	\$100,000	\$100,000	
<b>New Funding</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$0</b>
<b>Total</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$0</b>

D = Year being designed; C = Year construction will begin.

For projects planned beyond five years, please refer to the City's Capital Improvement Plan Document.

# Railroad Fund

## Debt Service Information

### 9/01/07 Railroad Loan #1 (Interest rates: 3.61%)

Original Issue - \$914,511

Balance As of 9/30/2017 - \$361,120

Final Payment - 9/30/2022

### 1/01/09 Railroad Loan #2 (Interest rates: 5.00%)

Original Issue - \$130,000

Balance As of 9/30/2017 - \$66,100

Final Payment - 12/1/2023

## Loan Between Funds (Railroad & Electric)

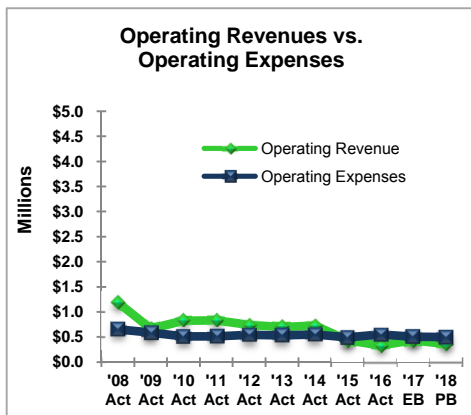
Year	Principal Requirements	Interest Requirements	Total Requirements
2018	\$76,354	\$15,028	\$91,382
2019	\$79,290	\$12,092	\$91,382
2020	\$82,341	\$9,042	\$91,383
2021	\$85,511	\$5,872	\$91,383
2022	\$88,805	\$2,578	\$91,383
2023	\$11,860	\$477	\$12,337
2024	\$3,059	\$26	\$3,085
	<b>\$427,220</b>	<b>\$45,115</b>	<b>\$472,335</b>

## Net Income Statement Railroad Fund

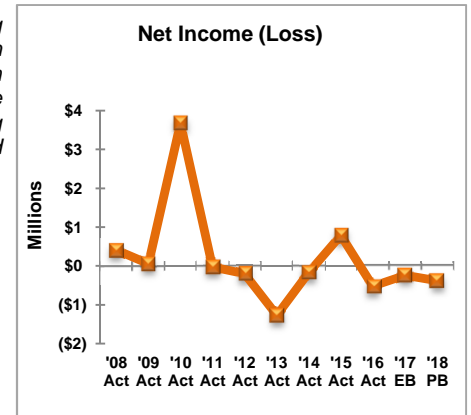
	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Operating Revenues:</b>				
Switching Fees	\$276,236	\$244,000	\$276,000	\$255,000
User Charges	\$55,579	\$26,000	\$158,000	\$106,000
<b>Total Operating Revenues</b>	<b>\$331,815</b>	<b>\$270,000</b>	<b>\$434,000</b>	<b>\$361,000</b>
<b>Operating Expenses:</b>				
Personnel Services	\$256,335	\$271,846	\$261,603	\$265,235
Supplies & Materials	\$48,461	\$55,762	\$55,762	\$54,880
Travel & Training	\$0	\$500	\$500	\$500
Intragovernmental Charges	\$85,888	\$59,268	\$59,268	\$57,148
Utilities, Services & Other Misc.	\$157,190	\$157,068	\$129,934	\$117,590
<b>Total Operating Expenses</b>	<b>\$547,874</b>	<b>\$544,444</b>	<b>\$507,067</b>	<b>\$495,353</b>
<b>Operating Income (Loss) Before Depreciation</b>	<b>(\$216,059)</b>	<b>(\$274,444)</b>	<b>(\$73,067)</b>	<b>(\$134,353)</b>
Depreciation	(\$459,010)	(\$461,062)	(\$461,062)	(\$461,062)
<b>Operating Income</b>	<b>(\$675,069)</b>	<b>(\$735,506)</b>	<b>(\$534,129)</b>	<b>(\$595,415)</b>
<b>Non-Operating Revenues:</b>				
Investment Revenue	\$8,173	\$8,604	\$8,000	\$8,604
Misc. Non-Operating Revenue	\$13,284	\$0	\$0	\$0
<b>Total Non-Operating Revenues</b>	<b>\$21,457</b>	<b>\$8,604</b>	<b>\$8,000</b>	<b>\$8,604</b>
<b>Non-Operating Expenses:</b>				
Interest Expense	\$20,574	\$17,854	\$17,854	\$15,028
Loss on Disposal of Fixed Assets	\$0	\$0	\$0	\$0
<b>Total Non-Operating Expenses</b>	<b>\$20,574</b>	<b>\$17,854</b>	<b>\$17,854</b>	<b>\$15,028</b>
<b>Operating Transfers:</b>				
Operating Transfers From Other Funds	\$150,000	\$307,223	\$307,223	\$217,131
Operating Transfers To Other Funds	\$0	\$0	\$0	\$0
	<b>\$150,000</b>	<b>\$307,223</b>	<b>\$307,223</b>	<b>\$217,131</b>
<b>Net Income (Loss) Before Capital Contributions</b>	<b>(\$524,186)</b>	<b>(\$437,533)</b>	<b>(\$236,760)</b>	<b>(\$384,708)</b>
Capital Contribution	\$0	\$0	\$0	\$0
<b>Net Income/(Loss) Transferred to Retained Earnings</b>	<b>(\$524,186)</b>	<b>(\$437,533)</b>	<b>(\$236,760)</b>	<b>(\$384,708) ~</b>
Beginning Retained Earnings	\$8,205,875	\$7,681,689	\$7,681,689	\$7,444,929
<b>Ending Retained Earnings</b>	<b>\$7,681,689</b>	<b>\$7,244,156</b>	<b>\$7,444,929</b>	<b>\$7,060,221</b>

~ Net income is negative; however, Total Resources Provided By Operations, Transfers and Subsidies is positive.

Note: Net Income Statement does not include capital addition expenses, capital project expenses, or debt principal payments.



Operating revenues have been below operating expenses since FY 2016. A Railroad business plan is being developed to determine the long-term viability of this operation. User charges are projected to increase for FY 2018. Operating transfers from Sewer, Water, Electric, and Solid Waste will be utilized to fund the operation.





## Funding Sources and Uses Railroad Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Interest Revenues	\$8,173	\$8,604	\$8,000	\$8,604
Less: GASB 31 Interest Adjustment	\$509			
<b>Interest Revenue w/o GASB 31 Adj</b>	<b>\$7,664</b>	<b>\$8,604</b>	<b>\$8,000</b>	<b>\$8,604</b>
Switching Fees	\$276,236	\$244,000	\$276,000	\$255,000
User Charges	\$55,579	\$26,000	\$158,000	\$106,000
Other Local Revenues	\$13,284	\$0	\$0	\$0
<b>Total Financial Sources Before Transfers</b>	<b>\$352,763</b>	<b>\$278,604</b>	<b>\$442,000</b>	<b>\$369,604</b>
Operating Transfers From Other Funds	\$150,000	\$307,223	\$307,223	\$217,131
<b>Total Financial Sources</b>	<b>\$502,763</b>	<b>\$585,827</b>	<b>\$749,223</b>	<b>\$586,735</b>
<b>Financial Uses</b>				
Personnel Services	\$256,335	\$271,846	\$261,603	\$265,235
Supplies & Materials	\$48,461	\$55,762	\$55,762	\$54,880
Travel & Training	\$0	\$500	\$500	\$500
Intragovernmental Charges	\$85,888	\$59,268	\$59,268	\$57,148
Utilities, Services & Other Misc.	\$157,190	\$157,068	\$129,934	\$117,590
<b>Total Operating Expenses</b>	<b>\$547,874</b>	<b>\$544,444</b>	<b>\$507,067</b>	<b>\$495,353</b>
Less: GASB 68 Pension Adjustment	\$0			
Less: GASB 16 Vacation Liability Adj	(\$1,748)			
<b>Operating Expenses w/o GASB Adj</b>	<b>\$549,622</b>	<b>\$544,444</b>	<b>\$507,067</b>	<b>\$495,353</b>
Operating Transfers to Other Funds	\$0	\$0	\$0	\$0
Interest Expense	\$20,574	\$17,854	\$17,854	\$15,028
Bank & Paying Agent Fees	\$0	\$0	\$0	\$0
Principal Payments	\$70,809	\$73,529	\$73,529	\$76,354
Capital Additions	\$0	\$0	\$0	\$0
Enterprise Revenues used for Capital Projects	\$25,000	\$0	\$0	\$0
<b>Total Financial Uses</b>	<b>\$666,005</b>	<b>\$635,827</b>	<b>\$598,450</b>	<b>\$586,735</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>(\$163,242)</b>	<b>(\$50,000)</b>	<b>\$150,773</b>	<b>\$0</b>

The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

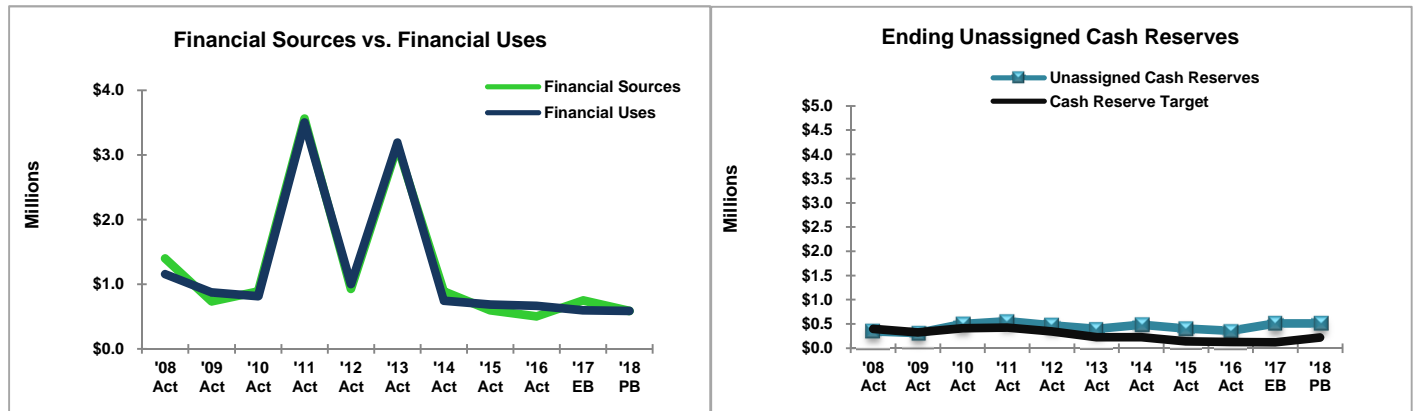
A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balance to fund capital project costs.

## Funding Sources and Uses Railroad Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$357,516	\$357,516	\$508,289
Financial Sources Over/(Under) Uses		(\$50,000)	\$150,773	\$0
Cash and Cash Equivalents	\$206,262			
Less: GASB 31 Pooled Cash Adj	(\$3,338)			
Add: Inventory	\$147,916			
<b>Projected Unassigned Cash Reserve</b>	<b>\$357,516</b>	<b>\$307,516</b>	<b>\$508,289</b>	<b>\$508,289</b>
<b>Cash Reserve Target</b>				
Total Expenditures Uses	\$666,005	\$635,827	\$598,450	\$586,735
Less: Ent Rev used for current year CIP	(\$25,000)	\$0	\$0	\$0
Operational Expenses	\$641,005	\$635,827	\$598,450	\$586,735
	x 20%	x 20%	x 20%	x 20%
Cash Reserve Target for Operations	<b>\$128,201</b>	<b>\$127,165</b>	<b>\$119,690</b>	<b>\$117,347</b>
Add: Ent Rev for next year CIP	\$0	\$0	\$0	\$100,000
<b>Cash Reserve Target</b>	<b>\$128,201</b>	<b>\$127,165</b>	<b>\$119,690</b>	<b>\$217,347</b>
<b>Above/(Below) Cash Reserve Target</b>	<b>\$229,315</b>	<b>\$180,351</b>	<b>\$388,599</b>	<b>\$290,942</b>

\* Operating Transfers to Other Funds do not include transfers that impact fund equity and not cash.



Financial sources are projected to be over uses in FY 2017 due to an increase in user charges. Operating transfers will continue to be utilized in FY 2018 to bridge the gap between sources and uses.

Ending unassigned cash reserves are projected to be above the cash reserve target for FY 2017 and FY 2018; however, there are no funds budgeted in capital projects for infrastructure. The five year forecast shows future funding for capital projects and a continued use of transfers from the utilities. Refer to the five year forecast earlier in this section for more details.

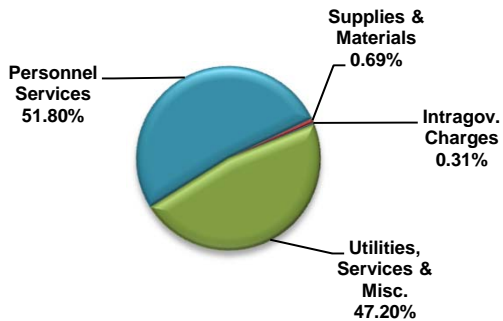
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# Transload Facility

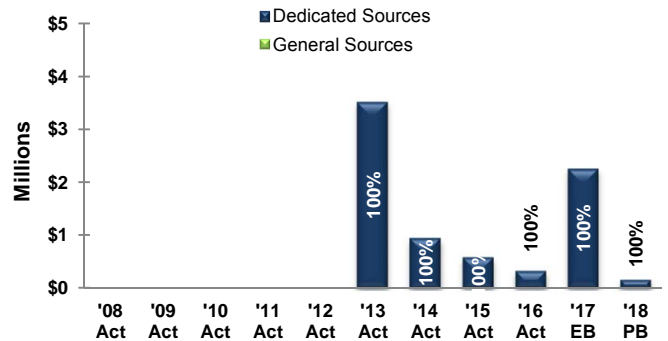
(Enterprise Fund)

# Transload Facility

**FY 2018 Total Expenditures By Category**

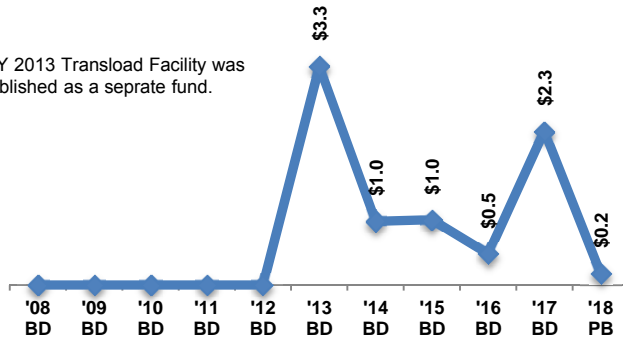


**Funding Sources**

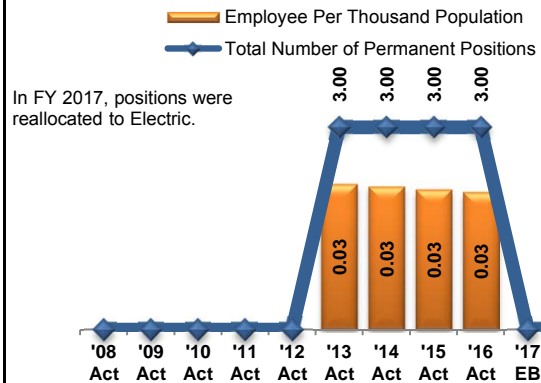


**Budgeted Expense History (in Millions)**

In FY 2013 Transload Facility was established as a separate fund.



**Permanent Positions**



## Appropriations (Where the Money Goes)

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	% Change 18/17EB	% Change 18/17B
Personnel Services	\$98,125	\$88,800	\$51,262	\$90,000	75.6%	1.4%
Supplies & Materials	\$4,823	\$1,200	\$1,200	\$1,200	0.0%	0.0%
Travel & Training	\$0	\$0	\$0	\$0		
Intragov. Charges	\$44,117	\$0	\$0	\$544		
Utilities, Services & Misc.	\$112,262	\$80,000	\$80,000	\$82,000	2.5%	2.5%
Capital	\$0	\$0	\$0	\$0		
Other	\$84,985	\$2,136,569	\$2,136,569	\$0	(100.0%)	(100.0%)
<b>Total</b>	<b>\$344,312</b>	<b>\$2,306,569</b>	<b>\$2,269,031</b>	<b>\$173,744</b>	<b>(92.3%)</b>	<b>(92.5%)</b>
Operating Expenses	\$259,327	\$170,000	\$132,462	\$173,744	31.2%	2.2%
Non-Operating Expenses	\$73,953	\$2,136,569	\$2,136,569	\$0	(100.0%)	(100.0%)
Debt Service	\$11,032	\$0	\$0	\$0		
Capital Additions	\$0	\$0	\$0	\$0		
Capital Projects	\$0	\$0	\$0	\$0		
<b>Total Expenses</b>	<b>\$344,312</b>	<b>\$2,306,569</b>	<b>\$2,269,031</b>	<b>\$173,744</b>	<b>(92.3%)</b>	<b>(92.5%)</b>

## Funding Sources (Where the Money Comes From)

Grants and Capital Contrib	\$0	\$0	\$0	\$0		
Interest Revenue	\$1,548	\$1,226	\$1,226	\$1,226	0.0%	0.0%
Fees and Service Charges	\$256,693	\$168,774	\$357,420	\$265,000	(25.9%)	57.0%
Other Local Revenues	\$0	\$0	\$0	\$0		
Transfers	\$208,650	\$2,206,390	\$2,206,390	\$0	(100.0%)	(100.0%)
Use of Prior Year Sources	\$0	\$0	\$0	\$0		
Less: Current Year Surplus	(\$122,579)	(\$69,821)	(\$296,005)	(\$92,482)	(68.8%)	32.5%
<b>Dedicated Sources</b>	<b>\$344,312</b>	<b>\$2,306,569</b>	<b>\$2,269,031</b>	<b>\$173,744</b>	<b>(92.3%)</b>	<b>(92.5%)</b>
General Sources	\$0	\$0	\$0	\$0		
<b>Total Funding Sources</b>	<b>\$344,312</b>	<b>\$2,306,569</b>	<b>\$2,269,031</b>	<b>\$173,744</b>	<b>(92.3%)</b>	<b>(92.5%)</b>

# Transload Facility - Summary

Fund 5040

## Description

This fund is responsible for the operation and maintenance of the Transload Facility.

## Department Objectives

To provide the customers of the Transload Facility with safe, reliable, and efficient service.

## Highlights/Significant Changes

- The Transload Facility was established as a separate fund in the FY 2013 budget.
- The FY 2018 budget maintains the operation of railcar off-loading function as a business entity. The Transload fund rents floor space from the electric utility and personnel charge time to the Transload fund when performing Transload functions.
- A Transload Business Plan is being developed that will outline the long-term viability of the Transload fund

## Authorized Personnel

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018	Position Changes
2616 - Transload Operations Suprv. +	1.00	0.00	0.00	0.00	
2298 - Equipment Operator III +	1.00	0.00	0.00	0.00	
1006 - Senior Admin Support Asst +	1.00	0.00	0.00	0.00	
<b>Total Personnel</b>	<b>3.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
Permanent Full-Time	3.00	0.00	0.00	0.00	
Permanent Part-Time	0.00	0.00	0.00	0.00	
<b>Total Permanent</b>	<b>3.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	

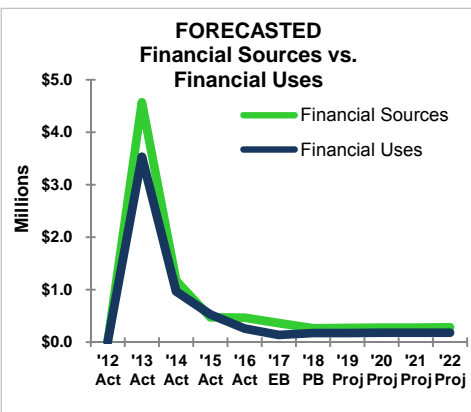
+ In FY 2017, the Transload positions were reallocated to Electric. Personnel will charge time to this budget when there is activity.

# Transload Fund - Summary

Fund 504x

## Forecasted Sources and Uses (For Information Purposes Only)

	Proposed FY 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022
<b>Financial Sources</b>					
Interest (w/o FY GASB 31 Adjustment)	\$1,226	\$1,226	\$1,226	\$1,226	\$1,226
Fees and Service Charges					
Handling Fees	\$130,000	\$131,300	\$132,613	\$133,939	\$135,278
Warehousing	\$135,000	\$137,700	\$140,454	\$143,263	\$146,128
Services	\$0	\$0	\$0	\$0	\$0
Other Local Revenues	\$0	\$0	\$0	\$0	\$0
Other Funding Sources/Transfers	\$0	\$0	\$0	\$0	\$0
<b>Total Financial Sources: Less</b>	<b>\$266,226</b>	<b>\$270,226</b>	<b>\$274,293</b>	<b>\$278,428</b>	<b>\$282,632</b>
Appropriate Fund Balance					
<b>Financial Uses</b>					
Operating Expenses	\$173,744	\$172,538	\$175,118	\$177,742	\$180,409
Operating Transfers to Other Funds	\$0	\$0	\$0	\$0	\$0
Interest Exp. and Non-Oper. Cash Pmts	\$0	\$0	\$0	\$0	\$0
Principal Payments	\$0	\$0	\$0	\$0	\$0
Capital Additions	\$0	\$0	\$0	\$0	\$0
Enterprise Rev. used for Capital Projects	\$0	\$0	\$0	\$0	\$0
<b>Total Financial Uses</b>	<b>\$173,744</b>	<b>\$172,538</b>	<b>\$175,118</b>	<b>\$177,742</b>	<b>\$180,409</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>\$92,482</b>	<b>\$97,688</b>	<b>\$99,175</b>	<b>\$100,686</b>	<b>\$102,223</b>
Beginning Unassigned Cash Reserve	\$432,588	\$525,070	\$622,758	\$721,933	\$822,619
Financial Sources Over/(Under) Uses	\$92,482	\$97,688	\$99,175	\$100,686	\$102,223
<b>Ending Unassigned Cash Reserve</b>	<b>\$525,070</b>	<b>\$622,758</b>	<b>\$721,933</b>	<b>\$822,619</b>	<b>\$924,842</b>
Total Expenditures Uses	\$173,744	\$172,538	\$175,118	\$177,742	\$180,409
Less: Ent Rev used for current year CIP	\$0	\$0	\$0	\$0	\$0
Operational Expenses	\$173,744	\$172,538	\$175,118	\$177,742	\$180,409
20% Guideline for Operational Expenses	\$34,749	\$34,508	\$35,024	\$35,548	\$36,082
Add: Ent Rev for next year CIP	\$0	\$0	\$0	\$0	\$0
<b>Cash Reserve Target</b>	<b>\$34,749</b>	<b>\$34,508</b>	<b>\$35,024</b>	<b>\$35,548</b>	<b>\$36,082</b>
<b>Above/(Below) Cash Reserve Target</b>	<b>\$490,321</b>	<b>\$588,250</b>	<b>\$686,909</b>	<b>\$787,071</b>	<b>\$888,760</b>

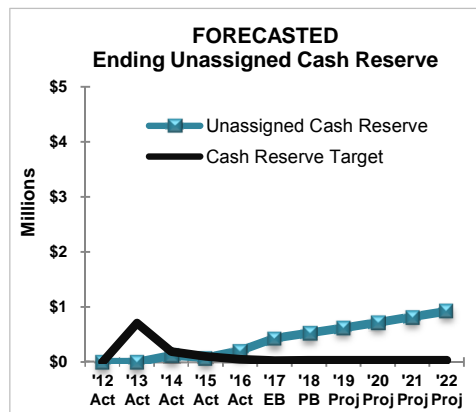


Financial Sources are projected to be over Financial Uses for the forecast period.

Revenues have increased significantly for Warehousing and Handling as the department has increased their solicitation efforts.

Personnel has been moved to the Electric Department and is charged when used by Transload.

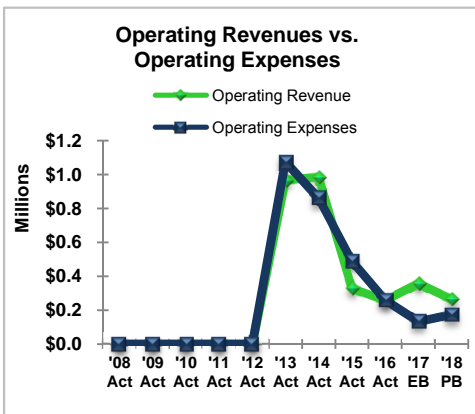
Unassigned cash reserves are projected to increase over the next five years and stay above the cash reserve target.



## Net Income Statement Transload Facility Fund

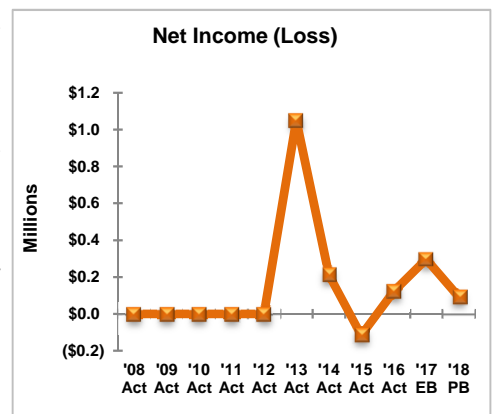
	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Operating Revenues:</b>				
Handling Fees	\$156,337	\$83,774	\$151,400	\$130,000
Warehousing	\$85,285	\$85,000	\$204,400	\$135,000
Services	\$15,071	\$0	\$1,620	\$0
<b>Total Operating Revenues</b>	<b>\$256,693</b>	<b>\$168,774</b>	<b>\$357,420</b>	<b>\$265,000</b>
<b>Operating Expenses:</b>				
Personnel Services	\$98,125	\$88,800	\$51,262	\$90,000
Supplies & Materials	\$4,823	\$1,200	\$1,200	\$1,200
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$44,117	\$0	\$0	\$544
Utilities, Services & Other Misc.	\$112,262	\$80,000	\$80,000	\$82,000
<b>Total Operating Expenses</b>	<b>\$259,327</b>	<b>\$170,000</b>	<b>\$132,462</b>	<b>\$173,744</b>
<b>Operating Income (Loss) Before Depreciation</b>	<b>(\$2,634)</b>	<b>(\$1,226)</b>	<b>\$224,958</b>	<b>\$91,256</b>
Depreciation	(\$69,476)	\$0	\$0	\$0
<b>Operating Income</b>	<b>(\$72,110)</b>	<b>(\$1,226)</b>	<b>\$224,958</b>	<b>\$91,256</b>
<b>Non-Operating Revenues:</b>				
Investment Revenue	\$1,548	\$1,226	\$1,226	\$1,226
Misc. Non-Operating Revenue	\$0	\$0	\$0	\$0
<b>Total Non-Operating Revenues</b>	<b>\$1,548</b>	<b>\$1,226</b>	<b>\$1,226</b>	<b>\$1,226</b>
<b>Non-Operating Expenses:</b>				
Interest Expense	\$11,032	\$0	\$0	\$0
Bank & Paying Agent Fees	\$0	\$0	\$0	\$0
<b>Total Non-Operating Expenses</b>	<b>\$11,032</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Operating Transfers:</b>				
Operating Transfers From Other Funds	\$208,650	\$2,206,390	\$2,206,390	\$0
Operating Transfers To Other Funds	(\$4,477)	(\$2,136,569)	(\$2,136,569)	\$0
	<b>\$204,173</b>	<b>\$69,821</b>	<b>\$69,821</b>	<b>\$0</b>
<b>Net Income (Loss) Before Capital Contributions</b>	<b>\$122,579</b>	<b>\$69,821</b>	<b>\$296,005</b>	<b>\$92,482</b>
Capital Contribution	\$0	\$0	\$0	\$0
<b>Net Income/(Loss) Transferred To Retained Earning</b>	<b>\$122,579</b>	<b>\$69,821</b>	<b>\$296,005</b>	<b>\$92,482</b>
Beginning Retained Earnings	\$1,203,705	\$1,326,284	\$1,326,284	\$1,622,289
<b>Ending Retained Earnings</b>	<b>\$1,326,284</b>	<b>\$1,396,105</b>	<b>\$1,622,289</b>	<b>\$1,714,771</b>

Note: Net Income Statement does not include capital addition expenses, capital project expenses, or debt principal payments.



Operating revenues are estimated to be higher than operating expenses for FY 2017 and FY 2018 due to increased solicitation of new business.

Transfers in FY 2017 are related to the transfer of the Transload building to the Electric utility. Transload will rent space from Electric when there is a need to do so. This arrangement helps keep expenses lower for this operation and helps ensure the future financial health of the operation.





## Funding Sources and Uses Transload Facility Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Financial Sources</b>				
Interest Revenue	\$1,548	\$1,226	\$1,226	\$1,226
Less: GASB 31 Interest Adjustment	\$0			
<b>Total Interest w/o GASB 31 Adj</b>	<b>\$1,548</b>	<b>\$1,226</b>	<b>\$1,226</b>	<b>\$1,226</b>
Handling Fees	\$156,337	\$83,774	\$151,400	\$130,000
Warehousing	\$85,285	\$85,000	\$204,400	\$135,000
Services	\$15,071	\$0	\$1,620	\$0
Other Local Revenues	\$0	\$0	\$0	\$0
<b>Total Financial Sources Before Transfers</b>	<b>\$258,241</b>	<b>\$170,000</b>	<b>\$358,646</b>	<b>\$266,226</b>
Transfers from Other Funds (Cash Transfers)	\$208,650	\$0 +	\$0 +	\$0
<b>Total Financial Sources</b>	<b>\$466,891</b>	<b>\$170,000</b>	<b>\$358,646</b>	<b>\$266,226</b>
<b>Financial Uses</b>				
Personnel Services	\$98,125	\$88,800	\$51,262	\$90,000
Supplies & Materials	\$4,823	\$1,200	\$1,200	\$1,200
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$44,117	\$0	\$0	\$544
Utilities, Services & Other Misc.	\$112,262	\$80,000	\$80,000	\$82,000
<b>Total Operating Expenses</b>	<b>\$259,327</b>	<b>\$170,000</b>	<b>\$132,462</b>	<b>\$173,744</b>
Less: GASB 68 Pension Adjustment	\$16,873			
Less: GASB 16 Vacation Liability Adj	\$242			
<b>Total Operating Expenses w/o GASB Adj</b>	<b>\$242,212</b>	<b>\$170,000</b>	<b>\$132,462</b>	<b>\$173,744</b>
Operating Transfers to Other Funds *	\$4,477	\$0	\$0	\$0
Interest Expense	\$11,032	\$0	\$0	\$0
Bank & Paying Agent Fees	\$0	\$0	\$0	\$0
Principal Payments	\$0	\$0	\$0	\$0
Capital Additions	\$0	\$0	\$0	\$0
Enterprise Revenues used for Capital Projects	\$0	\$0	\$0	\$0
<b>Total Financial Uses</b>	<b>\$257,721</b>	<b>\$170,000</b>	<b>\$132,462</b>	<b>\$173,744</b>
<b>Financial Sources Over/(Under) Uses</b>	<b>\$209,170</b>	<b>\$0</b>	<b>\$226,184</b>	<b>\$92,482</b>

\* Operating Transfers to Other Funds do not include transfers that impact fund equity and not cash.

+ Transfers in FY 2017 are to transfer Transload building to Electric. As this is a non-cash item, it will not be reflected in the Funding Sources and Uses Statement

The Funding Sources and Uses Statement is a management tool which provides a more complete look at the cash and other resources for the operation compared to the expenses and other uses of the operation. This allows management to examine the projected ending cash reserves for the operation compared to a cash reserve target which provides useful information about the financial health of the fund.

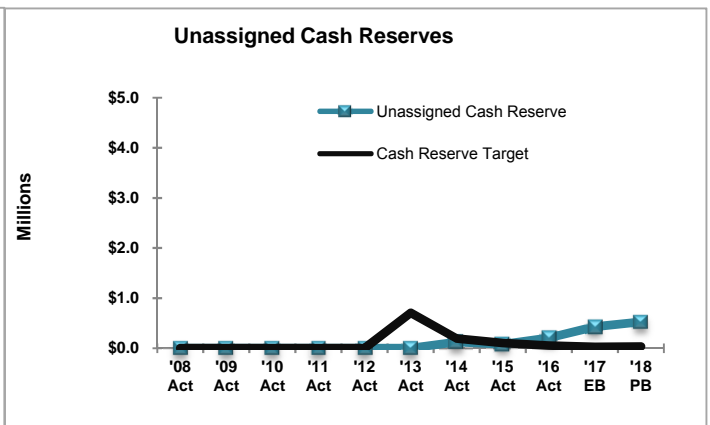
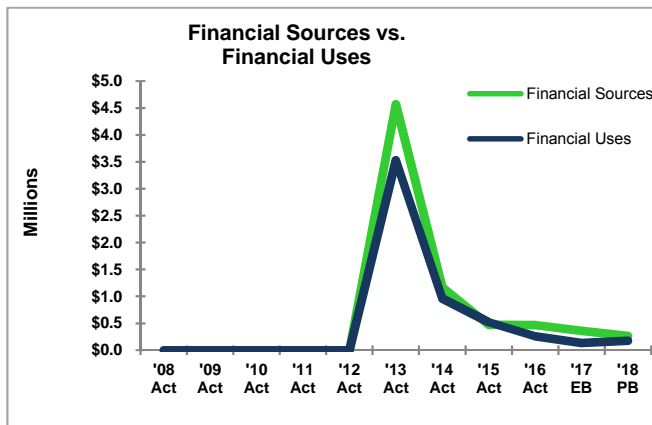
This statement takes information from the net income statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital item purchases (such as fleet replacements), principal payments, and enterprise revenue that will be used to pay for capital project costs which are reflected on the balance sheet.

A cash reserve target is calculated in accordance with the cash reserve policy. In the event of a disaster, these funds would be used to keep the operation going for approximately three months plus fund the next year's infrastructure costs. The cash reserve target amount is different for each operation and depends on their operational and capital project needs.

The ending unassigned cash reserves are compared to the cash reserve target. When the reserves are below the cash reserve target it will be necessary for management to adjust fees or reduce expenses in order to get the reserves at or above the cash reserve target. With this type of fund, it is a normal practice to utilize smaller rate increases over time in order to build up reserves and then use those reserve balance to fund capital project costs.

## Funding Sources and Uses Transload Facility Fund

	Actual FY 2016	Adj. Budget FY 2017	Estimated FY 2017	Proposed FY 2018
<b>Unassigned Cash Reserves</b>				
Beginning Unassigned Cash Reserve		\$206,404	\$206,404	\$432,588
Financial Sources Over/(Under) Uses		\$0	\$226,184	\$92,482
Cash and cash equivalents	\$206,349			
Less: GASB 31 Pooled Cash Adj	(\$55)			
Add: Inventory				
<b>Projected Unassigned Cash Reserve</b>	<b>\$206,404</b>	<b>\$206,404</b>	<b>\$432,588</b>	<b>\$525,070</b>
<b>Cash Reserve Target</b>				
Total Expenditures Uses	\$257,721	\$170,000	\$132,462	\$173,744
Less: Ent Rev used for current year CIP	\$0	\$0	\$0	\$0
Operational Expenses	\$257,721	\$170,000	\$132,462	\$173,744
x 20%	x 20%	x 20%	x 20%	x 20%
Cash Reserve Target for Operations	\$51,544	\$34,000	\$26,492	\$34,749
Next Year Capital Projects Ent Revenue	\$0	\$0	\$0	\$0
<b>Cash Reserve Target</b>	<b>\$51,544</b>	<b>\$34,000</b>	<b>\$26,492</b>	<b>\$34,749</b>
<b>Above/(Below) Cash Reserve Target</b>	<b>\$154,860</b>	<b>\$172,404</b>	<b>\$406,096</b>	<b>\$490,321</b>



Financial sources have been above financial uses primarily due to the transfer of many operating costs to the Electric utility who is able to utilize the staff and building during times when there are no Transload customers. Transload rents building space from Electric and charges staff time to the operation when there is a business need to do so. This has resulted in an increase to unassigned cash reserves above the cash reserve target.

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