



Transportation Departments



Description

There are thirteen 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 1,334 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.

Capital Projects Fund

Streets and Sidewalks projects

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.

Enterprise Funds - cont

Parking Utility Fund

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

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

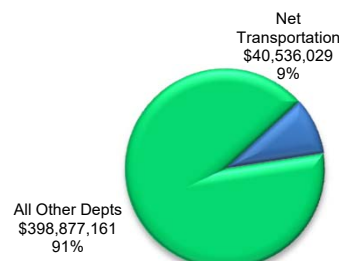
This fund accounts for the 1/2 cent permanent sales tax that was authorized by voters on April 6, 1982. These funds are used to subsidize Airport and Transit activities, fund various road projects, and pay for street and sidewalk related activities in the General Fund.

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.

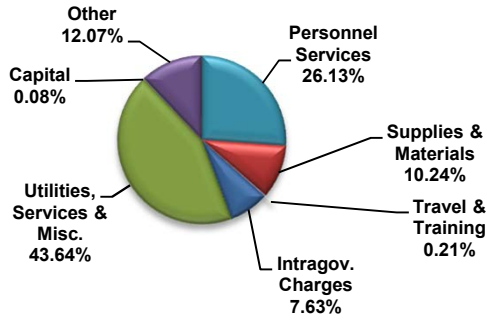
Stadium TDD

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

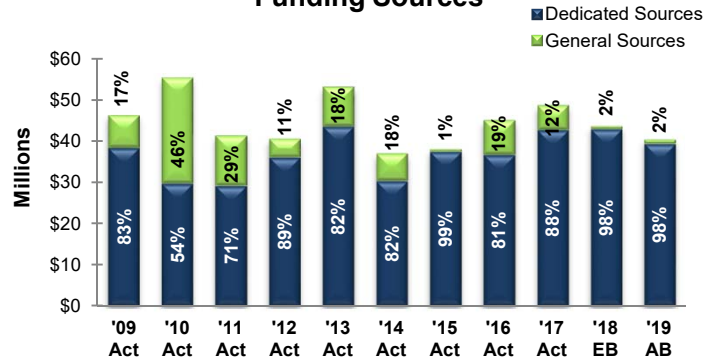


Transportation-Related Departments - Summary

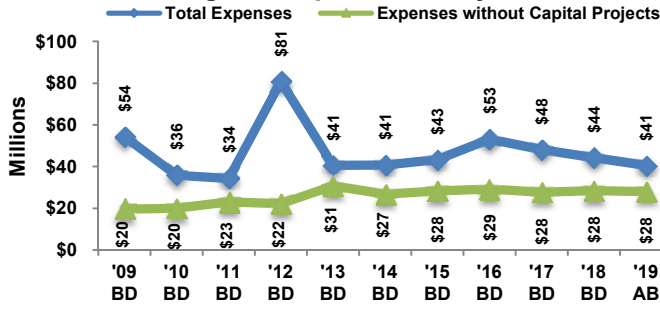
FY 2019 Total Expenses By Category



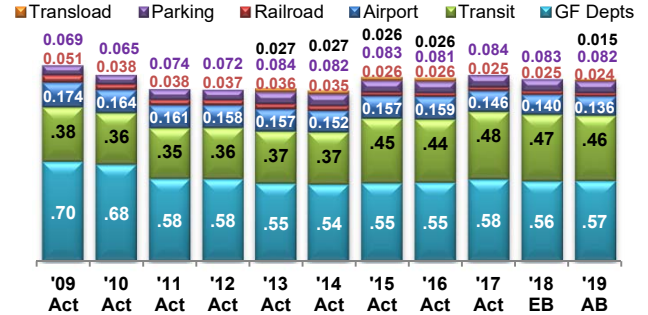
Funding Sources



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 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$10,428,352	\$9,533,520	\$9,546,984	\$10,590,135	\$1,056,615	11.1%
Supplies & Materials	\$4,622,291	\$4,113,183	\$4,459,626	\$4,152,143	\$38,960	0.9%
Travel & Training	\$60,371	\$86,215	\$86,084	\$87,041	\$826	1.0%
Intragov. Charges	\$2,747,263	\$2,769,908	\$2,769,908	\$3,094,289	\$324,381	11.7%
Utilities, Services & Misc.	\$20,586,405	\$22,385,859	\$21,885,558	\$17,688,778	(\$4,697,081)	(21.0%)
Capital	\$1,393,905	\$579,649	\$105,234	\$32,000	(\$547,649)	(94.5%)
Other	\$8,796,217	\$4,856,672	\$4,881,472	\$4,891,643	\$34,971	0.7%
Total +	\$48,634,804	\$44,325,006	\$43,734,866	\$40,536,029	(\$3,788,977)	(8.5%)
Operating Expenses	\$22,090,467	\$22,947,464	\$22,795,349	\$23,102,186	\$154,722	0.7%
Non-Operating Expenses	\$7,272,385	\$3,719,171	\$3,743,971	\$3,852,693	\$133,522	3.6%
Debt Service	\$1,044,645	\$1,137,501	\$1,137,501	\$1,038,950	(\$98,551)	(8.7%)
Capital Additions	\$482,563	\$579,649	\$105,234	\$7,000	(\$572,649)	(98.8%)
Capital Projects	\$17,744,744	\$15,941,221	\$15,952,811	\$12,535,200	(\$3,406,021)	(21.4%)
Total Expenses +	\$48,634,804	\$44,325,006	\$43,734,866	\$40,536,029	(\$3,788,977)	(8.5%)

Funding Sources (Where the Money Comes From)

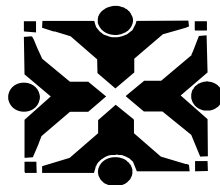
* Sales Tax	\$0	\$0	\$0	\$0	\$0	
** Gross Rcpts & Other Local Tx	\$2,674,597	\$3,469,818	\$3,250,577	\$3,404,088	(\$65,730)	(1.9%)
Grants and Capital Contrib	\$15,281,299	\$13,141,796	\$13,048,150	\$9,685,829	(\$3,455,967)	(26.3%)
Interest Revenue	\$176,167	\$446,862	\$478,498	\$468,011	\$21,149	4.7%
*** Fees & Service Chrgs	\$8,157,113	\$8,145,002	\$8,298,661	\$8,301,652	\$156,650	1.9%
Other Local Revenues	\$188,560	\$52,900	\$57,766	\$52,250	(\$650)	(1.2%)
Transfers	\$16,163,854	\$13,841,707	\$13,841,707	\$15,030,125	\$1,188,418	8.6%
Use of Prior Year Sources	\$5,406,472	\$4,500,516	\$4,367,368	\$2,703,882	(\$1,796,634)	(39.9%)
Less: Current Year Surplus	(\$71,963)	(\$159,778)	(\$397,745)	(\$99,141)	\$60,637	(38.0%)
Dedicated Sources	\$47,976,099	\$43,438,823	\$42,944,982	\$39,546,696	(\$3,892,127)	(9.0%)
General Sources	\$658,705	\$789,291	\$692,992	\$989,333	\$200,042	25.3%
Total Funding Sources	\$48,634,804	\$44,228,114	\$43,637,974	\$40,536,029	(\$3,692,085)	(8.3%)

* 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

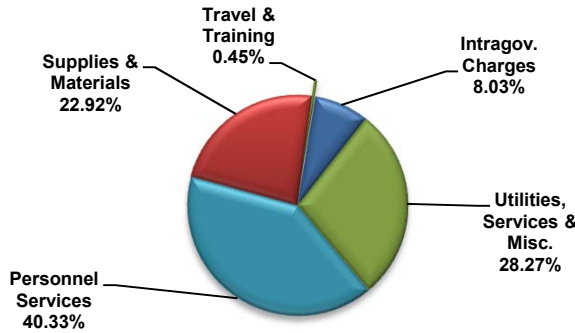
Public Works - Streets and Engineering (General Fund)



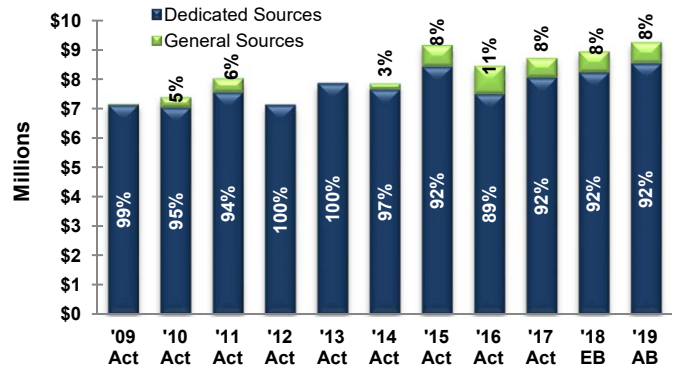
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Columbia, Missouri*

Public Works - Streets & Engineering (General Fund)

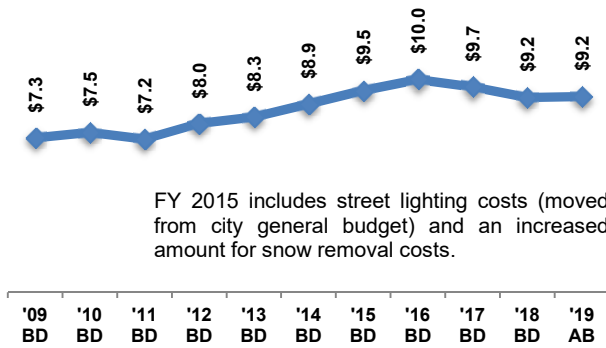
FY 2019 Total Expenditures By Category



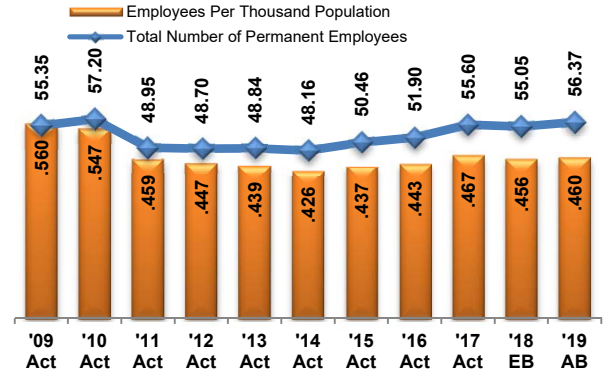
Funding Sources



Budgeted Expenditure History (in Millions)



Permanent Positions



Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$2,989,438	\$2,878,305	\$3,096,035	\$3,723,014	\$844,709	29.3%
Supplies & Materials	\$1,910,570	\$1,414,639	\$1,744,558	\$2,115,807	\$701,168	49.6%
Travel & Training	\$26,645	\$41,793	\$41,793	\$41,793	\$0	0.0%
Intragov. Charges	\$785,391	\$739,948	\$739,948	\$741,263	\$1,315	0.2%
Utilities, Services & Misc.	\$2,636,564	\$3,635,954	\$3,292,150	\$2,610,062	(\$1,025,892)	(28.2%)
Capital	\$352,353	\$472,649	\$0	\$0	(\$472,649)	(100.0%)
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$8,700,961	\$9,183,288	\$8,914,484	\$9,231,939	\$48,651	0.5%
Operating Expenses	\$8,348,608	\$8,710,639	\$8,914,484	\$9,231,939	\$521,300	6.0%
Non-Operating Expenses	\$0	\$0	\$0	\$0	\$0	
Debt Service	\$0	\$0	\$0	\$0	\$0	
Capital Additions	\$352,353	\$472,649	\$0	\$0	(\$472,649)	(100.0%)
Capital Projects	\$0	\$0	\$0	\$0	\$0	
Total Expenses	\$8,700,961	\$9,183,288	\$8,914,484	\$9,231,939	\$48,651	0.5%

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Grants and Capital Contributions	\$0	\$96,892	\$96,892	\$0	(\$96,892)	(100.0%)
Other Local Taxes*	\$2,674,597	\$3,469,818	\$3,250,577	\$3,404,088	(\$65,730)	(1.9%)
Fees & Service Charges**	\$84,991	\$85,000	\$86,500	\$86,200	\$1,200	1.4%
Other Local Revenues***	\$28,365	\$0	\$2,399	\$0	\$0	
Operating Transfer (Cap Proj, Sewer,)	\$351,000	\$0	\$0	\$30,000	\$30,000	
Oper. Transfer (Transp Sales Tax Fd)	\$4,903,303	\$4,889,197	\$4,785,124	\$5,008,995	\$119,798	2.5%
Dedicated Sources	\$8,042,256	\$8,540,907	\$8,221,492	\$8,529,283	(\$11,624)	(0.1%)
General Sources	\$658,705	\$642,381	\$692,992	\$702,656	\$60,275	9.4%
Total Funding Sources	\$8,700,961	\$9,183,288	\$8,914,484	\$9,231,939	\$48,651	0.5%

* 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.

Description

The Street Division provides maintenance on 1,334 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 provides proactive designs, smart planning, and safe job sites for Capital Improvement Program transportation projects.

Highlights/Significant Changes

- Personnel services increased \$844,709 due to the reallocation of 0.12 FTE from Airport; the reallocation of 0.13 FTE from Non-motorized grant fund; 0.10 FTE reallocation from Engineering to Non-motorized grant fund; and the pay plan adopted by City Council which included a move to minimum of \$15 per hour for all permanent positions, reassignment of Equipment Operator II positions to Sr. Equipment Operators which included a 5% pay increase, move to midpoint for employees who have been in their current classification for five or more years as of March 1, 2018, and a \$0.45 per hour across-the-board increase. The department believes these pay plan changes will improve the hiring and retaining of street maintenance employees.
- Due to the inability to stay fully staffed in street maintenance, the department transferred \$402,200 to the Utilities, Services, and Miscellaneous category to contract out street maintenance. The FY 2019 budget restores those dollars in the personnel category.
- The Supplies and Materials category reflects a \$701,168 increase due to the shifting of dollars to the Utilities, Services, and Miscellaneous category to contract out some street maintenance. The FY 2019 budget restores the funds to the Supplies and Materials category.
- The Utilities, Services, and Miscellaneous category reflects a \$1,025,892 decrease as FY 2018 included mid-year transfers from personnel and materials to contract out street maintenance. The FY 2019 budget restores contractual services to the FY 2018 original budget level.

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 2019 for street lighting are \$396,209.
- The following projects reached completion in FY 2018:
 - Chapel Hill Road Sidewalk
 - Sinclair Road Sidewalk
 - Oakland Gravel Road Sidewalk
- The following major projects are under construction or anticipated to be under construction by the end of FY 2018:
 - Vandiver and Parker Roundabout
- The following projects are planned to be bid in FY 2019:
 - Lynn
 - Oak
 - 3rd Avenue Alley
 - Carter Lane Sidewalk
 - Ballenger Road Improvements
 - 9th and Elm Pedestrian Scramble
 - Forum and Green Meadows Roundabout
 - Nifong Intersection Improvements
 - Keene and I-70 Drive Roundabout
- The following projects are in the preliminary design stage for construction in FY 2020 and FY 2021:
 - McKee Street Sidewalk
 - Sinclair Road Sidewalk (Southampton to Nifong)
 - Nifong Corridor Widening (Providence and Forum)
 - Sinclair and Route K Roundabout
 - Discovery Parkway extension

Authorized Personnel

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	Position Changes
6204 - Financial Analyst	0.30	0.30	0.30	0.30	
5901 - Director, Public Works # *	0.30	0.25	0.25	0.30	0.05
5800 - Asst to the Public Works Director *	0.25	0.25	0.25	0.32	0.07
5109 - Engineering Supervisor **	1.60	1.60	1.60	1.70	0.10
5107 - Engin & Operations Manager	1.00	1.00	1.00	1.00	
5098/5113 - Eng. Specialist/Engineer ** ^	3.80	3.80	3.80	4.90	1.10
5023 - City Land Surveyor	1.00	1.00	1.00	1.00	
5022 - Asst City Land Surveyor	1.00	1.00	1.00	1.00	
5015 - Property Acquisition Coord.	1.00	1.00	1.00	1.00	
5004 - Senior Engineering Technician **	0.90	0.90	0.90	1.00	0.10
5003 - Engineering Technician ++	1.00	1.00	1.00	3.40	2.40
5000 - Associate Engin Tech	2.00	2.00	2.00	2.00	
4998 - Project Compliance Inspector	1.50	1.50	1.50	1.50	
4997 - Design Drafter ** ++	2.50	2.50	2.50	0.00	(2.50)
4996 - Lead Project Comp. Inspector ^^ ***	1.00	0.75	0.75	0.00	(0.75)
4996 - Senior Project Comp. Inspector ***	0.00	0.00	0.00	0.75	0.75
2450 - Construction Project Supt ^^	1.00	0.75	0.75	0.75	
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	0.00	(5.00)
2303 - Senior Equipment Operator - 773 ##	0.00	0.00	0.00	26.00	26.00
2300 - Equipment Operator II-773 + ##	24.00	24.00	24.00	0.00	(24.00)
2300 - Equipment Operator 773 ##	0.00	0.00	0.00	3.00	3.00
1007 - Administrative Supervisor	0.25	0.25	0.25	0.25	
1006 - Senior Admin. Support Assistant	1.20	1.20	1.20	1.20	
Total Personnel	55.60	55.05	55.05	56.37	1.32
Permanent Full-Time	55.60	55.05	55.05	56.37	1.32
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	55.60	55.05	55.05	56.37	1.32

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.

* In FY 2019, positions were reallocated from Airport to Streets and Engineering.

** In FY 2019, 0.10 FTE Engineer, 0.10 FTE Engineering Supervisor, and 0.10 FTE Sr. Eng. Tech positions were reallocated back to Engineering from Non-motorized. 0.10 FTE Design Drafter was reallocated to Non-Motorized grant fund.

+ In FY 2019, 4.00 FTE Equipment Operator II-773 positions were reclassified to Equipment Operator III-773

^ In FY 2019, 1.00 FTE Engineer was added to help with traffic calming related capital projects. This position will be charged to capital projects.

++ In FY 2019, 2.40 FTE Design Drafters were reclassified to Engineering Technician

*** In FY 2019, 0.75 FTE Lead Project Compliance Inspector was retitled to Senior Project Compliance Inspector

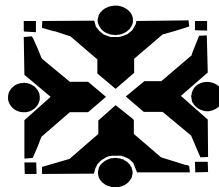
In FY 2019, Equipment Operator III-773 positions was reclassified to Senior Equipment Operator-773; (21) Equipment Operator II-773 positions were reassigned to Senior Equipment Operator-773. Also in FY 2019, Equipment Operator II-773 positions were reassigned to Equipment Operator 773; (3) 1.00 FTE Equipment Operator II 773 positions were reallocated to Equipment Operator 773

Budget Detail

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Streets & Sidewalks:						
Personnel Services	\$2,118,742	\$1,817,338	\$1,969,742	\$2,257,288	\$439,950	24.2%
Supplies and Materials	\$1,887,047	\$1,368,839	\$1,704,448	\$2,067,807	\$698,968	51.1%
Travel and Training	\$9,822	\$18,393	\$18,393	\$18,393	\$0	0.0%
Intragovernmental Charges	\$429,354	\$391,803	\$391,803	\$391,780	(\$23)	(0.0%)
Utilities, Services, & Misc.	\$2,593,088	\$3,579,728	\$3,238,749	\$2,553,510	(\$1,026,218)	(28.7%)
Capital	\$352,353	\$447,635	\$0	\$0	(\$447,635)	(100.0%)
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$7,390,406	\$7,623,736	\$7,323,135	\$7,288,778	(\$334,958)	(4.4%)
Engineering:						
Personnel Services	\$870,696	\$1,060,967	\$1,126,293	\$1,465,726	\$404,759	38.2%
Supplies and Materials	\$23,523	\$45,800	\$40,110	\$48,000	\$2,200	4.8%
Travel and Training	\$16,823	\$23,400	\$23,400	\$23,400	\$0	0.0%
Intragovernmental Charges	\$356,037	\$348,145	\$348,145	\$349,483	\$1,338	0.4%
Utilities, Services, & Misc.	\$43,476	\$56,226	\$53,401	\$56,552	\$326	0.6%
Capital	\$0	\$25,014	\$0	\$0	(\$25,014)	(100.0%)
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$1,310,555	\$1,559,552	\$1,591,349	\$1,943,161	\$383,609	24.6%
Department Totals						
Personnel Services	\$2,989,438	\$2,878,305	\$3,096,035	\$3,723,014	\$844,709	29.3%
Supplies and Materials	\$1,910,570	\$1,414,639	\$1,744,558	\$2,115,807	\$701,168	49.6%
Travel and Training	\$26,645	\$41,793	\$41,793	\$41,793	\$0	0.0%
Intragovernmental Charges	\$785,391	\$739,948	\$739,948	\$741,263	\$1,315	0.2%
Utilities, Services, & Misc.	\$2,636,564	\$3,635,954	\$3,292,150	\$2,610,062	(\$1,025,892)	(28.2%)
Capital	\$352,353	\$472,649	\$0	\$0	(\$472,649)	(100.0%)
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$8,700,961	\$9,183,288	\$8,914,484	\$9,231,939	\$48,651	0.5%

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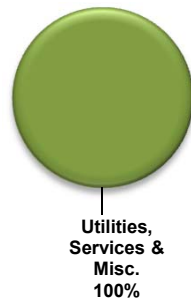
Capital Projects Fund - Streets and Sidewalks Projects



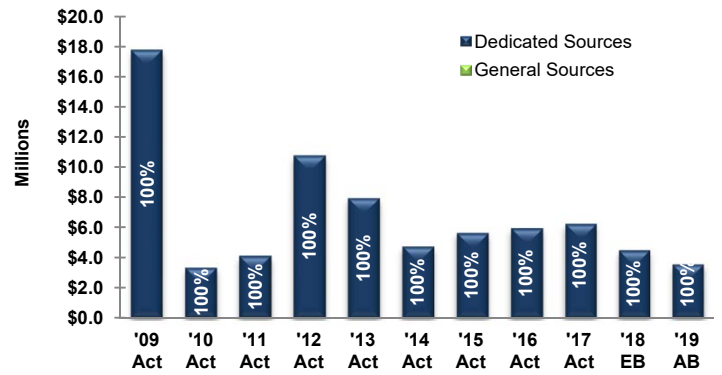
City of Columbia
Columbia, Missouri

Capital Projects Fund - Streets & Sidewalks Projects

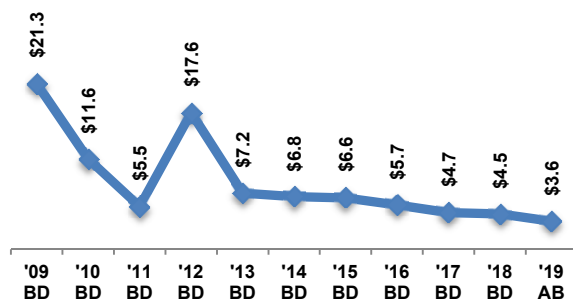
FY 2019 Total Expenditures By Category



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 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$483,093	\$0	\$0	\$0	\$0	
Supplies & Materials	\$40,252	\$0	\$0	\$0	\$0	
Travel & Training	\$0	\$0	\$0	\$0	\$0	
Intragov. Charges	\$0	\$0	\$0	\$0	\$0	
Utilities, Services & Misc.	\$6,120,265	\$4,527,357	\$4,527,357	\$3,594,005	(\$933,352)	(20.6%)
Capital	\$665,197	\$0	\$0	\$0	\$0	
Other	\$351,000	\$0	\$0	\$0	\$0	
Total	\$7,659,807	\$4,527,357	\$4,527,357	\$3,594,005	(\$933,352)	(20.6%)
Operating Expenses	\$0	\$0	\$0	\$0	\$0	
Non-Operating Expenses	\$0	\$0	\$0	\$0	\$0	
Debt Service	\$0	\$0	\$0	\$0	\$0	
Capital Additions	\$0	\$0	\$0	\$0	\$0	
Capital Projects	\$7,659,807	\$4,527,357	\$4,527,357	\$3,594,005	(\$933,352)	(20.6%)
Total Expenses	\$7,659,807	\$4,527,357	\$4,527,357	\$3,594,005	(\$933,352)	(20.6%)

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Capital Fund Balance	\$0	\$0	\$0	\$0	\$0	
Prior Year Appropriations	\$1,396,108	\$1,594,857	\$1,594,857	\$0	(\$1,594,857)	(100.0%)
Grants (County, State, STO)	\$4,538,481	\$2,882,500	\$2,882,500	\$2,250,000	(\$632,500)	(21.9%)
Oper. Trnsfr (Cap. Imprvmt Stax)	\$206,500	\$50,000	\$50,000	\$830,610	\$780,610	1561.2%
Oper. Trnsfr (CDBG)	\$16,809	\$0	\$0	\$363,395	\$363,395	
Oper. Trnsfr (Transp Stax)	\$0	\$0	\$0	\$150,000	\$150,000	
Oper. Trnsfr (Pub Imp Fd - Dev. Fees)	\$1,497,000	\$0	\$0	\$0	\$0	
Oper. Trnsf (General Fd)	\$0	\$0	\$0	\$0	\$0	
Misc. Rev (Dev. Contrib, Tax bills)	\$21,718	\$0	\$0	\$0	\$0	
Less: Current Year Surplus	(\$16,809)	\$0	\$0	\$0	\$0	
Dedicated Sources	\$7,659,807	\$4,527,357	\$4,527,357	\$3,594,005	(\$933,352)	(20.6%)
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$7,659,807	\$4,527,357	\$4,527,357	\$3,594,005	(\$933,352)	(20.6%)

Major Projects

- The following projects are planned to be bid in FY 2019:
 - Lynn
 - Oak
 - Sexton Sidewalk
 - Carter Lane Sidewalk
 - Ballenger Road Improvements
 - 9th and Elm Pedestrian Scramble
 - Forum and Green Meadows Roundabout
 - Nifong Intersection Improvements
 - Keene and I-70 Drive Roundabout

- The following projects are in the preliminary design stage for construction in FY 2020 and FY 2021:
 - McKee Street Sidewalk
 - Sinclair Road Sidewalk (Southampton to Nifong)
 - Nifong Corridor Widening (Providence and Forum)
 - Sinclair and Route K Roundabout
 - Discovery Parkway extension

Fiscal Impact

- Projects are funded by Capital Improvement Sales Tax, County Road Tax Rebate, Public Improvement Fund/Development Fees and Miscellaneous Revenues.

Authorized Personnel

Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	Position Changes
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There are no personnel assigned to this budget.

Streets, Sidewalks and Major Maintenance

Annual and 5 Year Capital Projects

Funding Source	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost	D	C
Streets								
1 Annual City/County/State Projects - 40161 [ID: 9]								
Cap Imp S Tax - 2015 Ballot			\$200,000	\$500,000	\$500,000	\$1,800,000		
Total			\$200,000	\$500,000	\$500,000	\$1,800,000		
2 Annual Historic Brick Street Renovation 00234 [ID: 12]								
Cap Imp S Tax - 2015 Ballot				\$100,000	\$100,000	\$300,000		
Total				\$100,000	\$100,000	\$300,000		
3 Annual Street Reconst (Complete Street) - 00647 [ID: 1899]								
Cap Imp S Tax - 2015 Ballot			\$487,500	\$787,500	\$537,500	\$347,500		
Total			\$487,500	\$787,500	\$537,500	\$347,500		
4 Annual Streets - 40158 [ID: 18]								
Cap Imp S Tax - 2015 Ballot		\$70,000	\$240,000	\$480,000	\$240,000	\$480,000		
Total		\$70,000	\$240,000	\$480,000	\$240,000	\$480,000		
5 Annual Traffic Calming - 00646 [ID: 1966] 2016 2016								
Cap Imp S Tax - 2015 Ballot	\$50,000	\$212,000	\$212,000	\$362,000	\$212,000	\$562,000		
Total	\$50,000	\$212,000	\$212,000	\$362,000	\$212,000	\$562,000		
6 Annual Traffic Safety (Calming, Ped, Bike) - 40159 [ID: 15]								
Cap Imp S Tax - 2015 Ballot	\$50,000	\$152,000	\$252,000	\$252,000	\$152,000	\$356,500		
Total	\$50,000	\$152,000	\$252,000	\$252,000	\$152,000	\$356,500		
7 Street Landscaping - 40163 [ID: 13]								
Cap Imp S Tax - 2015 Ballot			\$112,500	\$112,500	\$112,500	\$412,500		
Total			\$112,500	\$112,500	\$112,500	\$412,500		
8 3rd Avenue Alley 00734 [ID: 2125] 2019 2019								
Transp S Tax	\$150,000							
Total	\$150,000							
9 Ballenger Ln - Ria to Mexico Gravel - 00642 [ID: 22] 2017 2019								
Cap Imp S Tax - 2015 Ballot	\$450,000							
MoDOT Relinquishment	\$1,800,000							
Total	\$2,250,000							
10 Contingency (40198) [ID: 2128]								
Cap Imp S Tax - 2015 Ballot	\$280,610	\$2,198,950	\$1,023,752					
Total	\$280,610	\$2,198,950	\$1,023,752					
11 Discovery Parkway: Gans to New Haven - 00633 [ID: 1155] 2017 2021								
Co Rd Tax Reb			\$2,444,300					
Development Fees			\$2,415,700					
Total			\$4,860,000					
12 I-70 Dr & Keene Roundabout 00658 [ID: 1998] 2019 2019								
MoDot	\$450,000							
PYA Cap Imp S Tax	\$260,927							
Total	\$710,927							
13 Nifong -Providence to Forum - 00643 [ID: 97] 2016 2020								
Co Rd Tax Reb		\$1,422,200						
Development Fees		\$7,707,800						
Total		\$9,130,000						

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	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost	D	C	
Streets									
14 Sinclair Rd - Rt K Intersection Improv 00707 [ID: 2073]							2018	2020	
Miscellaneous Revenues		\$200,000							
MoDot		\$600,000							
PYA Cap Imp S Tax		\$385,000							
Total		\$1,185,000							
15 Ash Street 4-Way Stop Removal 00714 [ID: 1525]							2024	2026	
Cap Imp S Tax - 2015 Ballot						\$800,000			
Co Rd Tax Reb						\$1,800,000			
Total						\$2,600,000			
16 Fairview & Chapel Hill Int Imprvmts 00618 [ID: 184]							2016	2024	
Cap Imp S Tax - 2015 Ballot						\$149,000			
Unfunded						\$351,000			
Total						\$500,000			
17 Forum Blvd: Chapel Hill to Woodrail (4 lane) [ID: 1335]							2022	2025	
Cap Imp S Tax - 2015 Ballot						\$1,023,116			
Co Rd Tax Reb				\$470,000	\$1,500,000	\$2,554,000			
Development Fees				\$1,250,000		\$5,902,884			
Total				\$1,720,000	\$1,500,000	\$9,480,000			
18 Grace Ln. - Richland to Stadium Ext 00700 [ID: 1535]							2018	2026	
Unfunded						\$3,104,500			
Total						\$3,104,500			
Sidewalks									
19 Annual Sidewalk Major Maintenance 00148 [ID: 16]									
Cap Imp S Tax - 2015 Ballot		\$96,200	\$144,300	\$144,300	\$144,300	\$432,900			
Total		\$96,200	\$144,300	\$144,300	\$144,300	\$432,900			
20 Annual Sidewalks/Pedways (New const/re-const 40162 [ID: 17])									
Cap Imp S Tax - 2015 Ballot			\$550,000	\$800,000	\$550,000	\$1,600,000			
Total			\$550,000	\$800,000	\$550,000	\$1,600,000			
21 Lynn/Oak/Sexton Sidewalk 00685 [ID: 2021]							2017	2019	
CDBG	\$198,000								
Total	\$198,000								
22 McKee Street Sidewalk 00712 [ID: 2116]							2018	2019	
CDBG	\$165,395								
Total	\$165,395								
23 Sinclair Rd Sidewalk - Nifong to Southampton 00709 [ID: 2079]							2018	2020	
PYA Transp S Tax		\$270,000							
Total		\$270,000							
24 Leslie Ln Sdwk - N Garth Av to Newton Dr [ID: 238]							2021	2022	
PYA Cap Imp S Tax			\$171,850						
Total			\$171,850						

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	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost	D	C
Major Maintenance								
25 MM - Walnut from College to Old 63 [ID: 1841]						2022	2023	
Cap Imp S Tax - 2015 Ballot			\$450,000					
Co Rd Tax Reb		\$50,000						
Total		\$50,000	\$450,000					
26 MM-Rangeline - Rogers to Wilkes [ID: 1779]						2023	2024	
Co Rd Tax Reb					\$25,000	\$225,000		
Total					\$25,000	\$225,000		

Streets, Sidewalks and Major Maintenance Funding Source Summary

Cap Imp S Tax - 2015 Ballot	\$830,610	\$2,729,150	\$3,672,052	\$3,538,300	\$2,548,300	\$7,463,516
CDBG	\$363,395					
Co Rd Tax Reb		\$1,472,200	\$2,444,300	\$470,000	\$1,525,000	\$2,779,000
Development Fees		\$7,707,800	\$2,415,700	\$1,250,000		\$5,902,884
Miscellaneous Revenues		\$200,000				
MoDot	\$450,000	\$600,000				
MoDOT Relinquishment	\$1,800,000					
Transp S Tax	\$150,000					
New Funding	\$3,594,005	\$12,709,150	\$8,532,052	\$5,258,300	\$4,073,300	\$16,145,400
PYA Cap Imp S Tax	\$260,927	\$385,000	\$171,850			
PYA Transp S Tax		\$270,000				
Prior Year Funding	\$260,927	\$655,000	\$171,850			\$0
Unfunded						\$3,455,500
Unfunded						\$3,455,500
Total	\$3,854,932	\$13,364,150	\$8,703,902	\$5,258,300	\$4,073,300	\$19,600,900

Streets, Sidewalks and Major Maintenance Current Capital Projects

Streets

1	Annual Neighbrhd Curb & Gutter Restoration 00235 [ID: 14]					
2	Forum & Green Meadows Int Imprvmt - 00634 [ID: 187]					2018 2019
3	Gans Rd:Interchange at 63 00237 [ID: 61]					2006 2008
4	GNM: Bike Blvd: MKT north to Bus. Loop 70 00521 [ID: 1571]					2013 2018
5	Ninth & Elm Pedestrian Scramble - 00637 [ID: 1962]					2015 2019
6	Primrose Dr Traffic Calming 00723 [ID: 2119]					2018 2019
7	Providence - Broadway Turn Lane 00713 [ID: 2067]					2018
8	Rain Forest Parkway Traffic Calming 00724 [ID: 2120]					2018 2019
9	Ridgemont Bridge Repair 00568 [ID: 1764]					2013 2018
10	Rollins Rd Traffic Calming 00705 [ID: 2069]					2017 2018
11	Sexton Rd Traffic Calming 00708 [ID: 2078]					2017 2019
12	Sinclair-Old Mill Ck-Nifong - 00644 [ID: 190]					2016 2019

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	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost	D	C
Streets, Sidewalks and Major Maintenance Current Capital Projects								
Streets								
13	Urban Forestry Management Plan 00677 [ID: 2004]						2017	2017
14	Vandiver & Parker Roundabout - 00645 [ID: 1360]						2017	2018
15	Vandiver Drive & Paris Road 00522 [ID: 1523]						2016	2022
16	Walnut St Traffic Calming 00711 [ID: 2118]						2007	2018
17	West Central Neighborhood Traffic Calming 00683 [ID: 2019]						2018	2019
18	William Street Traffic Calming 00725 [ID: 2121]						2018	2019
Sidewalks								
19	ADA Curb Ramp Installations 00600 [ID: 1877]						2014	
20	Audible Pedestrian Signals 00551 [ID: 1769]						2013	2018
21	Carter Lane Sidewalk 00548 [ID: 1734]						2017	2019
22	Chapel Hill Road Sidewalk at Scott Blvd 00684 [ID: 1848]						2017	2018
23	Downtown Sidewalk Improvements 00171 [ID: 10]							
24	Non-motorized Funding Grant 00271 [ID: 99]						2007	2007
25	Oakland Gravel Sidewalk - Blue Rdg to Edris 00660 [ID: 101]						2017	2018
26	Prov Rd SW Blue Ridge TDD - 00485 [ID: 1761]							
27	Sinclair Rd Sidewalk - Muirfield Dr 00706 [ID: 2071]						2018	2018
Major Maintenance								
28	MM: Paris Road Resurfacing 00682 [ID: 2011]						2025	2026

Streets, Sidewalks and Major Maintenance Impact of Capital Projects

3rd Avenue Alley 00734 [ID: 2125]
Continuing maintenance
Annual Streets - 40158 [ID: 18]
Approximately 20 miles of streets are added each year in which maintenance, signage and snow removal will occur.
Audible Pedestrian Signals 00551 [ID: 1769]
Installation by City Forces
Brown Station Rd-Starke Av to Rte. B 00409 [ID: 38]
Unknown
Chapel Hill Road Sidewalk at Scott Blvd 00684 [ID: 1848]
None, maintenance is the responsibility of the adjoining landowners
College Ave & Rollins Rd Intersection Improvements [ID: 1852]
None, MoDOT Facility
Lynn/Oak/Sexton Sidewalk 00685 [ID: 2021]
Sidewalk Maintenance
Major Street Extension to UU 00704 [ID: 2068]
Additional pavement would require additional maintenance funds.
Ninth & Elm Pedestrian Scramble - 00637 [ID: 1962]
Replacement of legacy equipment. Additional equipment to maintain.
Old Route K Sidewalk 00577 [ID: 1771]
Unknown at this time
Primrose Dr Traffic Calming 00723 [ID: 2119]
Additional signage, knowledge of calming locations
Providence - Broadway Turn Lane 00713 [ID: 2067]
None - MoDOT road

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.

Funding Source	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost		
						D	C	

Streets, Sidewalks and Major Maintenance Impact of Capital Projects

Streets

Rain Forest Parkway Traffic Calming 00724 [ID: 2120]

Additional signage, knowledge of calming locations

Rock Quarry Rd-Nifong to Grindstone Prkwy 00069 [ID: 116]

Unknown

Rollins Rd Traffic Calming 00705 [ID: 2069]

Additional signage, knowledge of calming locations

Sexton Rd Traffic Calming 00708 [ID: 2078]

Additional signage, knowledge of calming locations

Sinclair Rd Sidewalk - Muirfield Dr 00706 [ID: 2071]

Maintenance

Walnut St Traffic Calming 00711 [ID: 2118]

Additional signage, knowledge of calming locations

West Central Neighborhood Traffic Calming 00683 [ID: 2019]

Additional signage, knowledge of calming locations, maintenance of improvements.

William Street Traffic Calming 00725 [ID: 2121]

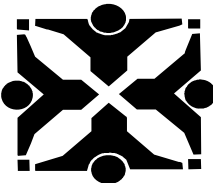
Additional signage, knowledge of calming locations

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.

Transit Fund

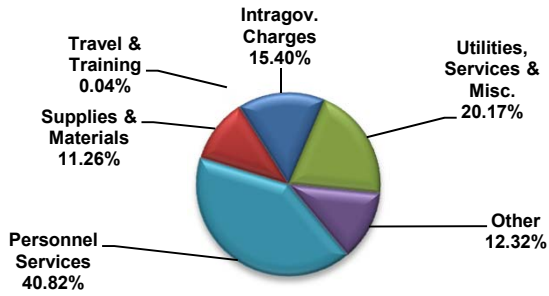
(Enterprise Fund)



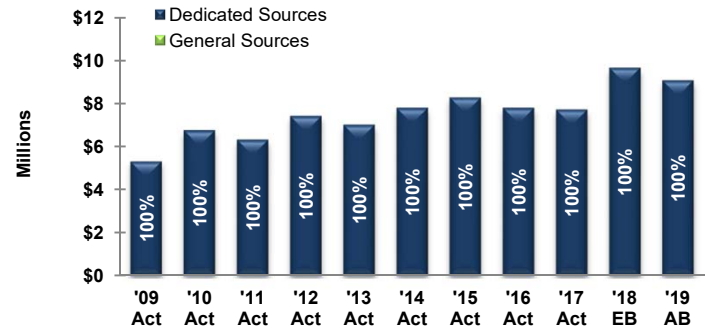
City of Columbia
Columbia, Missouri

Transit Fund (Enterprise Fund)

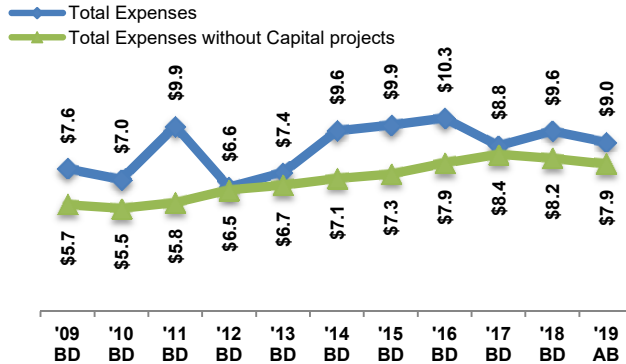
FY 2019 Total Expenditures By Category



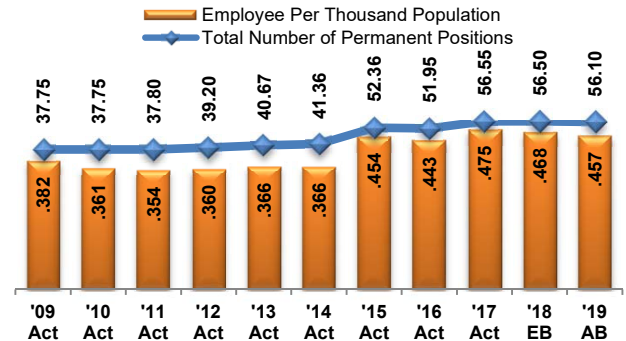
Funding Sources



Budgeted Expense History (in Millions)



Permanent Positions



Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$3,933,758	\$3,588,260	\$3,614,918	\$3,687,183	\$98,923	2.8%
Supplies & Materials	\$1,455,830	\$1,435,267	\$1,426,828	\$1,017,453	(\$417,814)	(29.1%)
Travel & Training	\$2,977	\$3,321	\$3,321	\$3,387	\$66	2.0%
Intragov. Charges	\$1,167,016	\$1,258,969	\$1,258,969	\$1,391,143	\$132,174	10.5%
Utilities, Services & Misc.	\$894,915	\$2,207,953	\$2,189,566	\$1,821,766	(\$386,187)	(17.5%)
Capital	\$27,251	\$0	\$0	\$0	\$0	
Other	\$1,347,185	\$1,123,378	\$1,123,378	\$1,112,821	(\$10,557)	(0.9%)
Total	\$8,828,932	\$9,617,148	\$9,616,980	\$9,033,753	(\$583,395)	(6.1%)
Operating Expenses	\$7,433,772	\$7,040,303	\$7,040,135	\$6,743,196	(\$297,107)	(4.2%)
Non-Operating Expenses	\$1,267,302	\$972,070	\$972,070	\$972,835	\$765	0.1%
Debt Service	\$76,783	\$151,308	\$151,308	\$139,986	(\$11,322)	(7.5%)
Capital Additions	\$27,251	\$0	\$0	\$0	\$0	
Capital Projects	\$23,824	\$1,453,467	\$1,453,467	\$1,177,736	(\$275,731)	(19.0%)
Total Expenses	\$8,828,932	\$9,617,148	\$9,616,980	\$9,033,753	(\$583,395)	(6.1%)

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Grants and Capital Contrib. ++	\$2,449,647	\$3,481,022	\$3,428,977	\$3,128,936	(\$352,086)	(10.1%)
Interest Revenue	(\$5,176)	\$43,122	\$43,122	\$43,122	\$0	0.0%
Fees and Service Charges	\$1,877,796	\$1,913,787	\$1,821,051	\$1,786,925	(\$126,862)	(6.6%)
Other Local Revenues	\$101,313	\$42,400	\$35,250	\$35,250	(\$7,150)	(16.9%)
Transfers*	\$3,264,037	\$3,074,877	\$3,074,877	\$3,075,977	\$1,100	0.0%
Use of Prior Year Sources	\$1,141,315	\$1,061,940	\$1,213,703	\$963,543	(\$98,397)	(9.3%)
Less: Current Year Surplus	\$0	\$0	\$0	\$0	\$0	
Dedicated Sources	\$8,828,932	\$9,617,148	\$9,616,980	\$9,033,753	(\$583,395)	(6.1%)
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$8,828,932	\$9,617,148	\$9,616,980	\$9,033,753	(\$583,395)	(6.1%)

* 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 23 vehicles in peak service for the fixed route and Tiger Line Shuttle system. In addition, the Division operates 8 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

- Personnel services reflects a \$98,923 increase due to the pay plan adopted by City Council which includes move to minimum pay of \$15 per hour for all permanent employees, move to midpoint for employees who have been in their current classification for five or more years, and a \$0.45 per hour across-the-board increase.
- Significant decreases in Supplies and Materials are due to service cuts necessary to ensure the financial health of the operation.
- Intragovernmental charges reflects a \$132,174 increase due to Self Insurance charges (increased claims) and G&A fees.
- Even with these services changes, the fund continues to spend more money than it brings in. The five year forecast projects all cash reserves will be spent by FY 2023. Additional funding sources need to be identified in future budgets.

Highlights/Significant Changes

Strategic Priorities: Social Equity, Operational Excellence & Infrastructure

- In order to improve the financial condition of the operation, the following changes will be made in FY 2019.
 - Effective 10/01/2018 - Discontinue service from 7:00 – 8:00 pm on weekdays and Saturdays
 - Effective 10/01/2018 - Discontinue pilot flex route
 - Effective 06/01/2019 - Implement Olsson routing which will change bus routes and all routes will go through the Wabash Station, and the number of buses on the routes will decrease, but the frequency will be the same all day (no difference between peak and non-peak service)
 - Effective 06/01/2019 - Eliminate service on Saturday, Roots n' Blues service and True/False Film Festival service
 - Effective 10/01/2018 - Reallocate capital project funding of \$283,689 to operations for FY 2019

Authorized Personnel

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	Position Changes
Columbia Transit	44.79	34.98	34.98	30.54	(4.44)
Paratransit System	9.50	14.00	14.00	17.00	3.00
University Shuttle	2.26	7.52	7.52	8.56	1.04
Total Personnel	56.55	56.50	56.50	56.10	(0.40)
Permanent Full-Time	56.55	56.50	56.50	56.10	(0.40)
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	56.55	56.50	56.50	56.10	(0.40)

Fee and Service Charge Information

	FY 2016	FY 2017	FY 2018	FY 2019
Regular Fares:				
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
Disabled, elderly and Medicare recipients fares:				
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
Students (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
Any agency, entity, organization or business (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
Paratransit Services:				
Certified ADA eligible persons or companion, per ride	\$2.00	\$2.00	\$2.00	\$2.00
Registered personal care attendant accompanying a certified ADA eligible person.	Free	Free	Free	Free

Prior to FY 2009, fares had not been increased for 22 years.

Budget Detail by Division

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Fixed Route:						
Personnel Services	\$2,722,702	\$2,193,302	\$2,196,962	\$1,748,555	(\$444,747)	(20.3%)
Supplies and Materials	\$960,309	\$942,115	\$937,130	\$574,921	(\$367,194)	(39.0%)
Travel and Training	\$2,977	\$3,321	\$3,321	\$3,387	\$66	2.0%
Intragovernmental Charges	\$999,282	\$988,104	\$988,104	\$1,064,483	\$76,379	7.7%
Utilities, Services, & Misc.	\$687,437	\$523,469	\$517,970	\$452,326	(\$71,143)	(13.6%)
Capital	\$27,251	\$0	\$0	\$0	\$0	
Other	\$1,294,039	\$1,052,687	\$1,052,687	\$1,047,910	(\$4,777)	(0.5%)
Total	\$6,693,997	\$5,702,998	\$5,696,174	\$4,891,582	(\$811,416)	(14.2%)
Paratransit:						
Personnel Services	\$690,745	\$742,023	\$742,023	\$882,199	\$140,176	18.9%
Supplies and Materials	\$215,259	\$199,300	\$196,316	\$204,332	\$5,032	2.5%
Travel and Training	\$0	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$68,692	\$58,863	\$58,863	\$69,580	\$10,717	18.2%
Utilities, Services, & Misc.	\$91,345	\$104,100	\$91,519	\$104,940	\$840	0.8%
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$1,066,041	\$1,104,286	\$1,088,721	\$1,261,051	\$156,765	14.2%
University Shuttle:						
Personnel Services	\$520,090	\$652,935	\$675,933	\$1,056,429	\$403,494	61.8%
Supplies and Materials	\$280,262	\$293,852	\$293,382	\$238,200	(\$55,652)	(18.9%)
Travel and Training	\$0	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$99,042	\$212,002	\$212,002	\$257,080	\$45,078	21.3%
Utilities, Services, & Misc.	\$95,630	\$126,917	\$126,610	\$86,764	(\$40,153)	(31.6%)
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$50,046	\$70,691	\$70,691	\$64,911	(\$5,780)	(8.2%)
Total	\$1,045,070	\$1,356,397	\$1,378,618	\$1,703,384	\$346,987	25.6%
Capital Projects:						
Personnel Services	\$221	\$0	\$0	\$0	\$0	
Supplies and Materials	\$0	\$0	\$0	\$0	\$0	
Travel and Training	\$0	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$0	\$0	\$0	\$0	\$0	
Utilities, Services, & Misc.	\$20,503	\$1,453,467	\$1,453,467	\$1,177,736	(\$275,731)	(19.0%)
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$3,100	\$0	\$0	\$0	\$0	
Total	\$23,824	\$1,453,467	\$1,453,467	\$1,177,736	(\$275,731)	(19.0%)
Department Totals						
Personnel Services	\$3,933,758	\$3,588,260	\$3,614,918	\$3,687,183	\$98,923	2.8%
Supplies and Materials	\$1,455,830	\$1,435,267	\$1,426,828	\$1,017,453	(\$417,814)	(29.1%)
Travel and Training	\$2,977	\$3,321	\$3,321	\$3,387	\$66	2.0%
Intragovernmental Charges	\$1,167,016	\$1,258,969	\$1,258,969	\$1,391,143	\$132,174	10.5%
Utilities, Services, & Misc.	\$894,915	\$2,207,953	\$2,189,566	\$1,821,766	(\$386,187)	(17.5%)
Capital	\$27,251	\$0	\$0	\$0	\$0	
Other	\$1,347,185	\$1,123,378	\$1,123,378	\$1,112,821	(\$10,557)	(0.9%)
Total	\$8,828,932	\$9,617,148	\$9,616,980	\$9,033,753	(\$583,395)	(6.1%)

Authorized Personnel by Divisions

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	Position Changes
Fixed Route:					
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	0.05	0.05	0.05	
5800 - Asst. to the Public Works Dir.	0.15	0.15	0.15	0.15	
4810 - Marketing Specialist++	0.40	0.40	0.40	0.00	(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	3.24	3.24	2.24	(1.00)
2503 - Lead Bus Driver-773	6.00	6.00	6.00	6.00	
2502 - Bus Driver-773 ^^^ **	30.00	21.00	21.00	17.96	(3.04)
2397 - Maintenance Assistant-773	2.00	1.00	1.00	1.00	
1007 - Administrative Supervisor	0.10	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	
Total Personnel	44.79	34.98	34.98	30.54	(4.44)
Permanent Full-Time	44.79	34.98	34.98	30.54	(4.44)
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	44.79	34.98	34.98	30.54	(4.44)
Paratransit:					
2505 - Transportation Superintendent	0.25	0.25	0.25	0.25	
2504 - Bus Supervisor ^^	1.00	1.50	1.50	1.50	
2502 - Bus Driver-773 ^^^	6.00	9.00	9.00	12.00	3.00
2397 - Maintenance Assistant-773	0.00	1.00	1.00	1.00	
1005 - Administrative Support Assistant	2.25	2.25	2.25	2.25	
Total Personnel	9.50	14.00	14.00	17.00	3.00
Permanent Full-Time	9.50	14.00	14.00	17.00	3.00
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	9.50	14.00	14.00	17.00	3.00
University Shuttle:					
2505 - Transportation Superintendent	0.13	0.13	0.13	0.13	
2504 - Bus Supervisor ^^	1.00	0.26	0.26	1.26	1.00
2502 - Bus Driver - 773 ^^^	0.00	6.00	6.00	6.04	0.04
2397 - Maintenance Assistant-773	1.00	1.00	1.00	1.00	
1005 - Administrative Support Assistant	0.13	0.13	0.13	0.13	
Total Personnel	2.26	7.52	7.52	8.56	1.04
Permanent Full-Time	2.26	7.52	7.52	8.56	1.04
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	2.26	7.52	7.52	8.56	1.04
Department Totals					
Permanent Full-Time	56.55	56.50	56.50	56.10	(0.40)
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	56.55	56.50	56.50	56.10	(0.40)

++In FY 2019, the remaining (0.40) FTE was reallocated to Community Relations.

^ 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, (9) 1.00 FTE 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.

** In FY 2019, 1.00 FTE Bus Supervisor was reallocated from Fixed Route to University, (3) 1.00 FTE Bus Driver positions were reallocated from Fixed Route to ParaTransit and (1) 0.04 FTE Bus Driver was reallocated from Fixed Route to University.

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 has received 9 electric buses since FY 2016. The data thus far is inconclusive to show savings that was expected.

Major Projects

- Working to receive a Low or No Emission Vehicle Grant (LoNo) for the purchase of (3) 30 foot electric buses. Also receiving funding from MoDOT for 1 CNG bus.
- FY 2019 match funding for capital projects was reallocated to operations in order to improve the financial health of the operations.

Transit

Annual and 5 Year Capital Projects

Funding Source	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	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	\$3,533,208		
Total	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$3,533,208		
2 Annual Transit Project - PT050 [ID: 1549]								
Transp S Tax		\$291,872	\$300,351	\$309,106	\$294,434	\$883,302		
Total		\$291,872	\$300,351	\$309,106	\$294,434	\$883,302		

Transit Funding Source Summary

FTA Grant	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$1,177,736	\$3,533,208		
Transp S Tax		\$291,872	\$300,351	\$309,106	\$294,434	\$883,302		
New Funding	\$1,177,736	\$1,469,608	\$1,478,087	\$1,486,842	\$1,472,170	\$4,416,510		
Total	\$1,177,736	\$1,469,608	\$1,478,087	\$1,486,842	\$1,472,170	\$4,416,510		

Transit Current Capital Projects

1	Annual Bus Shelters - PT058 [ID: 1965]						2017	2017
2	Benches and Shelters Grant MO-0124 - PT048 [ID: 1810]						2014	2016
3	Benches and Shelters Grant MO-04-0133 - PT029 [ID: 906]						2009	2016
4	CDBG Bus Shelters - PT057 [ID: 1948]						2016	2017
5	Rpl. (6) Paratransit Vans PT038 [ID: 911]						2009	2016

Transit Impact of Capital Projects

Benches and Shelters Grant MO-0124 - PT048 [ID: 1810]	\$2,500 annually for maintenance and upkeep
Benches and Shelters Grant MO-04-0133 - PT029 [ID: 906]	\$2,500 Annually for maintenance and upkeep.
Rpl. (6) Paratransit Vans PT038 [ID: 911]	\$31,350 Annually for fuel and maintenance per vehicle. Compressed Natural Gas (CNG): (approx) \$82,500/van. Additional costs to install a special fueling station for CNG based on industry standards are in excess of 1 million dollars, other expenses are incurred to modify vehicle storage facilities to meet facility venting and heating changes, compressor stations etc. Also based on industry standards

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 - \$684,000
 Balance as of 09/30/2018 \$517,750
 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 - \$1,896,912
 Balance as of 09/30/2018 \$1,716,803
 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.

<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
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>\$1,716,803</u>	<u>\$444,181</u>	<u>\$2,160,984</u>

Capital Lease Agreement

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

Original Issue - \$3,591,360
Balance as of 09/30/2018 \$2,703,677
Maturity date - 12/1/2028

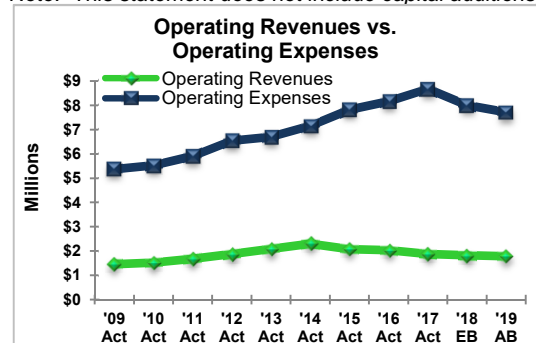
In August 2015, the City entered into a capital lease agreement (Resolution #128-15) for \$3,100,000 for (5) 40 foot electric buses. This agreement allows the City to evaluate the performance of the vehicles for a one year period. After the one year period if the City is unsatisfied with the performance, the vehicles may be returned.

<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
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>\$2,703,677</u>	<u>\$363,943</u>	<u>\$3,067,620</u>

Revenues, Expenses, and Changes in Net Position Transit Fund

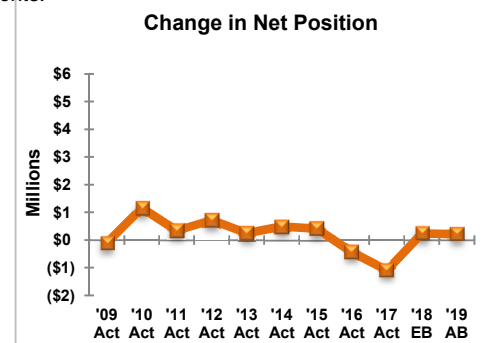
	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Operating Revenues:				
Fares	\$220,108	\$250,710	\$195,814	\$164,000
School Passes	\$34,340	\$43,430	\$15,250	\$20,000
Specials	\$215,952	\$203,892	\$217,443	\$204,000
Paratransit	\$159,471	\$167,830	\$144,619	\$151,000
University Shuttle	\$1,247,925	\$1,247,925	\$1,247,925	\$1,247,925
Total Operating Revenues	\$1,877,796	\$1,913,787	\$1,821,051	\$1,786,925
Operating Expenses:				
Personnel Services	\$3,933,537	\$3,588,260	\$3,614,918	\$3,687,183
Supplies & Materials	\$1,455,830	\$1,435,267	\$1,426,828	\$1,017,453
Travel & Training	\$2,977	\$3,321	\$3,321	\$3,387
Intragovernmental Charges	\$1,167,016	\$1,258,969	\$1,258,969	\$1,391,143
Utilities Services & Other Misc.	\$874,412	\$754,486	\$736,099	\$644,030
Depreciation	\$1,244,212	\$970,540	\$970,540	\$970,540
Total Operating Expenses	\$8,677,984	\$8,010,843	\$8,010,675	\$7,713,736
Operating Income (Loss)	(\$6,800,188)	(\$6,097,056)	(\$6,189,624)	(\$5,926,811)
Non-Operating Revenues:				
Investment Revenue	(\$5,176)	\$43,122	\$43,122	\$43,122
Revenue From Other Gov. Units - Operations	\$2,471,663	\$2,303,286	\$2,251,241	\$1,951,200
Revenue From Other Gov. Units - CIP	(\$22,016)	\$1,177,736	\$1,177,736	\$1,177,736
Miscellaneous Revenue	\$101,313	\$42,400	\$35,250	\$35,250
Total Non-Operating Revenues	\$2,545,784	\$3,566,544	\$3,507,349	\$3,207,308
Non-Operating Expenses:				
Interest Expense	\$76,783	\$151,308	\$151,308	\$139,986
Bank and Paying Agent Fees	\$0	\$0	\$0	\$0
Loss on Sale/Disposal of Assets	\$21,560	\$0	\$0	\$0
Total Non-Operating Expenses	\$98,343	\$151,308	\$151,308	\$139,986
Total Non-Operating Revenues (Expenses)	\$2,447,441	\$3,415,236	\$3,356,041	\$3,067,322
Income (Loss) Before Contrib and Transfers	(\$4,352,747)	(\$2,681,820)	(\$2,833,583)	(\$2,859,489)
Transfers In - Subsidy - TST Fd	\$2,438,773	\$2,516,873	\$2,516,873	\$2,800,562
Transfers In - General Fd	\$69,014	\$0	\$0	\$0
Transfers In - CIST	\$140,000	\$0	\$0	\$0
Transfers In - CVB	\$12,000	\$12,000	\$12,000	\$5,142
Transfers In - Parking Fd	\$270,273	\$270,273	\$270,273	\$270,273
Transfers In - CDBG Fd for CIP	\$19,543	\$0	\$0	\$0
Transfers In - TST for CIP	\$314,434	\$275,731	\$275,731	\$0
Total Transfers In	\$3,264,037	\$3,074,877	\$3,074,877	\$3,075,977
Transfers Out - Operating	(\$1,530)	(\$1,530)	(\$1,530)	(\$2,295)
Transfers Out - CIP	(\$3,100)	\$0	\$0	\$0
Capital Contribution - FTA for CIP	\$0	\$0	\$0	\$0
Total Transfers and Contributions	\$3,259,407	\$3,073,347	\$3,073,347	\$3,073,682
Changes in Net Position	(\$1,093,340)	\$391,527	\$239,764	\$214,193
Net Position - Beginning	\$12,512,259	\$11,418,919	\$11,418,919	\$11,658,683
Net Position - Ending	\$11,418,919	\$11,810,446	\$11,658,683	\$11,872,876

Note: This statement does not include capital additions, capital project expenses, or debt principal payments.



Operating revenues are budgeted lower than FY 2017 and FY 2018 due to lower revenues expected on fares and special fees. Operating expenses are budgeted to decrease in FY 2019 due to various cuts in service.

The net position is estimated to increase in FY 2019 due to the cuts in service, which resulted in lower operating costs.



**Financial Sources and Uses
Transit Fund**

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Financial Sources for Operations				
Fares	\$220,108	\$250,710	\$195,814	\$164,000
School Passes	\$34,340	\$43,430	\$15,250	\$20,000
Specials	\$215,952	\$203,892	\$217,443	\$204,000
Paratransit	\$159,471	\$167,830	\$144,619	\$151,000
University Shuttle	\$1,247,925	\$1,247,925	\$1,247,925	\$1,247,925
Investment Revenue	(\$5,176)	\$43,122	\$43,122	\$43,122
Less: GASB 31 Interest Adjustment	\$31,729	\$0	\$0	\$0
Miscellaneous Revenue	\$101,313	\$42,400	\$35,250	\$35,250
Revenue From Other Gov. Units - Operations	\$2,471,663	\$2,303,286	\$2,251,241	\$1,951,200
Total Financial Sources Before Transfers	\$4,477,325	\$4,302,595	\$4,150,664	\$3,816,497
Transfers In - Subsidy TST Fund	\$2,438,773	\$2,516,873	\$2,516,873	\$2,800,562
Transfers In - General Fd	\$69,014	\$0	\$0	\$0
Transfers In - CVB	\$12,000	\$12,000	\$12,000	\$5,142
Transfers In - Parking Fd	\$270,273	\$270,273	\$270,273	\$270,273
Transfers In [^]	\$2,790,060	\$2,799,146	\$2,799,146	\$3,075,977
Total Financial Sources	\$7,267,385	\$7,101,741	\$6,949,810	\$6,892,474
Financial Uses for Operations				
Personnel Services	\$3,933,537	\$3,588,260	\$3,614,918	\$3,687,183
Less: GASB 16 Vacation Liability Adjustment	\$1,515	\$0	\$0	\$0
Less: GASB 68 Pension Adjustment	(\$153,829)	\$0	\$0	\$0
Supplies & Materials	\$1,455,830	\$1,435,267	\$1,426,828	\$1,017,453
Travel & Training	\$2,977	\$3,321	\$3,321	\$3,387
Intragovernmental Charges	\$1,167,016	\$1,258,969	\$1,258,969	\$1,391,143
Utilities Services & Other Misc.	\$874,412	\$754,486	\$736,099	\$644,030
Transfers Out	\$1,530	\$1,530	\$1,530	\$2,295
Interest Expense	\$76,783	\$151,308	\$151,308	\$139,986
Bank and Paying Agent Fees	\$0	\$0	\$0	\$0
Principal Payments	\$267,412	\$363,048	\$363,048	\$374,370
Capital Additions	\$27,251	\$0	\$0	\$0
Enterprise Revenues used for Capital Projects	\$0	\$0	\$0	\$0
Total Financial Uses	\$7,654,434	\$7,556,189	\$7,556,021	\$7,259,847
Financial Sources Over/(Under) Uses	(\$387,049)	(\$454,448)	(\$606,211)	(\$367,373)
Unassigned Cash Reserves for Operations				
Beginning Unassigned Cash Reserve		\$1,399,199	\$1,399,199	\$1,204,393
Transfer Cash Reserves from CIP to Operations			\$411,405	
Financial Source Over/(Under)		(\$454,448)	(\$606,211)	(\$367,373)
Current Assets	\$4,095,282			
Less: GASB 31 Pooled Cash Adj	\$37,565			
Less: Cash Restricted for Capital Projects *	(\$1,943,260)			
Less: Current Liabilities	(\$794,688)			
Plus: Construction Contracts Payable **	\$4,300			
Projected Unassigned Cash Reserve	\$1,399,199	\$944,751	\$1,204,393	\$837,020
Budgeted Operating Expenses w/o Depr	\$6,971,572	\$6,628,913	\$6,628,913	\$6,743,196
Add: Budgeted Interest Expense	\$154,895	\$151,308	\$151,308	\$139,986
Add: Budgeted Bank & Paying Agent Fees	\$0	\$0	\$0	\$0
Add: Budgeted Operating Transfers Out	\$1,530	\$1,530	\$1,530	\$2,295
Add: Budgeted Principal Payments	\$134,705	\$363,048	\$363,048	\$374,370
Add: Budgeted Capital Additions	\$26,000	\$0	\$0	\$0
Add: Budgeted Ent Rev Used for CIP	\$0	\$0	\$0	\$0
Total Budgeted Financial Uses	\$7,288,702	\$7,144,799	\$7,144,799	\$7,259,847
Less: Ent Revenue used for current year CIP	\$0	\$0	\$0	\$0
Budgeted Operational Expenses	\$7,288,702	\$7,144,799	\$7,144,799	\$7,259,847
	x 20%	x 20%	x 20%	x 20%
Budgeted Cash Reserve Target for Operations	\$1,457,740	\$1,428,960	\$1,428,960	\$1,451,969
Add: Ent Rev for current year CIP	\$0	\$0	\$0	\$0
Budgeted Cash Reserve Target	\$1,457,740	\$1,428,960	\$1,428,960	\$1,451,969

Above/(Below) Budgeted Cash Reserve Target **(\$58,541)** **(\$484,209)** **(\$224,567)** **(\$614,949)**

[^] Transfers In do not include Capital Contributions or local match funds used for capital projects

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

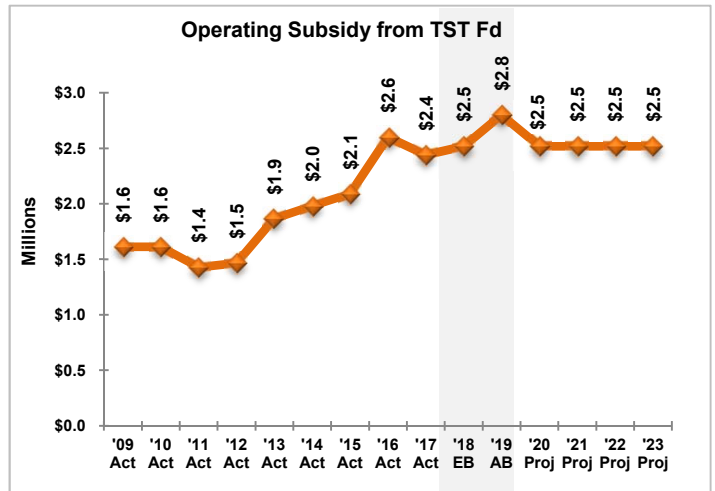
Projected TST Growth Allocated to Transit \$0 \$184,767 \$0 \$0

**Financial Sources and Uses
Transit Fund**

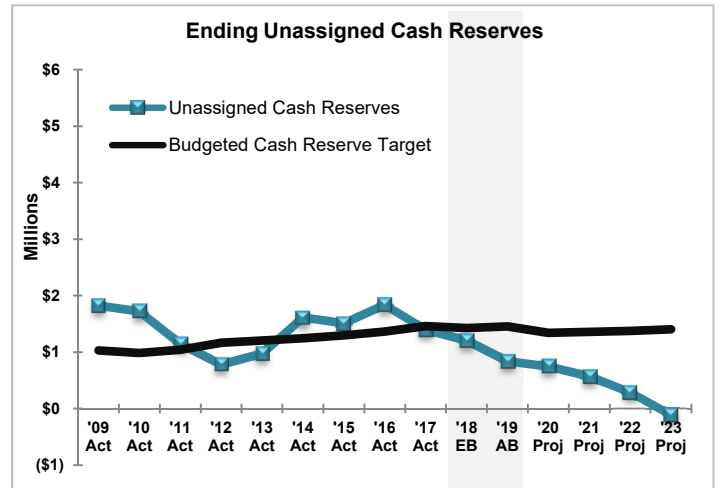
Projected FY 2020	Projected FY 2021	Projected FY 2022	Projected FY 2023
\$164,000	\$164,000	\$164,000	\$164,000
\$20,000	\$20,000	\$20,000	\$20,000
\$204,000	\$204,000	\$204,000	\$204,000
\$152,510	\$154,035	\$155,575	\$157,131
\$1,247,925	\$1,247,925	\$1,247,925	\$1,247,925
\$43,122	\$43,122	\$43,122	\$43,122
\$0	\$0	\$0	\$0
\$35,250	\$35,250	\$35,250	\$35,250
\$1,951,200	\$1,951,200	\$1,951,200	\$1,951,200
\$3,818,007	\$3,819,532	\$3,821,072	\$3,822,628
\$2,516,873	\$2,516,873	\$2,516,873	\$2,516,873
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$270,273	\$270,273	\$270,273	\$270,273
\$2,787,146	\$2,787,146	\$2,787,146	\$2,787,146
\$6,605,153	\$6,606,678	\$6,608,218	\$6,609,774
\$3,420,495	\$3,488,905	\$3,558,684	\$3,629,858
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$739,520	\$704,650	\$671,527	\$640,062
\$3,455	\$3,524	\$3,594	\$3,666
\$1,453,333	\$1,522,105	\$1,599,340	\$1,687,737
\$561,223	\$548,422	\$539,757	\$534,722
\$2,295	\$2,295	\$2,295	\$2,295
\$128,200	\$115,928	\$104,145	\$89,827
\$0	\$0	\$0	\$0
\$386,156	\$398,428	\$411,211	\$424,529
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$6,694,677	\$6,784,257	\$6,890,553	\$7,012,696
(\$89,524)	(\$177,579)	(\$282,335)	(\$402,922)
\$837,020	\$747,496	\$569,917	\$287,582
(\$89,524)	(\$177,579)	(\$282,335)	(\$402,922)
\$747,496	\$569,917	\$287,582	(\$115,340)
\$6,178,026	\$6,267,606	\$6,372,902	\$6,496,045
\$128,200	\$115,928	\$104,145	\$89,827
\$0	\$0	\$0	\$0
\$2,295	\$2,295	\$2,295	\$2,295
\$386,156	\$398,428	\$411,211	\$424,529
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$6,694,677	\$6,784,257	\$6,890,553	\$7,012,696
\$0	\$0	\$0	\$0
\$6,694,677	\$6,784,257	\$6,890,553	\$7,012,696
x 20%	x 20%	x 20%	x 20%
\$1,338,935	\$1,356,851	\$1,378,111	\$1,402,539
\$0	\$0	\$0	\$0
\$1,338,935	\$1,356,851	\$1,378,111	\$1,402,539
(\$591,439)	(\$786,934)	(\$1,090,529)	(\$1,517,879)

The Financial Sources and Uses Statement is a management tool which provides a more complete look at the cash reserves 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 budgeted cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the Revenues, Expenses, and Changes in Net Position 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.



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 2017 to Adopted FY 2019 due to debt service costs associated with leasing buses and increased personnel and intragovernmental charges. Ending unassigned cash reserves began to fall below the budgeted cash reserve target in FY 2017. Management has responded by cutting service for several routes in an effort to lower expenses. Low sales tax growth and fare revenue are negatively impacting the financial health of this fund. Future changes will still need to be identified in order to keep the operation from running out of money in FY 2023.

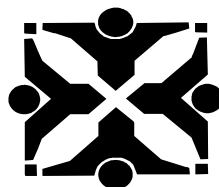
\$0 \$0 \$0 \$0

Transit Fees/Charges/Fines

			FY 2018	FY 2019	
	Chapter/ Section	Date Last Changed	Fee	Fee	Effective Date
Regular Fares					
The following fares shall be in effect on all fixed route buses operated by the transit division:					
Regular fares:					
Per ride	22-29(a) 22-29(a)(1)	09-19-11	\$1.50	\$1.50	
Daily pass		08-04-14	\$3	\$3	
30-day Full Fare (Tickets/Fast Passes)		09-19-11	\$55	\$55	
25-Ride Full Fare (Tickets/Fast Passes)		09-19-11	\$30	\$30	
Half Fares					
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	22-29(a)(2)	09-19-11	\$0.75	\$0.75	
30-Day Half Fare (Tickets/Fast Passes)		09-19-11	\$25	\$25	
25-Ride Half Fare (Tickets/Fast Passes)		09-19-11	\$15	\$15	
Semester Passes					
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	22-29(a)(3)	09-19-11	\$100	\$100	
After October 15 (fall semester) and March 15 (spring semester)		09-17-12	\$50	\$50	
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	22-29(a)(4)	08-04-14	\$65/pass	\$65/pass	
- After October 15 (fall semester) and March 15 (spring semester) if purchased in groups of 20—1,000		08-04-14	\$32/pass	\$32/pass	
- Per regular semester if purchased in groups of more than 1,000		11-05-12	\$50/pass	\$50/pass	
- After October 15 (fall semester) and March 15 (spring semester) if purchased in groups of more than 1,000		11-05-12	\$25/pass	\$25/pass	
Youth Ride					
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.	22-29(a)(5)	08-04-14	Free	Free	
Downtown employee discount fare					
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)	22-29 (a) (6)	08-03-15	\$25	\$25	
Paratransit					
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	22-29(b)(1)	09-15-08	\$2	\$2	
Registered personal care attendant accompanying a certified ADA eligible person	22-29(b)(2)	09-15-08	Free	Free	

Regional Airport Fund

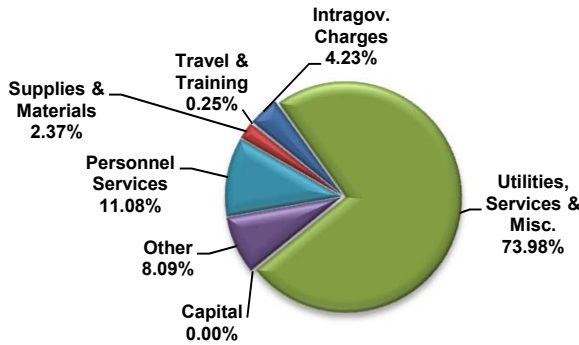
(Enterprise Fund)



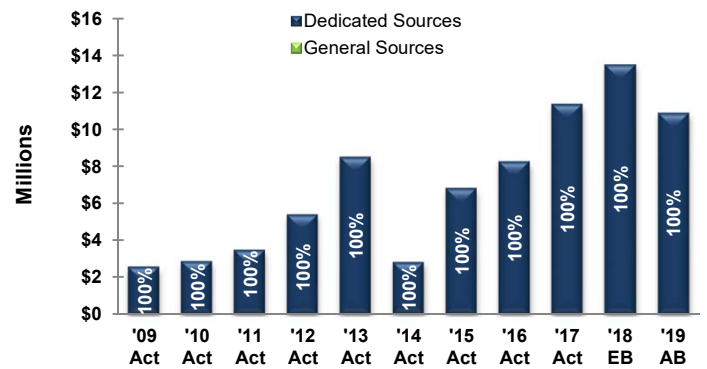
City of Columbia
Columbia, Missouri

Regional Airport Fund (Enterprise Fund)

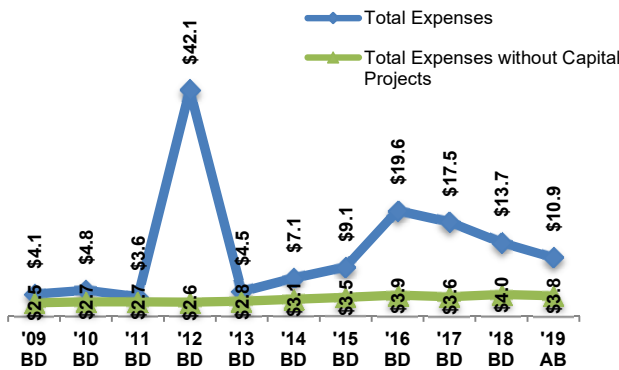
FY 2019 Total Expenses By Category



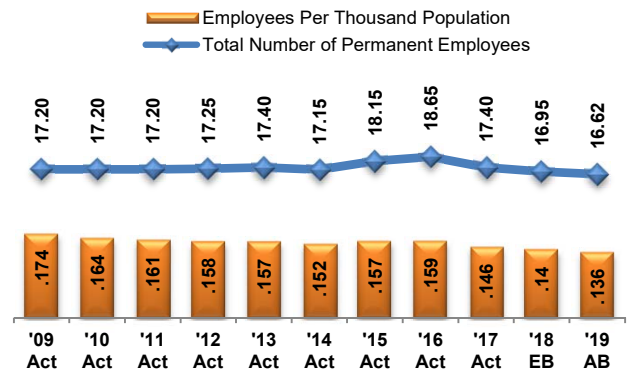
Funding Sources



Budgeted Expense History (in Millions)



Permanent Positions



Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$1,297,082	\$1,162,993	\$1,131,021	\$1,206,354	\$43,361	3.7%
Supplies & Materials	\$182,230	\$261,009	\$253,379	\$257,914	(\$3,095)	(1.2%)
Travel & Training	\$21,628	\$26,481	\$26,350	\$27,041	\$560	2.1%
Intragov. Charges	\$401,553	\$381,811	\$381,811	\$460,722	\$78,911	20.7%
Utilities, Services & Misc.	\$10,073,985	\$10,920,157	\$10,800,266	\$8,054,139	(\$2,866,018)	(26.2%)
Capital	\$83,652	\$65,000	\$63,234	\$0	(\$65,000)	(100.0%)
Other	\$1,020,808	\$852,733	\$852,733	\$880,847	\$28,114	3.3%
Total	\$13,080,938	\$13,670,184	\$13,508,794	\$10,887,017	(\$2,783,167)	(20.4%)
Operating Expenses	\$2,608,724	\$3,092,054	\$2,932,430	\$2,942,711	(\$149,343)	(4.8%)
Non-Operating Expenses	\$1,016,857	\$848,782	\$848,782	\$878,782	\$30,000	3.5%
Debt Service	\$3,951	\$3,951	\$3,951	\$2,065	(\$1,886)	(47.7%)
Capital Additions	\$83,652	\$65,000	\$63,234	\$0	(\$65,000)	(100.0%)
Capital Projects	\$9,367,754	\$9,660,397	\$9,660,397	\$7,063,459	(\$2,596,938)	(26.9%)
Total Expenses	\$13,080,938	\$13,670,184	\$13,508,794	\$10,887,017	(\$2,783,167)	(20.4%)

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Grants and Capital Contrib.++	\$8,078,304	\$6,516,128	\$6,516,128	\$4,095,941	(\$2,420,187)	(37.1%)
Interest Revenue	(\$12,442)	\$31,930	\$53,079	\$53,079	\$21,149	66.2%
Fees and Service Charges	\$962,110	\$1,155,569	\$1,254,981	\$1,186,583	\$31,014	2.7%
Other Local Revenues	\$27,727	\$8,500	\$18,117	\$15,000	\$6,500	76.5%
Transfers*	\$2,306,318	\$4,501,423	\$4,501,423	\$4,481,560	(\$19,863)	(0.4%)
Use of Prior Year Sources	\$1,718,921	\$1,456,634	\$1,165,066	\$1,054,854	(\$401,780)	(27.6%)
Less: Current Year Surplus	\$0	\$0	\$0	\$0	\$0	
Dedicated Sources	\$13,080,938	\$13,670,184	\$13,508,794	\$10,887,017	(\$2,783,167)	(20.4%)
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$13,080,938	\$13,670,184	\$13,508,794	\$10,887,017	(\$2,783,167)	(20.4%)

* Transfers come from the Transportation 1/2 cent Sales Tax Fund and Convention and Visitors Bureau (1% Temporary 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

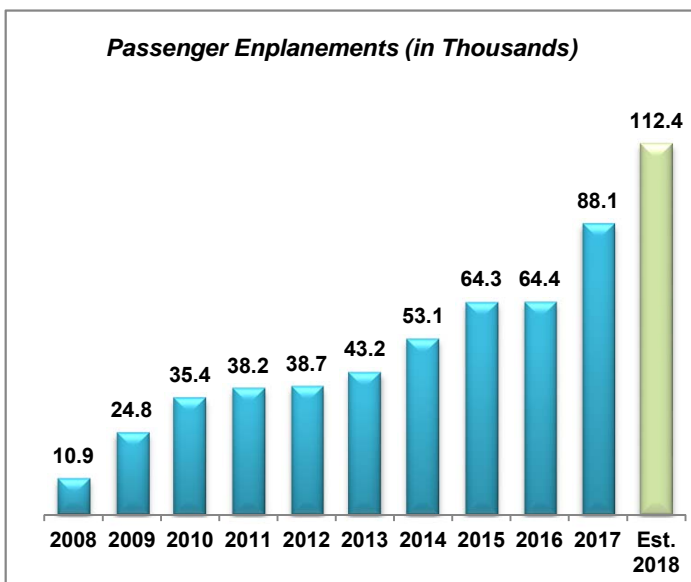
- Personnel services reflects a \$43,361 increase which includes the pay plan adopted by City Council (move to minimum pay of \$15 per hour for all permanent employees, move to midpoint for employees who have been in their current classification for five or more years, and a \$0.45 per hour across-the-board increase). A Sr. ASA position was reassigned to Assistant to the Airport Manager and will take over the handling of FAA grant paperwork from the Public Works department. A total of 0.33 FTE will be reassigned back to Public Works.
- Utilities, Services, and Miscellaneous reflects a \$2.9 million decrease due to a lower amount of capital projects funding required.

Highlights/Significant Changes

Strategic Priority: Infrastructure - Connecting the Community

- Runway 13-31 was completed along with a new parallel Taxiway C. This improvement created a second option for large aircraft due to it being reconstructed with concrete thus increasing the weight bearing capacity. The lengthening and widening of this runway and taxiway also made it a second option for commercial aircraft. This option was necessary due to upcoming improvements to the primary runway and also allowed the line of sight requirement to be met per FAA requirements enhancing the safety for users.
- In October 2017, the Go Letter was received from the FAA in regards to Runway 2-20 isolated repairs. This project will cost \$6,016,555 and will receive 90% funding from the FAA. Construction is anticipated to begin April 2019. The areas being reconstructed were identified in the Pavement Management System as needing rehabilitation. These improvements are essential to the safety of all aircraft landing and departing COU.
- The Route H design is 95% complete. This construction is scheduled to begin in the Spring of 2019 and will allow the necessary safety area needed to complete the extension of Runway 2-20. An interested parties meeting is going to be held in the Summer of 2018.
- Economic Development and Public Works staff collaborated to complete the crack sealing of Runway 2-20. This crack sealing was needed to extend the life of the current pavement. This work also reduces the potential of foreign object debris on the airfield thus making it a safer area for aircraft. This inter-departmental cooperation saved the City of Columbia a substantial amount of money.
- The Terminal Area Master Plan was completed October 2017 and Preferred Site #2 was conditionally approved by the FAA; however, FAA expressed its desire to locate the new terminal at mid-point to the primary runway. This recommendation was due in part to utilize the existing infrastructure and utilities, as well as costs and timing of the project. City staff used this recommendation and identified an alternative site just south of the existing terminal. City Council expressed support in December 2017 for this new site which is identified as "1X" and staff is currently conducting due diligence on this newly identified location, including removing and relocating hangar 350, relocating the Airport Flight Service Station equipment and demolition of building, and procuring a provider to conduct the Supplemental Terminal Area Master Plan (STAMP) and Categorical Exclusion Environmental Review (CATEX). Following approval of the STAMP and CATEX by FAA, the City will begin the selection process for the Design phase of the new terminal project.
- United Airlines began service on August 1, 2017. This included two daily round trip flights to Chicago and one daily round trip to Denver. This enhancement of service allows passengers more options while complementing the service that is currently being offered by American Airlines.
- American Airlines increased its fleet size and number of flights in the fall of 2017. This increase included the addition of a 76 passenger jet which allows first class seating, more leg room, and wider seats. This enhancement of service has been well received by passengers and was most recently expanded to both the Chicago and Dallas routes.

Passenger Enplanements (in Thousands)



Highlights/Significant Changes (continued)

- In May 2018, enplanements hit a record 11,308. This was a 70.5% increase over May 2017. The airport had 88,059 enplanements and 87,801 deplanements respectively in calendar year 2017. The trends for 2018 will place enplanements near 112,375 and total over 226,000 annual passengers which would be a 28% percent increase over 2017. These trends have been noticed by other airlines, and most recently staff attended an air service conference in Phoenix, AZ at which time they were contacted by other airlines with interest in serving COU.
- The increased enplanements in 2018 led to an evaluation by TSA in regards to additional screening. TSA determined the need for an additional screening lane. This second lane will be located where the current rental car counters are located. City staff has been working with Hertz and Enterprise in moving counters to an alternate location. This allows more room for rental car customers while allowing the installation of the second lane of screening.
- Enhancements to the crosswalk across Airport Drive were completed in winter of 2017. This enhancement included the installation of crosswalk warning lights, additional lighting, and a reduction of the speed limit. The speed limit was reduced from 40 mph to 25 mph in an attempt to make the area safer for our passengers. Airport staff is also working with Public Works to add a speed bump to this area to further add safety for the increased foot traffic in the area.
- A speed bump was installed directly in front of the terminal to create a safer pedestrian atmosphere. This enhancement was made after feedback from passengers was received and the need was identified.
- The 30th annual Salute to Veterans Airshow was held on Memorial Day weekend. This event allowed thousands of people to visit the airport to honor and remember the service members that have served and currently serve our country. This event was a success and is a great way for the airport to demonstrate support for the community.

Authorized Personnel

	<u>Actual FY 2017</u>	<u>Adj. Budget FY 2018</u>	<u>Estimated FY 2018</u>	<u>Adopted FY 2019</u>	<u>Position Changes</u>
Administration	2.90	2.95	2.95	2.62	(0.33)
Airfield Areas	4.30	4.30	4.30	4.30	
Terminal Areas	1.00	1.00	1.00	1.00	
Public Safety	8.70	8.70	8.70	8.70	
Snow Removal	0.00	0.00	0.00	0.00	
Concessions	0.50	0.00	0.00	0.00	
Total Personnel	17.40	16.95	16.95	16.62	(0.33)
Permanent Full-Time	17.40	16.95	16.95	16.62	(0.33)
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	17.40	16.95	16.95	16.62	(0.33)

Budget Detail by Divisions

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Administration:						
Personnel Services	\$251,345	\$272,486	\$272,486	\$278,458	\$5,972	2.2%
Supplies and Materials	\$7,362	\$12,661	\$7,661	\$7,992	(\$4,669)	(36.9%)
Travel and Training	\$7,158	\$9,650	\$9,650	\$11,343	\$1,693	17.5%
Intragovernmental Charges	\$322,846	\$300,412	\$300,412	\$388,860	\$88,448	29.4%
Utilities, Services, & Misc.	\$484,257	\$962,004	\$840,779	\$670,695	(\$291,309)	(30.3%)
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$1,020,808	\$852,733	\$852,733	\$850,847	(\$1,886)	(0.2%)
Total	\$2,093,776	\$2,409,946	\$2,283,721	\$2,208,195	(\$201,751)	(8.4%)
Airfield Areas:						
Personnel Services	\$262,147	\$261,888	\$256,696	\$275,741	\$13,853	5.3%
Supplies and Materials	\$63,362	\$101,460	\$101,460	\$138,360	\$36,900	36.4%
Travel and Training	\$2,717	\$500	\$369	\$1,000	\$500	100.0%
Intragovernmental Charges	\$28,044	\$29,982	\$29,982	\$34,742	\$4,760	15.9%
Utilities, Services, & Misc.	\$73,492	\$121,925	\$122,974	\$138,378	\$16,453	13.5%
Capital	\$14,558	\$65,000	\$63,234	\$0	(\$65,000)	(100.0%)
Other	\$0	\$0	\$0	\$30,000	\$30,000	
Total	\$444,320	\$580,755	\$574,715	\$618,221	\$37,466	6.5%
Terminal Areas:						
Personnel Services	\$47,729	\$55,795	\$51,048	\$62,308	\$6,513	11.7%
Supplies and Materials	\$30,321	\$38,298	\$38,317	\$38,326	\$28	0.1%
Travel and Training	\$0	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$9,085	\$8,242	\$8,242	\$9,337	\$1,095	13.3%
Utilities, Services, & Misc.	\$121,617	\$138,125	\$143,827	\$161,286	\$23,161	16.8%
Capital	\$29,663	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$238,415	\$240,460	\$241,434	\$271,257	\$30,797	12.8%
Public Safety:						
Personnel Services	\$658,085	\$536,567	\$522,424	\$584,465	\$47,898	8.9%
Supplies and Materials	\$42,770	\$44,860	\$44,742	\$45,115	\$255	0.6%
Travel and Training	\$11,753	\$16,331	\$16,331	\$14,698	(\$1,633)	(10.0%)
Intragovernmental Charges	\$26,502	\$27,552	\$27,552	\$27,783	\$231	0.8%
Utilities, Services, & Misc.	\$13,249	\$20,640	\$20,404	\$20,321	(\$319)	(1.5%)
Capital	\$39,431	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$791,790	\$645,950	\$631,453	\$692,382	\$46,432	7.2%
Snow Removal:						
Personnel Services	\$7,621	\$12,049	\$9,167	\$0	(\$12,049)	(100.0%)
Supplies and Materials	\$18,301	\$35,670	\$33,139	\$0	(\$35,670)	(100.0%)
Travel and Training	\$0	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$15,076	\$15,623	\$15,623	\$0	(\$15,623)	(100.0%)
Utilities, Services, & Misc.	\$10,946	\$17,066	\$11,885	\$0	(\$17,066)	(100.0%)
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$51,944	\$80,408	\$69,814	\$0	(\$80,408)	(100.0%)
Concessions						
Personnel Services	\$70,155	\$24,208	\$19,200	\$5,382	(\$18,826)	(77.8%)
Supplies and Materials	\$18,089	\$28,060	\$28,060	\$28,121	\$61	0.2%
Travel and Training	\$0	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$0	\$0	\$0	\$0	\$0	
Utilities, Services, and Misc.	\$4,695	\$0	\$0	\$0	\$0	
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$92,939	\$52,268	\$47,260	\$33,503	(\$18,765)	(35.9%)

Budget Detail by Divisions

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Capital Projects:						
Personnel Services	\$0	\$0	\$0	\$0	\$0	
Supplies and Materials	\$2,025	\$0	\$0	\$0	\$0	
Travel and Training	\$0	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$0	\$0	\$0	\$0	\$0	
Utilities, Services, and Misc.	\$9,365,729	\$9,660,397	\$9,660,397	\$7,063,459	(\$2,596,938)	(26.9%)
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$9,367,754	\$9,660,397	\$9,660,397	\$7,063,459	(\$2,596,938)	(26.9%)

Department Totals						
Personnel Services	\$1,297,082	\$1,162,993	\$1,131,021	\$1,206,354	\$43,361	3.7%
Supplies and Materials	\$182,230	\$261,009	\$253,379	\$257,914	(\$3,095)	(1.2%)
Travel and Training	\$21,628	\$26,481	\$26,350	\$27,041	\$560	2.1%
Intragovernmental Charges	\$401,553	\$381,811	\$381,811	\$460,722	\$78,911	20.7%
Utilities, Services, & Misc.	\$10,073,985	\$10,920,157	\$10,800,266	\$8,054,139	(\$2,866,018)	(26.2%)
Capital	\$83,652	\$65,000	\$63,234	\$0	(\$65,000)	(100.0%)
Other	\$1,020,808	\$852,733	\$852,733	\$880,847	\$28,114	3.3%
Total	\$13,080,938	\$13,670,184	\$13,508,794	\$10,887,017	(\$2,783,167)	(20.4%)

Authorized Personnel by Divisions

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	Position Changes
Administration:					
9905 - Deputy City Manager *	0.05	0.00	0.00	0.00	
8900 - Economic Development Director	0.50	0.50	0.50	0.50	
5901 - Director, Public Works + ^	0.10	0.20	0.20	0.10	(0.10)
5800 - Asst. to the Public Works Dir. ^	0.25	0.25	0.25	0.02	(0.23)
2560 - Asst. to Airport Manager **	0.00	0.00	0.00	1.00	1.00
2556 - Airport Manager	1.00	1.00	1.00	1.00	
1006 - Senior Admin. Support Assistant **	1.00	1.00	1.00	0.00	(1.00)
Total Personnel	2.90	2.95	2.95	2.62	(0.33)
Permanent Full-Time	2.90	2.95	2.95	2.62	(0.33)
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	2.90	2.95	2.95	2.62	(0.33)
Airfield Areas:					
2555 - Airport Ops Supervisor	0.30	0.30	0.30	0.30	
2404 - Maintenance Mechanic-773	3.00	3.00	3.00	3.00	
2400 - Maintenance Foreman	1.00	1.00	1.00	1.00	
Total Personnel	4.30	4.30	4.30	4.30	
Permanent Full-Time	4.30	4.30	4.30	4.30	
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	4.30	4.30	4.30	4.30	

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

+ 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.

^ In FY 2019, (0.33) FTE positions were reallocated from Airport to PW Administration, Streets and Engineering

** In FY 2019, 1.00 FTE Senior Admin. Support Asst. was reclassified as 1.00 FTE Asst. to Airport Manager

Authorized Personnel by Divisions (cont.)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	Position Changes
Terminal Areas:					
2397 - Maintenance Assistant-773	1.00	1.00	1.00	1.00	
Total Personnel	1.00	1.00	1.00	1.00	
Permanent Full-Time	1.00	1.00	1.00	1.00	
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	1.00	1.00	1.00	1.00	
Public Safety:					
2555 - Airport Operations Supervisor	0.70	0.70	0.70	0.70	
2550 - Airport Safety Officer	8.00	8.00	8.00	8.00	
Total Personnel	8.70	8.70	8.70	8.70	
Permanent Full-Time	8.70	8.70	8.70	8.70	
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	8.70	8.70	8.70	8.70	
Concessions:					
8530 - Recreation Supervisor **	0.25	0.00	0.00	0.00	
8520 - Recreation Specialist **	0.25	0.00	0.00	0.00	
Total Personnel	0.50	0.00	0.00	0.00	
Permanent Full-Time	0.50	0.00	0.00	0.00	
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	0.50	0.00	0.00	0.00	
Department Totals					
Permanent Full-Time	17.40	16.95	16.95	16.62	(0.33)
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	17.40	16.95	16.95	16.62	(0.33)

** 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

Major Projects

Fiscal Impact

Funding for the FY 2019 projects will come from FAA Grants, Transportation Sales Tax, Enterprise Revenue, and MoDOT.

- Apron and Taxiway
- New Terminal Complex: Design
- Runway 2-20 and Taxiway A (North Ext 900 ft. and isolated repairs)
- Route H

Airport

Annual and 5 Year Capital Projects

Funding Source	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost	D	C
Airport								
1 Annual General Improvements - AP008 [ID: 944]								
Transp S Tax								
Total								
2 Design & Const of Airport Drive 1.3 miles (AP131) [ID: 2105]								
FAA Grant			\$324,000	\$2,916,000			2019	2020
Transp S Tax			\$36,000	\$324,000				
Total			\$360,000	\$3,240,000				
3 Design and Construct Perimeter Rd 1330 ft (AP132) [ID: 2106]								
FAA Grant		\$61,200	\$550,800				2020	2021
Transp S Tax		\$6,800						
Unfunded			\$61,200					
Total		\$68,000	\$612,000					
4 Design and Reconstruct GA Pavement (AP135) [ID: 2107]								
FAA Grant		\$225,000	\$2,025,000				2020	2021
Transp S Tax		\$12,500						
TST - will be reimb from MoDot		\$12,500	\$112,500					
Unfunded			\$112,500					
Total		\$250,000	\$2,250,000					
5 Design/Construct T/W and Apron (AP140) [ID: 2127]								
Ent Rev	\$135,775						2018	2019
TST - will be reimb from MoDot	\$812,376							
Total	\$948,151							
6 New Terminal Complex: Construction (AP133) [ID: 2061]								
FAA Grant		\$14,350,647					2020	2020
Future Bond		\$10,000,000						
PYA Ent Rev		\$700,000						
PYA Gen Fd Transfer		\$200,000						
PYA Transp S Tax		\$190,571						
Transp S Tax		\$1,613,994						
Unfunded		\$2,046,082						
Total		\$29,101,294						
7 New Terminal Complex: Design AP111 [ID: 1557]								
FAA Grant	\$585,000						2018	2019
PYA Transp S Tax	\$563,264							
Transp S Tax	\$1,628,915							
TST - will be reimb from MoDot	\$346							
Total	\$2,777,525							
8 Parking Expansion [ID: 941]								
Unfunded			\$207,933				2021	2021
Total			\$207,933					
9 R/W 2-20 & T/W A (N Ext 900Ft & Isol Rpr (AP125) [ID: 1924]								
Ent Rev	\$63,426						2019	2020
FAA Grant	\$570,828	\$9,132,327						
Transp S Tax		\$1,014,704						
Total	\$634,254	\$10,147,031						

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	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost	D	C
Airport								
10 Route H AP123 [ID: 1923]						2017	2019	
Ent Rev	\$163,340							
FAA Grant	\$2,940,113							
TST - will be reimb from MoDot	\$163,340							
Total	\$3,266,793							
11 T/W A: SOUTH OF R/W 13-31-975X50 Design and const [ID: 2124]						2021	2021	
FAA Grant			\$1,886,874					
Unfunded			\$209,653					
Total			\$2,096,527					
12 T/W B2 & C Design and Construction [ID: 1725]						2020	2020	
FAA Grant		\$1,008,700						
Transp S Tax		\$112,078						
Total		\$1,120,778						
13 Taxiway C and Pavement Management AP122 [ID: 2032]						2017	2017	
Total								
14 ARFF Relocation/Expansion - 90% eligible (FAA) [ID: 933]						2024	2024	
FAA Grant						\$1,091,611		
Unfunded						\$121,291		
Total						\$1,212,902		
15 Runway 2-20 Intrstns Reconst 90%FAA AP107 [ID: 960]						2024	2025	
FAA Grant						\$5,762,527		
Transp S Tax						\$640,280		
Total						\$6,402,807		
16 Snow Removal Broom Truck (AP138) [ID: 1937]						2024	2024	
FAA Grant						\$732,938		
Transp S Tax						\$81,438		
Total						\$814,376		
17 SRE:Runway Tow Broom & Tow De-icer AP099 [ID: 1256]						2024	2024	
FAA Grant						\$323,075		
Transp S Tax						\$35,898		
Total						\$358,973		

Airport Funding Source Summary

Ent Rev	\$362,541							
FAA Grant	\$4,095,941	\$24,777,874	\$4,786,674	\$2,916,000				
Transp S Tax	\$1,628,915	\$2,760,076	\$36,000	\$324,000				
TST - will be reimb from MoDot	\$976,062	\$12,500	\$112,500					
New Funding	\$7,063,459	\$27,550,450	\$4,935,174	\$3,240,000		\$0		
PYA Ent Rev		\$700,000						
PYA Gen Fd Transfer		\$200,000						

Airport

Annual and 5 Year Capital Projects

Funding Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost	D	C
Airport Funding Source Summary								
PYA Transp S Tax	\$563,264	\$190,571						
Prior Year Funding	\$563,264	\$1,090,571				\$0		
Future Bond		\$10,000,000						
Future Funding		\$10,000,000				\$0		
Unfunded		\$2,046,082	\$591,286					
Unfunded		\$2,046,082	\$591,286			\$0		
Total	\$7,626,723	\$40,687,103	\$5,526,460	\$3,240,000		\$0		

Airport Current Capital Projects								
1	1,500 ARFF Truck - AP117 [ID: 1719]						2016	2017
2	13-31 (5500x100) & TW B Turnarounds AP115 [ID: 1792]						2016	2017
3	Columbia Jet Center Parking Expansion AP134 [ID: 2077]							
4	COU Parking Lot AP124 [ID: 2076]							
5	Hangar 350 (AP130) [ID: 2104]						2018	2020
6	R/W 2-20 Extension AGIS Survey (AP127) Grant 44 [ID: 2051]						2017	2017
7	R/W 2-20 Tech Ops Agreement (AP128) [ID: 2052]						2018	2018
8	Runway 2-20 Isolated Pavement Remediations (AP126) [ID: 1720]						2018	2018
9	Terminal Master Plan AP112 [ID: 1749]						2014	2016

Airport Impact of Capital Projects

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 Columbia Jet Center) \$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 Columbia Jet Center 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 09/30/2018 \$71,712
 Maturity date - 3/1/2021

Debt Service Requirements

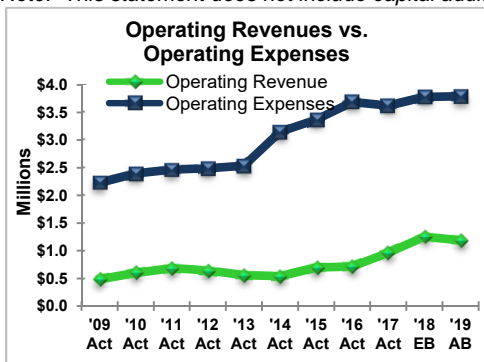
<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
2019	\$27,935	\$2,065	\$30,000
2020	\$28,929	\$1,071	\$30,000
2021	\$14,848	\$152	\$15,000
Total	\$71,712	\$3,288	\$75,000

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Revenues, Expenses, and Changes in Net Position Airport Fund

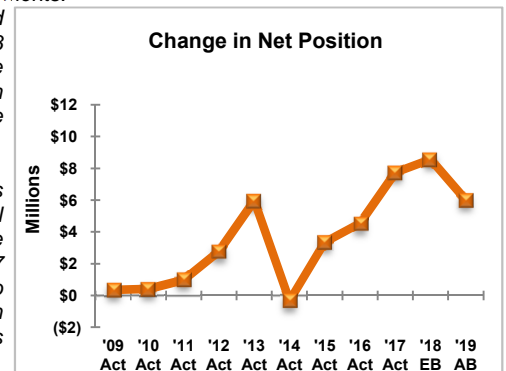
	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Operating Revenues:				
Concession Sales	\$36,401	\$38,000	\$38,768	\$22,000
Commissions	\$135,932	\$177,662	\$256,773	\$267,203
Rentals	\$238,306	\$208,840	\$218,185	\$214,999
Landing Fees	\$138,188	\$147,867	\$182,565	\$197,201
Law Enforcement Fees	\$69,792	\$97,200	\$93,115	\$97,200
Passenger Facility Charge	\$343,491	\$486,000	\$465,575	\$387,980
Total Operating Revenues	\$962,110	\$1,155,569	\$1,254,981	\$1,186,583
Operating Expenses:				
Personnel Services	\$1,297,082	\$1,162,993	\$1,131,021	\$1,206,354
Supplies & Materials	\$180,205	\$261,009	\$253,379	\$257,914
Travel & Training	\$21,628	\$26,481	\$26,350	\$27,041
Intragovernmental Charges	\$401,553	\$381,811	\$381,811	\$460,722
Utilities, Services & Other Misc.	\$708,256	\$1,259,760	\$1,139,869	\$990,680
Depreciation	\$1,016,857	\$848,782	\$848,782	\$848,782
Total Operating Expenses	\$3,625,581	\$3,940,836	\$3,781,212	\$3,791,493
Operating Income (Loss)	(\$2,663,471)	(\$2,785,267)	(\$2,526,231)	(\$2,604,910)
Non-Operating Revenues:				
Investment Revenue	(\$12,442)	\$31,930	\$53,079	\$53,079
Revenue from Other Gov. Units	\$193,880	\$0	\$0	\$0
Miscellaneous Revenue	\$27,727	\$8,500	\$18,117	\$15,000
Total Non-Operating Revenues	\$209,165	\$40,430	\$71,196	\$68,079
Non-Operating Expenses:				
Interest Expense	\$3,951	\$3,951	\$3,951	\$2,065
Loss on Disposal of Assets	\$0	\$0	\$0	\$0
Total Non-Operating Expenses	\$3,951	\$3,951	\$3,951	\$2,065
Total NonOperating Revenues (Expenses)	\$205,214	\$36,479	\$67,245	\$66,014
Income (Loss) Before Contrib and Transfers	(\$2,458,257)	(\$2,748,788)	(\$2,458,986)	(\$2,538,896)
Transfers In - Subsidy - TST Fd	\$1,846,884	\$1,876,583	\$1,876,583	\$1,876,583
Transfers In - From CVB for CIP Projects (1% Hotel/Motel tax)	\$0	\$190,571	\$190,571	\$0
Transfers In - TST for CIP	\$438,728	\$2,434,269	\$2,434,269	\$2,604,977
Transfers In - General Fund	\$20,706	\$0	\$0	\$0
Total Transfers In	\$2,306,318	\$4,501,423	\$4,501,423	\$4,481,560
Transfers Out	\$0	\$0	\$0	(\$30,000)
Capital Contribution - CIP	\$7,884,424	\$6,516,128	\$6,516,128	\$4,095,941
Total Transfers and Contributions	\$10,190,742	\$11,017,551	\$11,017,551	\$8,547,501
Changes in Net Position	\$7,732,485	\$8,268,763	\$8,558,565	\$6,008,605
Net Position - Beginning	\$34,822,359	\$42,554,844	\$50,823,607	\$59,382,172
Net Position - Ending	\$42,554,844	\$50,823,607	\$59,382,172	\$65,390,777

Note: This statement does not include capital additions, capital project expenses, or debt principal payments.



The gap between operating expenses and operating revenues has increased by \$854,228 from FY 2009 and FY 2019 as a result of the Airport adding flights. A subsidy is received from the Transportation Sales Tax Fund to provide the additional funding required for operations.

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



Financial Sources and Uses Airport Fund

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Financial Sources for Operations				
Concession Sales	\$36,401	\$38,000	\$38,768	\$22,000
Commissions	\$135,932	\$177,662	\$256,773	\$267,203
Rentals	\$238,306	\$208,840	\$218,185	\$214,999
Landing Fees	\$138,188	\$147,867	\$182,565	\$197,201
Law Enforcement Fees	\$69,792	\$97,200	\$93,115	\$97,200
Passenger Facility Charge	\$343,491	\$486,000	\$465,575	\$387,980
Investment Revenue	(\$12,442)	\$31,930	\$53,079	\$53,079
Less: GASB 31 Interest Adjustment	\$31,001	\$0	\$0	\$0
Miscellaneous Revenue	\$27,727	\$8,500	\$18,117	\$15,000
Revenue from Other Gov. Units	\$193,880	\$0	\$0	\$0
Total Financial Sources Before Transfers	\$1,202,276	\$1,195,999	\$1,326,177	\$1,254,662
Transfers In - Subsidy - TST Fd *	\$1,846,884	\$1,876,583	\$1,876,583	\$1,876,583
Transfers In - General Fund	\$20,706	\$0	\$0	\$0
Total Financial Sources	\$3,069,866	\$3,072,582	\$3,202,760	\$3,131,245
Financial Uses for Operations				
Personnel Services	\$1,297,082	\$1,162,993	\$1,131,021	\$1,206,354
Less: GASB 16 Vacation Liability Adjustment	\$4,861	\$0	\$0	\$0
Less: GASB 68 Pension Adjustment	(\$81,466)	\$0	\$0	\$0
Supplies & Materials	\$180,205	\$261,009	\$253,379	\$257,914
Travel & Training	\$21,628	\$26,481	\$26,350	\$27,041
Intragovernmental Charges	\$401,553	\$381,811	\$381,811	\$460,722
Utilities, Services & Other Misc.	\$708,256	\$1,259,760	\$1,139,869	\$990,680
Interest Expense	\$3,951	\$3,951	\$3,951	\$2,065
Transfers Out	\$0	\$0	\$0	\$30,000
Principal Payments	\$26,049	\$26,976	\$26,976	\$27,935
Capital Additions	\$83,652	\$65,000	\$63,234	\$0
Ent. Revenues Used for Capital Projects	\$0	\$710,000	\$710,000	\$362,541
Total Financial Uses	\$2,645,771	\$3,897,981	\$3,736,591	\$3,365,252
Financial Sources Over/(Under) Uses	\$424,095	(\$825,399)	(\$533,831)	(\$234,007)
Unassigned Cash Reserves for Operations				
Beginning Unassigned Cash Reserve		\$1,239,777	\$1,239,777	\$705,946
Financial Sources Over/(Under) Uses		(\$825,399)	(\$533,831)	(\$234,007)
Current Assets	\$2,699,943			
Less: GASB 31 Pooled Cash Adj	\$192,902			
Less: Cash Restricted for Capital Projects	(\$884,855)			
Less: Current Liabilities	(\$2,675,408)			
Plus: Construction Contracts Payable	\$1,907,195			
Projected Unassigned Cash Reserve	\$1,239,777	\$414,378	\$705,946	\$471,939
Budgeted Operating Expenses w/o Depr	\$2,721,951	\$2,967,952	\$2,967,952	\$2,942,711
Add: Budgeted Interest Expense	\$3,951	\$3,951	\$3,951	\$2,065
Add: Budgeted Operating Transfers to Other Funds	\$0	\$0	\$0	\$30,000
Add: Budgeted Principal Payments	\$26,049	\$26,976	\$26,976	\$27,935
Add: Budgeted Capital Additions	\$62,500	\$65,000	\$65,000	\$0
Add: Budgeted Ent Rev Used for CIP	\$0	\$0	\$0	\$362,541
Total Budgeted Financial Uses	\$2,814,451	\$3,063,879	\$3,063,879	\$3,365,252
Less: Ent Rev Budgeted for current year CIP	\$0	\$0	\$0	(\$362,541)
Budgeted Operational Expenses	\$2,814,451	\$3,063,879	\$3,063,879	\$3,002,711
	x 20%	x 20%	x 20%	x 20%
Budgeted Cash Reserve Target for Operations	\$562,890	\$612,776	\$612,776	\$600,542
Add: Ent Rev Budgeted for current year CIP	\$0	\$0	\$0	\$362,541
Budgeted Cash Reserve Target	\$562,890	\$612,776	\$612,776	\$963,083
Above/(Below) Budgeted Cash Reserve Target	\$676,887	(\$198,398)	\$93,170	(\$491,144)

* 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	\$0	\$92,384	\$0	\$0
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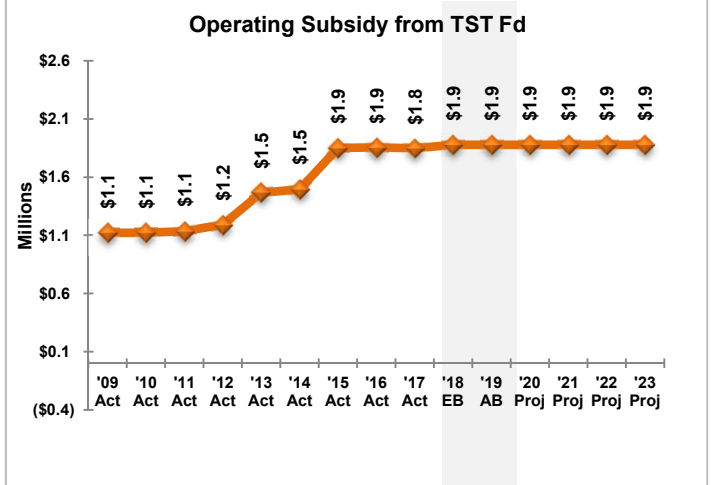
Financial Sources and Uses Airport Fund

Projected FY 2020	Projected FY 2021	Projected FY 2022	Projected FY 2023
\$22,000	\$22,000	\$22,000	\$22,000
\$278,313	\$289,979	\$302,228	\$315,089
\$212,899	\$213,816	\$214,750	\$215,704
\$197,201	\$197,201	\$197,201	\$197,201
\$97,200	\$97,200	\$97,200	\$97,200
\$486,000	\$486,000	\$486,000	\$486,000
\$53,079	\$53,079	\$53,079	\$53,079
\$0	\$0	\$0	\$0
\$15,000	\$15,000	\$15,000	\$15,000
\$0	\$0	\$0	\$0
\$1,361,692	\$1,374,275	\$1,387,458	\$1,401,273
\$1,876,583	\$1,876,583	\$1,876,583	\$1,876,583
\$0	\$0	\$0	\$0
\$3,238,275	\$3,250,858	\$3,264,041	\$3,277,856

The Financial Sources and Uses Statement is a management tool which provides a more complete look at the cash reserves 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 budgeted cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the Revenues, Expenses, and Changes in Net Position 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.

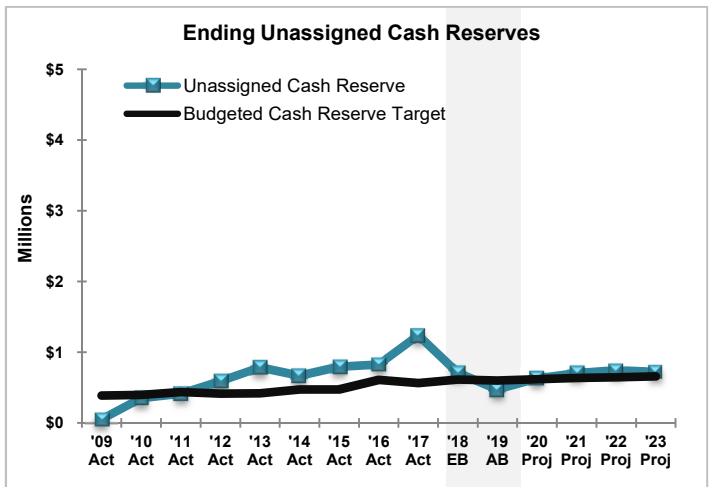
\$1,230,481	\$1,295,505	\$1,321,416	\$1,347,844
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$262,992	\$268,173	\$273,457	\$278,850
\$32,398	\$33,246	\$33,706	\$34,581
\$473,509	\$487,951	\$504,595	\$524,236
\$1,054,272	\$1,073,231	\$1,092,572	\$1,112,301
\$1,071	\$152	\$0	\$0
\$0	\$0	\$0	\$0
\$28,929	\$14,848	\$0	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$3,083,652	\$3,173,106	\$3,225,746	\$3,297,812



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

\$154,623	\$77,752	\$38,295	(\$19,956)
\$471,939	\$626,562	\$704,314	\$742,608
\$154,623	\$77,752	\$38,295	(\$19,956)

\$626,562	\$704,314	\$742,608	\$722,652
\$3,053,652	\$3,158,106	\$3,225,746	\$3,297,812
\$1,071	\$152	\$0	\$0
\$0	\$0	\$0	\$0
\$28,929	\$14,848	\$0	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$3,083,652	\$3,173,106	\$3,225,746	\$3,297,812
\$0	\$0	\$0	\$0
\$3,083,652	\$3,173,106	\$3,225,746	\$3,297,812
x 20%	x 20%	x 20%	x 20%
\$616,730	\$634,621	\$645,149	\$659,562
\$0	\$0	\$0	\$0
\$616,730	\$634,621	\$645,149	\$659,562
\$9,832	\$69,693	\$97,459	\$63,090



In general, the unassigned cash reserve has been above the budgeted cash reserve target thru FY 2017. Cash reserves will be utilized in FY 2019 to provide enterprise funding for various capital projects.

\$0	\$0	\$0	\$0
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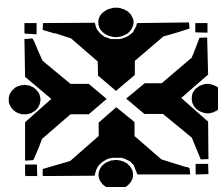
Airport Fees and Charges

			FY 2018	FY 2019
	Chapter/ Section	Date Last Changed	Fee	Fee
Lease of parking space for commercial vehicles				
The monthly rate to be charged each lessee of such parking shall be as follows:				
- 1 or 2 vehicles	3-46 (b)	06-01-92	\$50 per vehicle	\$50 per vehicle
- 3 or more vehicles	3-46 (b)	06-01-92	\$40 per vehicle	\$40 per vehicle
Landing Fees				
Non Contract	*	07-02-12	\$0.88 per 1,000 lb	\$0.88 per 1,000 lb
Contract	*	07-02-12	\$0.62 per 1,000 lb	\$0.62 per 1,000 lb
Jointly Used Premises				
	*	07-02-12	\$0.70 per enplanement	\$0.70 per enplanement
Police				
	*	07-02-12	\$0.90 per enplanement	\$0.90 per enplanement
Fuel Flowage Fee				
	*	07-02-12	\$0.04 per gallon	\$0.04 per gallon
Office/Counter Rent				
	*	07-02-12	\$15/sq ft	\$15/sq ft
Hangar/Ground Rent				
	*	07-02-12	\$0.08/sq ft	\$0.08/sq ft
Car Rental Commission				
	*	07-02-12	\$1,000 or 10%, whichever is greater	\$1,000 or 10%, whichever is greater
Farm Rent				
	*	10-01-17	\$20/grass acre \$90/tillable acre	\$20/grass acre \$90/tillable acre
Farm Commission Bonus				
	*	07-02-12	Removed	Removed
Farm Commission Bonus				
		10-01-17	Yield in bushels x USDA posted county price x 33.4% - \$90 rent fee	Yield in bushels x USDA posted county price x 33.4% - \$90 rent fee
FBO Commissions				
Inside Hangar Storage	*	07-02-12	3.75% of gross receipts	3.75% of gross receipts
Tie Down rental on apron	*	07-02-12	60% of gross receipts	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

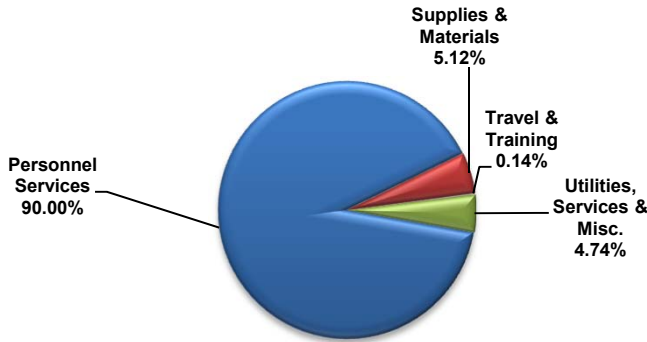
(Special Revenue Fund)



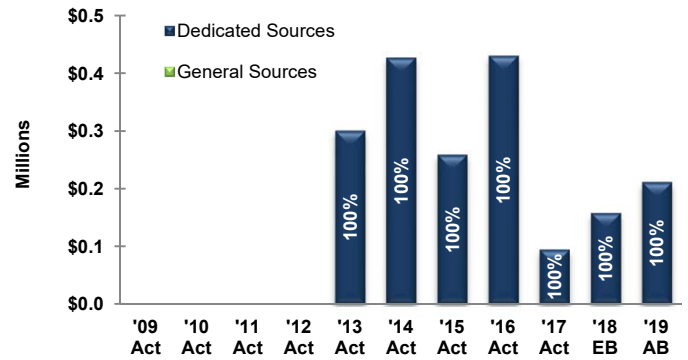
City of Columbia
Columbia, Missouri

Public Works - Non-Motorized Grant Fund

FY 2019 Total Expenditures By Category

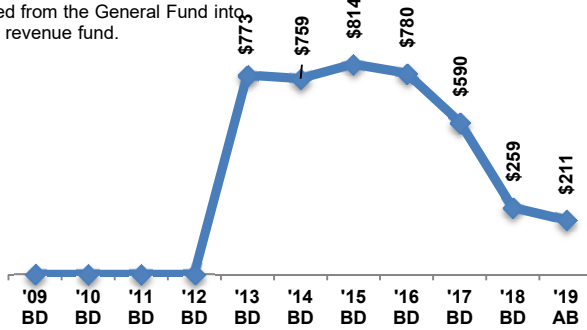


Funding Sources

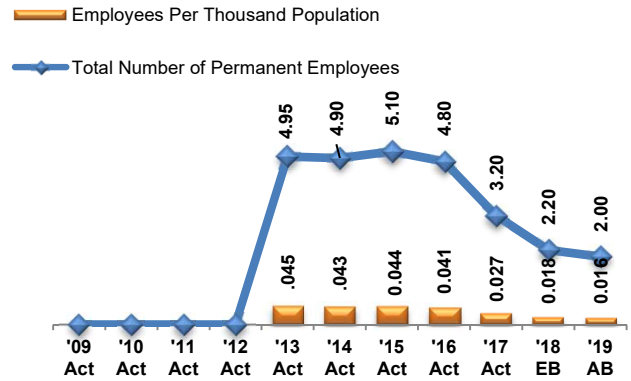


Budgeted Expenditure History (in Thousands)

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 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$121,480	\$203,398	\$114,583	\$189,858	(\$13,540)	(6.7%)
Supplies & Materials	\$19,863	\$20,761	\$7,661	\$10,794	(\$9,967)	(48.0%)
Travel & Training	\$50	\$300	\$300	\$300	\$0	0.0%
Intragov. Charges	\$0	\$0	\$0	\$0	\$0	
Utilities, Services & Misc.	\$13,972	\$35,000	\$35,000	\$10,000	(\$25,000)	(71.4%)
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$155,365	\$259,459	\$157,544	\$210,952	(\$48,507)	(18.7%)
Operating Expenses	\$155,365	\$259,459	\$157,544	\$210,952	(\$48,507)	(18.7%)
Non-Operating Expenses	\$0	\$0	\$0	\$0	\$0	
Debt Service	\$0	\$0	\$0	\$0	\$0	
Capital Additions	\$0	\$0	\$0	\$0	\$0	
Capital Projects	\$0	\$0	\$0	\$0	\$0	
Total Expenses	\$155,365	\$259,459	\$157,544	\$210,952	(\$48,507)	(18.7%)

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Grants (Non-Motorized Grant)	\$94,589	\$262,146	\$220,545	\$210,952	(\$51,194)	(19.5%)
Other Local Revenues	\$0	\$0	\$0	\$0	\$0	
Operating Transfers	\$0	\$0	\$0	\$0	\$0	
Use of Prior Year Sources	\$60,776	\$0	\$0	\$0	\$0	
Less: Current Year Surplus	\$0	(\$2,687)	(\$63,001)	\$0	\$2,687	(100.0%)
Dedicated Sources	\$155,365	\$259,459	\$157,544	\$210,952	(\$48,507)	(18.7%)
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$155,365	\$259,459	\$157,544	\$210,952	(\$48,507)	(18.7%)

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)

- 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 2018 by the GetAbout Columbia Program include: Bike Boulevard (MKT to Parkade) and Clark Lane Sidewalk.
- Projects still in design and scheduled for construction in FY 2019 include: Shepard to Rollins Trail.
- In FY 2019, a 0.10 FTE Engineer, 0.10 FTE Engineering Supervisor, and a 0.10 FTE Sr. Engineering Technician will be reallocated to PW Engineering.

Department Objectives

Design and construct improvements to the City's walking and biking network in order to provide more choices for safe and fun nonmotorized travel.

Authorized Personnel

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	Position Changes
Parks Planning					
4101 - Planner+ ^	0.50	0.00	0.00	0.00	
Total Personnel	0.50	0.00	0.00	0.00	
Permanent Full-Time	0.50	0.00	0.00	0.00	
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	0.50	0.00	0.00	0.00	
Non-Motorized Grant					
5109 - Engineering Supervisor **	0.40	0.40	0.40	0.30	(0.10)
5098/5113 - Eng. Specialist/Engineer+ **	0.20	0.20	0.20	0.10	(0.10)
5004 - Senior Engineering Tech. **	0.10	0.10	0.10	0.00	(0.10)
5003 - Engineering Technician *	1.00	0.00	0.00	0.60	0.60
4998 - Project Compliance Inspector	0.50	0.50	0.50	0.50	
4997 - Design Drafter ** ^^	0.50	0.50	0.50	0.00	(0.50)
4996 - Lead Proj Compl Inspector ^	0.00	0.25	0.25	0.25	
2450 - Construction Project Supt ^	0.00	0.25	0.25	0.25	
Total Personnel	2.70	2.20	2.20	2.00	(0.20)
Permanent Full-Time	2.70	2.20	2.20	2.00	(0.20)
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	2.70	2.20	2.20	2.00	(0.20)
Department Totals					
Permanent Full-Time	3.20	2.20	2.20	2.00	(0.20)
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	3.20	2.20	2.20	2.00	(0.20)

* In FY 2018 (1.00) FTE Engineering Technician position is being eliminated due to Non-Motorized Grant program winding down

^ 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.

** In FY 2019, 0.10 FTE Engineer, 0.10 FTE Engineering Supervisor, and 0.10 FTE Sr. Eng. Tech positions were reallocated back to Engineering from Non-motorized. Also in FY 2019, 0.10 FTE Design Drafter was reallocated to Non-Motorized grant fund from Engineering and reclassified as Engineering Technician.

^^ In FY 2019, 0.50 FTE Design Drafters were reclassified as Engineering Technicians.

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

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Revenues:				
Revenue from other Gov. Units	\$94,589	\$262,146	\$220,545	\$210,952
Total Revenues	\$94,589	\$262,146	\$220,545	\$210,952
Expenditures:				
Personnel Services	\$121,480	\$203,398	\$114,583	\$189,858
Supplies & Materials	\$19,863	\$20,761	\$7,661	\$10,794
Travel & Training	\$50	\$300	\$300	\$300
Intragovernmental Charges	\$0	\$0	\$0	\$0
Utilities, Services & Misc.	\$13,972	\$35,000	\$35,000	\$10,000
Capital	\$0	\$0	\$0	\$0
Total Expenditures	\$155,365	\$259,459	\$157,544	\$210,952
Excess (Deficiency) of Revenues Over Expenditures	(\$60,776)	\$2,687	\$63,001	\$0
Other Financing Sources (Uses):				
Transfers In	\$0	\$0	\$0	\$0
Transfers Out	\$0	\$0	\$0	\$0
Total Other Financing Sources (Uses)	\$0	\$0	\$0	\$0
Net Change in Fund Balance	(\$60,776)	\$2,687	\$63,001	\$0
Fund Balance Beginning	(\$4,912)	(\$65,688)	(\$63,001)	\$0
Fund Balance Ending	(\$65,688)	(\$63,001)	\$0	\$0

* This federal grant reimburses expenses once the City submits a draw down request. A negative fund balance is reflected due to the timing of draw down requests.

**Financial Sources and Uses
Non-Motorized Grant Fund**

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Financial Sources				
Revenue from other Gov. Units	\$94,589	\$262,146	\$220,545	\$210,952
Total Financial Sources Before Transfers	\$94,589	\$262,146	\$220,545	\$210,952
Transfers In	\$0	\$0	\$0	\$0
Total Financial Sources	\$94,589	\$262,146	\$220,545	\$210,952

Financial Uses				
Personnel Services	\$121,480	\$203,398	\$114,583	\$189,858
Supplies & Materials	\$19,863	\$20,761	\$7,661	\$10,794
Travel & Training	\$50	\$300	\$300	\$300
Intragovernmental Charges	\$0	\$0	\$0	\$0
Utilities, Services & Misc.	\$13,972	\$35,000	\$35,000	\$10,000
Capital	\$0	\$0	\$0	\$0
Transfers Out	\$0	\$0	\$0	\$0
Capital Additions	\$0	\$0	\$0	\$0
Total Financial Uses	\$155,365	\$259,459	\$157,544	\$210,952

Financial Sources Over/(Under) Uses	(\$60,776)	\$2,687	\$63,001	\$0
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Unassigned Cash Reserves				
Beginning Unassigned Cash Reserve		\$0	\$0	\$63,001
Financial Sources Over/(Under) Uses		\$2,687	\$63,001	\$0
Cash and Cash Equivalentents	\$0			
Less: GASB 31 Pooled Cash Adj	\$0			
Ending Unassigned Cash Reserves	\$0	\$2,687	\$63,001	\$63,001

Budgeted Cash Reserve Target
There is no cash reserve target for this fund

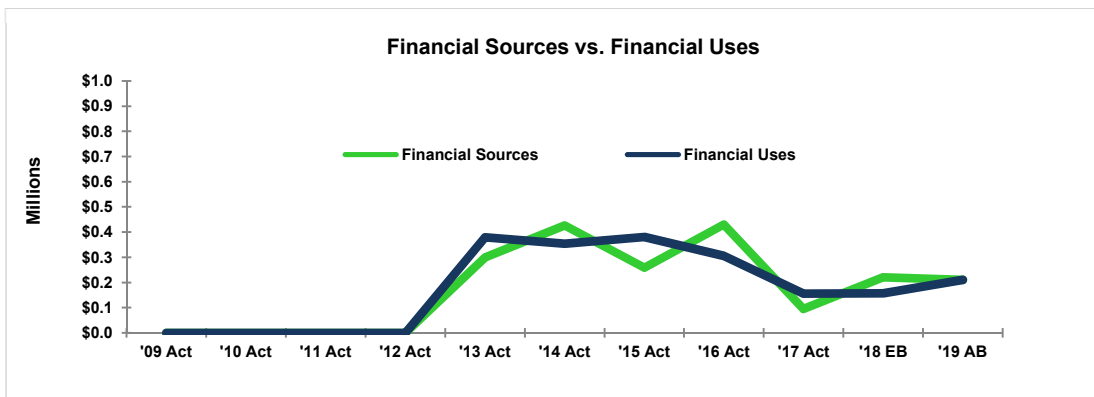
Financial Sources and Uses Non-Motorized Grant Fund

The Financial Sources and Uses Statement is a management tool which provides a more complete look at the cash reserves 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 budgeted cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the Revenues, Expenditures, and Changes in Fund Balance 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 budgeted 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 budgeted 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 budgeted cash reserve target. When the reserves are below the budgeted 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 budgeted 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.



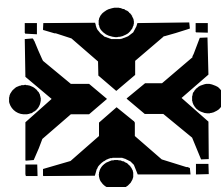
This federal grant reimburses expenses once the City submits a draw down request. Financial uses are above financial sources, due to the timing of the expenses happening in one fiscal year and the grant funds received from the draw down occurring in a later fiscal year.

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

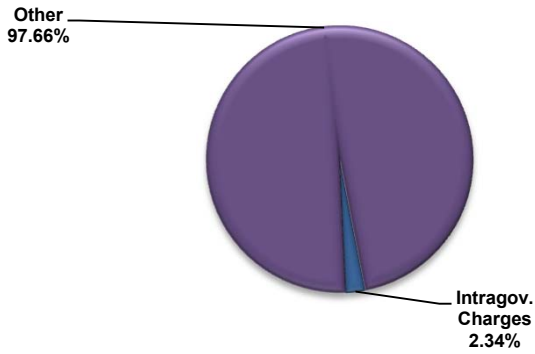
(Special Revenue Fund)



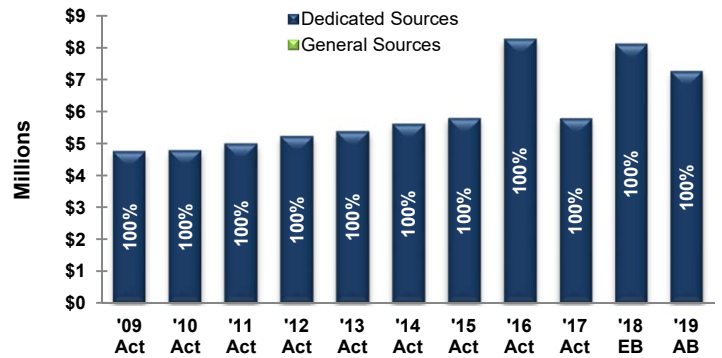
City of Columbia
Columbia, Missouri

Capital Improvement Sales Tax Fund

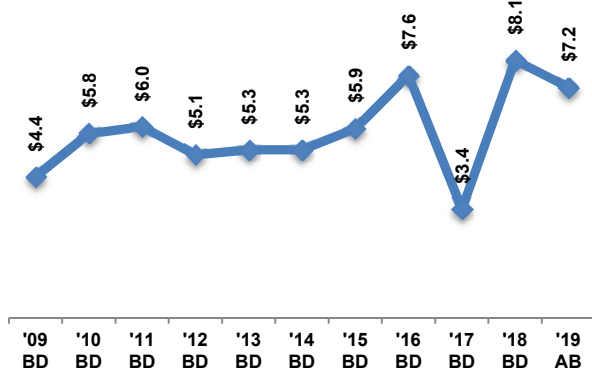
FY 2019 Total Expenditures By Category



Funding Sources



Total Budgeted Expenditures (in Millions)



Permanent Positions

There are no personnel assigned to this department

Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$0	\$0	\$0	\$0	\$0	
Supplies & Materials	\$0	\$0	\$0	\$0	\$0	
Travel & Training	\$0	\$0	\$0	\$0	\$0	
Intragov. Charges	\$23,573	\$21,991	\$21,991	\$169,585	\$147,594	671.2%
Utilities, Services & Misc.	\$0	\$0	\$0	\$0	\$0	
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$3,396,500	\$8,071,000	\$8,071,000	\$7,070,610	(\$1,000,390)	(12.4%)
Total	\$3,420,073	\$8,092,991	\$8,092,991	\$7,240,195	(\$852,796)	(10.5%)
Operating Expenses	\$23,573	\$21,991	\$21,991	\$169,585	\$147,594	671.2%
Non-Operating Expenses	\$3,396,500	\$8,071,000	\$8,071,000	\$7,070,610	(\$1,000,390)	(12.4%)
Debt Service	\$0	\$0	\$0	\$0	\$0	
Capital Additions	\$0	\$0	\$0	\$0	\$0	
Capital Projects	\$0	\$0	\$0	\$0	\$0	
Total Expenses	\$3,420,073	\$8,092,991	\$8,092,991	\$7,240,195	(\$852,796)	(10.5%)

Funding Sources (Where the Money Comes From)

Grants and Capital Contrib	\$0	\$0	\$0	\$0	\$0	
Sales Taxes	\$5,811,016	\$5,999,023	\$5,752,906	\$5,695,377	(\$303,646)	(5.1%)
Interest Revenue	(\$36,948)	\$21,528	\$21,528	\$21,528	\$0	0.0%
Other Local Revenues	\$0	\$0	\$0	\$0	\$0	
Transfers and Capital Contrib.	\$0	\$0	\$0	\$0	\$0	
Use of Prior Year Sources	\$0	\$2,072,440	\$2,318,557	\$1,523,290	(\$549,150)	(26.5%)
Less: Current Year Surplus	(\$2,353,995)	\$0	\$0	\$0	\$0	
Dedicated Sources	\$3,420,073	\$8,092,991	\$8,092,991	\$7,240,195	(\$852,796)	(10.5%)
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$3,420,073	\$8,092,991	\$8,092,991	\$7,240,195	(\$852,796)	(10.5%)

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
- Annual Traffic Safety
- Ballenger Ln - Ria to Mexico Gravel

Other General Government:

- Purchase of land for Municipal Service Center and additional Salt Storage Building

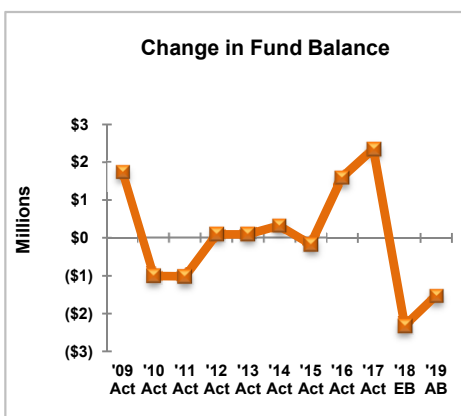
Public Safety:

- Replace 2004 Quint
- Construction of Fire Station #11

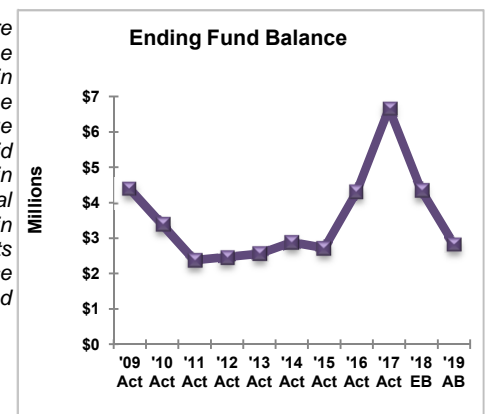
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**Revenues, Expenditures, and Changes in Fund Balance
Capital Improvement Sales Tax Fund**

	<u>Actual FY 2017</u>	<u>Adj. Budget FY 2018</u>	<u>Estimated FY 2018</u>	<u>Adopted FY 2019</u>
Revenues:				
Sales Taxes	\$5,811,016	\$5,999,023	\$5,752,906	\$5,695,377
Investment Revenue	(\$36,948)	\$21,528	\$21,528	\$21,528
Total Revenues	\$5,774,068	\$6,020,551	\$5,774,434	\$5,716,905
Expenditures:				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$23,573	\$21,991	\$21,991	\$169,585
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Capital	\$0	\$0	\$0	\$0
Total Expenditures	\$23,573	\$21,991	\$21,991	\$169,585
Excess (Deficiency) of Revenues Over Expenditures	\$5,750,495	\$5,998,560	\$5,752,443	\$5,547,320
Other Financing Sources (Uses):				
Transfers In	\$0	\$0	\$0	\$0
Transfers Out - Gen Gov't Capital Proj.	(\$3,256,500)	(\$8,071,000)	(\$8,071,000)	(\$7,070,610)
Transfers Out - Transit Capital Proj.	(\$140,000)	\$0	\$0	\$0
Total Transfers Out	(\$3,396,500)	(\$8,071,000)	(\$8,071,000)	(\$7,070,610)
Total Other Financing Sources (Uses)	(\$3,396,500)	(\$8,071,000)	(\$8,071,000)	(\$7,070,610)
Net Change in Fund Balance	\$2,353,995	(\$2,072,440)	(\$2,318,557)	(\$1,523,290)
Fund Balance Beginning	\$4,310,958	\$6,664,953	\$6,664,953	\$4,346,396
Fund Balance Ending	\$6,664,953	\$4,592,513	\$4,346,396	\$2,823,106



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. The large decrease in fund balance in FY 2018 is due to the Police Precinct/Municipal Service Center capital project. FY 2019 decrease in fund balance is due to transfers to the capital projects fund for the purchase of land for the Municipal Service Center and Salt Storage Building, Fire Station #11 and replacing a 2004 Quint.



Financial Sources and Uses
Capital Improvement Sales Tax Fund

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Financial Sources				
Sales Taxes	\$5,811,016	\$5,999,023	\$5,752,906	\$5,695,377
Investment Revenue	(\$36,948)	\$21,528	\$21,528	\$21,528
Less: GASB 31 Interest Adjustment	\$70,334	\$0	\$0	\$0
Total Financial Sources Before Transfers	\$5,844,402	\$6,020,551	\$5,774,434	\$5,716,905
Transfers In	\$0	\$0	\$0	\$0
Total Financial Sources	\$5,844,402	\$6,020,551	\$5,774,434	\$5,716,905

Financial Uses				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$23,573	\$21,991	\$21,991	\$169,585
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Capital	\$0	\$0	\$0	\$0
Transfers Out	\$3,396,500	\$8,071,000	\$8,071,000	\$7,070,610
Total Financial Uses	\$3,420,073	\$8,092,991	\$8,092,991	\$7,240,195

Financial Sources Over/(Under) Uses	\$2,424,329	(\$2,072,440)	(\$2,318,557)	(\$1,523,290)
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Unassigned Cash Reserves				
Beginning Unassigned Cash Reserve		\$6,061,860	\$6,061,860	\$3,743,303
Financial Sources Over/(Under) Uses		(\$2,072,440)	(\$2,318,557)	(\$1,523,290)
Cash and Cash Equivalents	\$5,828,710	\$0	\$0	\$0
Less: GASB 31 Pooled Cash Adj	\$233,150			
Projected Ending Unassigned Cash Reserve	\$6,061,860	\$3,989,420	\$3,743,303	\$2,220,013

Budgeted Cash Reserve Target

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

<i>Growth rate of Sales Tax Revenue</i>	1.75%	1.00%	-1.00%	-1.00%
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Financial Sources and Uses Capital Improvement Sales Tax Fund

Projected FY 2020	Projected FY 2021	Projected FY 2022	Projected FY 2023
\$5,638,423	\$5,582,039	\$5,526,219	\$5,470,957
\$21,528	\$21,528	\$21,528	\$21,528
\$0	\$0	\$0	\$0
\$5,659,951	\$5,603,567	\$5,547,747	\$5,492,485
\$0	\$0	\$0	\$0
\$5,659,951	\$5,603,567	\$5,547,747	\$5,492,485

The Financial Sources and Uses Statement is a management tool which provides a more complete look at the cash reserves 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 budgeted cash reserve target which provides useful information about the financial health of the fund.

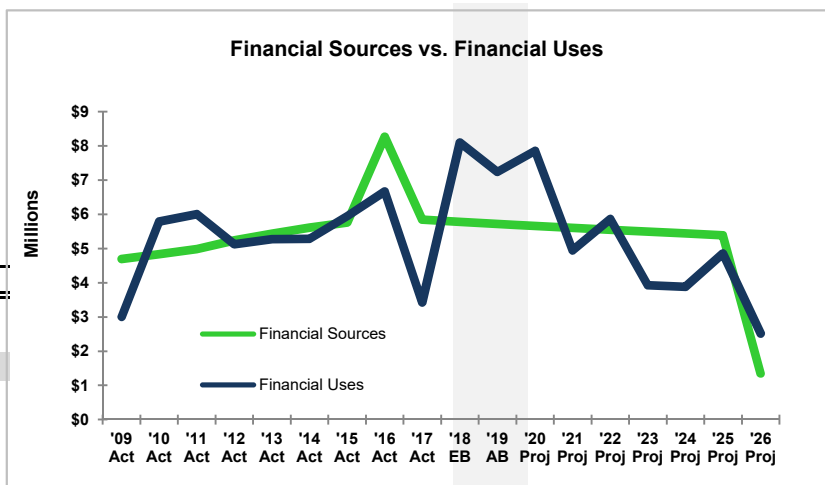
This statement takes information from the Revenues, Expenditures, and Changes in Fund Balance statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital 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.

\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$171,281	\$172,994	\$174,724	\$176,471
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$7,679,150	\$4,772,052	\$5,688,300	\$3,748,300
\$7,850,431	\$4,945,046	\$5,863,024	\$3,924,771

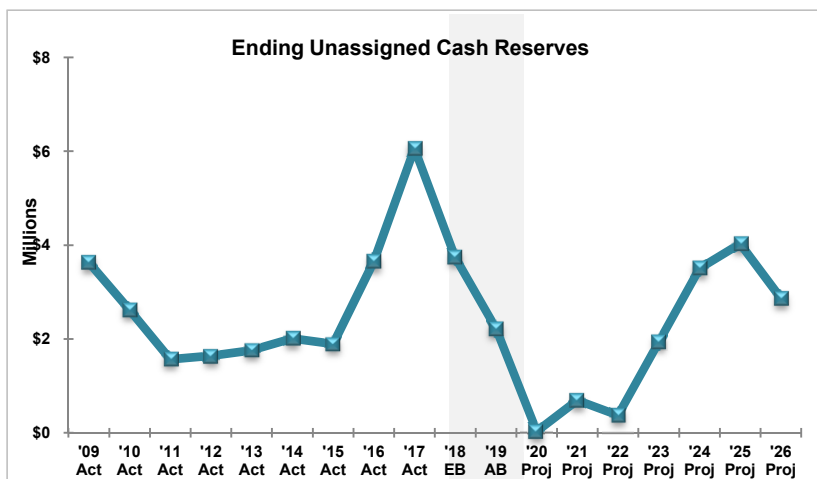
(\$2,190,480) \$658,521 (\$315,277) \$1,567,714

\$2,220,013	\$29,533	\$688,054	\$372,777
(\$2,190,480)	\$658,521	(\$315,277)	\$1,567,714
\$0	\$0	\$0	\$0

\$29,533 \$688,054 \$372,777 \$1,940,491



FY 2019 financial sources are under financial uses due to large amount of transfers to the capital projects fund that are needed. It is a normal occurrence with this type of fund for financial uses to be above sources as the sales tax receipts are accumulated over time and then transferred out to fund the capital project.

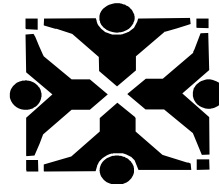


The unassigned cash reserve from year to year is directly impacted by the growth/decline of sales tax receipts and amount of capital project transfers that are required in a given year. The unassigned cash reserves increased in FY 2016 due to the payoff of the 2006B SO Revenue Refunding and Improvement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

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Transportation Sales Tax Fund

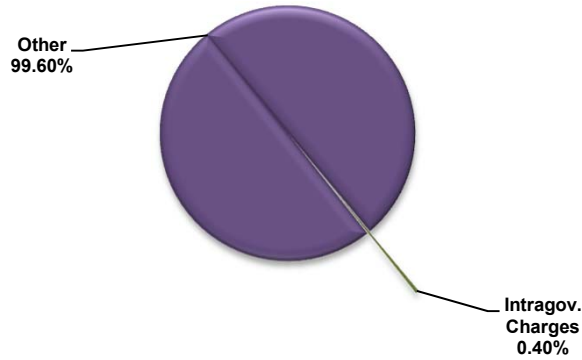
(Special Revenue Fund)



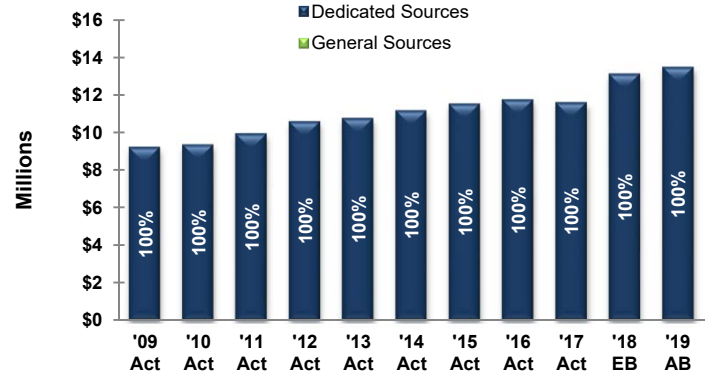
City of Columbia
Columbia, Missouri

Transportation Sales Tax Fund

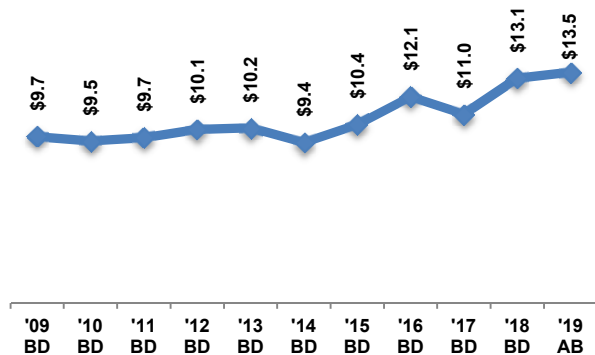
FY 2019 Total Expenditures By Category



Funding Sources



Total Budgeted Expenditures (in Millions)



Permanent Positions

There are no personnel assigned to this department

Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$0	\$0	\$0	\$0	\$0	
Supplies & Materials	\$0	\$0	\$0	\$0	\$0	
Travel & Training	\$0	\$0	\$0	\$0	\$0	
Intragov. Charges	\$24,006	\$22,042	\$22,042	\$54,440	\$32,398	147.0%
Utilities, Services & Misc.	\$0	\$0	\$0	\$0	\$0	
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$11,007,396	\$13,114,510	\$13,101,732	\$13,430,398	\$315,888	2.4%
Total	\$11,031,402	\$13,136,552	\$13,123,774	\$13,484,838	\$348,286	2.7%
Operating Expenses	\$24,006	\$22,042	\$22,042	\$54,440	\$32,398	147.0%
Non-Operating Expenses	\$11,007,396	\$13,114,510	\$13,101,732	\$13,430,398	\$315,888	2.4%
Debt Service	\$0	\$0	\$0	\$0	\$0	
Capital Additions	\$0	\$0	\$0	\$0	\$0	
Capital Projects	\$0	\$0	\$0	\$0	\$0	
Total Expenses	\$11,031,402	\$13,136,552	\$13,123,774	\$13,484,838	\$348,286	2.7%

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Sales Taxes (Transp. Sales Tax)	\$11,622,394	\$11,998,310	\$11,506,170	\$11,391,108	(\$607,202)	(5.1%)
Interest Revenue	(\$22,585)	\$69,462	\$69,462	\$69,462	\$0	0.0%
Other Local Revenues	\$0	\$0	\$0	\$0	\$0	
Transfers and Capital Contrib.	\$0	\$0	\$0	\$0	\$0	
Use of Prior Year Sources	\$0	\$1,068,780	\$1,548,142	\$2,024,268	\$955,488	89.4%
Less: Current Year Surplus	(\$568,407)	\$0	\$0	\$0	\$0	
Dedicated Sources	\$11,031,402	\$13,136,552	\$13,123,774	\$13,484,838	\$348,286	2.7%
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$11,031,402	\$13,136,552	\$13,123,774	\$13,484,838	\$348,286	2.7%

Transportation Sales Tax Fund

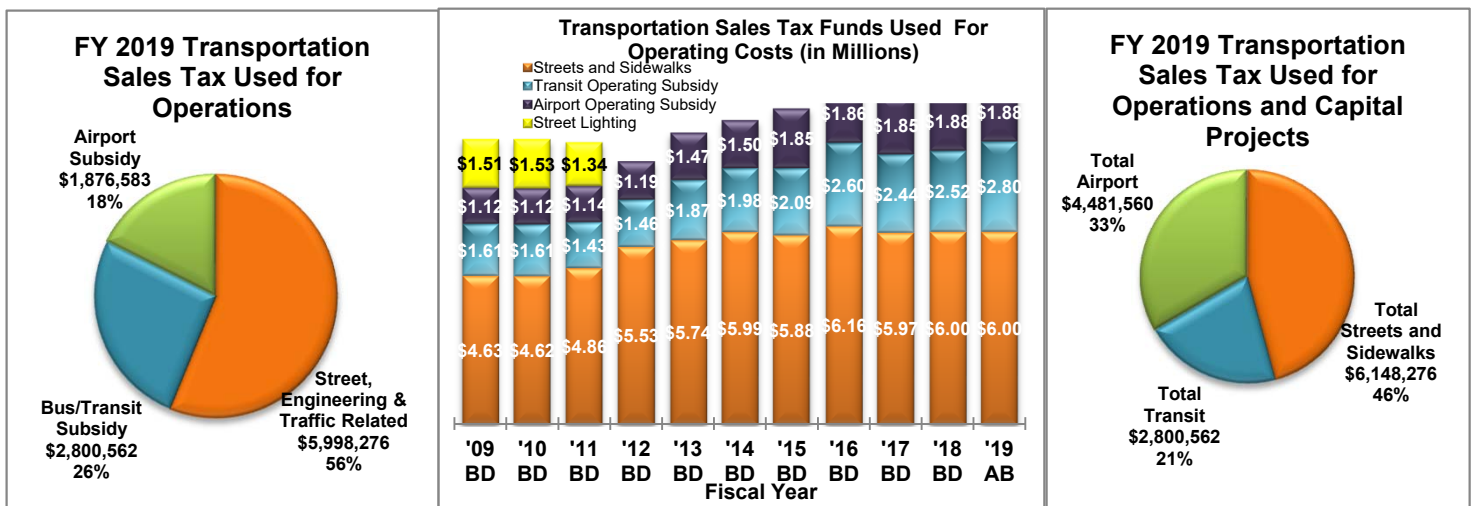
Fund 2210

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.

Expenditures

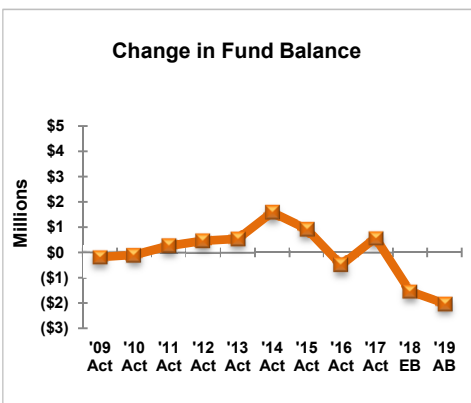
	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B
General and Administrative Charges	\$24,006	\$22,042	\$22,042	\$54,440	\$32,398
Total Operating Expenditures	\$24,006	\$22,042	\$22,042	\$54,440	\$32,398
Transfers Out:					
Street, Engineering & Traffic Related	\$5,968,577	\$5,998,276	\$5,998,276	\$5,998,276	\$0
Streets and Sidewalks Capital Projects	\$0	\$0	\$0	\$150,000	\$150,000
Total Streets and Sidewalks	\$5,968,577	\$5,998,276	\$5,998,276	\$6,148,276	\$150,000
Bus/Transit Subsidy	\$2,438,773	\$2,516,873	\$2,516,873	\$2,800,562	\$283,689
Bus/Transit CIP	\$314,434	\$275,731	\$275,731	\$0	(\$275,731)
Total Transit	\$2,753,207	\$2,792,604	\$2,792,604	\$2,800,562	\$7,958
Airport Subsidy	\$1,846,884	\$1,889,361	\$1,876,583	\$1,876,583	(\$12,778)
Airport CIP	\$438,728	\$2,434,269	\$2,434,269	\$2,604,977	\$170,708
Total Airport	\$2,285,612	\$4,323,630	\$4,310,852	\$4,481,560	\$157,930
Total Transfers Out	\$11,007,396	\$13,114,510	\$13,101,732	\$13,430,398	\$315,888
Total Expenditures	\$11,031,402	\$13,136,552	\$13,123,774	\$13,484,838	\$348,286



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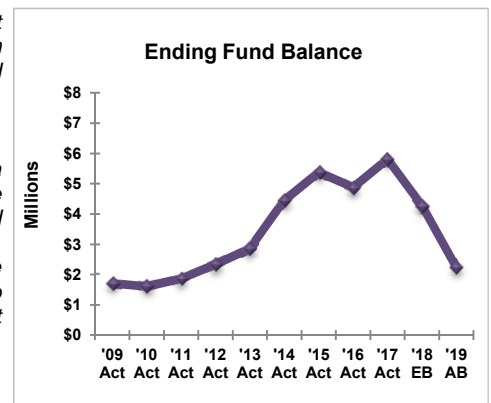
**Revenues, Expenditures, and Changes in Fund Balance
Transportation Sales Tax Fund**

	<u>Actual FY 2017</u>	<u>Adj. Budget FY 2018</u>	<u>Estimated FY 2018</u>	<u>Adopted FY 2019</u>
Revenues:				
Sales Taxes	\$11,622,394	\$11,998,310	\$11,506,170	\$11,391,108
Grant Revenue	\$0	\$0	\$0	\$0
Investment Revenue	(\$22,585)	\$69,462	\$69,462	\$69,462
Total Revenues	\$11,599,809	\$12,067,772	\$11,575,632	\$11,460,570
Expenditures:				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$24,006	\$22,042	\$22,042	\$54,440
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Capital	\$0	\$0	\$0	\$0
Total Expenditures	\$24,006	\$22,042	\$22,042	\$54,440
Excess (Deficiency) of Revenues Over Expenditures	\$11,575,803	\$12,045,730	\$11,553,590	\$11,406,130
Other Financing Sources (Uses):				
Transfers In	\$0	\$0	\$0	\$0
Transfers Out - Subsidy - Transit	(\$2,438,773)	(\$2,516,873)	(\$2,516,873)	(\$2,800,562)
Transfers Out - CIP Matching Funds - Transit	(\$314,434)	(\$275,731)	(\$275,731)	\$0
Transfers Out - Subsidy - Airport	(\$1,846,884)	(\$1,889,361)	(\$1,876,583)	(\$1,876,583)
Transfers Out - CIP Matching Funds - Airport	(\$438,728)	(\$2,434,269)	(\$2,434,269)	(\$2,604,977)
Transfers Out - Streets, Eng & Traffic Related	(\$5,968,577)	(\$5,998,276)	(\$5,998,276)	(\$5,998,276)
Transfers Out - CIP - Streets and Sidewalks	\$0	\$0	\$0	(\$150,000)
Total Transfers Out	(\$11,007,396)	(\$13,114,510)	(\$13,101,732)	(\$13,430,398)
Total Other Financing Sources (Uses)	(\$11,007,396)	(\$13,114,510)	(\$13,101,732)	(\$13,430,398)
Net Change in Fund Balance	\$568,407	(\$1,068,780)	(\$1,548,142)	(\$2,024,268)
Fund Balance Beginning	\$5,247,115	\$5,815,522	\$5,815,522	\$4,267,380
Fund Balance Ending	\$5,815,522	\$4,746,742	\$4,267,380	\$2,243,112



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. Beginning in FY 2018 and beyond there will be large uses of transportation sales taxes needed to fund capital projects associated with the new airport terminal.



**Financial Sources and Uses
Transportation Sales Tax**

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Financial Sources				
Sales Taxes	\$11,628,775	\$11,998,310	\$11,506,170	\$11,391,108
Interest Revenue	(\$22,585)	\$69,462	\$69,462	\$69,462
Less: GASB 31 Interest Adjustment	\$49,988	\$0	\$0	\$0
Grant Revenue	\$0	\$0	\$0	\$0
Miscellaneous Revenue	(\$6,381)	\$0	\$0	\$0
Total Financial Sources Before Transfers	\$11,649,797	\$12,067,772	\$11,575,632	\$11,460,570
Transfers In	\$0	\$0	\$0	\$0
Total Financial Sources	\$11,649,797	\$12,067,772	\$11,575,632	\$11,460,570

Financial Uses				
Transfers Out: Streets & Sidewalks				
Street, Engineering & Traffic Operations	\$5,968,577	\$5,998,276	\$5,998,276	\$5,998,276
CIP: 3rd Avenue Alley	\$0	\$0	\$0	\$150,000
Total Streets & Sidewalks	\$5,968,577	\$5,998,276	\$5,998,276	\$6,148,276

Transfers Out: Transit				
Operating Subsidy	\$2,438,773	\$2,516,873	\$2,516,873	\$2,800,562
Matching Funds for Capital Projects	\$314,434	\$275,731	\$275,731	\$0
Total Transit	\$2,753,207	\$2,792,604	\$2,792,604	\$2,800,562

Transfers Out: Airport				
Operating Subsidy	\$1,846,884	\$1,889,361	\$1,876,583	\$1,876,583
Matching Funds for Capital Projects	\$438,728	\$2,434,269	\$2,434,269	\$2,604,977
Total Airport	\$2,285,612	\$4,323,630	\$4,310,852	\$4,481,560

Total Transfers Out	\$11,007,396	\$13,114,510	\$13,101,732	\$13,430,398
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
General and Administrative Charges	\$24,006	\$22,042	\$22,042	\$54,440
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Capital Additions	\$0	\$0	\$0	\$0
Total Financial Uses	\$11,031,402	\$13,136,552	\$13,123,774	\$13,484,838

Sources Over/(Under) Uses	\$618,395	(\$1,068,780)	(\$1,548,142)	(\$2,024,268)
Cash and Cash Equivalents	\$4,156,496			
Less: GASB 31 Pooled Cash Adj	\$151,863			
Beginning Unassigned Cash Reserve		\$4,308,359	\$4,308,359	\$3,206,860
Expected Reimb. from MoDOT for Projects Funded Upfro	\$0	\$0	\$446,643	\$976,062
Ending Unassigned Cash Reserve	\$4,308,359	\$3,239,579	\$3,206,860	\$2,158,654

Budgeted Cash Reserve Target

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

Sales Tax Growth Allocation:

Streets and Sidewalks (25%)	\$0	\$92,384	\$0	\$0
Transit (50%)	\$0	\$184,767	\$0	\$0
Airport (25%)	\$0	\$92,384	\$0	\$0
Total Growth	\$0	\$369,535	\$0	\$0

Growth Rate of Sales Tax Revenue	1.75%	1.00%	-1.00%	-1.00%
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**Financial Sources and Uses
Transportation Sales Tax**

Projected FY 2020	Projected FY 2021	Projected FY 2022	Projected FY 2023
\$11,277,197	\$11,164,425	\$11,052,781	\$10,942,253
\$69,462	\$69,462	\$69,462	\$69,462
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$11,346,659	\$11,233,887	\$11,122,243	\$11,011,715
\$0	\$0	\$0	\$0
\$11,346,659	\$11,233,887	\$11,122,243	\$11,011,715

\$5,998,276	\$5,998,276	\$5,998,276	\$5,998,276
\$0	\$0	\$0	\$0
\$5,998,276	\$5,998,276	\$5,998,276	\$5,998,276

\$2,516,873	\$2,516,873	\$2,516,873	\$2,516,873
\$291,872	\$300,351	\$309,106	\$294,434
\$2,808,745	\$2,817,224	\$2,825,979	\$2,811,307

\$1,876,583	\$1,876,583	\$1,876,583	\$1,876,583
\$2,772,576	\$148,500	\$324,000	\$0
\$4,649,159	\$2,025,083	\$2,200,583	\$1,876,583

\$13,456,180	\$10,840,583	\$11,024,838	\$10,686,166
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\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$54,984	\$55,534	\$56,090	\$56,650
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0

\$13,511,164	\$10,896,117	\$11,080,928	\$10,742,816
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(\$2,164,505)	\$337,770	\$41,315	\$268,899
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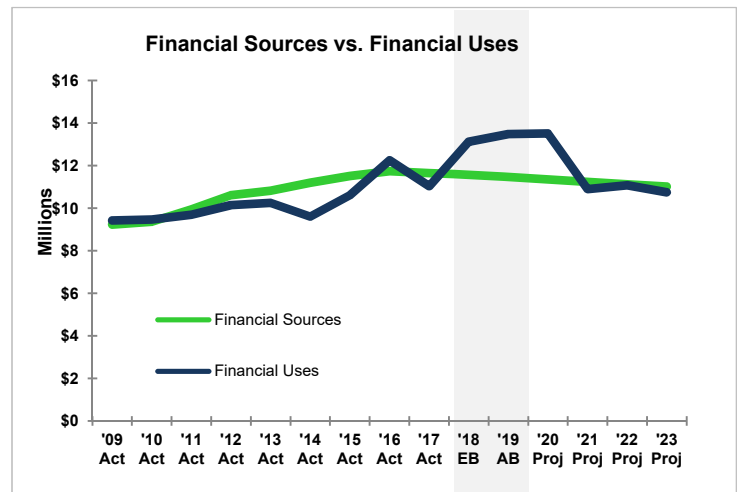
\$2,158,654	\$6,649	\$456,918	\$498,234
\$12,500	\$112,500	\$0	\$0
\$6,649	\$456,918	\$498,234	\$767,132

\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0

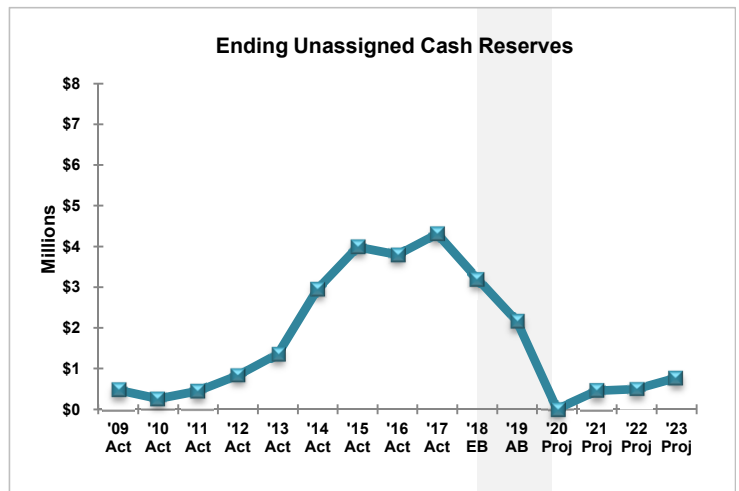
-1.00% -1.00% -1.00% -1.00%

The Financial Sources and Uses Statement is a management tool which provides a more complete look at the cash reserves 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 budgeted cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the Revenues, Expenditures, and Changes in Fund Balance 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.



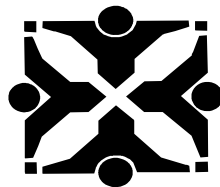
The Transportation Sales Tax Fund provides funding for operating expenses in the transportation related budgets in the General Fund, Transit Fund, and Airport Fund. In addition, this fund provides local match funding for transit and airport capital projects. While the operational funding increases a 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.



Ending unassigned cash reserves reflect a decrease from FY 2019 to FY 2020 due to increased local funding needed for airport capital projects associated with the construction of the new airport terminal.

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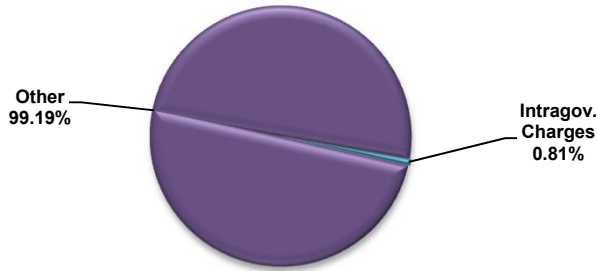
Public Improvement Fund (Special Revenue Fund)



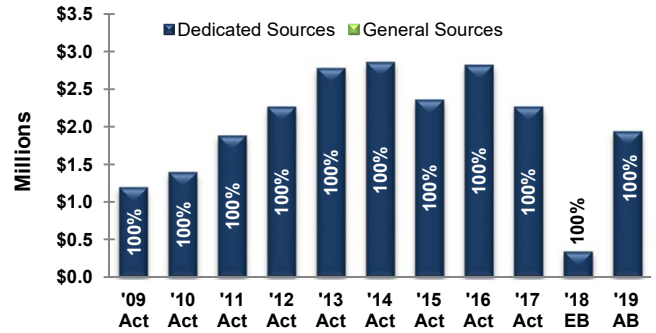
City of Columbia
Columbia, Missouri

Public Improvement Fund

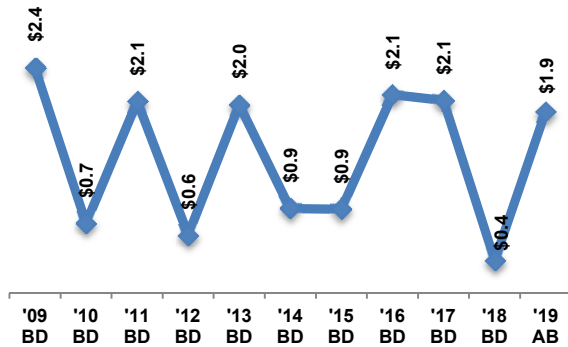
FY 2019 Total Expenditures By Category



Funding Sources



Total Budgeted Expenditures (in Millions)



Permanent Positions

There are no personnel assigned to this department

Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$0	\$0	\$0	\$0	\$0	
Supplies & Materials	\$0	\$0	\$0	\$0	\$0	
Travel & Training	\$0	\$0	\$0	\$0	\$0	
Intragov. Charges	\$132,891	\$109,561	\$109,561	\$15,760	(\$93,801)	(85.6%)
Utilities, Services & Misc.	\$0	\$0	\$0	\$0	\$0	
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$1,902,286	\$240,871	\$240,871	\$1,925,681	\$1,684,810	699.5%
Total	\$2,035,177	\$350,432	\$350,432	\$1,941,441	\$1,591,009	454.0%
Operating Expenses	\$132,891	\$109,561	\$109,561	\$15,760	(\$93,801)	(85.6%)
Non-Operating Expenses	\$1,902,286	\$240,871	\$240,871	\$1,925,681	\$1,684,810	699.5%
Debt Service	\$0	\$0	\$0	\$0	\$0	
Capital Additions	\$0	\$0	\$0	\$0	\$0	
Capital Projects	\$0	\$0	\$0	\$0	\$0	
Total Expenses	\$2,035,177	\$350,432	\$350,432	\$1,941,441	\$1,591,009	454.0%

Funding Sources (Where the Money Comes From)

Sales Taxes *	\$995,859	\$1,023,893	\$985,900	\$976,041	(\$47,852)	(4.7%)
Interest Revenue	(\$44,603)	\$139,608	\$139,608	\$139,608	\$0	0.0%
Fees and Service Charges **	\$1,319,207	\$1,200,000	\$1,200,000	\$1,200,000	\$0	0.0%
Other Local Revenues	\$0	\$0	\$0	\$0	\$0	
Transfers and Capital Contrib.	\$0	\$0	\$0	\$0	\$0	
Use of Prior Year Sources	\$0	\$0	\$0	\$0	\$0	
Less: Current Year Surplus	(\$235,286)	(\$2,013,069)	(\$1,975,076)	(\$374,208)	\$1,638,861	(81.4%)
Dedicated Sources	\$2,035,177	\$350,432	\$350,432	\$1,941,441	\$1,591,009	454.0%
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$2,035,177	\$350,432	\$350,432	\$1,941,441	\$1,591,009	454.0%

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

** Development Fees

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 2019 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 of arterial and collector streets.

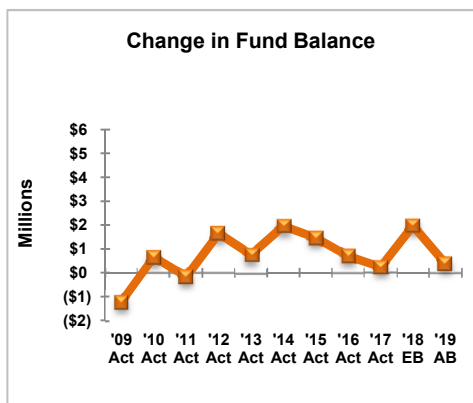
Highlights/Significant Changes

FY 2019 transfers to the capital project fund will be higher than they were in FY 2018. A total of \$1.7 million will be used to provide funding to construct a new fire station in the east in FY 2019. The remainder of the funding for the fire station will come from previously appropriated general sales taxes in the Gen Government Contingency project. A total of \$195,000 will be transferred to Other General Government capital projects to build up funds in several annual projects (contingency, downtown special projects, and public buildings major maintenance and renovation).

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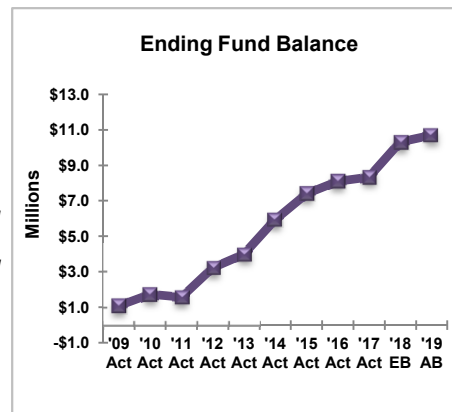
**Revenues, Expenditures, and Changes in Fund Balance
Public Improvement Fund**

	<u>Actual FY 2017</u>	<u>Adj. Budget FY 2018</u>	<u>Estimated FY 2018</u>	<u>Adopted FY 2019</u>
Revenues:				
Sales Taxes	\$995,859	\$1,023,893	\$985,900	\$976,041
Development Fees	\$1,319,207	\$1,200,000	\$1,200,000	\$1,200,000
Investment Revenue	(\$44,603)	\$139,608	\$139,608	\$139,608
Total Revenues	\$2,270,463	\$2,363,501	\$2,325,508	\$2,315,649
Expenditures:				
Personnel Services	\$0	\$0	\$0	\$0
Supplies & Materials	\$0	\$0	\$0	\$0
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$132,891	\$109,561	\$109,561	\$15,760
Utilities, Services & Misc.	\$0	\$0	\$0	\$0
Total Expenditures	\$132,891	\$109,561	\$109,561	\$15,760
Excess (Deficiency) of Revenues Over Expenditures	\$2,137,572	\$2,253,940	\$2,215,947	\$2,299,889
Other Financing Sources (Uses):				
Transfers In	\$0	\$0	\$0	\$0
Transfers Out - Lemone Trust Debt	(\$60,286)	(\$45,871)	(\$45,871)	(\$30,681)
Transfers Out - Public Safety Capital Projects	\$0	\$0	\$0	(\$1,700,000)
Transfers Out - Streets and Sidewalks Capital Projects	(\$1,197,000)	\$0	\$0	\$0
Transfers Out - Other General Government Capital Projects	(\$645,000)	(\$195,000)	(\$195,000)	(\$195,000)
Total Transfers Out	(\$1,902,286)	(\$240,871)	(\$240,871)	(\$1,925,681)
Total Other Financing Sources (Uses)	(\$1,902,286)	(\$240,871)	(\$240,871)	(\$1,925,681)
Net Change in Fund Balance	\$235,286	\$2,013,069	\$1,975,076	\$374,208
Fund Balance Beginning	\$8,104,228	\$8,339,514	\$8,339,514	\$10,314,590
Fund Balance Ending	\$8,339,514	\$10,352,583	\$10,314,590	\$10,688,798



Expenditure amounts vary from year to year depending on the amount of capital project funding required each year. FY 2019 includes \$1.7 million for an additional fire station #10 (east).

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.



Public Improvement Fund (Special Revenue Fund)

Financial Sources and Uses Public Improvement Fund

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
4.1% of 1% General Sales Tax (Can be spent on any general government capital projects (public safety, stre				
Sales Taxes	\$995,859	\$1,023,893	\$985,900	\$976,041
Investment Revenue	(\$44,603)	\$139,608	\$139,608	\$139,608
Less: GASB 31 Interest Adjustment	\$97,404	\$0	\$0	\$0
Miscellaneous Revenue	\$0	\$0	\$0	\$0
Total Financial Sources Before Transfers	\$1,048,660	\$1,163,501	\$1,125,508	\$1,115,649
Transfers In	\$0	\$0	\$0	\$0
Total Financial Sources	\$1,048,660	\$1,163,501	\$1,125,508	\$1,115,649
Financial Uses				
Intragovernmental Charges	\$132,891	\$109,561	\$109,561	\$15,760
Transfers Out - Debt Payments	\$60,286	\$45,871	\$45,871	\$30,681
Transfers Out - Administrative Capital Projects	\$645,000	\$195,000	\$195,000	\$195,000
Transfers Out - Public Safety Capital Projects	\$0	\$0	\$0	\$1,700,000
Transfers Out - Streets and Sidewalks Capital Projects	\$0	\$0	\$0	\$0
Total Financial Uses	\$838,177	\$350,432	\$350,432	\$1,941,441
Sources Over/(Under) Uses	\$210,483	\$813,069	\$775,076	(\$825,792)
Beginning GF/PI Unassigned Cash Reserve		\$718,629	\$718,629	\$1,493,705
Cash and Cash Equivalents	\$507,365			
Less: GASB 31 Pooled Cash Adj	\$211,264			
Ending GF/PI Unassigned Cash Reserve	\$718,629	\$1,531,698	\$1,493,705	\$667,913
Development Fees: (Can only be spent on construction of arterial and collector streets)				
Financial Sources				
Fees and Service Charges (Development Fees)	\$1,319,207	\$1,200,000	\$1,200,000	\$1,200,000
Total Financial Sources Before Transfers	\$1,319,207	\$1,200,000	\$1,200,000	\$1,200,000
Transfers In	\$0	\$0	\$0	\$0
Total Financial Sources	\$1,319,207	\$1,200,000	\$1,200,000	\$1,200,000
Financial Sources				
Transfers Out	\$1,197,000	\$0	\$0	\$0
Total Financial Uses	\$1,197,000	\$0	\$0	\$0
Sources Over/(Under) Uses	\$122,207	\$1,200,000	\$1,200,000	\$1,200,000
Beg. Dev. Fee Unassigned Cash Reserve		\$7,676,384	\$7,676,384	\$8,876,384
Cash Restricted for Development Charges	\$7,676,384			
Ending Dev. Fee Unassigned Cash Reserve	\$7,676,384	\$8,876,384	\$8,876,384	\$10,076,384
Total Public Improvement Fund				
Development Fees	\$1,319,207	\$1,200,000	\$1,200,000	\$1,200,000
Sales Taxes	\$995,859	\$1,023,893	\$985,900	\$976,041
Investment Revenue	(\$44,603)	\$139,608	\$139,608	\$139,608
Less: GASB 31 Interest Adjustment	\$97,404	\$0	\$0	\$0
Miscellaneous Revenue	\$0	\$0	\$0	\$0
Total Financial Sources Before Transfers	\$2,367,867	\$2,363,501	\$2,325,508	\$2,315,649
Transfers In	\$0	\$0	\$0	\$0
Total Financial Sources	\$2,367,867	\$2,363,501	\$2,325,508	\$2,315,649
Intragovernmental Charges	\$132,891	\$109,561	\$109,561	\$15,760
Transfers Out - Debt Service Fund for Lemone Trust	\$60,286	\$45,871	\$45,871	\$30,681
Transfers Out - Capital Projects	\$1,842,000	\$195,000	\$195,000	\$1,895,000
Total Financial Uses	\$2,035,177	\$350,432	\$350,432	\$1,941,441
Financial Sources Over/(Under) Uses	\$332,690	\$2,013,069	\$1,975,076	\$374,208
Beginning Unassigned Cash Reserve		\$8,395,013	\$8,395,013	\$10,370,089
Cash and Cash Equivalents	\$507,365			
Less: GASB 31 Pooled Cash Adj	\$211,264			
Cash Restricted for Development Charges	\$7,676,384			
Ending Unassigned Cash Reserve	\$8,395,013	\$10,408,082	\$10,370,089	\$10,744,297
Growth Rate of Sales Tax Revenue	1.75%	1.00%	-1.00%	-1.00%

Note: Capital improvement ballot projects show use of \$5.9 million in FY 2025

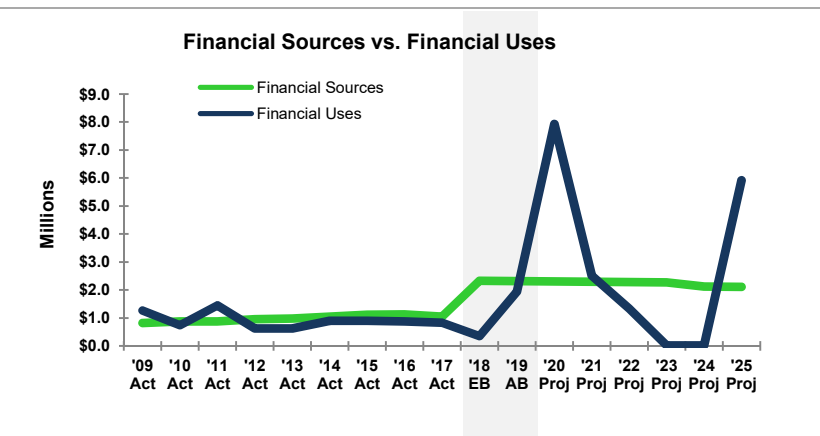
Financial Sources and Uses Public Improvement Fund

Projected FY 2020	Projected FY 2021	Projected FY 2022	Projected FY 2023
Streets and sidewalks, parks, administrative)			
\$966,281	\$956,618	\$947,052	\$937,581
\$139,608	\$139,608	\$139,608	\$139,608
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$1,105,889	\$1,096,226	\$1,086,660	\$1,077,189
\$0	\$0	\$0	\$0
\$1,105,889	\$1,096,226	\$1,086,660	\$1,077,189

The Financial Sources and Uses Statement is a management tool which provides a more complete look at the cash reserves 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 budgeted cash reserve target which provides useful information about the financial health of the fund.

This statement takes information from the Revenues, Expenditures, and Changes in Fund Balance 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.

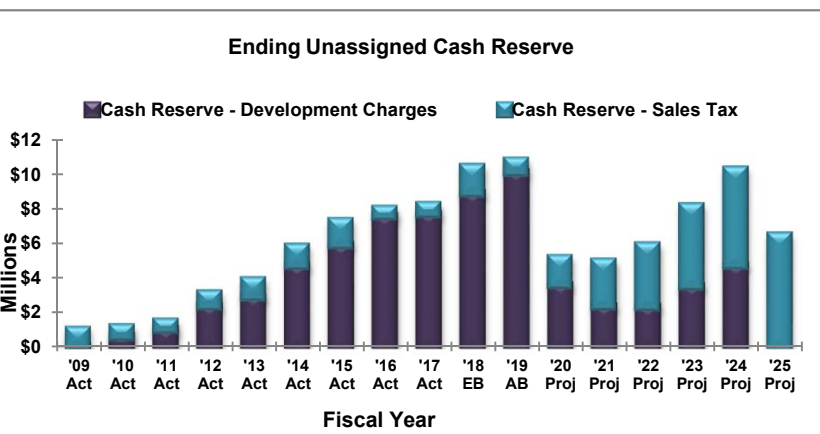
\$15,935	\$16,112	\$16,292	\$16,473
\$14,674	\$1,186	\$0	\$0
\$195,000	\$75,000	\$75,000	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$225,609	\$92,298	\$91,292	\$16,473
\$880,280	\$1,003,928	\$995,368	\$1,060,716
\$667,913	\$1,548,193	\$2,552,121	\$3,547,489
\$1,548,193	\$2,552,121	\$3,547,489	\$4,608,205



For the years shown, there were a few 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.

\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
\$0	\$0	\$0	\$0
\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000

\$7,707,800	\$2,415,700	\$1,250,000	\$0
\$7,707,800	\$2,415,700	\$1,250,000	\$0
(\$6,507,800)	(\$1,215,700)	(\$50,000)	\$1,200,000
\$10,076,384	\$3,568,584	\$2,352,884	\$2,302,884
\$3,568,584	\$2,352,884	\$2,302,884	\$3,502,884



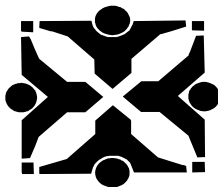
There has been an overall increase in the ending unassigned cash reserve over the past ten years. The majority of the reserves are from development fees. The City is building up these reserves to use to fund several large capital projects that are a part of the FY 2015 capital improvement sales tax ballot including \$2,415,700 for Discovery Parkway: Gans to New Haven (Const. 2021), \$7,707,800 for Nifong - Providence to Forum 4 Lane (Const. 2020), and \$5,902,884 for Forum Blvd - Chapel Hill to Woodrail 4 lane (Const. 2025).

\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
\$966,281	\$956,618	\$947,052	\$937,581
\$139,608	\$139,608	\$139,608	\$139,608
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$2,305,889	\$2,296,226	\$2,286,660	\$2,277,189
\$0	\$0	\$0	\$0
\$2,305,889	\$2,296,226	\$2,286,660	\$2,277,189
\$15,935	\$16,112	\$16,292	\$16,473
\$14,674	\$1,186	\$0	\$0
\$7,902,800	\$2,490,700	\$1,325,000	\$0
\$7,933,409	\$2,507,998	\$1,341,292	\$16,473
(\$5,627,520)	(\$211,772)	\$945,368	\$2,260,716
\$10,744,297	\$5,116,777	\$4,905,005	\$5,850,373
\$0			
\$5,116,777	\$4,905,005	\$5,850,373	\$8,111,089

-1.00% -1.00% -1.00% -1.00%

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Stadium TDD Fund (Special Revenue Fund)

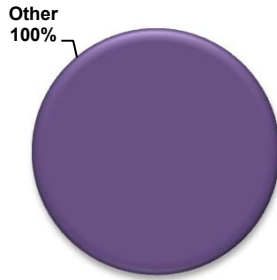


City of Columbia
Columbia, Missouri

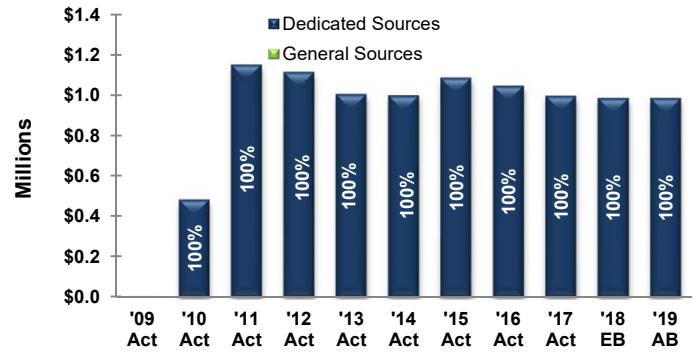
Stadium TDD Fund (Special Revenue Fund)

Fund 2300

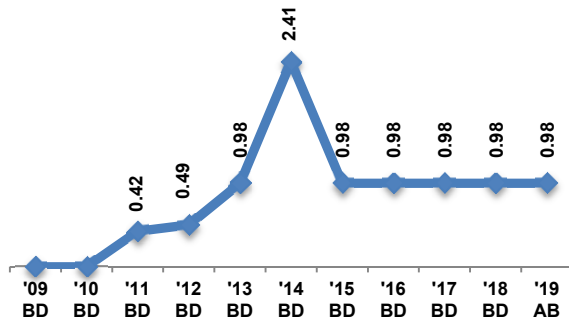
FY 2019 Total Expenditures By Category



Funding Sources



Total Budgeted Expenditures (in Millions)



Permanent Positions

There are no personnel assigned to this department

Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$0	\$0	\$0	\$0	\$0	
Supplies & Materials	\$0	\$0	\$0	\$0	\$0	
Travel & Training	\$0	\$0	\$0	\$0	\$0	
Intragov. Charges	\$0	\$0	\$0	\$0	\$0	
Utilities, Services & Misc.	\$0	\$0	\$0	\$0	\$0	
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$983,476	\$983,476	\$983,476	\$983,476	\$0	0.0%
Total	\$983,476	\$983,476	\$983,476	\$983,476	\$0	0.0%
Operating Expenses	\$0	\$0	\$0	\$0	\$0	
Non-Operating Expenses	\$983,476	\$983,476	\$983,476	\$983,476	\$0	0.0%
Debt Service	\$0	\$0	\$0	\$0	\$0	
Capital Additions	\$0	\$0	\$0	\$0	\$0	
Capital Projects	\$0	\$0	\$0	\$0	\$0	
Total Expenses	\$983,476	\$983,476	\$983,476	\$983,476	\$0	0.0%

Funding Sources (Where the Money Comes From)

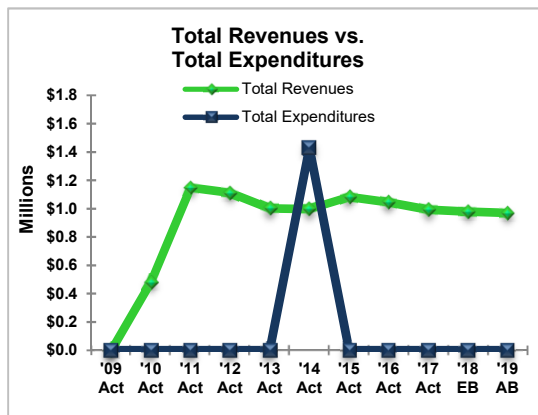
	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Grants	\$994,786	\$1,064,377	\$974,890	\$965,141	(\$99,236)	(9.3%)
Interest Revenue	(\$920)	\$5,410	\$5,410	\$5,410	\$0	0.0%
Trnsfrs & Capital Contrib.	\$0	\$0	\$0	\$0	\$0	
Use of Prior Year Sources	\$0	\$0	\$3,176	\$12,925	\$12,925	
Less: Current Year Surplus	(\$10,390)	(\$86,311)	\$0	\$0	\$86,311	(100.0%)
Dedicated Sources	\$983,476	\$983,476	\$983,476	\$983,476	\$0	0.0%
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$983,476	\$983,476	\$983,476	\$983,476	\$0	0.0%

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.

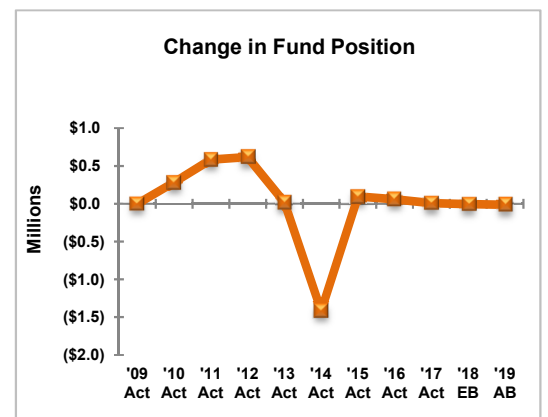
Revenues, Expenditures, and Changes in Fund Balance
Stadium TDD Fund

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Revenues:				
Revenue from other gov. units	\$994,786	\$1,064,377	\$974,890	\$965,141
Investment Revenue	(\$920)	\$5,410	\$5,410	\$5,410
Total Revenues	\$993,866	\$1,069,787	\$980,300	\$970,551
Expenditures:				
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
Total Expenditures	\$0	\$0	\$0	\$0
Excess (Deficiency) of Revenues Over Expenditures	\$993,866	\$1,069,787	\$980,300	\$970,551
Other Financing Sources (Uses):				
Lease/Bond Proceeds	\$0	\$0	\$0	\$0
Transfers In	\$0	\$0	\$0	\$0
Transfers Out	(\$983,476)	(\$983,476)	(\$983,476)	(\$983,476)
Total Other Financing Sources (Uses)	(\$983,476)	(\$983,476)	(\$983,476)	(\$983,476)
Net Change in Fund Balance	\$10,390	\$86,311	(\$3,176)	(\$12,925)
Fund Balance Beginning	\$250,780	\$261,170	\$261,170	\$257,994
Fund Balance Ending	\$261,170	\$347,481	\$257,994	\$245,069



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

In FY 2014 there was a large payment made to the Columbia Mall TDD for expenditures relating to parking reconstruction improvements as a part of the Route 740 (Stadium Blvd) improvement projects.



Financial Sources and Uses
Stadium TDD Fund

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Financial Sources				
Revenue from other gov. units	\$994,786	\$1,064,377	\$974,890	\$965,141
Interest Revenue	(\$920)	\$5,410	\$5,410	\$5,410
Less: GASB 31 Interest Adjustment	\$2,948	\$0	\$0	\$0
Total Financial Sources Before Transfers	\$996,814	\$1,069,787	\$980,300	\$970,551
Transfers In	\$0	\$0	\$0	\$0
Total Financial Sources	\$996,814	\$1,069,787	\$980,300	\$970,551
Financial Uses				
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
Transfers Out	\$983,476	\$983,476	\$983,476	\$983,476
Total Financial Uses	\$983,476	\$983,476	\$983,476	\$983,476
Financial Sources Over/(Under) Uses	\$13,338	\$86,311	(\$3,176)	(\$12,925)
Unassigned Cash Reserves				
Beginning Unassigned Cash Reserve		\$254,115	\$254,115	\$250,939
Financial Sources Over/(Under) Uses		\$86,311	(\$3,176)	(\$12,925)
Cash and Cash Equivalents	\$192,846	\$0	\$0	\$0
Less: GASB 31 Pooled Cash Adjustment	\$61,269	\$0	\$0	\$0
Ending Unassigned Cash Reserves	\$254,115	\$340,426	\$250,939	\$238,014

Budgeted 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 budgeted cash reserve target.

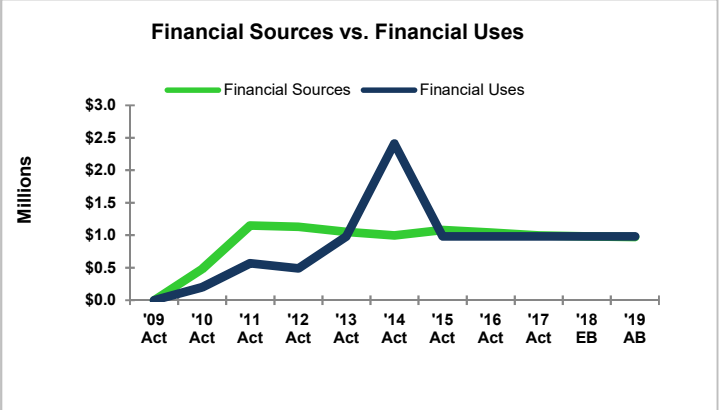
Financial Sources and Uses Stadium TDD Fund

The Financial Sources and Uses Statement is a management tool which provides a more complete look at the cash reserves 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 budgeted cash reserve target which provides useful information about the financial health of the fund.

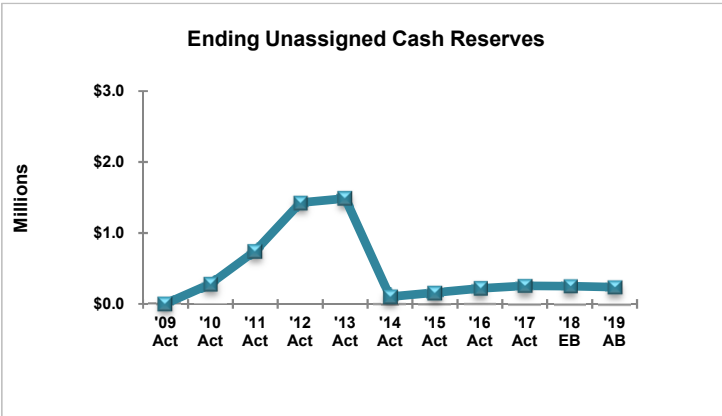
This statement takes information from the Revenues, Expenditures, and Changes in Fund Balance statement and subtracts out non-cash items (depreciation, loss on disposal of fixed assets, and GASB adjustments for interest revenue, pensions, and vacation liabilities). This statement also includes capital 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 budgeted 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 budgeted 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 budgeted cash reserve target. When the reserves are below the budgeted 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 budgeted 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.



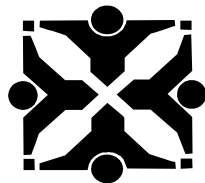
Revenues were over expenditures for most years except FY 2014, FY 2018 and FY 2019. In FY 2014, funds were paid to the Columbia Mall TDD for expenditures relating to parking reconstruction improvements as a part of the Route 740 (Stadium Blvd) improvement projects. This was a planned payment of funds that had been accumulated since FY 2010.



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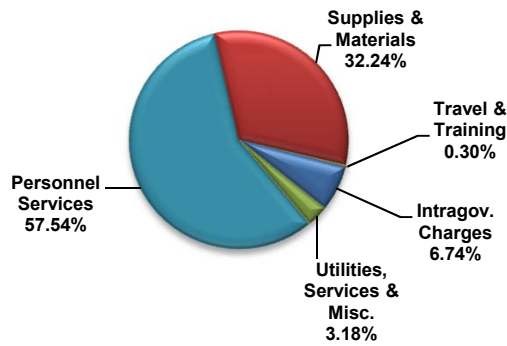
Public Works - Parking Enforcement and Traffic Control (General Fund)



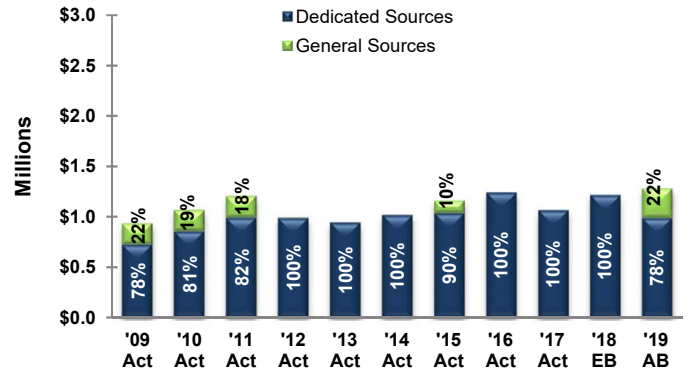
City of Columbia
Columbia, Missouri

PW - Parking Enforcement and Traffic Control (General Fund)

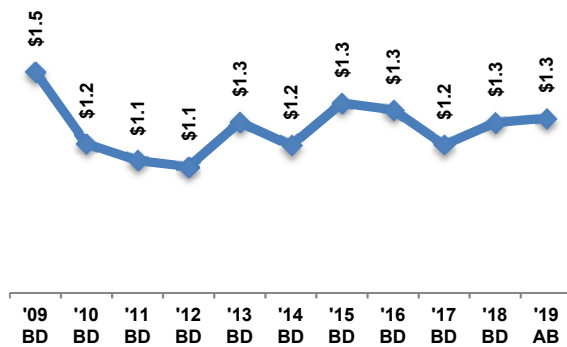
FY 2019 Total Expenditures By Category



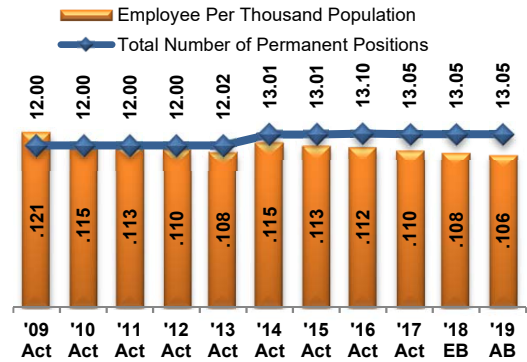
Funding Sources



Budgeted Expense History (in Millions)



Permanent Positions



Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$636,402	\$724,962	\$675,443	\$734,229	\$9,267	1.3%
Supplies & Materials	\$325,205	\$401,956	\$413,945	\$411,397	\$9,441	2.3%
Travel & Training	\$2,803	\$3,820	\$3,820	\$3,820	\$0	0.0%
Intragov. Charges	\$55,651	\$80,997	\$80,997	\$85,984	\$4,987	6.2%
Utilities, Services & Misc.	\$25,999	\$44,254	\$38,947	\$40,528	(\$3,726)	(8.4%)
Capital	\$19,307	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$1,065,367	\$1,255,989	\$1,213,152	\$1,275,958	\$19,969	1.6%
Operating Expenses	\$1,046,060	\$1,255,989	\$1,213,152	\$1,275,958	\$19,969	1.6%
Non-Operating Expenses	\$0	\$0	\$0	\$0	\$0	
Debt Service	\$0	\$0	\$0	\$0	\$0	
Capital Additions	\$19,307	\$0	\$0	\$0	\$0	
Capital Projects	\$0	\$0	\$0	\$0	\$0	
Total Expenses	\$1,065,367	\$1,255,989	\$1,213,152	\$1,275,958	\$19,969	1.6%

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Oper. Trnsfr (Transp. Stax Fd)	\$1,065,274	\$1,109,079	\$1,213,152	\$989,281	(\$119,798)	(10.8%)
Other Local Revenues	\$93	\$0	\$0	\$0	\$0	
Dedicated Sources	\$1,065,367	\$1,109,079	\$1,213,152	\$989,281	(\$119,798)	(10.8%)
General Sources	\$0	\$146,910	\$0	\$286,677	\$139,767	95.1%
Total Funding Sources	\$1,065,367	\$1,255,989	\$1,213,152	\$1,275,958	\$19,969	1.6%

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 complete 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 (cont.)

Parking Enforcement

- 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 is no longer being enforced by the Parking Enforcement Agents.
- By spring of 2019, gate-arms will be operating throughout all City-owned garages. The primary focus of enforcement in the garages will shift from ensuring hourly parkers are paying for parking to ensuring they are not parking in permit or reserved spaces.
- In FY 2019, Parking Enforcement will begin the process of procuring a License Plate Recognition system that will better enable staff to enforce permit, residential, and time-limited areas.
- In July of 2017, the department deployed the use of The Barnacle Parking Enforcement System. This system is designed to be more efficient and more cost effective than towing vehicles.

Traffic

- 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).

Highlights/Significant Changes

- Personnel Services reflects an increase of \$9,267 which includes the pay plan changes approved by the City Council. These changes include a move to minimum of \$15 per hour for all permanent employees, a reassignment of all Equipment Operators II positions to Sr. Equipment Operators including a 5% pay increase, a job title change for Equipment Operator III to Sr. Equipment Operator and Equipment Operator I to Equipment Operator; move to midpoint for employees who have been in their current classification for five or more years as of March 1, 2018; and a \$0.45 per hour across - the - board increase.

Authorized Personnel

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	Position Changes
5901 - Director, Public Works	0.05	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	1.00	1.00	1.00	1.00	
3021 - Pkng Enforcement Agent	4.00	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	0.00	(1.00)
2303 - Senior Equip Oper 773 #	0.00	0.00	0.00	4.00	4.00
2300 - Equip Operator II 773 #	3.00	3.00	3.00	0.00	(3.00)
Total Personnel	13.05	13.05	13.05	13.05	
Permanent Full-Time	13.05	13.05	13.05	13.05	
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	13.05	13.05	13.05	13.05	

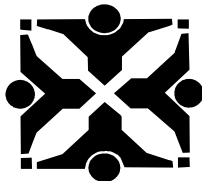
In FY 2019, Equipment Operator III-773 positions was reassigned to Senior Equipment Operator-773; (3) Equipment Operator II-773 positions were reclassified to Senior Equipment Operator 773.

Budget Detail

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Parking Enforcement:						
Personnel Services	\$238,346	\$259,519	\$258,843	\$268,895	\$9,376	3.6%
Supplies and Materials	\$7,650	\$11,305	\$6,305	\$5,011	(\$6,294)	(55.7%)
Travel and Training	\$0	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$14,466	\$13,346	\$13,346	\$15,680	\$2,334	17.5%
Utilities, Services, & Misc.	\$3,252	\$4,121	\$3,881	\$4,918	\$797	19.3%
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$263,714	\$288,291	\$282,375	\$294,504	\$6,213	2.2%
Traffic Control:						
Personnel Services	\$398,056	\$465,443	\$416,600	\$465,334	(\$109)	(0.0%)
Supplies and Materials	\$317,555	\$390,651	\$407,640	\$406,386	\$15,735	4.0%
Travel and Training	\$2,803	\$3,820	\$3,820	\$3,820	\$0	0.0%
Intragovernmental Charges	\$41,185	\$67,651	\$67,651	\$70,304	\$2,653	3.9%
Utilities, Services, & Misc.	\$22,747	\$40,133	\$35,066	\$35,610	(\$4,523)	(11.3%)
Capital	\$19,307	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$801,653	\$967,698	\$930,777	\$981,454	\$13,756	1.4%
Department Totals						
Personnel Services	\$636,402	\$724,962	\$675,443	\$734,229	\$9,267	1.3%
Supplies and Materials	\$325,205	\$401,956	\$413,945	\$411,397	\$9,441	2.3%
Travel and Training	\$2,803	\$3,820	\$3,820	\$3,820	\$0	0.0%
Intragovernmental Charges	\$55,651	\$80,997	\$80,997	\$85,984	\$4,987	6.2%
Utilities, Services, & Misc.	\$25,999	\$44,254	\$38,947	\$40,528	(\$3,726)	(8.4%)
Capital	\$19,307	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$1,065,367	\$1,255,989	\$1,213,152	\$1,275,958	\$19,969	1.6%

Parking Utility Fund

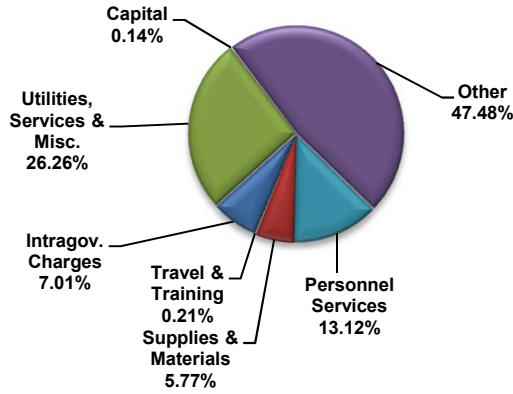
(Enterprise Fund)



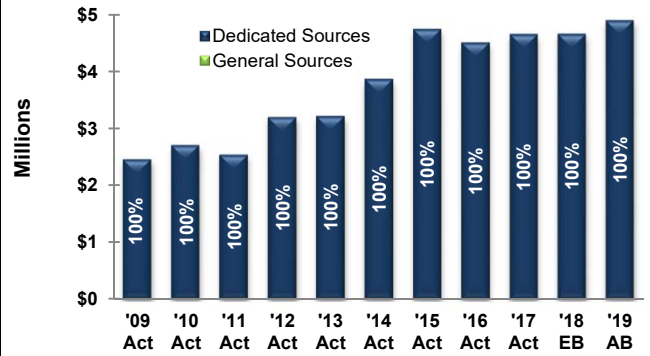
City of Columbia
Columbia, Missouri

Parking Utility Fund (Enterprise Fund)

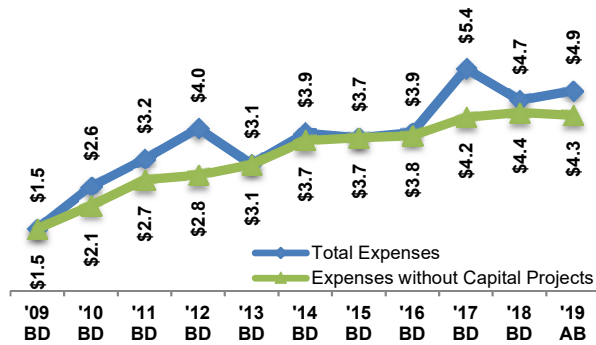
FY 2019 Total Expenditures By Category



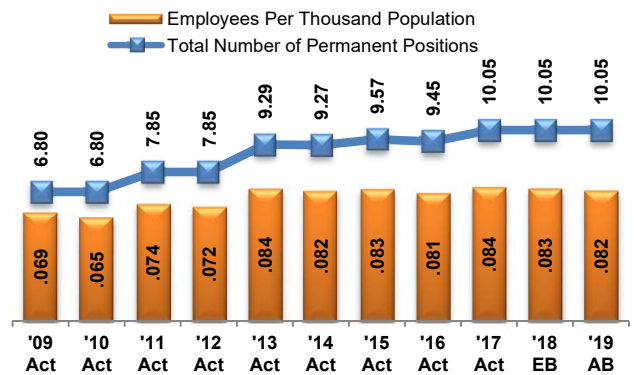
Funding Sources



Budgeted Expense History (in Millions)



Permanent Positions



Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$579,300	\$616,702	\$568,408	\$642,570	\$25,868	4.2%
Supplies & Materials	\$641,354	\$523,471	\$557,175	\$282,698	(\$240,773)	(46.0%)
Travel & Training	\$6,268	\$10,000	\$10,000	\$10,200	\$200	2.0%
Intragov. Charges	\$278,484	\$250,491	\$250,491	\$343,126	\$92,635	37.0%
Utilities, Services & Misc.	\$628,462	\$816,882	\$802,822	\$1,285,675	\$468,793	57.4%
Capital	\$0	\$42,000	\$42,000	\$7,000	(\$35,000)	(83.3%)
Other	\$2,465,061	\$2,404,471	\$2,429,271	\$2,324,514	(\$79,957)	(3.3%)
Total	\$4,598,929	\$4,664,017	\$4,660,167	\$4,895,783	\$231,766	5.0%
Operating Expenses	\$1,842,240	\$1,917,546	\$1,877,306	\$1,964,269	\$46,723	2.4%
Non-Operating Expenses	\$1,393,917	\$1,437,257	\$1,462,057	\$1,439,707	\$2,450	0.2%
Debt Service	\$946,057	\$967,214	\$967,214	\$884,807	(\$82,407)	(8.5%)
Capital Additions	\$0	\$42,000	\$42,000	\$7,000	(\$35,000)	(83.3%)
Capital Projects	\$416,715	\$300,000	\$311,590	\$600,000	\$300,000	100.0%
Total Expenses	\$4,598,929	\$4,664,017	\$4,660,167	\$4,895,783	\$231,766	5.0%

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Grants and Capital Contrib	\$0	\$0	\$0	\$0	\$0	
Interest Revenue	\$199,177	\$361,980	\$361,980	\$361,980	\$0	0.0%
Fees and Service Charges	\$4,444,758	\$4,364,646	\$4,537,526	\$4,630,944	\$266,298	6.1%
Other Local Revenues	\$10,148	\$2,000	\$2,000	\$2,000	\$0	0.0%
Transfers	\$0	\$0	\$0	\$0	\$0	
Use of Prior Year Sources	\$0	\$0	\$0	\$0	\$0	
Less: Current Year Surplus	(\$55,154)	(\$64,609)	(\$241,339)	(\$99,141)	(\$34,532)	53.4%
Dedicated Sources	\$4,598,929	\$4,664,017	\$4,660,167	\$4,895,783	\$231,766	5.0%
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$4,598,929	\$4,664,017	\$4,660,167	\$4,895,783	\$231,766	5.0%

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

- **No parking permit or meter rate increases proposed for FY 2019.**
- Personnel Services reflects a \$25,868 increase due to the pay plan adopted by Council. Which includes a move to minimum of \$15 per hour for permanent employees, move to midpoint for employees who have been in their current classification for five or more years as of March 1, 2018, and a \$0.45 per hour across-the-board increase.
- Supplies and Materials reflects a \$240,773 decrease as the FY 2018 budget included the purchase of a closed can meter system.
- Intragovernmental charges reflects a \$92,635 increase due to higher G&A fees (methodology change), Community Relations fees (direct allocation of 0.20 FTE Marketing Specialist to Parking), Building Maintenance fees (additional position added - Building Facility Manager), and Self insurance Fees (higher claims).

Highlights / Significant Changes

- Utilities, Services, & Misc. reflects a \$468,793 increase due to \$100,000 budgeted for a parking needs study, \$60,000 budgeted for PCI compliance of credit cards, \$20,000 budgeted for after-hours call service when parking garage gate arms are operational, and \$300,000 increase in capital project funding.
- Gate-Arms will be installed in all garages by spring of 2019.
- In January of 2017, new parking meters were installed.
- After a successful pilot with Parkmobile in FY 2016, Parkmobile was made available at all meters and garages in February, 2017.
- Staff will install and evaluate the first of six gate arm systems to be utilized at all City-owned garages.
- Parking permit rates were increased in FY 2018 by \$5 per month to begin funding for the Residential Parking by Permit Only (RPPO). The department will continue discussions with interested parties of expanding the RPPO program.
- Continued cooperation with the CID and the Parking Task Force, which will include an outside consultant performing a parking study.
- In partnership with the University of Missouri the utility will continue the program of removing 37 metered parking spaces on Tiger Ave. in the interest of reducing traffic congestion on campus.

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

Authorized Personnel

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	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.	0.15	0.15	0.15	0.15	
4702 - Transit & Parking Manager	0.50	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	0.00	0.00	0.00	
2395 - Maintenance Associate - 773 ^	0.00	1.00	1.00	1.00	
2003 - Custodian-773	2.00	2.00	2.00	2.00	
1007 - Administrative Supervisor	0.30	0.30	0.30	0.30	
1006 - Senior Admin. Support Asst.	1.75	1.75	1.75	1.75	
Total Personnel	10.05	10.05	10.05	10.05	
Permanent Full-Time	10.05	10.05	10.05	10.05	
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	10.05	10.05	10.05	10.05	

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

Major Projects

Fiscal Impact

Parking Infrastructure Upgrades & Maintenance

- Camera System Replacement
- Plaza major maintenance: joint sealant replacement, painting handrails, stair towers, & traffic markings, slab repair, replace stair tower framed openings and exterior elevator metal trim.
- Parking Ramp access control

- Camera System Replacement - no fiscal impact, will continue to have maintenance agreements on the new cameras.
- Plaza garage major maintenance - no fiscal impact as this project will take care of a number of maintenance issues.

Budget Detail

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B
Personnel Services	\$1,399	\$0	\$11,590	\$0	\$0
Supplies and Materials	\$774	\$0	\$0	\$0	\$0
Travel and Training	\$0	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$0	\$0	\$0	\$0	\$0
Utilities, Services, & Misc.	\$289,455	\$300,000	\$300,000	\$600,000	\$300,000
Capital	\$0	\$0	\$0	\$0	\$0
Other	\$125,087	\$0	\$0	\$0	\$0
Total	\$416,715	\$300,000	\$311,590	\$600,000	\$300,000

Parking

Annual and 5 Year Capital Projects

Funding Source	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost	D	C
Parking								
1 Camera System Replacement PK065 [ID: 2111]							2019	2019
Ent Rev	\$250,000							
Total	\$250,000							
2 MM - 8th/Cherry Parking Structure [ID: 2112]							2020	2020
Ent Rev		\$100,000						
Total		\$100,000						
3 MM - Plaza Garage PK066 [ID: 2113]							2019	2019
Ent Rev	\$300,000							
Total	\$300,000							
4 Parking Infra Upgrades & Maint PK062 [ID: 2064]							2018	2018
Ent Rev		\$300,000	\$300,000	\$300,000	\$300,000			
Total		\$300,000	\$300,000	\$300,000	\$300,000			
5 Parking Ramp Access Control PK063 [ID: 2065]							2019	2019
Ent Rev	\$50,000							
Total	\$50,000							
6 Downtown Parking Garage [ID: 1830]							2023	2024
Ent Rev					\$2,860,000			
Unfunded						\$12,140,000		
Total					\$2,860,000	\$12,140,000		

Parking Funding Source Summary

Ent Rev	\$600,000	\$400,000	\$300,000	\$300,000	\$3,160,000		
New Funding	\$600,000	\$400,000	\$300,000	\$300,000	\$3,160,000	\$0	
Unfunded						\$12,140,000	
Unfunded						\$12,140,000	
Total	\$600,000	\$400,000	\$300,000	\$300,000	\$3,160,000	\$12,140,000	

Parking Current Capital Projects

1	8th & Cherry - Energy Efficiency - PK058 [ID: 1968]	2016	2016
2	Garage Gate Arms & Payment System - PK059 [ID: 1873]	2017	2018
3	MM - 10th/Cherry Parking Structure PK064 [ID: 2072]	2018	2018
4	MM - 6th/Cherry Parking Structure PK057 [ID: 1785]	2016	2017
5	Ramp Parking Surface Repair - PK054 [ID: 1514]	2014	2016
6	Short St. Parking Garage - PK051 [ID: 971]	2011	2012

Parking Impact of Capital Projects

MM - Plaza Garage PK066 [ID: 2113]
Continued maintenance through painting, joint sealant and deck replacement as needed.

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 09/30/2018 - \$12,255,000
 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 A-1, A-2 (Interest Rates: .55% - 4.00%)

Original issue - \$8,925,000
 Balance as of 09/30/2018 - \$6,510,000
 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 09/30/2018 - \$330,000
 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

<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
2019	\$935,000	\$875,733	\$1,810,733
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
Total	\$19,095,000	\$7,983,623	\$27,078,623

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 09/30/2018 - \$550,414

Maturity date - 09/30/2022

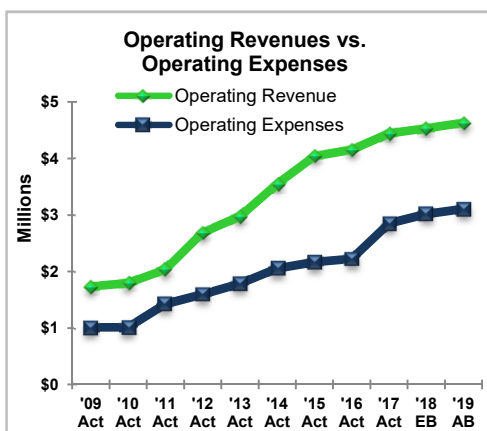
<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
2019	\$134,016	\$8,559	\$142,575
2020	\$136,380	\$6,195	\$142,575
2021	\$138,785	\$3,790	\$142,575
2022	\$141,233	\$1,342	\$142,575
Total	\$550,414	\$19,886	\$570,300

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Revenues, Expenses and Changes in Net Position Parking Utility Fund

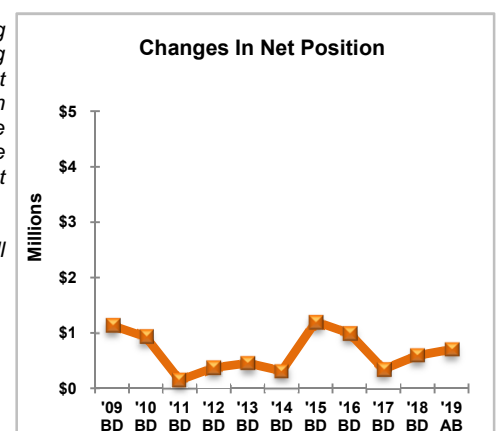
	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Operating Revenues:				
Meters	\$2,078,170	\$1,886,572	\$2,140,065	\$2,053,040
Garages	\$1,827,676	\$1,911,654	\$1,856,097	\$2,072,174
Reserved Lot	\$342,089	\$364,137	\$345,961	\$361,749
Other	\$196,823	\$202,283	\$195,403	\$143,981
Total Operating Revenues	\$4,444,758	\$4,364,646	\$4,537,526	\$4,630,944
Operating Expenses:				
Personnel Services	\$577,901	\$616,702	\$556,818	\$642,570
Supplies & Materials	\$640,580	\$523,471	\$557,175	\$282,698
Travel & Training	\$6,268	\$10,000	\$10,000	\$10,200
Intragovernmental Charges	\$278,484	\$250,491	\$250,491	\$343,126
Utilities, Services & Other Misc.	\$339,007	\$516,882	\$502,822	\$685,675
Depreciation	\$1,008,355	\$1,141,694	\$1,141,694	\$1,141,694
Total Operating Expenses	\$2,850,595	\$3,059,240	\$3,019,000	\$3,105,963
Operating Income (Loss)	\$1,594,163	\$1,305,406	\$1,518,526	\$1,524,981
Non-Operating Revenues:				
Investment Revenue	\$199,177	\$361,980	\$361,980	\$361,980
Grants	\$0	\$0	\$0	\$0
Misc. Non-Operating Revenue	\$10,148	\$2,000	\$2,000	\$2,000
Total Non-Operating Revenues	\$209,325	\$363,980	\$363,980	\$363,980
Non-Operating Expenses:				
Interest Expense	\$945,315	\$966,699	\$966,699	\$884,292
Bank & Paying Agent Fees	\$742	\$515	\$515	\$515
Loss on Disposal Assets	\$90,000	\$0	\$0	\$0
Amortization	\$0	\$0	\$0	\$0
Total Non-Operating Expenses	\$1,036,057	\$967,214	\$967,214	\$884,807
Total Non-Operating Revenues (Expenses)	(\$826,732)	(\$603,234)	(\$603,234)	(\$520,827)
Income (Loss) Before Transfers	767,431	702,172	915,292	\$1,004,154
Transfers In	\$0	\$0	\$0	\$0
Transfers Out - Operating	(\$295,562)	(\$295,563)	(\$320,363)	(\$298,013)
Transfers Out - CIP	(\$125,087)	\$0	\$0	\$0
Total Transfers and Contributions	(\$420,649)	(\$295,563)	(\$320,363)	(\$298,013)
Changes In Net Position	\$346,782	\$406,609	\$594,929	\$706,141
Net Position - Beginning	\$16,731,133	\$17,077,915	\$17,077,915	\$17,672,844
Net Position - Ending	\$17,077,915	\$17,484,524	\$17,672,844	\$18,378,985

Note: This 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 this statement. For a more complete look at total sources and uses, please refer to the financial sources and uses statement on the next page.

Changes in Net Position were positive for all years.

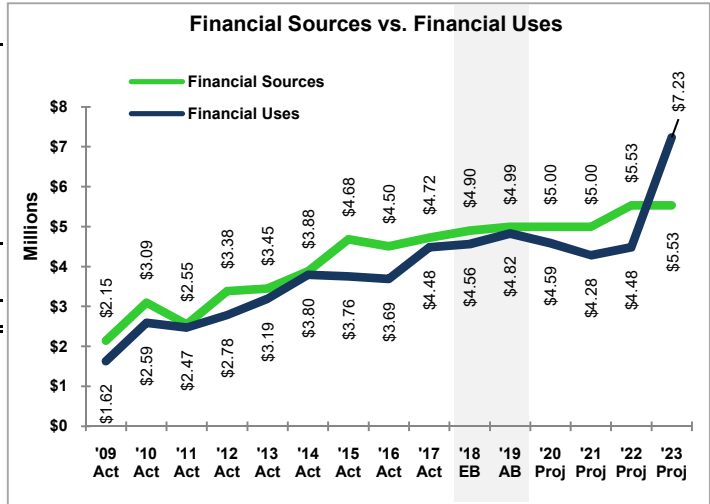


Financial Sources and Uses Parking Utility Fund

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Financial Sources				
Meters	\$2,078,170	\$1,886,572	\$2,140,065	\$2,053,040
Garages	\$1,827,676	\$1,911,654	\$1,856,097	\$2,072,174
Reserved Lot	\$342,089	\$364,137	\$345,961	\$361,749
Other Fees	\$196,823	\$202,283	\$195,403	\$143,981
Interest Revenue	\$199,177	\$361,980	\$361,980	\$361,980
Less: GASB 31 Interest Adjustment	\$69,975	\$0	\$0	\$0
Miscellaneous Revenue	\$10,148	\$2,000	\$2,000	\$2,000
Total Financial Sources Before Transfers	\$4,724,058	\$4,728,626	\$4,901,506	\$4,994,924
Transfers In	\$0	\$0	\$0	\$0
Total Financial Sources	\$4,724,058	\$4,728,626	\$4,901,506	\$4,994,924
Financial Uses				
Personnel Services	\$577,901	\$616,702	\$556,818	\$642,570
Less: GASB 16 Vacation Liability Adjustment	(\$1,033)	\$0	\$0	\$0
Less: GASB 68 Pension Adjustment	(\$30,124)	\$0	\$0	\$0
Supplies & Materials	\$640,580	\$523,471	\$557,175	\$282,698
Travel & Training	\$6,268	\$10,000	\$10,000	\$10,200
Intragovernmental Charges	\$278,484	\$250,491	\$250,491	\$343,126
Utilities, Services & Other Misc.	\$339,007	\$516,882	\$502,822	\$685,675
Interest Expense	\$945,315	\$966,699	\$966,699	\$884,292
Bank and Paying Agent Fees	\$742	\$515	\$515	\$515
Transfers Out	\$295,562	\$295,563	\$320,363	\$298,013
Principal Payments	\$1,014,411	\$1,041,694	\$1,041,694	\$1,069,016
Capital Additions	\$0	\$42,000	\$42,000	\$7,000
Enterprise Revenues used for Capital Projects	\$416,715	\$300,000	\$311,590	\$600,000
Total Financial Uses	\$4,483,828	\$4,564,017	\$4,560,167	\$4,823,105
Financial Sources Over/(Under) Uses	\$240,230	\$164,609	\$341,339	\$171,819
Unassigned Cash Reserves for Operations				
Beginning Unassigned Cash Reserve		\$1,591,464	\$1,591,464	\$1,932,803
Financial Sources Over/(Under) Uses		\$164,609	\$341,339	\$171,819
Cash and Cash Equivalents	\$3,343,395			
Less: Total GASB 31 Pooled Cash Adjustment	\$385,660			
Less: Cash restricted for RPP0 program	\$0			(\$110,515)
Less: Cash Restricted for Capital Projects*	(\$2,137,591)			
Ending Unassigned Cash Reserve	\$1,591,464	\$1,756,073	\$1,932,803	\$1,994,107
Budgeted Operating Expenses w/o Depr	\$1,701,566	\$1,937,513	\$1,937,513	\$1,964,269
Add: Budgeted Interest Expense	\$949,904	\$966,699	\$966,699	\$884,292
Add: Budgeted Bank and Paying Agent Fees	\$515	\$515	\$515	\$515
Add: Budgeted Operating Transfers Out	\$295,563	\$295,563	\$295,563	\$298,013
Add: Budgeted Principal Payments	\$1,014,411	\$1,041,694	\$1,041,694	\$1,069,016
Add: Budgeted Capital Additions	\$20,000	\$42,000	\$42,000	\$7,000
Add: Budgeted Ent Revenue for CIP	\$300,000	\$300,000	\$300,000	\$600,000
Total Budgeted Financial Uses	\$4,281,959	\$4,583,984	\$4,583,984	\$4,823,105
Less: Ent Rev Budgeted for current year CIP	(\$300,000)	(\$300,000)	(\$300,000)	(\$600,000)
Total Budgeted Financial Uses for Operations	\$3,981,959	\$4,283,984	\$4,283,984	\$4,223,105
	x 20%	x 20%	x 20%	x 20%
Cash Reserve Target for Operations	\$796,392	\$856,797	\$856,797	\$844,621
Add: Ent Rev Budgeted for current year CIP	\$300,000	\$300,000	\$300,000	\$600,000
Budgeted Cash Reserve Target	\$1,096,392	\$1,156,797	\$1,156,797	\$1,444,621
Above/(Below) Budgeted Cash Reserve Target	\$495,072	\$599,276	\$776,006	\$549,486
Rate Increase				
Permit - Garages - per month	\$0.00	\$5.00	\$5.00	\$0.00
Permit - Garages Reserved - per month	\$0.00	\$25.00	\$25.00	\$0.00
Permit - Garages (Plaza/8th & Cherry only) - per month	\$0.00	\$25.00	\$25.00	\$0.00
Permit - Garages Reserved (Plaza/8th & Cherry only)	\$0.00	\$25.00	\$25.00	\$0.00
Permit - Surface Lots - per month	\$0.00	\$5.00	\$5.00	\$0.00
Meter - On-Street (Areas 1-6) & Surface Lots - hourly	\$0.00	\$0.00	\$0.00	\$0.00
Meter - On-Street (Campus) - hourly	\$0.00	\$0.00	\$0.00	\$0.00
Meter - Garage - hourly	\$0.00	\$0.00	\$0.00	\$0.00
Debt Coverage Ratio	1.43	1.31	1.43	1.47

Financial Sources and Uses Parking Utility Fund

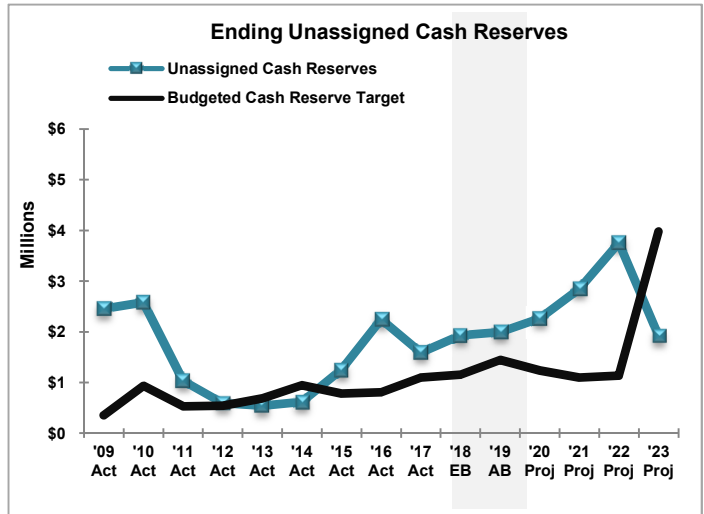
Projected FY 2020	Projected FY 2021	Projected FY 2022	Projected FY 2023
\$2,053,040	\$2,053,040	\$2,053,040	\$2,053,040
\$2,088,076	\$2,088,076	\$2,611,225	\$2,611,225
\$361,749	\$361,749	\$361,749	\$361,749
\$130,153	\$130,153	\$141,857	\$141,857
\$361,980	\$361,980	\$361,980	\$361,980
\$0	\$0	\$0	\$0
\$450	\$450	\$450	\$450
\$4,995,448	\$4,995,448	\$5,530,301	\$5,530,301
\$0	\$0	\$0	\$0
\$4,995,448	\$4,995,448	\$5,530,301	\$5,530,301



Financial sources have been above financial uses for all years. In enterprise funds such as the Parking Fund, it is normal to build up funds over time and then use them to fund a capital project. There are no warning trends observed.

For FY 2023, the City has put in a CIP amount for design work for a possible new parking garage.

\$701,421	\$715,449	\$778,574	\$794,145
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$166,329	\$172,733	\$179,495	\$186,635
\$10,404	\$10,612	\$10,824	\$11,040
\$352,856	\$363,140	\$374,016	\$385,527
\$738,308	\$510,350	\$523,865	\$537,985
\$847,005	\$807,123	\$764,062	\$716,537
\$515	\$515	\$515	\$515
\$271,998	\$271,998	\$271,998	\$271,998
\$1,101,380	\$1,128,785	\$1,281,233	\$1,170,000
\$0	\$0	\$0	\$0
\$400,000	\$300,000	\$300,000	\$3,160,000
\$4,590,216	\$4,280,705	\$4,484,582	\$7,234,382
\$405,232	\$714,743	\$1,045,719	(\$1,704,081)



There was a significant use of reserves from FY 2009 through FY 2014 due to the construction of two additional parking garages, the 5th and Walnut parking garage and the Short Street parking garage. In FY 2013 and FY 2014 unassigned cash reserves dropped below the budgeted cash reserve target. The City approved several meter and permit fee increases from FY 2011 through FY 2016 which have helped improve the reserves. It will be important for the Parking Fund to continue to build up cash to be able to fund a number of capital project needs in the next five years.

FY 2023 includes design work for a possible new parking garage and this results in cash reserves falling below the budgeted cash reserve target. Fees will need to be increased in future years if an additional garage is to be constructed.

\$1,994,107	\$2,264,939	\$2,845,283	\$3,756,602
\$405,232	\$714,743	\$1,045,719	(\$1,704,081)
(\$134,400)	(\$134,400)	(\$134,400)	(\$134,400)
\$2,264,939	\$2,845,283	\$3,756,602	\$1,918,121
\$1,969,318	\$1,772,284	\$1,866,774	\$1,915,332
\$847,005	\$807,123	\$764,062	\$716,537
\$515	\$515	\$515	\$515
\$271,998	\$271,998	\$271,998	\$271,998
\$1,101,380	\$1,128,785	\$1,281,233	\$1,170,000
\$0	\$0	\$0	\$0
\$400,000	\$300,000	\$300,000	\$3,160,000
\$4,590,216	\$4,280,705	\$4,484,582	\$7,234,382
(\$400,000)	(\$300,000)	(\$300,000)	(\$3,160,000)
\$4,190,216	\$3,980,705	\$4,184,582	\$4,074,382
x 20%	x 20%	x 20%	x 20%
\$838,043	\$796,141	\$836,916	\$814,876
\$400,000	\$300,000	\$300,000	\$3,160,000
\$1,238,043	\$1,096,141	\$1,136,916	\$3,974,876
\$1,026,896	\$1,749,142	\$2,619,686	(\$2,056,755)

\$0.00	\$0.00	\$20.00	\$0.00
\$0.00	\$0.00	\$40.00	\$0.00
\$0.00	\$0.00	\$20.00	\$0.00
\$0.00	\$0.00	\$40.00	\$0.00
\$0.00	\$0.00	\$20.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00
1.48	1.60	1.74	2.47

Parking Fees and Charges

			FY 2018	FY 2019
	Chapter/ Section	Date Last Changed	Fee	Fee
Hourly parking; fees for certain facilities				
Parking fees between the hours of 8:00 am and 6:00 pm on the municipal parking plaza (except on Saturdays, Sundays and holidays)	14-391(a)(1)	12-02-13	\$0.25/ half hour	\$0.25/ half hour
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)	14-391(1)(2)	12-02-13	\$0.25/ half hour	\$0.25/ half hour
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)	14-391(1)(3)	12-02-13	\$0.50/ hour	\$0.50/ hour
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)	14-391(1)(4)	12-02-13	\$0.50/ hour	\$0.50/ hour
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)	14-391(1)(5)	12-02-13	\$0.50/ hour	\$0.50/ hour
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(1)(6)	12-02-13	\$0.50/ hour	\$0.50/ hour
Parking fees for unmetered off-street facilities				
8th & Cherry Covered				
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)	14-393(a)			
First, second, third and fourth floors:				
- Monthly		01-01-18	\$100	\$100
- Quarterly		01-01-18	\$295	\$295
- Yearly	01-01-18	\$1,100	\$1,100	
8th & Cherry Reserved				
Designated parking space in the municipal parking garage located at the northeast corner of Eighth and Cherry Streets (Reserved)	14-393(a)			
- Monthly		01-01-18	\$140	\$140
- Quarterly		01-01-18	\$420	\$420
- Yearly		01-01-18	\$1,680	\$1,680
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.				
Armory Lot				
Parking permit for parking in a non-designated parking space in the municipal lot located at Eighth and Ash Streets	14-393(b)			
- Monthly		01-01-18	\$75	\$75
- Quarterly		01-01-18	\$220	\$220
- Yearly		01-01-18	\$825	\$825
9th & Ash Lot				
Parking permit for parking in designated parking spaces in Municipal Lot No. 7, located north of Ash Street between Eighth and Ninth Streets	14-393(c)			
- Monthly		01-01-18	\$75	\$75
- Quarterly		01-01-18	\$220	\$220
- Yearly		01-01-18	\$825	\$825

Parking Fees and Charges

			FY 2018	FY 2019
	Chapter/ Section	Date Last Changed	Fee	Fee
Wabash				
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	14-393(d)	01-01-18	\$75	\$75
- Quarterly		01-01-18	\$220	\$220
- Yearly		01-01-18	\$825	\$825
Plaza Uncovered and Covered				
Fourth floor, third floor the NE and SW Sections, and the north 1/2 of the bottom tier: (Covered)				
- Monthly	14-393(f)(2)	01-01-18	\$100	\$100
- Quarterly		01-01-18	\$285	\$285
- Yearly		01-01-18	\$1,100	\$1,100
Plaza Reserved.				
Designated parking space in the municipal parking plaza located south of Walnut Street between Seventh and Eighth Streets (Reserved)				
- Monthly	14-393(f)	01-01-18	\$140	\$140
- Quarterly		01-01-18	\$420	\$420
- Yearly		01-01-18	\$1,680	\$1,680
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.				
Providence & Broadway Lot (not currently used)				
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	14-393(g)	01-01-18	\$75	\$75
- Quarterly		01-01-18	\$220	\$220
- Yearly		01-01-18	\$825	\$825
10th & Cherry Covered and Uncovered				
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	14-393(h)(1)	01-01-18	\$80	\$80
- Quarterly		01-01-18	\$235	\$235
- Yearly		01-01-18	\$880	\$880
Top tier (Uncovered):				
- Monthly	14-393(h)(2)	01-01-18	\$80	\$80
- Quarterly		01-01-18	\$235	\$235
- Yearly		01-01-18	\$880	\$880
10th & Cherry Reserved				
Designated parking space in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets (Reserved)				
- Monthly	14-393(h)	01-01-18	\$120	\$120
- Quarterly		01-01-18	\$360	\$360
- Yearly		01-01-18	\$1,440	\$1,440

Parking Fees and Charges

			FY 2018	FY 2019
	Chapter/ Section	Date Last Changed	Fee	Fee
6th & Cherry covered and Uncovered				
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	14-393(i)(1)	01-01-18	\$80	\$80
- Quarterly		01-01-18	\$235	\$235
- Yearly		01-01-18	\$880	\$880
Top tier (Uncovered):				
- Monthly	14-393(i)(2)	01-01-18	\$80	\$80
- Quarterly		01-01-18	\$235	\$235
- Yearly		01-01-18	\$880	\$880
6th & Cherry Reserved				
Designated parking space in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets (Reserved)				
- Monthly	14-393(i)	01-01-18	\$120	\$120
- Quarterly		01-01-18	\$360	\$360
- Yearly		01-01-18	\$1,440	\$1,440
5th & Walnut covered & uncovered				
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	14-393(j)(1)	01-01-18	\$80	\$80
- Quarterly		01-01-18	\$235	\$235
- Yearly		01-01-18	\$880	\$880
5th & Walnut covered & uncovered (Continued)				
Top tier (Uncovered):				
- Monthly	14-393(j)(2)	01-01-18	\$80	\$80
- Quarterly		01-01-18	\$235	\$235
- Yearly		01-01-18	\$880	\$880
5th & Walnut Reserved				
Designated parking space in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets (Reserved)				
- Monthly	14-393(j)	01-01-18	\$120	\$120
- Quarterly		01-01-18	\$360	\$360
- Yearly		01-01-18	\$1,440	\$1,440
Short Street covered and uncovered				
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	14-393(k)(1)	01-01-18	\$80	\$80
- Quarterly		01-01-18	\$235	\$235
- Yearly		01-01-18	\$880	\$880
Short Street Reserved				
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	14-393(k)	01-01-18	\$120	\$120
- Quarterly		01-01-18	\$360	\$360
- Yearly		01-01-18	\$1,440	\$1,440

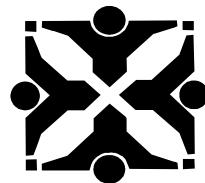
Parking Fees and Charges

			FY 2018	FY 2019
	Chapter/ Section	Date Last Changed	Fee	Fee
Parking Meter Rates				
<i>Five (5) minutes for each five cents (\$0.05):</i>				
One-hour parking meter zone	14-413(a)(1)			
Two-hour parking meter zone	14-413(a)(1)(a)	09-15-13	\$0.60	\$0.60
Four-hour parking meter zone	14-413(a)(1)(b)	09-15-13	\$1.20	\$1.20
Five-hour parking meter zone	14-413(a)(1)(c)	09-15-13	\$2.40	\$2.40
	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
 Special Hoods				
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
 Annual or Monthly Parking hoods				
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
 Volunteer Police Works parking hoods				
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
 Curb Loading Zones				
Application fee	14-352	09-15-14	\$950/parking space/ yr	\$950/parking space/ yr

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Railroad Utility Fund

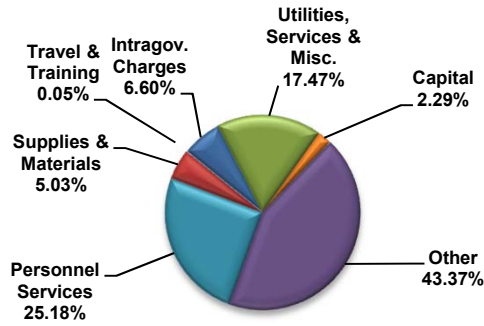
(Enterprise Fund)



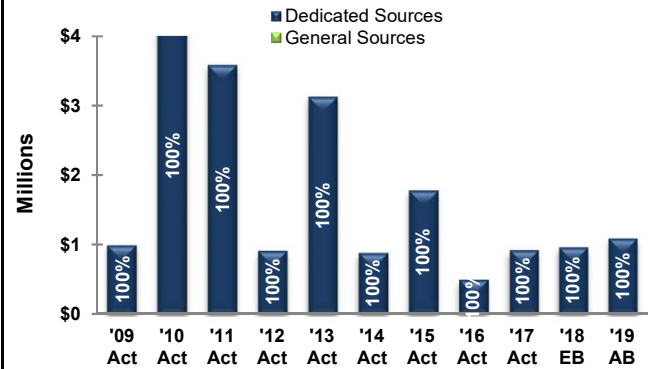
City of Columbia
Columbia, Missouri

Railroad Utility Fund

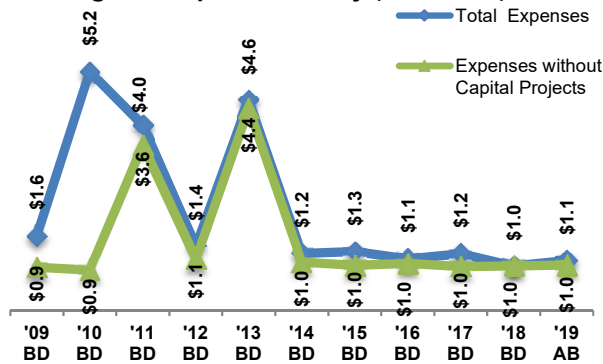
FY 2019 Total Expenditures By Category



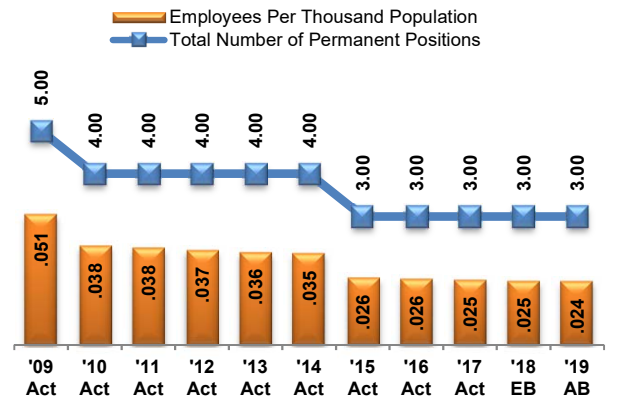
Funding Sources



Budgeted Expense History (in Millions)



Permanent Positions



Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$288,732	\$268,900	\$260,776	\$274,715	\$5,815	2.2%
Supplies & Materials	\$45,466	\$54,880	\$54,880	\$54,880	\$0	0.0%
Travel & Training	\$0	\$500	\$500	\$500	\$0	0.0%
Intragov. Charges	\$59,168	\$57,148	\$57,148	\$72,051	\$14,903	26.1%
Utilities, Services & Misc.	\$123,701	\$116,302	\$117,450	\$190,603	\$74,301	63.9%
Capital	\$246,145	\$0	\$0	\$25,000	\$25,000	
Other	\$468,927	\$476,090	\$476,090	\$473,154	(\$2,936)	(0.6%)
Total	\$1,232,139	\$973,820	\$966,844	\$1,090,903	\$117,083	12.0%
Operating Expenses	\$486,568	\$497,730	\$490,754	\$517,749	\$20,019	4.0%
Non-Operating Expenses	\$451,073	\$461,062	\$461,062	\$461,062	\$0	0.0%
Debt Service	\$17,854	\$15,028	\$15,028	\$12,092	(\$2,936)	(19.5%)
Capital Additions	\$0	\$0	\$0	\$0	\$0	
Capital Projects	\$276,644	\$0	\$0	\$100,000	\$100,000	
Total Expenses	\$1,232,139	\$973,820	\$966,844	\$1,090,903	\$117,083	12.0%

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Grants and Capital Contrib	\$120,278	\$0	\$0	\$0	\$0	
Interest Revenue	(\$2,453)	\$8,604	\$9,506	\$8,604	\$0	0.0%
Fees and Service Charges	\$464,536	\$361,000	\$346,465	\$363,000	\$2,000	0.6%
Other Local Revenues	(\$804)	\$0	\$0	\$0	\$0	
Transfers	\$347,223	\$217,131	\$217,131	\$100,307	(\$116,824)	(53.8%)
Use of Prior Year Sources	\$303,359	\$387,085	\$393,742	\$618,992	\$231,907	59.9%
Less: Current Year Surplus	\$0	\$0	\$0	\$0	\$0	
Dedicated Sources	\$1,232,139	\$973,820	\$966,844	\$1,090,903	\$117,083	12.0%
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$1,232,139	\$973,820	\$966,844	\$1,090,903	\$117,083	12.0%

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 liaison for the Railroad Advisory Board.

Department Objectives

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

Highlights/Significant Changes

- Personnel Services reflects a \$5,815 increase due to pay plan changes approved by the City Council which include a move to \$15 per hour minimum pay for all permanent employees, move to midpoint increase for employees who have been in their current classification five or more years as of March 1, 2018, and a \$.45 per hour across-the-board increase.
- Intragovernmental charges reflect a \$14,903 increase primarily in G&A fees due to a change in methodology.
- Utilities, Services, & Misc. reflects a \$74,301 increase and Capital reflects a \$25,000 increase due to capital projects funding for FY 2019.

Authorized Personnel

	<u>Actual FY 2017</u>	<u>Adj. Budget FY 2018</u>	<u>Estimated FY 2018</u>	<u>Adopted FY 2019</u>	<u>Position Changes</u>
Railroad Fund Operations	3.00	3.00	3.00	3.00	
Total Personnel	3.00	3.00	3.00	3.00	
Permanent Full-Time	3.00	3.00	3.00	3.00	
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	3.00	3.00	3.00	3.00	

Railroad Fund - Summary

Budget Detail by Division

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Operations:						
Personnel Services	\$258,233	\$268,900	\$260,776	\$274,715	\$5,815	2.2%
Supplies and Materials	\$45,466	\$54,880	\$54,880	\$54,880	\$0	0.0%
Travel and Training	\$0	\$500	\$500	\$500	\$0	0.0%
Intragovernmental Charges	\$59,168	\$57,148	\$57,148	\$72,051	\$14,903	26.1%
Utilities, Services, & Misc.	\$123,701	\$116,302	\$117,450	\$115,603	(\$699)	(0.6%)
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$468,927	\$476,090	\$476,090	\$473,154	(\$2,936)	(0.6%)
Total	\$955,495	\$973,820	\$966,844	\$990,903	\$17,083	1.8%
Capital Projects:						
Personnel Services	\$30,499	\$0	\$0	\$0	\$0	
Supplies and Materials	\$0	\$0	\$0	\$0	\$0	
Travel and Training	\$0	\$0	\$0	\$0	\$0	
Intragovernmental Charges	\$0	\$0	\$0	\$0	\$0	
Utilities, Services, & Misc.	\$0	\$0	\$0	\$75,000	\$75,000	
Capital	\$246,145	\$0	\$0	\$25,000	\$25,000	
Other	\$0	\$0	\$0	\$0	\$0	
Total	\$276,644	\$0	\$0	\$100,000	\$100,000	
Department Totals						
Personnel Services	\$288,732	\$268,900	\$260,776	\$274,715	\$5,815	2.2%
Supplies and Materials	\$45,466	\$54,880	\$54,880	\$54,880	\$0	0.0%
Travel and Training	\$0	\$500	\$500	\$500	\$0	0.0%
Intragovernmental Charges	\$59,168	\$57,148	\$57,148	\$72,051	\$14,903	26.1%
Utilities, Services, & Misc.	\$123,701	\$116,302	\$117,450	\$190,603	\$74,301	63.9%
Capital	\$246,145	\$0	\$0	\$25,000	\$25,000	
Other	\$468,927	\$476,090	\$476,090	\$473,154	(\$2,936)	(0.6%)
Total	\$1,232,139	\$973,820	\$966,844	\$1,090,903	\$117,083	12.0%

Authorized Personnel

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	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	
Total Personnel	3.00	3.00	3.00	3.00	
Permanent Full-Time	3.00	3.00	3.00	3.00	
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	3.00	3.00	3.00	3.00	

Railroad Fund - Capital Projects

Major Projects

- Annual Capital Maintenance
- Annual Rail Replacement Program
- Annual Surfacing Program
- Annual Tie Program

Fiscal Impact

- None

Railroad

Annual and 5 Year Capital Projects

Funding Source	Adopted FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Cost	D	C
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Railroad

1 Annual Capital Maintenance - R0045 [ID: 626]								
Ent Rev	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		
Total	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		
2 Annual Rail Replacement Program - R0014 [ID: 627]								
Ent Rev	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		
Total	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		
3 Annual Surfacing Program - R0013 [ID: 629]								
Ent Rev	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		
Total	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		
4 Annual Tie Program - R0012 [ID: 630]								
Ent Rev	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		
Total	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		

Railroad Funding Source Summary

Ent Rev	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		
New Funding	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		

Railroad Current Capital Projects

1 Access Control & Video Monitoring System R0072 [ID: 2006]	2016	2016
2 Orear Crossing Improvement R0071 [ID: 2005]		

Railroad Impact of Capital Projects

Annual Capital Maintenance - R0045 [ID: 626]

Routine repairs required to keep railroad in service.

Annual Rail Replacement Program - R0014 [ID: 627]

Routine replacement of rail, some approaching 100 years old, is required to maintain safety of railroad operations.

Annual Surfacing Program - R0013 [ID: 629]

Track surface, or smoothness, must be maintained with in prescribed limits to maintain railroad service.

Annual Tie Program - R0012 [ID: 630]

Routine tie replacement required to keep railroad operating at acceptable level of service.

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 9/30/2018 - \$294,006
 Final Payment - 9/30/2022

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

Original Issue - \$130,000
 Balance As of 9/30/2018 - \$56,859
 Final Payment - 12/1/2023

Loan Between Funds (Railroad & Electric)

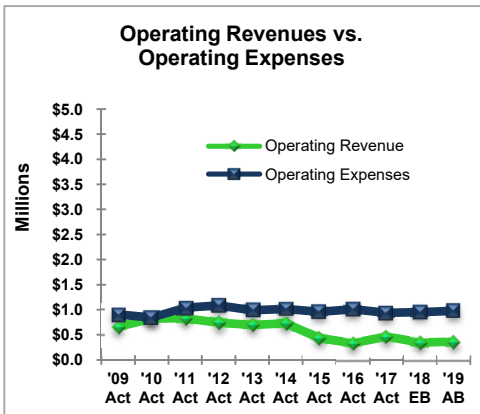
<u>Year</u>	<u>Principal Requirements</u>	<u>Interest Requirements</u>	<u>Total Requirements</u>
2019	\$79,290	\$12,092	\$91,382
2020	\$82,341	\$9,042	\$91,383
2021	\$85,511	\$5,872	\$91,383
2022	\$88,805	\$2,578	\$91,383
2023	\$11,860	\$477	\$12,337
2024	\$3,059	\$26	\$3,085
	<u>\$350,866</u>	<u>\$30,087</u>	<u>\$380,953</u>

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Revenues, Expenses and Changes in Net Position Railroad Fund

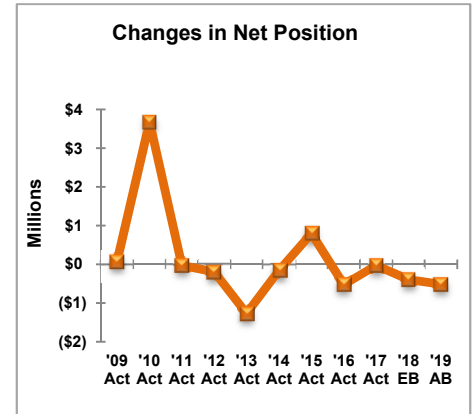
	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Operating Revenues:				
Switching Fees	\$308,146	\$255,000	\$225,000	\$255,000
User Charges	\$156,390	\$106,000	\$121,465	\$108,000
Total Operating Revenues	\$464,536	\$361,000	\$346,465	\$363,000
Operating Expenses:				
Personnel Services	\$258,233	\$268,900	\$260,776	\$274,715
Supplies & Materials	\$45,466	\$54,880	\$54,880	\$54,880
Travel & Training	\$0	\$500	\$500	\$500
Intragovernmental Charges	\$59,168	\$57,148	\$57,148	\$72,051
Utilities, Services & Other Misc.	\$123,701	\$116,302	\$117,450	\$115,603
Depreciation	\$451,073	\$461,062	\$461,062	\$461,062
Total Operating Expenses	\$937,641	\$958,792	\$951,816	\$978,811
Operating Income (Loss)	(\$473,105)	(\$597,792)	(\$605,351)	(\$615,811)
Non-Operating Revenues:				
Investment Revenue	(\$2,453)	\$8,604	\$9,506	\$8,604
Misc. Non-Operating Revenue	(\$804)	\$0	\$0	\$0
Total Non-Operating Revenues	(\$3,257)	\$8,604	\$9,506	\$8,604
Non-Operating Expenses:				
Interest Expense	\$17,854	\$15,028	\$15,028	\$12,092
Loss on Disposal of Fixed Assets	\$0	\$0	\$0	\$0
Total Non-Operating Expenses	\$17,854	\$15,028	\$15,028	\$12,092
Total Non-Operating Revenues (Expenses)	(\$21,111)	(\$6,424)	(\$5,522)	(\$3,488)
Income (Loss) Before Transfers	(\$494,216)	(\$604,216)	(\$610,873)	(\$619,299)
Transfers In -Subsidy	\$347,223	\$217,131	\$217,131	\$100,307
Transfers In -Other	\$0	\$0	\$0	\$0
Total Transfers In	\$347,223	\$217,131	\$217,131	\$100,307
Transfers Out	\$0	\$0	\$0	\$0
Capital Contributions	\$120,278	\$0	\$0	\$0
Total Transfers and Contributions	\$467,501	\$217,131	\$217,131	\$100,307
Changes In Net Position	(\$26,715)	(\$387,085)	(\$393,742)	(\$518,992)
Net Position - Beginning	\$7,681,689	\$7,654,974	\$7,267,889	\$6,874,147
Net Position - Ending	\$7,654,974	\$7,267,889	\$6,874,147	\$6,355,155

Note: This statement does not include capital addition expenses, capital project expenses, or debt principal payments.



Operating revenues have been below operating expenses since FY 2011. A Railroad business plan has been developed and is reviewed each year to determine the long-term viability of this operation. Total operating revenues are projected to increase for FY 2019 over estimate FY 2018. Transfers in from Sewer, Water, Electric, Solid Waste, and Transload will continue to be utilized to fund the gap between revenues and expenses.

Changes in Net Position have been negative for most years except FY 2010 and FY 2015.



Financial Sources and Uses Railroad Fund

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Financial Sources				
Switching Fees	\$308,146	\$255,000	\$225,000	\$255,000
User Charges	\$156,390	\$106,000	\$121,465	\$108,000
Interest Revenues	(\$2,453)	\$8,604	\$9,506	\$8,604
Less: GASB 31 Interest Adjustment	\$5,282	\$0	\$0	\$0
Other Local Revenues	(\$804)	\$0	\$0	\$0
Total Financial Sources Before Transfers	\$466,561	\$369,604	\$355,971	\$371,604
Transfers In	\$347,223	\$217,131	\$217,131	\$100,307
Total Financial Sources	\$813,784	\$586,735	\$573,102	\$471,911

Financial Uses				
Personnel Services	\$258,233	\$268,900	\$260,776	\$274,715
Less: GASB 16 Vacation Liability Adjustment	(\$2,895)	\$0	\$0	\$0
Less: GASB 68 Pension Adjustment	\$0	\$0	\$0	\$0
Supplies & Materials	\$45,466	\$54,880	\$54,880	\$54,880
Travel & Training	\$0	\$500	\$500	\$500
Intragovernmental Charges	\$59,168	\$57,148	\$57,148	\$72,051
Utilities, Services & Other Misc.	\$123,701	\$116,302	\$117,450	\$115,603
Interest Expense	\$17,854	\$15,028	\$15,028	\$12,092
Bank & Paying Agent Fees	\$0	\$0	\$0	\$0
Transfers Out*	\$0	\$0	\$0	\$0
Principal Payments	\$73,529	\$76,354	\$76,354	\$79,290
Capital Additions	\$0	\$0	\$0	\$0
Enterprise Revenues used for Capital Projects	\$276,644	\$0	\$0	\$100,000
Total Financial Uses	\$851,700	\$589,112	\$582,136	\$709,131

Financial Sources Over/(Under) Uses	(\$37,916)	(\$2,377)	(\$9,034)	(\$237,220)
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* Transfers Out do not include transfers that impact fund equity and not cash.

Unassigned Cash Reserves for Operations

Beginning Unassigned Cash Reserve		\$460,375	\$460,375	\$451,341
Financial Sources Over/(Under) Uses		(\$2,377)	(\$9,034)	(\$237,220)
Cash and Cash Equivalents	\$472,755			
Less: Total GASB 31 Pooled Cash Adjustment	\$8,620			
Less: Cash Restricted for Capital Projects*	(\$157,805)			
Plus: Inventory	\$136,805			
Unassigned Cash Reserve	\$460,375	\$457,998	\$451,341	\$214,121

Budgeted Operating Expenses w/o Depr	\$494,444	\$498,878	\$498,878	\$517,749
Add: Budgeted Interest Expense	\$17,854	\$15,028	\$15,028	\$12,092
Add: Budgeted Bank and Paying Agent Fees	\$0	\$0	\$0	\$0
Add: Budgeted Operating Transfers Out	\$0	\$0	\$0	\$0
Add: Budgeted Principal Payments	\$73,529	\$76,354	\$76,354	\$79,290
Add: Budgeted Capital Additions	\$0	\$0	\$0	\$0
Add: Budgeted Ent Revenue for CIP	\$0	\$0	\$0	\$100,000
Total Budgeted Financial Uses	\$585,827	\$590,260	\$590,260	\$709,131
Less: Ent Rev Budgeted for current year CIP	\$0	\$0	\$0	(\$100,000)
Operational Expenses	\$585,827	\$590,260	\$590,260	\$609,131
	x 20%	x 20%	x 20%	x 20%
Cash Reserve Target for Operations	\$117,165	\$118,052	\$118,052	\$121,826
Add: Ent Rev Budgeted for current year CIP	\$0	\$0	\$0	\$100,000
Budgeted Cash Reserve Target	\$117,165	\$118,052	\$118,052	\$221,826

Cash Above/(Below) Budgeted Cash Reserve Target	\$343,210	\$339,946	\$333,289	(\$7,705)
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Financial Sources and Uses Railroad Fund

Projected FY 2020	Projected FY 2021	Projected FY 2022	Projected FY 2023
\$257,550	\$260,126	\$262,727	\$265,354
\$110,080	\$112,201	\$114,364	\$116,568
\$8,604	\$8,604	\$8,604	\$8,604
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$376,234	\$380,931	\$385,695	\$390,526
\$356,136	\$357,066	\$365,965	\$280,286
\$732,370	\$737,997	\$751,660	\$670,812

\$281,583	\$288,623	\$295,839	\$303,235
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$56,252	\$57,658	\$59,099	\$60,576
\$513	\$526	\$539	\$552
\$73,852	\$75,698	\$77,590	\$79,530
\$118,493	\$121,455	\$124,491	\$127,603
\$9,042	\$5,872	\$2,578	\$477
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$82,341	\$85,511	\$88,805	\$11,860
\$0	\$0	\$0	\$0
\$100,000	\$100,000	\$100,000	\$100,000
\$722,076	\$735,343	\$748,941	\$683,833

\$10,294	\$2,654	\$2,719	(\$13,021)
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\$214,121	\$224,415	\$227,069	\$229,788
\$10,294	\$2,654	\$2,719	(\$13,021)

\$224,415	\$227,069	\$229,788	\$216,767
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\$530,693	\$543,960	\$557,558	\$571,496
\$9,042	\$5,872	\$2,578	\$477
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$82,341	\$85,511	\$88,805	\$11,860
\$0	\$0	\$0	\$0
\$100,000	\$100,000	\$100,000	\$100,000
\$722,076	\$735,343	\$748,941	\$683,833

(\$100,000)	(\$100,000)	(\$100,000)	(\$100,000)
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\$622,076	\$635,343	\$648,941	\$583,833
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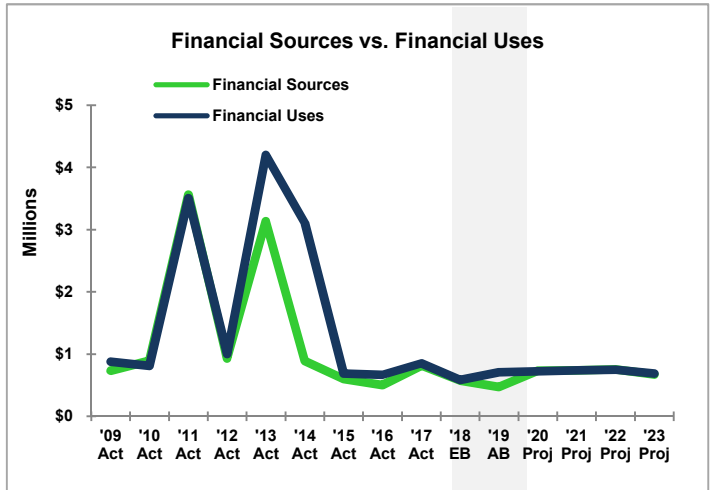
x 20%	x 20%	x 20%	x 20%
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\$124,415	\$127,069	\$129,788	\$116,767
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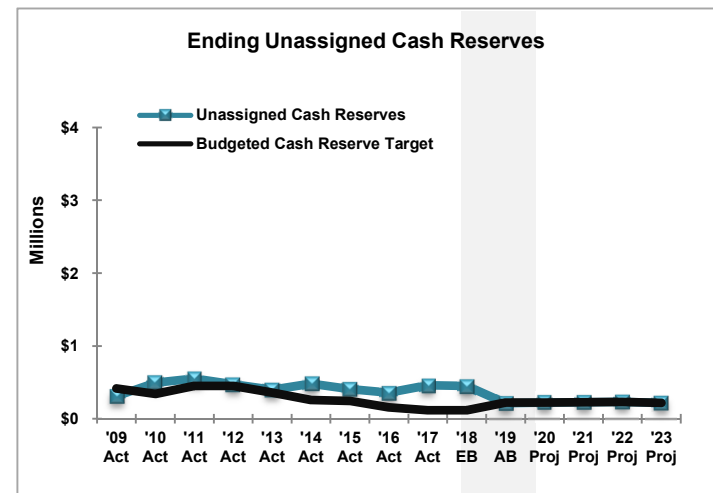
\$100,000	\$100,000	\$100,000	\$100,000
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\$224,415	\$227,069	\$229,788	\$216,767
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\$0	\$0	\$0	\$0
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For five out of the last six years, total financial uses have been above financial sources. This indicates that the fund is using down cash. On the operating side, railroad has responded by eliminating a vacant position in FY 2015. On the capital project side, Railroad used to receive a coal surcharge from Electric to help fund the replacement of infrastructure; however in FY 2015 Electric stopped using coal at the power plant and that change negatively impacted the amount of funding for railroad capital projects. Railroad has lowered the amount for capital projects in response. This will help slow down the use of cash for a few years, but Railroad will either need to identify additional users so they can operate and adequately fund their infrastructure needs, or they will not be able to continue.

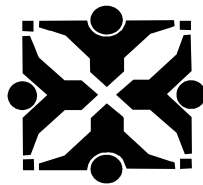


While ending unassigned cash reserve were above the budgeted cash reserve target since for FY 2014 - FY 2018, it is primarily due to lower funding of capital projects. Railroad is no longer able to generate sufficient cash to fund all of the capital project needs of the operation. There is a significant amount of infrastructure that must be maintained. In previous years a coal surcharge paid by the Electric Utility provided funding for railroad capital projects; however that funding was eliminated in FY 2015 when the power plant stopped using coal. Railroad will need to identify more customers in order to exist in the future.

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Transload Facility

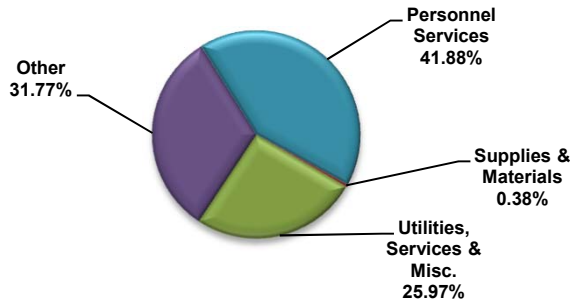
(Enterprise Fund)



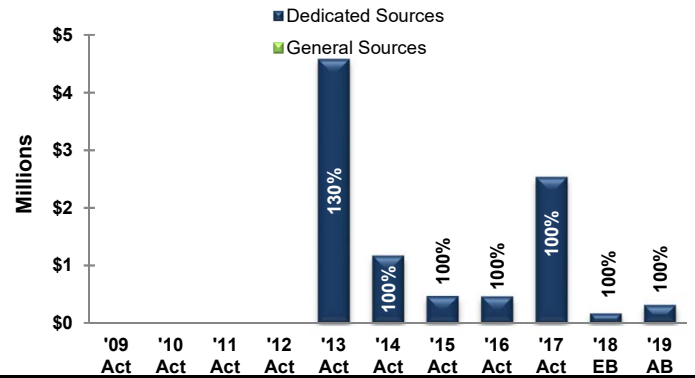
City of Columbia
Columbia, Missouri

Transload Facility

FY 2019 Total Expenditures By Category

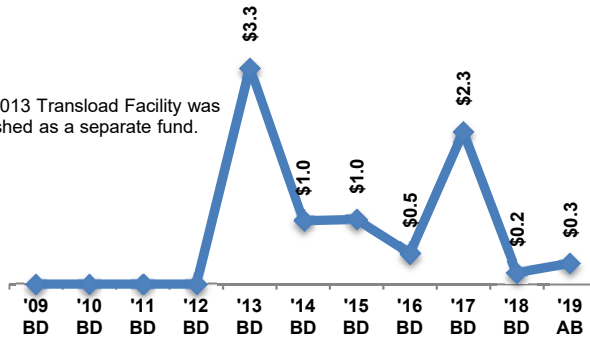


Funding Sources



Budgeted Expense History (in Millions)

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

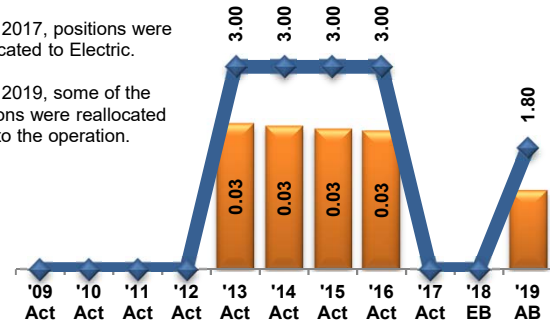


Permanent Positions

Employee Per Thousand Population (orange bars), Total Number of Permanent Positions (blue line).

In FY 2017, positions were reallocated to Electric.

In FY 2019, some of the positions were reallocated back to the operation.



Appropriations (Where the Money Goes)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Personnel Services	\$99,067	\$90,000	\$85,800	\$132,212	\$42,212	46.9%
Supplies & Materials	\$1,521	\$1,200	\$1,200	\$1,200	\$0	0.0%
Travel & Training	\$0	\$0	\$0	\$0	\$0	
Intragov. Charges	\$0	\$544	\$544	\$0	(\$544)	(100.0%)
Utilities, Services & Misc.	\$68,542	\$82,000	\$82,000	\$82,000	\$0	0.0%
Capital	\$0	\$0	\$0	\$0	\$0	
Other	\$3,143,236	\$0	\$0	\$100,307	\$100,307	
Total	\$3,312,366	\$173,744	\$169,544	\$315,719	\$141,975	81.7%
Operating Expenses	\$169,130	\$173,744	\$169,544	\$215,412	\$41,668	24.0%
Non-Operating Expenses	\$3,143,236	\$0	\$0	\$100,307	\$100,307	
Debt Service	\$0	\$0	\$0	\$0	\$0	
Capital Additions	\$0	\$0	\$0	\$0	\$0	
Capital Projects	\$0	\$0	\$0	\$0	\$0	
Total Expenses	\$3,312,366	\$173,744	\$169,544	\$315,719	\$141,975	81.7%

Funding Sources (Where the Money Comes From)

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019	\$ Change 19/18B	% Change 19/18B
Grants and Capital Contrib	\$0	\$0	\$0	\$0	\$0	
Interest Revenue	(\$2,939)	\$1,226	\$10,811	\$1,226	\$0	0.0%
Fees and Service Charges	\$322,922	\$265,000	\$252,138	\$248,000	(\$17,000)	(6.4%)
Other Local Revenues	\$0	\$0	\$0	\$0	\$0	
Transfers	\$2,206,390	\$0	\$0	\$0	\$0	
Use of Prior Year Sources	\$785,993	\$0	\$0	\$66,493	\$66,493	
Less: Current Year Surplus	\$0	(\$92,482)	(\$93,405)	\$0	\$92,482	(100.0%)
Dedicated Sources	\$3,312,366	\$173,744	\$169,544	\$315,719	\$141,975	81.7%
General Sources	\$0	\$0	\$0	\$0	\$0	
Total Funding Sources	\$3,312,366	\$173,744	\$169,544	\$315,719	\$141,975	81.7%

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 2019 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.
- Personnel Services reflects a \$42,212 increase as 1.80 FTE were reallocated back into the operation from Water and Electric and includes the pay plan changes approved by Council.
- The Other Category reflects a \$100,307 increase due to funds being transferred to the Railroad operation to improve the financial condition of that operation. The Transload facility ended FY 2017 with cash reserves \$469,798 above the target, so this transfer can be made without causing a financial strain on the transload budget.

Authorized Personnel

	<u>Actual FY 2017</u>	<u>Adj. Budget FY 2018</u>	<u>Estimated FY 2018</u>	<u>Adopted FY 2019</u>	<u>Position Changes</u>
2616 - Transload Operations Suprv. + *	0.00	0.00	0.00	0.90	0.90
2298 - Senior Equipment Operator + *	0.00	0.00	0.00	0.90	0.90
Total Personnel	0.00	0.00	0.00	1.80	1.80
Permanent Full-Time	0.00	0.00	0.00	1.80	1.80
Permanent Part-Time	0.00	0.00	0.00	0.00	
Total Permanent	0.00	0.00	0.00	1.80	1.80

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

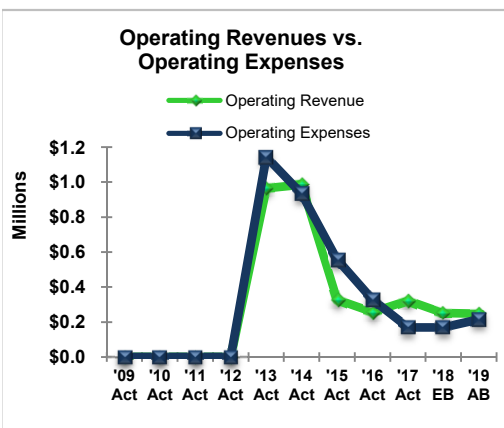
* In FY 2019, 0.90 FTE Transload Operations Supervisor and 0.90 FTE Equipment Operator III positions were reallocated back to Transload from Water and Electric.

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Revenues, Expenses and Changes in Net Position Transload Facility Fund

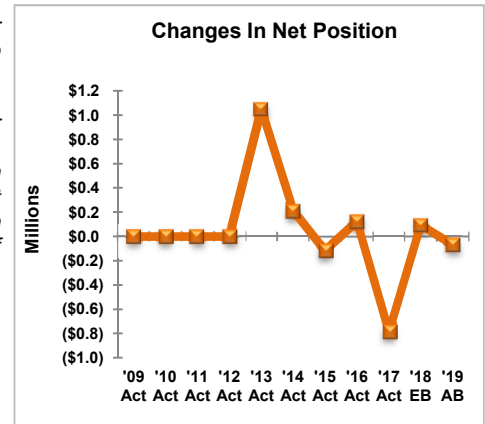
	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Operating Revenues:				
Handling Fees	\$130,460	\$130,000	\$85,000	\$88,000
Warehousing	\$190,842	\$135,000	\$165,000	\$160,000
Services	\$1,620	\$0	\$2,138	\$0
Total Operating Revenues	\$322,922	\$265,000	\$252,138	\$248,000
Operating Expenses:				
Personnel Services	\$99,067	\$90,000	\$85,800	\$132,212
Supplies & Materials	\$1,521	\$1,200	\$1,200	\$1,200
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$0	\$544	\$544	\$0
Utilities, Services & Other Misc.	\$68,542	\$82,000	\$82,000	\$82,000
Depreciation	\$0	\$0	\$0	\$0
Total Operating Expenses	\$169,130	\$173,744	\$169,544	\$215,412
Operating Income (Loss)	\$153,792	\$91,256	\$82,594	\$32,588
Non-Operating Revenues:				
Investment Revenue	(\$2,939)	\$1,226	\$10,811	\$1,226
Misc. Non-Operating Revenue	\$0	\$0	\$0	\$0
Total Non-Operating Revenues	(\$2,939)	\$1,226	\$10,811	\$1,226
Non-Operating Expenses:				
Interest Expense	\$0	\$0	\$0	\$0
Bank & Paying Agent Fees	\$0	\$0	\$0	\$0
Total Non-Operating Expenses	\$0	\$0	\$0	\$0
Total Non-Operating Revenues (Expenses)	(\$2,939)	\$1,226	\$10,811	\$1,226
Income (Loss) Before Transfers	\$150,853	\$92,482	\$93,405	\$33,814
Transfers In	\$2,206,390	\$0	\$0	\$0
Transfers Out	(\$3,143,236)	\$0	\$0	(\$100,307)
Total Transfers and Contributions	(\$936,846)	\$0	\$0	(\$100,307)
Changes in Net Position	(\$785,993)	\$92,482	\$93,405	(\$66,493)
Net Position - Beginning	\$1,326,284	\$540,291	\$540,291	\$633,696
Net Position - Ending	\$540,291	\$632,773	\$633,696	\$567,203

Note: This 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 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.

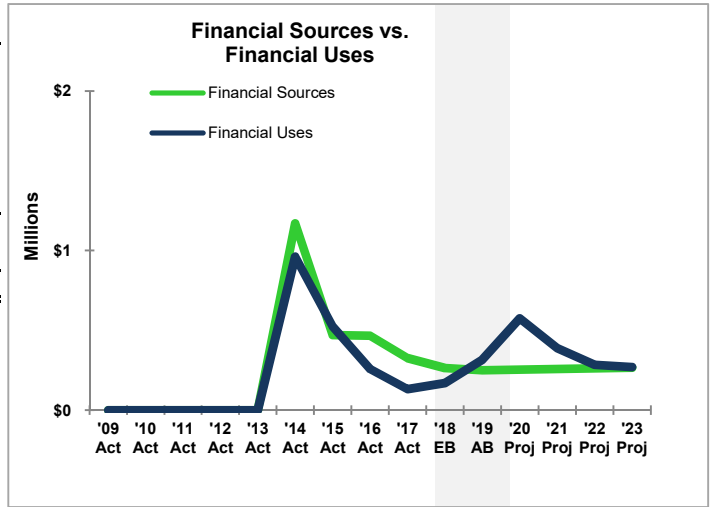


Financial Sources and Uses Transload Facility Fund

	Actual FY 2017	Adj. Budget FY 2018	Estimated FY 2018	Adopted FY 2019
Financial Sources				
Handling Fees	\$130,460	\$130,000	\$85,000	\$88,000
Warehousing	\$190,842	\$135,000	\$165,000	\$160,000
Services	\$1,620	\$0	\$2,138	\$0
Interest Revenue	(\$2,939)	\$1,226	\$10,811	\$1,226
Less: GASB 31 Interest Adjustment	\$5,845	\$0	\$0	\$0
Total Financial Sources Before Transfers	\$325,828	\$266,226	\$262,949	\$249,226
Transfers In*	\$0	\$0	\$0	\$0
Total Financial Sources	\$325,828	\$266,226	\$262,949	\$249,226
Financial Uses				
Personnel Services	\$99,067	\$90,000	\$85,800	\$132,212
Less: GASB 16 Vacation Liability Adjustment	\$0	\$0	\$0	\$0
Less: GASB 68 Pension Adjustment	(\$38,418)	\$0	\$0	\$0
Supplies & Materials	\$1,521	\$1,200	\$1,200	\$1,200
Travel & Training	\$0	\$0	\$0	\$0
Intragovernmental Charges	\$0	\$544	\$544	\$0
Utilities, Services & Other Misc.	\$68,542	\$82,000	\$82,000	\$82,000
Interest Expense	\$0	\$0	\$0	\$0
Bank & Paying Agent Fees	\$0	\$0	\$0	\$0
Transfers Out*	\$0	\$0	\$0	\$100,307
Principal Payments	\$0	\$0	\$0	\$0
Capital Additions	\$0	\$0	\$0	\$0
Enterprise Revenues used for Capital Projects	\$0	\$0	\$0	\$0
Total Financial Uses	\$130,712	\$173,744	\$169,544	\$315,719
Financial Sources Over/(Under) Uses	\$195,116	\$92,482	\$93,405	(\$66,493)
* Transfers In and Transfers Out 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 Financial Sources and Uses Statement.				
Unassigned Cash Reserves				
Beginning Unassigned Cash Reserve		\$503,798	\$503,798	\$597,203
Financial Sources Over/(Under) Uses		\$92,482	\$93,405	(\$66,493)
Cash and cash equivalents	\$497,898			
Less: GASB 31 Pooled Cash Adj	\$5,900			
Add: Inventory				
Projected Unassigned Cash Reserve	\$503,798	\$596,280	\$597,203	\$530,710
Budgeted Operating Expenses w/o Depr	\$170,000	\$173,744	\$173,744	\$215,412
Add: Budgeted Interest Expense	\$0	\$0	\$0	\$0
Add: Budgeted Bank and Paying Agent Fees	\$0	\$0	\$0	\$0
Add: Budgeted Operating Transfers Out	\$0	\$0	\$0	\$100,307
Add: Budgeted Principal Payments	\$0	\$0	\$0	\$0
Add: Budgeted Capital Additions	\$0	\$0	\$0	\$0
Add: Budgeted Ent Revenue for CIP	\$0	\$0	\$0	\$0
Total Budgeted Financial Uses	\$170,000	\$173,744	\$173,744	\$315,719
Less: Ent Rev Budgeted for current year CIP	\$0	\$0	\$0	\$0
Operational Expenses	\$170,000	\$173,744	\$173,744	\$315,719
	x 20%	x 20%	x 20%	x 20%
20% Guideline for Operational Expenses	\$34,000	\$34,749	\$34,749	\$63,144
Add: Ent Rev Budgeted for current year CIP	\$0	\$0	\$0	\$0
Budgeted Cash Reserve Target	\$34,000	\$34,749	\$34,749	\$63,144
Above/(Below) Budgeted Cash Reserve Target	\$469,798	\$561,531	\$562,454	\$467,566

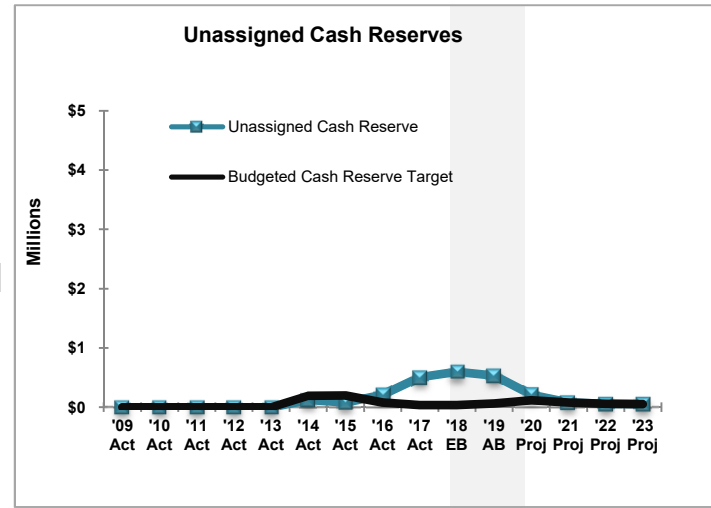
Financial Sources and Uses Transload Facility Fund

Projected FY 2020	Projected FY 2021	Projected FY 2022	Projected FY 2023
\$88,880	\$89,769	\$90,667	\$91,574
\$163,200	\$166,464	\$169,793	\$173,189
\$0	\$0	\$0	\$0
\$1,226	\$1,226	\$1,226	\$1,226
\$0	\$0	\$0	\$0
\$253,306	\$257,459	\$261,686	\$265,989
\$0	\$0	\$0	\$0
\$253,306	\$257,459	\$261,686	\$265,989
\$133,534	\$134,869	\$136,218	\$137,580
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$1,230	\$1,261	\$1,293	\$1,325
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$84,050	\$86,151	\$88,305	\$90,513
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$356,136	\$166,490	\$57,051	\$39,384
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$574,950	\$388,771	\$282,867	\$268,802
(\$321,644)	(\$131,312)	(\$21,181)	(\$2,813)



Financial sources and uses have been decreasing since FY 2013 except FY 2017. The Transload Building was transferred back to Electric in FY 2017. There has been decreasing customer demand for these services. Operating expenses have been adjusted downward in response to the lower revenues. In order to exist in the future, additional customer traffic will need to be identified.

\$530,710	\$209,066	\$77,754	\$56,573
(\$321,644)	(\$131,312)	(\$21,181)	(\$2,813)
\$209,066	\$77,754	\$56,573	\$53,760
\$218,814	\$222,281	\$225,816	\$229,418
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$356,136	\$166,490	\$57,051	\$39,384
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$574,950	\$388,771	\$282,867	\$268,802
\$0	\$0	\$0	\$0
\$574,950	\$388,771	\$282,867	\$268,802
x 20%	x 20%	x 20%	x 20%
\$114,990	\$77,754	\$56,573	\$53,760
\$0	\$0	\$0	\$0
\$114,990	\$77,754	\$56,573	\$53,760
\$94,076	\$0	\$0	\$0



Ending unassigned cash reserve have been above the budgeted cash reserve target for FY 2017 thru FY 2019. The excess cash will be used to subsidize the Railroad Fund over the few years.

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