



Agenda

Advisory Committee on Transportation & Parking (ACT)

21 September 2016

3 PM

Public Safety Building, EOC Conference Room

Agenda Items:

1. Welcome
Cheryl Stout, Director for Transportation & Parking
2. Introductions
 1. Kimley-Horn
 1. *Dean Penny*
 2. *Matt Sumpter*
 2. ACT Members
See roster
3. 5-Year Plan Update
Than Austin, Associate Director for Transportation
Kimley-Horn
4. Basecamp for ACT
Mya Nguyen, Executive Assistant

Date of Next Meeting 19 October 2016



Five Year Plan
(FY17/18 to FY21/22)

- Sept 2016 -

UNC - CHAPEL HILL

Transportation & Parking Systems
Assessment & Efficiency Study




THE UNIVERSITY
of NORTH CAROLINA
at CHAPEL HILL

Kimley»»Horn



Agenda

- Planning Process
- Guiding Principles
- Public Outreach
- System Evaluation
- Plan Performance (FY11/12 – FY15/16)
- Five Year Plan (FY17/18 – FY21/22)
 - Five Year Obligations
 - System Enhancements
 - Expenditures vs. Revenues
 - Funding Strategies
- Next Steps

Planning Process

Jan 2016

- Plan vs. Actual
- Guiding Principles Review
- Planning Meeting

Apr – May 2016

- Public Outreach
- Results from Focus Groups

June – Aug 2016

- Analysis for 2016-2022 Plan
- System evaluation

Sept – Oct 2016

- Draft Recommendations
- Campus Outreach
- Analysis of Five Year Plan 2017-2022

Nov 2016 – Feb 2017

- Plan rollout

Mar 2017

- Board of Trustees approval

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Guiding Principles

- Guiding Principle 1: Provide adequate and safe access for all who need to come to campus.
- Guiding Principle 2: Encourage sustainable multimodal transportation options for all users of the system.
- Guiding Principle 3: Support the Campus Master Plan by coordinating transportation and parking needs with the land use, open space, and programmatic objectives of the physical master plan.
- Guiding Principle 4: Transportation and parking operations will remain solely self-funded and receipt supported.

Guiding Principles – Practices to be Developed

- Maintain adequate on-campus parking for visitors and patients.
- Maintain commitment to partnership with the Towns of Chapel Hill and Carrboro in the operation of the Chapel Hill Transit fare-free system.
- Maintain commitment to promote use of Triangle Transit and other regional transit options for access to the main campus.
- Reduce the current parking subsidy for transit services over the Five Year study period.
- Develop a more equitable balance of the cost of the Transportation and Parking System to all users of the System.

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Outreach Activities – Spring to Summer 2016

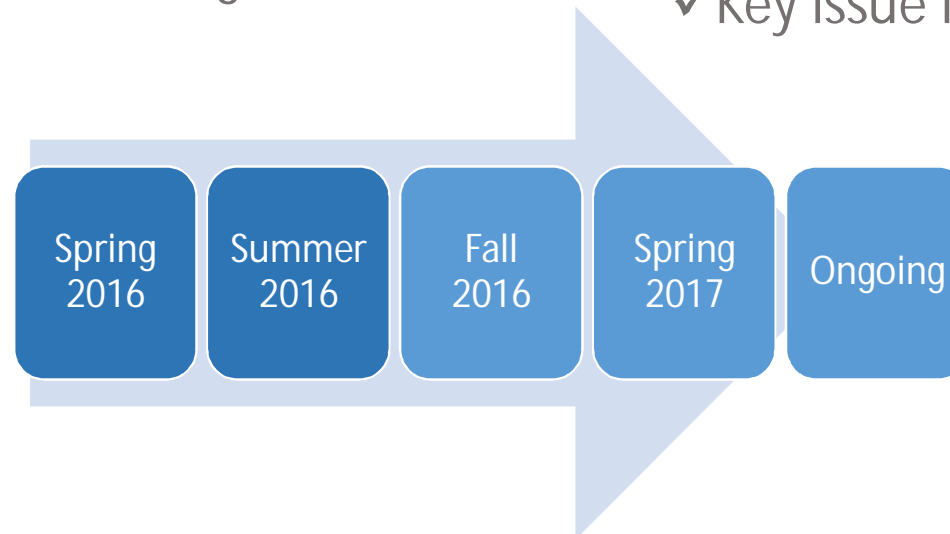
- Goals: Inform, Educate and Listen

- Spring Actions:

- ✓ Project website
- ✓ MetroQuest
- ✓ Stakeholder meetings

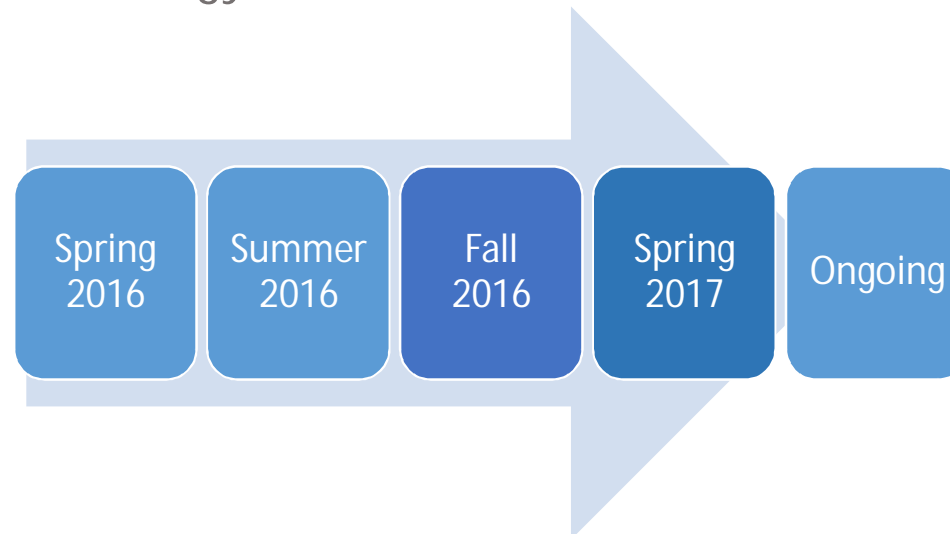
- Summer Actions:

- ✓ Stakeholder meetings
- ✓ Staff conversation and questionnaire
- ✓ Summary memo
- ✓ Key issue identification



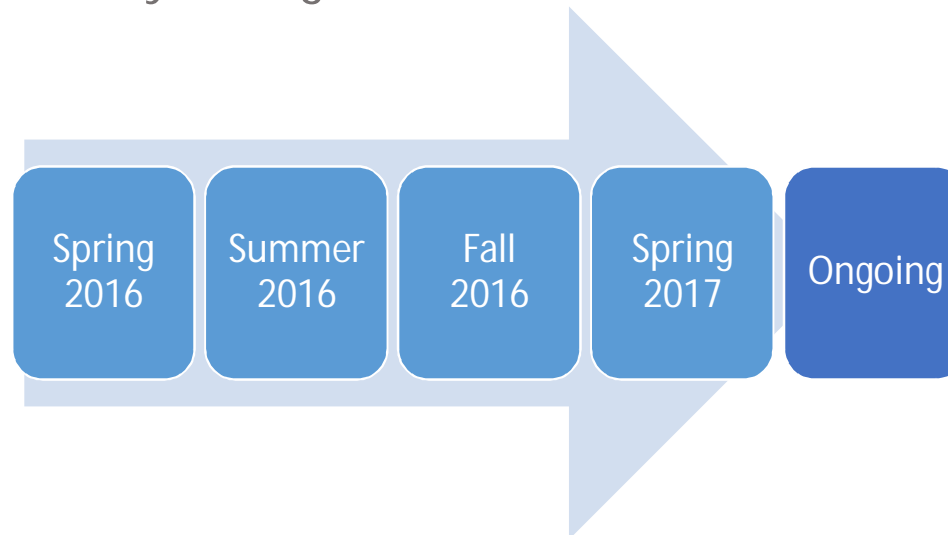
Outreach Next Steps – Fall 2016 to Spring 2017

- Goal: Review Alternatives
- Fall Actions:
 - Transportation Fair (Nov)
 - Round II Stakeholder meetings
 - Communication Strategy
- Spring 2017 Actions:
 - “Presentation Tour” of Plan
 - Engagement of Peer Champions
 - Finalize Strategic Communications Plan



Ongoing Outreach

- Goal: Implementation, Communication & Maintenance
- Key Actions:
 - Implement Strategic Communications Plan
 - Regularly Check-in with Stakeholders
 - Forecast Major Policy / Program Recommendations



Stakeholder Feedback – Key Issues

- Bicycle infrastructure and amenities
- Pedestrian safety
- Roadway usage and prioritization
- Management of moped and scooter use
- Understanding “customer” data to maximize existing resources
- Technology investment
- Impact of distributed services model
- Night parking
- Integration with private providers
- Improved transit options and communication about options

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System Evaluation

- High-level operational evaluation
- Guided by “20 Characteristics” of effective parking programs
 - Industry innovation
 - Best practice
 - Continuous improvement
- Process
 - On-site workshops and field assessment
 - Conducted in July 2016



Outreach



Planning



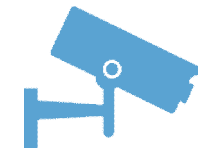
Vision & Mission



Philosophy



Maintenance



Safety

System Evaluation

Goals

Staff and program development

Become a world class program

Superior customer service

Next Steps

- Attendance at national/regional parking conferences
- CAPP / CPM certification
- IPI APO accreditation

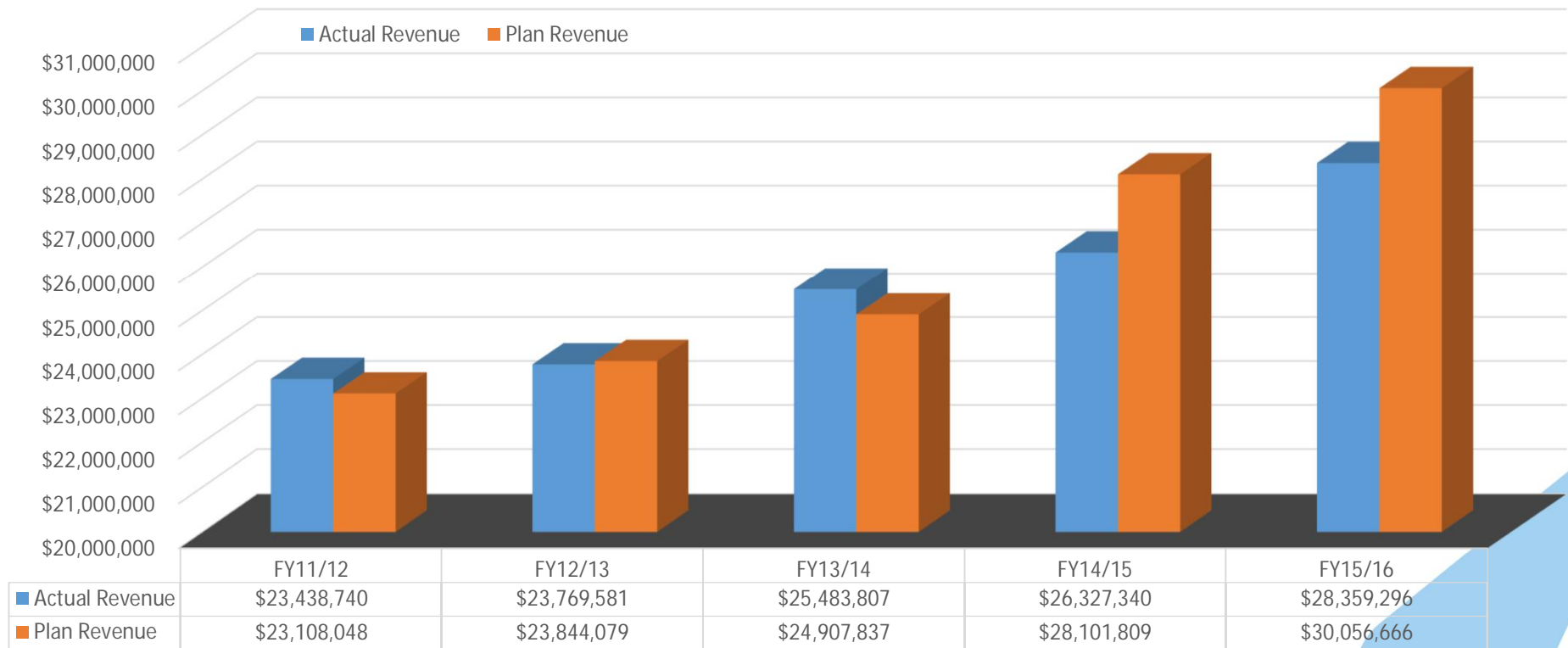
- Incorporate Guiding Principles into every aspect of T&P
- Modernize revenue control system
- Conduct operational "Peer Review"

- Technological improvements
- Transit options
- CPTED principles in parking facilities

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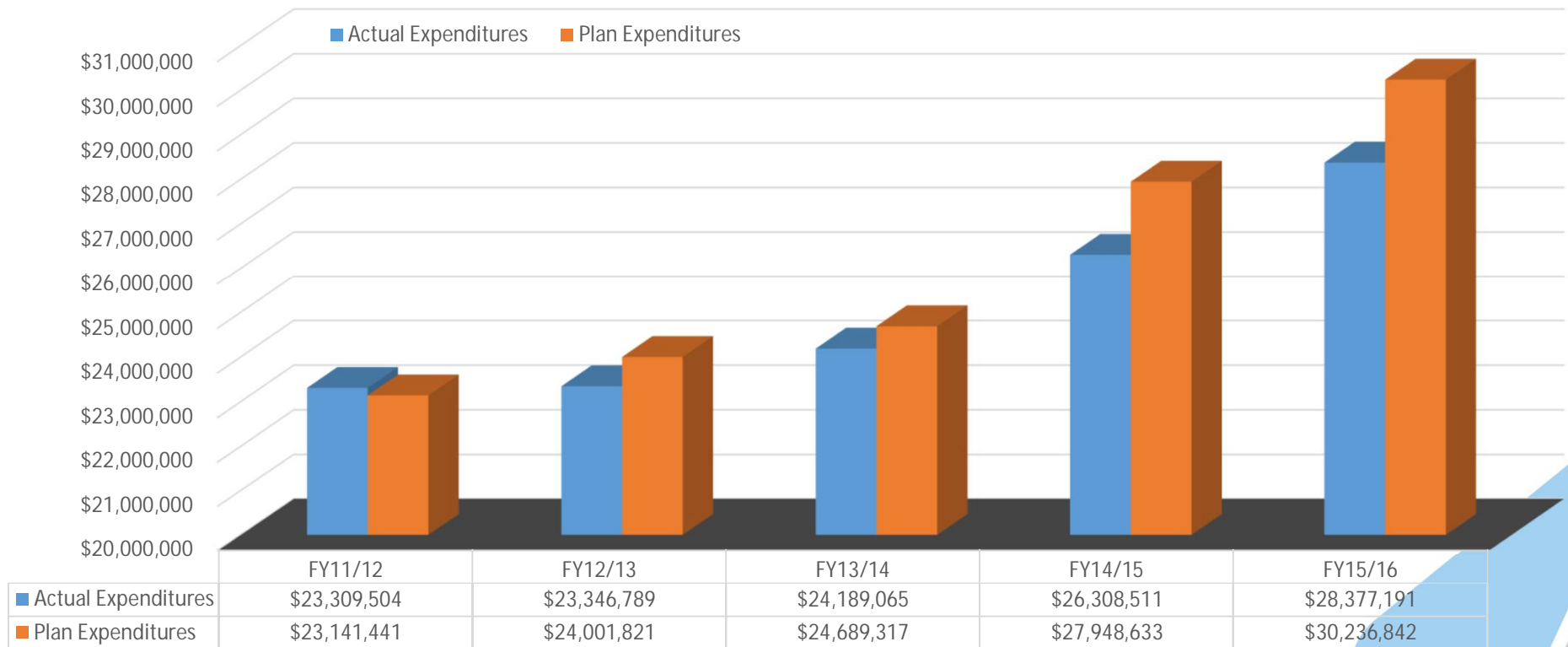
Actual Revenue vs Plan Revenue (FY11/12 – FY15/16)



Plan Summary Performance – Revenues (FY11/12 – FY15/16)

	Plan	Actual	Variance (\$)	Variance (%)
Permits-net	\$62,551,128	\$59,820,532	-\$2,730,596	-4.4%
Patient/Visitor Parking	\$26,738,047	\$25,807,971	-\$930,077	-3.5%
Departmental Transit	\$19,816,393	\$20,985,244	\$1,168,851	5.9%
Student Transit-CHT	\$15,313,948	\$14,910,292	-\$403,656	-2.6%
All Other Revenue	<u>\$5,598,923</u>	<u>\$5,854,726</u>	<u>\$255,803</u>	<u>4.6%</u>
Total Revenue	\$130,018,439	\$127,378,764	-\$2,639,675	-2.0%

Actual Expenditures vs Plan Expenditures (FY11/12 – FY15/16)



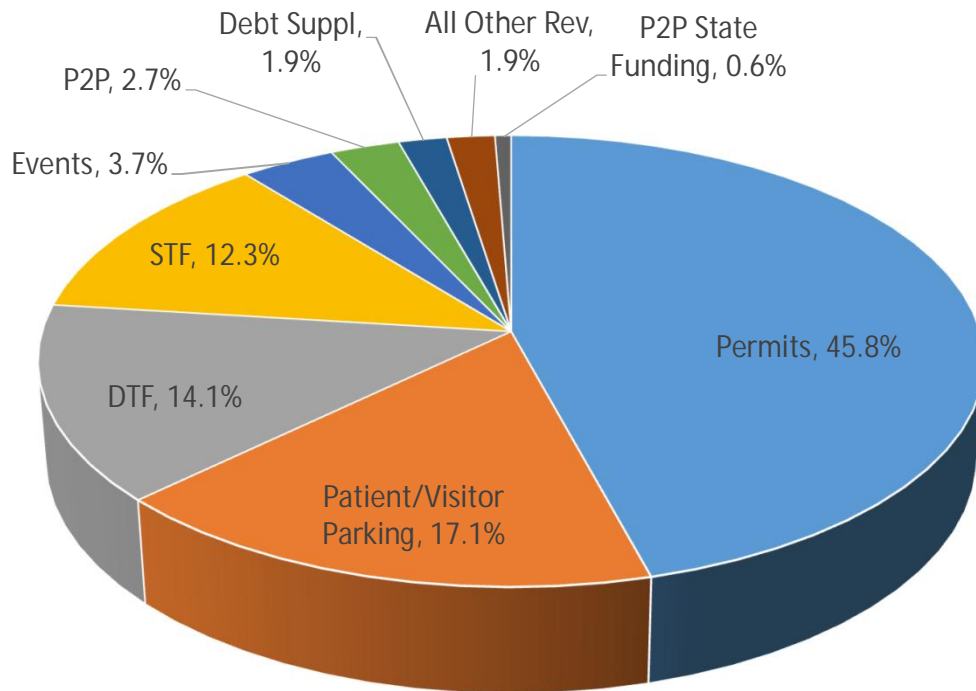
Plan Summary Performance – Expenditures (FY11/12 – FY15/16)

	Plan	Actual	Variance (\$)	Variance (%)
Salaries/Wages	\$24,744,924	\$23,807,325	-\$937,599	-3.8%
Non-Personnel Operating Costs	\$30,041,354	\$26,785,279	-\$3,256,074	-10.8%
UNC Admin Charges	\$2,816,182	\$2,586,892	-\$229,290	-8.1%
Chapel Hill Transit	\$37,002,997	\$35,747,755	-\$1,255,242	-3.4%
Regional Transit	\$2,698,050	\$2,154,777	-\$543,273	-20.1%
Transfer to P2P	\$1,250,000	\$1,232,483	-\$17,517	-1.4%
Debt Paid & Encumbered	\$29,167,391	\$30,919,391	\$1,752,000	6.0%
Capital Repair	\$2,297,157	\$2,297,157	\$0	0.0%
Total Expense	\$130,018,054	\$125,531,059	-\$4,486,994	-3.5%

Actual Revenue vs Actual Expenditures (FY11/12 – FY15/16)

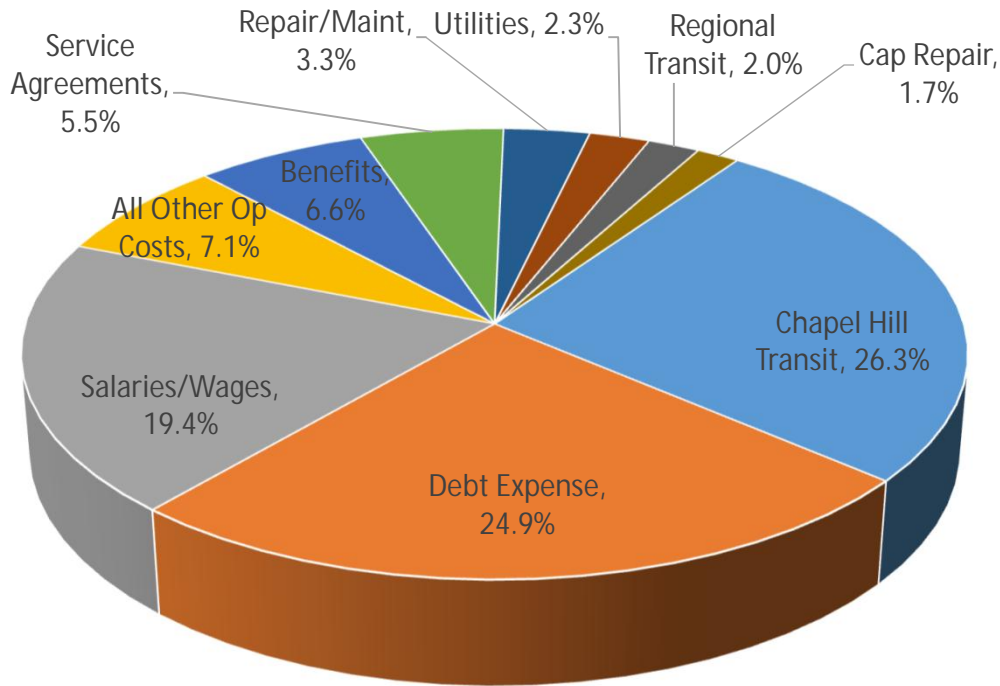
FY11/12 to FY15/16	Plan	Actual	Variance (\$)	Variance (%)
Cumulative Revenue	\$130,018,439	\$127,378,764	-\$2,639,675	-2.0%
Cumulative Expense	\$130,018,054	\$125,531,059	\$4,486,994	3.5%

Projected Revenues: FY 16/17



Revenue	Amount	Percent
Permits	\$ 13,700,000	45.8%
Patient/Visitor Parking	\$ 5,100,000	17.1%
Department Transit Fee	\$ 4,213,346	14.1%
Student Transit Fee	\$ 3,686,678	12.3%
Events	\$ 1,100,000	3.7%
Student Transit Fee-P2P	\$ 804,696	2.7%
Debt Supplement	\$ 560,282	1.9%
All Other Revenue	\$ 556,622	1.9%
P2P State Funding	\$ 187,457	0.6%
Total Revenue	\$ 29,909,081	100.0%

Projected Expenditures: FY 16/17



Expense	Amount	Percent
Chapel Hill Transit	\$ 7,923,860	26.3%
Debt Expense	\$ 7,516,611	24.9%
Salaries/Wages	\$ 5,862,639	19.4%
All Other Operating Costs	\$ 2,133,110	7.1%
Benefits	\$ 1,993,748	6.6%
Service Agreements	\$ 1,661,070	5.5%
Repair/Maintenance	\$ 1,000,000	3.3%
Utilities	\$ 700,000	2.3%
Regional Transit	\$ 603,945	2.0%
Capital Repair	\$ 500,000	1.7%
Total	\$ 30,144,983	100.0%

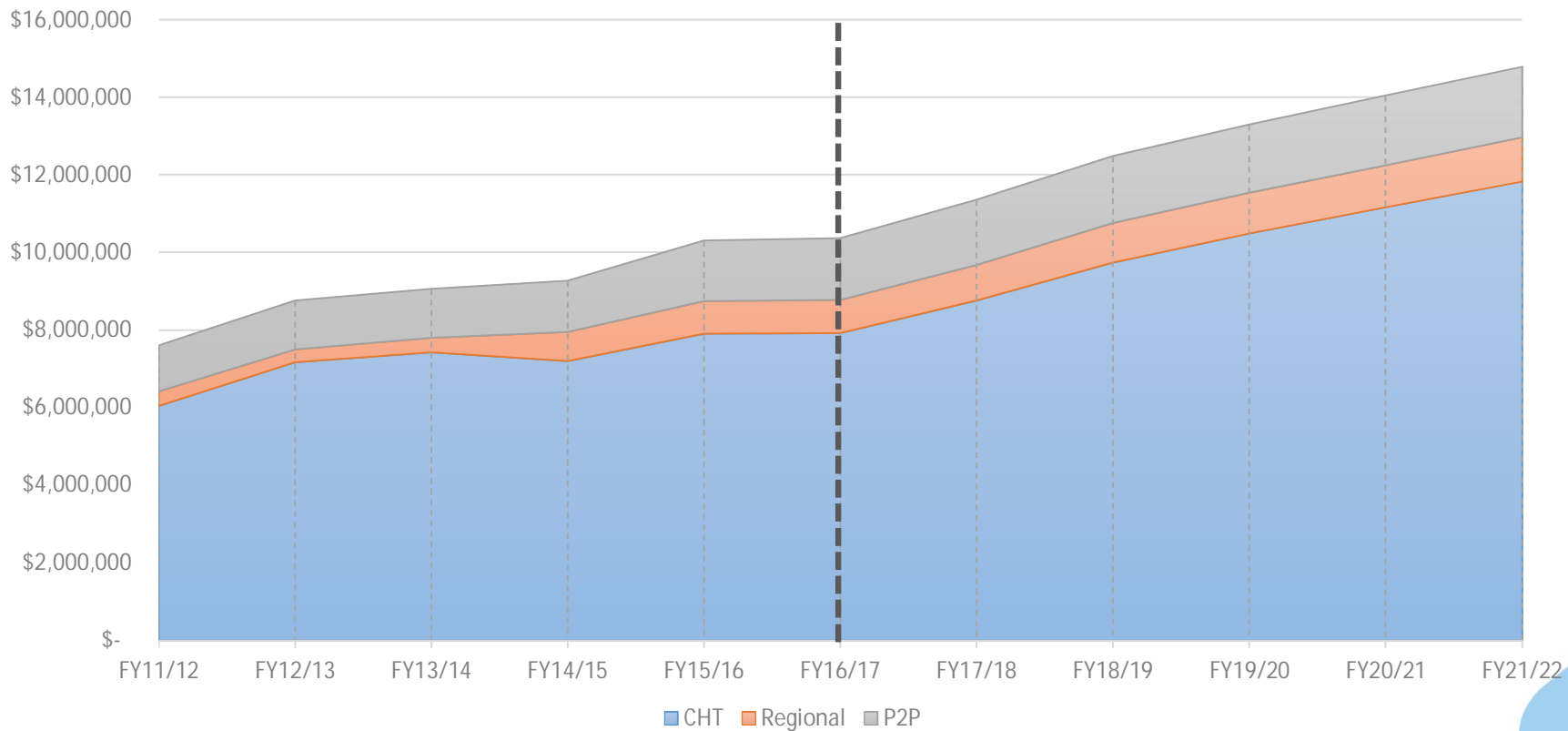
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Five-Year Plan Growth Obligations

Obligation	5 Year Total	Average Growth per Year
Chapel Hill Transit	\$12,345,418	\$2,469,084/ yr
Regional Transit (Go Triangle, PART, Chatham)	\$1,056,837	\$211,367/ yr
P2P – TransLoc	\$350,000	\$70,000/ yr
Inflation on Existing Expenses	\$4,179,981	\$835,996/ yr
Patient/Visitor Deck Debt Payment	\$1,168,000	\$233,600/ yr
Total Needed over 5 Years to Meet Growth		\$3,820,047/ yr
Growth as Percent of Annual Budget		11%

Transit – Projected Expense Growth



Inflation on Existing Expenses

- Previous Five Year Plan = 3% average
- Projected Five Year Plan (FY17/18 to FY21/22) = 2% average

Patient / Visitor Deck

- Projected Demand from Master Plan → 800 Spaces
- Five Year Plan incorporates projected debt payment

Agenda

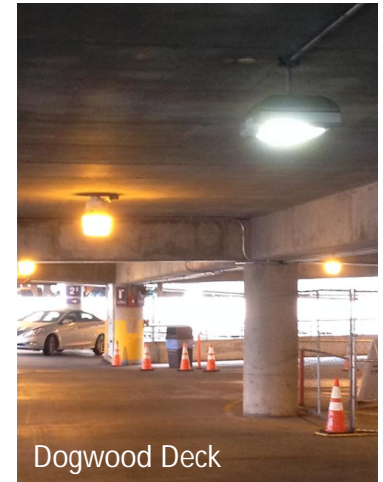
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System / Technology Enhancements

- LED Lighting
- Parking and Revenue Access Controls (PARCS)
- Bike Share Program
- TransLoc (P2P)
- Campus Bird

Enhancement – LED Lighting

- **Customer Experience**
 - Lighting quality
 - Safety/security
- **Sustainability**
 - Reduce energy usage
 - Reduce landfill waste & hazardous materials
- **Financial Performance**
 - Lower supply / maintenance costs
 - Lower utility costs
- Plan Implementation: FY18/19 to FY21/22
- Funding incorporated into existing R&M budget
- Plan future installs
 - Rams Head Parking Deck
 - Jackson Circle Parking Deck
 - Cobb Parking Deck
 - Business School Parking Deck



Enhancement – PARCS

- **Customer Experience**
 - Improved parking availability
 - Reliability
 - **Sustainability**
 - Less vehicle idle time reduces carbon emissions
 - **Financial Performance**
 - Lower operating costs
 - Decrease parking abuse
 - **PCI Compliance**
-
- Plan Implementation: FY17/18 to FY19/20
 - Plan future installs
 - Equipment upgrades
 - Automated pay stations
 - Anticipated plan cost = \$5.0M



Enhancement – Bike Share Program

- **Customer Experience**

- Convenient
- Alternative transportation option
- Improve physical / mental health
- Requested through Outreach initiatives

- **Sustainability**

- Less vehicle use reduces carbon emissions

- **Financial Performance**

- Reduce on campus transit and parking demands

- **Plan Implementation: FY17/18**

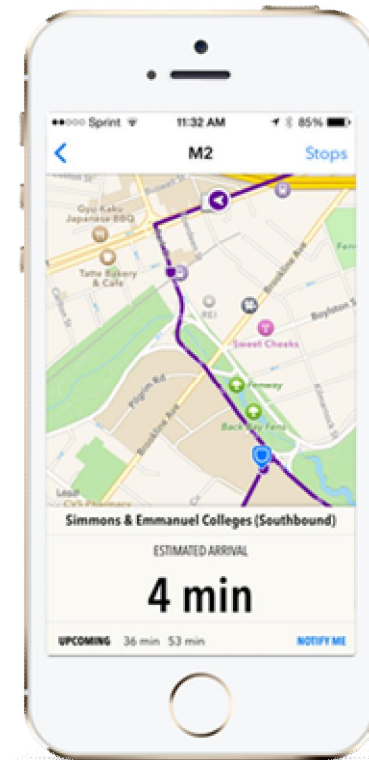
- **Anticipated average plan cost = \$130K/year**



Source: <http://bikeraleigh.org/bikeshare/index.html>

Enhancement – TransLoc (P2P)

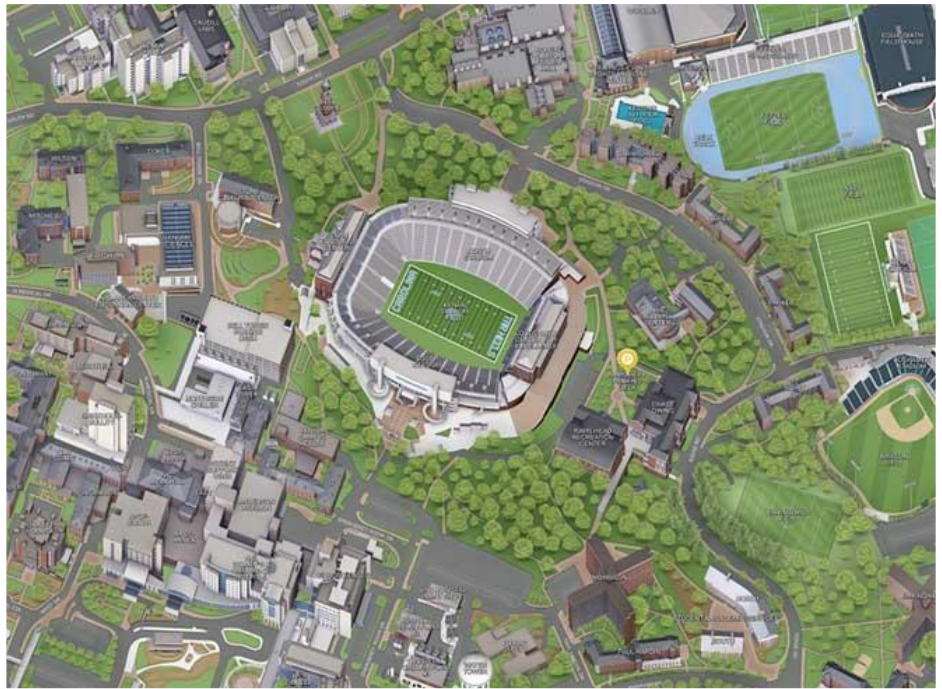
- **Customer Experience**
 - Reservation system
 - See vehicle location in real time
 - Enhanced night safety
 - Reduced wait times
 - Improved ADA service
- **Sustainability**
 - Less vehicle idle time reduces carbon emissions
- **Financial Performance**
 - Improved utilization of resources (personnel & equipment)
 - Efficient dispatch
- Plan Implementation: FY17/18 to FY21/22
- Plan future installs
- Anticipated average plan cost = \$70K/year



Source: <http://transloc.com>

Enhancement – Campus Bird

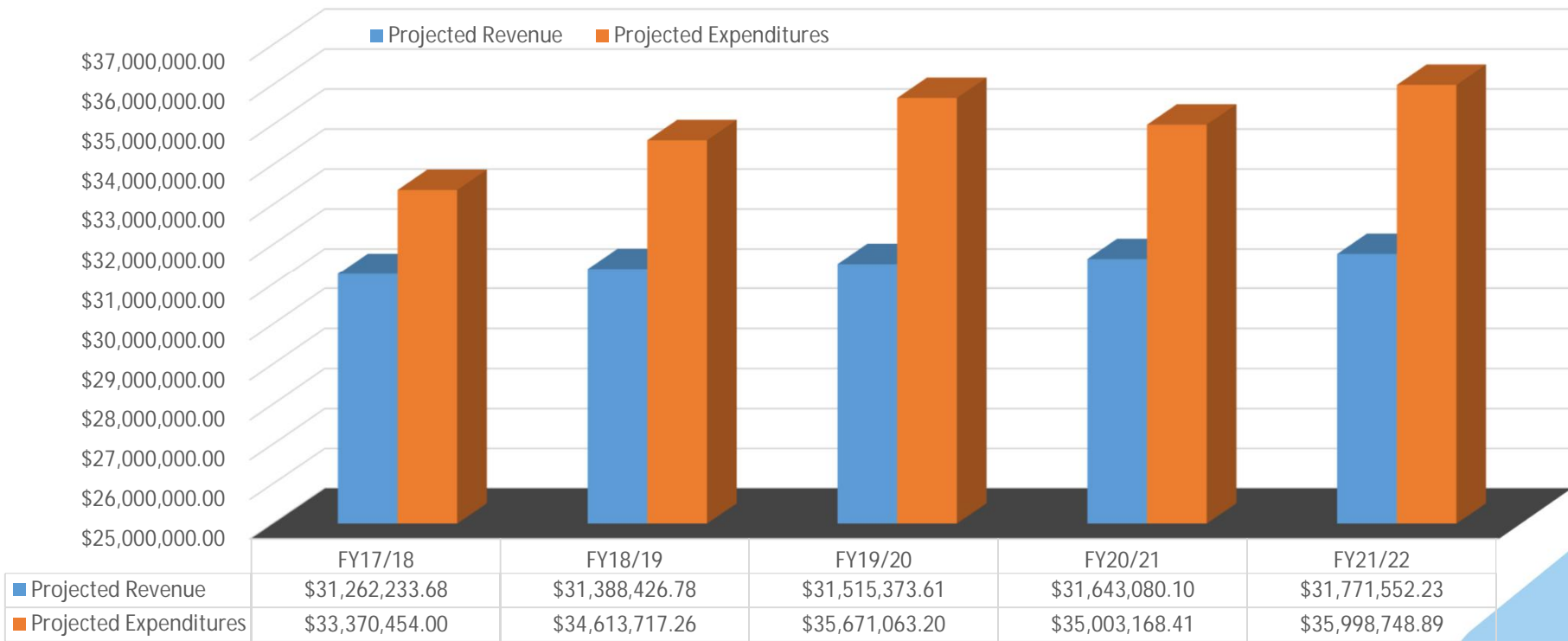
- T&P to begin utilizing for parking and transportation event management.
- Plan Implementation: FY16/17
- <http://www.unc.edu/maps/>



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Projected Revenue vs Projected Expenditures (FY17/18 – FY21/22)



Key Funding Approaches

- Utilize available resources to fund PARCs and Bike Share
 1. Reduce operating reserve from 90 day to 30 day = \$4,500,000
 2. Utilize accumulated capital reserve = \$1,150,000

Total available resource = \$5,650,000
- Utilize previous five year plan transit fee surplus to fund future transit obligations (estimated as of FY16/17)
 - Department Transit Fee = \$2,838,662
 - Student Transit Fee = \$1,072,264

Parking System Funding Strategy

- Five Year Obligations for parking system include:
 - Inflation on Existing Expenses (\$4,179,981)
 - New Patient/Visitor Deck (\$1,168,000)
- Proposed Strategies:
 - Parking permit increases + North Campus Visitor rate increases
 - No planned increase to patient/visitor rates

Parking System Funding Strategy

- Five Year Obligations for parking system = \$5.3M
- Proposed Strategies:

Parking Strategy 1	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	Total
Annual Permit Increase 2% = \$0.25 to \$1.76 / bi-weekly period	3%	2%	2%	1%	1%	\$4.5M
North Campus Visitor Parking	\$1.75/hr	\$1.75/hr	\$1.75/hr	\$1.75/hr	\$1.75/hr	\$0.8M

Parking Strategy 2	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	Total
Annual Permit Increase 2% = \$0.25 to \$1.76 / bi-weekly period	2%	2%	2%	1%	1%	\$3.8M
North Campus Visitor Parking	\$2.00/hr	\$2.00/hr	\$2.00/hr	\$2.00/hr	\$2.00/hr	\$1.5M

Transportation Funding Strategies

1. Maintain \$ Subsidy = \$1.0M per year (per previous Plan)
2. Maintain % Subsidy = 10% of Transit
3. Reduce subsidy from \$1.0M to \$500K by Plan end

- Guiding Principles

- Reduce the current parking subsidy for transit services over the Five Year study period.
- Develop a more equitable balance of the cost of the Transportation and Parking System to all users of the System.

Transportation Funding Strategy #1 (Maintain \$ Subsidy = \$1.0M per year)

- Department Transportation Fee
 - Maintains 48% share of Transit cost
 - Utilize existing surplus
 - No increase needed, ends FY18/22 plan with surplus of \$416K.
- Student Transportation Fee (for Local/Regional)
 - Increases share of Transit cost from 42% to 44%
 - Utilize existing surplus
 - Includes proposed 3.5% increases for FY17/18 and FY18/19 (\$5.44 to \$5.64/yr)
 - Needs increases of 5%, 4% and 5% last 3 years of Plan, respectively (\$7.00 to \$9.09/yr)
- Parking: No additional increases needed

Transportation Funding Strategy #2 (Maintain % Subsidy = 10% of Transit)

- Department Transportation Fee
 - Maintains 48% share of Transit cost
 - Utilize existing surplus
 - No increase needed, ends FY18/22 plan with surplus of \$416K.
- Student Transportation Fee (for Local/Regional)
 - Maintains 42% share of Transit cost
 - Utilize existing surplus
 - Includes proposed 3.5% increases for FY17/18 and FY18/19 (\$5.44 to \$5.64/yr)
 - 2% increases needed last 3 years of Plan. (\$3.40 to \$3.47/yr)
- Parking Permits
 - Maintains 10% share of Transit cost
 - Additional 1% permit increase in 1st year of plan (in addition to Parking System funding increases)

Transportation Funding Strategy #3 (Reduce Subsidy to \$500K per year)

- Department Transportation Fee
 - Maintains 48% share of Transit cost
 - Utilize existing surplus
 - No increase needed, ends FY18/22 plan with surplus of \$416K.
- Student Transportation Fee (for Local/Regional)
 - Increases share of Transit cost from 42% to 48%
 - Utilize existing surplus
 - Includes proposed 3.5% increases for FY17/18 and FY18/19 (\$5.44 to \$5.64/yr)
 - Needs 10% increases last 3 years of Plan, respectively (\$16.66 to \$20.15/yr)
- Parking: No additional increases needed

Comments

- Submit feedback to Mya Nguyen
- Individual meetings with T&P staff upon request
- Executive Sponsor Meeting = 10/5
- Upcoming ACT Meetings
 - 10/19 - Review feedback
 - 11/16 - Finalize recommendations

Questions?

Minutes

Advisory Committee on Transportation and Parking

21 September 2016

3 PM

EOC Conference Room, Public Safety Building

Presentation by Kimley-Horn:

Five-Year Plan: Purpose and Process

- Follow Guiding Principles
- Public Outreach: Reach out to customers to provide comments on needs and issues for 5-Year Plan
- System Evaluation: Inward, high-level operational evaluation (vs. outward look with Stakeholders)
- Evaluate Performance of last 5-Year Plan
- Steps for Next 5-Year Plan:
 - Obligations and Enhancements includes PARCS, LED, Bike Share, TransLoc (P2P)
- Funding Strategies for Parking
 - Obligation - Inflation on existing expenses & New patient/visitor deck
 - Strategy – Permit increases and North Campus visitor rate increases
- Fund Strategies for Transportation
 - Maintain department transportation fee at 48%
 - Maintain OR Increase student transportation fee (from 42% to 44%)
 - Parking subsidy maintained at \$1 mil, maintained at 10%, OR reduced to \$500 K
- Questions, comments, meeting requests, additional information: Please contact Mya Nguyen (myanguy@email.unc.edu)
- Executive Sponsors will meet October 5th
- Would like to incorporate feedback through October

Questions & Discussion from ACT Members:

1. Of the strategies that fits guiding principles more?
 - a. Previous plan brought our subsidy down to \$1 million
 - b. Strategy 1 is what the last 5-Year Plan implemented
 - c. Strategy 2 and 3 differ from the last 5-year plan, essentially to:
 - i. Maintain percentage (10%)
 - ii. Reduce subsidy
2. What do you mean by equitable balance?
 - a. How revenue is collected and what the revenue is intended for
 - b. Permit revenue is currently subsidizing student transit. Does this represent a fair share of the system usage?
 - c. Parking and ride permits (from last 5-Year Plan) equalized the employee usage
 - d. Employee permits also increase in last 5-Year Plan
3. What does this mean for students who purchase a permit, ride transit, and pay meters?

- a. Students may utilize free parking after 5 in designated zones (vs. paying for metered parking)
 - b. The transit system is for student use
 - c.
4. Why should costs move towards student transit fees (instead of department transit fees or other ridership/transit users)?
 - a. 48% departmental transit fee is equitable based on cost of service (vs. ridership)
 - b. Parking revenue is still subsidizing student transit fees (currently \$1 million or 10%)
5. What about night parking permits?
 - a. Deferred from last year.
 - b. In outreach, night parking was not a key issue.
 - c. We can see how night parking would affect the financials.
6. What is the occupancy rate of lots and decks on campus?
 - a. We do oversell permits by the allotted percentage (depending on lot capacity and usage)
 - b. Updated PARCS will help determine this more exactly and implement management.
 - c. We continuously monitor occupancy and capacity.
7. Most hospitals are decreasing visitor/patient parking. Is the University planning to increase visitor/patient parking?
 - a. We are not recommending visitor/patient parking (south campus) at this time.
 - b. If there is a wish to decrease visitor/patient parking rates, we need to discuss how/what pays the deficit.
 - c. North campus visitors are paying a higher rate.
8. What is the demand for visitor/patient parking?
 - a. According to the Master Plan, upon evaluating health care growth, the University believes that patient/visitor parking will need about 800 spaces.
 - b. We are also governed by the town's approval of new construction.
9. What about staff members that must travel from satellite locations to campus?
 - a. We are cognizant of the interconnection between different properties of UNC and UNC Healthcare.
 - b. We are open to solutions that work best for system users.
10. Do you provide suggestions for alternatives to parking?
 - a. Yes, we have a Transportation Demand Manager.
 - b. We have several options including local/regional transit, vanpool, and carpool.
 - c. Any customer may contact us to discuss other options.
11. Is there a possibility of exploring higher end parking such as valet parking?
 - a. Some employees already pay premium pricing for parking.
 - b. We have not heard demand for this.
12. Feedback: We are interested in your feedback regarding transit funding strategies. Please touch base with your group to collect feedback.