Agenda

• Planning Process
  • Guiding Principles
  • MetroQuest
  • State of Finances (2011 – 2016)
    • Expenditures vs. Revenues
    • Five Year Obligations
    • Efficiencies
    • Funding Strategies
    • Actuals vs. Plan 2014-15

• System Summary
• Next Steps
Planning Process

Jan

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

Feb

• Forecasts (demand/need, revenue, system improvements)
  • Pedestrian, bike, parking, transit, P2P, growth projections (masterplan)
• Planning (know/don’t know)/Budget
• Focus Groups (announce list)

Mar

• Refined Forecasts
• Identified Improvements

Apr/May

• Detailed Analysis → Services
• Results from Focus Groups

Aug

• Reintroduction/Housekeeping

Sept/Oct

• Draft Recommendations
• Campus Outreach
• Final Analysis of 5-Year Plan 2012-2016
Agenda

- Planning Process
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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 5-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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MetroQuest

UNC-CH Transportation and Parking 5-Year Plan

Please take a few moments to tell us your thoughts about transportation and parking at UNC-Chapel Hill. We appreciate your input.

Begin

How You Travel

What is your relationship to UNC-Chapel Hill?

Select:

Please answer some questions that will help us better understand how you travel to and around campus.

Next Category
MetroQuest
MetroQuest

UNC-CH Transportation and Parking 5-Year Plan

Issues and Challenges

Please drag and drop at least 3 markers on the map.

- Drive
- Take Transit
- Walk
- Bike

Final Questions (Optional)

- What is your age?
- What is your zip code?
- Do you have any final comments?

Thank you for your input.
You may also answer the final questions to help us better understand your input.

UNC-CH Transportation and Parking 5-Year Plan

Stay Involved

- Email
- Submit Final Questions
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  • Funding Strategies
  • Actuals vs. Plan 2014-15

• System Summary
• Next Steps
State of Finances (2011-2016)

- **Expenditures vs. Revenues**
- **Five year Obligations**
  - Inflation
  - Chapel Hill Transit
  - Triangle Transit
  - Capital Construction
- **Efficiencies**
  - Remote Cashiering
  - LED Lighting
  - Meter Pay Stations
  - License Plate Recognition
  - Online Temporary Permits

- **Funding Strategies**
  - Bell Tower Visitor Lot
  - Transportation Fee
  - Permits
  - Park and Ride Permit
  - Night Parking
  - South Campus Daily Maximum
Plan Revenue and Expenditures

Revenue CAGR 5.96%
Expense CAGR 5.95%

<table>
<thead>
<tr>
<th>Year</th>
<th>Plan Revenue</th>
<th>Plan Expense</th>
<th>Net</th>
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<td>FY11/12</td>
<td>$23,108,048</td>
<td>$23,141,441</td>
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<td>$24,689,317</td>
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<td>FY14/15</td>
<td>$28,101,809</td>
<td>$27,948,633</td>
<td>$153,176</td>
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<tr>
<td>FY15/16</td>
<td>$30,056,666</td>
<td>$30,236,842</td>
<td>($180,176)</td>
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Plan Revenues: FY 2014-15

FY 2014-15 Revenues = $28,101,809

<table>
<thead>
<tr>
<th>Revenue</th>
<th>Amount</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permits-net</td>
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</tr>
<tr>
<td>Plan: Night Parking</td>
<td>$736,203</td>
<td>2.6%</td>
</tr>
<tr>
<td>Patient/Visitor Parking</td>
<td>$5,127,722</td>
<td>18.2%</td>
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<tr>
<td>Department Transit</td>
<td>$4,251,535</td>
<td>15.1%</td>
</tr>
<tr>
<td>Student Transit</td>
<td>$3,514,063</td>
<td>12.5%</td>
</tr>
<tr>
<td>Student Transit-Bus/Van Repl</td>
<td>$122,572</td>
<td>0.4%</td>
</tr>
<tr>
<td>Debt Supplement</td>
<td>$540,000</td>
<td>1.9%</td>
</tr>
<tr>
<td>Citations-net</td>
<td>$163,224</td>
<td>0.6%</td>
</tr>
<tr>
<td>Investment Income</td>
<td>$160,000</td>
<td>0.6%</td>
</tr>
<tr>
<td>All Other Revenue</td>
<td>$135,000</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$28,101,809</strong></td>
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</table>
Plan Expenditures: FY 2014-15

FY 2014-15 Expenditures = $27,948,633

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<td>Salaries/Wages</td>
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<td>Benefits</td>
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<td>Supplies</td>
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<td>Utilities</td>
<td>$571,397</td>
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<tr>
<td>Repair/Maintenance</td>
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<td>Security</td>
<td>$1,622,410</td>
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<tr>
<td>All Other Operating Costs</td>
<td>$1,605,062</td>
<td>5.7%</td>
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<tr>
<td>UNC Admin Charges</td>
<td>$579,627</td>
<td>2.1%</td>
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<tr>
<td>Chapel Hill Transit</td>
<td>$7,927,128</td>
<td>28.4%</td>
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<tr>
<td>Regional Transit</td>
<td>$595,854</td>
<td>2.1%</td>
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<tr>
<td>Debt Expense</td>
<td>$7,533,786</td>
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<tr>
<td>Debt, $6.0M FB Paydown</td>
<td>($438,000)</td>
<td>(1.4%)</td>
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<tr>
<td>Transfer to P2P</td>
<td>$250,000</td>
<td>0.9%</td>
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<tr>
<td>Capital Repair</td>
<td>$431,000</td>
<td>1.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$27,948,633</strong></td>
<td></td>
</tr>
</tbody>
</table>
Agenda

- Planning Process
- Guiding Principles
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- State of Finances (2011 – 2016)
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- Next Steps
## Five-Year Plan Obligations

<table>
<thead>
<tr>
<th>Additional Annual Cost by 2015/16</th>
<th>Plan Expense</th>
</tr>
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<tbody>
<tr>
<td>Standard 3% Expense Growth</td>
<td>$768,193</td>
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<tr>
<td>Chapel Hill Transit (projections provided by CHT)</td>
<td>$2,635,982</td>
</tr>
<tr>
<td>Triangle Transit</td>
<td>$270,280</td>
</tr>
<tr>
<td>Net Cost of: 990 employee space Craige Expansion and 430 patient visitor spaces; permit or visitor revenue less operating expenses and debt expense</td>
<td>$2,830,088</td>
</tr>
<tr>
<td>Total</td>
<td>$6,504,543</td>
</tr>
</tbody>
</table>
Agenda

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Efficiencies – Remote Cashiering (Pay Lots)

- Implement new technology to **reduce cost, improve services and efficiency**
- Plan Implementation: 2011/12  Status: On schedule
- Plan 2015/16 Revenue Gain: **$185K annually**
  - The following areas outfitted and operating with pay stations, cameras, intercoms after peak hours:
    - Raleigh Road Visitor (2010-11 Rev. $98,400 to 2014-15 Rev. $165,531 (41% incr.) Attributed to daytime lost revenue when cars left after attendant.
    - Morehead Planetarium: reduced payroll from 11pm to 3am
    - Swain: reduced payroll from 11pm to 3am
    - RamsHead: reduced payroll from 11pm to 7am
    - Dogwood Deck: reduced payroll from midnight to 7am
Efficiencies – LED Lighting

- Install LED lighting in decks and lots to **reduce utility costs** and **improve deck lighting and security**
- Plan Implementation: 2011 to 2013  Status: On schedule
- Plan 2015/16 Revenue Gain: **$250K annually**

- 2012- Study and plan for LED conversion in parking decks
- 2013- Dogwood Deck construction documents and bid
- 2015- Dogwood Deck light replacement begins (Spring 2016 scheduled completion)
- Craige Deck LED replacement completed with expansion.
# Efficiencies – On-Street Pay Stations

- **Decrease operational costs** for maintenance/collections. **Increase revenue** due to payment acceptance.
- **Improve customer payment options.**
- **Plan Implementation: 2011/12**
  - Status: 2015/16
- **Plan 2015/16**
  - Revenue Gain: $38K annually

## Planned Locations vs. Locations To Be Determined

<table>
<thead>
<tr>
<th>Planned Locations</th>
<th>Locations To Be Determined</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Station Location</strong></td>
<td><strong>Station Location</strong></td>
</tr>
<tr>
<td><strong>Appx. Install</strong></td>
<td><strong>Appx. Install</strong></td>
</tr>
<tr>
<td>ATM Drive</td>
<td>Baity Hill</td>
</tr>
<tr>
<td>1 Jan 2016</td>
<td>2 TBD</td>
</tr>
<tr>
<td>Boshamer</td>
<td>1 TBD</td>
</tr>
<tr>
<td>Business School</td>
<td>Connor</td>
</tr>
<tr>
<td>1 Mar 2016</td>
<td>1 TBD</td>
</tr>
<tr>
<td>Craige Dorm</td>
<td>Finley Golf</td>
</tr>
<tr>
<td>1 Feb 2016</td>
<td>2 TBD</td>
</tr>
<tr>
<td>Business School</td>
<td>Joyner</td>
</tr>
<tr>
<td>1 Mar 2016</td>
<td>1 TBD</td>
</tr>
<tr>
<td>Hinton James</td>
<td>Horton</td>
</tr>
<tr>
<td>1 Mar 2016</td>
<td>1 TBD</td>
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<tr>
<td>Raleigh Street</td>
<td>Law School</td>
</tr>
<tr>
<td>2 Summer 2016</td>
<td>1 TBD</td>
</tr>
<tr>
<td>Morrison</td>
<td>Odum Village</td>
</tr>
<tr>
<td>South Road</td>
<td>1 TBD</td>
</tr>
<tr>
<td>7 Summer 2016</td>
<td>Old East</td>
</tr>
<tr>
<td>Swain</td>
<td>1 TBD</td>
</tr>
<tr>
<td>1 Apr 2016</td>
<td>Rams Village</td>
</tr>
<tr>
<td>Williamson Dr.</td>
<td>1 TBD</td>
</tr>
<tr>
<td>1 Apr 2016</td>
<td>Spencer</td>
</tr>
<tr>
<td>Total 20</td>
<td>Swain</td>
</tr>
<tr>
<td></td>
<td>1 TBD</td>
</tr>
<tr>
<td></td>
<td>TOTAL 20</td>
</tr>
</tbody>
</table>

**Revenue Gain:** $38K annually
Efficiencies – License Plate Recognition (LPR)

- Decrease operating costs with automatic operation, decrease parking abuse
- Improved patient visitor parking availability
- Plan Implementation: 2014/15  Status: 2015/16
- Plan 2015/16 Revenue Gain: $137K annually

  - 2015- First enforcement phase completed
  - Dogwood Deck
    - 18 labor hours reduced to 4
    - $308 daily savings x 225 days/yr = $69,300
Agenda

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Funding Strategies – Bell Tower Visitor Lot

- Provide short term parking and generate revenue
- Plan Implementation: 2011/12  Status: 2015/16
- Plan 2015/16 Revenue Gain: $38K annually

Funding Strategies – Transportation Fee

- Projected CHT increases (local), projected regional increases, reduce parking subsidy to $1M
- Plan Implementation: 2011/12  Status: On schedule
- Plan 2015/16 Revenue Gain: Annual increases equaling $3.42M

Funding Strategies – Permits

- 2% permit increase to meet the increasing costs of the transportation and parking system
- Plan Implementation: 2013/14  Status: On schedule
- Plan 2015/16 Revenue Gain: $696K annually
Funding Strategies – Park and Ride Permit

- Contribution for parking cost by users
- Plan Implementation: 2013/14 Status: On schedule
- Plan 2015/16 Revenue Gain: $604K annually

Funding Strategies – Night Parking

- Contribution to system by user group to offset the cost of operating lots and decks at night including security, lighting, and maintenance
- Plan Implementation: 2014/15 Status: Delayed
- Plan 2015/16 Revenue Gain: $743K annually

Funding Strategies – South Campus Daily Max

- Create consistency between North and South campus lots
- Plan Implementation: 2015/16 Status: On schedule
- Plan 2015/16 Revenue Gain: $214K annually
# 2015/16 Plan Revenue Strategies

## Efficiencies

<table>
<thead>
<tr>
<th>Efficiencies</th>
<th>Net Financial Impact</th>
<th>Funding Strategies</th>
<th>Net Financial Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remote Cashiering</td>
<td>$185,642</td>
<td>Permits</td>
<td>$696,222</td>
</tr>
<tr>
<td>LED Lighting (2 or 3 decks/yr)</td>
<td>$249,778</td>
<td>Department Trans. Fee</td>
<td>$1,395,546</td>
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<tr>
<td>Meter Pay Stations</td>
<td>$37,600</td>
<td>Student Trans. Fee</td>
<td>$2,023,903</td>
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<tr>
<td>LPR</td>
<td>$136,500</td>
<td>Bell Tower Visitor Lot (25 sp.)</td>
<td>$37,876</td>
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<tr>
<td>South Campus Hr Max</td>
<td></td>
<td></td>
<td>$214,000</td>
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<tr>
<td>Inc. Visitor Hours (w/night pkg.)</td>
<td></td>
<td></td>
<td>$153,398</td>
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<tr>
<td>Employee Night Permits</td>
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<td></td>
<td>$324,666</td>
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<td>Student Night Pkg. Fee</td>
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<td>$265,023</td>
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<td>Park and Ride Permits</td>
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<td><strong>Sum Total</strong></td>
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<td><strong>$5,581,280</strong></td>
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Adjusted Total: **$743,087**
<table>
<thead>
<tr>
<th>Expense Growth / Obligations</th>
<th>Value</th>
<th>Efficiencies / Funding Strategies</th>
<th>Description</th>
<th>Value</th>
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<td>Remote cashing</td>
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<td>Chapel Hill transit</td>
<td>$2,635,982</td>
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<td>LED Lighting</td>
<td>$249,778</td>
</tr>
<tr>
<td>Regional transit</td>
<td>$270,280</td>
<td></td>
<td>Meter Pay Stations</td>
<td>$37,600</td>
</tr>
<tr>
<td>Net Cost of: 990 employee space Craig Expansion and 430 patient visitor Spaces</td>
<td>$2,830,088</td>
<td></td>
<td>LPR</td>
<td>$136,500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Permits</td>
<td>$696,222</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Transportation Fee (Dept. + Stud.)</td>
<td>$3,421,449</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Bell Tower Visitor Lot</td>
<td>$37,876</td>
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<td></td>
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<td>South Campus Daily Max</td>
<td>$214,000</td>
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<tr>
<td></td>
<td></td>
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<td>Increase Visitor Hours</td>
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<td></td>
<td>Night Parking Permits/Fees</td>
<td>$589,689</td>
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<td>Park and Ride Permits</td>
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<td>$6,504,543</td>
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<td>$5,581,280</td>
<td>$6,324,367</td>
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<td>NET</td>
<td>($180,176)</td>
<td>NET</td>
<td>($923,263)</td>
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</table>
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Actual Revenues: FY 2014-15

FY 2014-15 Revenues = $26,626,579

<table>
<thead>
<tr>
<th>Revenue</th>
<th>Amount</th>
<th>Percent</th>
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<tbody>
<tr>
<td>Permits-net</td>
<td>$12,446,702</td>
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<tr>
<td>Patient/Visitor Parking</td>
<td>$5,105,221</td>
<td>19.2%</td>
</tr>
<tr>
<td>Department Transit</td>
<td>$4,460,108</td>
<td>16.8%</td>
</tr>
<tr>
<td>Student Transit</td>
<td>$3,218,062</td>
<td>12.1%</td>
</tr>
<tr>
<td>Student Transit-Bus/Van Repl P2P</td>
<td>$124,553</td>
<td>0.5%</td>
</tr>
<tr>
<td>Debt Supplement</td>
<td>$917,246</td>
<td>3.4%</td>
</tr>
<tr>
<td>Citations-net</td>
<td>$53,252</td>
<td>0.2%</td>
</tr>
<tr>
<td>Investment Income</td>
<td>$8,286</td>
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</tr>
<tr>
<td>All Other Revenue</td>
<td>$293,149</td>
<td>1.1%</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$ 26,626,579</strong></td>
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</table>
## Actuals vs. Plan Revenues 2014/15

<table>
<thead>
<tr>
<th>Revenue</th>
<th>Plan FY 14/15</th>
<th>Actual FY 14/15</th>
<th>Plan Variance</th>
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<tr>
<td>Permits-net</td>
<td>$13,934,678</td>
<td>$12,446,702</td>
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<td>Patient/Visitor Parking</td>
<td>$5,280,737</td>
<td>$5,105,221</td>
<td>($175,517)</td>
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<td>Department Transit</td>
<td>$4,251,535</td>
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<td>$208,573</td>
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<td>Student Transit-CHT</td>
<td>$3,514,063</td>
<td>$3,218,062</td>
<td>($296,001)</td>
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<tr>
<td>Student Transit-Bus/Van Repl P2P</td>
<td>$122,572</td>
<td>$124,553</td>
<td>$1,981</td>
</tr>
<tr>
<td>Debt Supplement</td>
<td>$540,000</td>
<td>$917,246</td>
<td>$377,246</td>
</tr>
<tr>
<td>Citations-net</td>
<td>$163,224</td>
<td>$53,252</td>
<td>($109,972)</td>
</tr>
<tr>
<td>Investment Income</td>
<td>$160,000</td>
<td>$8,286</td>
<td>($151,714)</td>
</tr>
<tr>
<td>All Other Revenue</td>
<td>$135,000</td>
<td>$293,149</td>
<td>$158,149</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$28,101,809</strong></td>
<td><strong>$26,626,579</strong></td>
<td><strong>($1,475,230)</strong></td>
</tr>
</tbody>
</table>
### Actual Expenditures: FY 2014-15

**FY 2014-15 Expenditures = $26,580,924**

<table>
<thead>
<tr>
<th>Expense</th>
<th>Amount</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries/Wages</td>
<td>$3,926,835</td>
<td>14.8%</td>
</tr>
<tr>
<td>Benefits</td>
<td>$1,291,140</td>
<td>4.9%</td>
</tr>
<tr>
<td>Supplies</td>
<td>$414,177</td>
<td>1.6%</td>
</tr>
<tr>
<td>Utilities</td>
<td>$701,142</td>
<td>2.6%</td>
</tr>
<tr>
<td>Repair/Maintenance</td>
<td>$1,416,853</td>
<td>5.3%</td>
</tr>
<tr>
<td>Repair/Maint. Encumbered</td>
<td>$45,976</td>
<td>0.2%</td>
</tr>
<tr>
<td>Security</td>
<td>$1,466,680</td>
<td>5.5%</td>
</tr>
<tr>
<td>All Other Operating Costs</td>
<td>$612,407</td>
<td>2.3%</td>
</tr>
<tr>
<td>UNC Admin Charges</td>
<td>$512,604</td>
<td>1.9%</td>
</tr>
<tr>
<td>Chapel Hill Transit</td>
<td>$7,193,657</td>
<td>27.1%</td>
</tr>
<tr>
<td>Regional Transit</td>
<td>$512,255</td>
<td>1.9%</td>
</tr>
<tr>
<td>Debt Expense (+3M BT)</td>
<td>$4,785,336</td>
<td>18.0%</td>
</tr>
<tr>
<td>Debt Encumbered</td>
<td>$3,106,170</td>
<td>11.7%</td>
</tr>
<tr>
<td>Transfer to P2P</td>
<td>$245,693</td>
<td>0.9%</td>
</tr>
<tr>
<td>Capital Repair</td>
<td>$350,000</td>
<td>1.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$26,580,924</strong></td>
<td></td>
</tr>
</tbody>
</table>
## Actuals vs. Plan Expenditures 2014/15

<table>
<thead>
<tr>
<th>Expenditure</th>
<th>Plan FY 14/15</th>
<th>Actual FY 14/15</th>
<th>Plan Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries/Wages</td>
<td>$3,957,411</td>
<td>$3,926,835</td>
<td>$30,576</td>
</tr>
<tr>
<td>Benefits</td>
<td>$1,173,982</td>
<td>$1,291,140</td>
<td>($117,158)</td>
</tr>
<tr>
<td>Supplies</td>
<td>$676,148</td>
<td>$414,177</td>
<td>$261,970</td>
</tr>
<tr>
<td>Utilities</td>
<td>$571,397</td>
<td>$701,142</td>
<td>($129,745)</td>
</tr>
<tr>
<td>Repair/Maintenance</td>
<td>$1,462,829</td>
<td>$1,416,853</td>
<td>$45,976</td>
</tr>
<tr>
<td>Repair/Maint.Encumbered</td>
<td>$0</td>
<td>$45,976</td>
<td>($45,976)</td>
</tr>
<tr>
<td>Security</td>
<td>$1,622,410</td>
<td>$1,466,680</td>
<td>$155,730</td>
</tr>
<tr>
<td>All Other Operating Costs</td>
<td>$1,605,062</td>
<td>$612,407</td>
<td>$992,655</td>
</tr>
<tr>
<td>UNC Admin Charges</td>
<td>$579,627</td>
<td>$512,604</td>
<td>$67,023</td>
</tr>
<tr>
<td>Chapel Hill Transit</td>
<td>$7,927,128</td>
<td>$7,193,657</td>
<td>$733,471</td>
</tr>
<tr>
<td>Regional Transit</td>
<td>$595,854</td>
<td>$512,255</td>
<td>$83,599</td>
</tr>
<tr>
<td>Debt Expense (+3M BT)</td>
<td>$7,533,786</td>
<td>$4,785,336</td>
<td>$2,748,450</td>
</tr>
<tr>
<td>Debt Encumbered</td>
<td>$0</td>
<td>$3,106,170</td>
<td>($3,106,170)</td>
</tr>
<tr>
<td>Debt, $6.0M FB paydown</td>
<td>($438,000)</td>
<td>$0</td>
<td>($438,000)</td>
</tr>
<tr>
<td>Transfer to P2P</td>
<td>$250,000</td>
<td>$245,693</td>
<td>$4,307</td>
</tr>
<tr>
<td>Capital Repair</td>
<td>$431,000</td>
<td>$350,000</td>
<td>$81,000</td>
</tr>
<tr>
<td><strong>Total Expense</strong></td>
<td><strong>$27,948,633</strong></td>
<td><strong>$26,580,924</strong></td>
<td><strong>($1,367,709)</strong></td>
</tr>
</tbody>
</table>
Actualls vs. Plan Expenditures 2014/15

<table>
<thead>
<tr>
<th>Plan</th>
<th>Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>$26,626,579</td>
<td>($1,475,230)</td>
</tr>
<tr>
<td>Expenditures</td>
<td>($26,580,924)</td>
<td>$1,367,709</td>
</tr>
<tr>
<td>Net</td>
<td>$45,655</td>
<td>($107,521)</td>
</tr>
<tr>
<td></td>
<td>$153,176</td>
<td></td>
</tr>
</tbody>
</table>
Agenda

- Planning Process
- Guiding Principles
- MetroQuest
- State of Finances (2011 – 2016)
  - Expenditures vs. Revenues
  - Five Year Obligations
  - Efficiencies
  - Funding Strategies
  - Actuals vs. Plan 2014-15

- System Summary

- Next Steps
Summary

- Good performance relative to Year 4 of 5-Year plan FY2011/12 to FY2015/16
  - Revenue Growth and Expenditures mostly on plan
  - Night parking implementation delayed
  - Craige Deck implementation slid 1 year
- Current presentation focused on Year 4 (FY2014/15) of Plan and Actual relative to 5-Year plan
- Final analysis of 5-Year plan in September/October 2016
Agenda

• Planning Process
• Guiding Principles
• MetroQuest
• State of Finances (2011 – 2016)
  • Expenditures vs. Revenues
  • Five Year Obligations
  • Efficiencies
  • Funding Strategies
  • Actuals vs. Plan 2014-15
• System Summary
  • Next Steps
Next Steps

Jan
• Plan vs. Actual
• Guiding Principles Review
• Planning Meeting

Feb
• Forecasts (demand/need, revenue, system improvements)
  • Pedestrian, bike, parking, transit, P2P, growth projections (masterplan)
• Planning (know/don’t know)/Budget
• Focus Groups (announce list)

Mar
• Refined Forecasts
• Identified Improvements

Apr/May
• Detailed Analysis → Services
• Results from Focus Groups

Aug
• Reintroduction/Housekeeping

Sept/Oct
• Draft Recommendations
• Campus Outreach
• Final Analysis of 5-Year Plan 2012-2016
Questions?
**Meeting**: Advisory Committee on Transportation & Parking

**Date**: January 20, 2016

**Time**: 3:00pm – 4:00pm

**Location**: Public Safety Building, Emergency Operations Center

**Meeting called by**: Cheryl Stout, Chair

**Minutes prepared by**: Katherine Broom, Kimley-Horn

**In attendance**:

Than Austin, UNC Transportation & Parking
Wil Steen, UNC Transportation & Parking
Cheryl Stout, UNC Transportation & Parking
Brad Ives, Campus Enterprises
Joellen Buckio, UNC SOM/Health Affairs
Rohit Ramaswamy, UNC School of Public Health
Mel Hurston, UNC Hospitals
Charles Streeter, Employee Forum
Shayna Hill, Employee Forum
Jeff Watson, UNC Hospitals
Lisa Terry, UNC Hospitals
Ben Lykins, GPSF
Christopher Payne, Student Affairs
Paul Krause, Athletics
Anna Wu, Facilities Operations
Jeff McCracken, UNC Public Safety
Rick Steinbacher, UNC Athletics
Peter Gilligan, School of Medicine
Sam Veraldi, Kimley-Horn, Project Manager
Matt Sumpter, Kimley-Horn, Deputy Project Manager
Katherine Broom, Kimley-Horn
Agenda

Welcome – Cheryl Stout

Transportation & Parking 5-year Plan Discussion–Sam Veraldi (Kimley-Horn)

1. Planning Process
   - Review of future ACT Meeting agenda items for the duration of the plan.
   - Stakeholder Analysis will be key to the successful completion and future implementation of the plan. We will use both semesters to conduct meaningful stakeholder outreach.
   - Very successful last plan

2. Guiding Principles Review
   - The seven suggested guiding principles were reduced and modified at the December ACT meeting to four.
   - They will continue to be dynamic as the process continues

3. MetroQuest Introduction
   - Stakeholder tool allowing for transparent findings
   - Reaches a larger audience than traditional methods
   - Captures a higher level of detail than traditional methods

   - Topics Included
     - Expenditures v. Revenues
     - Five Year Obligations
     - Efficiencies
     - Funding Strategies
   - Most discrepancy in plan revenue and expense vs. actual revenue and expense can be explained by the delayed implementation of the night parking program.

5. System Summary
   - Good Performance relative to Year 4 of 5-year plan
     - Revenue growth and expenditures mostly on plan
     - Night parking implementation delayed
     - Craige Deck implementation delayed by one year
   - We will see a comprehensive analysis in September/October 2016 of the entire 5-year plan.

6. Next Steps
   - Review of planned agenda items for future ACT meetings.

Questions from Attendees

Night Parking was delayed by 2 years, I think. Is the $743K financial impact for only FY14/15 or does that loss continue to grow each year that the program is not implemented?

A: The 743K represents the impact for just FY14/15. By the end of the plan, the impact will be the $1.4M value.
On the Plan vs. Actual Expenditures slide, there is a 68% difference in the supply category. Why is that? Were we able to spend less than we thought or did we simply defer them to another year meaning that the expenditures will catch up with us?

Our estimate was based on a 3% inflation estimate. The inflation rate didn’t raise that high. The Craige deck implementation being delayed affected our revenue, but it also affected how quickly we used supplies.

Please clarify the “security” expenditure category and how it is different from salaries/wages/benefits, etc.

Due to the nature of our security requirements, we categorize security separately. They are independent contractors, not UNC employees so their salaries/benefits are drawn from the security budget. Additional expenditures associated with “security” include cameras and camera operations.

I’m worried about leaving the Dogwood Deck unmanned. A lot of people are already worried and confused when they visit the hospital. I am concerned that it will be overwhelming and make a stressful situation even more stressful.

We do man the dogwood deck for a large portion of the day. For the unmanned time, we have cameras and intercoms where the attendant, who is sitting in another location, can still assist the customer, if needed. We understand the complexities of the healthcare requirements and wouldn’t leave them fully unmanned.

Was night parking only planned on gated lots/decks? Is that what will happen when it is no longer delayed?

The previous plan consisted of a night parking program across campus. The new adaptation does not have to be identical to the previous plan. We will reevaluate during this plan and conduct more stakeholder outreach. There is not a set date in mind for when night parking will take effect, if it does.

In the next cycle of the plan, will any debt be retired?

In the last plan, we planned to build out the Craige expansion and add 430 patient visitor spots. We did build Craige, but not the patient visitor spots, so that funding is in capital development. Depending on what we determine is needed during this plan, some debt may be retired or we may incur more. We will do what it takes to meet our mission of serving the University.

What is the timeframe for the stakeholder outreach?
Outreach for this plan will extend into both semesters. It will be operated in two phases; the first will focus on discovery and will let the team know which direction we need to go. The second phase will focus in on the specifics of the plan and allow people to offer their input. The stakeholder outreach portion of this plan will be a large, continuous process.

In February we will form a strategic plan for outreach outlining focus groups and a schedule.

**How does UNC compare to peer Universities when it comes to revenues, expenditures, and the ratio?**

According to Sam of Kimley-Horn, UNC has a lot of strengths when compared to other Universities he’s worked with. Most impressively, there is not a propensity to cut costs at meaningless opportunities. Cheryl and her team seem to understand the importance of maintaining the asset base. Generally UNC’s policies are positive as well.

**Statement by attendee:** The transparency, creativity and honesty of Cheryl and her team is refreshing and appreciated. The Hospital is very happy with how T&P cooperates with them. I think they did a great job on the last plan implementation and I’m excited to see what this plan holds. “I can’t commend Cheryl enough” and “I don’t see how it could have been done any better”

**Statement by attendee:** I am impressed with how the University, School of Medicine, and the hospital are a partnership. They do not seem at odds with one another. Their cooperation both internally and with the town and transit systems is a “rare and beautiful relationship”

**Closing – Cheryl Stout**

Suggestion to review January material before the next meeting and submit questions to be responded to at the February meeting.

A shared document website is pending, when it is available, we will be able to easily share documents, questions, and comments among the team.