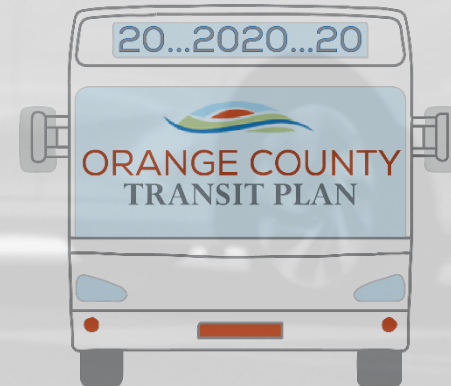


PROJECT UPDATE

Transit Service Providers

June 3, 2021



AGENDA

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

CONCEPTUAL TRANSIT SCENARIOS

WHAT WE'VE HEARD

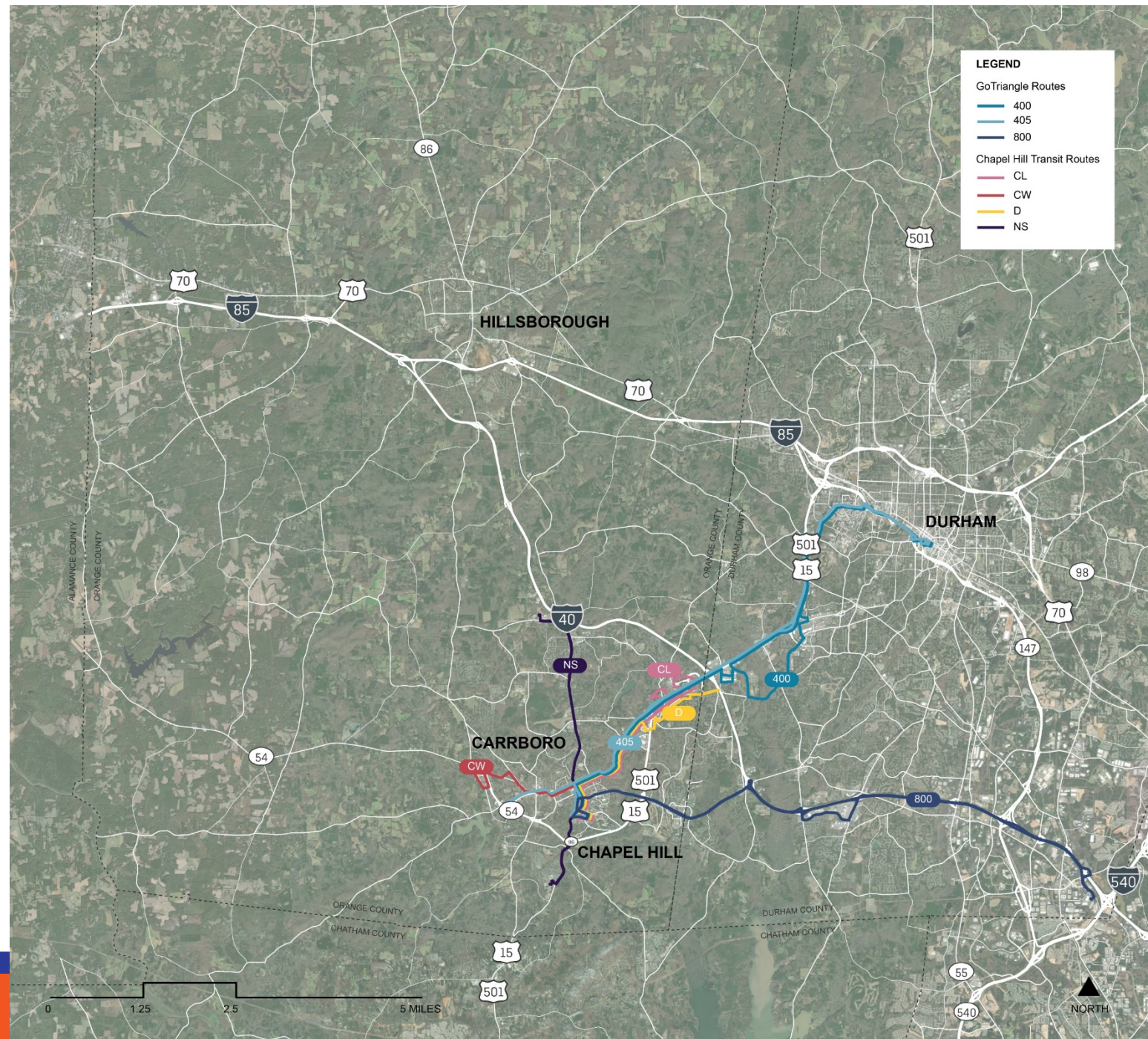
- **Public Survey:** prioritize transit service that operates longer hours, more days per week (majority of respondents use OCPT but this mirrors feedback from CHT rider survey)
- **PSC:** prioritize regional connections between Chapel Hill and Durham along US 15-501 to replace light rail AND provide more equitable transit service to rural areas
- **Orange County:** prioritize financial sustainability and provide flexibility for future joint transit investments
- **Chapel Hill Transit:** prioritize unfunded projects in the SRTP
- **UNC:** Priorities captured in CHT SRTP (policy/technical committee)
- **GoTriangle:** prioritize greater-Triangle regional commuter connections (Orange-Durham-Wake); regional transit service coordination
- **Other feedback:** consider future population growth (Mebane); consider how scenarios will perform today + in the future (growing congestion, etc.)

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

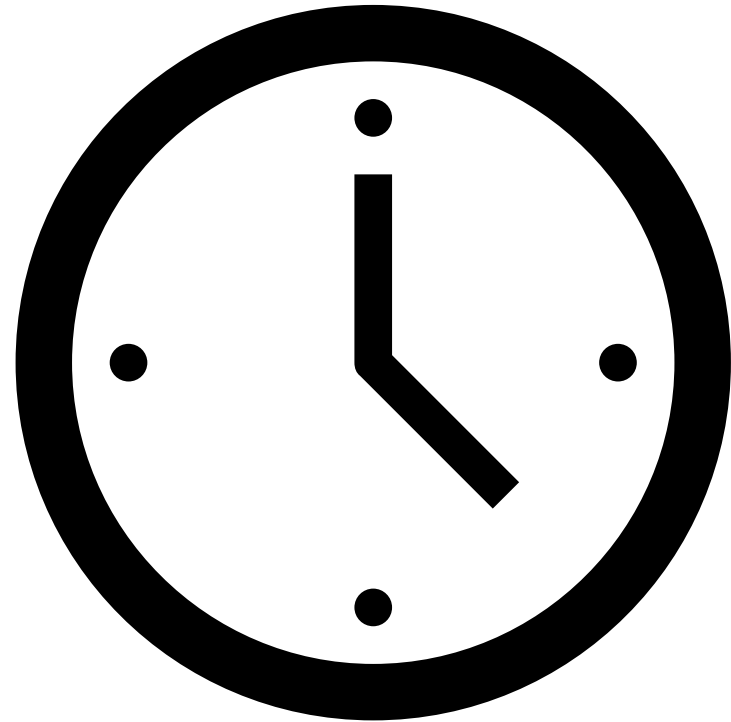


Increase evening and weekend service, extending the time when useful transit is available

SCENARIO "A"

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

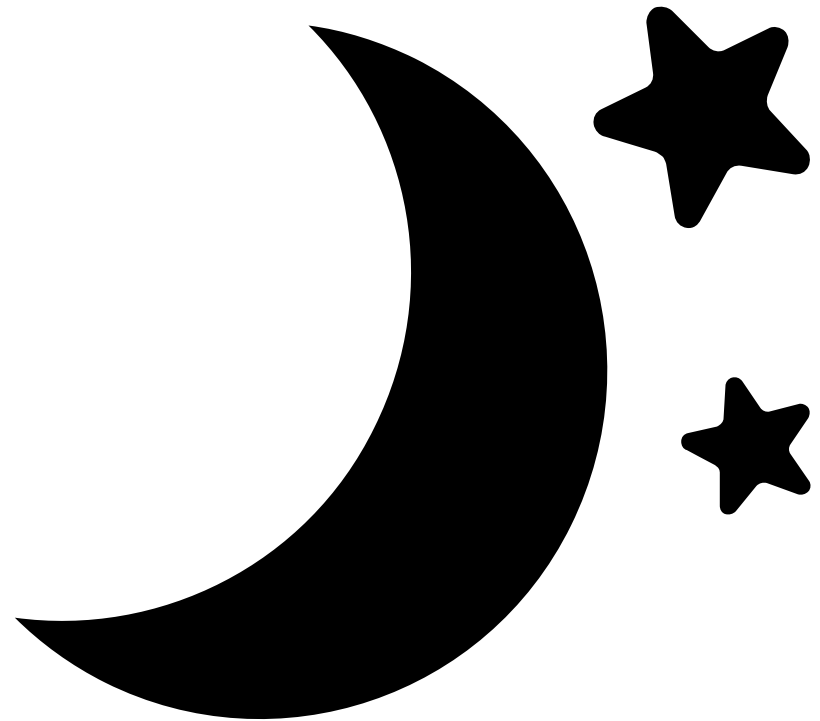
- Create effective 15-minute service on the 400/405 by scheduling the two routes to offset each other
- Increase to service on the 800 to run every 15-min at times when it currently runs every 30 minutes
- Improve weekday midday service to 30 minutes on the CW
- Improve morning peak frequency on the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



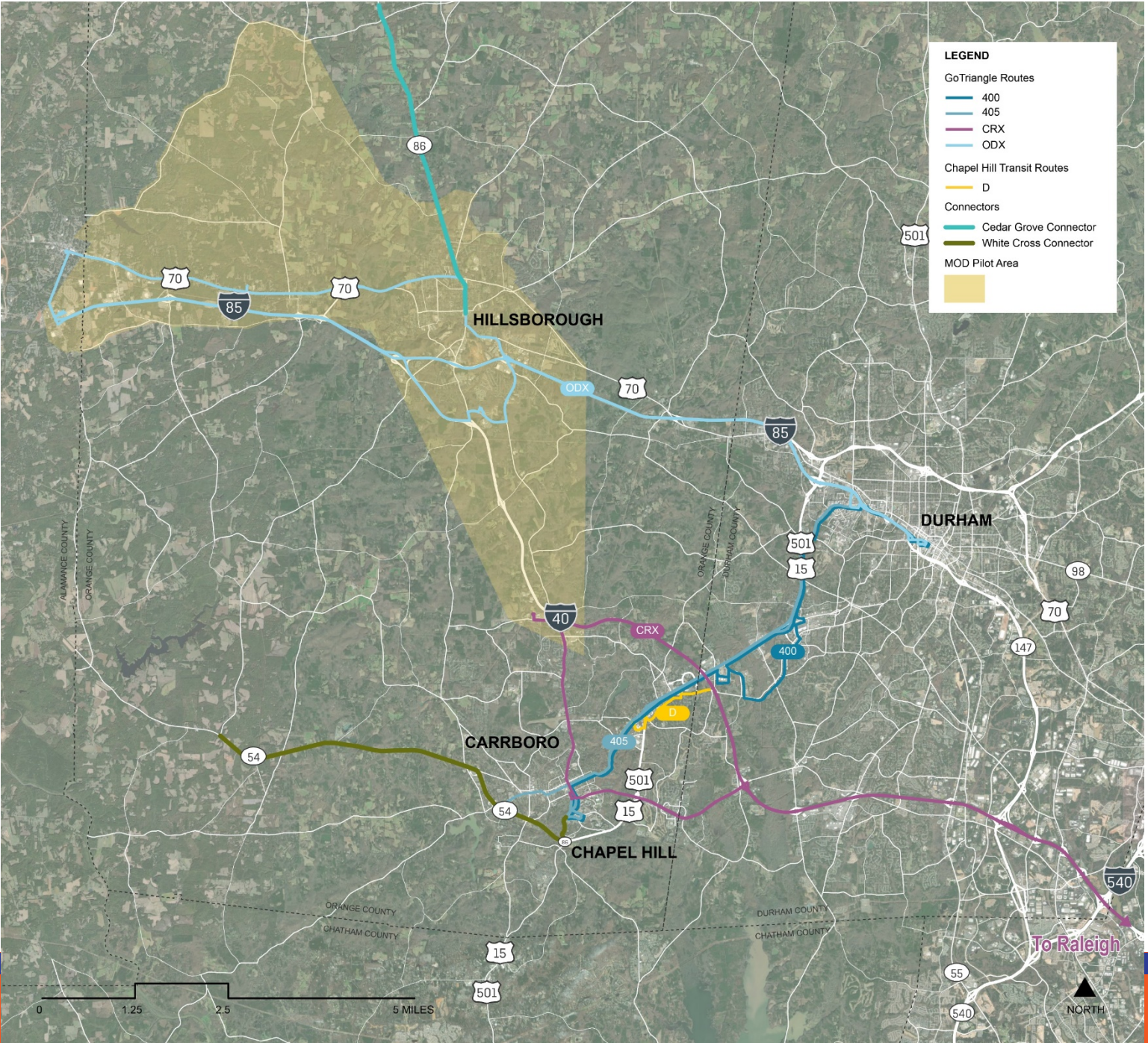
SCENARIO "A" Projects/ Service

| 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

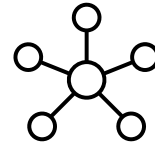


SCENARIO "B"

Key Features:



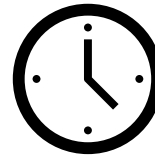
Make regional bus services between cities in the region more useful



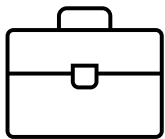
Connect rural areas through connector and vanpool services



Expand mobility-on-demand service



Invest in a few high-frequency services



Expand peak commuter services to Durham

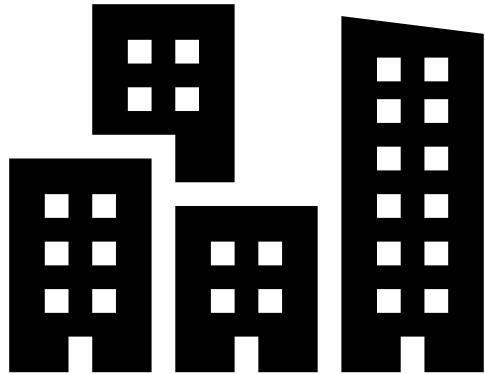


Select expansion of evening service

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

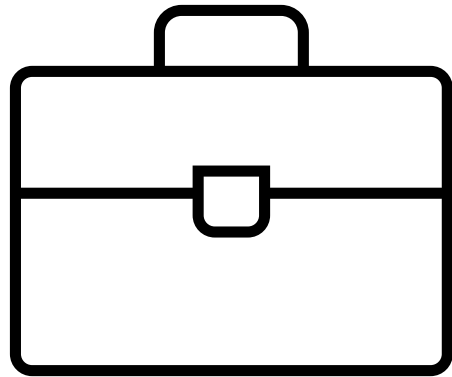
- Provide Mobility-on-Demand services: 5 AM-10 PM, 7 days/week



SCENARIO "B"

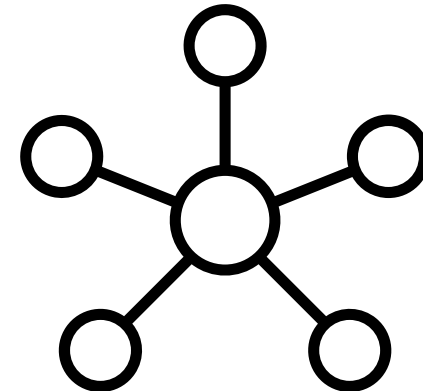
Expand peak commuter services to Durham

- 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

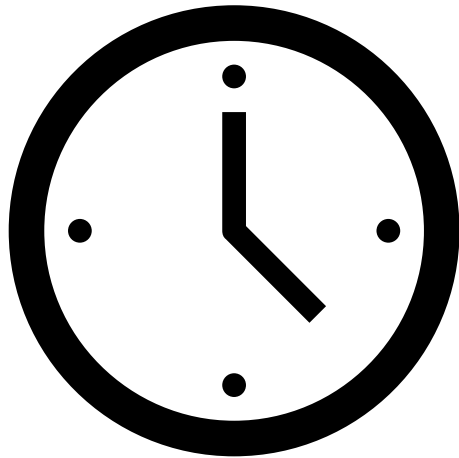
- Operate the Cedar Grove Peak Connector every 60 min from 6-9 AM and 3:30-7 PM on weekdays.
- Run the White Cross Commuter Service
- Expand OCPT Vanpool



SCENARIO "B"

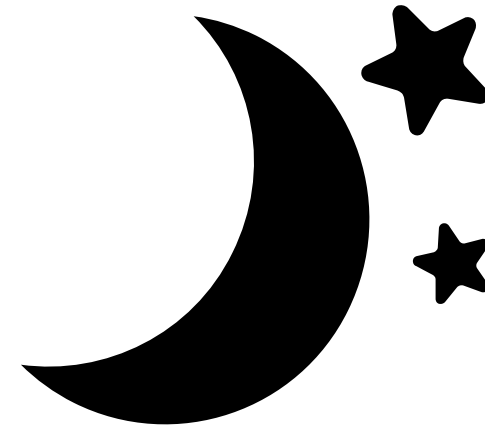
Invest in a few high-frequency services

- 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



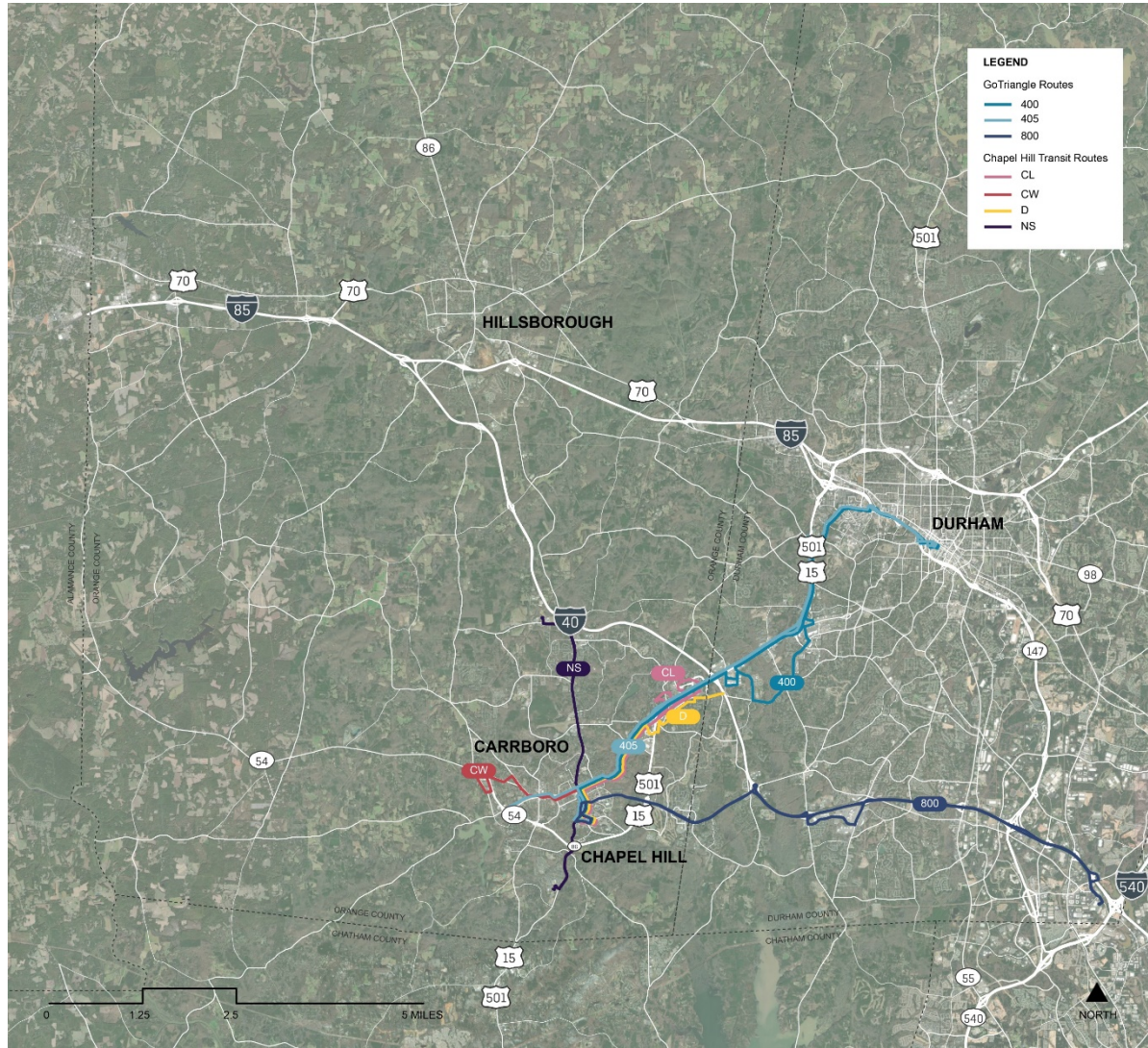
SCENARIO "B" Projects/ Service

| 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* | |

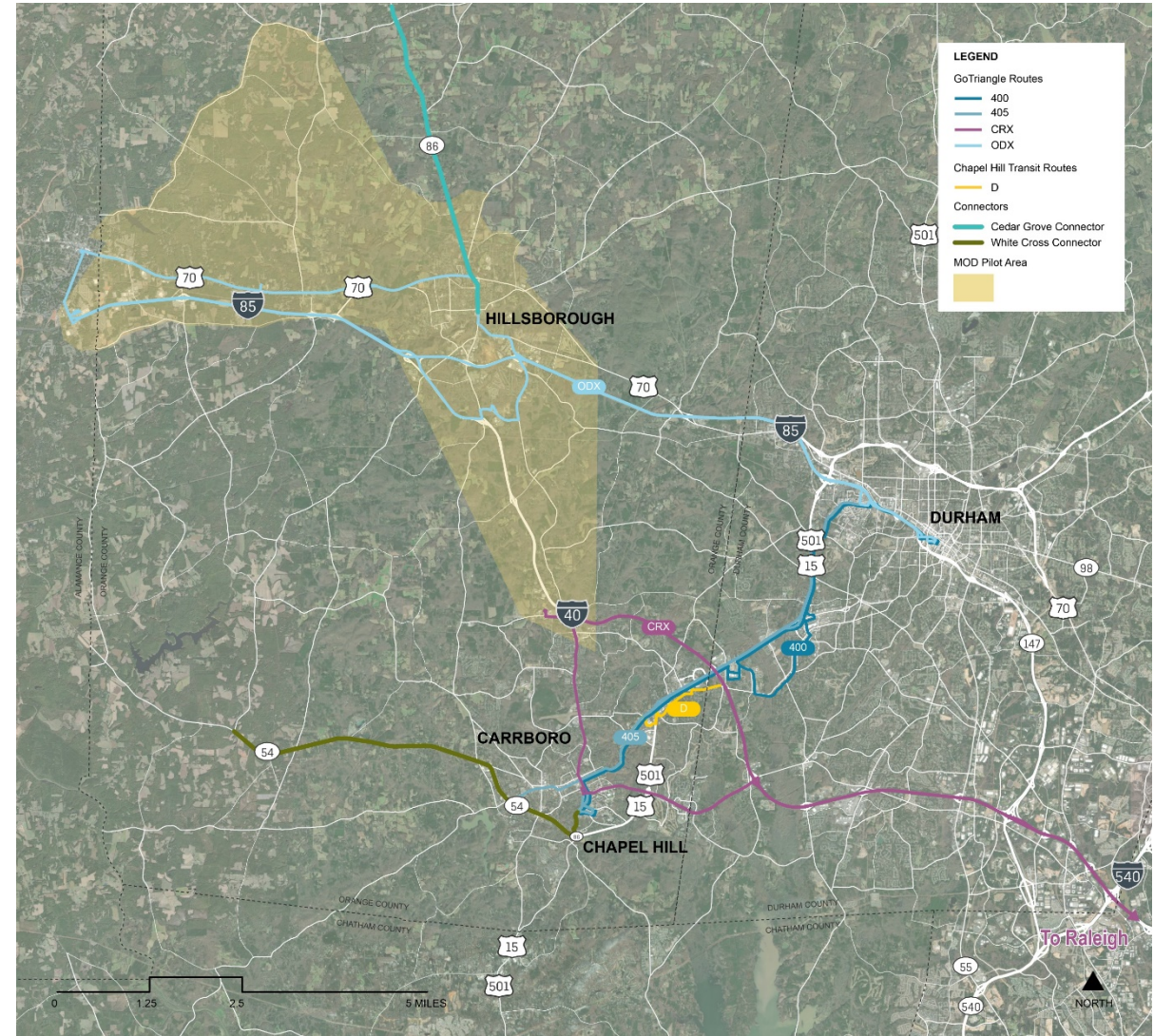
Notes: Revenue hours reflect that half of the CRX service is funded by Wake County. Revenue hours reflect that half of the ODX and the 400/405 services are funded by Durham. *GoTriangle's expected 2040 budget is based on the expected and anticipated revenues minus expected 2040 capital and operating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

DISCUSSION

OPEN DISCUSSION

NEXT STEPS

- **Phase 2 Public Engagement** (Mid June- mid July)
 - Focus groups
 - Online survey
 - In-person “quick-hit” surveys
- **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)
- **Balanced Scenario** (August)
- **Implementation Plan** (August – September)
- **Final Transit Plan document** (July – October)

THANK YOU!

QUESTIONS?