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# Parking department purchases new equipment, hires 7 staff

#### **By MATTHEW EISLEY** Staff Writer

Recent cuts in the University's budget have not affected the Department of Transportation and Parking's ability to purchase new equipment and hire new staff, officials said.

Like the Housing Department and other auxiliary services, the Transportation and Parking Department is selfsupporting and does not depend on state funding, said Gene Swecker, associate vice chancellor for facilities management.

The Transportation and Parking Department is supported by parking permit fees, parking fines, parking deck rent, special event parking fees and other sources, Swecker said. The department has recently purchased new equipment, including hand-held computers, and has hired seven full-time staff members. Other University departments have

been affected by recent state budget

cuts. Cuts have amounted to a 4.7 percent decrease in the University's budget, with further cuts possible. In September, University administrators responded to the cuts by instructing department chairmen and chairwomen to save money by not filling personnel vacancies and by reducing equipment purchases and operating expenses.

Self-supporting units are exempt from the hiring and purchasing freezes because they do not rely on state appropriations, said Ben Tuchi, vice chan-

cellor for business and finance. The Transportation and Parking Department is always under pressure to

keep costs down because it gets most of its money from parking permit fees, Swecker said.

"It's important that we control our expenditures because that's people's permit fees," he said. "People don't like to pay any more than they have to.

"Auxiliaries are always under pressure to hold prices down because they deliver a service. We're under the same pressure that any business is under. Everyone wants to economize."

Tuchi said auxiliary units, including Transportation and Parking, probably would not be asked to help support other areas of the University during the

budget crunch.

"Except in really limited instances, revenue raised by various (auxiliary) units has to be used by those units," he said. "As a matter of practice, the money tends to stay in the units where it originates."

Even if the self-supporting auxiliary units were asked to help support other University activities, they would not have much to spare, Tuchi said.

Examples of self-supporting auxiliary units that are cutting corners include the housing department, which typically has little left over after setting aside money

for future dormitory construction, the UNC Student Stores, which earmarks its profit for student scholarships, and the Carolina Inn, Tuchi said.

As an exception, the Athletic Department recently announced plans to funnel \$1 million of its proceeds toward academic use over the next five years, Tuchi said.

The Transportation and Parking Department needs all the money it has, Swecker said.

"The revenues are all going to traffic and parking, and there really isn't any excess revenue to share," he said.

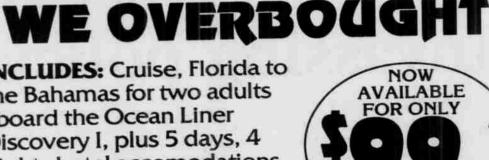
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ENTRY FEES	10K — \$8.00 by November 9th, \$10. \$8.00 with late fee. Each member of a Four person 10K teams may submit a late fees. Note: All team members mus	single check for \$28.00 by No	wember 9th, \$36 with a single envelope.	Base	
T-SHIRTS REGISTRATION	The official Footfalls 1990 T-shirt will Fill out the attached entry form and su entries will be charged a \$2.00 late fee and mail to: Footfalls Road Race, UNC-Cl Chapel Hill, NC 27599-5115	ibmit by November 9th to the c. Make your check payable to H Campus Y, CB# 5115, YMC	the UNC Campus Y CA Building	linton 🗱	Highway 54
POST-RACE	Join us for an after-race party with free and the award ceremony. Race results published in local newspapers.	will also be posted in the TM	CAT bunding and	ł	UNC Administrative Offices
INFORMATION	Footfalls Committee Co-Chairs Susan	Goodnight and Holly McSwa	nin, 962-2333	1	
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small stretch of dirt road. The 10K is a challenging and hilly course covering mostly

