



CITY OF
DURHAM

Transportation

Proposed Budget

FY 2020-21

Sean Egan, Director

May 27, 2020

Overview

- COVID Response
- FY21 COVID Operations
- Resource Allocation Tables
- Budget Highlights
- Status of Durham County Transit Plan Update
- Impact of NCDOT funding cuts/delays

COVID Response

Parking

- Ceased revenue operations in mid-March
- Converted on-street parking spaces to temporary curb side loading zones
- Right-sized security presence in parking decks
- Increased surface cleaning in elevators other common touch areas in parking decks
- Special Event/part-time staff furloughed

COVID Response

GoDurham

- Ridership remains strong when compared to other transit systems
- Service reductions due to staff shortages
 - March: Service ends at 9:30pm, trips suspended on seven routes (80%)
 - May: Sunday service with additional trips on 16 routes (70%)
- 16-passenger limit in place
- Crowding/social distancing remains a concern

COVID Response

Traffic Operations

- Implemented split scheduling for field crews to reduce exposure and telework for non-field employees
- Providing responses for emergencies, safety issues, maintenance concerns, and responses to service requests
- Providing support to construction contractors and internal/external design services
- Unable to provide traffic data collection services, or long line pavement marking operations

COVID Response

Transportation Services

- Employees maintaining most services while working remotely
- Development review converted to full digital reviews
- MPO Board meetings held virtually
- Slight increase in resident service requests
- Suspension of data collection due to atypical conditions delays addressing some requests

FY21 COVID Operations

Parking/Transit

- Parking Gates Down: Return to revenue operations in June
- Working with DDI and other partners to explore expanding outdoor dining areas
- Return of special events and part-time parking staff to be determined in consultation with Recovery and Renewal Task Force
- GoDurham: Return to March service levels (80%) by end of June

Protective Barriers for Bus and Paratransit Operators Installation Underway



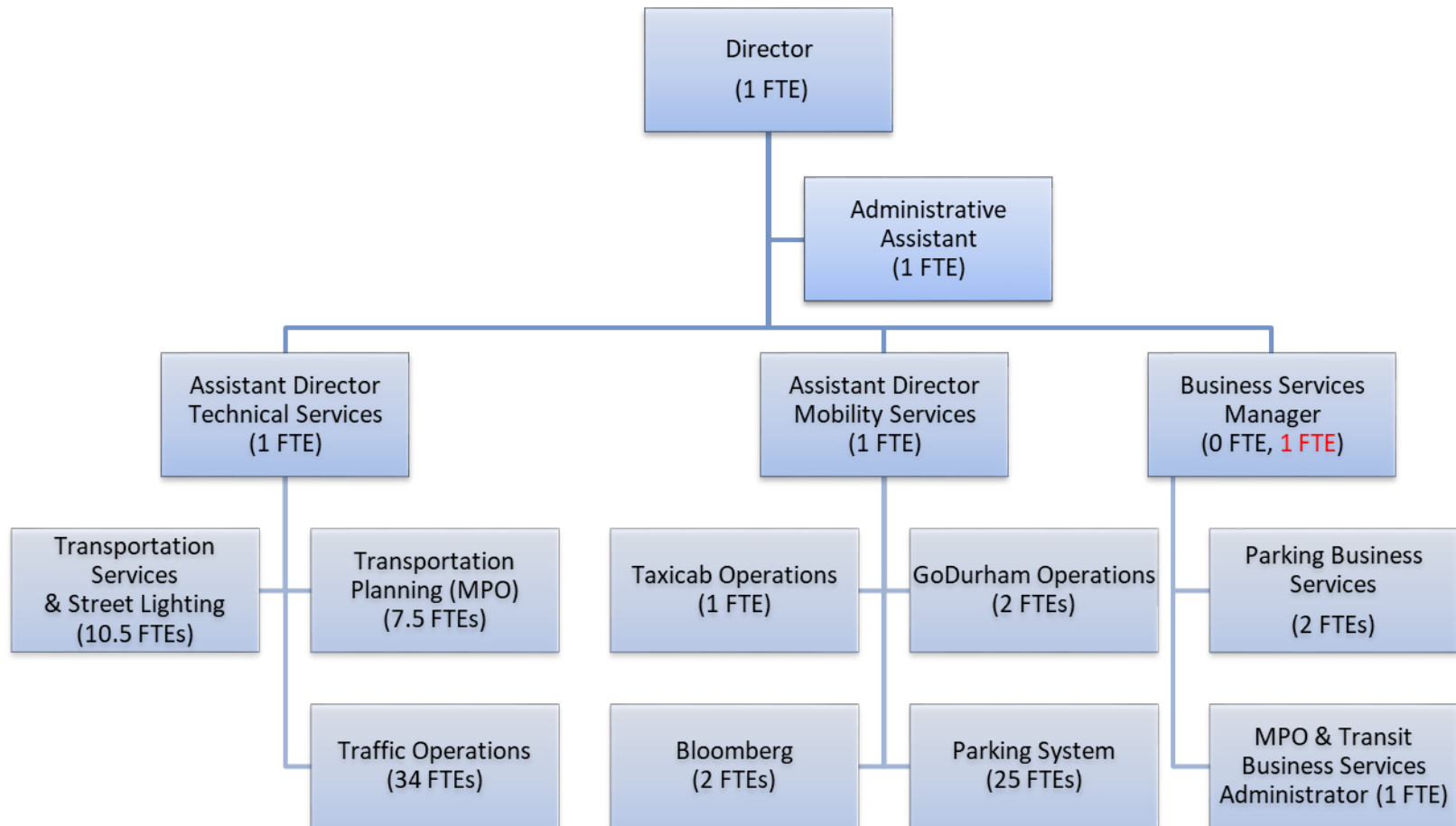
FY21 COVID Operations

Operations/Services

- Increase crew/staffing at Sign and Signal Shop to restore full service levels
- Data Collection- Suspended until schools resume
- Community Engagement remains a challenge with social distancing restrictions
- Passenger Vehicle for Hire Inspections rescheduled from April to August
- Bloomberg Mayors Challenge temporarily shifting focus to teleworking

Organizational Chart

(FY20 89 FTEs, **FY21 90 FTEs**)



Resource Allocation Table (GF)

| <i>General Fund Only</i> | Actual FY 2017-18 | Actual FY 2018-19 | Adopted FY 2019-20 | Revised FY 2019-20 | YTD FY 2019-20 | Estimated FY 2019-20 | Proposed FY 2020-21 | Change |
|-----------------------------------|----------------------|----------------------|-----------------------|-----------------------|---------------------|-------------------------|------------------------|-------------|
| Appropriations | | | | | | | | |
| Personal Services | \$ 3,592,755 | \$ 4,228,882 | \$ 4,109,089 | \$ 4,109,089 | \$ 3,809,303 | \$ 4,119,549 | \$ 4,164,760 | 1.4% |
| Operating | 4,109,903 | 3,797,324 | 4,492,731 | 5,041,426 | 3,700,499 | 4,570,968 | 4,586,144 | 2.1% |
| Capital and Other | - | 18,749 | 73,246 | 148,246 | 70,978 | 75,000 | 35,000 | -52.2% |
| Transfers | 207,143 | 227,844 | 227,844 | 250,253 | 250,253 | 250,253 | 233,781 | 2.6% |
| Total Appropriations | \$ 7,909,802 | \$ 8,272,799 | \$ 8,902,910 | \$ 9,549,014 | \$ 7,831,033 | \$ 9,015,770 | \$ 9,019,685 | 1.3% |
| Full Time Equivalents | 45.5 | 47.5 | 47.5 | 47.5 | 47.5 | 47.5 | 48.5 | 1.0 |
| Part Time | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - |
| Revenues | | | | | | | | |
| Discretionary | \$ 6,701,611 | \$ 7,249,311 | \$ 7,916,688 | \$ 8,562,792 | \$ 7,249,749 | \$ 8,078,105 | \$ 7,931,106 | 0.2% |
| Program | 1,208,192 | 1,023,487 | 986,222 | 986,222 | 581,284 | 937,665 | 1,088,579 | 10.4% |
| General Fund Total Revenue | \$ 7,909,802 | \$ 8,272,799 | \$ 8,902,910 | \$ 9,549,014 | \$ 7,831,033 | \$ 9,015,770 | \$ 9,019,685 | 1.3% |

Resource Allocation Table (Transit)

| <i>Transit Fund</i> | Actual FY 2017-18 | Actual FY 2018-19 | Adopted FY 2019-20 | Revised FY 2019-20 | YTD FY 2019-20 | Estimated FY 2019-20 | Proposed FY 2020-21 | Change |
|------------------------------------|----------------------|----------------------|-----------------------|-----------------------|----------------------|-------------------------|------------------------|--------------|
| Revenues | | | | | | | | |
| General Property Taxes | \$ 10,272,242 | \$ 10,747,068 | \$ 13,038,326 | \$ 13,038,326 | \$ 13,275,331 | \$ 13,688,726 | \$ 13,429,476 | 3.0% |
| Licenses and Permits | 2,685,662 | 2,719,883 | 2,805,000 | 2,805,000 | 1,874,469 | 2,803,742 | 2,861,100 | 2.0% |
| Intergovernmental | 5,584,309 | 5,743,581 | 5,643,235 | 6,024,895 | 4,304,865 | 7,285,438 | 9,088,967 | 61.1% |
| Charges for Current Services | 2,811,754 | 2,445,079 | 2,298,426 | 2,298,426 | 1,531,348 | 1,731,742 | 2,551,512 | 11.0% |
| Other Revenue | 361,409 | 406,968 | 278,626 | 278,626 | 94,625 | 133,094 | 277,998 | -0.2% |
| Appropriation from Fund Balance | - | 843,709 | - | 229,114 | - | - | - | 0.0% |
| Total Revenues | \$ 21,715,376 | \$ 22,906,288 | \$ 24,063,613 | \$ 24,674,387 | \$ 21,080,638 | \$ 25,642,742 | \$ 28,209,053 | 17.2% |
| Appropriations | | | | | | | | |
| Operating | \$ 19,247,169 | \$ 20,579,239 | \$ 21,851,015 | \$ 22,396,768 | \$ 15,843,084 | \$ 23,099,966 | \$ 23,727,491 | 8.6% |
| Capital | 118,834 | 520,468 | 325,633 | 390,654 | 34,764 | 240,654 | 1,675,633 | 414.6% |
| Debt Service | 212,087 | 239,451 | 235,249 | 235,249 | 210,063 | 235,249 | 240,377 | 2.2% |
| Transfers to Other Funds | 1,301,770 | 1,567,130 | 1,386,149 | 1,386,149 | 109,047 | 1,386,149 | 2,030,509 | 46.5% |
| Transfer to Fund Balance | 835,516 | - | 265,567 | 265,567 | - | 680,724 | 535,043 | 101.5% |
| Total Appropriations | \$ 21,715,376 | \$ 22,906,288 | \$ 24,063,613 | \$ 24,674,387 | \$ 16,196,958 | \$ 25,642,742 | \$ 28,209,053 | 17.2% |
| Departmental Appropriations | | | | | | | | |
| Transportation Department | \$ 19,971,074 | \$ 21,950,113 | \$ 22,802,812 | \$ 23,413,586 | \$ 15,232,080 | \$ 23,947,679 | \$ 26,654,120 | 16.9% |
| Nondepartmental Appropriations* | 1,744,302 | 956,175 | 1,260,801 | 1,260,801 | 964,878 | 1,695,063 | 1,554,933 | 23.3% |
| Total Appropriations | \$ 21,715,376 | \$ 22,906,288 | \$ 24,063,613 | \$ 24,674,387 | \$ 16,196,958 | \$ 25,642,742 | \$ 28,209,053 | 17.2% |

*Debt Service, Transfers to Fund Balance and Indirect Costs

Resource Allocation Table (Parking)

| <i>Parking Fund</i> | Actual FY 2017-18 | Actual FY 2018-19 | Adopted FY 2019-20 | Revised FY 2019-20 | YTD FY 2019-20 | Estimated FY 2019-20 | Proposed FY 2020-21 | Change |
|------------------------------------|----------------------|----------------------|-----------------------|-----------------------|---------------------|-------------------------|------------------------|--------------|
| Revenues | | | | | | | | |
| Interest and Rental Income | \$ 3,239,316 | \$ 206,401 | \$ 138,000 | \$ 138,000 | \$ 87,031 | \$ 84,730 | \$ 153,429 | 11.2% |
| Charges for Services | 4,928,442 | 4,220,805 | 5,799,602 | 5,799,602 | 4,248,354 | 4,156,902 | 6,031,158 | 4.0% |
| Intergovernmental | - | 7,703 | - | - | 18,087 | 18,088 | - | |
| Transfers from Other Funds | 882,707 | 918,176 | 903,571 | 903,571 | 903,571 | 903,571 | 420,125 | -53.5% |
| Appropriation from Fund Balance | - | 2,001,649 | 1,138,056 | 1,426,201 | - | 3,221,447 | 4,124,811 | 262.4% |
| Total Revenues | \$ 9,050,465 | \$ 7,354,734 | \$ 7,979,229 | \$ 8,267,374 | \$ 5,257,043 | \$ 8,384,738 | \$ 10,729,523 | 34.5% |
| Appropriations | | | | | | | | |
| Personal Services | \$ 260,281 | \$ 950,795 | \$ 1,755,643 | \$ 1,755,643 | \$ 1,485,711 | \$ 2,140,398 | \$ 1,788,485 | 1.9% |
| Operating | 3,247,965 | 2,862,771 | 2,763,530 | 3,026,675 | 2,065,735 | 2,859,348 | 2,948,222 | 6.7% |
| Capital | - | 89,248 | 27,000 | 27,000 | 18,946 | 18,946 | 12,000 | -55.6% |
| Debt Service | 1,177,880 | 3,451,920 | 3,433,056 | 3,433,056 | 3,341,046 | 3,341,046 | 5,845,214 | 70.3% |
| Transfer to Other Funds | - | - | - | 25,000 | 1,333 | 25,000 | 40,000 | |
| Transfer to Fund Balance | - | - | - | - | - | - | 95,602 | 100.0% |
| Total Appropriations | \$ 4,686,126 | \$ 7,354,734 | \$ 7,979,229 | \$ 8,267,374 | \$ 6,912,771 | \$ 8,384,738 | \$ 10,729,523 | 34.5% |
| Departmental Appropriations | | | | | | | | |
| Transportation Department | \$ 3,111,690 | \$ 3,494,491 | \$ 4,072,013 | \$ 4,360,158 | \$ 3,143,429 | \$ 4,569,532 | \$ 4,304,382 | 5.7% |
| Nondepartmental Appropriations* | 1,574,436 | 3,860,243 | 3,907,216 | 3,907,216 | 3,815,206 | 3,815,206 | 6,425,141 | 64.4% |
| Total Appropriations | \$ 4,686,126 | \$ 7,354,734 | \$ 7,979,229 | \$ 8,267,374 | \$ 6,958,635 | \$ 8,384,738 | \$ 10,729,523 | 34.5% |
| Full Time Equivalents | 3 | 27 | 27 | 27 | 27 | 27 | 27 | - |
| Part Time | - | - | - | - | - | - | - | - |

*Debt Service, Transfers to Fund Balance and Indirect Costs

FY 20-21 Budget Highlights

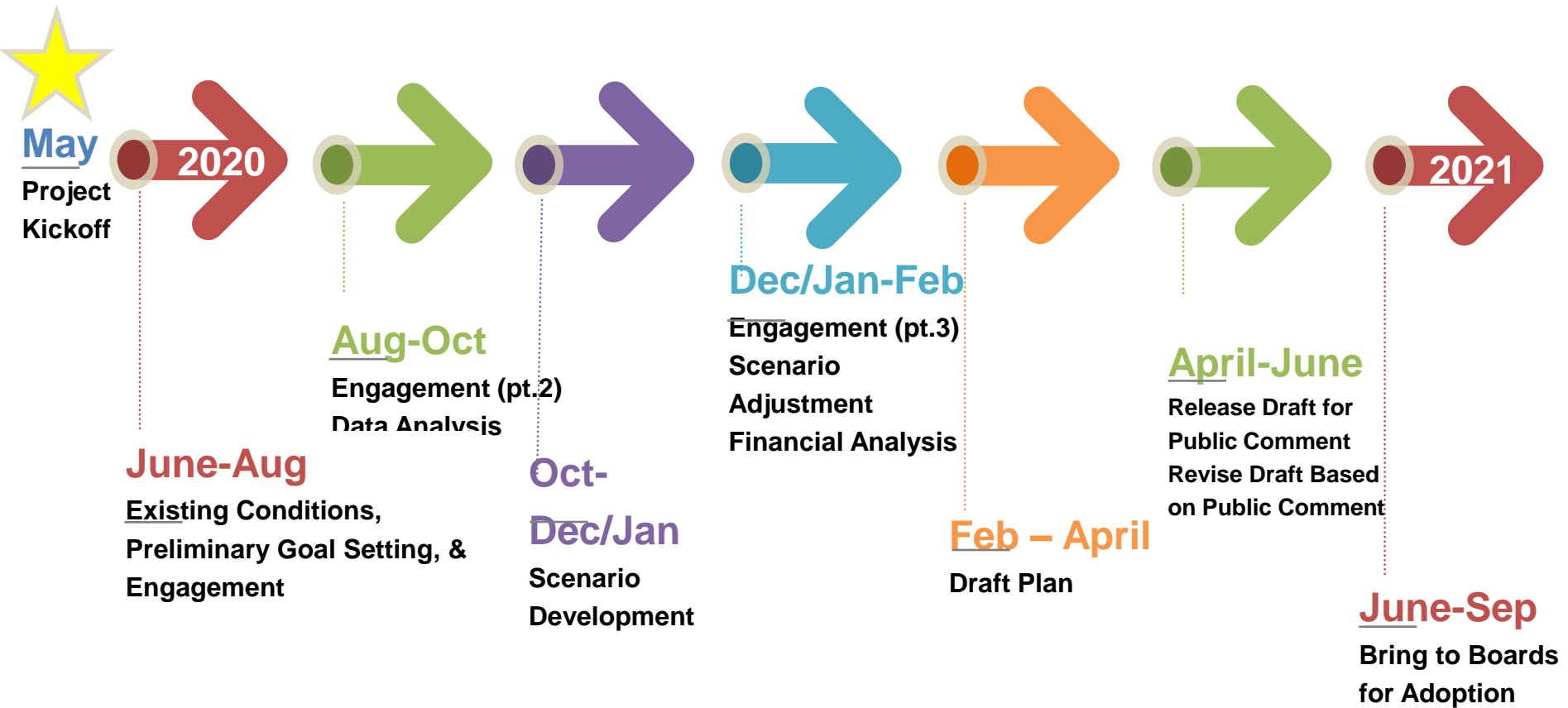
- GoDurham eligible for \$12.2M in CARES funding
- City has several transit capital projects in the current Durham County Transit Plan
- Funding for additional transit capital projects recently approved in amendments to FY20 Work Plan and recommended in the FY21 Work Plan.
- Final approval by GoTriangle Board expected in June
- \$2.5M in additional operating funding for increased 30-minute night and weekend service (\$5.7M total)
- \$7.8M in additional capital funding for Transit Emphasis Corridors and Electric Buses (\$11.1M total)

Durham County Transit Plan Update

Project Elements



Durham County Transit Plan Update Project Schedule



NCDOT Funding Concerns

- Potential for 25% or more reductions to various programs
- State Aid for Public Transit (SMAP):
Budget includes \$2.2M in SMAP revenue
- Budget includes \$0.9M in revenue from NCDOT for sign, marking, signal maintenance
- 25% reduction in these sources is \$0.8M

NCDOT Funding Concerns

- Federal funding for Locally Administered Projects (LAP) flows through NCDOT
- NCDOT approvals required at every step
- NCDOT will not authorize LAP projects to enter the next phase of development
 - Design → Right-of-Way → Construction
- Project delays anticipated for 13 CIP projects where design is complete or nearly complete
- Delays result in increased project costs, requiring additional federal and local funding
- Delays could jeopardize federal funds
- Impacts availability of project delivery resources for Public Works and General Services work plans in FY21 and beyond
- Missed opportunity to take advantage of potential for favorable construction costs due to market conditions

Questions?