

Advisory Committee on Transportation

27 September 2023, 3:00 PM EST

## Minutes

Call to Order: 3:02 PM EST

### 1. Agenda

- Cheryl Stout – Welcome
- Kimley-Horn – Guiding Principles
- Kimley-Horn – Outreach: Core Themes
- Kimley-Horn – 5-Year Baseline Expenses
- Kimley-Horn – Plan Recommendations: Expenses & Revenue
- Kimley-Horn – Next Steps

### 2. Plan Recommendations Strategy

- Plan recommendations developed from public engagement and outreach:
  - Focus Groups
  - ACT Meetings
  - Campus Safety
- Discussion Framework:
  - What we heard
  - Recommendation(s)
  - Details and estimated cost for programmatic changes
    - Cost is presented as a “Line Item Cost”
    - Net new cost over the course of the 5-Year Plan

### 3. Guiding Principles

- Provide **adequate and safe access** for all who come to campus.
- Develop a **financially and environmentally sustainable, adaptable, and resilient multimodal transportation system**.
- Integrate Transportation and Parking’s planning to **align with the Campus Master Plan and other regulatory requirements**.
- The department is receipt supported and must **act with fiscal stewardship for the maintenance and evolution** of the transportation system.
- Develop procedures, policies, and programs that **promote equitable transportation and parking opportunities**.
- Provide **timely, transparent, and open communication** regarding the transportation system and encourage community feedback.

### 4. Core Themes Identified – Transportation

Local Transit, Point-to-Point (P2P), Regional Transit, TDM Programming

- Transportation 5YP Baseline Expenses & Revenue
  - Administrative expenses and costs go into Chapel Hill Transit (CHT) and other administrative expenses
  - Total Expense - \$76 M over the course of 5 years
  - Total Revenue - \$66M over the course of 5 years
  - Transportation and Parking runs at a financial deficit
- Transportation Recommendations
  - Increase communication and transparency with transit (bus tracking apps)
  - Expand on alternative modes of transportation on campus
  - Expand bike share opportunities – cost prohibitive for current user rates
  - Micromobility on campus (scooters, etc.)
  - Strengthen Commuter Alternative Program (CAP)

## 5. Local Transit

- New Tracking System
  - 2023 – Implemented new bus tracking system
  - CHT Fund Balance - \$1.8 M
  - Line Item Cost: \$0
- North-South Bus Rapid Transit
  - Federal, State, Local Match, and grant proceeds funding capital planning and construction
  - Increased operational Cost estimated in 2028
  - Annual Cost: 475K | Plan: \$950K
  - Line Item Cost: \$950K
- Electric Fleet
  - 11 Buses & charging infrastructure during FY23
  - CHT received grant funding for all electric bus capital
  - Charging Infrastructure
  - Line Item Cost: \$0

## 6. Point-to-Point

- Fleet Electrification
  - EV Study – 1-3 of 5YP Plan
  - Bus conversion – Next 5YP Plan
  - Van Conversion – Years 4 & 5
    - Van Infrastructure: \$150K one-time cost
    - Vans Convert from gas to electric: \$62,500 annual cost
  - Line Item Cost - \$275K
- New Tracking System – Fixed Route | On-Demand
  - Reservation capability for ADA On-Demand Transport
  - Annual \$25K | Plan: \$125K
  - Line Item Cost: \$125K

- Regional Transit
  - No anticipated changes to costs for service enhancements
  - GoTriangle fares to return in 2024
  - Inflationary increase included in baseline estimate
  - Line Item Cost: \$0

## 7. TDM Expansion

- Expand regional transit access to residential students
  - Provide residential students opportunities for car-free living
  - Annual cost: \$60K | Plan: \$300K
  - Line Item Cost: \$300K
- Bike & Mobility Device Infrastructure
  - Bike racks, lockers, repair stations
  - Solar charging stations for e-bikes, scooters
  - Outdoor storage for e-mobility devices
  - Annual Cost: \$30K | Plan: \$150K
  - Line Item Cost: \$150K
- Commuter Alternative Program (CAP) Membership Incentives
  - Provide membership give aways through CAP
  - Adding a tiered prize system based on CO2 emissions eliminated
  - Waived ZipCar membership fee for increased car share trips
- Bikeshare Incentives
  - Subsidize unlock fee \$1 per ride
  - Reduce per hour rates to incentivize ridership
- Annual Cost: \$50K | Plan Cost: \$250K
  - Line Item Cost: \$250K

## 8. Transportation 5YP Baseline

- Expenses & Service Enhancements – \$80M
- Transportation Revenue Needs – \$13M

## Questions & Answers

**Cam Enarson** – As it relates to fleet electrification, are there any anticipated gas costs saved against the cost of electricity?

**Cheryl Stout** – The cost considerations are only capital and just the differences between the leases. We will investigate it.

**Cam Enarson** – Will we think of a prioritization of components, or do we want to consider all of them?

**Cheryl Stout** – We've incorporated recommendations and needs throughout the plan. The core themes have heavily focused on those needs and keep pace with what we've heard from the focus groups.

**Martin Johnson** – Why is the student fee transportation fee being raised at a lower rate fee of .5%, while the departmental transportation fee is raising by 2%?

**Cheryl Stout** – Averages increased on DTF based on rising salaries, so as salaries raise, as to the percentages. The student fee is static, but percentages are raised for students based on the amount of students.

**Will Steen** – This assumes that there are on increases for departments or students.

## 9. Core Themes Identified – Parking

Capital Asset Management; Flexible Parking Options; Parking Technology; Safety

- Parking 5YP Baseline Expenses & Revenue
  - Total Baseline Expense: \$103M over the course of 5 years
  - Total Baseline Revenue: \$119M over the course of 5 years
- Parking Recommendations
  - Capital Asset Management
    - Maintaining and operating clean facilities
    - Ensure facilities are in good repair
  - Flexible parking options
    - Reserve parking in advance
    - Expanded hourly, daily, and weekly options
  - Leveraging technology to operate efficiently
    - Space finding software to find parking
    - Simplify parking assignment process for departments
    - Communication of available parking/transit availability
  - Safety
    - Cameras & lighting

## 10. Capital Asset Management

- Maintenance Master Plan
  - Professional engineering assessment of parking facilities for repair
  - Implement scheduled maintenance and repair plan
  - Complete ADA upgrades as repairs occur
  - Include parking infrastructure in facilities maintenance software system for record keeping and tracking
  - Annual Cost: \$500K | Plan: \$2.5M
  - Line Item Cost: \$2.5M

## 11. Flexible Parking

- PARCS – New System
  - Departments will have options to provide visitors:

- Reserved parking in visitor lots
- Provide permits via email that allow gate access
- Validate parking for patients and visitors
- PARCS funded through prior 5-Year Plan
- Line Item Cost: \$0

#### 12. License Plate Recognition

- Increases security within garages and lots
- Monitors timeliness entering and exiting facilities
- Read plates to identify unregistered vehicles
- Allow more flexible options for parking
- Reduces need for mobile LPR readers
- Annual Cost: \$200K | Plan Cost: \$1M
- Line Item Cost: \$1M

#### 13. Parking Guidance Technology

- Dogwood Parking Deck
- Year 1 of 5YP
- Collaboration between UNC Hospitals and T&P
- Technology Required: In-ground sensors or cameras
- Success of this implementation can guide future implementation
- Direct feedback and guidance from ACT and Campus Survey
- Line Item Cost: \$1M

#### 14. Safety

- Cameras
  - Increased security and awareness
  - Assist with parking guidance and LPR data
  - Vehicle locator – patient/visitor deck
  - Annual investment: \$250K and Plan: \$1.25M
- LED Lighting
  - Sustainable retrofit (reduced utility cost)
  - Higher light quality and visibility in decks/lots
  - Annual Cost \$150 K | Plan \$750K
- Line Item Cost: \$2M

#### 15. Parking 5YP Baseline

- Expenses & Service Enhancements – \$109M
- Parking Revenue Surplus/Needs – \$10M

### Questions & Answers

**Evan Yassky** – Capital cost for maintenance is considerably less than what was projected for last 5-Year Plan – What is the rationale?

**Cheryl Stout** – The existing budget will be \$1.5M per year for active maintenance, as we are still catching up on deferred maintenance from the last 5-Year Plan. This will help us develop a cycle for maintenance and stay up to date with where maintenance should be, which reduces expenses. Additionally, \$1.5M is a conservative estimate compared to the portfolio. We are earning more for capital maintenance and coming away from deferred maintenance in the upcoming 5-Year Plan.

**Evan Yassky** – You all are not anticipating any upgrades in the future of the 5-Year Plan?

**Cheryl Stout** – Correct.

**Martin Johnson** – Do we have estimates for how much LPR will increase revenue?

**Cheryl Stout** – PARCS will increase revenue, which we have already paid to continue to implement. However, we're unsure what the revenue projection is exactly. It will be difficult for others to scam the system, but allow more flexibility in the system for parking, overall. We do not want to over-project to the future, but we are already seeing increases in revenue.

**Wil Steen** – There is a 10% increase in visitor parking revenue, so 10% is used as a baseline that can be refined moving forward.

**Cheryl Stout** – We can make additional improvements and leave this open-ended for enhancements and take a comprehensive review of the parking system to create flexibility to make changes. Increase in revenue and salaries give room for flexibility. It allows us to spend revenue on what people would like to see to improve the system.

**Logan Grodsky** – How are we considering student affordability? As a representative of the student body, I'm reluctant to say that the cost of a parking pass shouldn't be considered. There is more demand for parking passes when there is supply and students may not have an interest,

**Cheryl Stout** – We're looking at student pricing in the lowest end of the pricing structure, although they have fewer spaces. It is good to hear that feedback.

**Logan Grodsky** – No, but if there are tradeoffs to be made, parking permits prices may not be as useful to consider.

**Cheryl Stout** – Are you suggesting that we remove this from consideration?

**Logan Grodsky** – I don't believe that this is a vital consideration.

**Martin Johnson** – Consider the incomes of broadly different populations. 42% of students belong to the top 10% of incomes. Lower income students should receive subsidized parking, similarly to staff. Patients should pay less than visitors to park. Really, students should not be parking.

**Cheryl Stout** – Patient-Visitor parking costs have not increased since 2008. Visitor parking at Mid-South campus hasn't increased and North campus increased \$0.25 in the previous 5-Year Plan.

**Sonia Panic** – Of the proposed recommendations, do they hit the mark of the feedback that we've heard thus far?

**Katie Musgrove** – I will reserve my judgement until I see the proposed pricing changes.

#### 16. 5-Year Plan Process Timeline

- October – Pricing and Staff
- November – Mobility Access, APO Designation, Sustainability
- January – Allocation
- February – Education

#### 17. Next Steps

- Financial Modeling for 5-Year Plan Scenarios
- Fall Outreach
- Next ACT Meeting: October 18<sup>th</sup>, 1.5 hours (In-Person)
  - Topic: Financial Strategies
  - Rate Strategies – Pricing & Staffing Plan

Attendees:

Jeff Watson – UNC Hospital Parking Manager

Alan Marsh – Associate Director, Postdoctoral Affairs

Katie Musgrove – Employee Forum Chair

Nathan Quinn – Vice President for Finance, Graduate and Professional Student Government

Keith Hines – Employee Forum Vice Chair

Cam Enarson – Vice Dean of Strategic Initiatives

Evan Yassky – Executive Director, Facilities Planning and Operations

Gordon Merklein – Associate Professor, Emergency Medicine

Clint Gwaltney – Senior Associate Athletic Director

Laszlo Balint – Post-Doctoral Research Associate

Martin Johnson – Associate Professor, English Composition and Literature

Noreen McDonald – Senior Associate Dean, Social Science and Global Programs

Joe Singer – Director, Carolina Union

Dan Lehman – Vice President of Operational Support & Professional Services

Allan Blattner – Executive Director for Carolina Housing

Logan Grodsky – Student Body Treasurer, Undergraduate Student Government

Rick Steinbacher – Senior Associate Athletic Director

Transportation and Parking:

Cheryl Stout – Executive Director

Cha'ssem Anderson – Associate Director

Wil Steen – Associate Director

Abigail Hall – Project Coordinator

Candace Lindo – Executive Assistant