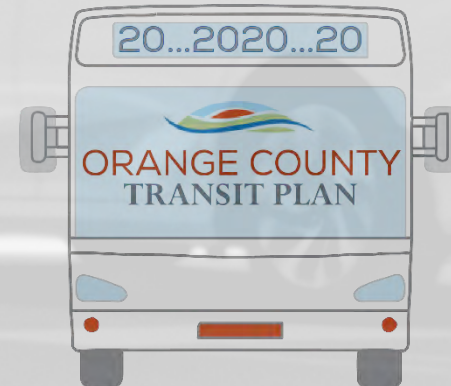


PROJECT UPDATE

Policy Steering Committee Meeting

May 28, 2021



AGENDA

- Welcome and Introductions
- Conceptual Transit Scenarios
- Feedback and Discussion
- Next Steps and Upcoming Meeting Schedule

CONCEPTUAL TRANSIT SCENARIOS

WHAT WE'VE HEARD

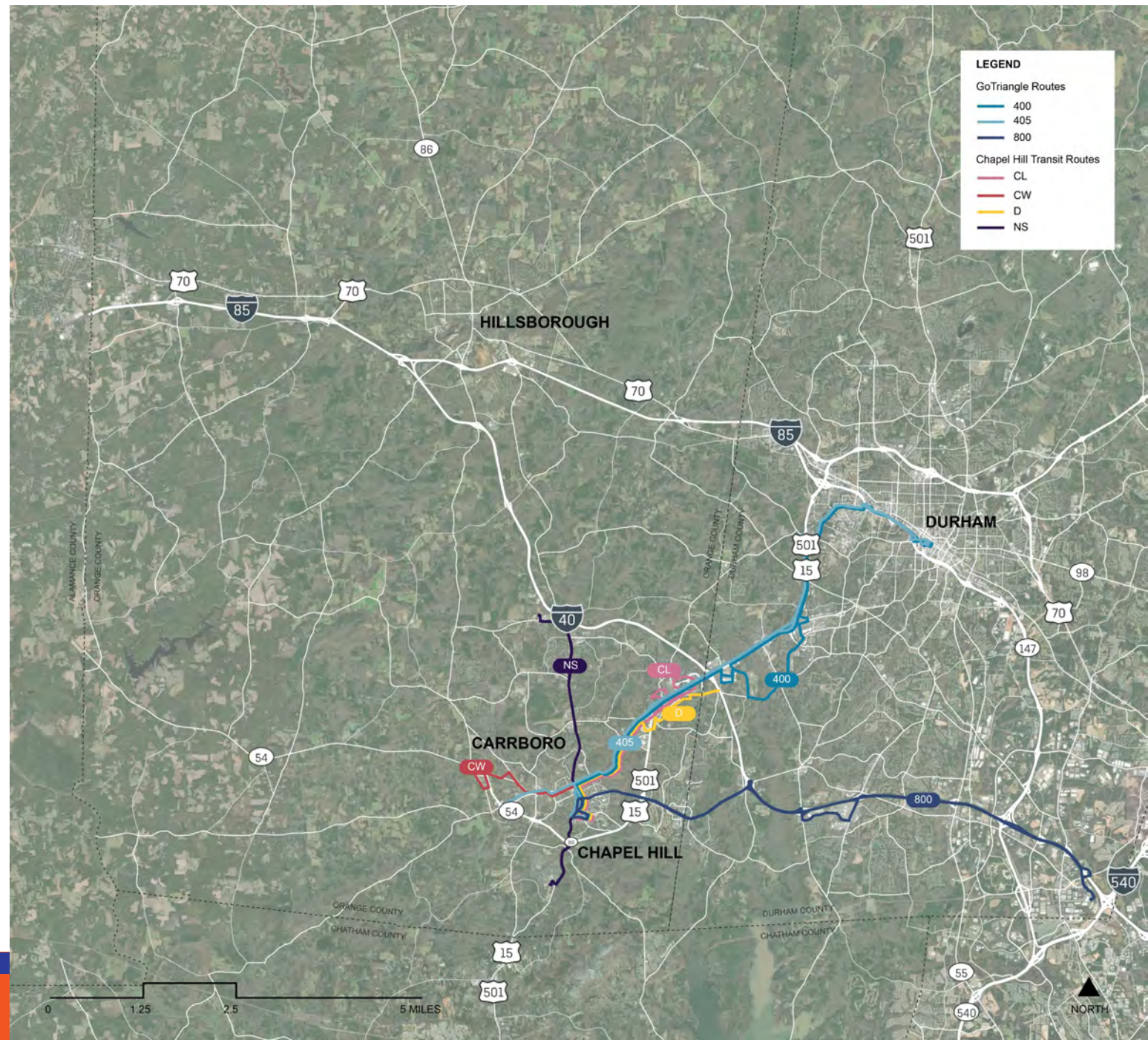
- **Survey:** prioritize transit service that operates longer hours, more days per week
- **PSC:** prioritize regional connections between Chapel Hill and Durham along US 15-501 to replace light rail
- **Orange County:** prioritize financial sustainability and provide flexibility for future joint transit investments
- **Chapel Hill Transit:** prioritize unfunded projects in the SRTP
- **GoTriangle:** prioritize greater-Triangle regional commuter connections (Orange-Durham-Wake)

BACKGROUND INFORMATION

- Two 2040 transit spending scenarios: A and B
- Both scenarios incorporate different combinations of projects addressing a range of transit priorities
- Both assume continued investment in currently supported services (e.g., Hillsborough Circulator, Increased Cost of Existing Services)
- Both assume roughly 2/3 of expected 2040 budget spent on operations; remaining 1/3 reserved for capital expenditures (i.e., vehicle acquisition) and future inter-county joint ventures
- Feedback (public, PSC, service providers) informs development of the final “preferred” or “balanced” scenario

SCENARIO "A"

Invest funds to primarily gain high ridership by creating a high frequency transit network that many people find useful



SCENARIO "A"

Key Features:



Increase service to at least every 15 minutes on current high ridership routes

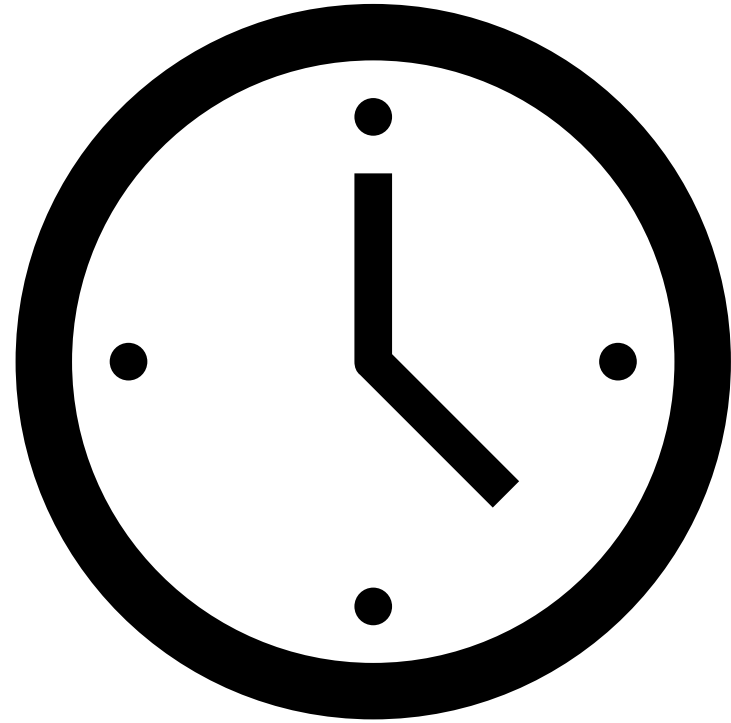


Increase evening and weekend service, extending the time when useful transit is available

SCENARIO "A"

Increase service to at least every 15 minutes on current high ridership routes

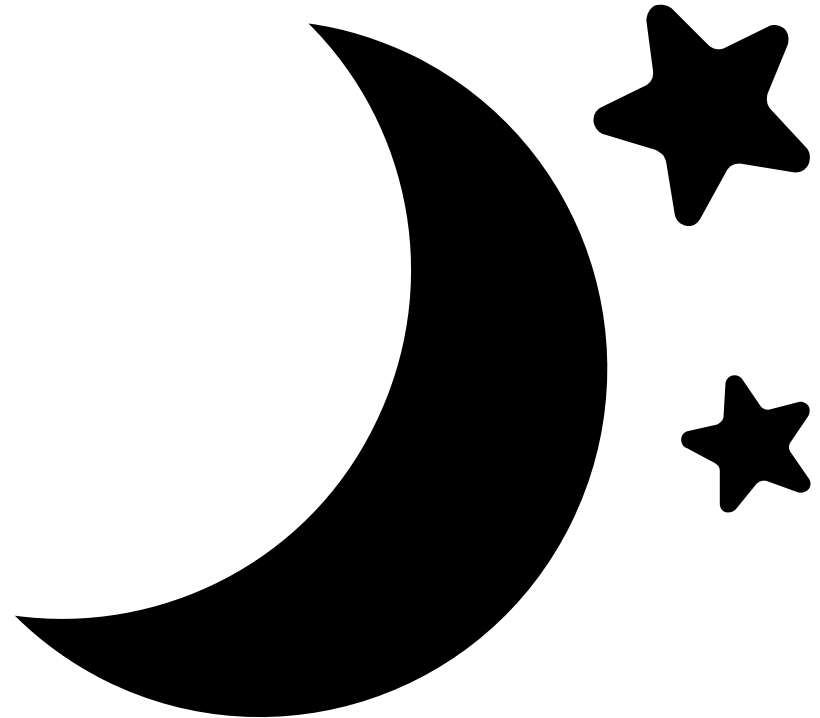
- Create effective 15-minute service on the 400/405 by scheduling the two routes to offset each other
- Increase to service on the 800 to run every 15-min at times when it currently runs every 30 minutes
- Improve weekday midday service to 30 minutes on the CW
- Improve morning peak frequency on the NS to every 6 minutes



SCENARIO "A"

Increase evening and weekend service, expanding the time when useful transit is available

- Expand evening and Sunday service on the 400/405 to match the service pattern on the 100
- Improve weekend and evening service on the 800.
- Add weekend service to the CL.
- Extend service on the D to Patterson Place and provide Saturday service until 9 PM.
- Improve weekend service on the NS: Saturday service until 11 PM and Sunday service until 9 PM



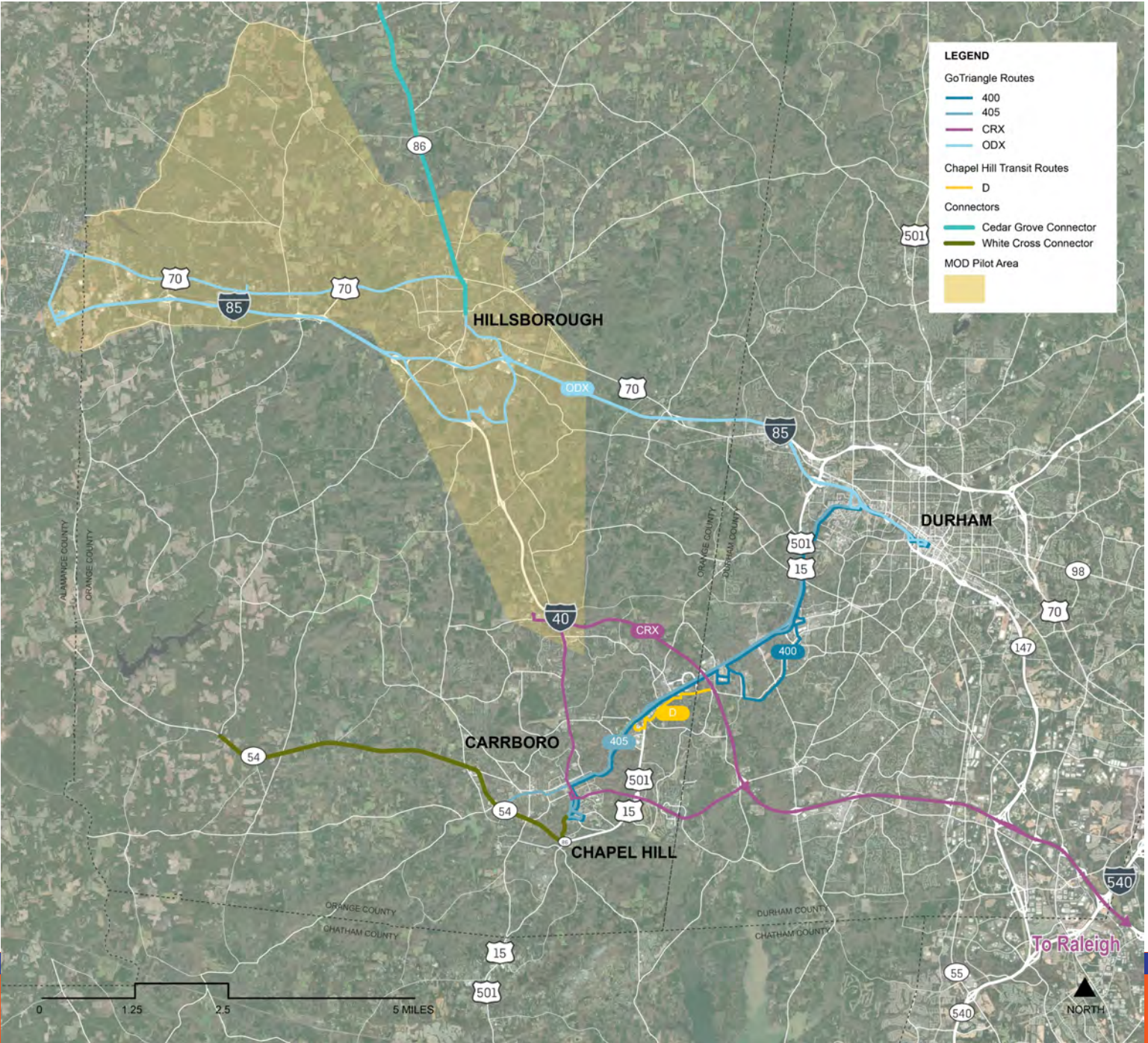
SCENARIO "A" Projects/ Service

Transit Project/ Service	Net New Rev Hours	Cost	Cost in 2040
<input checked="" type="checkbox"/> 400/405: Schedule effective 15-minute service	3,825	\$511,403	\$837,993
<input checked="" type="checkbox"/> 400/405: Evening service to match 100 service profile - 30 min Sun and increased evening service	1,947	\$260,314	\$426,555
800: Improved weekend and night service	2,000	\$236,000	\$386,713
800: Increasing to 15-min service whenever it's currently 30	11,678	\$1,377,945	\$2,257,923
CL: Add weekend service.	1,300	\$153,400	\$251,364
CW: Improve weekday midday service to 30 minutes.	1,500	\$177,000	\$290,035
<input checked="" type="checkbox"/> D: Extend service to Patterson Place and provide Saturday service until 9 PM	5,300	\$625,400	\$1,024,791
NS: Improve morning peak frequency to every 6 minutes. Provide Saturday service until 11 PM and Sunday service until 9 PM.	2,300	\$271,400	\$444,721
Total Operations Cost		\$5,920,094	67.5%
Budget Remaining for Capital		\$2,854,953	32.5%
Total 2040 Transit Budget		\$8,775,047*	

Notes: Revenue hours reflect that half of the 400/405 is paid for by Durham. *GoTriangle's expected 2040 budget is based on the expected and anticipated revenues minus expected 2040 capital and operating expenses in 2040 dollars.

SCENARIO "B"

Invest funds to serve a wide geographic area and ensure that most county residents can use transit, even if the transit available to them is infrequent

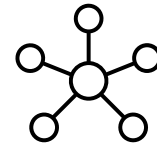


SCENARIO "B"

Key Features:



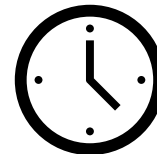
Make regional bus services between cities in the region more useful



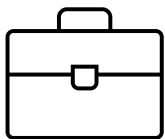
Connect rural areas through connector and vanpool services



Expand mobility-on-demand service



Invest in a few high-frequency services



Expand peak commuter services to Durham

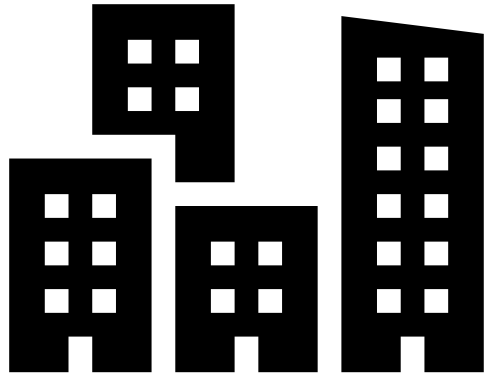


Select expansion of evening service

SCENARIO "B"

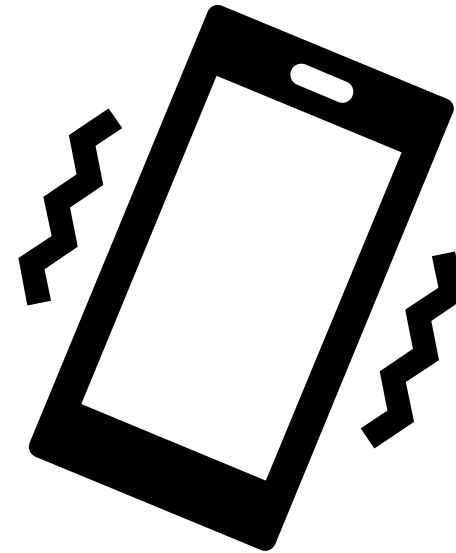
Make regional bus services between cities in the region more useful

- Add hourly weekday midday service on the CRX and the ODX



Expand mobility-on-demand service

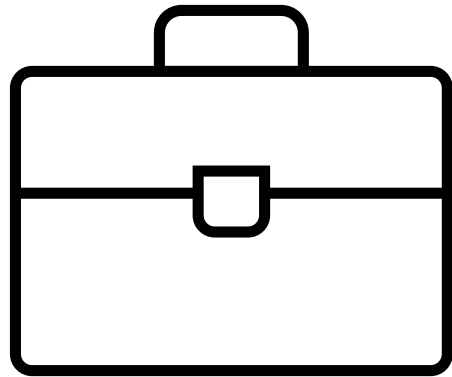
- Provide Mobility-on-Demand services: 5 AM-10 PM, 7 days/week



SCENARIO "B"

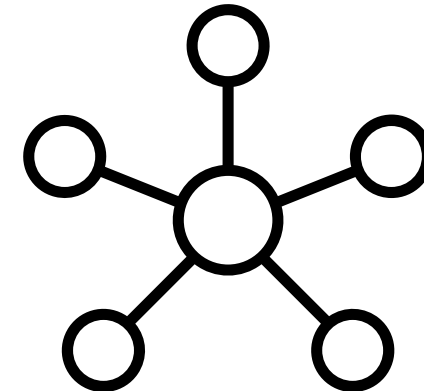
Expand peak commuter services to Durham

- Improve peak frequency to every 15-20 minutes on the CRX.
- Increase service on the ODX from 60 to 30 min at peak, remove reverse peak, and no longer serve downtown Mebane



Connect rural areas through connector and vanpool services

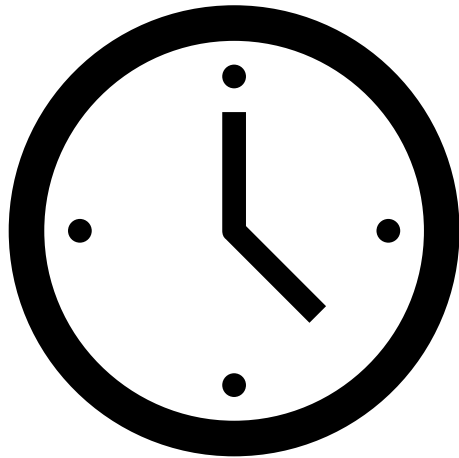
- Operate the Cedar Grove Peak Connector every 60 min from 6-9 AM and 3:30-7 PM on weekdays.
- Run the White Cross Commuter Service
- Expand OCPT Vanpool



SCENARIO "B"

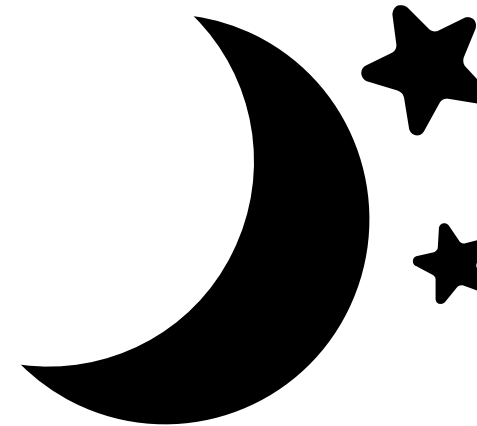
Invest in a few high-frequency services

- Create effective 15-minute service on the 400/405 by scheduling the two routes to offset each other



Select expansion of evening service

- Expand evening and Sunday service on the 400/405 to match the service pattern on the 100
- Extend service on the D to Patterson Place and provide Saturday service until 9 PM



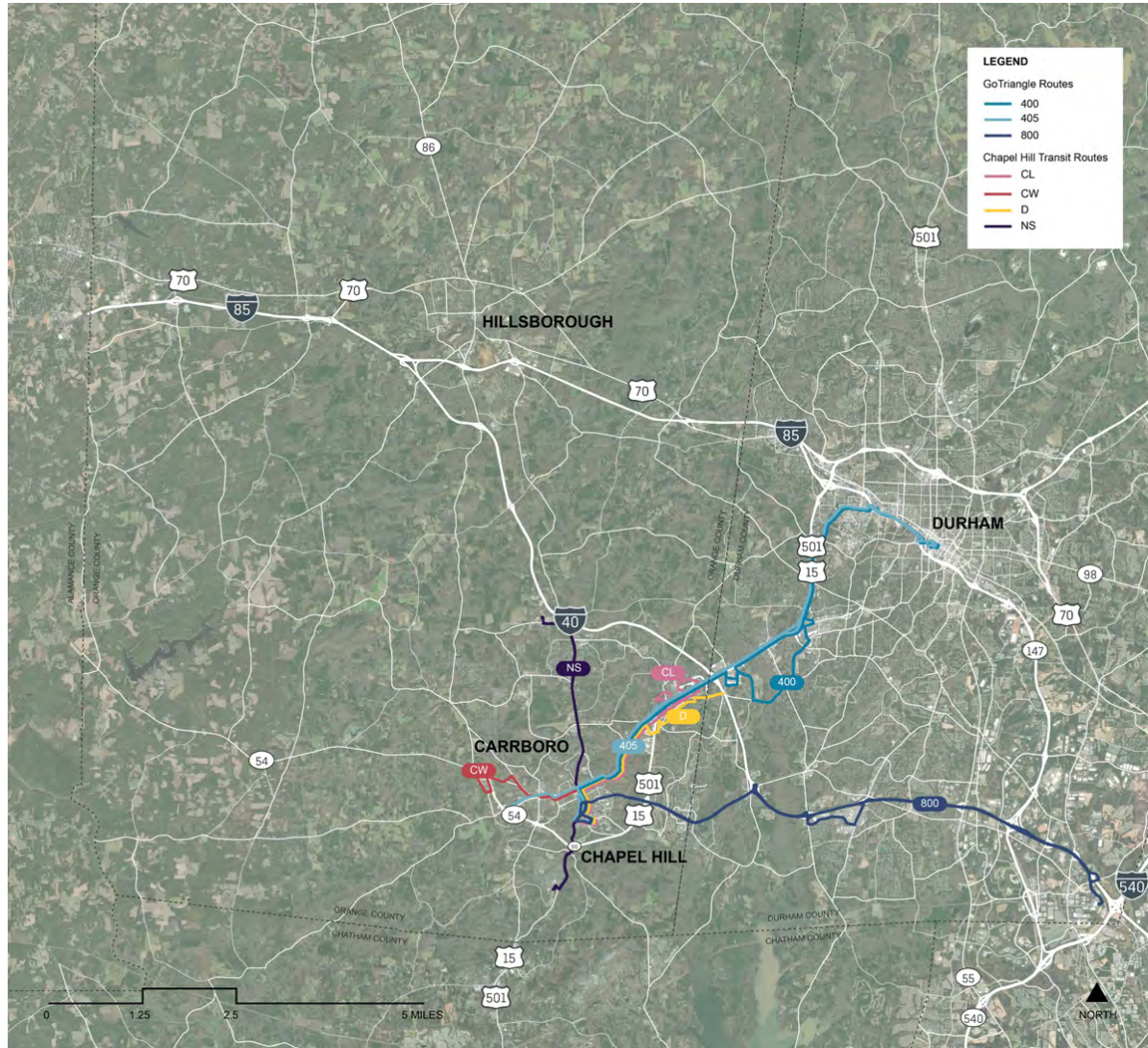
SCENARIO "B" Projects/ Service

Transit Project/ Service	Net New Rev Hours	Cost	Cost in 2040
Provide Mobility-on-Demand services: 5am- 10pm, 7 days/week	16,290	\$944,820	\$1,548,198
CRX: Improve peak frequency to every 15-20 minutes	2,136	\$285,516	\$467,852
CRX: Add hourly weekday midday service	1,530	\$204,561	\$335,197
ODX: 60 to 30 min at peak, remove reverse peak, and no longer serve downtown Mebane		\$169,129	\$277,138
Cedar Grove Peak Connector: Operate every 60 min from 6am-9am, 3:30-7pm weekdays	1,625	\$94,250	\$154,440
White Cross Commuter Service	1,500	\$87,000	\$142,560
Expand OCPT Vanpool		\$150,000	245,792
<input checked="" type="checkbox"/> 400/405: Schedule effective 15-minute service	3,825	\$511,403	\$837,993
<input checked="" type="checkbox"/> 400/405: Evening service to match 100 service profile - 30 min Sun and increased evening service	1,947	260,314	426,555
<input checked="" type="checkbox"/> D: Extend service to Patterson Place and provide Saturday service until 9 PM.	5,300	625,400	1,024,791
Total Operations Cost		\$5,795,711	66.0%
Budget Remaining for Capital		\$2,979,336	34.0%
Total 2040 Transit Budget		\$8,775,047*	

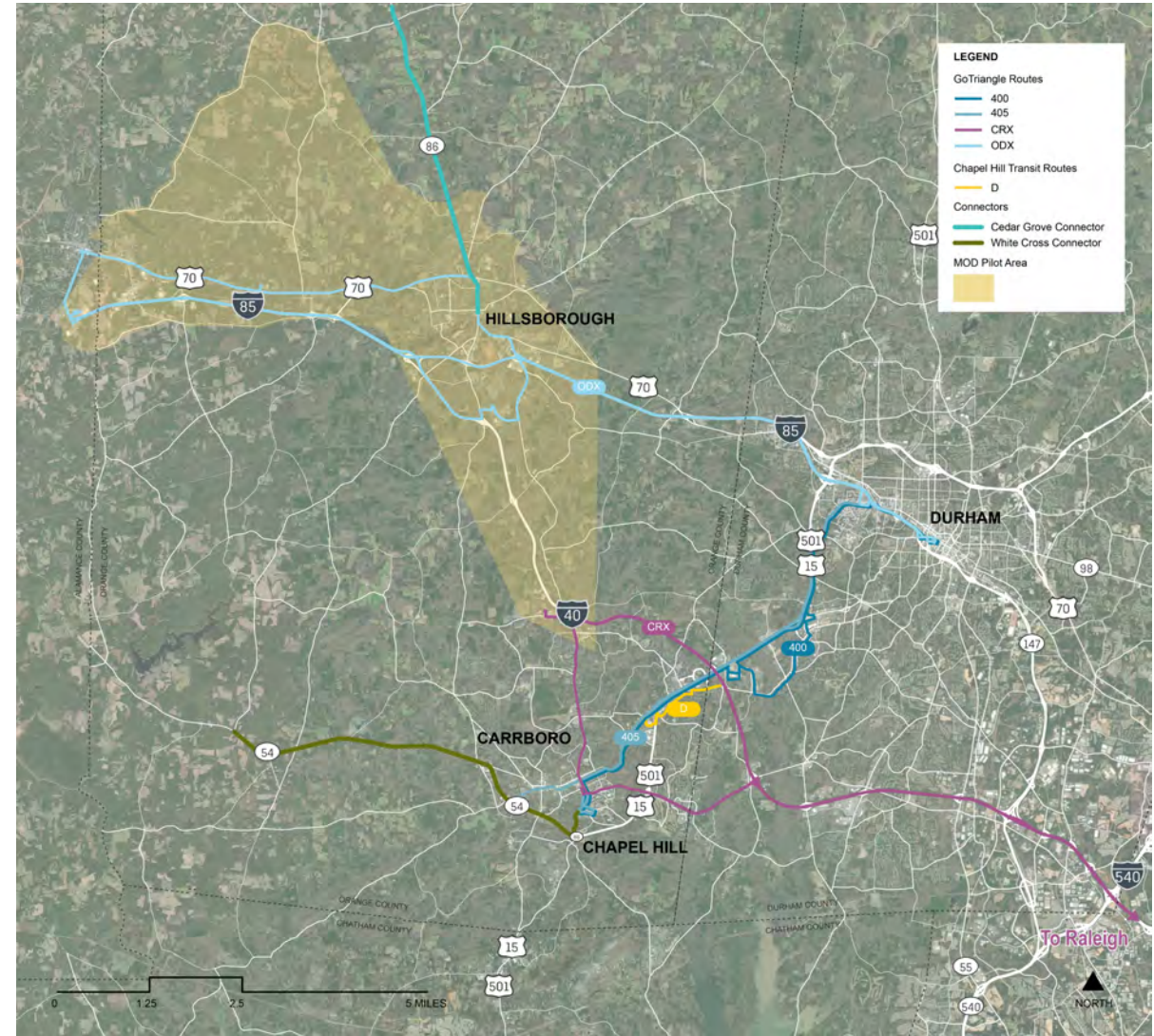
Notes: Revenue hours reflect that half of the CRX service is funded by Wake County. Revenue hours reflect that half of the ODX and the 400/405 services are funded by Durham. *GoTriangle's expected 2040 budget is based on the expected and anticipated revenues minus expected 2040 capital and operating expenses in 2040 dollars.

COMPARING SCENARIOS

SCENARIO "A"



SCENARIO "B"



ADDRESSING PRIORITIES

	SCENARIO A	SCENARIO B
Prioritizes routes/service with higher ridership	✓	
Prioritizes service to a wider geographic area		✓
Prioritizes transit service that operates longer hours, more days per week	✓	
Enhances regional connections between Chapel Hill and Durham along US 15-501	✓	✓
Leaves room for future joint transit investments and ensures financial sustainability	✓	✓
Addresses CHT unfunded priorities	✓	
Supports enhanced regional connections for commuters	✓	✓

FEEDBACK & DISCUSSION

Which scenario do you believe better meets the needs of transit riders in Orange County?

Scenario
A

Scenario
B

Please rank the following key features in order of importance/need/impact:

Increase service to at least every 15 minutes on CURRENT high ridership routes

Increase evening and weekend service on CURRENT high ridership routes

Make regional bus services between regional cities more useful

Expand mobility-on-demand service

Expand peak commuter services to Durham

Connect rural areas through connector and van pool services

Invest in a FEW high-frequency services

SELECT expansion of evening service

Are there services and/or projects that are not reflected in the two scenarios?

When poll is active, respond at pollev.com/truetrain007

Text **TRUETRAIN007** to **22333** once to join

Do you think that these scenarios represent a good balance between the needs of local transit riders and regional commuters? If not, how can these needs be balanced better?

A Yes

B No

OPEN DISCUSSION

NEXT STEPS

- **Upcoming PSC Meetings:**
 - June 25th 12-1 PM (update on public engagement, outline for transit plan)
 - July 16th 12-1 PM (present findings – engagement and options for balanced scenario)
 - August 13th 12-1 PM (finalize balanced scenario and projects; draft implementation plan; draft plan content)
- **Phase 2 Public Engagement (Mid June- mid July)**
 - Focus groups
 - Online survey
 - In person “quick-hit” Surveys
- **Balanced Scenario (August)**
- **Implementation Plan (August – September)**
- **Final Transit Plan document (July – October)**

THANK YOU!

QUESTIONS?