



CHAPEL HILL TRANSIT
Town of Chapel Hill
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CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE

NOTICE OF COMMITTEE MEETING AND AGENDA

APRIL 29, 2014 – 11:00 A.M.to 1:00 P.M.

CHAPEL HILL TRANSIT – FIRST FLOOR CONFERENCE ROOM

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10. Adjourn	

**MEETING SUMMARY OF A REGULAR MEETING OF THE PUBLIC TRANSIT COMMITTEE
1ST FLOOR TRAINING ROOM, CHAPEL HILL TRANSIT**

Tuesday, March 25, 2013 at 11:00 AM

Present: Jim Ward, Chapel Hill Town Council
Ed Harrison, Chapel Hill Town Council
Damon Seils, Carrboro Alderman
Cheryl Stout, UNC Public Safety
Jeff McCracken, UNC Public Safety
Than Austin, UNC Transportation Planner

Absent: Matt Czajkowski, Chapel Hill Town Council

Staff present: Flo Miller, Deputy Town Manager, Brian Litchfield, Transit Director, Rick Shreve, Administrative Analyst, Mila Vega, Transportation Planner, Nick Pittman, Interim Operations Manager, Matt Cecil, GIS Coordinator, Carl Rokos, Maintenance Superintendent, Tyffany Neal, Assistant Operations Manager-Demand Response, Bruce Heflin, Special Projects, Natalie Murdock, Grants Coordinator, Jeff Brubaker, Carrboro Transportation Planner

Guests: Bethany Whitaker and Tim Payne, Nelson Nygaard Associates

1. The amended Meeting Summary of February 25, 2014 was received and approved.
2. Employee Recognition – Brian reviewed the TSI training that was held at CHT. Three of our Fixed Route supervisors completed the training-Tyrone Edwards, Richard Roberts and Shanika Nickerson. He also reported on the Regional Roadeo held at CHT, Lafayette Poteat, Ricky Hunter and Javius Newman took First, Second and Third place in the bus competition and Tyffany Tapp, who was present and recognized at the meeting, took first place in the LTV competition. These operators will be going to the State Roadeo in April.
3. Consent Items
 - A. February Financial Report – Rick reviewed the report for the Partners. Spending is down due to planning funds being used to offset expenses and diesel expenses are behind at this time. Overall, CHT is where we expect to be at this time of the year.
4. Discussion Items
 - A. FY 15 Budget Development – Brian reviewed the status of the budget development at the present time and reviewed goals for 2015. Some key issues include capital needs – vehicles needing replacement, staffing needs, enhanced services and needed repairs to park/ride lots. He provided 2 budget scenarios for consideration.

- A base budget which includes funding for 3 buses, 3 fixed route operators, 2 fixed route supervisors, Assistant Maintenance Superintendent, one electronic technician and 2 full time mechanics. This scenario includes a 7% increase in funding from the Partners.
- This budget would include funding for 8 buses, 3 fixed route operators, 2 fixed route supervisors, Assistant Maintenance Superintendent, one electronic technician and 2 full time mechanics. This scenario also includes an increase in funding from the Partners.

Brian also reviewed possible funds from the Orange County Bus and Rail Investment Plan that could be used for service improvement priorities in the 2014/15 budget year and the purchase of buses in 2015/16. He provided suggestions for use of the 2014/15 funds. Jim Ward asked that these funds be included in the budget as they might be used and Damon Seils asked for more information on the interplay between the scenarios and these funds.

CHT staff will meet with the Partners individually to discuss the budget and a more refined budget will be provided at the next meeting.

Cheryl Stout asked about the Fund Balance and how it will be managed in the budget. Brian noted that there is no information available on the Fund Balance yet. Damon also asked about the status of the Pittsboro route. Brian will send out information on this in the next few weeks.

- B. Long Range Financial Sustainability Plan – Bethany Whitaker and Tim Payne from Nelson Nygaard provided an update on the study. Key issues noted were finding ways to maintain a stable workforce and increasing supervisory staff. Both of these issues require significantly increasing staff levels in both operations and maintenance. Brian noted that the additional staff has been included in the budget presentation.

Next Steps include the creation of a public website to gather insight from citizens and focus groups to reach older citizens, Hispanics and UNC Hospitals.

Jim Ward encouraged all members to be advocates for CHT and urged support for the budget and necessary increases.

5. Information Items

- A. February Performance Report – This report was provided for the Partners information.
- B. North South Corridor Alternatives Analysis Update – This report was provided for the Partners information.

6. Departmental Monthly Reports

- A. Operations – Provided for the Partners information.
- B. Maintenance – Provided for the Partners information
- C. Director – Brian reviewed his report to the Partners.

7. **Future Meeting Items**

8. **Partner Items**

9. **Next meeting** – April 29, 2014

The Partners set a next meeting date for April 29, 2014

3A. March Financial Report

Staff Resource: Rick Shreve, Budget Manager

March 2014

- Expenses for the month of March were \$1,273,074. Along with the encumbrances, which are heavily weighted towards the beginning of the fiscal year, approximately 65% of our budget has been expended or reserved for designated purchase (e.g. purchase orders created for vehicle maintenance inventory supplies encumber those funds, and show them as unavailable for other uses).

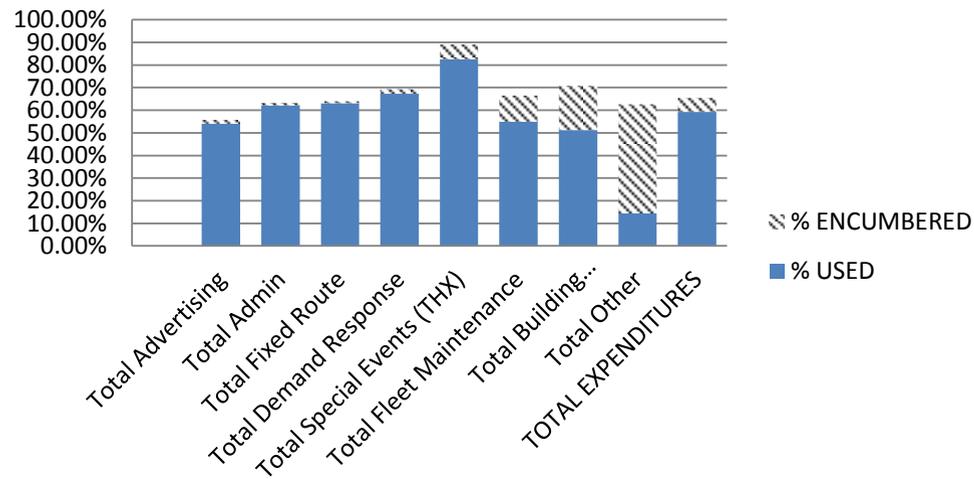
Highlights

- Staff are monitoring and analyzing the data that comprise this summary, and adjusting projections for subsequent years accordingly. This aggregation of expenses and encumbrances is consistent with years past, and is perfectly in line with what we would expect at this point in the year.
- The attached data exhibit the financial information by division within CHT, which should be a useful tool in monitoring our patterns as the year progresses, and is a high-level representation of the data used by our division heads.
 - It is worth noting that the “Special Events” line is mostly comprised of Tarheel Express expenses, and the line labeled “Other” is comprised primarily of special grant-funded expense lines that are not permanent fixtures in the division budgets.

Transit 640 Fund Budget to Actual at end of March 2014

	ORIGINAL BUDGET	REVISED BUDGET	ACTUAL MONTH EXPENSES	ACTUAL YTD EXPENSES	CURRENT ENCUMBRANCES	BALANCE AVAILABLE	% USED OR ENCUMBERED MAR = 75.00%
Total Advertising	\$ 117,207	\$ 117,207	\$ 6,596	\$ 63,420	\$ 1,961	\$ 51,826	55.78%
Total Admin	918,701	976,106	77,249	606,308	11,200	358,598	63.26%
Total Fixed Route	11,029,432	11,006,364	731,432	6,947,667	93,371	3,965,326	63.97%
Total Demand Response	1,861,387	1,857,173	130,805	1,248,368	37,490	571,315	69.24%
Total Special Events (THX)	305,351	305,351	26,542	251,855	20,315	33,181	89.13%
Total Fleet Maintenance	3,766,187	4,029,014	238,326	2,210,348	467,639	1,351,027	66.47%
Total Building Maintenance	616,279	708,205	50,531	362,284	139,183	206,738	70.81%
Total Other	1,148,360	943,808	11,593	134,932	456,342	352,533	62.65%
TOTAL EXPENDITURES	\$ 19,762,904	\$ 19,943,228	\$ 1,273,074	\$ 11,825,182	\$ 1,227,501	\$ 6,890,545	65.45%

CHT March 2014 YTD Expenses as % of Budget



4A. FY15 Budget Development

Action: 1. Receive information and provide staff with feedback.

Staff Resource: Rick Shreve, Budget Manager
 Brian Litchfield, Director

Presentation

- A presentation updating the Partners on the development of the FY15 budget will be made at the Partners meeting. The Partners will be asked to provide feedback on a number of key areas, including:
 - Use of transit sales tax/vehicle registration fees to offset cost increases of existing services, investment in service to address serious overcrowding (A, CW, J, NS, RU and U) and potentially invest in capital.
 - Level of investment in staff to address needs identified by the Maintenance Audit and Staffing Analysis:
 - Operators (3)
 - Electronics Technician and Mechanics (2)
 - Supervisor (2)
 - Continuation of the Pittsboro Express.
 - Average monthly ridership on this route has increased by almost 50% since FY13 (last year), from 2,250 per month to 3,516. Through nine (9) months the route has carried 31,640 customers, compared to 26,998 for all of last year.
 - Staff has submitted a grant application to the State of North Carolina for some additional Job Access and Reserve Commute (JARC) funds to assist with operating costs for this route. If awarded the funds could cover up to 50% of the cost.
 - The Pittsboro Town Manager has indicated that his recommended FY15 budget includes a continuation of funding for Pittsboro Express at \$12,000

	Current Schedule July 1, 2014 - August 16, 2015	
Number of Buses	2	
Total Hours	5.52	
Total Miles	160.03	
Labor cost per hour	\$18.36	
Consumables per mile	\$2.33	
Chatham Transit Network Cost	\$120.00	
Daily Cost	\$594.22	
Service days	257	
	Cost Share:	
Estimated Annual Cost	\$152,713.79	Chapel Hill (46.9%) \$65,994.77
Grant Share (50%)*	\$0.00	Carrboro (16.05%) \$22,584.56
Pittsboro Contribution	\$12,000	UNC (37.05%) \$52,134.46
CHT Contribution	\$140,713.79	\$140,713.79

- A proposal to consider eliminating the service would require Chapel Hill Transit to follow the process for notifying the public of proposed service reductions identified in our adopted Public Participation Plan including holding a public forum.

Next Steps

- Chapel Hill Town Manager's Recommended Budget presented to Council: May 12th
- Chapel Hill Council Budget Work Session: May 14th
- Public Hearing on Manager's Recommended Budget: May 19th
- Final guidance from Transit Partners' Meeting: May 20th
- Budget adoption by Chapel Hill Town Council: June 9th

Recommendation

Partners discuss the information provided in the presentation and provide staff with feedback.

Chapel Hill Transit
FY15 Budget - Potential Service Adjustments

Route	Service Change	Hours Increase	Cost Increase (Daily)	Cost Increase (Aug '14- June '15)	Cumulative Increase FY15	Estimated FY16 Cost (July '15- June '16)	Cumulative Increase FY16	Notes
Weekday								
A	Improve service on Hillsborough Street during peak (AM)	2.80	\$ 302.82	\$ 67,529	\$ 67,529	\$ 79,485	\$ 79,485	
RU	Improve peak hour service to 10 minute frequency (AM & PM)	7.39	\$ 799.23	\$ 178,228	\$ 245,757	\$ 209,784	\$ 289,269	
U	Improve peak hour service to 10 minute frequency (AM & PM)	6.97	\$ 753.81	\$ 168,099	\$ 413,855	\$ 197,861	\$ 487,130	
NS	Improve mid-day service (10am-2pm)	5.00	\$ 540.75	\$ 120,587	\$ 534,443	\$ 141,938	\$ 629,067	
J	Improve peak hour capacity issues (AM & PM)	3.00	\$ 324.45	\$ 72,352	\$ 606,795	\$ 85,163	\$ 714,230	
D	Extend 7:17am trip to begin in Carrboro	0.62	\$ 67.05	\$ 14,953	\$ 621,748	\$ 17,600	\$ 731,830	
G	Improve peak hour capacity issues (AM & PM)	6.00	\$ 648.90	\$ 144,705	\$ 766,453	\$ 170,325	\$ 902,155	
CW	Improve peak hour capacity issues (AM & PM)	6.00	\$ 648.90	\$ 144,705	\$ 911,157	\$ 170,325	\$ 1,072,480	
CM/CW	Improve evening service (separate into individual routes)	4.00	\$ 892.00	\$ 101,287	\$ 1,012,444	\$ 40,000	\$ 1,112,480	Separate Evening CM/CW
Weekend								
SAT	Extend service to 6:00p on all routes (D, FG)	3.00	\$ 324.45	\$ 17,845	\$ 17,845	\$ 18,736	\$ 18,736	
SAT	Create Saturday V Route (Southern Village, Meadowmont, Friday Center)	8.00	\$ 865.20	\$ 47,586	\$ 65,431	\$ 49,962	\$ 68,698	
SAT	Increase based on OC Transit Plan (CM, CW, D, JN, T)*	37.88	\$ 4,097	\$ 225,320	\$ 290,750	\$ 223,681	\$ 292,379	Includes Holiday Service
FY '14 Improvements								
CM	Extend Evening Trips Year Round	1.25	\$ 135.19	\$ 7,435	\$ 7,435			
CW	Extend Evening Trips Year Round	2.25	\$ 243.34	\$ 13,384	\$ 20,819			
D	Extend Evening Trips Year Round	1.37	\$ 148.17	\$ 33,041	\$ 53,860			
F	Add Trips 7:38p (Old Fayetteville) 8:45p (Colony Woods)	2.14	\$ 231.44	\$ 51,611	\$ 105,471			
J	Extend Evening Trips Year Round	5.28	\$ 571.03	\$ 31,407	\$ 136,878			
CM	Additional Saturday Service	6.42	\$ 694.32	\$ 38,188	\$ 175,066			
CW	Additional Saturday Service	3.88	\$ 419.62	\$ 23,079	\$ 198,145			
JN	Add Trip 9:10a (Estes Park)	0.74	\$ 80.03	\$ 4,402	\$ 202,547			
Total					\$ 1,505,740.89			

Staff Recommended

*Based on Spring 2013 Service Hours

**Sunday Service will require additional staffing resources, including dispatcher, reservationist, supervision, and maintenance.

Assumptions

Cost Per Hour	\$108.15
Days of Service Weekday (Aug 11, 2014 - June 30, 2015)	223
Estimated Cost Per Hour FY'16	\$113.55
Days of Service Weekday FY'14 Break Service (May-June 2015)	40
Days of Service Weekday FY'14 Break Service (August 2014-June 2015)	55
Days of Service Saturday (Aug 12, 2014 - June 30, 2015)	55
Days of Service Saturday (Jan 1, 2015 - June 30, 2015)	25



Chapel Hill Transit FY 2014/15 Budget Update

Chapel Hill Transit Partners
April 29, 2014

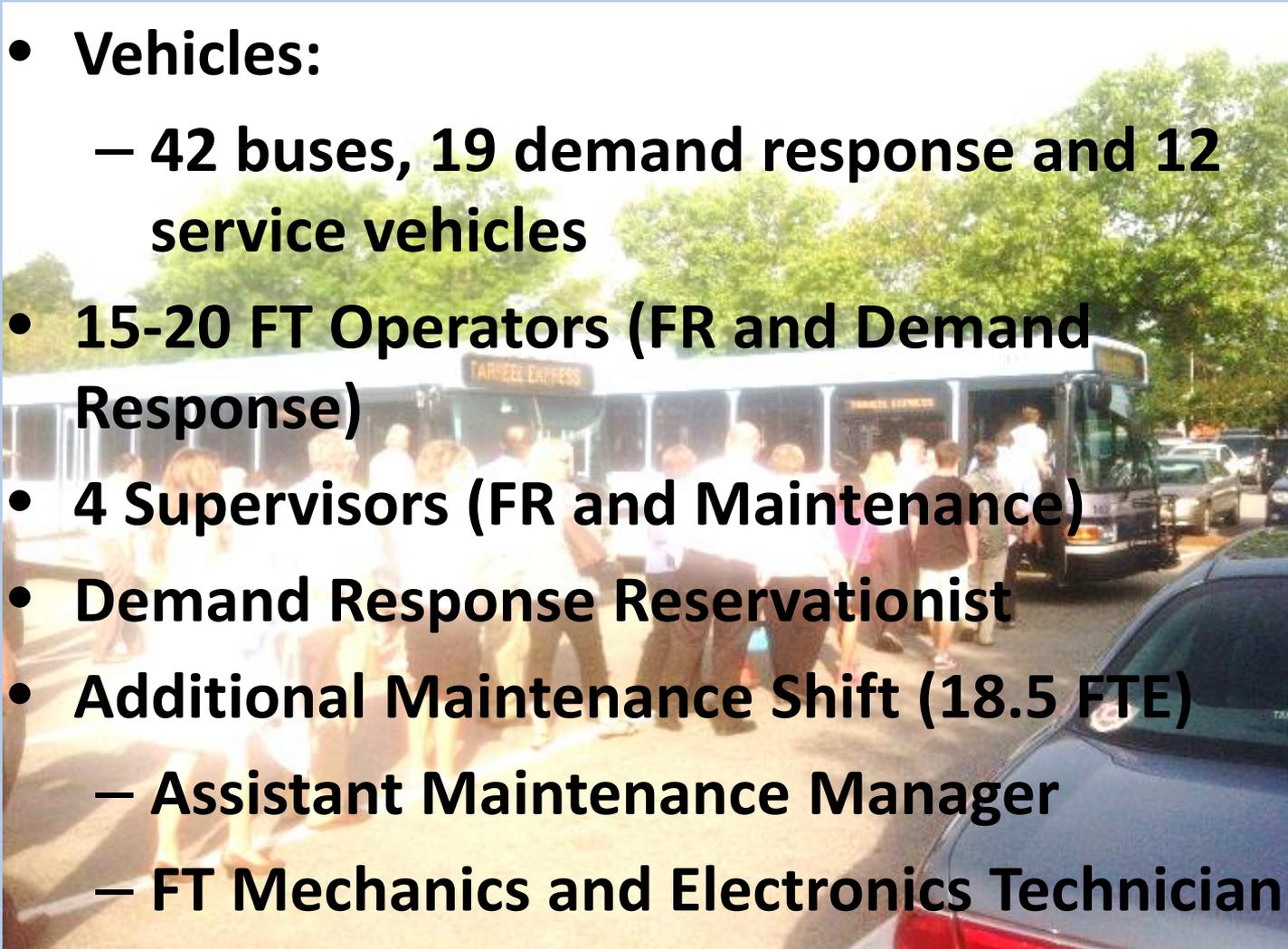
Schedule

- February and March Partners Meeting Discussions
- April – Met with Partners Individually
- Chapel Hill Town Manager’s Recommended Budget presented to Council: May 12th
- **Chapel Hill Council Budget Work Session: May 14th**
- Public Hearing on Manager’s Recommended Budget: May 19th
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The Identified Needs

- **Vehicles:**
 - 42 buses, 19 demand response and 12 service vehicles
- **15-20 FT Operators (FR and Demand Response)**
- **4 Supervisors (FR and Maintenance)**
- **Demand Response Reservationist**
- **Additional Maintenance Shift (18.5 FTE)**
 - Assistant Maintenance Manager
 - FT Mechanics and Electronics Technician



CHT FY2015 Staff Recommendation

	Increase for next year	Budgeted for FY14	Requested for FY15	% Increase over FY14
Chapel Hill	\$ 221,943	\$ 4,072,795	\$ 4,294,738	5.45%
UNC	\$ 401,321	\$ 7,364,487	\$ 7,765,808	5.45%
Carrboro	\$ 76,097	\$ 1,396,423	\$ 1,472,520	5.45%

Includes:

- OC Bus and Rail Funds (2-3 Operators)
- Variable Expenses
 - Fuel
 - Personnel
 - Maintenance
- Some of the implementation plans from the financial study and the safety audit.
- Staff recommended investments:
 - 3 Buses = \$180,000
 - Operator = \$60,000
 - Mechanic = \$60,000
 - Electronics Tech = \$60,000

Investment Options:

3 Buses	180,000
3 FT Operators	180,000
2 FT Supervisors	160,000
Elec. Tech.	60,000
2 FT Mechs.	120,000
Total	700,000



OC Bus and Rail Investment Plan FY2014

- The adopted FY13-14 Chapel Hill Transit budget accounted for the use of \$306,000 in Bus and Rail plan funds to help cover the increased cost of existing services not covered by the partners increased contributions.
- Also accounted for the use of \$166,000 in new vehicle registration funds to implement service improvements that would provide improved access to jobs with non-traditional work hours and expand access to retail, medical, recreational and education destinations in Chapel Hill and Carrboro for lower-income and transit dependent residents. For FY13-14 these service improvements included and were implemented in August 2013:
 - Weekday: CM, CW, D, F and J (later evening service will operate year around on these routes and additional trips were added to the F)
 - Later evening service on the CM, CW, D and J are not new trips, prior to August these trips were provided ~9 months out of the year when UNC was in-session. They are now available year around. The weekday NU and weekend U and NU are not included in the year around service.
 - Weekend: CM, CW and JN (CM and CW will operate as separate routes and an additional AM trip was added to the JN).



OC Bus and Rail Investment Plan FY2015

- The Chapel Hill Transit Partners agreed to utilize Orange County Bus and Rail Investment funds in FY15 to:
 - implement service improvements, such as evening/nighttime and weekend service, that would provide improved access to jobs with nontraditional work hours
 - expand access to retail, medical, recreational and education destinations in Chapel Hill and Carrboro for lower-income and transit dependent residents
 - Identified areas of interest include better serving the Rogers Road community and other lower-income populations.
 - meet peak-hour service demands (e.g. overcrowding, lack of service, etc.)
 - cover cost of existing services
- Staff recommended investments:
 - ~\$1.1M will be available & ~\$503K used for cost of existing service.
 - Peak Hour Service: A, D, J, NS and RU
 - Saturday Service: Extended FG to 5/5:30pm and D to 6pm.
 - Capital: \$180,000 (financing on 3 buses)



Pittsboro Express

- Service provides 3AM and 3PM trips between Pittsboro and UNC-Chapel Hill.
- CTN operates 1AM and 1PM trip on the route to improve connections within the County and minimize operating expenses.
- Ridership has increased by almost 50% since FY13 (last year), from 2,250 per month to 3,516. Through nine (9) months of the current year, the route has carried 31,640 customers, compared to 26,998 for all of last year.

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Questions?



4B. Orange County Bus and Rail Investment Plan**Action: 1. Receive information and provide staff with feedback.**Staff Resource: Mila Vega, Service Planner

Background

The Orange County Bus and Rail Investment Plan (OCBRIP) was adopted by the Orange County Board of Commissioners in the summer of 2012. The Staff Working Group (SWG) composed of representatives of transit agencies, DCHC MPO and local municipalities has been working on updating the OCBRIP. A detailed list of SWG representatives is attached.

The major changes in the plan are related to the assumptions in the financial model, for example, federal share in capital projects. Appendix G of the Bus and Rail Investment Plan in the Orange County document summarizes major changes in assumptions related to the financial model. The Chapel Hill Transit service improvements section did not change.

The current updated draft will be presented to the DCHC MPO TCC for approval on May 28th. After that, it will be directed to TAC for adoption on June 11th. Orange County Board of Commissioners and Triangle Transit Board will also vote to adopt the updated plan. All three are the signatories to the plan implementation agreement.

All comments should be provided to Triangle Transit before the plan moves to DCHC MPO for adoption.

Recommendation

That the Partners Committee discuss the information contained within this item and provide staff with feedback.

Attachments:

- Draft Update Orange County Bus and Rail Investment Plan
- Summary Memo to Managers
- Orange Staff Working Group Participants

The Bus and Rail Investment Plan in Orange County



Adopted: 10/2/2012

Draft Update: 4/17/2014

The Bus and Rail Investment Plan in Orange County

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The Bus and Rail Investment Plan in Orange County

I. INTRODUCTION

Orange County has achieved an enviable quality of life at the end of the first decade of the 21st century. Recent accolades include its ranking as the one of the best place to live by *Money Magazine*, July 2010, one of the best places to start a business by *Entrepreneur Magazine*, August 2009 and one of the best places in the nation to raise children by *Business Week*, December 2010. Orange County is nationally known for its excellent public education systems. Two districts serve the residents of Orange County: The Chapel Hill-Carrboro City School System and the Orange County School System. The University of North Carolina at Chapel Hill consistently ranks among the great institutions of higher education in the nation, most recently honored by *US News & World Report*.

With these successes comes growth in population and increased pressure on our roads and highways. Since 2004, the Triangle has moved from 46th largest metro area in the nation to 40th in 2009, and our vehicle demand on freeways is up by 28% over those five years. Recently, our region was named the 3rd most sprawling urban area in the country among the 83 areas studied.

In 2009, the Joint Long Range Transportation Plan for 2035, by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) noted that the region's population would more than double over the 25-year period. For the last two decades, the demand on our roads has grown significantly faster than our population. Even with planned highway improvements and likely additional revenues for new roads, it is clear that Orange County and the region will see declining levels of service on major roads in the next 25 years. Orange County population grew by 1.6% a year since 2000 and is projected to grow from the countywide 2010 census of 133,801 to approximately 173,000 by 2030.

The economic costs for increasingly congested roads are significant. In its 2010 Annual Urban Mobility Report, the Texas Transportation Institute estimated that our region has "congestion costs" of almost one-half billion dollars a year. Recently, a May 10, 2011 study cited in *Forbes* magazine found that the Triangle was the urban region in the nation that is most vulnerable to rising gasoline prices. Enhanced transportation options need to be created to ensure that Orange County's residents of all income levels have access to job centers and commerce.

Orange County residents and their regional neighbors are aware of the growth in clogged roads, as well as the accompanying air quality problems, negative economic impacts and the loss of the quality of life we enjoy if these transportation challenges are not met. Local citizens and elected leaders have responded to these challenges, with some assistance from state government, as described in this investment plan.

II. TRANSIT PLANNING STEPS LEADING UP TO THIS PLAN

Beginning in 2007, a blue-ribbon group of Triangle leaders (the Special Transit Advisory Commission, or STAC) met for over a year and in 2008 unanimously recommended a regional vision for bus and rail investments. One year later, the region's two Metropolitan Planning Organizations (MPOs) fully incorporated the STAC recommendations into a long-range (25-year) transportation plan.

In August 2009, Governor Beverly Perdue signed into law the Congestion Relief and Intermodal Transport Fund Act (HB 148), legislation that allows Orange, Durham and Wake counties to generate new revenues for public transportation. These new revenues can include a one-half cent sales tax, if approved by the public through a referendum, as well as an additional \$10 in local and regional vehicle registration fees.

Over the subsequent years ending in the Summer of 2012, Triangle Transit staff worked with municipal, Orange County, the MPO and other regional transportation staff to develop a detailed, 25-year plan for new bus and rail investments designed to provide greater transportation options for residents and employers. These investments will positively impact traffic congestion and air quality, and support local land use policies. This plan, the culmination of that collaboration, was originally adopted in October 2012. It calls for crucial public investments and services to maintain our quality of life and economic vitality for the next 25 years.

Extensive public engagement has occurred over the two years in the development of the bus and rail elements of this plan. In 2010 and 2011 Triangle Transit and local transportation staff members from municipalities, counties and MPOs conducted a series of 19 public workshops, at various locations throughout the Triangle, on the process and substance of the plan's development. A total of over 1,100 participants attended the meetings and they provided over 500 comments on the plan. Since that time, the project Web site, www.ourtransitfuture.com, was viewed by over 73,000 unique individuals. The Web site houses all of the presentation materials and proposed plan elements.

Additionally, the DCHC MPO held five public workshops to receive input on the proposed plan in 2011. In spring 2012, the Orange County Board of Commissioners held two public hearings and two public workshops to provide opportunities for the public to ask questions and provide feedback on the proposed plan.

There were dozens of meetings with citizens, local elected officials, staff and members of the region's MPOs, community stakeholders and business leaders, allowing extensive feedback on the proposed bus and rail elements of the plan. The financial and service elements of this plan are coordinated with the adopted Durham County Bus and Rail Investment Plan. Additionally, this bus and rail investment plan builds on existing transit services and therefore does not eliminate or reduce the current financial and service commitments.

Since the adoption of this plan and the successful referendum in support of the transit sales tax, several important changes have occurred that have an impact on the County plan. The Staff Working Group (participant list attached), created through the Interlocal Implementation

Agreement, convened and agreed that an update to the County Plan was necessary in order to ease implementation of early projects.

III. PLAN ELEMENTS

A. Public Transit Providers

The Triangle has a number of public transit providers that have been involved in the development of this plan and will have responsibility to implement the recommendations of the plan upon its approval. Below is a brief description of the transit agencies:

Chapel Hill Transit is a multijurisdictional agency formed by a partnership of the Towns of Chapel Hill, Carrboro and the University of North Carolina at Chapel Hill. Chapel Hill Transit is responsible for regular and express route and demand response service in the Chapel Hill, Carrboro, and University area. Chapel Hill Transit also provides regional express bus service, in cooperation with Triangle Transit to Hillsborough.

Orange County Public Transportation is a county agency that provides community transportation in unincorporated Orange County consisting of demand response service and circulator service within Hillsborough in cooperation with the Town of Hillsborough. Orange County Public Transportation is responsible for providing transportation services to all residents of unincorporated Orange County, the Town of Hillsborough and a portion of the City of Mebane with destinations within and beyond Orange County's borders.

Triangle Transit is a regional transit agency serving Wake, Durham and Orange counties. Triangle Transit is responsible for providing regional commuter express and demand response service connecting Wake, Durham and Orange counties

B. New Bus Service

Representatives from Orange County, Chapel Hill, Carrboro, Hillsborough, The University of North Carolina at Chapel Hill, and Triangle Transit have worked collaboratively to develop a comprehensive bus service improvement plan that supports the effort to improve public transit in Orange County. The group identified a range of services that would address county-wide transit service needs. Identified services were ranked and prioritized based on a set of goals and strategies.

Goals include:

- Improve overall mobility and transportation options in the region
- Provide geographic equity
- Support improved capital facilities
- Support transit supportive land use
- Provide positive impact on air quality

Strategies to accomplish these goals include:

- Improve connectivity
- Increase frequency in peak hours
- Improve weekend, night services (off peak)

- Enhance existing service
- Maintain existing services
- Maintain level of local funding at no less than the August 1, 2009 spending level

Over the course of the plan, a new half-cent sales tax would enable delivery of a total of 41,600 additional bus hours in Orange County. By comparison, Chapel Hill Transit currently provides 190,000 annual bus hours and Orange Public Transportation provides approximately 18,500 annual bus hours. The projects will provide benefits to all areas of the county by enhancing urban and rural transit services.

Bus improvement projects were classified by type of service:

- Local bus service - service operating within Orange County boundaries
- Rural or Non-urban service- new or supplemented bus service in northern and western portions of the County.
- Regional service - service operating in more than one county or between separate urban areas. Note: Costs and expenses for regional bus services traveling between Durham and Orange counties are shared on a 50-50 basis by Durham and Orange counties in this Plan.

First Five Years following successful sales tax referendum

An investment that equals about 35,300 bus service hours will be provided during the first five years. Improvements will include:

Improve connectivity

- New regional service connecting Carrboro, Chapel Hill, and Durham
- New regional express and local services connecting Mebane, Hillsborough and Durham

Increase frequency

- Enhanced services in the US 15/501 corridor between Durham and Chapel Hill for Chapel Hill Transit, Triangle Transit, and DATA
- Improvements in the NC 54 corridor transit service
- Increased peak hour service on Triangle Transit Route 800 between Research Triangle Park and Chapel Hill
- Increased service on Route 420 between Hillsborough and Chapel Hill

Improve weekend, night services (off peak)

- Expanded local Saturday service in Chapel Hill, Carrboro and UNC
- Expanded regional Saturday service on existing Triangle Transit Route 400 between Durham and Chapel Hill and Triangle Transit Route 800 between Chapel Hill and the Research Triangle Park
- New regional Sunday service on existing Triangle Transit Route 400 between Durham and Chapel Hill and Triangle Transit Route 800 between Chapel Hill and the Research Triangle Park
- New local Sunday service in Chapel Hill, Carrboro and UNC
- Expanded local evening service in Chapel Hill, Carrboro and UNC

Bus Service Enhancements

- Through OPT, improved access and expanded options with rural to urban and urban to rural demand response services

Maintain existing services consistent with state law

- Revenues from the County vehicle registration fee of \$7.00 as identified in the plan (see page 21) will be used to support existing bus service
- Continue weekday hourly service on the in-town Hillsborough circulator

- ❖ Routes provided by Chapel Hill Transit, may or may not, be included in the plan. Chapel Hill Transit and its partners will determine which of the improvements will be included after further public involvement and analysis.

Year six and beyond following successful sales tax referendum

An additional 6,300 new bus service hours will be provided between year six of the plan implementation through the end of the program (year 2035) bringing the total to 41,600 total new bus hours.

Improvements include:

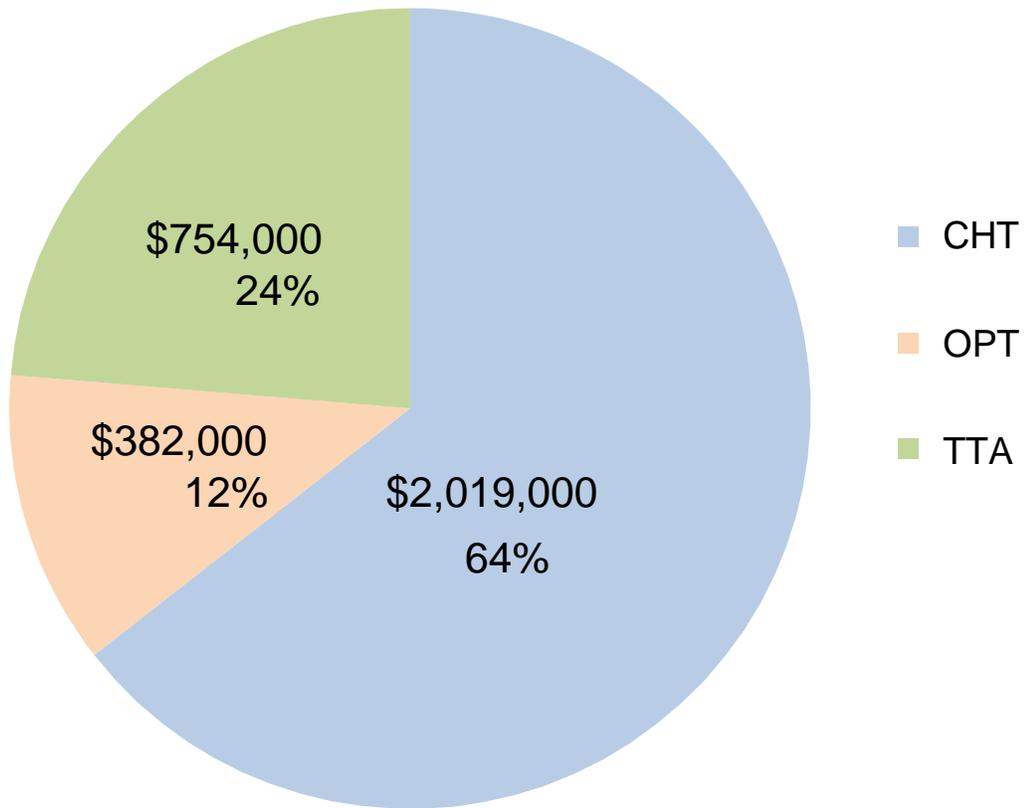
Increase frequency in peak hours

- Increased peak hour regional service to UNC
- Increased local peak hour service in Chapel Hill, Carrboro and UNC

Service Enhancements

- Continued enhancements to rural transit service in unincorporated Orange County

The following chart depicts how revenue will be appropriated initially to the various transit providers – Chapel Hill Transit, Orange Public Transit, and Triangle Transit.



Provider	New Hours of Service by FY2016	% Share of Revenue
CHT	19,460	64%
OPT	7,620	12%
TTA	8,220	24%
Total	35,300	100%

Operating Cost for Triangle Transit is \$108/hr; Chapel Hill Transit is \$103/hr; OPT cost is \$58/hr. These figures are FY13 dollars.

- ❖ See Appendix B for more detailed information about specific bus routes and proposals

C. New Bus Capital Investments

- Park and Ride lots
- Bus shelters in both rural and urban areas of the County
- Real-time passenger information signs and technology
- Bus stop access improvements such as sidewalks

❖ For financial information about these proposed investments please see the Appendix C.

D. Hillsborough Amtrak Station

The plan will provide local funding to support the creation of a passenger rail station in the Town of Hillsborough.

The Rail Station Small Area Plan is a conceptual site and land use plan for the 20- acre tract of land owned by the Town located off of Orange Grove Road. The proposed land uses include a rail station building with space for municipal meetings and a police station; a fire station, and space for a civic arts center. On the eastern portion of the site, high-density commercial and residential land uses are suggested. Phasing options have been considered as well. In addition to the conceptual site plan for the Hillsborough tract, a general transportation network and set of land uses is proposed for the adjacent Collins property.

❖ For financial information about this proposed investment please see the Appendix D.

HILLSBOROUGH STATION

VIEW FROM CHURTO STREET BRIDGE



HILLSBOROUGH - ORANGE COUNTY RAIL STATION TASK FORCE

DESIGNED AND DRAWN BY THOMAS J. CAMPANELLA
THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL - DEPARTMENT OF CITY AND REGIONAL PLANNING



APRIL 2010

HILLSBOROUGH STATION



EXISTING SITE



PHASE II



PHASE I

HYVA LITTLE LEAGUE AND TEE-BALL PITCH



PHASE III

HILLSBOROUGH - ORANGE COUNTY RAIL STATION TASK FORCE

DESIGNED AND DRAWN BY THOMAS J. CAMPANELLA
THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL - DEPARTMENT OF CITY AND REGIONAL PLANNING



APRIL 2010

E. New Light Rail Service

The Orange County Bus and Rail Investment plan provides funding for a Light Rail Transit (LRT) system that serves Durham and Orange Counties. The 17-mile Light Rail alignment extends from the University of North Carolina (UNC) Hospitals to Alston Avenue in East Durham. A total of 17 stations have been proposed including a station next to the Dean Smith Center, Hamilton Rd, the Friday Center, as well as a potential station at Woodmont in Chapel Hill. Stations in Durham include Patterson Place along US 15-501, Martin Luther King Blvd., the South Square area, LaSalle St along Erwin Rd, Duke Medical Center and VA Medical Hospital, Ninth Street, Buchanan St, downtown Durham, Dillard Street, and Alston Avenue. The downtown Durham station will provide convenient access to nearby bus and Amtrak intercity rail connections.

Light Rail vehicles are electrically powered and travel at speeds up to 55 mph. The total, end-to-end, travel time for the 17-mile alignment is approximately 39 minutes including stops. The vehicles are approximately 90 feet long, can operate in both directions, and can be coupled with additional cars as ridership demand increases. The most recent projections indicate that ridership will exceed about 23,000 boardings per day in the year 2035. As with all long range projections, this estimate is subject to change as the model is refined and validated.

Light rail vehicles can operate in exclusive right of way, as well as along urban streets, and characteristically serve low platform (14 inches high) stations, allowing for easy boarding for individuals using wheelchairs or adults traveling with strollers. Light Rail trains will depart stations every 10 minutes during the morning and evening rush hour, and every 20 minutes during the off-peak hours and on weekends. Fifteen vehicles will be required to operate the system based on an 18 hour schedule each day. Several potential light rail vehicle maintenance facility locations are being evaluated and are also included in the financial plan.

Detailed alignment and station location decisions will be significantly refined between early 2014 and early 2016. In February 2014, the Federal Transit Administration approved the Durham-Orange Light Rail Transit line to move into the official "Project Development" phase for the highly competitive Federal New Starts program which funds these types of transit facilities. Only one other transit project (Lynwood Light Rail extension, Seattle) in the USA was admitted into the New Starts Project Development queue in 2014.

Orange County's share of capital cost for the Durham and Orange Light Rail Project is approximately \$316.2m (2011 dollars). The total cost for the project is \$1.378 billion (\$2011).

Cost estimates for the light rail project have been developed with multiple conservative assumptions. Included in the \$1.378 billion total project costs are the following contingencies:

- 30% contingency on all civil engineering construction costs (stations, sitework, track, yard & shop)
- 20% contingency on systems (signals, electricity, communications)

- 10% contingency on vehicles
- Additional contingency on all soft costs (Design/Architectural/Engineering)

Beyond these line-item specific contingencies, there are also two general contingency line items, one that is equal to 5% of construction cost and another that is equal to 5% of the entire project cost.

For financial information about this proposed investment please see the Appendix F.

F. Martin Luther King Boulevard Bus Lanes and Corridor Improvements

This investment provides for transit corridor improvements along Martin Luther King (MLK) Boulevard from Interstate 40 to UNC, using a combination of exclusive lanes and other forms of preferential treatment. It will make bus travel times more reliable in peak periods.

Orange County's cost for the bus lanes is anticipated to be \$22 million in \$2011 dollars. This project assumes 25% of the funding will come from the State and 50% of the funding will come from the Federal Government.

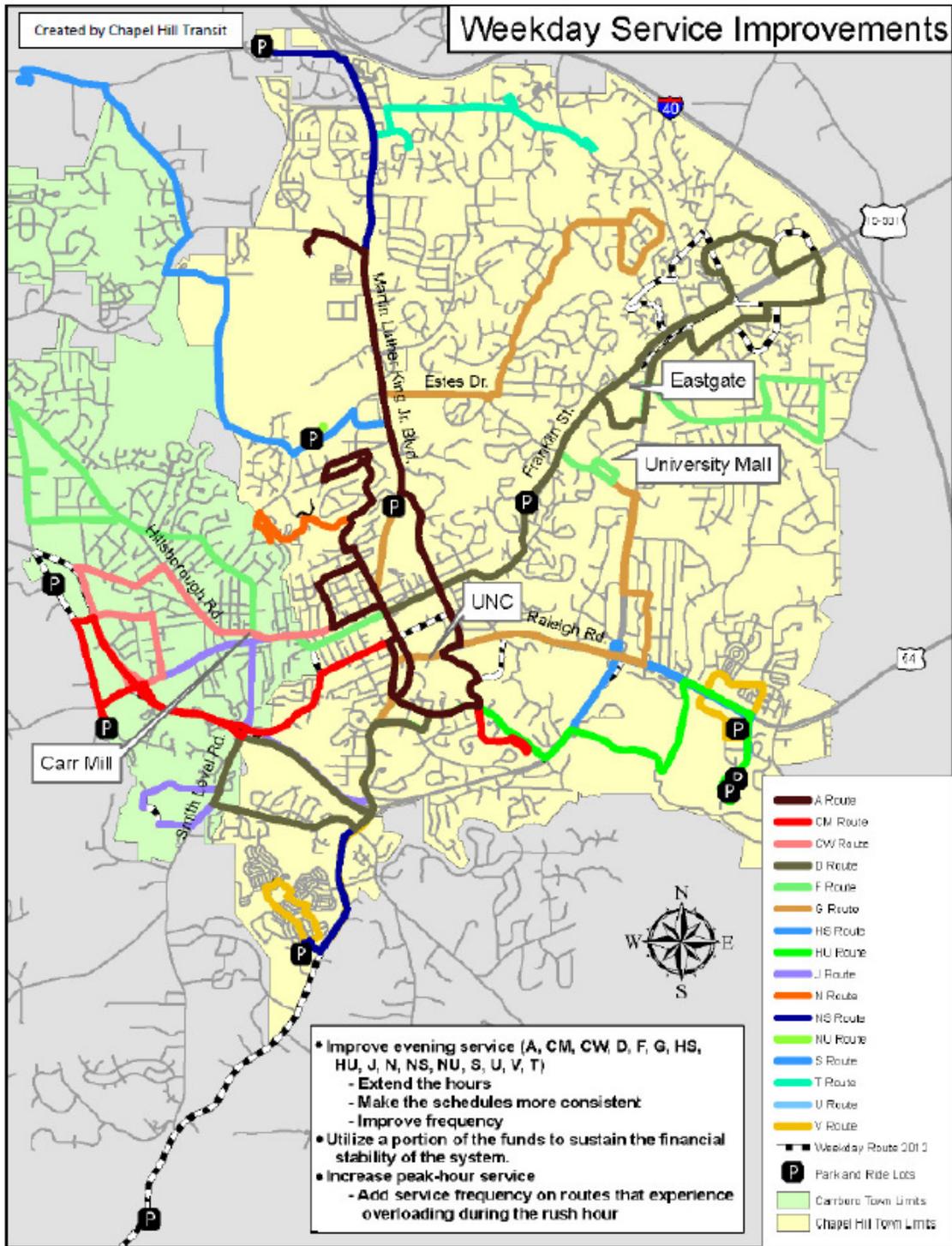
Currently, Chapel Hill Transit is conducting the North-South Corridor Alternates Analysis Study (<http://nscstudy.org>). The study is a transit service planning initiative for the corridor linking Martin Luther King Jr. Boulevard, South Columbia Street and US Highway 15-501 South. The purpose of the study is to review the transportation corridor from the Eubanks Road Park and Ride to the Southern Village Park and Ride Lot, to identify and evaluate improved accessibility, capacity, convenience and travel-time for riders. The original cost estimates associated with the capital improvements along MLK Boulevard are likely to be updated as the study progresses.

For Financial information about this proposed investment please see the Appendix E.

- IV. MAPS:** The series of maps listed below articulate proposed investments in both bus and rail throughout Orange County.
- a. Chapel Hill Transit Weekday Service Improvements
 - b. Chapel Hill/Carrboro: Saturday Service Improvements
 - c. Chapel Hill/Carrboro: Sunday Service Improvements
 - d. Improved Bus Service in US 15/ 501 and NC 54 Corridors
 - e. Orange County Transit Plan: Proposed Regional Bus Service Improvements
 - f. Proposed Hillsborough and Rural Bus Service Improvements
 - g. Durham-Orange Light Rail Transit Project
 - h. Improved Bus service on MLK
 - i. Regional Integration of Orange, Durham, and Wake Transit Plans

Created by Chapel Hill Transit

Weekday Service Improvements



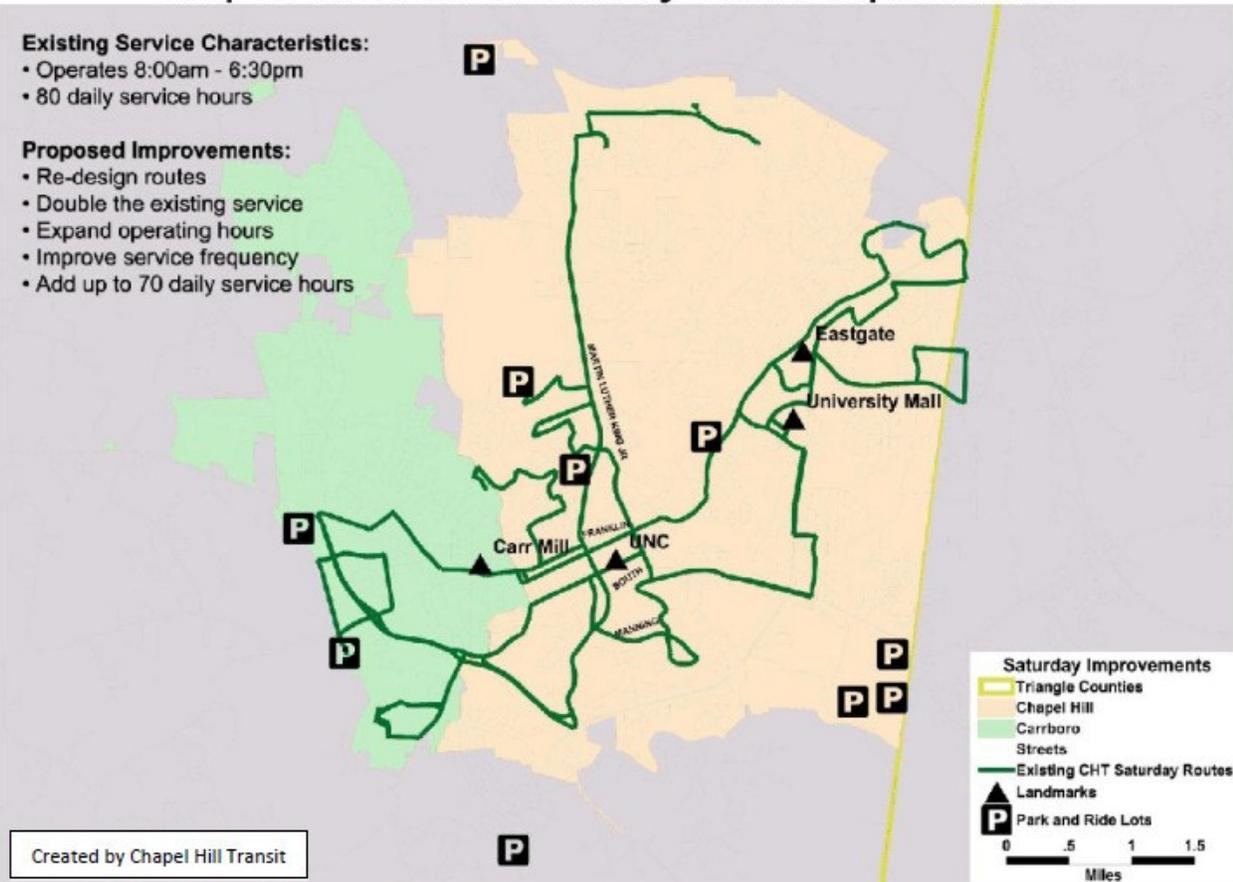
Chapel Hill/Carrboro: Saturday Service Improvements

Existing Service Characteristics:

- Operates 8:00am - 6:30pm
- 80 daily service hours

Proposed Improvements:

- Re-design routes
- Double the existing service
- Expand operating hours
- Improve service frequency
- Add up to 70 daily service hours



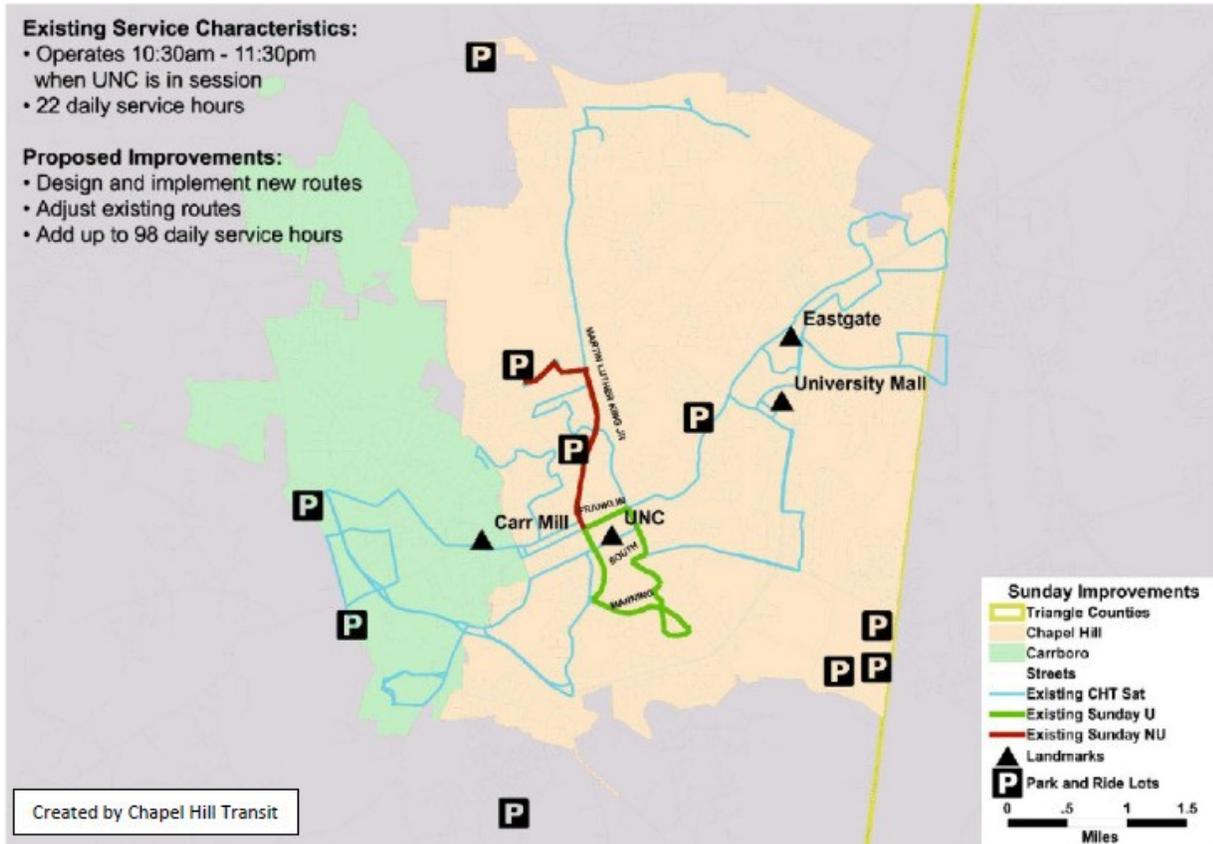
Chapel Hill/Carrboro: Sunday Service Improvements

Existing Service Characteristics:

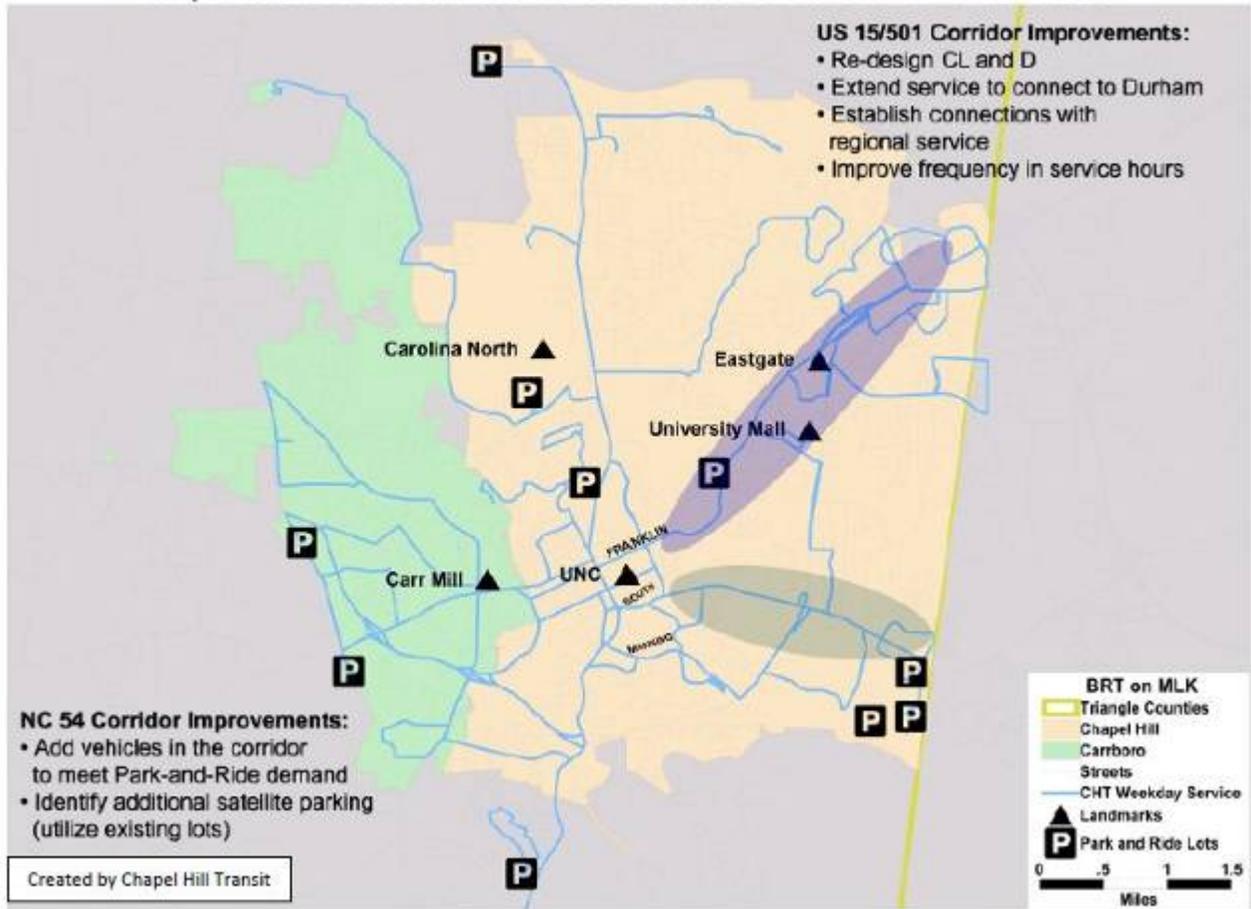
- Operates 10:30am - 11:30pm when UNC is in session
- 22 daily service hours

Proposed Improvements:

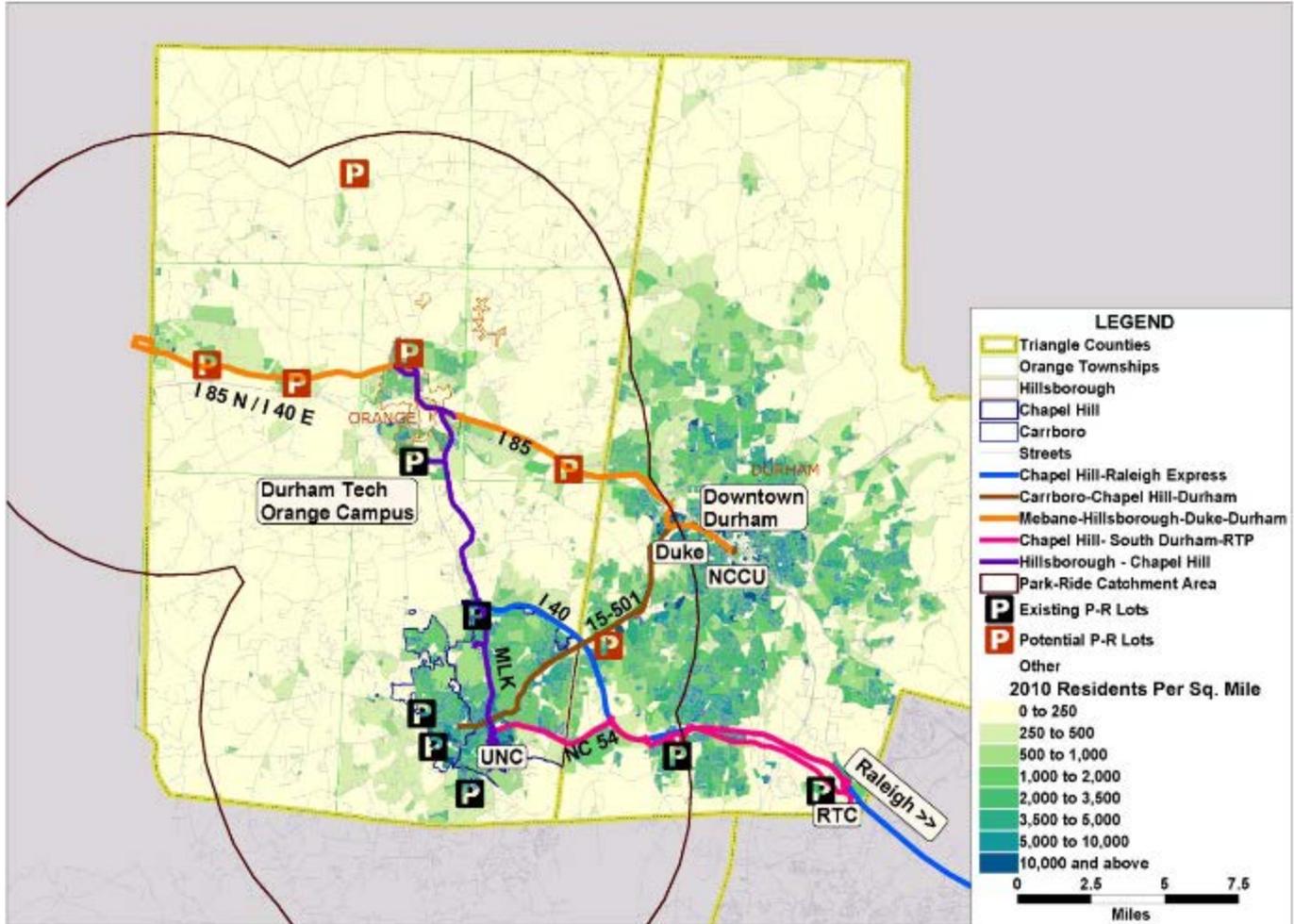
- Design and implement new routes
- Adjust existing routes
- Add up to 98 daily service hours



Improved Bus Service in US 15/501 and NC 54 Corridors



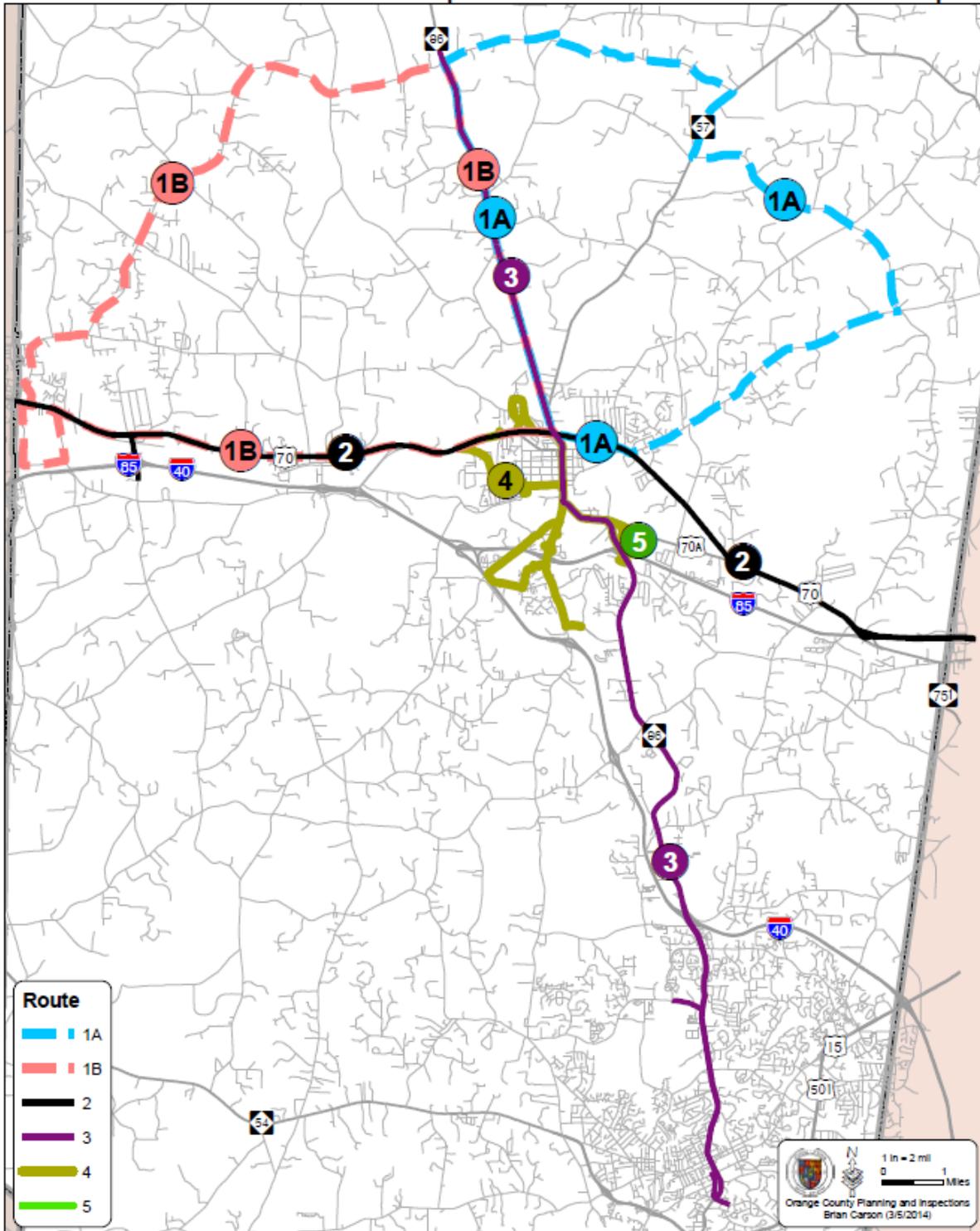
Orange County Transit Plan: Proposed Regional Bus Service Improvements



Created by Triangle Transit

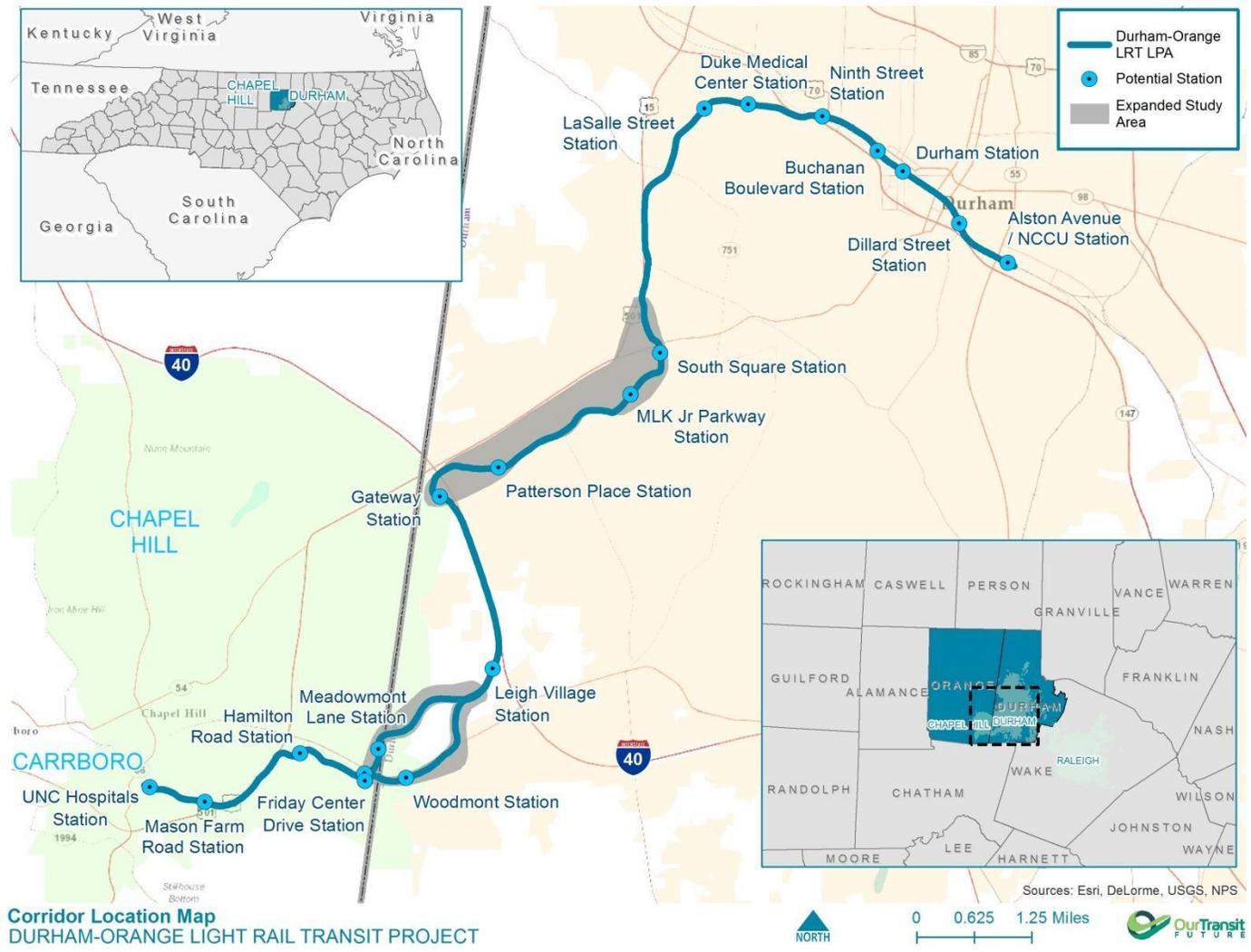
April 23rd 2012

Five -Year Bus Service Expansion Recommendations Map

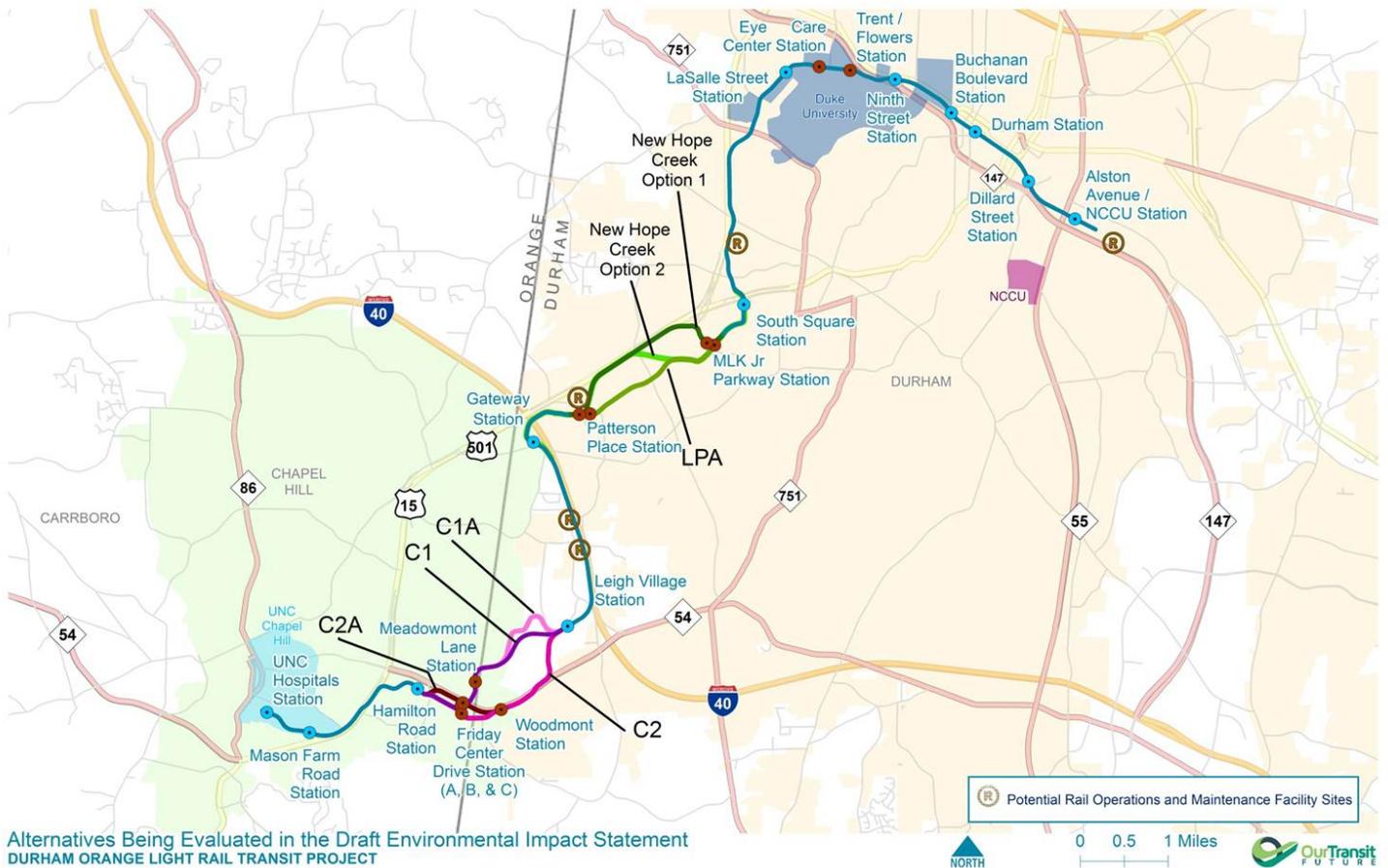


Created by OPT, April 2014

Map of Durham-Orange Light Rail Transit Corridor Being Evaluated through Project Development



Light Rail Transit Alternatives to be Evaluated in the Draft Environmental Impact Statement



Improved Bus Service on Martin Luther King Jr. Boulevard

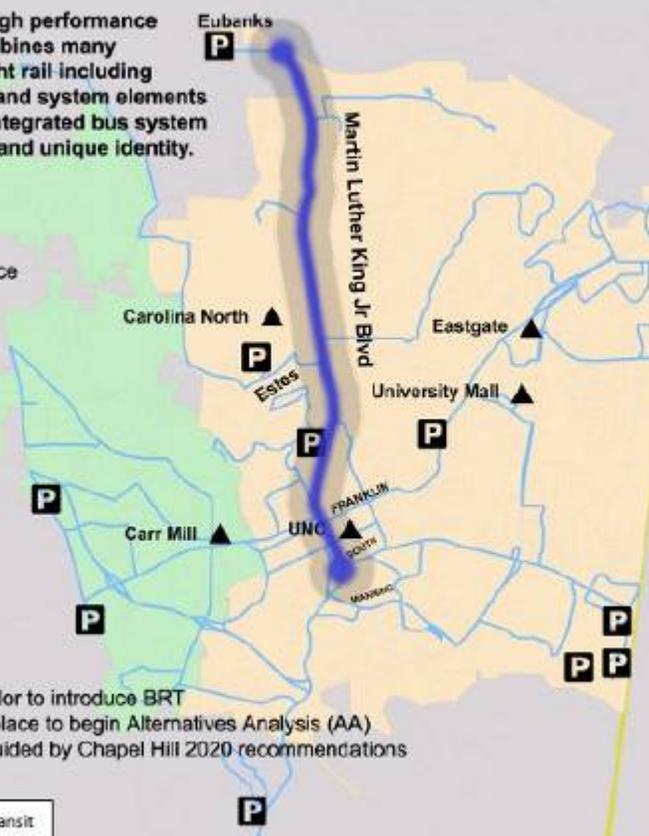
BRT is a flexible, high performance bus service that combines many characteristics of light rail including physical, operating, and system elements into a permanently integrated bus system with a quality image and unique identity.

Characteristics:

- High capacity buses
- High frequency service
- Dedicated lanes
- Upgraded shelters
- Technology
- Easy fare payment
- Unique identity

- MLK is a prime corridor to introduce BRT
- CHT has funding in place to begin Alternatives Analysis (AA)
- AA process will be guided by Chapel Hill 2020 recommendations

Created by Chapel Hill Transit



Regional Integration of Orange, Durham, and Wake Transit Plans



Created by Triangle Transit

V. ORANGE COUNTY REVENUES

A variety of revenue sources provide the funding for the Orange County Bus and Rail Investment Plan. Those revenues include:

- A new one-half-cent sales tax in Orange County
- A new \$7 vehicle registration fee levied by Orange County
- An increase of \$3 to the existing \$5 vehicle registration fee currently levied by Triangle Transit in Orange County
- Revenue from Triangle Transit's rental car tax
- NC State Government contributions
- Federal Government contributions

In addition, local funding of current transit services will remain in place.

The initial proceeds for a FULL YEAR of each local revenue stream for Orange County in FY2014 for transit are assumed to be:

- | | |
|------------------------------------------|-------------------------------------|
| • ½-cent sales tax: | \$6.3 million |
| • \$7 vehicle registration fee: | \$577,000 |
| • \$3 vehicle registration fee increase: | \$0 (\$247,000 in 9 mos. of FY2015) |
| • Rental car tax revenue: | \$456,000 |

Annual Growth rates assumed for each revenue source:

- | | |
|------------------------------------------|------|
| • ½-cent sales tax: | |
| ○ Growth rate for FY2015: | 3.0% |
| ○ Growth rate from FY2016 through 2035: | 4.4% |
| • \$7 vehicle registration fee: | 2.0% |
| • \$3 vehicle registration fee increase: | 2.0% |
| • 5% Rental car tax revenue: | 4.0% |

A total of \$190 million would be borrowed over the life of the plan. \$35 million would be in the form of traditional debt and \$155 million would be in the form of grant anticipation notes. This borrowing would cover for the large capital expenditures which occur for 3 to 4 years of construction of the light rail component of the plan. Traditional debt would be from capital markets through government bonds, would require approval by the NC Local Government Commission, and would have to meet debt to revenue ratios required by the capital markets for bond issuance.

Nontraditional debt would come from grant anticipation notes, which is a form of borrowing that allows entities who have received promise of grant funding over time their money up front. Currently under MAP-21, the Federal Transit Administration limits full-funding grant agreement disbursements to one hundred million dollars per year. Grant anticipation notes allow agencies to receive their money all at once and pay back debt service expenses with grant proceeds disbursements.

Further details for each revenue source

follow.

A. One-half cent sales tax in Orange County

A one half-cent sales tax in Orange County means that when individuals spend \$10.00 on certain goods and services, an additional five cents (\$0.05) is added to the transaction to support the development of the Bus and Rail Investment Plan. Purchases of food, gasoline, medicine, health care and housing are excluded from the tax.

A one half-cent sales tax in Orange County was levied subsequent to a successful referendum in Orange County in November 2012 and the subsequent approval by the Orange Board of County Commissioners and Triangle Transit Board of Trustees in December 2012. It became effective on April 1, 2013. Triangle Transit first started receiving sales tax revenues in June of 2013. It is estimated to generate \$6.3 million in FY2014. The figures in Appendix G: Revenue reflect the actual amounts collected for the ½-cent sales tax raised in 2013. Over the life of the plan to 2035, the sales tax is expected to generate approximately \$223 million in Year-Of-Expenditure (YOE) dollars. This tax

Revenue from the ½-cent sales tax identified in the Bus and Rail Investment Plan for Orange County can be used for financing, constructing, operating and maintain local public transportation systems. The funds can be used to supplement but not supplant or replace existing funds or resources for public transit systems.

B. \$7 Vehicle Registration Fee in Orange County

A seven dollar (\$7) vehicle registration fee in Orange County means that when an individual registers a new vehicle or renews the registration for an existing vehicle in Orange County, an additional \$7 per year is added to the cost above the other required registration fees for that vehicle. In Orange County, the seven dollar fee became effective July 1, 2013.

The seven dollar fee in Orange County is expected to bring in \$577,000 in FY2014 since there is a 3-month lag in receipt of the revenues. The figures in Appendix G: Revenue reflect the partial first-year levy of both a ½-cent sales tax and a \$7 vehicle registration fee increase in FY2013 and FY2014, respectively. Over the life of the plan to 2035, the seven dollar fee is expected to generate \$20.8 million in Year-Of-Expenditure (YOE) dollars. The implementation agreement articulates how this revenue can be utilized.

C. \$3 Vehicle Registration Fee Increase for Triangle Transit in Orange County

A three dollar (\$3) vehicle registration fee increase in Orange County means that when an individual registers a new vehicle or renews the registration for an existing vehicle in Orange County, an additional \$3 per year is added to the cost above the other required registration fees for that vehicle. An existing \$5 fee for vehicle registration supports activities of Triangle Transit, including bus operations and long-term planning. This fee was approved by the Triangle Transit Special Tax Board in March 2014. The total fee will be increased to \$8 when the \$3 increase is implemented in October 2014.

The three dollar (\$3) fee in Orange County is projected to generate \$247,000 for nine months of FY2015. Discussions with the NC Dept of Revenue indicate that in the first year of the plan, the revenue streams may not be active until April 1st instead of January 1st. The figures in Appendix G: Revenue reflect the partial first-year levy of both a ½-cent sales tax and a \$10 vehicle registration fee increase. Over the life of the plan to 2035, the three dollar (\$3) fee is expected to generate \$8.5 million in Year-of-Expenditure (YOE) dollars. The implementation agreement articulates how this revenue can be utilized.

D. Revenue from Triangle Transit's Rental Car Tax

Triangle Transit operations are partially funded by a five percent (5%) tax on car rentals in Wake, Durham, and Orange Counties. Under existing policy adopted by the TTA Board, 50% of the rental car tax revenues are dedicated to advancing long-range bus and rail transit.

Since a significant portion of all cars rented and driven in the three counties are rented at the RDU International Airport, it is difficult to determine which rentals are driven primarily in one county or another. Therefore, the 50% rental revenues dedicated to long-term transit were allocated by county according to the percentage of population in the Triangle Region, which is: Wake (68%); Durham (21.5%); Orange (10.5%).

The Triangle Transit rental car tax proceeds directed to project development in Orange County are estimated to be \$456,000 in FY2014. Over the life of the plan to 2035, the rental car tax is expected to generate \$16.7 million in Year-of-Expenditure (YOE) dollars for Orange County.

E. NC State Government Funding

The plan includes a 25% capital cost contribution by the NC Department of Transportation (NCDOT) for both light rail and MLK, Jr. Blvd. Bus Lanes projects in Orange County. This level of participation was established by the State in Charlotte's Lynx Blue Line light rail project in

2003. The plan assumes that NCDOT also pays for 5% of vehicle purchase costs (new and replacement buses) and 8% of bus capital costs (bus stop improvements, park and ride lots, etc). These are estimates of the state funding that will be available through the new North Carolina Strategic Transportation Infrastructure funding. Over the life of the plan to 2035, the contributions of NCDOT are expected to total \$121 million in Year-of-Expenditure (YOE) dollars in Orange County.

F. Federal Government Funding

The plan assumes that the Federal Government contributes 50% of the capital cost for the light rail project and the MLK, Jr. Blvd. Bus Lanes in Orange County. This was the federal level of participation in the Charlotte Lynx Blue Line light rail project and is consistent with federal funding outcomes for most rail projects in the Federal Transit Administration's New Starts and Small Starts programs in recent years.

The plan assumes that the Federal Government also pays for 30% of vehicle purchase costs and 38% of bus capital costs, forecast based on the federal transportation funding law changes in 2012, and continues to provide operating appropriations consistent with present Federal Transit Administration operating grant formulas. Over the life of the plan to 2035, the contributions of the Federal Government for capital projects are expected to total \$253 million in Year-of-Expenditure (YOE) dollars in Orange County.

G. Transit Fares

The plan assumes fares for all operating agencies remain unchanged from the existing fare structures.

- Light Rail farebox recovery ratio: 20%
- Triangle Transit bus farebox recovery ratio: 15%
- Chapel Hill Transit bus farebox recovery ratio: 0%
- Orange Public Transportation bus farebox recovery ratio: 3.5

H. FTA Formula Funds

The plan assumes that new bus services will receive partial operating and capital cost contributions through existing formula programs established by the Federal Transit Administration (FTA), and that transit agencies in Orange County will receive those contributions in accordance with historical patterns of funding that existing transit services have received. Over the life of the plan to FY2035, FTA Formula funds are expected to total \$5.1 million in Year-Of-Expenditure (YOE) dollars in Orange County.

I. Additional Revenue Sources

This draft Bus and Rail Investment Plan does not rely on additional municipal contributions, public or private third party contributions or value capture forms of revenue.

VI. ORANGE FINANCIAL PLAN DATA

The following is a list of the total spending for each technology and category identified in the Orange County Bus and Rail Investment Plan to FY2035. All figures are in Year of Expenditure dollars (YOE) unless otherwise noted.

- Light Rail Capital: \$418.3 million (\$316.2 million in 2011 dollars)
- Light Rail Operations: \$59.1 million
- Bus Capital:
 - o MLK Bus Lanes - \$24.5 million
 - o Miscellaneous Bus Capital Projects - \$6.7 million
 - o Buses purchased - \$17.6 million
- Bus Operations: \$106.8 million
- Hillsborough Intercity Rail Station: \$8.9 million (\$8.0 million in 2011 dollars; Orange County will only be responsible for a 10% matching contribution to total cost)
- Amount of debt service payments made by Triangle Transit through 2035:

\$19.2 million

Note Regarding Borrowing: Amount borrowed by Triangle Transit to execute the plan: \$190 million (this number is smaller than the line above because debt payments are over 30-year terms and continue past 2035)

Additional specific financial information on each of these plan elements can be found in the Appendices.

VII. AGREEMENTS

IMPLEMENTATION AGREEMENT: ANNUAL REVIEW AND CHANGES TO THE PLAN

The Bus and Rail Investment Plan in Orange County details the elements of local and regional bus services, as well as Light Rail infrastructure and service. These improvements will be added in Orange County over a 23-year period. Because of the long time frame for implementation of the Plan and its major capital projects, over time there will be changes and revisions made to the Plan. As the statutory implementation agency, Triangle Transit worked with Orange County, the DCHC Metropolitan Planning Organization (MPO), and the towns of Chapel Hill, Carrboro, Hillsborough, the University of North Carolina at Chapel Hill and Chapel Hill Transit, and the public transit provider in Orange County, to develop and execute an Implementation agreement which details the following aspects of implementation of the Plan:

- (a) Annual reports of the activities and progress made in implementation of the Plan and any substantial developments in revenues received by Triangle Transit to the County, TTA Board and the MPO;
- (b) The process for review and vote by the County, the MPO and Triangle Transit's Board of Trustees of any significant or substantial revisions to the Plan required by changes experienced in revenues received, capital costs, operating expenses, or other substantial issues affecting the Plan;
- (c) A recognition and preservation of decision making responsibilities of the operating agencies;
- (d) Responsibility of Triangle Transit for direct disbursement of funds from the revenues received per Section V (above) to the public agencies responsible for implementing the bus services set forth in the Plan; and
- (e) Other necessary provisions regarding implementation of this Plan as agreed to by the County, the MPO, and Triangle Transit.

COST SHARING AGREEMENT

The capital and operating costs for the 17.3-mile LRT line will be shared by Orange and Durham counties. Accordingly, a separate cost sharing agreement between Orange County, Durham County and Triangle Transit has been developed. The cost sharing agreement sets forth the respective shares of the capital and operating costs that will be paid by each county for this project that cross both county and municipal borders.

TAX LEVY AGREEMENT

One additional agreement was developed by Orange County and Triangle Transit relevant to the plan. In this tax levy agreement, Triangle Transit agreed not to levy the half-cent transit sales tax for Orange County in the event of a successful referendum vote on the sales tax until after receiving a Resolution from the Orange County Board of County Commissioners requesting that the tax be levied. Such a resolution was adopted and the tax has been levied since April, 2013.

VIII. NEW STARTS PROCESS

Federal New Starts Funding Process

It is anticipated that Federal funds assisting in the planning and implementation of the Durham-Orange Light Rail Transit Project would be secured through the Federal Transit Administration's (FTA) discretionary New Starts program (also known as the Section 5309 Capital Investment Program funds).

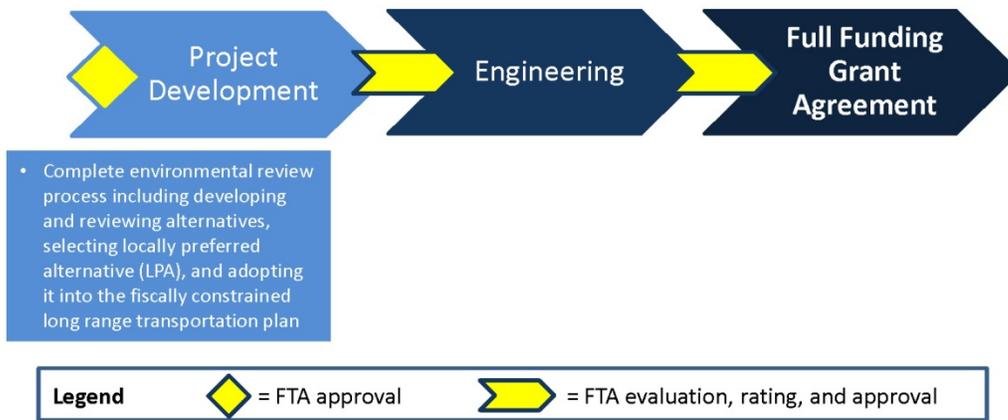
The FTA New Starts program provides discretionary grants for new fixed-guideway projects (projects that operate on a separate right-of-way exclusively for public transportation or that include a rail or catenary system). This is FTA's primary grant program for funding major transit capital investments, including light rail, bus rapid transit, commuter rail, and ferries.

In July 2012, a new authorization was enacted entitled the Moving Ahead for Progress in the 21st Century Act (MAP-21) that changed several aspects of the New Starts program. Prior to MAP-21, from 2005 through mid-2012, the authorizing legislation guiding FTA's programs was entitled the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under MAP-21 all projects seeking 5309 Capital Investment Program funds must be evaluated and rated according to the criteria specified in law.

The MAP-21 law requires projects seeking funding to complete a series of steps over several years to be eligible for funding. For New Starts projects, the law requires completion of two phases in advance of receipt of a construction grant agreement: Project Development and Engineering. Each phase requires FTA evaluation, rating and approval in order to advance and continue to compete for New Starts funding.

The MAP-21 process is illustrated in the chart below.

MAP-21 Core Capacity Process



Source: Federal Transit Administration http://www.fta.dot.gov/documents/Core_Capacity_Development_Process.pdf

The law also requires that FTA recommend in an Annual Report to Congress a proposed allocation of funding to the projects it believes are meritorious. FTA decides whether to include a project as a funding recommendation in the Annual Report to Congress based on: the evaluation and rating of the project under the criteria specified in the law; the availability of funds; and, considerations related to project readiness. Considerations related to project readiness include whether: an advanced level of engineering and design has been completed so that the project scope, cost, and schedule are considered reliable; and, at least 50 percent of the non-Section 5309 funds for the project are committed. Ultimately, Congress decides how much funding to provide to the New Starts program annually in an appropriations act.

MAP-21 also streamlined the overall review process to ensure that good projects move quickly. While there is not a set timeframe within which projects must complete the process leading up to a construction grant agreement, there are some timeframes that are required for each phase. New Starts projects are required by law to complete the Project Development phase within two years of entering that phase.

During Project Development, the prospective grantee must complete the environmental review process, including developing and reviewing alternatives, selecting a locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan. The environmental review process is dictated by the National Environmental Policy Act of 1969 (NEPA), which is required of all major federal actions (such as projects that will receive funding from the federal government).

The regulations of the Council on Environmental Quality (CEQ) implementing NEPA ensure that information on the social and environmental impacts of any federally funded action is available to public officials and citizens before decisions are made and before actions are taken. NEPA regulations direct Federal agencies to integrate into their planning and decision making the natural and social sciences, environmental amenities and values, and the design arts along with the necessary engineering and economic considerations. The objective is to balance infrastructure development, economic prosperity, health and environmental protection, community and neighborhood preservation and quality of life.

In addition to NEPA, the provisions of other statutes, regulations and executive orders affect the decision making on federally assisted transportation projects. These mandates and considerations cover such concerns as air and water quality, historic preservation, parklands protection, habitat protection, civil rights and social burdens of transportation investments. FTA uses the NEPA process as the overarching umbrella under which the mandates and considerations of all laws affecting transit project development are considered.

January 14, 2013, Federal Highway Administration (FHWA) and FTA issued interim joint guidance on implementing Section 1319 of MAP-21, entitled *Accelerated Decision Making in Environmental Review*. The purpose of this interim guidance is to assist FHWA and FTA in the implementation of the Section 1319 provisions. At a later date, FHWA and FTA will conduct a rulemaking to propose revising the joint FHWA and FTA NEPA implementing regulations (23 CFR 771) to reflect the changes made as a result of MAP-21.

Section 1319 (a) provides for the preparation of a “Final Environmental Impact Statement (Final EIS) Errata Sheet” attached to the Draft Environmental Impact Statement (Draft EIS), in lieu of a traditional Final EIS. This is appropriate when comments received on a Draft EIS are minor and the lead agency’s responses to those comments are limited to factual corrections or explanations of why the comments do not warrant further response.

Section 1319 (b) allows for a “Single Final EIS and Record of Decision (ROD) Document.” This directs the lead agency, to the maximum extent practicable, to expeditiously develop a single document that consists of and Final EIS and ROD, unless certain conditions exist. Traditionally, and in accordance with CEQ Regulations (40 CFR 1506.10(b)(2), Final EIS and ROD documents are issued as separate documents, with a minimum 30-day period between the Final EIS and ROD. Section 1319(b) however directs the lead agency, to the maximum extent practicable, to combine the Final EIS and ROD into a single document unless: the Final EIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or, if there are significant new circumstances or

information relevant to environmental concerns and that bear on the proposed action or the impacts of the proposed action.

This provision is applicable to all FHWA/FTA proposed projects for which a Final EIS is issued on or after October 1, 2012. Until FHWA and FTA complete a rulemaking including this provision in their NEPA implementing regulations or until final guidance is issued, FHWA and FTA will consult their respective headquarter staff prior to implementing the provisions. The applicable requirements for both a Final EIS and ROD must be met for an issuance of a combined Final EIS/ROD document, and all applicable guidance should be followed. These requirements include that the project must be included in the fiscally constrained Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP), or from a fiscally constrained Statewide Transportation Planning Program (STIP) (23 CFR Part 450), and in air quality nonattainment or maintenance areas, comply with conformity regulations under the Clean Air Act and EPA requirements (42 U.S.C. 7506(c) and 40 CFR Part 93).

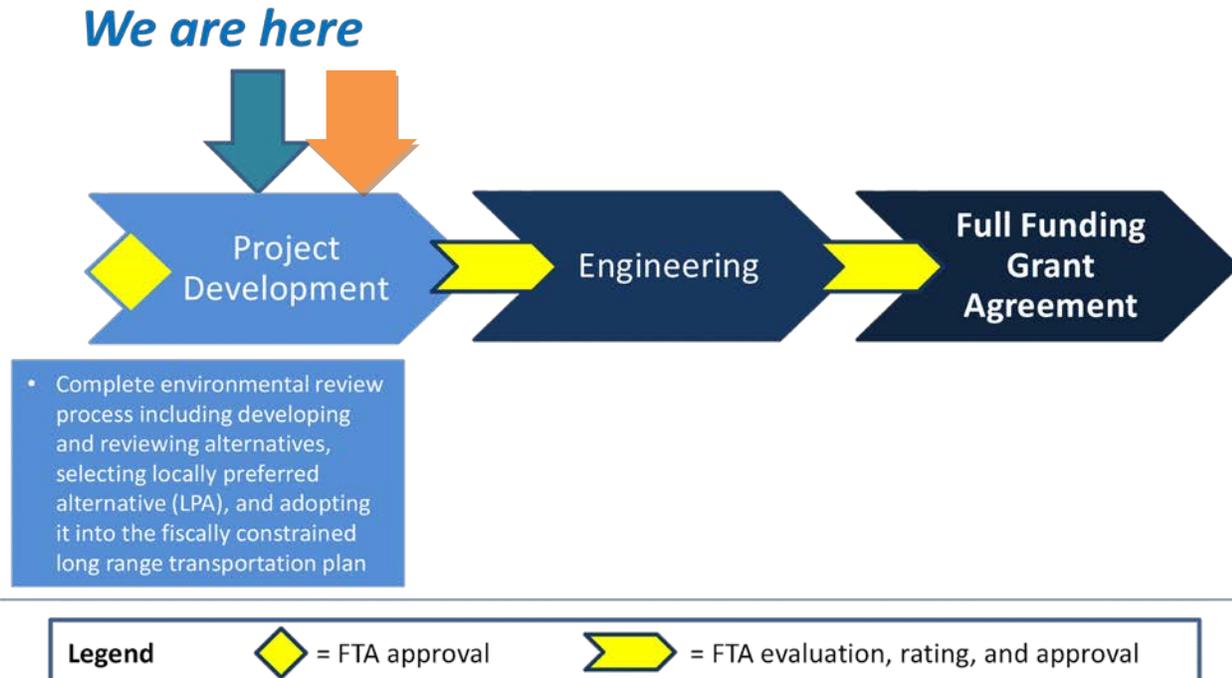
Proposed Durham-Orange Light Rail Transit Project Federal New Starts and Environmental Review Status

Planning for the proposed Durham-Orange Light Rail Transit Project (D-O LRT) project began under the previous law, SAFETEA-LU, which required the development of an Alternatives Analysis (AA). Through the jointly adopted 2035 Long Range Transportation plan by the Durham-Chapel Hill- Carrboro MPO (DCHC MPO) and the Capital Area MPO (CAMPO), transportation corridors in greatest need of more detailed planning and analysis were identified. The AA, completed in 2011, focused on a set of needs and alternative actions to address these needs, and generated information needed to select an option for further engineering and implementation. In February 2012, the DCHC MPO selected a 17 mile light rail corridor from East Durham to UNC Hospitals as the locally preferred alternative (LPA).

In April 2012, the AA and related technical studies resulted in the identification of a Locally Preferred Alternative (LPA) for the proposed Durham-Orange Corridor. This LPA was adopted by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in the fiscally-constrained Long Range Transportation Plan (LRTP), locally referred to as the MTP.

On April 3, 2012, The FTA and Triangle Transit issued a Notice of Intent (NOI) to prepare a Draft Environmental Impact Statement (Draft EIS) on the proposed Durham-Orange Light Rail Transit Project (D-O LRT), inviting comment on the scope of the Draft EIS. This NOI was followed by regulatory agency and public meetings, which led to the completion of the Scoping Report in September 2012. Thereafter, in response to stakeholder and environmental concerns, Triangle Transit developed enhancements to the LPA. Also based on the public comment received during Scoping, Triangle Transit refined the Purpose and Need Statement, identified the range of alternatives that will be evaluated in the Draft EIS, and documented methods for conducting environmental review and other technical analyses.

On December 19, 2014, Triangle Transit submitted a letter requesting to enter the New Starts Program Project Development phase for the proposed D-O LRT, and on February 25, 2014, Triangle Transit received permission from the FTA to enter the Project Development phase. Under MAP-21, this initiates the project’s ability to begin to compete for New Starts Funds.



In order to remain in the New Starts pipeline, Triangle Transit must complete the environmental review process, including the Draft EIS, Final EIS and ROD, as well as select a locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan within 24 months of receiving permission to enter Project Development. Currently, Triangle Transit is collecting data and developing existing conditions reports. These reports will be used as the basis for comparing the alternatives presented in the Draft EIS. Triangle Transit anticipates that it will publish and circulate the Draft EIS for public comment in spring of 2015, with a combined Final EIS/ROD that will be issued before February 2016.

At the conclusion of Project Development, Triangle Transit will request from FTA, permission to enter Engineering. This phase is expected to last three years, concluding in 2019. Once Engineering is complete, Triangle Transit will request a Full Funding Grant Agreement. If the FTA awards Triangle Transit with a Full Funding Grant Agreement, it may begin utility relocation, construction, and testing 2020-2026. At the conclusion of system and vehicle testing, Triangle Transit will begin revenue operations in 2026. All dates are subject to FTA evaluation, rating and approval, local funding, as well as federal funding availability in the New Starts program from a congressional appropriations act.

IX. ALTERNATIVE PLAN

If it is determined that sufficient Federal, State or alternative funding/financing for the proposed project is not available, an alternative plan must be developed. If it is determined that the proposed projects are not viable under any financing plan, then Triangle Transit will work in collaboration with the citizens, elected officials, and stakeholders from Orange County, Chapel Hill Transit, DCHC MPO and Durham County to identify next steps toward the development of a revised plan.

X. CLOSING SUMMARY

The Bus and Rail Investment Plan in Orange County is the result of years of collaborative work among Orange County elected officials and civic leaders, regional stakeholders, municipal and county staff and Triangle Transit. The plan consists of a balance of bus improvements and rail investment to help accommodate the population and employment growth that the region is expected to experience in the next 25 years.

The proposed plan addresses the ongoing need to provide more options to transit riders with improved and expanded bus and rail connections. Once implemented, the residents of Orange County will be able to have greater access to jobs, shopping, and activity centers such as downtown Chapel Hill and Carrboro, the University, or UNC Hospital.

Additionally, the plan will provide core infrastructure investment that will help support the goals and objectives of local land use plans in Orange County and its municipalities. In particular, as evidenced in communities across the country, investment in light rail has proven to be a great motivator for private companies to build transit-oriented development at station locations along the rail corridor. This kind of more intense development generally consists of a mixed-use, walkable environment that can provide a more sustainable alternative to the suburban growth pattern that exists today, while allowing more open space to be preserved.

All the elements listed in the Draft Bus and Rail Investment Plan of Orange County are fiscally constrained. At every turn, the Plan is conservative in revenue assumptions and incorporates contingencies for capital and operating expenditures.

The draft plan was shared with the general public, Carrboro Board of Aldermen, Chapel Hill Town Council, the Hillsborough Town Commissioners, the DCHC MPO, the Burlington- Graham MPO and the Orange County Commission throughout 2012. The plan was adopted by the DCHC MPO, the Burlington–Graham MPO, the Triangle Transit Board of Trustees, and the Orange County Board of Commissioners in the Summer of 2012.

- ❖ *As directed by NCGS 105-510.6, Triangle Transit drafted and developed this Plan, working in collaboration with the citizens, elected officials, and stakeholders from Orange County, the DCHC MPO, and Chapel Hill Transit.*

Bus and Rail Plan In Orange County

Appendix A: Master Assumption List

Assumptions in Orange County and Durham County Financial Plans for Bus and Rail Transit

September 26, 2012

ASSUMPTIONS

	ORANGE	DURHAM
Sales Tax Growth Rate to 2015	1.00%	2.00%
Sales Tax Growth Rate 2016 and Beyond	3.60%	3.50%
Light Rail Capital Cost Responsibility (Percentage)	22.95%	77.05%
Light Rail Operating Cost Responsibility (Percentage)	23.95%	76.05%
Light Rail Capital Cost Share Based on Current Cost Estimates (\$2011 millions)	\$ 316.2	\$ 1,061.8
Light Rail Operating Cost Share Based on Current Cost Estimates (\$2011 millions)	\$ 3.46	\$ 10.98
MLK Bus Lanes Capital Cost (\$2011 millions)	\$ 22.1	NA
MLK Bus Lanes Operating Cost* (\$2011 millions)	\$ -	NA
Hillsborough Intercity Train Station Capital Cost (\$2011 <u>millions</u>)	\$ 10.0	NA
Hillsborough Intercity Train Station Operations Cost **	Not part of plan	
Amount borrowed by Triangle Transit to execute the plan (\$2011 millions)	\$ 190	\$ 165
Plan Minimum Cash Balance (\$2011 millions)	\$ 4.1	\$ 12.9

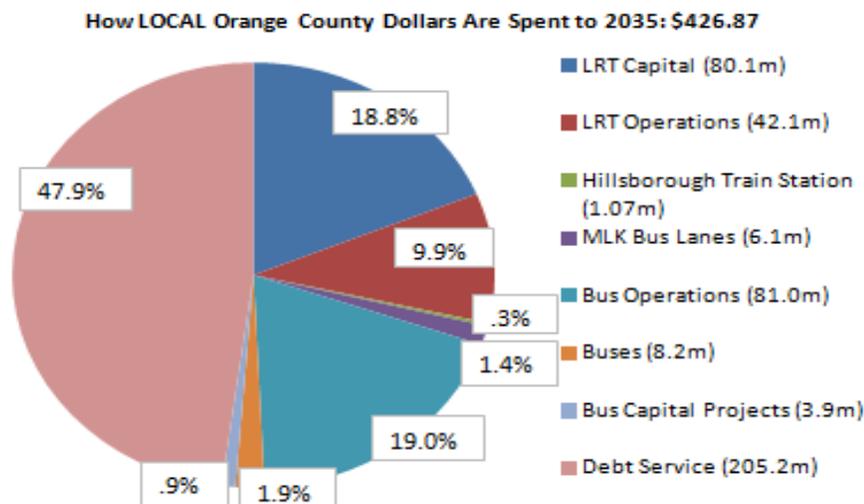
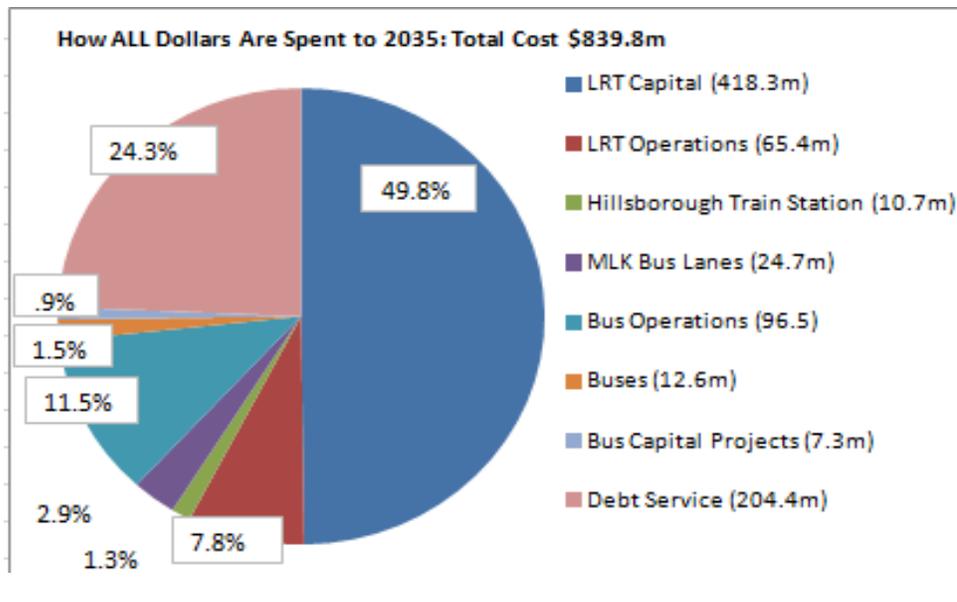
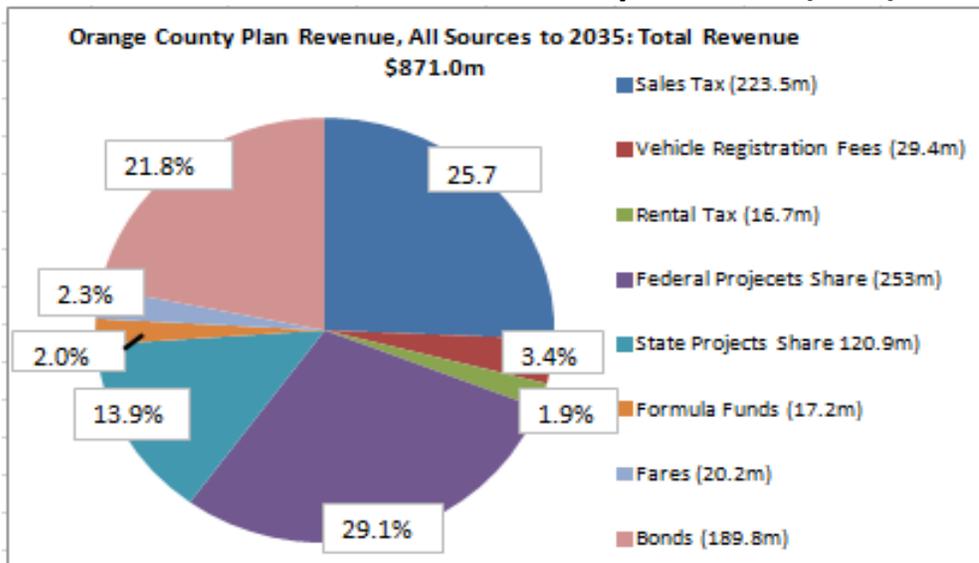
OUTCOMES

New Bus Hours in First Five Years of Plan	35,300	45,000
Total Cumulative New Bus Hours by End of Plan (Year 2035)	41,600	87,500
Opening Year for Hillsborough Intercity Train Station	2015	NA
Opening Year for MLK Bus Lanes	2019	NA
Opening Year for Light Rail	2026	2026
"Rail Dividend" Bus Hours that can be re-directed when Light Rail Opens	30,000-45,000	12,000-35,000
Plan Cash Balance in 2035 (\$2035 millions)	\$45	\$89
Plan Cash Balance in 2035 (\$2011 millions)	\$23	\$46

*MLK Bus Lanes have no operating costs because existing, already-paid-for bus services will be-re-organized to use the bus lanes

**Operations cost of Intercity Rail Station assumed to be covered in existing station plans by NCDOT Rail Division and Town of Hillsborough. Capital Cost contribution of the Orange County plan is 10% of total capital cost for Hillsborough train station. Light green indicates updated cell or figure since previous draft

TOTAL Plan Revenues and Costs to 2035, and LOCAL Costs to 2035: All Numbers Are in Year-Of-Expenditure (YOE) Dollars



Bus and Rail Plan In Orange County

Appendix B: Proposed Bus Service Enhancements

ORANGE COUNTY BUS PLAN - FUNDED AND FUTURE COMPONENTS

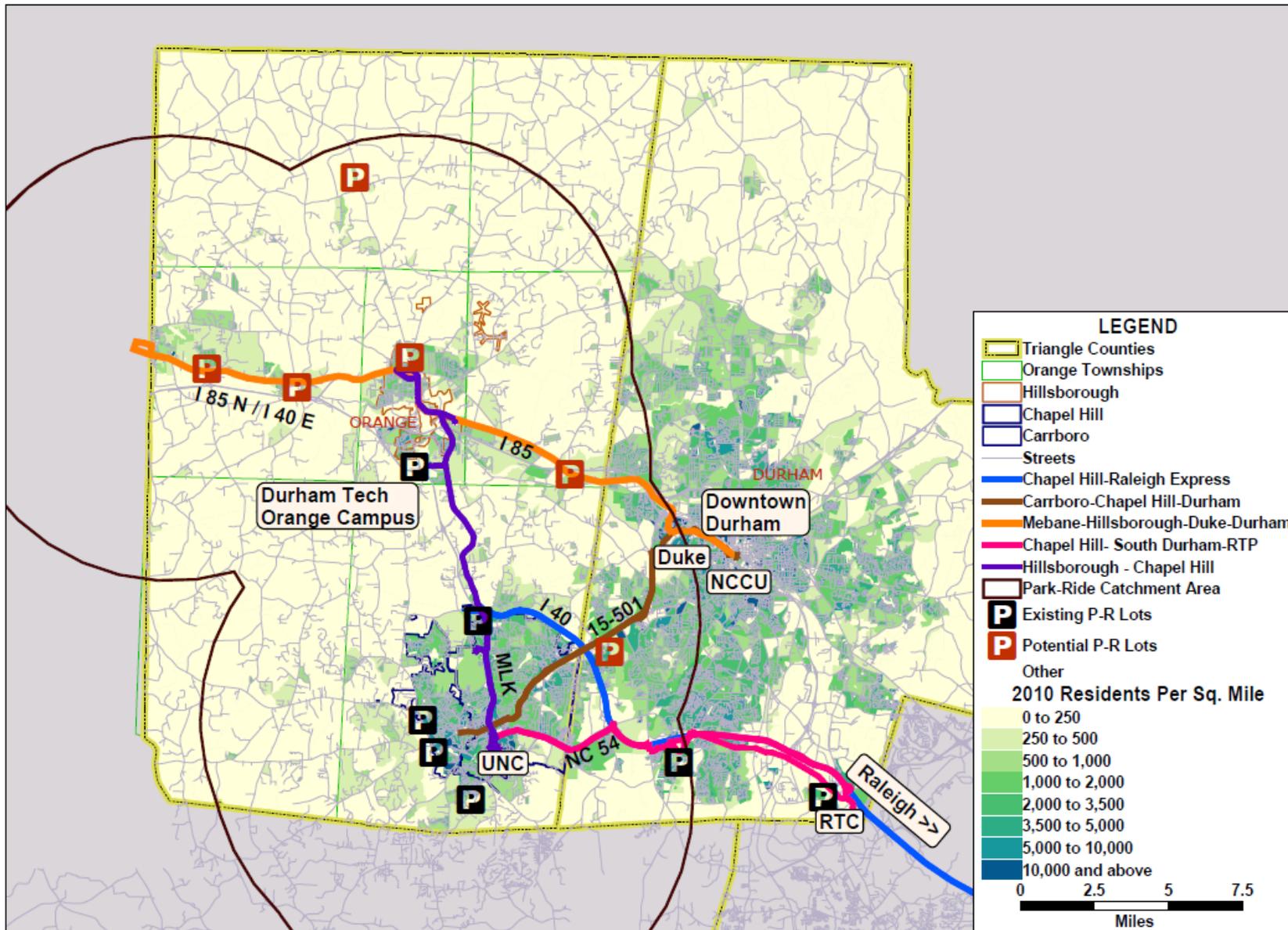
REGIONAL SERVICES - FUNDED FIRST FIVE YEARS

Service Type	PROJECTS	Enhanced or New	Cumulative New Service Hours	Service Description
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405)	Enhanced	1,506	Increase peak-hour frequency of the express route between Durham and Chapel Hill to 15 minutes during the peak commute, directly serve Downtown Carrboro with rush hour service to Durham.
Regional Exp	Mebane-Hillsborough-Durham Express Introduce Service	New	2,510	Introduce a new express route serving Mebane, Hillsborough, and Durham.
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405) - mid-day	Enhanced	4,016	Increase frequency of the express route between Durham and Chapel Hill or Carrboro to 30 minutes during the mid-day.
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405) - Sundays	New	4,640	Introduce Sunday service on route between Durham and Chapel Hill or Carrboro.
Regional	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - Sundays	New	5,264	Introduce new Sunday service to the existing TTA route 800.
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405) - Saturday	Enhanced	5,484	Extend service between Durham and Chapel Hill or Carrboro to 11pm on Saturdays.
Regional	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - Saturdays	Enhanced	5,704	Extend service between RTP and Chapel Hill (via Southpoint) to 11pm on Saturdays.
Regional	Route 800-SW Durham (Southpoint)-Chapel Hill peak	Enhanced	7,210	Phase 1 service improvement - increase peak hour frequency on the existing TTA Route 800. Currently the route operates at 30-minute frequency.
Regional Exp	Chapel Hill-Raleigh Express (Route CRX) - peak	Enhanced	7,963	Introduce mid-day service on the express route between Chapel Hill and Raleigh.
Regional	Hillsborough-Chapel Hill (Route 420) - peak: IMPLEMENTED in 2012	Enhanced	7,963	Increase frequency of the regional route between Hillsborough and Chapel Hill to 30 minutes during the peak commute.
Regional	Additional service Hours TBD	Enhanced	8,200	237 additional hours that may augment any of the services above

REGIONAL SERVICES - UNFUNDED, FUTURE PRIORITIES AFTER YEAR 2020

Service Type	PROJECTS	Enhanced or New	Cumulative New Service Hours	Service Description
Regional Exp	Mebane-Hillsborough-Durham Express Expansion	New	9,204	Increase the frequency on an express route serving Mebane, Hillsborough, and Durham to 30 minutes at peak.
Regional	Hillsborough-Chapel Hill (Route 420) - mid-day	Enhanced	13,722	Increase frequency of the regional route between Hillsborough and Chapel Hill to 30 minutes during the mid-day.
Regional Exp	White Cross to Carrboro to Chapel Hill Express	New	15,228	Phase I - Introduce a new express route serving Alamance County and Chapel Hill (via NC-54) at an hourly frequency.
Regional Exp	White Cross to Carrboro to Chapel Hill Express	New	16,734	Phase II - Introduce a new express route serving Alamance County and Chapel Hill (via NC-54) at a 30-minute frequency .
Regional Exp	Chapel Hill-Raleigh Express (Route CRX) - mid-day	Enhanced	18,366	Introduce mid-day service on the express route between Chapel Hill and Raleigh.
Regional	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - mid-day	Enhanced	19,997	Increase frequency of the regional route between RTP and Chapel Hill (via Southpoint) to 30 minutes during the mid-day.
Regional	Route 800- RTC via SW Durham (Southpoint)-Chapel Hill peak	Enhanced	20,813	Phase 2 service improvement - increase frequency of the existing Route 800 between RTP and Chapel Hill (via Southpoint) to 15 minutes during the peak commute.
Regional	Chapel Hill-Regional Transit Center via Woodcroft (Route 805) - mid-day	Enhanced	21,691	Introduce added mid-day trips to regional route between Woodcroft and Chapel Hill.

Orange County Transit Plan: Proposed Regional Bus Service Improvements



ORANGE COUNTY BUS PLAN - FUNDED AND FUTURE COMPONENTS

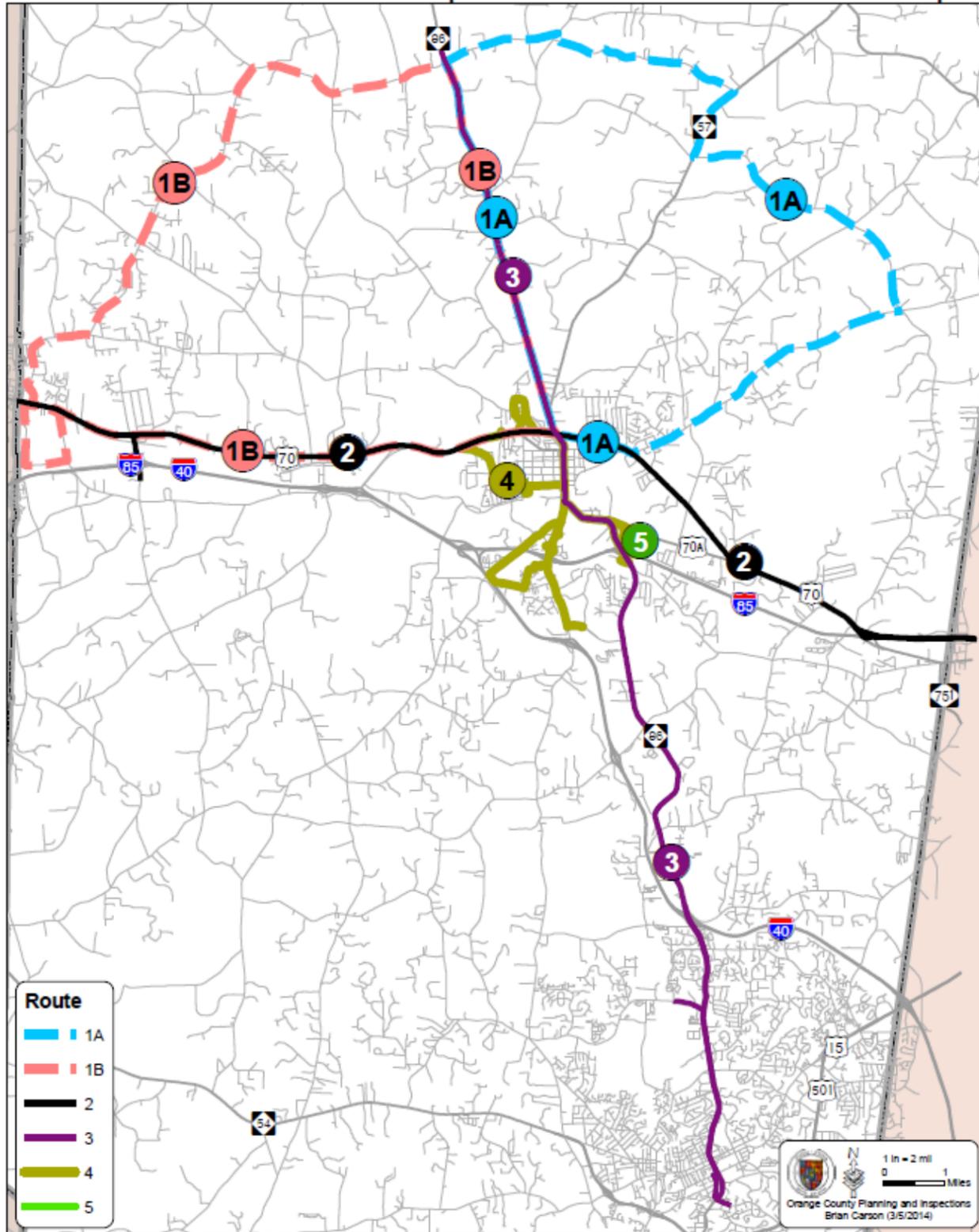
HILLSBOROUGH LOCAL AND RURAL ORANGE COUNTY SERVICES - FUNDED FIRST FIVE YEARS

Route/Service Concept	Map ID*	Start Date***	Estimated Weekday Service Hours	Estimated Annual Weekdays	Estimated Annual Service Hours
NE Zonal Route (1 day/week)	1A	7/1/2014	5	52	260
NW Zonal Route (1 day/week)	1B	7/1/2014	5	52	260
Later Senior Center Routes	5	7/1/2014	3	250	750
US 70 Midday Route	2	8/1/2014	5	250	1,250
Route 420 expansion	3	1/1/2015	10	250	2,500
Hillsborough Circulator (add 1 hour/day)	4	7/1/2015	9	250	2,250
<i>FY2019 and Beyond</i>					
All previously implemented services carried forward	--	--	--	--	7,270

OUTBoard Recommended Unfunded Service Concepts in Priority Order

Route	Estimated Weekday Service Hours	Estimated Annual Weekdays	Estimated Annual Service Hours	Estimated Total Annual Operating Cost in FY2014 Dollars
Hillsborough Circulator early morning/evening service	3	250	750	\$35,078
Southern Orange County Door to Door Demand Response Service	variable	250	variable	Variable
Hillsborough Circulator Weekend Service	6	52	312	\$14,592
Expansion of Route 420 Peak Service to Cedar Grove	4	250	1,000	\$46,770

Five -Year Bus Service Expansion Recommendations Map



OPT 5-Year Bus Service Expansion Recommendation Notes

- 1) Northeastern and Northwestern County Zonal Routes – Route would come online July 2014, would be one (1) day per week on a Tuesday or Thursday running five (5) hours per day with one (1)- to two (2)-hour headways during off-peak periods depending on run times, and would run a deviated fixed-route or point-deviated demand response schedule. The route would connect residents in northern Orange County to destinations and additional transit connections in Hillsborough. The route would be fare-free.
- 2) Later Senior Center Service – Route would come online July 2014, would be a daily weekday service running approximately three (3) hours per day (two, 1.5-hour run time structured routes), and would run a deviated fixed route or point-deviated demand response schedule. The route would provide earlier and/or later service to and from Orange County senior centers (with an emphasis on the Central Orange Senior Center) beyond times the service is currently provided. The service would be fare-free.
- 3) US 70 Midday Service – Route would come online August 2014, would be a daily weekday service running approximately five (5) hours per day during off-peak periods with two (2)-hour headways per direction and a total two (2)-hour run time, and would run a fixed-route schedule. The route would connect Mebane/Buckhorn and Efland with destinations and additional transit connections in Hillsborough and Durham. The route would be fare-free.

This service is being designed to correspond with Triangle Transit’s proposed peak period Orange- Durham Express service. Phase I of that service is scheduled to come online in August 2014 and would connect only Hillsborough and Durham. During this period, OPT may begin providing peak period service from Mebane to Efland to Hillsborough to link into Phase I of Triangle Transit’s Orange-Durham Express. Beginning January 2015, Phase II of Triangle Transit’s Orange-Durham Express is scheduled to come online completing the Mebane-Hillsborough-Durham connection. When Phase II comes online, OPT will begin providing the midday (off-peak period) service connecting Mebane, Efland, Hillsborough, and Durham. However, there are three (3) possible scenarios for serving Efland in the peak direction during peak periods:

- a) Triangle Transit serves Efland in peak direction as part of its peak period service;
 - b) OPT provides service to link Efland to Hillsborough during peak periods to further link into the Orange-Durham Express service operated by Triangle Transit, and Triangle Transit pays OPT to provide the service; and
 - c) OPT provides service to link Efland to Hillsborough during peak periods to further link into the Orange-Durham Express service operated by Triangle Transit, and the BOCC allocates funding for the service in the general operating fund for OPT for FY2015.
- 4) Route 420 Expansion –Route would come online January 2015, would be a daily weekday service running up to an additional ten (10) hours per day (five [5] hours each northbound and southbound) with one (1)-hour headways, and would run a fixed-route schedule. This assumes a two (2)-hour run time each way. The existing Route 420 would be expanded to connect Cedar Grove with destinations and additional transit connections in Hillsborough and would continue on to destinations and additional transit connections in Chapel Hill. The route would be fare-free.
 - 5) Hillsborough Circulator with Additional Noon Hour Service – Route would begin using OPT OCBRIP funding July 2015 and would continue the existing Hillsborough Circulator service with an additional hour added for 12pm-1pm. The route would continue to be fare-free.

ORANGE COUNTY PLAN - FUNDED AND FUTURE COMPONENTS

CHAPEL HILL TRANSIT BUS SERVICE OPTIONS

Service Type	Project	Enhanced or New	Cumulative New Service Hours
Local	Service Improvements Chapel Hill, Carrboro, UNC in the 15/501 corridor	Enhanced	7,279
Local	54 Corridor Improvements (Orange and Durham Counties)	Enhanced	4,016
Local	Support existing services	Enhanced	6,000
Local	Chapel Hill - Carrboro -UNC Saturday Service	New	5,096
Sub-Total			22,391
Local	Chapel Hill - Carrboro -UNC Sunday Service	New	3,640
Local	Extend evening service in Chapel Hill Carrboro UNC	Enhanced	4,080
Regional	Pittsboro- Chapel Hill Express	Enhanced	816
Local	Improve peak hour frequency Chapel Hill Carrboro UNC	Enhanced	2,209
Total			33,136

This list of service priorities supplied by Chapel Hill Transit exceeds the 22, 332 bus hour budget currently expected to be available in the plan for Chapel Hill Transit. Roughly a third of the proposed service hours will not be funded in the plan. Chapel Hill Transit and its partners will make a final determination of service priorities based on extensive public involvement and analysis in order to fit within the approximately 22,000 hour limit called for in the financially constrained plan.

Bus Operations

Total Bus Operations and Maintenance Costs by Year

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Bus Hours	9,000	15,750	24,750	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650
Cost (\$YOE thousands)	\$ 905	\$ 1,608	\$ 2,565	\$ 3,702	\$ 3,817	\$ 3,935	\$ 4,057	\$ 4,183	\$ 4,313	\$ 4,447	\$ 4,584	\$ 4,727

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Bus Hours	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	40,950
Cost (\$YOE thousands)	\$ 4,873	\$ 5,024	\$ 5,180	\$ 5,341	\$ 5,506	\$ 5,677	\$ 5,853	\$ 6,034	\$ 6,221	\$ 6,414	\$ 7,815

Total Bus Operations \$YOE Cost to Year 2035

\$ 106,782,735

Bus Operations Costs assumed to be split according to following percentages:

Federal	8.9%
State	10.0%
Local	77.6%
Fares	3.5%

Bus and Rail Plan In Orange County

Appendix C: Bus Capital Enhancements

Bus Capital and Vehicle (Bus) Purchases/Replacements

Total Bus Purchases (New and Replacement Buses)

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
New Buses Purchased	0	0	3	3	4	4	-	-	-	-	-	-
Replacement Buses Purchased Cost (\$YOE thousands)			609	1,418	1,949	1,170	-	-	-	-	-	-

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
New Buses Purchased	-	-	-	-	-	-	-	-	-	-	3
Replacement Buses Purchased Cost (\$YOE thousands)	0	0	3	3	4	4	-	-	-	-	2,132

Total Bus Purchases \$YOE Cost to Year 2035

\$ 12,569,000

Bus Purchases assumed to be split:

Federal	30%
State	5%
Local	65%

Total Bus Capital Project Spending (Bus Stop Facilities, Transit Centers, Park/Ride Lots, Sidewalks, etc)

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	0	105	950	1,542	2,468	2,227	-	-	-	-	-	-

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	-	-	-	-	-	-	-	-	-	-	-

Total Bus Capital Projects \$YOE Cost to Year 2035

\$ 7,287,000

Bus Capital projects assumed to be split:

Federal	38%
State	8%
Local	54%

Bus and Rail Plan In Orange County

Appendix D: Hillsborough Train Station Expenditures

Hillsborough Intercity Rail Station

Total Rail Station Construction Costs by Year

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ -	\$ 1,015	\$ 2,060	\$ 2,124	\$ 4,380	\$ 1,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Total Hillsborough Intercity Rail Station \$YOE Cost to Year 2035

\$ 10,709,000

Hillsborough Rail Station assumed to be split according to pattern for other NCDOT Rail Division-approved stations

Federal	80%
State	10%
Local	10%

NCDOT Rail Division has studied two possible station designs. The option in the plan includes a permanent station. A modular, temporary station can be built for less money, approximately \$4 million in \$2011 dollars. Examples of the type of station the \$8.9 million YOE dollar investment projected above would build can be found in Cary and Kannapolis.

Bus and Rail Plan In Orange County

Appendix E: MLK Bus Lanes Expenditures

MLK Bus Lane Project

Total MLK Bus Lane Project Costs by Year

MLK											
Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ 3,863	\$ 3,921	\$ 4,043	\$ 4,168	\$ 4,297	\$ 4,431	\$ -	\$ -	\$ -	\$ -	\$ -
Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Total MLK Bus Lane \$YOE Cost to Year 2035

\$ 24,723,685

Project Costs are anticipated to follow the percentages below within the FTA Small Starts program

Federal	50%
State	25%
Local	25%

Bus and Rail Plan In Orange County

Appendix F: Light Rail Expenditures

Durham-Orange Light Rail Expenditures: Capital & Operating to 2035

Total Light Rail Capital Spending

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ 1,327	\$ 4,683	\$ 4,753	\$ 2,998	\$ 5,485	\$ 14,461	\$ 14,914	\$ 12,866	\$ 35,340	\$ 70,590	\$ 91,661	\$ 64,323
Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
Cost (\$YOE thousands)	\$ 87,231	\$ 7,640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Total Bus Purchases \$YOE Cost to Year 2035

\$ 418,272,034

Total Light Rail Operations Spending

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	\$ -	\$ 5,676	\$ 5,852	\$ 6,034	\$ 6,221	\$ 6,414	\$ 6,612	\$ 6,817	\$ 7,029	\$ 7,247	\$ 7,471

Total Light Rail Operations \$YOE Cost to Year 2035

\$ 65,372,691

The capital cost of the Durham-Orange Light Rail project is anticipated to be split as follows:

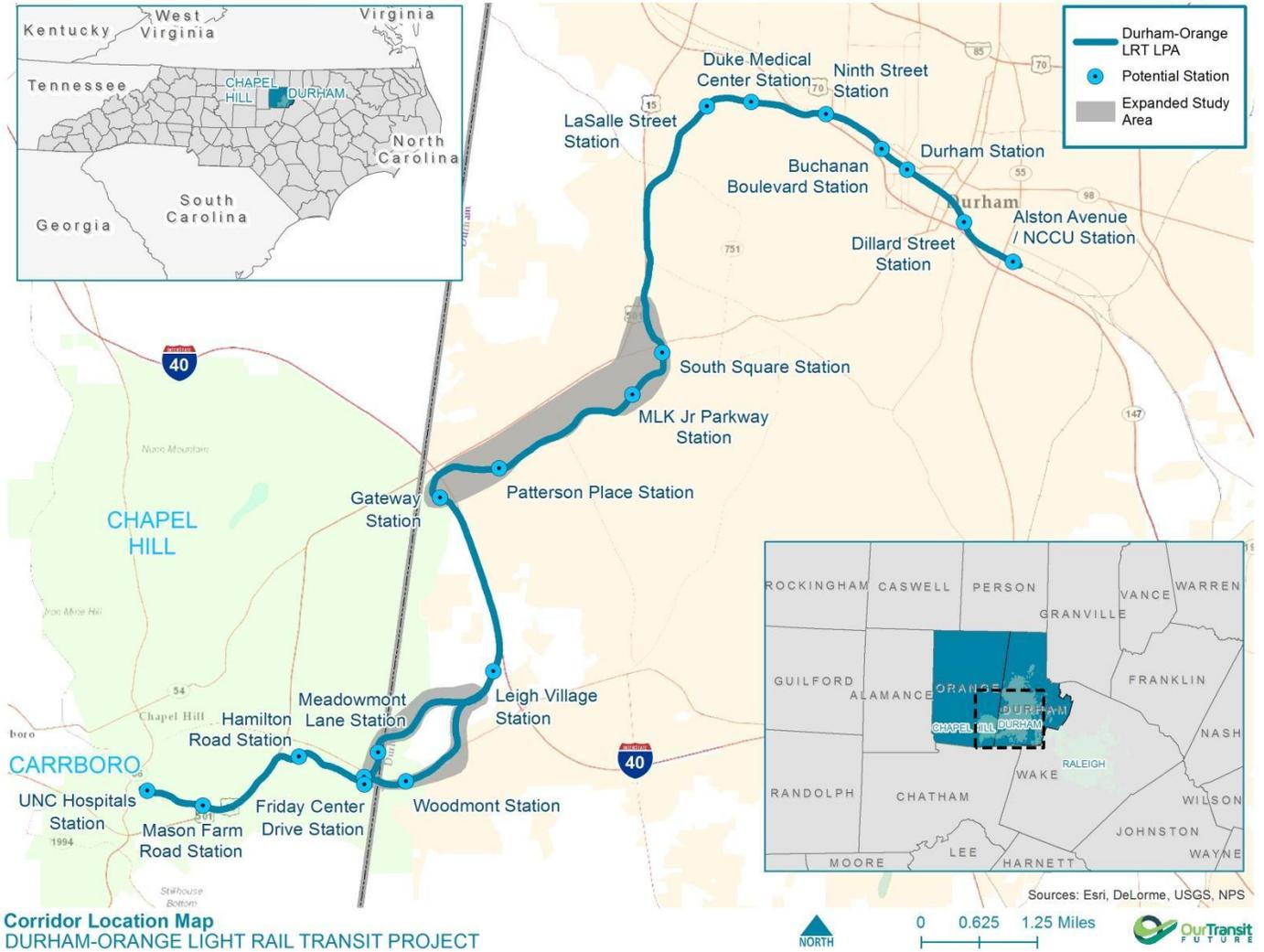
Federal	50%
State	25%
Local	25%

The operating cost of the Durham-Orange Light Rail project is anticipated to be split as follows:

Federal	20%
State	10%
Local	50%
Fares	20%

Ms. Lucy Garliauskas
Re: Triangle Transit's Request to Enter PD
December 19, 2013
Attachment 1

Figure 1 – Map of Durham-Orange Light Rail Transit Corridor



Bus and Rail Plan In Orange County

Appendix G: Revenues by Year

Orange County Plan Revenues

Total Orange County Revenues by Fiscal Year (\$YOE millions)

Year	2013*	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
½-Cent Sales Tax	\$ 1.0	\$ 6.3	\$6.5	\$ 6.8	\$ 7.1	\$ 7.4	\$ 7.7	\$ 8.0	\$ 8.4	\$ 8.7	\$ 9.1	\$ 9.5
\$7 Vehicle Registration Fee	\$ -	\$ 0.6	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9
\$3 Vehicle Registration Fee	\$ -	\$ -	\$ 0.3	\$ 0.3	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4
Car Rental Tax (Existing)	\$ 0.1	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.7	\$ 0.7	\$ 0.7
FTA Formula Funds	\$ -	\$ -	\$ -	\$ 0	\$ 0.1	\$ 0.1	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Federal Projects Share **	\$ -	\$ 2.8	\$ 4.2	\$ 11.6	\$ 9.9	\$ 11.5	\$ 9.7	\$ 6.4	\$ 17.7	\$ 23.0	\$ 23.0	\$ 23.0
State Projects Share **	\$ -	\$ 2.2	\$ 2.5	\$ 2.2	\$ 3.1	\$ 5.0	\$ 4.8	\$ 3.2	\$ 9.2	\$ 18.8	\$ 23.9	\$ 17.0
Fares	\$ -	\$ 0	\$ 0	\$ 0.1	\$ 0.1	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Bond Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 138.9	\$ -	\$ -	\$ 13.3
Total Revenue By Year	\$ 1.1	\$ 12.4	\$ 14.7	\$ 22.3	\$ 22.0	\$ 25.9	\$ 24.3	\$ 19.9	\$ 176.4	\$ 52.8	\$ 58.4	\$ 65.2

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
½-Cent Sales Tax	\$ 10.0	\$ 10.4	\$ 10.9	\$ 11.3	\$ 11.8	\$ 12.3	\$ 12.9	\$ 13.5	\$ 14.0	\$ 14.7	\$ 15.3	\$ 223.5
\$7 Vehicle Registration Fee	\$1.0	\$ 1.0	\$ 1.0	\$ 1.0	\$ 1.0	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.2	\$ 20.8
\$3 Vehicle Registration Fee	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 8.6
Car Rental Tax (Existing)	\$ 0.7	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.9	\$ 0.9	\$ 0.9	\$ 1.0	\$ 1.0	\$ 1.0	\$ 1.1	\$ 16.7
FTA Formula Funds	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 5.1
Federal Projects Share **	\$ 23.0	\$ 23.0	\$ 23.2	\$ 23.6	\$ 17.4	\$ 0.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 253.1
State Projects Share **	\$ 23.1	\$ 3.0	\$ 1.0	\$ 0.9	\$ 0.8	\$ 0.1	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ 121.0
Fares	\$ 0.2	\$ 1.6	\$ 1.7	\$ 1.7	\$ 1.8	\$ 1.8	\$ 1.9	\$ 1.9	\$ 2.0	\$ 2.1	\$ 2.1	\$ 20.3
Bond Proceeds	\$ 21.6	\$ 0.4	\$ -	\$ -	\$ 15.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189.8
Total Revenue By Year	\$ 80.1	\$ 40.7	\$ 39.1	\$ 40.2	\$ 50.2	\$ 17.6	\$ 17.7	\$ 18.4	\$ 19.1	\$ 19.8	\$ 20.6	\$ 858.9

Total Orange County Transit Plan \$YOE Revenue to Year 2035

\$ 858,883,038

* FY13 figures are actual

** From bus capital, rail capital (including Hillsborough train station), and bus acquisitions and replacements

Bus and Rail Plan In Orange County

Appendix G: Plan Updates

- Table of Contents Page Numbers Updated to reflect new pages (pg. 2)
- Section 3b: Updated number of bus hours afforded in the first five years from 34,650 to 35,300 and total from 40,950 hours to 41,500 hours
 - o Noted that local service will connect Mebane, Hillsborough, and Durham and OPT will increase frequency on mid-day Route 420
 - o Pie chart is updated to show split of revenues and equivalent bus hours
- Section 3e: New Light Rail Service language is updated to reflect project's current status in Project Development (pg. 11)
- Section 3f: MLK Boulevard Bus Lanes and Corridor Improvements language is updated to reflect project's current status in Alternatives Analysis phase (pg. 12)
- Map 4f: Proposed Hillsborough and Rural Bus Service Improvements Updated (pg. 18)
- Map 4g: Durham-Orange Light Rail Transit Project Updated (pg. 19-20)
- Section 5: Initial Proceeds and Growth Rate values have been updated (p. 22)
 - o Revenue estimates for each source have been updated. The most significant changes are reflected in the Sales Tax forecast (increase of \$60 million), State and Federal project funding (decrease of \$4.5 million), Customer Fares (increase of \$4.7 million), Federal formula funding (decrease of \$64 million – NOTE CHECKING ON THIS FIGURE)
- Section 7 Implementation Agreement: Language and Wording Updated (pg. 26)
- Section 7 Tax Levy Agreement: Language and Wording Updated (pg. 27)
- Section 9: Alternative Plan Updated (pg. 29)
- Appendix B: Proposed Bus Service Enhancements (Orange County Five Year Bus Plan Updated and new map and service expansion notes added) (pg. 37-38)
- Appendix F: Light Rail Expenditures (New Light Rail Project Map) (pg. 50)

Memorandum

To: David King, General Manager, Triangle Transit
Michael Talbert, Interim Manager, Orange County
Felix Nwoko, Transportation Manager, DCHC MPO
Cc: Roger Stancil, Manager, Town of Chapel Hill

From: John Tallmadge, Triangle Transit, Director of Regional Services Development

Date: April 17, 2014

Re: Summary of Updates to the Durham County Bus and Rail Investment Plan

The Board of County Commissioners, Durham-Chapel Hill-Carrboro MPO Transportation Advisory Committee, and Triangle Transit Board of Trustees adopted the Orange County Bus and Rail Investment Plan during the Summer of 2012. Since the adoption of this plan and the successful referendum in support of the transit sales tax, several important changes have occurred that have an impact on the County plan. The Staff Working Group (participant list attached), created through the Interlocal Implementation Agreement, convened and agreed that an update to the County Plan was necessary in order to ease implementation of early projects. These changes include:

- Federal transportation legislation adopted in the Fall of 2012 changed the way that buses and bus facilities (e.g., park-and-ride lots) are funded, effectively reducing available federal grant money.
- State transportation funding legislation adopted in the Summer of 2013 changed the way the transit vehicles and bus facilities (e.g., park-and-ride lots) are funded, with uncertain results for the amounts of state grant money that will be available
- The Federal Transit Administration began limiting annual reimbursements available through Federal Full-Funding Grant Agreements for fixed-guideway projects to \$100 million per year.

In addition, Triangle Transit invested in a new financial model to provide greater specificity and more flexibility in evaluating the impacts of numerous assumptions and inputs about costs and revenues associated with delivery of the services and projects in the Transit Plan. These include the following changes:

- A transition from calendar year to fiscal year for inputs and outputs

- Updates to the federal and state transit formula fund assumptions
- Specific farebox recovery rates for each individual transit operator by mode instead of a combined rate across providers
- Ability to track Durham- and Orange-specific cash balances

Finally, the Staff Working Group reviewed the assumptions driving revenues from the locally-derived revenue streams and made several adjustments to better reflect the latest information:

- Adjusted implementation dates of the new revenues
- Adjusted estimates of the first year receipts of each local revenue stream (vehicle rental tax, ½-cent sales tax, \$7 county vehicle registration tax, \$3 regional vehicle registration tax)
- Adjusted growth rate for FY15 and FY16-FY35 for sales tax receipts

The Staff Working Group has met to discuss appropriate updates to the Plan since Fall 2013. It is important to note that the intent of the Staff Working Group is to make updates that better reflect current conditions regarding the funding and delivery of the services and projects in the plan. There are no changes in assumptions regarding the costs of the Durham-Orange Light Rail project, the MLK Bus Lanes, the Hillsborough Train Station, or in the amount of bus service, bus facilities, or new vehicles to be implemented. (The only exception to this is where we have programmed for bus facilities or new vehicle purchases to occur over five years instead of three years due to the reality of project delivery schedules. This has a minor impact on projected costs due to inflation.)

The Staff Working Group recommends that the enclosed document be adopted by the three Governing Boards as an official update to the plan.

Orange County Staff Working Group Participants

Orange County:

Craig Benedict (Designated Representative)
Bret Martin
Michael Talbert
Tom Altieri
Clarence Grier

Triangle Transit:

John Tallmadge (Designated Representative)
Saundra Freeman
Chris Wang
Patrick McDonough
Mitch Lodge
Damien Graham
Deborah Ross
Erik Landfried
Tanner Adamson

DCHC MPO:

Ellen Beckman (Designated Representative)
Felix Nwoko

Other Participants:

Brian Litchfield, Director, Chapel Hill Transit
Rick Shreve, Chapel Hill Transit
Mila Vega, Chapel Hill Transit
Nick Pittman, Chapel Hill Transit
David Bonk, Town of Chapel Hill
Margaret Hauth, Town of Hillsborough
Than Austin, University of North Carolina – Chapel Hill
Matt Efird, Town of Carrboro
Jeff Brubaker, Town of Carrboro

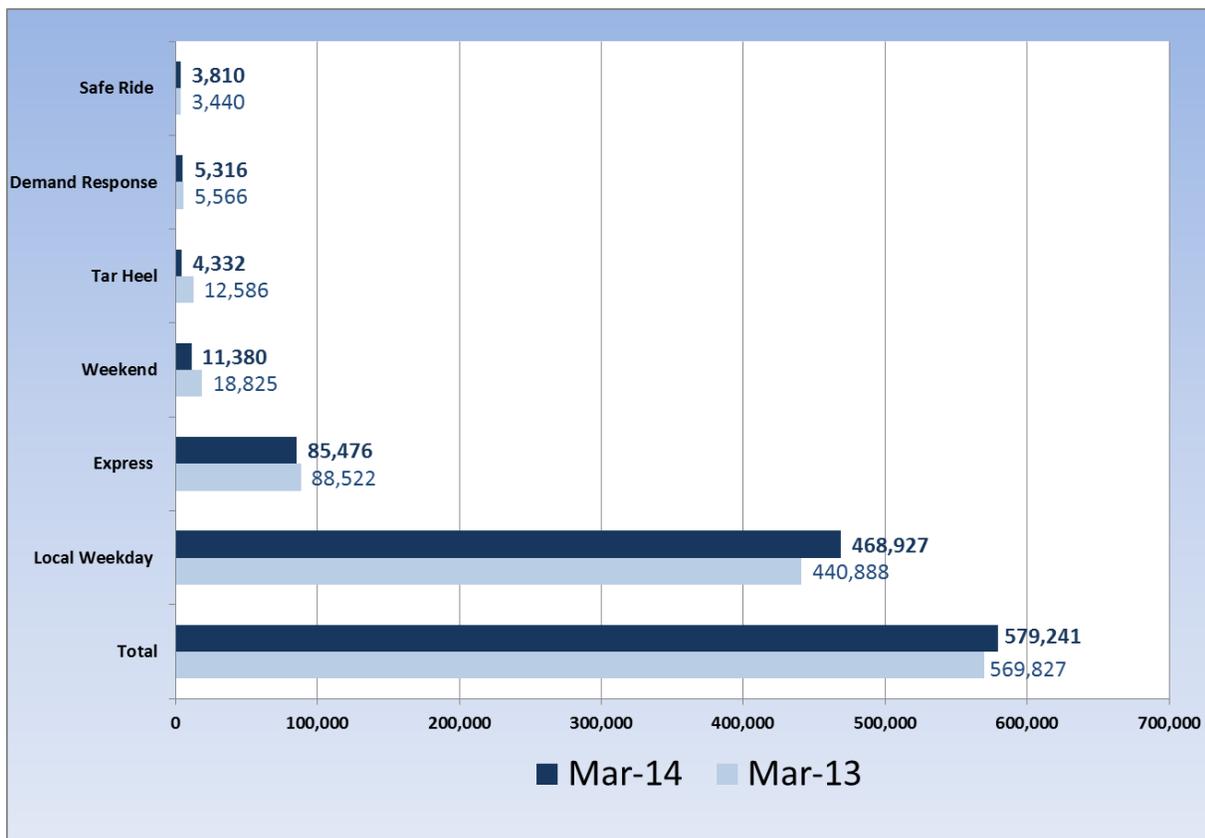
5A. March Performance Report

Staff Resource: Mila Vega

In March 2013 there were 20 Weekday Service Days and in March 2014 there were 21. The chart below shows an increase in monthly ridership from March 2013 to March 2014 in the following service categories – Safe Ride and Local Weekday Routes.

There was a 2% increase in total monthly ridership from March 2013 to March 2014.

In addition, as of March 2014, FY13-14 is on track to maintain comparatively similar ridership to FY12-13. There is 2% increase in cumulative ridership from FY12-13 to FY13-14.



5B. North-South Corridor Alternatives Analysis Study

Staff Resource: Mila Vega, Service Planner

Background

The project management team (PMT) held two public meetings on March 26th: one at the UNC Campus Stone Cultural Center from 11:30 a.m. to 1:30 p.m. and the other at the Chapel Hill Public Library from 4:30 p.m. to 7 p.m. The public was able to talk to project staff, review maps of the study area, and participate in self-paced interactive exercises about transit. The study team collected input from the public about travel and transit needs in the corridor. This input will be used during the next phase of the study – development of alignment and mode alternatives.

The next step is to hold the first Technical Committee meeting. The committee was formed and the first meeting is tentatively planned for the second week of May. The meeting will take about three hours. The tentative agenda includes review of the background work, results of the public open houses and the Purpose and Need Statement draft review. Most of the time will be allocated towards development of alternatives for the corridor.

Next Steps

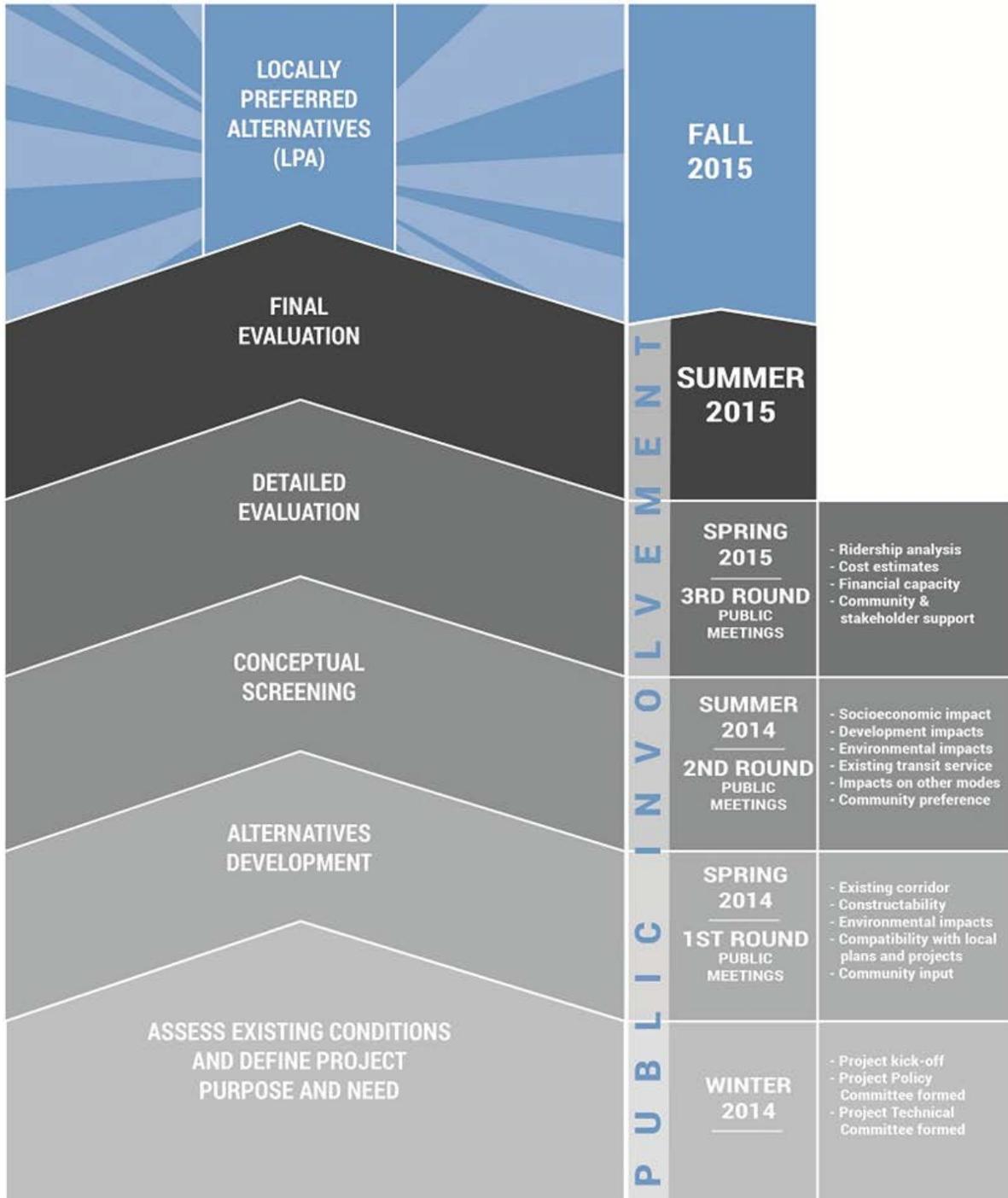
- Technical Committee Meeting

Attachments

- Project Process/Schedule



NORTH-SOUTH CORRIDOR STUDY PROJECT PROCESS



5C. Long Range Financial Sustainability Plan Update

Staff Resource: Rick Shreve, Budget Manager
Brian Litchfield, Director

Overview

The consultant team is at work on a number of parallel tracks all ultimately converging towards a long range strategic and financial plan for CHT.

The foundational elements underway include:

- Organizational analysis (Partners were presented with the early work on this).
 - Developing plan to “step in” to staffing levels consistent with the size and ridership of CHT.
- Capital planning (again, Partners were presented with the early work on this).
 - Vehicle replacement strategy – The consultants are working on several scenarios that will ultimately inform us as we create a strategic vehicle replacement plan.

Public Outreach

The first public workshops were held in early March, at Carrboro Town Hall, and the Chapel Hill Public Library. The consultants are working on several public outreach efforts with focus groups, and interviews with stakeholders, to better inform the study:

April Focus Groups

- Seymour Center (older adults)
- El Centro (Spanish speaking population) (have interpreter)

The team is also nearing the implementation stage for the “Build a Transit System” online tool.

Next Steps

Staff will continue to work with the consultant team on the developments of the tracks mentioned above, and will provide regular updates to the Partners.

CHT staff will work with the Partners individually to present updates in the fall to the Town of Chapel Hill Council, the Town of Carrboro Aldermen, and appropriate staff and administrators at UNC.

6A. Operations

Staff Resource: Tyffany Neal, Operations Manager - Demand Response
Nick Pittman, Fixed Route Operations Manager

Demand Response – Tyffany Neal

- Demand Response's On-Time Performance (OTP) for the month of March 2014 – 91.74%
- Demand Response's Total Cancellations for the month of March 2014 – 28.86%.
- Demand Response had one (1) Missed Trips in March 2014.
- Demand Response has recently begun an Operator training class (in conjunction with Fixed Route) with four (4) new trainees. The training class began on April 8th, 2014.
- Transit Operator (Demand Response) Tiffanie Tapp competed in the NC State Rodeo which was held in Charlotte, NC, April 4th – 6th, 2014.
- Demand Response has won the NCPTA SAFETY Award for a third (3rd) consecutive year (2011 – 2013). EZ Rider was in the Urban Dial-A-Ride 749,999 Miles or Less category competing with all other systems within this category across the state of North Carolina.

Fixed Route – Nick Pittman

- Fixed Route currently has two (2) new hire Operator training classes underway. We expect that these seven (7) trainees will graduate in May. Applications are also being accepted for our next new hire Operator training class expected to begin in mid-May.
- On Tuesday, April 8th, CHT Fixed Route received the NCPTA Safety Award for Urban Fixed Route System >1,000,000 miles category competing with all other systems within this category across the state of North Carolina.
- Fixed Route's On-Time Performance (OTP) for the month of March 2014 – 85%;
- Operations/ Safety Meetings were held on March 26, 2014. During these meetings Transit Director Brian Litchfield discussed expectations for the Department and we also were visited by Barbara Silver from UNC who discussed the Smoking Cessation program offered by the Town.

6B. Maintenance

Staff Resource: Carl Rokos, Fleet and Facilities Manager

Preventive Maintenance Inspections

- Currently Fixed Route Preventive Maintenance on time performance for the month of March is 100% on time. A total of 17 inspections were performed. FY 13-14 PM on time performance for Fixed Route is 96% on time. Currently Demand Response Preventive Maintenance on time performance for the month of March is 100% on time. A total of 3 inspections were performed. FY 13-14 PM on time performance for Demand Response is 94% on time.

Training

- One mechanic attended a destination sign class this month held at triangle transit. Upcoming training on tire mounting and dismounting is planned as is additional destination sign training to be held at CHT.

Maintenance Activities

- Two Service Attendance positions have been filled. Currently in Maintenance all positions budgeted are filled except for the Administrative Clerk.
- Wireless lifts for buses have and are being demonstrated for use in the shop.
- Evaluations for the division are complete.
- Annual HVAC campaign is underway with a goal for completion in May.

6C. Director

Staff Resource: Brian Litchfield, Director

Summer Break Schedule

- Chapel Hill Transit will begin our summer break schedule on Saturday, May 10, 2014. During this time, the weekday NU route will end at 8:29 p.m. and the Safe Rides and Saturday/Sunday U and NU routes will not operate. EZ Rider services will end at 6:52 p.m. on Saturdays. The regular schedule will resume on Saturday, August 16, 2014.

North Carolina Public Transportation Association Roadeo

- Chapel Hill Transit participated in the annual North Carolina Public Transportation Association's (NCPTA) Bus Roadeo on April 5-6, 2014 in Charlotte. The Bus Roadeo tests the driving and knowledge skills of bus operators in an obstacle course that mirrors the specific driving maneuvers and encounters frequently experienced in the course of their daily work behind the wheel of their bus. Operators must demonstrate safety habits and smoothness of operation and are rated on both while driving through each situation on the course.
 - Congratulations to Fixed Route Operator Javius Newman on winning 3rd-Place in the 2014 NCPTA Bus Roadeo, competing against the best bus Operators from around the state. Well done and congratulations Javius!
 - Fixed Route Operators Ricky Hunter and Lafayette Poteat and Demand Response Operator Tiffany Tapp also did an excellent job of representing Chapel Hill Transit in the Roadeo this year - nice job Ricky, Lafayette and Tiffany!
 - Thank you to the Chapel Hill Transit staff members that assisted with judging the Roadeo (Joe McMiller and Henry DePietro) and a **SPECIAL THANK YOU** to Nick Pittman and Travis Parker for **ALL** the work you did behind the scene to help make the Roadeo a success. I am proud of the way you all represented Chapel Hill Transit - you are indeed the finest public transit employees in the state!

North Carolina Public Transportation Association Annual Conference

- I attended the annual North Carolina Public Transportation Association's Annual Conference April 7-9, 2014 in Charlotte with members of staff. During the conference I had an opportunity to hear updates from and visit with a number of key staff members in the Public Transportation Division, along with updates from Governor McCrory and federal legislative staff.
 - Nick Pittman (Use of AVL/APC's in Planning) and I (University Services) were both presenters at the conference.
 - I'm pleased to report that our demand response and fixed route operations were recognized for our safety records and received the 2013 statewide safety awards.



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**CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE
 FUTURE MEETING ITEMS**

April 29, 2014

May 20, 2014 11:00 a.m.	
Action Items	Informational Items
	AA Study Update Financial Sustainability Study Update FY 14/15 Budget Process
June 24, 2014 11:00 a.m.	
Action Items	Informational Items
	AA Study Update Financial Sustainability Study Update FY 14/15 Budget Process
July, 2014 11:00 a.m. No Meeting	
Actions Items	Informational Items

<u>Key Meetings/Dates</u>
TAC Meeting – May 14, 2014, 9-11AM, Durham City Hall
TCC Meeting – May 28, 2014, 9-11AM, Durham City Hall
APTA Bus & Paratransit Conference- May 4-7, 2014, Kansas City Marriott Downtown & Kansas City Convention Center, Kansas City, MO
APTA International Practicum on Innovative Transit Funding & Financing-June 12-13, 2014, Hotel Omni Mont-Royal, Montreal, QC
APTA Sustainability & Public Transportation Workshop-August 3-5, 2014, Omni Parker House Hotel, Boston, MA
APTA State Public Transportation Partnerships Conference-August 13-15, 2014, Philadelphia, PA

From Football To Floods, Collaboration Is Key To Public Safety

By [Elizabeth Friend](#)

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Posted April 24, 2014 at 4:41 pm



Orange County is generally regarded as a safe place to live, but local public safety officials say collaboration is the key to facing future challenges confronting our community.

Chapel Hill Mayor Mark Kleinschmidt says the town has instituted new policies that allow for unified command during any emergency.

“We are going to implement a system in those moments that allows for an individual to direct the actions of multiple departments, the entire array of town employees,” says Kleinschmidt.

Recent weather events have put those plans to the test. This winter, when icy weather posed problems for many commuters, UNC Public Safety Chief Jeff McCracken says Chapel Hill Transit was crucial to moving people safely around town.

“We work very closely with Chapel Hill Transit on weather-related incidents to make sure that we can get our people back to their vehicles,” says McCracken.

Carrboro Police Chief Walter Horton says the same proved true when the Rocky Brook Mobile Home Park flooded during last June’s epic rain.

“We relied on all our partnerships to get those residents what they needed,” recalls Horton. “I believe we also used some buses to transport them to the Century Center for temporary shelter until we could get them to hotels.”

Some big events are celebrations rather than emergencies, but officials say planning for football games can be just as complex as responding to flash floods.

Hillsborough Mayor Tom Stevens notes that even long-awaited improvements like the soon-to-open Riverwalk can pose new challenges.

“We’re putting in extra money; we want to start right from the get-go to make sure we have lots of presence for the police on bicycles and in cars,” says Stevens. “Also, kudos to Orange Rural Fire, they’re doing now lots of special training. How do you do rescue in a river? We’re going to have a lot more people on the river, so we better be prepared.”

Chapel Hill Police Chief Chris Blue says big events call for a bigger space for emergency response planning.

“One of the takeaways that’s very clear is that we need some additional emergency operations center facilities where we can get all of our public safety leaders together in a space that allows us to work with the technology that we all rely upon now,” says Blue. “Right now, the Town of Chapel Hill’s Emergency Operation Center is a very small room in the basement of Fire Station Number One. You can get about six or eight people in there comfortably. We feel the strain of those facilities when we have those large scale events.”

While public safety officials at all levels of local government are working to coordinate their agencies, Chapel Hill Fire Chief Dan Jones says individuals and families need to consider their own action plans.

“No community, regardless of its size, can have enough resources to be prepared for every potential event. It’s just impossible; it’s not affordable,” says Jones. “I think citizens need to take more responsibility on themselves to have a plan for when these events occur- how they’re going to get home, how they’re going to get together with their families.”