



**CHATTANOOGA AREA REGIONAL TRANSPORTATION AUTHORITY
& THE CHATTANOOGA PARKING AUTHORITY**

BOARD MEETING AGENDA

June 12, 2025, 1:00 PM ET

1. **Call to Order**
2. **Quorum Call**
3. **Moment of Silence & Pledge of Allegiance**
4. **Public Comment**
5. **Recognitions:** Jeanine McNulty
6. **Adoption of Minutes** [\(page 2\) -A](#)
7. **CEO Report:** Charles D. Frazier
8. **Consent Agenda**
 - A. Statistical Report: Veronica Peebles [\(page 13\) - I](#)
 - B. One North Shore Parking Contract: Brent Matthews [\(page 18\) - I](#)
 - C. Embassy Suites Parking Agreement: Brent Matthews [\(page 19\) - I](#)
9. **Action Items:**
 - A. Procurement Report: Annie Powell [\(page 20\) - A](#)
 - B. FY2026 Operating Budget: Sander Abernathy [\(page 22\) - A](#)
 - C. FY2026 Capital Budget: Annie Powell [\(page 27\) - A](#)
10. **New Business**
11. **Old Business**
12. **Adjournment**

MINUTES OF THE BOARD OF DIRECTORS MEETING OF
THE CHATTANOOGA AREA REGIONAL TRANSPORTATION AUTHORITY
AND
THE CHATTANOOGA PARKING AUTHORITY
May 15, 2025

The regular meeting of the Board of Directors of the Chattanooga Area Regional Transportation Authority (“CARTA”) and the Chattanooga Parking Authority was held Thursday, May 15, 2025, starting at 10:00 a.m., at the Board Building, 1617B Wilcox Blvd., Chattanooga, TN 37406. The meeting was held in accordance with Section 4, Paragraphs 1 and 2 of the ordinances creating the Authority and pursuant to the notice advertised in the Chattanooga Times Free Press on May 04, 2025. The following Board members were in attendance and constituted a quorum: Johan de Nysschen, Chairman; Evann Freeman, Vice Chairman; Charita Allen; Treasurer, Stephen Culp, Corey Evatt, Bill Nye, Daniela Peterson; Arcie D. Reeves, and Leandrea Sanderfur. The following persons were also in attendance: Charles Frazier, Chief Executive Officer; Scott Wilson, Chief of Staff; Corey Gagnon, Chief Operating Officer, Rachael Ruiz, Legal Counsel, Miller & Martin; Dena Franklin, Payroll & A/R Administrator; and various media and guests. Mr. de Nysschen called the meeting to order and declared a quorum present.

Mr. de Nysschen opened the meeting with a moment of silent reflection followed by the Pledge of Allegiance. Mr. de Nysschen next opened the meeting for public comments or questions. There were none.

Mr. de Nysschen called on Ms. McNulty to present the May 2025 Ambassador Award. Ms. McNulty recognized Matt Grubbs, a fixed route operator. Mr. Grubbs ensures that items inadvertently left by passengers are donated to local charities and distributed to riders in need. In addition, he is often seen cleaning bus stops along his route while waiting for passengers to board and making an intentional daily decision to always treat his riders with dignity and respect.

Mr. de Nysschen then called on Mr. Frazier to introduce Cade Cipri, vice president of Community Association of Historic St. Elmo (CASHE). Mr. Cipri presented the following on CARTA's partnership with CASHE: (i) CARTA provides service to three thousand five hundred (3,500) St. Elmo residents, (ii) nine out of ten of the area's seventy-five (75) small businesses are located within one block of CARTA's St Elmo route and (iii) the area's population is diverse, growing and very interested in public transportation. CASHE promotes CARTA services to residents, short term vacation rentals and area realtors. They also provide feedback for improved commuter use of the shuttle and remain focused on co-promotional opportunities and supporting transit priorities. At the close of Mr. Cipri's presentation, Mr. Frazier advised that because of feedback received, Route 15 will be adjusted on the August 2025 markup to ensure St. Elmo riders arrive downtown fifteen minutes earlier.

Mr. de Nysschen stated that all members had been sent a copy of the April 17, 2025, board meeting minutes and asked if there were any additions, corrections, or comments. There being none, a motion was made by Mr. Freeman and seconded by Ms. Allen, followed by a vote to approve the minutes. The motion was unanimously approved.

Mr. de Nysschen next called on Ms. McNulty to provide a Human Resources update. Ms. McNulty provided an overview of the human resources department that included the information on: (i) recruitment and retention, (ii) training and development, (iii) performance management, (iv) compensation and benefits, (v) employee relations, (vi) compliance and (vii) first quarter employee data.

Ms. McNulty presented an update on the following recruitment and retention focus area: (i) current vendors are being reviewed for potential cost savings, (ii) partnering with Chattanooga 2.0 under the chamber for apprenticeship programs, (iii) standardized HR screening questions and candidate templates have been created, (iv) an employee satisfaction survey has been completed with data currently being reviewed and (v) recruitment signage created internally has been installed in all CARTA passenger vehicles.

Human resources have collaborated with the safety and training team to standardize new hire dates and training schedules. There will be a hard stop with current practices on May 19, 2025, with the new structure being implemented. Succession planning for key roles that will be vacated due to retirement within the next few years is underway.

Ms. McNulty stated mid-year evaluations for administrative staff are complete and will be tracked for future leadership roles and used for end-of-year evaluations. Mr. de Nysschen directed Ms. McNulty to ensure that performance evaluations are a valid exercise producing valid outcomes to which Ms. McNulty affirmed. Ms. Nulty further reported that human resources is partnering with CARTA management to review any employee concerns and provide support for performance

expectations, employee management and the implementation of newly created corrective action documents.

Current practices and processes related to benefits are under review in addition to a compensation analysis. Onsite DOT physicals twice monthly, policies related to relocation, sign-on bonuses and leadership role agreements have been implemented. An initial employee satisfaction survey was created and rolled out. Ms. McNulty attended ALICE (Asset Limited, Income Constraint, Employed) through the United Way to gain an understanding of the workforce and resources available to them. She has also assumed the role of the Ambassador award committee leader advising the new CARTA Ambassador graduation ceremony will be held on May 30th, 2025, at 2:00pm.

Review, revision or policy creation of the following compliance related actions are currently underway: (i) intern, (ii) relocation, (iii) sign on, (iv) substance abuse and others as deemed necessary. In addition, review of the following current human resources (HR) processes is also underway: (i) family and medical leave act, (ii) workers compensation, (iii) fair labor standards act, (iv) job descriptions, (v) employee files and (vi) retention. First quarter employee data included twenty (20) new hires, thirteen (13) separations and fourteen (14) vacancies.

Ms. Reeves requested clarification on the survey participation to which Ms. McNulty responded thirty (30) percent. Ms. Reeves then requested that the onboarding process include a safety focus from day one and emphasized that performance reviews should be completed to reflect true outcomes due to this being a new process specifically requested by the board and employee compensation in addition to CARTAs overall performance being contingent on the process. Mr. de

Nysschen requested that CARTAs performance management include clear targets with quantifiable measurements of goal achievement including ongoing substantive employee check-ins throughout the year to ensure employees receive the support and direction necessary to achieve high performance outcomes and opportunities to correct issues.

Ms. Peterson requested additional information on employee retention rates, to which Ms. McNulty advised that employee satisfaction feedback and trends are being reviewed with management and action plans to address these issues are being developed to increase retention rates. Mr. de Nysschen requested additional data on voluntary versus involuntary separations to which Ms. McNulty advised that going forward this will be provided to the board on a quarterly basis.

Mr. de Nysschen then asked Mr. Frazier to present the CEO report. Mr. Frazier provided an Incline Railway restoration update that included the following: (i) the restoration process remains at one hundred (100) percent safety compliance, (ii) cable, rail, and timber materials have been delivered, (iii) concrete footers, timber and rail are ninety (90) percent complete, (iv) cable installation is scheduled to begin the first week of June following a new process resulting from damage that was sustained during the fire, (v) reopening is scheduled for no later than July 14, 2025, (vi) reopening has been delayed due to weather conditions and late material deliveries and (vii) preventive maintenance will be preformed during the restoration process allowing the incline railway to remain open through calendar year 2026. Design work for the rail car air conditioning system is underway. CARTA continues to vet options for a dry pipe fire suppression system.

Mr. Cipri stated that if the incline could reopen prior to the July 4th holiday, CASHE will commit to funding and co-hosting a grand reopening event to which Mr. Frazier responded that CARTA remains fully committed to safety during the restoration process and the reopening will require a state safety signoff. If the incline railway can safely reopen early, CARTA will graciously accept the offer to partner with CASHE on a grand reopening event.

Mr. Frazier reported that he and Mr. Wilson traveled to Washington DC to meet with the Federal Transit Administration staff where he formally reintroduced CARTA and provided details on the following: (i) an overview of his first year as CEO, (ii) end of year report, (iii) Read and Ride program, (iv) ridership increases, and (v) Mayor Kelly's One Chattanooga Plan and his bold new vision for public transit. The trip also resulted in information about upcoming competitive grant opportunities.

Mr. Frazier reported hosting twenty (20) stakeholders on the first Children's Cabinet transit tour that included visiting three (3) out-of-school time programs that were discussed at the April board meeting. This month's Windshield tour covered district five (5) with council member Dennis Clark and next month's Windshield tour will include council member Ron Elliott covering district nine (9).

Lastly, Mr. Frazier introduced CARTA's new Chief Operating Officer, Mr. Corey Gagnon. Mr. Gagnon has 20 years of transit experience that he brings from Texas, where he was most recently with DS Bus Lines. He has also worked for some of the largest, privately operated, transit companies, including MV Transportation as well as National Express.

Under “Consent Agenda” Mr. de Nysschen asked if there were any comments or questions regarding the statistical report provided in the board packet sent electronically on May 09, 2025. Mr. Evatt stated that statistical data confirms that the Mocs Express has a seventy (70) percent increase in ridership. There being none, a motion was made by Mr. Freeman and seconded by Ms. Reeves followed by a vote to approve the statistical report as received, read, understood, and accepted. The motion was unanimously approved.

Mr. de Nysschen asked Ms. Powell to present the procurement report. Ms. Powell advised that staff recommended that the Board approve the monthly procurement report that included: (i) new procurements over fifty thousand dollars (\$50,000.00) to include a five-year agreement with Lookout Pest Control, LLC for pest control services not to exceed \$75,500, (ii) use of the request for proposals process to include Microtransit and Paratransit scheduling software as a service (SaaS) and Employee recruitment services and (iii) sole source procurements for incline railway trackwork not to exceed two hundred seventeen thousand sixteen dollars (\$217,016),

Mr. de Nysschen asked if there were any additional comments or questions regarding Ms. Powell’s request. There being none, a motion was made by Mr. Nye and seconded by Mr. Sanderfur followed by a vote to approve. The motion was unanimously approved.

Mr. de Nysschen requested Mr. Abernathy present the financial report. Mr. Abernathy advised that staff recommended that the Board approve the April 2025 financial report. Mr. Abernathy reported that total revenue for the month was \$1,897,222.00 versus budgeted revenue of \$2,306,480.00 resulting in a shortfall of \$409,225.00. The shortfall was due to the Incline being

out of service and a \$16,494.00 shortfall in transit revenue, offset by a favorable variance in parking.

Transit revenue was \$65,091.00 or 5% below budget for the month due to shortfalls in fare collections of \$16,494.00 and FTA grants of \$80,071.00, offset by other de minimis items. Year-to-date transit revenue is \$2 million greater than budget due to receiving \$2.1 million of Federal grants, principally ARPA funds, earlier than budgeted, offset by a \$86,156.00 or (7%) shortfall in fares.

Mr. de Nysschen requested clarification on the disconnect of lower fare revenue and increased ridership to which Mr. Abernathy confirmed it was a result of budgeted assumptions versus actual operating results and the budgeted revenue not being directly tied to ridership. Mr. Abernathy further confirmed this is being addressed with the fiscal year 2026 (FY 2026), budget development process.

Shuttle revenue was \$47,436.00 greater than budget for the month due to greater than budgeted parking revenue at Shuttle locations. Shuttle revenue year-to-date was \$965,347.00 greater than budget due to receipts of \$832,125.00 of ARPA grant funds and \$126,584.00 of parking receipts above budget.

Reported Incline revenue was - \$37,699.00, due to reclassification of amounts during the month. Revenue was \$490,799.00 below budget for the month due to the Incline Railway being out of service. For the year, the Incline is \$2.6 million below budget because it has been out of service since the December 07, 2024, fire.

Ms. Reeves requested additional information on communication with CARTA's insurance company regarding the claim to which Mr. Abernathy responded it has been good.

Care-A-Van revenue was \$10,960.00 under budget for the month due to federal grants of \$9,193.00 under budget. For the year, Care-A-Van revenue is \$1.6 million over budget due to the receipt of federal grants earlier than budgeted.

Parking revenue, excluding amounts included in Shuttle revenue, was \$116,554.00 over budget for the month due to greater than budgeted collections at meters offset by reduced collections from enforcement. Year to date, parking revenue is 0.4% greater than budget.

Monthly reported expenses were \$139,421.00 less than budget due to timing of the following fees: (i) professional, (ii) parking management, (iii) bank and (iv) credit card. Overall, year-to-date expenses are \$692,822.00 favorable compared to budgeted.

Mr. de Nysschen requested clarification on the \$80,071.00 FTA grant shortfall to which Mr. Abernathy responded it was due to the timing of funds receipt. This grant reimburses qualified operating expenses after they have been paid.

Mr. Abernathy advised that the final FY2026 budget will be presented at the next meeting. Next, he provided an update on the financial, timekeeping, and human resources payroll software implementations. Go Live target date is July 1, 2025, due to systems sunseting by the end of the year. Some of the challenges to going live within the next six (6) weeks are as follows: (i) virtually every employee will need to learn how to use a new timeclock, (ii) biometric data will need to be entered into the timekeeping software, (iii) managers will need to be trained on how to use a new scheduling system, approve time and time off requests and (iv) the accounting team will have to

learn how to do current processes in a new system. Internal meetings are being held three (3) times a week in addition to weekly meetings with the software vendors. Prior to Mr. Abernathy's arrival, there was no path in place for successful implementations.

Mr. de Nysschen inquired about manager buy-in for this cross functional task to which Mr. Abernathy replied that progress was being made. Mr. de Nysschen then requested a copy of the implementation timeline and road map to successful implementation showing to do tasks, assigned responsibility and key milestone dates so they can be tracked to which Mr. Abernathy agreed.

Mr. de Nysschen asked if there were any additional comments or questions regarding the April financial report. There being none, a motion was made by Mr. Nye and seconded by Ms. Allen followed by a vote to approve. The motion was unanimously approved.

Mr. de Nysschen asked Mr. Poirer to provide a Care-A-Van program level policy. Mr. Poirer stated that staff recommend the Board formally adopt four (4) distinct Care-A-Van (CAV) program levels with defined delivery areas and independent service characteristics. The program levels are as follows: (i) CAV Level 1 – American with Disabilities (ADA) Paratransit Program, (ii) CAV Level 2 – Chattanooga City limits Paratransit Program, (iii) CAV Level 3 – Regional Paratransit Program and (iv) CAV Level 4 – Premium Paratransit Program.

Level 1 is an unfunded core mandate required for compliance. Level 2 is city funded and includes level 1. Level 3 is not required for FTA funding and covers surrounding satellite cities and funded by each, respectively. Current level 3 partners are East Ridge and Red Bank. Level 4 is a premium service with the following: (i) service area is Hamilton County, (ii) door-to-door

service available upon request, (iii) reservations are on the same day with a minimum of two hours' notice and being presented for future consideration.

Mr. de Nysschen asked where the funding for level 4 would come from to which Mr. Prior replied that it could be multiple funding sources such as from the county level, private partnerships, labor forces supporting work trips, medical facilities, and such. Ms. Reeves requested confirmation on funding for current services to which Mr. Frazier affirmed. Mr. Frazier advised that CARTA was asking the board to adopt a policy that segregates the four (4) distinct programs, ensures compliance and eligibility continuity. Ms. Sanderfur requested clarification on why level 1 and level 2 were separated to which Mr. Poirer advised that level 1 is the minimum service level that is mandated and is not funded. Level 2 is an extension of level 1 and dependent on funding.

Mr. de Nysschen asked if there were any additional comments or questions about Mr. Poirer's request. There being none, a motion was made by Ms. Allen and seconded by Mr. Evatt followed by a vote to approve. The motion was unanimously approved.

Mr. de Nysschen asked if there were any other business items that need to be addressed. There being none, a motion was made to adjourn. The meeting was adjourned and the board moved into executive session.

TO: CARTA Board of Directors

FROM: Veronica Peebles, Chief Administrative Officer

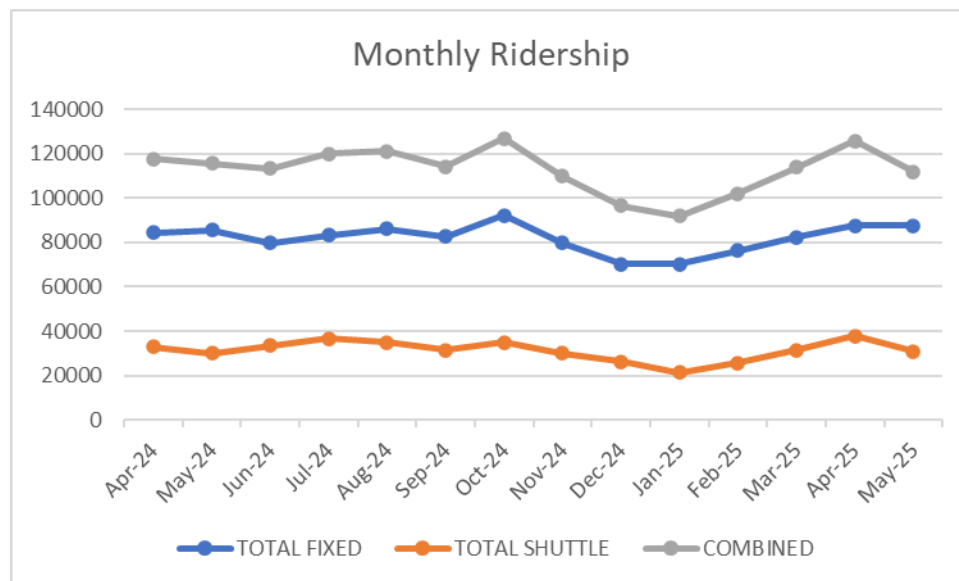
SUBJECT: Statistical Report

RECOMMENDED ACTION

Staff recommend that the Board accept CARTA's statistical report for the month ending May 2025 as information to the Board.

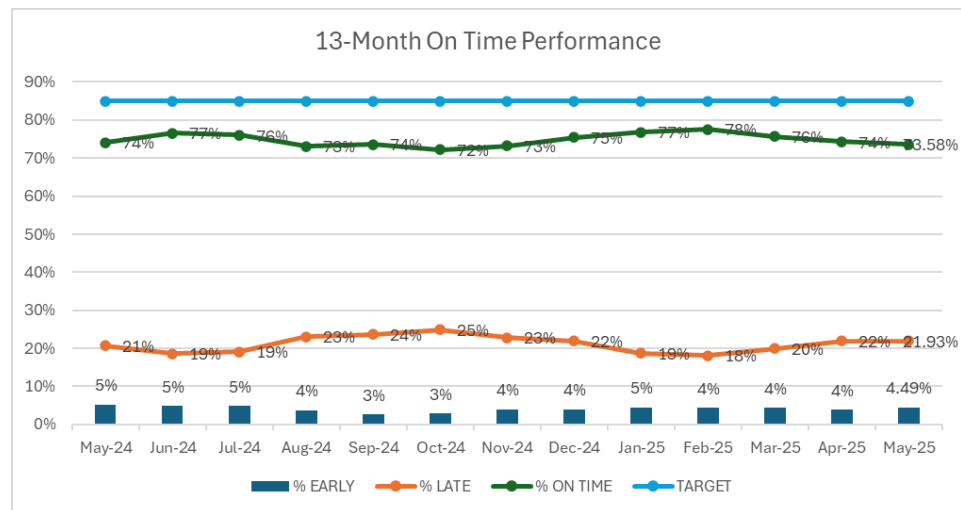
HIGHLIGHTS, ANALYSIS AND CONCLUSIONS

In general, fixed ridership is level month over month and up 2% year-over-year. Downtown Shuttle ridership declined substantially from April peak. May was notable as having record level rainfall.



- North Brainerd Shuttle service launched May 5 to relieve pressure on CARTA GO operations which appears to be successful as weekday CARTA GO ridership declined 8% from prior month while Saturday ridership increased 47%. North Brainerd Shuttle had peak daily ridership of 40 trips which yields an hourly productivity of 5 – currently higher than CARTA GO.
- North Shore Shuttle Route 2 service declined 11% from April, but Route 34 North Shore Express ridership increased by 4% for the month.
- Additional service on the Route 15 St Elmo/Incline Shuttle resulted in a 35% increase in ridership.
- The Incline Railway remains out of service due to the December fire event.

- The Read and Ride program has now provided over 22,000 student trips since launch with 2012 trips in May, down slightly from April.
- The Launch Pad pilot program continues with about fourteen to seventeen active participants making on average 60 to 90 trips per week.
- On-Time Performance for Fixed Route



Chattanooga Area Regional Transportation Authority

Statistical Report

For the Period Ending May 31, 2025

	<u>This Month</u>	<u>Month YR Ago</u>	<u>YTD</u>	<u>Prior YTD</u>
<u>TRANSIT</u>				
Ridership	80,886	85,528	891,538	887,980
Weekday Average - with Mocs	3,056	3,203	3,235	3,196
Weekday Average - without Mocs	3,056	3,203	3,079	3,105
Saturday Average	2,145	2,173	2,033	2,079
Sunday Average	733	795	733	788
Miles	167,157	167,900	1,730,248	1,756,337
Passengers/Mile	0.48	0.51	0.52	0.51
Accidents	3	3	20	17
Operating Cost/Rider	11.54	11.02	10.53	9.91
<u>SHUTTLE</u>				
Ridership	24,044	25,711	283,213	256,352
Weekday Average	806	891	898	806
Saturday Average	832	707	963	860
Sunday Average	537	597	516	499
Miles	15,680	17,725	188,188	183,797
Passengers/Mile	1.53	1.45	1.50	1.39
Accidents	1	1	2	6
Operating Cost/Rider	3.64	4.02	2.92	3.25
<u>INCLINE</u>				
Ridership	0	47,081	231,998	435,076
Net Revenue/Passenger	N/A	3.05	(4.11)	3.02
Days Down	31	0	191	30
<u>CARE-A-VAN</u>				
Ridership	5,667	4,806	55,381	48,401
Miles	47,736	54,002	595,524	549,953
Turndowns	0	0	0	14
Accidents	1	0	4	5
Operating Cost/Rider	48.59	52.00	47.81	48.44
Passengers/Hour	1.73	1.30	1.49	1.28
<u>TOTAL CARTA</u>				
Ridership	110,597	163,126	1,462,130	1,627,809

*** Notes to the Statistical Report:**

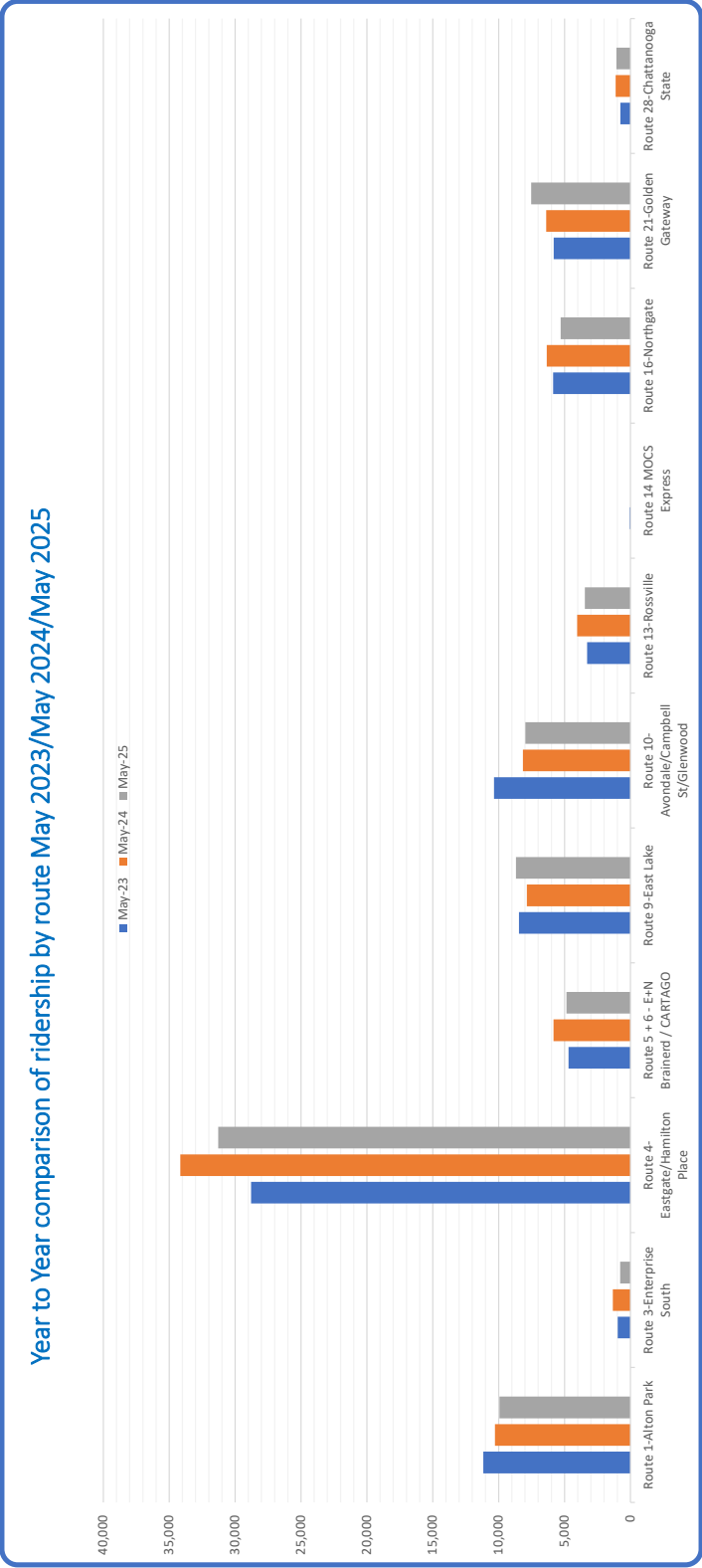
North Shore Shuttle	2,428	2,382	30,001	24,447
MOCS Express	0	0	36,725	21,394
Bicycles Carried	1,354	1,451	15,800	16,456
Wheelchairs Carried	1,146	1,133	11,658	12,903
St.Elmo/Incline	3,110	2,095	27,600	22,505

Days of Operation Transit, Shuttle, Care-A-Van

Number of Weekdays	22	23
Number of Saturdays	5	4
Number of Sundays	4	4
	<u>31</u>	<u>31</u>

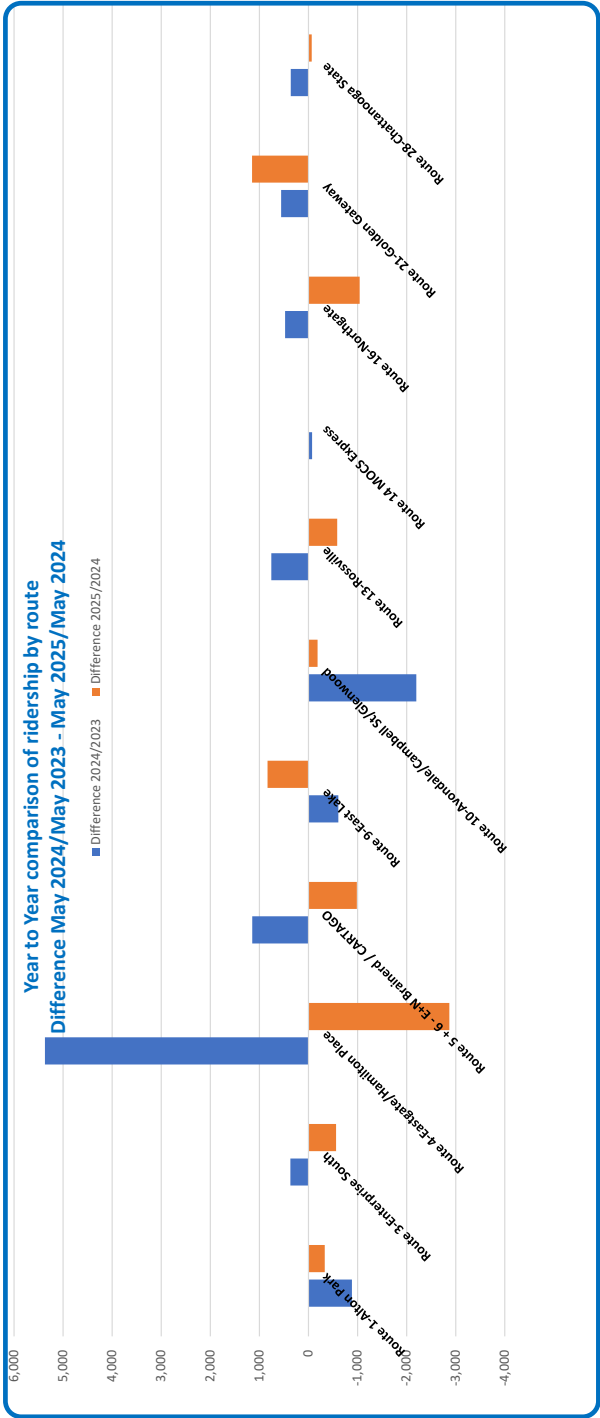
Days of Operation Incline

Number of Weekdays	0	23
Number of Saturdays	0	4
Number of Sundays	0	4
	<u>0</u>	<u>31</u>



	May-23	May-24	May-25
Route 1-Alton Park	11,162	10,276	9,945
Route 3-Enterprise South	968	1,337	775
Route 4-Eastgate/Hamilton Place	28,784	34,156	31,287
Route 5 + 6 - E+N Brainerd / CARTAGO	4,694	5,841	4,855
Route 9-East Lake	8,463	7,854	8,690
Route 10-Avondale/Campbell St/Glenwood	10,352	8,155	7,971
Route 13-Rossville	3,290	4,048	3,461
Route 14 MOCs Express	75	0	0
Route 16-Northgate	5,866	6,344	5,301
Route 21-Golden Gateway	5,830	6,389	7,540
Route 28-Chattanooga State	767	1,128	1,061

Totals: 80,251 85,528 80,886



	Difference 2024/2023	Difference 2025/2024
Route 1-Alton Park	-886	-331
Route 3-Enterprise South	369	-562
Route 4-Eastgate/Hamilton Place	5,372	-2,869
Route 5 + 6 - E+N Brainerd / CARTAGO	1,147	-986
Route 9-East Lake	-609	836
Route 10-Avondale/Campbell St/Glenwood	-2,197	-184
Route 13-Rossville	758	-587
Route 14 MOCs Express	-75	0
Route 16-Northgate	478	-1,043
Route 21-Golden Gateway	559	1,151
Route 28-Chattanooga State	361	-67

Total 5,277 -4,642

TO: CARTA Board of Directors

FROM: Brent Matthews
Director of Parking and Facilities

SUBJECT: Approval of Contract with One North Partnership

RECOMMENDED ACTION

Staff recommend that the Board authorize the Chief Executive Officer to negotiate and execute a 3-year revenue contract with One North Shore for monthly parking in the Renaissance Park parking lot.

ALIGNMENT WITH STRATEGIC GOALS

This action aligns with CARTA's strategic imperatives of establishing local funding streams and increasing parking utilization.

SUMMARY OF NEED

Approval of this item will allow CARTA/CPA to enter into a new 3-year revenue contract with One North Shore for the monthly rental of 67 parking spaces located in the Renaissance Park parking lot.

BACKGROUND AND HISTORY

On July 11, 2011, the CARTA Board of Directors approved a 5-year revenue contract with One North Shore Partnership (ONS) for the use of 40 parking spaces at Renaissance Park for use by their tenants. On March 1, 2015, the contract was amended to add an additional 40 spaces to the agreement. The current monthly rental rate is \$40.00 per space per month. A new rate of \$45.00 per space per month will go into effect on June 1, 2025, with a 3% annual increase thereafter. Our utilization in the lot is around 80% most days. The ONS utilization of their spaces has been around 20% for the last few years.

FISCAL IMPACT

The annual forecasted revenue for this contract is as follows:

- FY2026 - \$36,180
- FY2027 - \$36,903
- FY2028 - \$37,641

TO: CARTA Board of Directors

FROM: Brent Matthews
Director of Parking and Facilities

SUBJECT: Approval of Contract with Vision Hospitality for Embassy Suites

RECOMMENDED ACTION

Staff recommend that the Board authorize the Chief Executive Officer to negotiate and execute a new 5-year revenue contract with Vision Hospitality for monthly parking in the CARTA North Garage.

ALIGNMENT WITH STRATEGIC GOALS

This action aligns with CARTA's strategic imperatives of establishing local funding streams and increasing parking utilization.

SUMMARY OF NEED

Approval of this item will allow CARTA/CPA to enter a 5-year contract with Vision Hospitality for monthly overnight parking in the CARTA North Garage. This will support the new Embassy Suites Hotel that is opening next door.

BACKGROUND AND HISTORY

CARTA and Vison Hospitality have partnered on many deals in the past, including 10 North on the NorthShore and the Kenley Hotel at CARTA South Garage, but this will be the first at the CARTA North facility. The CARTA Board of Directors agreed to partner with Vision Hospitality on May 24, 2021, when they were considering building the Embassy Suites Hotel. CARTA committed to leasing them 75 spaces for their hotel, which will be a valet only operation. CARTA will be providing a portion of the overall spaces they need. Once the Lookouts move after the 2025 baseball season to their new stadium, we may ask the Board to consider upping the number of spaces we offer Vision due to the decreased demands on the Garage. We recommend \$115.00 per space per month. We are proposing a 3% increase each year.

FISCAL IMPACT

The annual forecasted revenue for the contract is as follows:

- FY2026 - \$103,500
- FY2027 - \$106,605
- FY2028 - \$109,803
- FY2029 - \$113,097
- FY2020 - \$116,490

TO: CARTA Board of Directors
CARTA Executive Committee

FROM: Annie Powell
Director of Grants and Procurement

SUBJECT: Procurement Report

RECOMMENDED ACTION

Staff recommend that the Board approve the following requests related to procurement. Approval of procurements under Section A authorizes the Chief Executive Officer to enter contracts with recommended consultants.

A. Board Approval of New Procurements over \$50,000

1. HVAC Maintenance Services

- Requesting a five-year agreement for HVAC Maintenance Services
- Recommended Provider: Lee Company
- Details: staff is requesting a five-year agreement with the Lee Company not to exceed \$160,000 over a five-year period for periodic HVAC maintenance services of units at 1617 Wilcox Boulevard, 1617-B Wilcox Boulevard, Shuttle Park North, Shuttle Park South, Ray Evans Transit Center, and the Upper and Lower Incline Railway stations.
- Procurement Method: Request for Proposals
- Number of Bids/Proposals Returned: 2
- Term of Contract: five years

B. Board Approval of the Use of the Request for Proposals Process

Staff requests approval for the following procurement to utilize the Request for Proposals process. The current scope of work for this procurement requires that evaluation criteria other than price be considered when awarding a contract for this service.

1. Maintenance Uniform Rental and Cleaning Services: evaluation criteria include ability to meet specifications, quality of uniform, reputation of proposing company, and price proposal

C. Report on Sole Source Procurements

Update on Incline Railway Trackwork: not to exceed amount amended to \$221,867. All materials were removed from the quote since CARTA purchased timber, however, bridge hardware and concrete material were to be included at \$4,851. This raises the not to exceed amount from \$217,016 to \$221,867.

D. Report on Emergency Procurements

N/A

ALIGNMENT WITH STRATEGIC GOALS

This action aligns with CARTA's strategic imperatives of Fiscal Accountability and Compliance.

SUMMARY OF NEED

Approval of this item will allow CARTA to enter agreements for the above item A1 and send out a Request for Proposals for B1.

BACKGROUND AND HISTORY

On September 19, 2024, the CARTA Board of Directors formally adopted resolution 606, which established formal guidelines on the contracting authority of the Chief Executive Officer (CEO) and the Chief Financial Officer (CFO). Approval of this resolution set thresholds for contract execution authority at \$50,000 for the CEO and CFO. Any transactions above \$50,000 will require approval of the Board of Directors. This Procurement Report or an updated version thereof will be presented to the Board of Directors for approval of any contracts that meet this threshold.

Further, CARTA received recommendations from recent audits indicating that the Board of Directors should also approve the use of the Request for Proposal process instead of a sealed bid process and that CARTA staff should report on any sole source and emergency procurements that take place between each Board meeting. As reported in previous meetings, these items have been added to the Procurement Report as a template and will be reported in future Board meetings.

PROCUREMENT OVERVIEW

A1. HVAC Maintenance Services

- On January 31, 2025, CARTA released a formal Request for Proposals (RFP) for HVAC Maintenance Services. CARTA advertised this procurement in the Chattanooga Times-Free Press, included a notice and link to the RFP on CARTA's website, and sent the RFP to seven (7) interested proposers. CARTA re-released the Request for Proposals on March 8, 2025, as only one proposal was received initially.
- CARTA utilized the following weighted evaluation criteria as part of this Request for Proposals process:
 - Experience: 40 points
 - Firm Reputation: 40 points
 - Price proposal: 20 points

FISCAL IMPACT

The fiscal impact of this action is listed below:

A1. HVAC Maintenance Services:

- Upon approval, CARTA will enter into a five year agreement with the Lee Company for a not to exceed amount of \$160,000 over a five-year period.
- CARTA will utilize operating funds for this procurement.

DBE PARTICIPATION

A1. HVAC Maintenance Services: A DBE goal was not applied to this contract as there were no certified DBE HVAC maintenance firms in our geographic area.

TO: CARTA Board of Directors

FROM: Sander Abernathy
Interim Chief Financial Officer

SUBJECT: Approval of Fiscal Year (FY) 2026 Operating Budget

RECOMMENDED ACTION

Staff recommends that the Board approve the operating budget for FY 2026.

ALIGNMENT WITH STRATEGIC GOALS

This action aligns with CARTA's strategic imperatives of fiscal accountability and operational excellence.

SUMMARY OF NEED

Approval of this item will formally establish CARTA's FY 2026 operating budget adding the following key support positions and adopting the associated fare and parking rate changes effective July 1, 2025, including:

Key Support Positions

- Fixed Route Dispatcher
- Road Supervisor (3)
- CARTA Go Operator (2)
- Shuttle Operator
- Vehicle Maintenance Technician / Electric Vehicle Specialist
- Call Center Dispatcher
- Call Center Customer Service Agent
- Information Technology Specialist / Data Officer
- Customer Service Manager
- Community Outreach Specialist

Fare and Parking Rate Changes

- 1-way fare for Care-A-Van Programs 1 & 2 increases from \$2.50 to \$3.00
 - \$.025 discount for using Token Transit for payment
 - All Program 1 & Program 2 participants allowed to ride fixed route fare free
- 1-way fare for Care-A-Van Program 3 increases from \$2.50 to \$3.50
 - \$.025 discount for using Token Transit for payment
 - All Program 3 participants allowed to ride fixed route fare free
- 1-way fare for CARTA Go increases from \$1.50 to \$2.00
 - \$.025 discount for using Token Transit or City Mapper for payment
 - Fixed route monthly pass still allowable
- Round trip adult (only) fare for Incline Railway increases from \$20 to \$22
- Hourly parking rate in Zone 4 decreases from \$1.50 to \$1.00
- Hourly parking rate in Zone 3 remains \$1.50
- Hourly parking rate in Zone 2 increases from \$1.50 to \$1.75
- Hourly parking rate in Zone 1 increases from \$1.50 to \$2.00

PROCUREMENT OVERVIEW

N/A

BACKGROUND AND HISTORY

An operating budget has been developed for FY 2026 based on anticipated revenues and planned expenses beginning July 1, 2025, and concluding on June 30, 2026.

In March, staff presented a preliminary FY 2026 budget to the Board. That budget projected revenue and expenses of \$32,739,819 for 2026; a 9.5% increase over budgeted revenue and expenses for 2025. The revised budget projects revenue and expenses for FY 2026 of approximately \$34,806,316 which is \$2,066,496, or 6.3% greater than the prior budget.

The increase in budgeted revenue is due to the inclusion of insurance proceeds anticipated from the Incline fire of \$2,466,442 offset by a projected decrease in federal and state funding of \$363,114 and other items that are immaterial in the aggregate.

The increase in budgeted expenses is due to budgeted increases in fuel and supplies of \$888,945 and increases in the wage base and related employment costs, such as pension and healthcare, that were not accurately reflected in the preliminary budget.

FISCAL IMPACT

The FY 2026 operating budget of \$34,806,316 consists of the following high-level revenues and expenditures:

	2026	2025
Passenger revenue	\$7,518,993	\$6,412,603
Parking revenue	7,338,352	6,273,798
Federal revenue	5,478,756	7,222,503
State and local revenue	11,220,296	9,389,430
Incline insurance proceeds	2,466,442	
Other revenue	783,477	588,567
Total revenue	\$34,806,316	29,886,901
Personnel costs	\$23,659,042	\$19,676,251
Professional services	4,322,493	4,550,546
Fuel, tires, and supplies	3,650,884	2,761,839
Other	3,173,897	2,898,265
Total expenses	\$34,806,316	\$29,886,901

DBE PARTICIPATION

N/A

Chattanooga Area Regional Transit Authority (CARTA)
Budget for the Year Ended June 30, 2026 with Comparative Prior Year Information
Summary of Changes in Budgeted Revenue and Expenses from 2025 Budget to 2026 Budget

		Final 2026 Budget Proposal	Version Presented to the Board in March
	Rate		
Budgeted 2025 Revenue		\$ 29,886,901	\$ 29,886,901
Revenue Adjustments			
Fares			
Increase of Care-A-Van fare from \$2.50; programs 1 and 2	\$ 3.00	28,568	28,658
CAV Regional from \$2.50; program 3	\$ 3.50	41,074	5,940
Increase of CartaGo fare from \$1.50	\$ 2.00	35,000	105,000
Increase in Incline fare from \$20 for adults	\$ 22.00	361,851	335,995
Increase in fare revenue from volume increases		639,897	740,070
Special route guarantee from UTC			14,501
Total increase in fares		1,106,390	1,230,164
Parking			
Parking revenue rate increases	Zone 4 - \$1.50 to \$1.00 Zone 2 - \$1.50 to \$1.75 Zone 1 - \$1.50 to \$2.00	450,640	450,640
Parking revenue 15% volume increases		613,913	598,537
Total increase in parking		1,064,553	1,049,177
Federal, state and local grants and funding			(442,591)
City of Chattanooga Request, 15% increase		1,345,000	1,345,000
Hamilton County		86,000	583,720
Increased Care-A-Van Funding from East Ridge		100,000	92,664
Increased Care-A-Van Fundng from Red Bank		30,000	12,936
Other changes in federal and state funding		(363,114)	
Decrease in ARPA funding		(1,110,767)	(1,110,767)
Total increase in federal, state and local grants and funding		87,119	480,962
Incline insurance proceeds		2,466,442	
Other		194,911	92,615
Total increase in revenue		4,919,415	2,852,918
Budgeted 2026 Revenue		\$ 34,806,316	\$ 32,739,819
		Final 2026 Budget Proposal	Version Presented to the Board in March
Increase in Budgeted Expenses from 2025 to 2026			
2025 Budgeted Expenses		\$ 29,886,901	\$ 29,886,901
Change from 2025 budget to 2026 budget			
Contractually required pay increases		1,054,773	
Discretionary pay increase		440,156	617,121
Projected new hires		798,564	970,146
Increase in FICA taxes		183,776	118,798
Increase in pension costs		740,652	237,596
Increase in medical insurance including a 5% price increase		707,837	123,316
Decrease in management fees and professional services		(228,053)	
Increase in fuel, supplies and maintenance		888,945	
Increase in utilities, communications and charging stations		106,779	
Increase in P&C (5%) and workers' compensation 8%		70,467	72,694
Other		155,518	713,247
2026 Budgeted Expenses		\$ 34,806,316	\$ 32,739,819
Excess/(shortfalls) in revenue versus expenses		\$ (0)	\$ (0)

Chattanooga Area Regional Transit Authority (CARTA)
Budget for the Year Ended June 30, 2026 with Comparative Prior Year Information
Budgeted Income Statement

	2026 Budget	2025 Budget
Passenger Revenue	\$ 7,518,993	\$ 6,412,603
Advertising Revenue	158,000	153,410
Concessions Revenue	312,436	312,436
Parking Revenue	7,338,352	6,273,798
Rent Revenue	103,362	103,137
Federal Revenue	4,503,991	5,336,971
CARES ACT/CRRSAA/ARPA	974,765	1,885,532
State Revenue	3,359,296	3,089,430
Local Operating Revenue	7,861,000	6,300,000
Incline insurance proceeds	2,466,442	
Other Operating Revenue	209,680	19,584
Total Revenue	34,806,316	29,886,901
Salaries	4,073,631	13,617,093
Hourly wages	8,832,763	
Overtime	1,765,473	
Pay increase	440,156	
New hires	798,564	
Headcount reduction		
Total salaries and wages	15,910,586	13,617,093
FICA	1,217,160	1,033,384
Pension	3,023,011	2,282,359
Medical insurance	3,174,162	2,466,325
Other employee benefits	334,122	277,090
Employer taxes and employee benefits	7,748,455	6,059,158
Professional and other services	4,322,493	4,550,546
Fuel, tires, and supplies	3,650,884	2,761,939
Utilities and communications	816,899	710,120
Property and casualty and workers comp insurance	1,139,285	1,068,818
Other	60,245 -	48,741
Purchase Transportation E&H	67,537	65,570
Subtotal	67,537	65,570
Credit Card Fees/Dues/Sub/Other	1,070,566	986,115
Rent Expense	19,364	18,800
Total Expenses	34,806,316	29,886,901
Net operating income/(loss) before depreciation	\$ 0	\$ -

Chattanooga Area Regional Transit Authority (CARTA)
Budget for the Year Ended June 30, 2026
Schedule of New Hires

Scenario A	Proposed New Hires
Fixed Route FT Dispatcher	\$ 65,000
Road Supervisor FT (1 of 3)	58,333
Road Supervisor FT (2 of 3)	58,333
Road Supervisor FT (3 of 3)	58,333
CARTA GO Operator	55,000
CARTA GO Operator	55,000
Shuttle operator	45,000
Electric Vehicle Specialist FT	68,565
Call Center Dispatcher	60,000
Call Center Customer Service Agent	60,000
IT Specialist	95,000
Customer Service Manager	75,000
Community Outreach Specialist Bilingual FT	45,000
Total gross pay	798,564
Employer FICA	61,090
Pension	151,727
Medical Insurance	159,314
Fully loaded cost of new hires	<u>\$ 1,170,695</u>

The gross pay is added to the budget income statement. The benefits in the schedule above are automatically calculated in the income statement and are shown here for information purposes to permit an assessment of the full cost of the new hires.

TO: CARTA Board of Directors
Executive Committee

FROM: Annie Powell
Director of Grants and Procurement

SUBJECT: Approval of Fiscal Year (FY) 2026 Capital Budget

RECOMMENDED ACTION

Staff recommend that the Board approve the capital budget for fiscal year 2026.

ALIGNMENT WITH STRATEGIC GOALS

This action aligns with CARTA's strategic imperatives of Fiscal Accountability and Transparency.

SUMMARY OF NEED

Approval of this item will allow CARTA to formally establish the capital budget for FY 2026. Approval of the FY 2026 capital budget authorizes staff to:

- Procure the items approved in the FY 2026 capital budget that are funded, including the associated local match;
- Pursue discretionary funding opportunities for items that are not currently funded; and
- Enter into planning services task orders that have funding allocated and approved for FY 2026.

BACKGROUND AND HISTORY

A capital budget has been developed, identifying funded capital projects for FY 2026 of \$16,191,261 and unfunded capital projects in the amount of \$41,413,865. On March 21, 2025, CARTA submitted a request for \$2,856,936 to the city of Chattanooga for 10% of the unfunded FY 2026 capital needs with a request for commitment of approximately \$1,800,000 for FY 27 if CARTA is awarded a \$14 million grant for the replacement of electric shuttle buses. For fiscal years 2027-2030, CARTA has budgeted \$29,810,367 total, and approximately \$6,100,000 of that amount is projected to be funded.

Differences between the final capital budget and the capital budget presented in March include the following:

- General: included a column for funding allocated for FY 26-30 to show recently awarded funds that are scheduled in FY 28 and 29.
- General: removed Incline fence, painting handrails, and repainting the lower station as these activities were completed this fiscal year during the closure of the Incline.
- Item 1: added Enterprise Resource Planning (ERP) software buildout to include integration of purchasing and fleet management as well as an applicant tracking system. Integration/deployment of these items will assist in streamlining and automating workflows.
- Item 8: included section 5310 funds to be used for purchase of replacement vehicles as well as the recently awarded FY 28 Surface Transportation Block (STP) grant funds that will be transferred to the Federal Transit Administration (FTA) for use by CARTA.
- Item 19: included the recently awarded FY 2029 STP grant funds that will be transferred to the FTA for use by CARTA.
- Item 21: added Driver Barriers as an unfunded FY 26 item.

- Item 22: added Driver Monitoring Technology based on a recent IMPROVE grant award.
- Item 26: consolidated two line items for purchase and installation of inductive chargers into one combined item.
- Item 27: included recently awarded FY 2029 STP grant funds that will be transferred to the FTA for use by CARTA.
- Item 34: added Incline car/passenger cooling equipment. Brookville, the manufacturer of the Incline cars, has been working to develop a solution that will cool the cars.
- Items 38 and 43: budgetary costs for these projects have been updated based on updated estimates.
- Item 47: Incline Upper Station sidewalk repairs have been added based on the most recent Incline inspection by CARTA's engineer, CSR Engineering.
- Item 52: updated server replacement project to Infrastructure and Disaster Recovery as a Service.
- Item 53: added IT management services.
- Item 57: added fleet management software deployment to assist with item 1 integration.
- Item 69: added planning and preliminary engineering for Mobility Innovation Center based on recent IMPROVE grant award.
- Item 72: included awarded FY 28 STP grant funds that will be transferred to the FTA for use by CARTA.
- Item 85: updated learning management system ongoing costs based on input from Chief Safety Officer.
- General: totals have been updated to account for the above changes.

PROCUREMENT OVERVIEW

N/A

FISCAL IMPACT

CARTA has budgeted \$16,173,261 for funded capital projects for FY 2026 and will develop competitive grant applications for unfunded capital projects as discretionary grant applications become available.

DBE PARTICIPATION

N/A

Item	Department	Project	Funding Allocated FY 26-30		FY 26 Allocated	FY 26 Remaining Needed	2026	2027	2028	2029	2030	Total	Remaining Needed	Notes
1	Administration	Enterprise Resource Planning Software Expansion	50,000	50,000	50,000	-	50,000	50,000	20,000	20,000	20,000	210,000	160,000	
2	Administration	Painting Administration Offices		50,000	50,000	-	50,000	-	-	-	-	50,000	-	
3	Administration	Recarpeting Administration Offices		75,000	75,000	-	75,000	-	-	-	-	75,000	-	
4	Administration	Support Vehicles Replacement		141,247	75,000	-	75,000	35,000	40,000	40,000	40,000	230,000	88,753	
5	Administration	Website Redesign		40,000	40,000	-	40,000	-	-	-	-	40,000	-	
6	Care-A-Van/CARTA GO	12th Street Call Center Communications Equipment		75,000	75,000	-	75,000	-	-	-	-	75,000	-	
7	Care-A-Van/CARTA GO	Generator		100,000	100,000	-	100,000	-	-	-	-	100,000	-	
8	Care-A-Van/CARTA GO	Paratransit and CARTA Go Vehicle Replacement (21 Vehicles)	2,462,914	1,162,914	1,162,914	467,086	1,630,000	200,000	1,300,000	200,000	200,000	3,530,000	1,067,086	competitive grant opportunity; 369,920 for electric replacements
9	Care-A-Van/CARTA GO	Radio Base Stations for Care-A-Van and Shuttle Park South		20,000	20,000	-	80,000	-	-	-	-	100,000	80,000	
10	Care-A-Van/CARTA GO	Vehicles - Expansion		-	-	-	780,000	780,000	-	-	-	780,000	780,000	
11	Facilities	Architectural/Engineering Services		250,000	250,000	-	250,000	50,000	50,000	50,000	50,000	450,000	200,000	
12	Facilities	Flooring - Epoxy Bus Barn and Shop		-	-	-	-	300,000	-	-	-	300,000	300,000	
13	Facilities	HVAC Replacement at Board Building		-	-	-	400,000	-	-	-	-	400,000	400,000	
14	Facilities	Replace Security Cameras		208,530	208,530	-	208,530	208,530	208,530	208,530	208,530	1,042,650	834,120	
15	Facilities	State of Good Repair		18,272	18,272	-	281,728	300,000	350,000	350,000	350,000	1,650,000	1,631,728	
16	Fixed Route	Automatic Passenger Counting Reporting Software		-	-	-	67,389	43,742	45,801	-	-	156,932	156,932	
17	Fixed Route	Bus (2) - Articulated for Eastgate/Hamilton Place Route		-	-	-	2,800,000	2,800,000	-	-	-	2,800,000	2,800,000	Low-No/Bus grant opportunity
18	Fixed Route	Bus Shelter Technology		-	-	-	150,000	150,000	150,000	150,000	150,000	750,000	750,000	
19	Fixed Route	Bus Shelters (50)	1,565,000	68,445	68,445	-	68,445	-	1,496,555	-	-	1,565,000	-	
20	Fixed Route	Bus Signs (1,000)	-	-	-	75,000	75,000	25,000	25,000	25,000	25,000	175,000	175,000	
21	Fixed Route	Driver Barriers		-	-	500,000	500,000	-	-	-	-	500,000	500,000	
22	Fixed Route	Driver Monitoring Technology	450,000	450,000	450,000	-	450,000	-	-	-	-	450,000	-	
23	Fixed Route	Fare Technology Replacement		1,380,272	1,380,272	1,019,728	2,400,000	-	-	-	-	2,400,000	1,019,728	pending Title VI analysis for cash free on buses; budget assumes replacing fareboxes currently
24	Fixed Route	Handheld Radio Chargers for Supervisor Vehicles		40,000	40,000	-	40,000	-	-	-	-	40,000	-	
25	Fixed Route	Infrastructure for Electric Bus Transition		-	-	-	6,975,000	-	-	-	-	6,975,000	6,975,000	Low-No/Bus grant opportunity
26	Fixed Route	Purchase & Install of Inductive Chargers at 2 locations	1,000,000	-	-	-	-	1,448,100	-	-	-	1,448,100	448,100	
27	Fixed Route	Mobility Hubs	353,445	-	-	396,555	396,555	500,000	353,445	250,000	500,000	2,000,000	1,646,555	competitive grant opportunity
28	Fixed Route	Operational Dashboard Software		-	-	55,300	55,300	45,300	45,300	-	-	145,900	145,900	
29	Fixed Route	Operations Management Software		-	-	-	-	430,000	-	-	-	430,000	430,000	
30	Fixed Route	Radio Console for Dispatch		-	-	200,000	200,000	-	-	-	-	200,000	200,000	
31	Fixed Route	Real Estate		-	-	1,800,000	1,800,000	200,000	200,000	200,000	200,000	2,600,000	2,600,000	
32	Fixed Route	Replacement Electric Bus Batteries		-	-	-	-	-	-	500,000	500,000	1,000,000	1,000,000	
33	Fixed Route	Vehicle Replacement		7,749,722	7,749,722	7,800,000	15,549,722	4,200,000	1,950,000	1,950,000	1,950,000	25,599,722	17,850,000	\$7,749,722 for electric vehicles replacing diesels; assuming replacement of all vehicle past service life
34	Incline	Car/Passenger Cooling Equipment	300,000	300,000	300,000	-	300,000	-	-	-	-	300,000	-	
35	Incline	Drive Technology		75,000	75,000	-	75,000	500,000	500,000	-	-	1,075,000	1,000,000	
36	Incline	Elevator - Replacement at the Upper Station		-	-	-	-	100,000	-	-	-	100,000	-	
37	Incline	Engineering Services		200,000	40,000	-	40,000	40,000	40,000	40,000	40,000	200,000	-	
38	Incline	Floor Covering at the Upper Station	200,000	200,000	200,000	-	200,000	-	-	-	-	200,000	-	
39	Incline	Fuel Rocket Light		4,000	4,000	-	4,000	-	-	-	-	4,000	-	
40	Incline	Generator for Cable Cut		4,500	4,500	-	4,500	-	-	-	-	4,500	-	
41	Incline	Misc. Bridge & Track Work		-	-	-	-	-	-	150,000	150,000	300,000	300,000	
42	Incline	Platform - Replaced at the Lower Station	25,000	25,000	25,000	-	25,000	-	-	-	-	25,000	-	
43	Incline	Track and Rail Repairs/Replacement	330,000	-	-	-	-	1,100,000	-	-	-	1,100,000	770,000	
44	Incline	Sheave Replacement		110,000	40,000	-	40,000	40,000	10,000	10,000	10,000	110,000	-	
45	Incline	Spot Replacement of Ties Along Entire Track		-	-	-	-	300,000	-	-	-	300,000	300,000	
46	Incline	Timber and Stone Repairs (Trestles 2-6)	150,000	-	-	-	-	150,000	-	-	-	150,000	-	
47	Incline	Upper Station Sidewalk Repairs		-	-	-	-	-	40,000	-	-	40,000	40,000	
48	IT	Cabling	20,000	20,000	20,000	-	20,000	-	-	-	-	20,000	-	
49	IT	Computer Replacements		20,000	20,000	-	20,000	20,000	20,000	20,000	20,000	100,000	80,000	
50	IT	Computer Stations for Operations & Maintenance (8)		12,500	12,500	-	12,500	-	-	-	-	12,500	-	
51	IT	Cradlepoint Replacement		-	200,000	200,000	200,000	10,000	10,000	10,000	10,000	240,000	240,000	
52	IT	Infrastructure as a Service & Disaster Recovery as a Service	150,000	48,000	48,000	-	48,000	48,000	48,000	48,000	48,000	240,000	90,000	
53	IT	Management Services	70,000	70,000	70,000	-	70,000	70,000	70,000	70,000	70,000	350,000	280,000	
54	IT	Switches, ASA, miscellaneous hardware (5 Years)	25,000	25,000	25,000	-	25,000	25,000	25,000	25,000	25,000	125,000	100,000	
55	Maintenance	Air Compressor - Shop Service Truck	4,000	4,000	4,000	-	4,000	-	-	-	-	4,000	-	
56	Maintenance	Bench Grinder	2,000	2,000	2,000	-	2,000	-	-	-	-	2,000	-	
57	Maintenance	Fleet Management Software Deployment	119,536	119,536	119,536	-	119,536	20,664	21,000	21,000	21,000	203,200	83,664	
58	Maintenance	Fuel Management System	24,570	24,570	24,570	-	24,570	11,340	12,000	12,000	12,000	71,910	47,340	
59	Maintenance	Fuel Meter - Service Lane	500	500	500	-	500	-	-	-	-	500	-	
60	Maintenance	Generators for Shop and Bus Barn		200,000	200,000	-	200,000	-	-	-	-	200,000	-	
61	Maintenance	High Lift Wheelpull		6,000	6,000	-	6,000	-	-	-	-	6,000	-	
62	Maintenance	Maintenance Bus Vacuum		250,000	250,000	-	250,000	-	-	-	-	250,000	-	
63	Maintenance	Maintenance Replacement Lifts (2)		90,000	90,000	-	90,000	-	-	-	-	90,000	-	
64	Maintenance	Replacement Shelving for Store Room		-	-	100,000	100,000	150,000	-	-	-	250,000	250,000	
65	Maintenance	Sprinkler Replacement		-	-	-	-	500,000	-	-	-	500,000	500,000	
66	Parking	Sealing at Shuttle Park North		-	-	370,000	370,000	-	-	-	-	370,000	370,000	
67	Planning	Business Services		50,000	50,000	150,000	200,000	50,000	50,000	50,000	50,000	400,000	350,000	
68	Planning	Design & Construction Services		100,000	100,000	-	100,000	300,000	50,000	50,000	50,000	550,000	450,000	

2026-2030 Capital Budget

Item	Department	Project	Funding Allocated FY 26-30	FY 26 Allocated	FY 26 Remaining Needed	2026	2027	2028	2029	2030	Total	Remaining Needed	Notes
69	Planning	Preliminary Engineering for Mobility & Innovation Center	750,000	750,000	-	750,000					750,000	-	
70	Planning	Transit Facility Assessment & Design	75,000	75,000	-	75,000	50,000	50,000	50,000	50,000	275,000	200,000	
71	Planning	Transit Management Support	50,000	50,000	50,000	100,000	50,000	50,000	50,000	50,000	300,000	250,000	
72	Planning	Transit Operations & Service Planning	1,825,000	1,325,000	-	1,325,000		500,000			1,825,000	-	
73	Planning	Transit Safety, Training, and Security	340,000	100,000	-	100,000	60,000	60,000	60,000	60,000	340,000	-	assumes 5307 planning allocation for each year
74	Planning	Transit Technology Support	440,000	200,000	-	200,000	60,000	60,000	60,000	60,000	440,000	-	assumes 5307 planning allocation for each year
75	Planning	Transit Vehicles & Maintenance Support	50,000	50,000	-	50,000	50,000	50,000	50,000	50,000	250,000	200,000	
76	Planning	Workforce Development	50,000	50,000	50,000	100,000	50,000	50,000	50,000	50,000	300,000	250,000	
77	Shuttle	Autonomous Vehicle Kit (1)	-	-		400,000	-	-	-	-	400,000	400,000	
78	Shuttle	Maintenance Lifts (2)	90,000	90,000	-	90,000	-	-	-	-	90,000	-	
79	Shuttle	Shuttle Park North Passenger Amenities	-	-	20,000	20,000	20,000	20,000	20,000	20,000	100,000	100,000	
80	Shuttle	Shuttle Park South Passenger Amenities	-	-	20,000	20,000	20,000	20,000	20,000	20,000	100,000	100,000	
81	Shuttle	Traction Battery Replacement	-	-	50,000	50,000	50,000				100,000	100,000	
82	Shuttle	Vehicle Expansion (3)	-	-	1,000,000	1,000,000	-	-	-	-	1,000,000	1,000,000	
83	Shuttle	Vehicle Replacement (14)	-	-	14,856,079	14,856,079					14,856,079	14,856,079	Low-No/Bus grant opportunity
84	Training	Bus Simulator	-	-	300,000	300,000	-	-	-	-	300,000	300,000	
85	Training	Learning Management System	37,500	7,500	-	7,500	7,500	7,500	7,500	7,500	37,500	-	
		Total	22,329,508	16,191,261	41,413,865	57,605,126	11,988,176	6,481,576	6,293,585	5,047,030	87,415,493	65,085,985	