Agenda

- Planning Process
  - Guiding Principles
  - Public Outreach
  - System Evaluation

- Five Year Plan (FY17/18 – FY21/22)
  - System Enhancements
  - Five Year Obligations
  - Funding Strategy Recommendation

- Next Steps
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.
Supporting Practices to the Guiding Principles

- 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.
- Develop a more equitable balance of the cost of the Transportation and Parking System to all users of the System.
Outreach Activities

**Actions Completed to Date:**
- Project website
- MetroQuest
- Stakeholder meetings
- Staff conversation and questionnaire
- Key issue identification
- Transportation Fair (Nov)
- Round II Stakeholder meetings
- Communication Strategy

**Ongoing Actions:**
- “Presentation Tour” of Plan
- Engagement of Peer Champions
- Finalize Strategic Communications Plan
- 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
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
System Evaluation

**Goals**

**Staff and program development**
- Attendance at national/regional parking conferences
- CAPP / CPM certification
- IPI APO accreditation

**Become a world class program**
- Incorporate Guiding Principles into every aspect of T&P
- Modernize revenue control system
- Conduct operational “Peer Review”

**Superior customer service**
- Technological improvements
- Transit options
- CPTED principles in parking facilities
Agenda

- Planning Process
  - Guiding Principles
  - Public Outreach
  - System Evaluation

- Next Steps
System / Technology Enhancements

- LED
- PARCS
- TransLoc
- Bike Share
- Campus Bird
# System Enhancements Summary

<table>
<thead>
<tr>
<th>System Enhancement</th>
<th>FY17/18</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22</th>
</tr>
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<tbody>
<tr>
<td>LED Parking Deck Installations</td>
<td>Rams Head / Cobb</td>
<td>Rams Head / Cobb</td>
<td>Jackson Circle / Business School</td>
<td>Jackson Circle / Business School</td>
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<tr>
<td>PARCS</td>
<td>Implementation</td>
<td>Implementation</td>
<td>Implementation</td>
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<tr>
<td>Bike Share</td>
<td>Implementation</td>
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<tr>
<td>TransLoc</td>
<td>Implementation</td>
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<tr>
<td>Campus Bird</td>
<td>On-going</td>
<td></td>
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</tbody>
</table>
System Enhancements Funding Approach

- 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
## Five-Year Plan Growth Obligations

<table>
<thead>
<tr>
<th>Obligation</th>
<th>5 Year Total</th>
<th>Average Growth per Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapel Hill Transit</td>
<td>$7,730,700</td>
<td>$1,546,140/yr</td>
</tr>
<tr>
<td>Regional Transit (Go Triangle, PART, Chatham)</td>
<td>$1,056,837</td>
<td>$211,367/ yr</td>
</tr>
<tr>
<td>P2P - TransLoc</td>
<td>$350,000</td>
<td>$70,000/ yr</td>
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<tr>
<td>Inflation on Existing Expenses</td>
<td>$4,179,981</td>
<td>$835,996/ yr</td>
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<tr>
<td>Patient/Visitor Deck Debt Payment</td>
<td>$1,168,000</td>
<td>$233,600/ yr</td>
</tr>
<tr>
<td><strong>Total Needed over 5 Years to Meet Growth</strong></td>
<td><strong>$2,897,103/yr</strong></td>
<td><strong>$3,820,047/ yr</strong></td>
</tr>
</tbody>
</table>

| Growth as Percent of Annual Budget                             | 8%           | 11%                     |

Revised November, 2016
Growth Obligations Funding Approaches

- Utilize previous five year plan transit fee surplus to *partially* fund future transit obligations (estimated as of FY16/17)
  - Department Transit Fee = $2,838,662
  - Student Transit Fee = $1,072,264

- Additional funding required to meet shortfall created by growth obligations
Funding Strategy Components

• Guiding Principles
  • Reduce the current parking subsidy for transit services
  • Develop a more equitable balance of the cost of the Transportation and Parking System to all users of the System
  • Must have sufficient funds for CHT over the 5-yr planning horizon

• Feedback we heard
  • Equitable share of costs to the users
  • Minimize additional increases to STF
  • Minimize impact to daily parking permit holders
  • Revise lowest parking permit wage scale to be consistent with living wage
# Funding Strategy Recommendation

<table>
<thead>
<tr>
<th></th>
<th>FY17/18</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Annual Daytime Permit Increases</strong>&lt;sup&gt;1,2&lt;/sup&gt;</td>
<td>+1%</td>
<td>+1%</td>
<td>+1%</td>
<td>-</td>
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<tr>
<td>1% = $0.12 to $0.88 / bi-weekly period</td>
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<tr>
<td><strong>Department Transportation Fee Increases</strong>&lt;sup&gt;3&lt;/sup&gt;</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>Student Transportation Fee Increases</strong></td>
<td>+$5.44/yr (3.5%)</td>
<td>+$5.64/yr (3.5%)</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>- Local/Regional component</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>- Night Parking component</td>
<td>-</td>
<td>-</td>
<td>+$6 ($6)</td>
<td>+$2 ($8)</td>
<td>+$2 ($10)</td>
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<tr>
<td>(Overall rate)</td>
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<td></td>
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<td></td>
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<tr>
<td><strong>Night Parking – Employee Permit</strong></td>
<td>-</td>
<td>-</td>
<td>$260/yr</td>
<td>$263/yr</td>
<td>$265/yr</td>
</tr>
<tr>
<td><strong>Night Parking – Visitor Parking</strong>&lt;sup&gt;4&lt;/sup&gt;</td>
<td>-</td>
<td>-</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td><strong>North Campus &amp; Meters Hourly Rate Increases</strong>&lt;sup&gt;5&lt;/sup&gt; (Overall rate)</td>
<td>+$0.25/hr ($1.75/hr)</td>
<td>-</td>
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**Footnotes**

1. Parking Permit Wage Scale revises the lowest salary range from $25K to $29K
2. Parking subsidy set at $800K/yr (reduced from $1M in FY16/17)
3. Department Transportation Fee supports 50% of Local/Regional Transit cost (48% in previous Plan)
4. Paid visitor parking hours to be extended
5. No planned increases to healthcare patient/visitor rates (Dogwood, ACC, Hospital ADA)
Funding Strategy Recommendation

- December ACT Meeting → Approved
- Executive Sponsor Meeting → Questions / Comments / Approval
  - Annual Daytime Permit Increases
  - Student Transportation Fee Increases
    - 3.5% Increase for Year 1 & 2 already implemented
- Night Parking
- North Campus & Meters Hourly Rate Increase
- Parking Permit Wage Scale: Revise lowest permit salary range from $25K to $29K for consistency with Living Wage
Upcoming Project Milestones

• January
  • Executive Sponsor approval
  • Plan rollout

• February
  • Issue draft 5-Year Plan report
  • ACT Meeting
  • Ordinance changes

• March
  • Board of Trustees Meeting