



AGENDA
Orange Unified Transportation Board
February 19, 2014
7:00 p.m.

You can bring your laptops/tablets if you would like to use them.

Conference Room 004 (Lower Floor) Orange County West Campus
131 West Margaret Lane, Hillsborough

<u>Time</u>	<u>Item</u>	<u>Title</u>
7:00	1.	Call to Order and Roll Call
7:05	2.	Approval of Minutes Minutes from December 18, 2013
7:08	3.	Consideration of Additions to the Agenda Regular Agenda
7:10	4.	Draft OPT System Goals Five-Year Bus Service Expansion Program Recommendations OUTBoard Action: Make a recommendation to the Board of County Commissioners (BOCC) on the Draft OPT system goals and the Five-Year Bus Service Expansion Program recommendations.
8:20	5.	Staff Updates a. Work Group for Outlining Rural and Central Orange County Public Transit Needs b. Status of State, RPO and MPO Project Prioritization c. DCHC MPO, BG MPO, and TARPO activities OUTBoard Action: Receive updates
8:40	6.	Upcoming Agenda Items of Interest on Other Regional Transportation Related Board Agendas OUTBoard Action: Receive information
8:50	7.	Board Comments OUTBoard Action: Receive comments
9:00	8.	Adjournment – The OUTBoard’s next meeting will be March 19, 2014

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MINUTES
ORANGE UNIFIED TRANSPORTATION BOARD
DECEMBER 18, 2013

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5 **MEMBERS PRESENT:** Paul Guthrie, At-Large Chapel Hill Township; Jeff Charles, Bicycle Advocate; Ted Triebel, Little
6 River Township Representative; Alex Castro, Bingham Township Representative; Brantley Wells, Hillsborough
7 Township Representative; Andrea Rohrbacher, Planning Board Representative; Donald Wollum – Eno Township
8 Representative;

9
10
11 **MEMBERS ABSENT:** Jeff Miles, Pedestrian Advocate; Amy Cole, Transit Advocate; Sam Lasris, Cedar Grove
12 Township Representative; Gary Saunders, Commission for the Environment Representative; Vacant- Cheeks
13 Township Representative; Vacant – Economic Development Representative

14
15
16 **STAFF PRESENT:** Abigaile Pittman, Transportation/Land Use Planner; Tina Love, Administrative Assistant II

17
18
19 **OTHERS PRESENT:** Nancy Cole Baker, Pascale Mittendorf, Holly Reid

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21
22 **AGENDA ITEM I: CALL TO ORDER AND ROLL CALL**

23
24 The meeting was called to order and new members and guests made introductions.

25
26
27 **AGENDA ITEM II: APPROVAL OF MINUTES FOR AUGUST 21, 2013**

28
29 The October 16, 2013 OUTBoard minutes were approved by consensus.

30
31
32 **AGENDA ITEM III: CONSIDERATIONS OF ADDITIONS TO THE AGENDA**

33
34 Alex Castro and Jeff Charles have items to discuss during the appropriate areas of the agenda.

35
36
37 **AGENDA ITEM IV: REGULAR AGENDA**

38 **DRAFT SAFE ROUTES TO SCHOOL (SRTS) STRATEGIC ACTION PLAN.**

39 An overview of the 264-page plan has been provided in the packet. The draft SRTS plan
40 is also available on the Orange County Planning Department website
41 at: <http://orangecountync.gov/planning/transportation.asp> Hard copy of the plan is
42 available upon request.

43 **OUTBoard Action:** This plan has been referred to the OUTBoard by the BOCC for
44 review, with a request that a recommendation be returned to the BOCC in time for its
45 February 18, 2014 regular meeting.

46
47
48 Abigaile Pittman gave an overview of the SRTS.

49
50 Nancy Baker noted that the numbers are old and suggested staff contact the Board of Education to see if the schools
51 have updated numbers.

52
53 Ted Triebel asked for the maximum distance one way.

54

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55 Abigaile Pittman responded that the maximum distance is 2 miles.

56
57 Paul Guthrie asked about the distance for busing and Don Wollum asked about the greatest distance for busing.

58
59 Abigaile Pittman referred the Board to the map and advised that it shows the traveling distances.

60
61 Nancy Baker advised the Board that the County also buses students based on 'hazard' and literally have students
62 who live across the street from the school who are bussed because it is not safe for them the cross the road.
63 Additionally this program will make it accessible for walkers and bikes not only for the elementary students but also
64 for the high school students at both Cedar Ridge and Orange High School as they are beside two of the chosen
65 elementary schools. Nancy noted there are also large apartment complexes within easy walking distance from
66 Grady Brown and some facilities there are going to help a large group of children. She noted that with Cameron Park
67 being in downtown Hillsborough the benefits will include a lot of the residents.

68
69 Pascale Mittendorf noted that many children within walking distance are driven which creates a lot of traffic
70 congestion. That is especially a concern with Cameron Park as there a bad corner on a hill with limited line of sight.
71 It is a dangerous location.

72
73 Paul Guthrie commented that he was not involved in the placement of the schools but he was involved very heavily in
74 the placement of 2 schools in the Chapel Hill district and he does not remember any time that they talked about the
75 issue of walking to school. He said the only issue was the driving issue and the only place you could put a school
76 with the acreage required was out where there aren't any people. He noted that the system has been built where the
77 schools are located are out away from the towns, so he is very enthusiastic about the request.

78
79 Holly Reid agreed that the short term costs of locating schools where it is less expensive but then there is the great
80 long term cost for busing in the County system. She pointed out that the project also helps the afterschool and extra-
81 circular activities, and since the facility are available for public use it also benefits that use not just before and after
82 school but multiple times a day and weekends.

83
84 Abigaile Pittman noted that in the process of meeting with DOT regarding the maintenance the facilities there will
85 need to be a contract with the Town of Hillsborough to provide that maintenance. This will be one of the discussions
86 at the joint meeting between the BOCC and the Town of Hillsborough in February. The final decision on the Plan will
87 be postponed until after that meeting has been held. She noted it could a March or April BOCC meeting.

88
89 Jeff Charles noted that if there are going to be bicycle lanes or bicycle areas there has to be maintenance in those
90 area that involves running a power brush over them to get debris, gravel, broken glass, etc.

91
92 Abigaile Pittman advised she would make sure it was included in the discussion. She also told the group that Grady
93 Brown School went into the project list for the DCHC MPO, who is allowed to submit 20 bike/ped projects up to DOT,
94 and Grady Brown made it as number 19.

95
96 Nancy Baker asked Abigaile if that included the overpass and was told that it does.

97
98 Ted Triebel asked if there was any effort to prioritize between the three schools as to which one should go forward
99 first. He noted that the possibility of getting funding for all three was slim and Abigaile Pittman responded that the
100 Grady Brown projects have been prioritized by the BOCC.

101
102 Abigaile Pittman noted that Hillsborough submitted the Cameron Park projects as a package but it wasn't accepted
103 as one of the 20 projects.

104
105 Alex Castro asked if the County would have to pay for 20% of the costs of the Grady Brown project.

106
107 Abigaile Pittman responded that there is a lot of money left over that was not obligated because very few of the plan
108 are ready right now if this project can get there first with an adopted plan and constructability with DOT resolved and
109 cost estimates that are fairly accurate, with the fact that the County has staff engineers that can lay out some pre-

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110 engineering work, the project can submit for some of the remaining SAFETEA-LU funds that have no matching
 111 projects. She added that if not, because DOT scored it in their scoring list, it would be eligible for the funds that have
 112 a 20% match.

113
 114 Alex Castro asked if the project was in a position to do all of that and have all the work prepared.

115
 116 Abigaile Pittman advised that was the goal.

117
 118 **Motion** made by Alex Castro that the OUTBoard recommend to the County Commissioners that they consider
 119 approving the 3 SRTS action plans identified for Grady Brown, Stanford Middle School, and Cameron Park
 120 Elementary School projects. Seconded by Jeff Charles.

121 **Vote:** Unanimous

122
 123
 124 **AGENDA ITEM V: OUTBOARD INPUT FOR COUNTY COMMISSIONERS' ANNUAL PLANNING RETREAT**
 125 Development of a list of concerns or emerging issues for the upcoming year that the
 126 OUTBoard plans to address, or wishes to bring to the Commissioners' attention.
 127 **OUTBoard Action:** Develop and approve list.

128
 129
 130 Abigaile Pittman reviewed the staff's list of 7 items for the report.

131
 132 Jeff Charles asked if bicycling would fall into #3.

133
 134 Abigaile Pittman responded it could be under #4.

135
 136 Jeff Charles noted that bicycling is not mentioned.

137
 138 Abigaile Pittman confirmed that is it not and suggested that it could be added to the list.

139
 140 Jeff Charles noted that he has comments about the implementation of bicycling projects during 2013 so they
 141 improvements can be made for 2014. He said that there were a number of streets where the OUTBoard was advised
 142 there would be 2 foot extensions put in to aid the cycling community and the biggest one was Dairyland which
 143 handles a lot of bicycling traffic. He stated that it failed miserably and the cyclist never got 2 feet and some of it is
 144 only 6 inches. He stressed that the implementation was a failure and further that Orange Grove Road where NCDOT
 145 went back and redid it and there is a line in it, that section of the pavement is now heaving and separating from the
 146 main road because there is not a top surface. He said that bicycling is getting a C in implementation in Orange
 147 County and they are spending money but no one is overseeing the projects appropriately and he thinks it has been a
 148 failure for the amount of money that has been spent. Jeff thinks the OUTBoard should go on record to state that
 149 there needs to be a bicycling coordinator at the staff level in Orange County to oversee these projects because DOT
 150 is not doing a good job. He said that he cannot state that strongly enough and the damage being done by the
 151 infrastructural changes is now causing significant damage to the roads that are hazardous to cycling. He added that
 152 bicycling is taking a back seat and it is time for Orange County to step up.

153
 154 Abigaile Pittman advised that this is an emerging issues list so it is about what the OUTBoard needs to be looking at
 155 in 2014.

156
 157 Jeff Charles responded that the OUTBoard needs to recommend better bicycle coordination infrastructural changes.

158
 159 Ted Triebel noted that the key is to have somebody that would monitor what is going on and it would become part of
 160 somebody's job description.

161
 162 Jeff Charles noted that Dale has that responsibility in Durham and asked who has that responsibility in Orange
 163 County.

164

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165 Abigaile Pittman responded that it is not on anyone's job description and that he is right.

166
167 Alex Castro suggested that it would be worthwhile to have photographs of the road sections mentioned.

168
169 Jeff Charles noted he planned to do that whenever Chuck Edwards come to an OUTBoard meeting.

170
171 Abigaile Pittman reminded the members that Chuck requested an agenda be created prior to setting a date for him to
172 attend a meeting.

173
174 Abigaile Pittman noted that she has an item for that list that relates to schools. She said that there are other schools
175 in the district that have minor issues. She suggested the OUTBoard have a survey of those and noted there is one
176 elementary school that has a drop off area with a lot of traffic that all it would take is a slip lane at the exit to the right
177 so people can get out. She noted there are all these minor issues at schools all over the County that are not
178 necessarily on SRTS and staff can go around and evaluate those needs. She advised that it could then be brought
179 to the OUTBoard for input and then on up for the BOCC to ask DOT to do something. She added that DOT has
180 money to do projects for small things like slip lanes or flashing lights, etc.

181
182 Paul Guthrie noted that while it is a good discussion, the County has no jurisdiction on the state road system. The
183 building of the lanes was done speedily and was probably not very well inspected and included curb cuts that were
184 never put back in place.

185
186 Jeff Charles responded that DOT was supposed to do Old Greensboro Road with the 2 foot for cyclists and if they
187 say they are going to do it, then they should do it.

188
189 Paul Guthrie stated that what he's hearing is that the Board would very much like to talk to the district engineer and
190 suggested that the members prepare a list of things for discussion and then Abigaile can put in the request.

191
192 Alex Castro would like to add to the list the following- study the feasibility of using existing triangle region railway
193 infrastructure for commuter rail purposes. He noted that one of the backgrounds on this is the 440 that will be under
194 repair for the next three year and one of the way they are looking to relieve congestion is to use an existing rail link
195 from Selma up to Raleigh and putting in temporary commuter rail station along the existing route to take some of the
196 commuters off the highway. Alex thinks that could be extended through the triangle region as there is existing rail
197 infrastructure that goes right through the RTP and through Hillsborough and a there is a plan to put a station in
198 Hillsborough. Alex suggested initiating a study to see what is, what it will take, and then piggyback what DOT is
199 doing as they are implementing this already for the 440.

200
201 Paul Guthrie noted that he served on the Hillsborough Rail Station Task Force and it was stimulated by Amtrak
202 saying it was financially feasible for them to make a stop at Hillsborough. He noted that one of the ideas with the
203 Hillsborough station that he would like to see the OUTBoard to query the Town of Hillsborough is where they are in
204 that process. He indicated that the station could be used as a hub for bus lines and other forms of transportation.

205
206 Alex Castro showed the Orange County Land Use Map and noted the light rail link and the economic development
207 zones which is along existing railways. He noted that we have it if we get it worked out. He referred to Northern
208 Virginia and they put in commuter rail on existing rail links and it's called Virginia Railway Express and they have
209 good ridership. He says that is the idea to address where future development is proposed and see what can be done
210 using what is with additional on the margin funding compared to what is being talked about for the LRT.

211
212 Alex Castro amended what he suggested earlier to say – Study the feasibility of using existing triangle region railway
213 infrastructure for commuter rail purposes as part of a multi-modal transportation system.

214
215 **Motion** made by Alex Castro to approve the report to the County Commissioners as amended. Seconded by Jeff
216 Charles

217 **Vote:** Unanimous

218

219 **AGENDA ITEM VI: STAFF UPDATES**

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- 220 a. Notes from the NCDOT luncheon meeting
- 221 b. Eno EDD Access Management Plan
- 222 c. Ad hoc committee to define the needs of the County Central and Rural Bus Program
- 223 **OUTBoard Action:** Receive updates

224
 225 Abigaile Pittman gave the OUTBoard updates to review at their convenience and noted the Eno Access Management
 226 Plan was approved by the BOCC on November 19th and she gave the Board information on the ad hoc committee for
 227 bus programs. Abigaile noted that this will include an OUTBoard member and Alex Castro has expressed interest.

228
 229 The OUTBoard designated Alex Castro to the ad hoc committee by consensus.

230
 231
 232 **AGENDA ITEM XI: 2014 MEETING**
 233 **OUTBOARD ACTION:** Receive calendar

234
 235
 236 **AGENDA ITEM XI: ELECTION OF CHAIR/VICE-CHAIR**
 237 The terms for the current Chair and Vice-Chair are concluding, new appointments are
 238 needed.

239
 240 The OUT Board reappointed by consensus Paul Guthrie as the Chair of the OUTBoard.

241
 242 The OUTBoard reappointed by consensus Jeff Charles as the Vice-Chair of the OUTBoard.

243
 244
 245 **AGENDA ITEM IX: UPCOMING AGENDA ITEMS OF INTEREST ON OTHER REGIONAL TRANSPORTATION RELATED**
 246 **BOARD AGENDAS**
 247 **OUTBoard Action:** Receive information as a handout

248
 249
 250 Alex Castro noted that he attended the DCHC MPO TAC meeting and noted they received information regarding
 251 funding for fiscal year 2014, 2015, & 2016. He would like to see those numbers and added they will be approved at
 252 the DCHC MPO TAC February meeting.

253
 254
 255 **AGENDA ITEM X: BOARD COMMENTS**
 256 **OUTBoard Action:** Receive comments

257
 258
 259 **AGENDA ITEM XI: ADJOURNMENT**

260
 261 The meeting was adjourned by consensus.



**ORANGE COUNTY
ORANGE UNIFIED TRANSPORTATION BOARD (OUTBoard)
ACTION AGENDA ITEM ABSTRACT
Meeting Date: February 19, 2014**

**Action Agenda
Item No. 4**

SUBJECT: Draft OPT System Goals and Five-Year Bus Service Expansion Program Recommendations

DEPARTMENT: Planning and Inspections

PUBLIC HEARING: (Y/N)

N

ATTACHMENT(S):

1. Orange County Bus and Rail Investment Plan (OCBRIP) Progress Report by Triangle Transit (TTA)
2. Draft Goals for the OPT System
3. Five-Year Bus Service Expansion Recommendation Notes
4. Five-Year Bus Service Expansion Recommendations
5. Five-Year Bus Service Expansion Recommendations Map
6. Draft Resolution Supporting Five-Year Bus Service Expansion Recommendations

INFORMATION CONTACT:

Abigaile Pittman, Transportation/Land Use Planner, 245-2567
Bret Martin, Transportation Planner, 245-2582
Tom Altieri, Comprehensive Planning Supervisor, 245-2579
Craig Benedict, Planning Director, 245-2592

PURPOSE: To make a recommendation to the Board of County Commissioners (BOCC) on:

1. The Draft Goals for the OPT System; and
2. The Five-Year Bus Service Expansion Program recommendations.

BACKGROUND: The Orange County Bus and Rail Investment Plan (OCBRIP) was approved by the BOCC in June 2012. The OCBRIP provides local and regional transit opportunities including expanded bus service and proposed light rail. Voters in November 2012 approved a one-half cent sales tax to fund the local portion of the Plan and collection of the sales tax began on April 1, 2013. The \$7 county vehicle registration tax resolution was approved by the BOCC on December 11, 2012. The sales tax and vehicle registration tax are two primary funding sources to support OCBRIP implementation of the future public transportation needs of Orange County and connections to the surrounding regions.

To help ensure success of the OCBRIP, Orange County and Triangle Transit held workshops in August 2013 to maximize public involvement during the bus planning process. These workshops were held to provide an overview of the OCBRIP and collect information that would help staff and the policy boards bridge the OCBRIP, which is more general in nature, to a specific program for bus service expansions that are to take place over the next five-years. This specific program is called the Central and Rural Orange County Five-Year Bus Service Expansion Program.

Information collected during the outreach process, via public meetings, surveys, and interviews, was used to develop and refine draft program goals for Orange Public Transit (OPT) and Triangle Transit (TTA). TTA's draft goals are included in Attachment 1, the OCBRIP Progress Report. It should be noted that the TTA Board of Trustees ultimately sets the goals for its transit system. Alternatively, the BOCC sets the goals for the OPT system. Draft goals for the OPT system were prepared by staff and are provided in Attachment 2. The OPT goals will be included in the draft Central and Rural Orange County Five-Year Bus Service Expansion Program that the BOCC will review in March-April 2014. Staff is seeking OUTBoard comments on whether the lists of goals correctly represents the OPT transit systems, but also for any prioritization of, or emphasis on certain goals.

Attachment 3 is the Five-Year Bus Service Expansion Recommendation Notes generally describing staff-recommended routes for service expansion, and includes currently unfunded priorities. Attachments 4 and 5 provide a more detailed table for the recommended routes and an associated map. Staff is seeking OUTBoard comments and support of the staff-recommended Five-Year Bus Service Expansion program for Central and Rural Orange County. For the OUTBoard's consideration, staff has provided Attachment 6, a Draft Resolution Supporting Five-Year Bus Service Expansion Recommendations.

Additional background documents such as the adopted OCBRIP can be found via the following link, listed under Transportation Documents:

<http://www.co.orange.nc.us/planning/transportation.asp>

NEXT STEPS:

1. February 2014: Staff will develop draft Five-Year Bus Service Expansion Program
2. March/April 2014: Presentation of draft bus program to the BOCC
3. April/May 2014: Approval of final bus program by the BOCC
4. May/June 2014:
 - a. Amendment to the adopted OCBRIP financial plan; and
 - b. Project timing/update
5. Summer 2014/January 2015: Begin implementing first year expansion services

RECOMMENDATIONS: The Planning Director recommends the OUTBoard:

1. Recommend approval of the Draft OPT system goals to the BOCC, to include any additional comments the OUTBoard might have; and
2. Recommend approval of the Plan the Five-Year Bus Service Expansion Program recommendations to the BOCC, to include any additional comments the OUTBoard might have.

ORANGE COUNTY

Bus & Rail Investment Plan Progress Report

In the early summer of 2012 the Orange County Board of County Commissioners, Durham -- Chapel Hill -- Carrboro Metropolitan Planning Organization (DCHC MPO) and Triangle Transit Board of Trustees approved the Orange County Bus and Rail Investment Plan (Transit Plan). This progress report is meant to highlight some of the advancements made in the implementation of the Transit Plan over the course of Fiscal Year 2013*

*Fiscal Year 2013 is July 1, 2012 through June 30, 2013

Goals of the Orange County Transit Plan

The goals of the Transit Plan are to:

- *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:

1. *New bus services locally, throughout the county, and across the region that:*
 - *Improve connectivity*
 - *Increase frequency in peak hours*
 - *Improve weekend, night services (off peak)*
 - *Enhance existing services*
 - *Maintain existing services*
 - *Maintain level of local funding at no less than the August 1, 2009 spending level;*
2. *An Amtrak Train Station in Town of Hillsborough*
3. *Enhanced bus service on MLK Blvd. in Chapel Hill*
4. *A 17 mile Light Rail connection from Chapel Hill to Durham.*

All of the proposed transit improvements found in the Transit Plan require new revenue. The Orange County Board of County Commissioners authorized a referendum on a half-cent cent sales tax increase and an increase to the vehicle registration fee to help pay for these transit improvements. To the right are a series of milestones that have been achieved that help advance the implementation of the Transit Plan.

Milestones

June 2012

Orange County Board of County Commissioners authorize public referendum on half-cent sales tax increase to fund transit improvements

October 2012

Approval of the Implementation Agreement

November 2012

Citizens of Orange County vote in favor of a half-cent sales tax increase to support increased investment in transit

December 2012

Orange County Commission authorize a seven dollar increase in vehicle registration fee and 1/2¢ sales tax to support increased investment in transit

April 2013

One half-cent sales tax is implemented in Orange County

July 2013

Seven dollar vehicle registration fee was implemented



Accountability

Orange County Annual Programming of Bus Service Expansions

Each December, Triangle Transit will communicate to Orange County and the Chapel Hill Transit Partners how much money will be available for bus service expansions in the upcoming year. If the amounts are not consistent with the adopted Plan, Triangle Transit will explain why. Then, Orange County, the Chapel Hill Transit Partners, and Triangle Transit will each identify which bus services from the Transit Plan will be paid for with the available money. Triangle Transit's Board of Trustees is responsible for making sure that the services funded with the 1/2-cent sales tax and the vehicle registration fees are consistent with State law, local agreements, and the County Plan.

Once reviewed and approved by Triangle Transit, the County and the Chapel Hill Transit Partners can budget for and implement the planned services.

Next Steps

Upcoming Bus Service Expansions

The following services will be implemented in the upcoming fiscal year (July 2013 through June 2014):

- More frequent weekday service between Streets at Southpoint park-and-ride and UNC-Chapel Hill on Triangle Transit Route 800 (August 2013)
- Later weekday service on Chapel Hill Transit routes CM, CW, D, F, and J (August 2013)
- Improved Saturday service on Chapel Hill Transit routes CM, CW, and JN (August 2013)

Orange County and Triangle Transit are also working cooperatively to refine a bus service expansion program for central and northern Orange County to meet growing needs for local and regional transit travel. This program of services is expected to be completed by December 2013. The schedule for service expansions will be determined through this process.

Over the upcoming five years, Chapel Hill Transit, Orange Public Transportation, and Triangle Transit will implement new or expanded bus services. Residents will also see new bus shelters, park-and-ride lots and sidewalk connections to bus stops.

Chapel Hill Transit North Corridor Alternatives Analysis Study

Chapel Hill Transit North South Corridor Alternatives Analysis Study is the first step in the federal process that will allow CHT to compete for federal funds to build an enhanced transit service project within the corridor. The Alternatives Analysis will examine a variety of public transportation options and alignments and conclude with the identification of a Locally Preferred Alternative (LPA) for the corridor. The study will review the Columbia St./MLK Blvd transportation corridor. The study is scheduled to begin in October 2013. The anticipated study timeline is 15-18 months.

The study will expand on previous work to identify and evaluate multiple alignments for the corridor and a broad range of service delivery options in order to recommend an LPA that:

- improves accessibility, frequency, connectivity, reliability, capacity, speed, and convenience;
- improves the level of service and increases ridership to the UNC campus/hospital and provides a necessary connection to the new campus at Carolina North;
- provides access and connection to the proposed UNC Light Rail Station;
- provides more accessible, safe, and comfortable stations/stops with pedestrian connections to activity centers in the corridor;
- supports future development within the corridor and provides benefits to existing neighborhoods, including low income and minority populations; and
- generates wide public and stakeholder support and encourages partnerships among agencies, businesses and organizations in the corridor.

Durham-Orange Light Rail Project:

Planning work continues on the proposed 17-mile Durham/Orange Light Rail Transit Project that would connect East Durham, through downtown Durham to Chapel Hill and UNC Hospital. Triangle Transit is working closely with area stakeholders and regional partners to identify and resolve issues as they work to complete an intensive environmental study of the proposed corridor. Work on the light rail has been funded by Triangle Transit's Major Transportation Investment Fund. Beginning in July 2013, additional work

on the project will be funded by the new revenue streams identified in the Transit Plan. Construction could begin by 2021 with operations underway in 2026.

Hillsborough Amtrak Station:

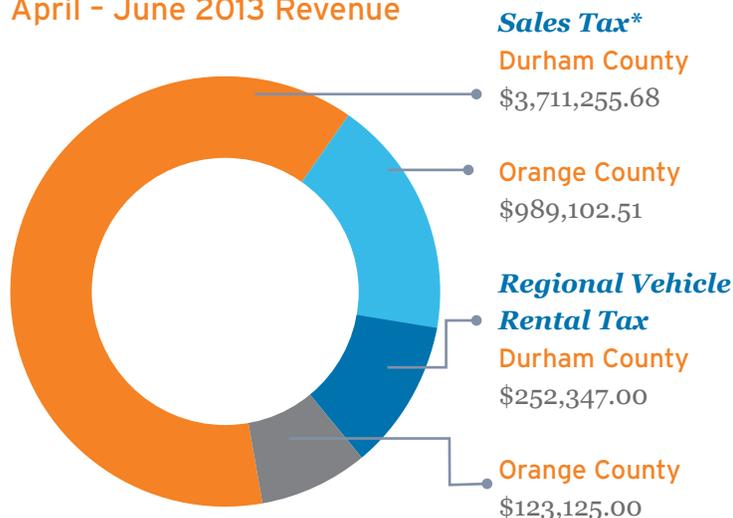
Additional work on the station awaits the result of rail corridor capacity analysis to be performed by Triangle Transit, North Carolina Railroad, and Norfolk Southern. Planning work should begin later this fall and is targeted to be completed within three to four months.

Financial Summary

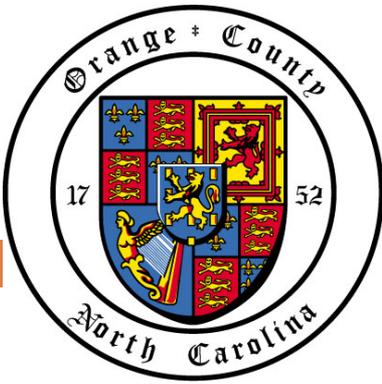
In November 2011 and November 2012, voters in Durham County and Orange County passed separate referenda that allowed each county to levy a 1/2-cent sales tax to fund the Durham and Orange County Bus and Rail Investment Plan (D-O Transit Plan). During the past fiscal year (July 2012 through June 2013), the new transit tax was in effect for three months from April 2013 through June 2013. The D-O Transit Plan is also funded through a portion of the current Regional Vehicle Rental Tax.

Triangle Transit anticipates receiving other new revenues for the D-O Transit Plan from additional funding sources including a \$7 County Vehicle Registration Tax, a \$3 Regional Vehicle Registration Tax increase, state and federal grants and customer fare payments.

April - June 2013 Revenue



* Readers should not assume that these values represent 1/4 of a full year's revenue. Month-to-month variability is high and April 2013 receipts were very low.



triangletransit



Attachment 2

Central and Rural Orange County Five-Year Bus Service Expansion Program

Program Goals

Draft Goals for Orange County Service - OPT

2

- Provide equitable service
 - Geographically
 - Transit-dependent populations
- Improve access to important destinations and services
 - Tie into larger transit network
- Provide cost effective service
 - Match service improvements to expected demand
- Maintain the flexibility to meet economic development priorities

Provide Equitable Service

3

- Address portions of the County that are currently underserved by transit (geographic equity)
- Focus on areas of the County with higher numbers of transit-dependent populations
- Reasons for Goal:
 - Provides service for those who are helping pay for transit improvements and would use the service
 - Provide transit service to individuals that would not otherwise have transportation to important destinations

Transit-dependent Populations

4

Figure 1-1: Relative Concentration of Transit-Dependent Persons by Block Group

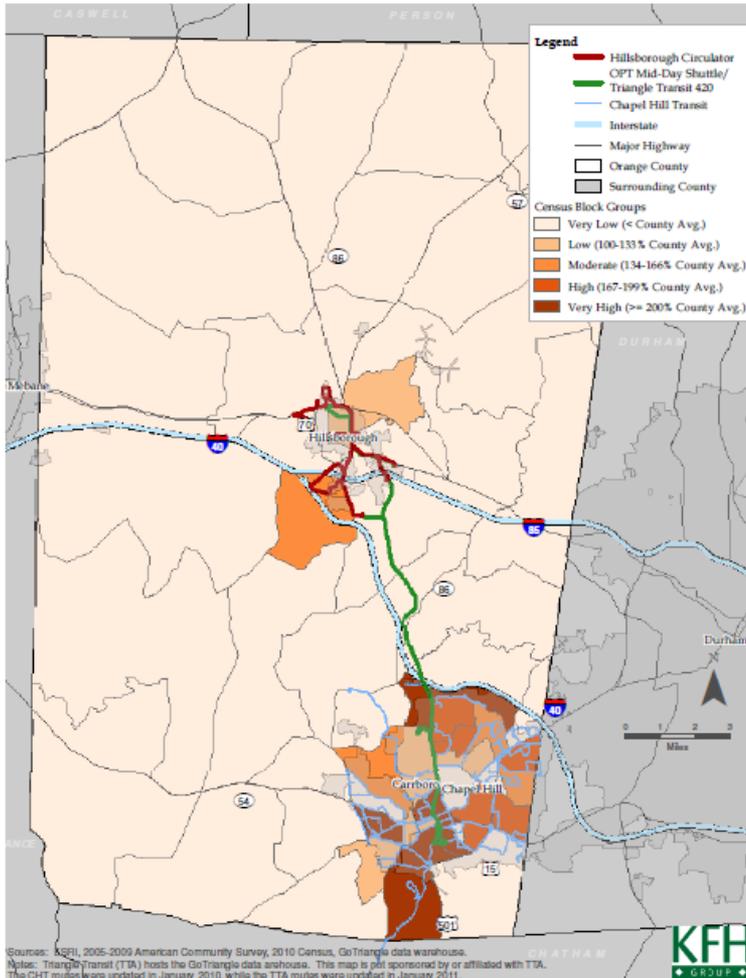
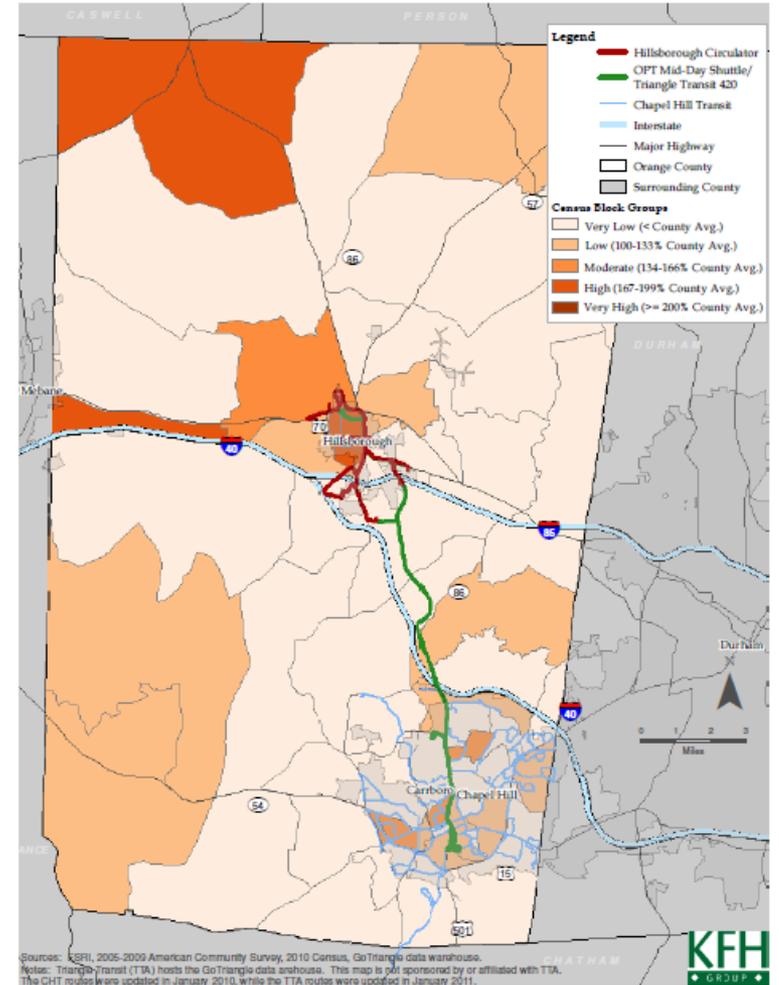


Figure 1-2: Relative Percentage of Transit-Dependent Persons by Block Group



Improve Access to Important Destinations and Services

5

- Important destinations and services include:
 - Work/school
 - Senior centers
 - Social services
 - Shopping
 - Medical
 - Social/Personal business
- Tie new and existing services into larger transit network

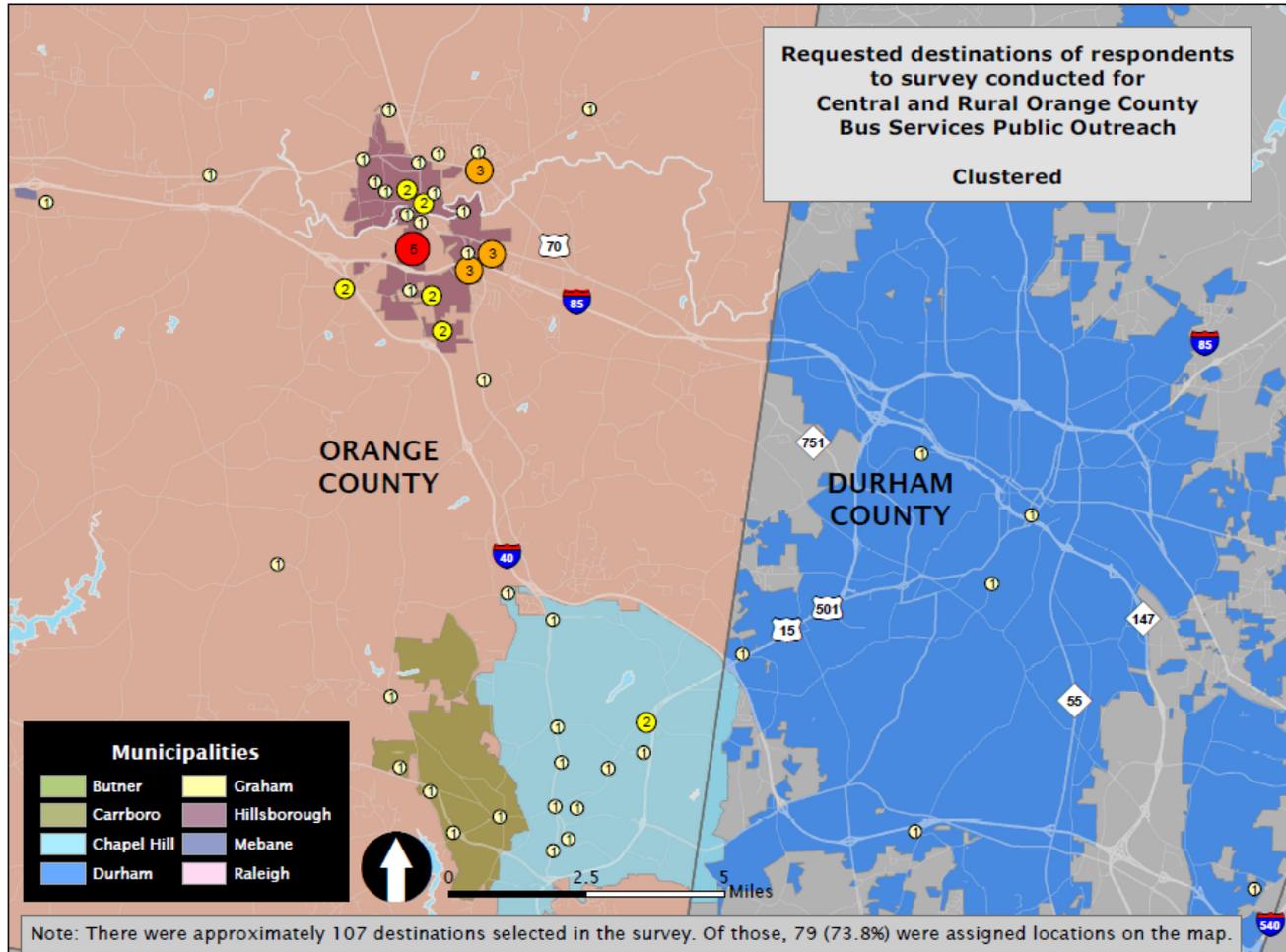
Improve Access to Important Destinations and Services (cont.)

6

- Reasons for goal:
 - Focuses investments on where people want to go
 - Tying into the larger transit network connects more people to more destinations, improves system functionality, and broadens reach of existing investments
 - Mentioned at several public input sessions and on the survey
 - Feedback from Dep't on Aging and DSS

Destinations from Survey

7



Provide Cost Effective Service

8

- Match service improvements to expected demand
 - Ability to leverage additional funding
 - Match demand to appropriate service type (demand response, point deviation, fixed route)
 - Note that rural level of demand may be different than urban/regional levels of demand
- Practical applications:
 - Expand service hours on existing routes, including gaps in service, evenings, and weekends
 - Improve frequency of existing routes where demand exists

Provide Cost Effective Service (cont.)

9

- Reasons for Goal:
 - Survey question: What service improvements are the most important?
 - 28% More frequent service
 - 23% Weekend service
 - 21% Service later in the evening
 - 7% Service earlier in the morning
 - Mentioned at several public input sessions
 - Feedback from Dep't on Aging and DSS
 - Good governance

Maintain the Flexibility to Meet Economic Development Priorities

10

- As future economic development nodes develop, add transit service as appropriate
- Reasons for goal:
 - ▣ Stated priority from Commissioners and staff
 - ▣ Supports elements of 2030 Comprehensive Plan

Attachment 3

OPT 5-Year Bus Service Expansion Recommendation Notes

- 1) Northeastern and Northwestern County Zonal Routes – Route would come online July 2014, would be one day per week on a Tuesday or Thursday running 5 hours per day with one-hour headways during off-peak periods, and would run a deviated fixed-route schedule. This route would require 0.50 bus and could be run using an LTV spare. The route would connect residents in northeastern Orange County to destinations and additional transit connections in Hillsborough. The route would be fare-free.
- 2) US 70 Midday Service – Route would come online January 2015, would be a daily weekday service running up to 6 hours per day during off-peak periods with two-hour headways per direction, and would run a fixed-route schedule. This route would require 1 additional bus (Section 5307-funded). The route would connect Mebane/Buckhorn and Efland with destinations and additional transit connections in Hillsborough and Durham. The route would be fare-free.
- 3) Route 420 Expansion – Route would come online January 2015, would be a daily weekday service running up to an additional 10 hours per day (5 hours each northbound and southbound) with one-hour headways, and would run a fixed-route schedule. This assumes a two-hour run time each way. This route expansion would require 2 additional buses (Section 5307-funded). The route would 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.
- 4) 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. Route would not require any additional buses but would require 2 replacements (Section 5307-funded) for 2 existing ARRA-funded buses. The route would continue to be fare-free.
- 5) Later Senior Center Service – Route would come online July 2016, would be a daily weekday service running up to 4.5 hours per day with one-hour headways, and would run a deviated fixed route or point deviated demand response schedule. The route would provide earlier and later service to and from Orange County senior centers beyond times the service is currently provided. Service may require 1 additional bus.

UNFUNDED PRIORITIES:

- 6) Expansion of Route 420 Peak Service to Cedar Grove
- 7) Hillsborough Circulator Service Additions to include weekend service and/or early morning and evening service
- 8) EDTAP/RGP Subsidization – Funds could be used to subsidize \$3 copays for EDTAP trips already provided by OPT to make medical trips free for users. Funds could also be used to provide limited, free or fare-reduced rural general public point deviated demand response service to persons throughout the county who are pre-qualified for other human service-specific transportation within the county. This service expansion could be funded with any additional funding realized by OPT through additional OCBRIP revenues or leveraged federal or state grant sources or it could be considered a higher priority than expanded senior center service and supplant that service recommendation.
- 9) Others????

Orange County 5-Year Bus Service Expansion Recommendations

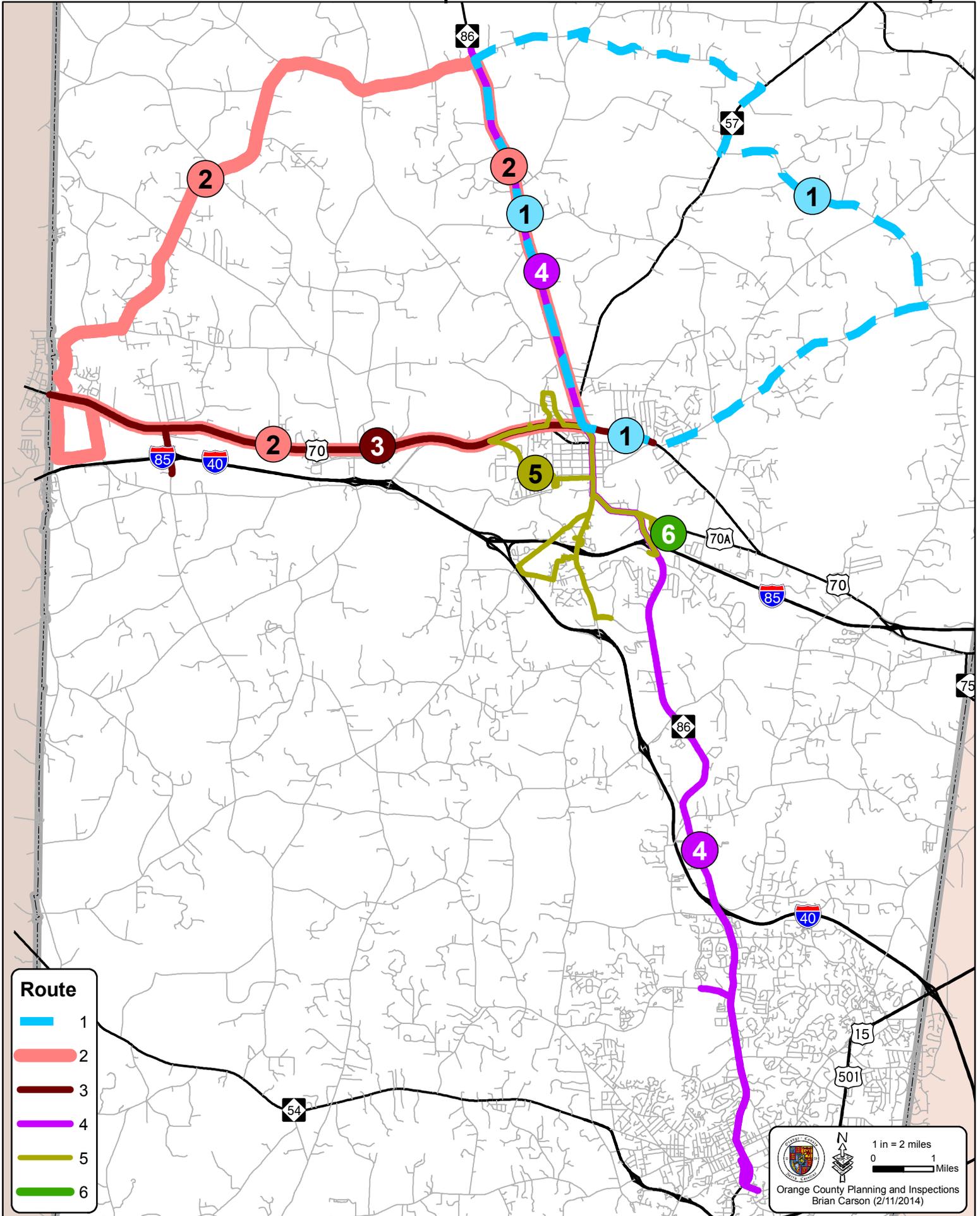
Attachment 4

Route	Map ID	Start Date	Estimated Weekday Hours	Estimated Annual Weekdays	Estimated Annual Hours	Estimated Total Annual Operating Cost
FY2014						\$88,350 Made Available
FY2015						\$211,000 Made Available
NE zonal route (1 day/week)	1	7/1/2014	5	52	260	\$12,160
NW zonal Route (1 day/week)	2	7/1/2014	5	52	260	\$12,160
US 70 route	3	1/1/2015	7	125	875	40,924
Route 420 expansion	4	1/1/2015	10	125	1,250	\$58,463
FY2015 Anticipated Operating Expenditures					2,645	\$123,707
FY2016						\$315,000 Made Available
NE zonal route (1 day/week)	1	7/1/2014	5	52	260	\$12,537
NW zonal Route (1 day/week)	2	7/1/2014	5	52	260	\$12,537
US 70 route	3	1/1/2015	7	250	1,750	\$84,385
Route 420 expansion	4	1/1/2015	10	250	2,500	\$120,550
Hillsborough Circulator (add 1 hr./day)	5	7/1/2015	9	250	2,250	\$108,495
FY2016 Anticipated Operating Expenditures					7,020	\$338,506
FY2017						\$372,000 Made Available
NE zonal route (1 day/week)	1	7/1/2014	5	52	260	\$12,926
NW zonal Route (1 day/week)	2	7/1/2014	5	52	260	\$12,926
US 70 route	3	1/1/2015	7	250	1,750	\$87,001
Route 420 expansion	4	1/1/2015	10	250	2,500	\$124,287
Hillsborough Circulator (add 1 hr./day)	5	7/1/2015	9	250	2,250	\$111,859
Later Senior Center routes	6	7/1/2016	4.5	250	1,125	\$55,929
FY2017 Anticipated Operating Expenditures						\$404,929
FY2018						\$382,000 Made Available
NE zonal route (1 day/week)	1	7/1/2014	5	52	260	\$13,327
NW zonal Route (1 day/week)	2	7/1/2014	5	52	260	\$13,327
US 70 route	3	1/1/2015	7	250	1,750	\$89,698
Route 420 expansion	4	1/1/2015	10	250	2,500	\$128,140
Hillsborough Circulator (add 1 hr./day)	5	7/1/2015	9	250	2,250	\$115,326
Later Senior Center routes	6	7/1/2016	4.5	250	1,125	\$57,663
FY 2018 Anticipated Operating Expenditures						\$417,481
FY2019						\$388,000 Made Available

Notes

- * Assumes no leveraging of Federal or State grants for operations
- ** Assumes operational cost of \$44/hour in 2014 dollars with cost escalation of 3.1% per year

Five -Year Bus Service Expansion Recommendations Map



ATTACHMENT 6**ORANGE UNIFIED TRANSPORTATION BOARD (OUTBOARD)
RESOLUTION SUPPORTING PUBLIC TRANSIT**

WHEREAS, Representatives from Orange County, Chapel Hill, Carrboro, Hillsborough, The University of North Carolina at Chapel Hill, and Triangle Transit (TTA) have worked collaboratively to develop the Orange County Bus and Rail Investment Plan (OCBRIP), a comprehensive bus service improvement plan that supports the effort to improve public transit in Orange County, including bus, light rail, bus rapid transit (BRT) and Amtrak; and

WHEREAS, The one-half ($\frac{1}{2}$) cent sales tax for public transit was approved by referendum in Orange County on November 6, 2012 (Session Law 2009-527, House Bill 148, NCGS 105, Article 43); the \$7 county vehicle registration tax resolution was approved by the Board of County Commissioners (BOCC) on December 11, 2012 (NCGS 105-570); the Orange County Bus and Rail Investment Plan (OCBRIP) was adopted by the BOCC on June 5, 2012; and the Interlocal Implementation Agreement for the OCBRIP was approved on October 24, 2012; and

WHEREAS, The one-half ($\frac{1}{2}$) cent sales tax and \$7 county vehicle registration tax are funding sources to support OCBRIP implementation of the future public transportation needs of Orange County and connections to the surrounding regions; and

WHEREAS, Session Law 2009-527, House Bill 148, NCGS 105, Article 43 requires that the financial plan for the OCBRIP must provide for **equitable use** of the net funding proceeds and consider:

- (i) the identified needs of local public transportation systems in the district;
- (ii) human service transportation systems within the district; and
- (iii) expansion of public transportation systems to underserved areas of the district; and

WHEREAS, Orange Public Transportation (OPT) is the primary transportation resource for rural and central portions of the county, and strives to provide a comprehensive continuum of locally accessible, community-based transportation services; and

WHEREAS, TTA provides inter-city and inter-county connections and CHT provides Chapel Hill, Carrboro, UNC services, all which are an integral part of county coordinated public transit services.

WHEREAS, Public transportation is an important part of the ability to access employment and a variety of public and private services in the county for those who do not have cars of their own or who cannot operate vehicles (i.e. transit dependent populations); and

WHEREAS, The 2011 Orange County Community Health Assessment Report identifies Top 10 Issues in Orange County that include physical access to health care services (including transportation and disability access); and

WHEREAS, The 2011 Orange County Community Health Assessment Report identifies Top 10 Issues in Orange County that include transportation systems that impact quality of life and health (including accessible and affordable transportation for those with limited incomes, physical or mental disabilities, or living in rural areas); and

WHEREAS, Transit-dependent parameters based on the 2010 Census and the American Community Survey indicate that 14.7% of the county population is 60 years and over, 8.1% of the population is disabled, 17.4% is under the poverty level, 295.6% are minorities, and 7.0% are without motor vehicle access; and

WHEREAS, A significant percentage of Orange County's transit-dependent residents reside in central and northern rural areas and face many barriers to transportation; and

WHEREAS, Orange County's senior population is disproportionately increasing and it is important to consider and plan for the transportation needs of this segment of the population; and

WHEREAS, The adopted Transportation Objective T-1. of the Orange County 2030 Comprehensive Plan supports the expanding the availability and use of public transportation throughout the County to provide better connections between employment centers, shopping, social and personal/medical service locations, and other key points of interest in both urban and rural areas (such as educational), particularly for the County's senior and disabled populations and others without access to automobiles;

NOW THEREFORE BE IT RESOLVED on this 19^h day of February, 2014, we the Orange Unified Transportation Board (OUTBoard) support:

A. The following goals for Orange County Service by OPT:

1. Provide equitable service
 - a. Geographically
 - b. Transit-dependent populations
2. Improve access to important destinations and services
 - a. Tie into larger transit network
3. Provide cost effective service
 - a. Match service improvements to expected demand
4. Maintain the flexibility to meet economic development priorities

B. Funding for the following Orange County 5-Year service expansion recommendations:

1. The implementation of a west/east bus route using U.S. 70 (January 2015) as the primary route and stopping in Mebane, Efland, Hillsborough, and Durham with both peak commuter serves in the mornings and afternoons/evenings operated by Triangle Transit (TTA) and mid-day service operated by OPT, both funded by the OCBRIP regional cross-county funds;
2. The July 2014 OPT implementation of northeastern and northwestern county zonal deviated fixed-routes that would connect residents to service destinations and additional transit connections in Hillsborough;
3. Future expansion of the 420 Route (January 2015) to connect Cedar Grove Community Center with destinations and additional transit connections in Hillsborough and to destinations and additional transit connections in Chapel Hill;
4. Future expansion of the Hillsborough Circulator (July 2015 and beyond) to add noon hour service, weekend service, early morning and evening service, and/or reverse-route service;
5. Future senior center bus route daily weekday service (July 2016) that would run a deviated fixed route or point deviated demand response schedule and provide earlier and later service to and from Orange County senior centers beyond times the service is currently provided;
6. Elderly and Disabled Transportation Assistance Program (EDTAP) / Rural General Public Program (RGP) subsidization, if possible throughout the ongoing budget process, of \$3 copays for EDTAP trips already provided by OPT to make medical trips free for users, and to provide limited, free or fare-reduced rural general public point deviated demand response service to persons throughout the county who are pre-qualified for other human service-specific transportation within the county; and
7. The implementation of other transportation services that will assist the transportation-dependent population of Orange County with better connections between employment centers, shopping, social and personal/medical service locations, educational, and other key points of interest in both urban and rural areas.

Paul Guthrie, Chair
Orange Unified Transportation Board (OUTBoard)