AGENDA

- Transportation Overview
- Transportation Financials
- FY2019 Fee Request
- Questions
Transportation Overview

- **Trolleys** - 5 in operation on the daytime Tech Trolley route, and 2 on the Midnight Rambler route

- **Stinger buses** – 8 in operation daily on the Red, Blue routes; 3 on the Green route; 2 on the Tech Square Express route; and 1 Stinger on the weekend Grocery shuttle

- **1 Shuttle bus** on the Emory route*

- **1 Shuttle bus** on the NARA/TEP route

- **Stingerette** service with 9 vans, including 3 used for para-transit service
  - Para-transit weekdays 7:30am to 6pm
  - Night time from 6pm to 7am seven days a week

- **9 Zipcars** on campus

- **Carpooling** (discounted pricing)
  - 824 carpool permits (1,854 participants)

- **Bike Share** program
  - BuzzBike semester rentals (25 bikes available per semester)
  - City of Atlanta Relay Bikes – 6 campus locations (approximately 60 bikes)

- **MARTA** pass program
  - Averaging 980 pass sales/month (Nov. ‘16 – Oct. ‘17)

*Emory shuttle is not funded from the transportation fee
Current Transportation Fee

- FY2018 – No Fee Increase
- Transportation fee remained at $85 (Fall/Spring)
- How FY2018 Dollars Used
  - Changed Red, Blue, Midnight Rambler and Weekend Grocery shuttle to serve W. Village Dining
  - Maintained Service
  - Supported Contractual Obligations
Transportation Revenue

Revenue Sources by Category:

FY2017 Acutal Transportation Revenue Sources:
- Student Fees: 3.7%
- Charter Revenue: 0.2%
- Institute Allocation: 3.4%
- Emory Shuttle: 16.7%
- Transit Advertising: 75.9%

FY2018 Projected Transportation Revenue Sources:
- Student Fees: 3.0%
- Charter Revenue: 17.4%
- Institute Allocation: 4.1%
- Emory Shuttle: 0.4%
- Transit Advertising: 75.1%
Transportation Expenditures

Expenses by Category:

**FY2017 Actual Transportation Expenditures**
- 18.7%
- 72.8%
- 1.9%
- 2.9%
- 3.7%

**FY2018 Projected Transportation Expenditures**
- 19.5%
- 72.3%
- 1.9%
- 3.1%
- 3.2%

Categories:
- Contracted Stinger & Trolley Services
- Transportation Personnel
- Operating Maintenance & Repair
- Business & Office Supplies
- Utilities & Institute Allocations
Transportation Historical Fee Levels

- Student fee increase FY12 – FY18 of $9
- Costs risen over 22% during same period
- Contractual obligations impact annual budget – Average 3%
- Potential increase of 5%
- Projected budget deficit - current fiscal year
# Transportation Financial Data

**Mandatory Fee**  
**Fiscal Year 2019**  

**Transportation Fee**  

**Institution:** Georgia Institute of Technology  
**Updated:** 11/17/2017

### Revenue

<table>
<thead>
<tr>
<th></th>
<th>FY 2015 Actual</th>
<th>FY 2016 Actual</th>
<th>FY 2017 Actual</th>
<th>True projections of revenues and expenditures</th>
<th>From the Detail of Revenue Projection</th>
<th>From the Detail of Revenue Projection = (F - D)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mandatory Fee Revenue (Less: Allowances, Waivers, Etc.)</strong></td>
<td>$3,555,607</td>
<td>$3,617,013</td>
<td>$3,878,444</td>
<td>$4,002,100</td>
<td>$4,039,271</td>
<td>$214,375</td>
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<tr>
<td><strong>Non-Mandatory Student Fees</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Student Parking &amp; Transportation</td>
<td>1,082,037</td>
<td>1,162,952</td>
<td>1,242,761</td>
<td>1,612,405</td>
<td>1,424,637</td>
<td>541</td>
</tr>
<tr>
<td><strong>Miscellaneous Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$4,637,644</strong></td>
<td><strong>$4,779,965</strong></td>
<td><strong>$5,121,205</strong></td>
<td><strong>$5,614,505</strong></td>
<td><strong>$5,463,908</strong></td>
<td><strong>$214,916</strong></td>
</tr>
</tbody>
</table>

### Expenditures

<table>
<thead>
<tr>
<th></th>
<th>FY 2015</th>
<th>FY 2016</th>
<th>FY 2017</th>
<th>FY 2019 Actual</th>
<th>FY 2019 Projected</th>
<th>From the Detail of Revenue Projection = (F - D)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Salaries - Faculty/Staff</strong></td>
<td>927,384</td>
<td>970,237</td>
<td>955,976</td>
<td>1,115,451</td>
<td>1,038,565</td>
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<tr>
<td><strong>Travel</strong></td>
<td>5,472</td>
<td>10,874</td>
<td>6,888</td>
<td>9,500</td>
<td>9,500</td>
<td></td>
</tr>
<tr>
<td><strong>Utilities</strong></td>
<td>28,668</td>
<td>18,936</td>
<td>27,820</td>
<td>31,627</td>
<td>32,500</td>
<td></td>
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<tr>
<td><strong>Depo Lease</strong></td>
<td>25,013</td>
<td>25,964</td>
<td>28,478</td>
<td>27,364</td>
<td>29,703</td>
<td></td>
</tr>
<tr>
<td><strong>Auxiliary Admin Overhead/Tech Support</strong></td>
<td>39,183</td>
<td>40,334</td>
<td>61,344</td>
<td>61,344</td>
<td>63,223</td>
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<tr>
<td><strong>Services Consultants (IRS)</strong></td>
<td>8,995</td>
<td>688</td>
<td></td>
<td>60,938</td>
<td>33,938</td>
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<tr>
<td><strong>OIT-Printing and Copying Services</strong></td>
<td>4,420</td>
<td>7,089</td>
<td>3,395</td>
<td></td>
<td>33,938</td>
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<tr>
<td><strong>Operation and Maintenance of Facilities</strong></td>
<td>2,958</td>
<td>3,017</td>
<td></td>
<td></td>
<td>3,017</td>
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<tr>
<td><strong>Contracted Services</strong></td>
<td>2,968,528</td>
<td>3,156,522</td>
<td>3,461,203</td>
<td>3,938,996</td>
<td>3,994,385</td>
<td>214,916</td>
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<tr>
<td><strong>Institute Alloc. (Autonomous Veh.)</strong></td>
<td>200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Telecommunications</strong></td>
<td>8,118</td>
<td>8,370</td>
<td>8,365</td>
<td>8,708</td>
<td>8,703</td>
<td></td>
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<tr>
<td><strong>Transit Advertising</strong></td>
<td>7,500</td>
<td>5,000</td>
<td></td>
<td></td>
<td>5,000</td>
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<tr>
<td><strong>Software</strong></td>
<td>33,094</td>
<td>18,093</td>
<td>24,098</td>
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<tr>
<td><strong>Institute Overhead</strong></td>
<td>89,956</td>
<td>86,702</td>
<td>116,907</td>
<td>116,907</td>
<td>116,907</td>
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<tr>
<td><strong>Total Expenditures</strong></td>
<td><strong>$4,174,158</strong></td>
<td><strong>$4,397,321</strong></td>
<td><strong>$4,799,050</strong></td>
<td><strong>$5,651,743</strong></td>
<td><strong>$5,412,370</strong></td>
<td><strong>$214,916</strong></td>
</tr>
</tbody>
</table>

### Surplus (Deficit)

<table>
<thead>
<tr>
<th></th>
<th>FY 2015</th>
<th>FY 2016</th>
<th>FY 2017</th>
<th>FY 2019 Actual</th>
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<th>From the Detail of Revenue Projection = (F - D)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Surplus (Deficit)</strong></td>
<td>192,998</td>
<td>20,841</td>
<td>329,711</td>
<td>216,252</td>
<td>193,345</td>
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</tr>
</tbody>
</table>

### Cumulative Fund Balance

<table>
<thead>
<tr>
<th></th>
<th>FY 2015</th>
<th>FY 2016</th>
<th>FY 2017</th>
<th>FY 2019 Actual</th>
<th>FY 2019 Projected</th>
<th>From the Detail of Revenue Projection = (F - D)</th>
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</thead>
<tbody>
<tr>
<td><strong>Cumulative Fund Balance</strong></td>
<td>168,770</td>
<td>(363,249)</td>
<td>329,711</td>
<td>216,252</td>
<td>193,345</td>
<td></td>
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</tbody>
</table>
Transportation Fee Request

FY2019 Fee Recommendation - $90 ($5 increase)

- To meet contractual agreement with Groome Transportation ($2)
- Green Route expanded service hours ($1 fee impact – approx. $53k)
- Add one additional daytime Trolley ($2 fee impact – approx. $113k)

Additional Consideration:
- Orange Route – not yet included in FY2019 budget projections ($4 fee impact)
Proposed Orange Route
Consequences If Fee Not Approved

- Budget Projection for FY2019 – total expenditures in excess of total revenue
  - Reduction in service levels (Stinger/Trolley service hours)
  - Green Route & additional Trolley recommendations not implemented
  - Use reserve funds to cover projected deficit
Transportation Current Initiatives

• Collaboration w/GTPD to enhance Stingerette nighttime operations:
  • Supplement nighttime operations
  • No fee for service to Home Park and Centennial Place Apts. between 11:00 pm – 3:00 am
• Voice Annunciation on Buses & Trolleys
• Autonomous Vehicle
• Begin RFP process for bus contract
Questions?