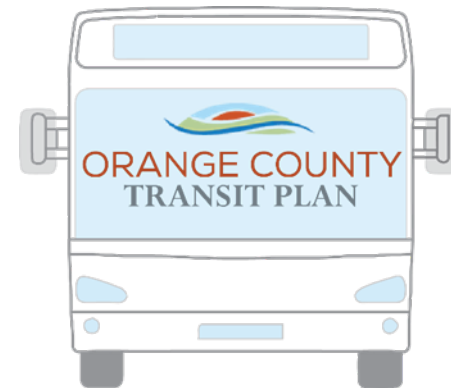


POLICY STEERING COMMITTEE RETREAT

ORANGE COUNTY TRANSIT PLAN UPDATE

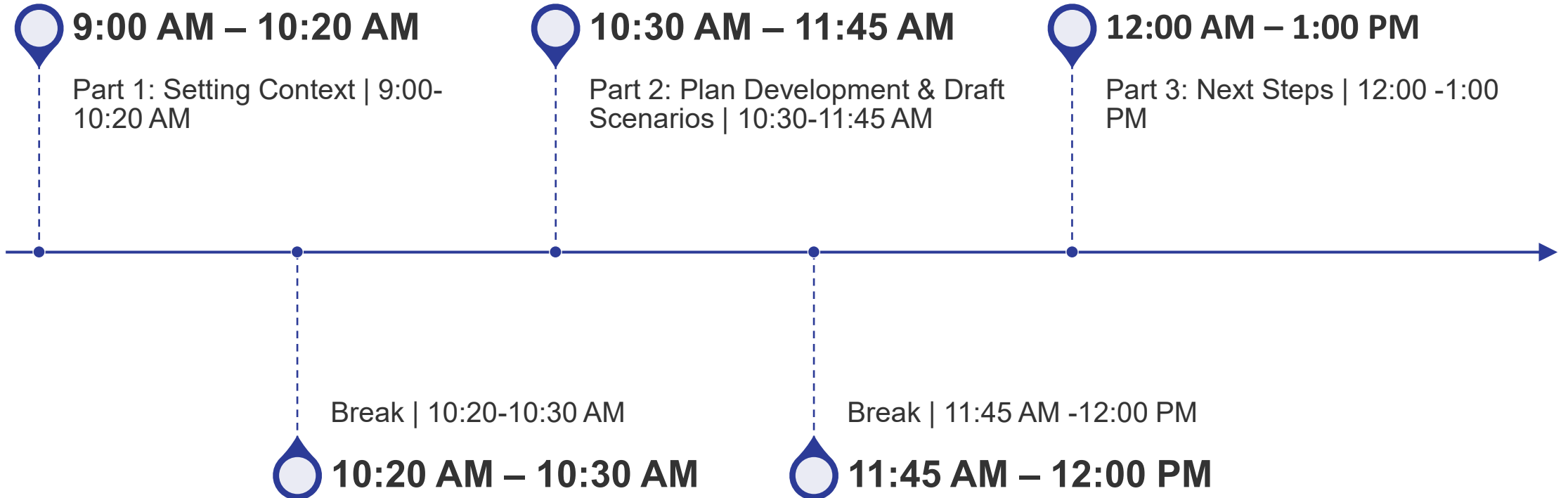
JULY 24, 2021



WELCOME

- Facilitation team:
 - Kate Ange, Renaissance Planning
 - Caroline Dwyer, Renaissance Planning
 - Scudder Wagg, Jarrett Walker & Associates
- Orange County staff:
 - Craig Benedict
 - Travis Myren
 - Tom Altieri
 - Thomas Ten Eyck
 - Tina Love

AGENDA



BEFORE WE BEGIN...

ORANGE COUNTY TRANSIT PLAN UPDATE: SCOPE OF WORK

- Develop a revenue constrained plan for investment in new and/or enhanced transit services (only includes dedicated transit funding streams):
 - Fulfill Orange County's Article 43 requirement (County transit plan required to distribute transit tax revenues)
 - A short-term investment strategy for County's transit service and small capital projects
- Execute a public process to ensure community values are reflected in the transit plan

BEYOND THE SCOPE OF THIS PROJECT

- Creating a community-oriented long-term vision plan for Orange County's transit system
- Aligning that vision with the County's long-term growth and development trends, policies, and goals
- Developing a plan and/or scenarios that are unconstrained by transit tax revenue
- Developing a model or methodology for projecting future growth
- Exploring supplementary sources of funding (i.e., federal transit funding programs)

TO GET “UNSTUCK,” WE NEED TO:

- Establish a common understanding of the transit plan update’s boundaries/limitations
- Collectively acknowledge that, as scoped, the current project does not define an aspirational vision for transit in Orange County
- **Use the opportunities presented by the current project to create a short-term transit investment strategy that sets us up for defining, and ultimately achieving, the County’s long-term transit vision**

OPPORTUNITIES

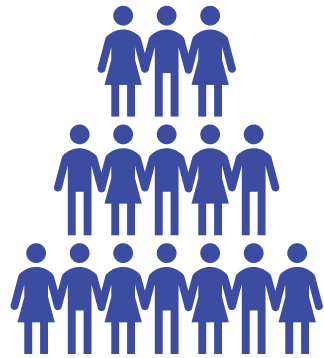
- Include projects in the transit plan that support longer-term transit needs/projects in the County (ex. increasing frequency on routes serving 15-501 helps build the ridership needed for a competitive request for federal funding)
- Budget near-term funding in the transit plan for:
 - Plans (ex. Developing a long-term transit vision plan for Orange County) and/or
 - Studies (ex. feasibility of a Bus Rapid Transit (BRT) route on 15-501)
- Other ideas?



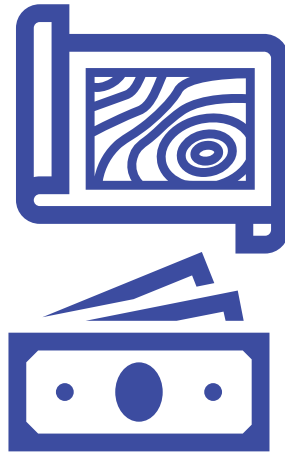
PART 1

SETTING CONTEXT

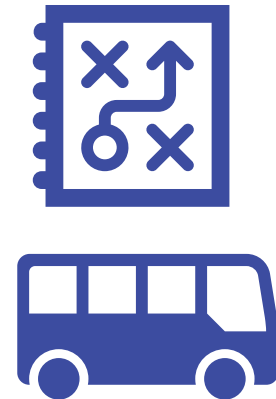
TRANSIT 101: HOW DO WE MAKE DECISIONS ABOUT TRANSIT INVESTMENTS?



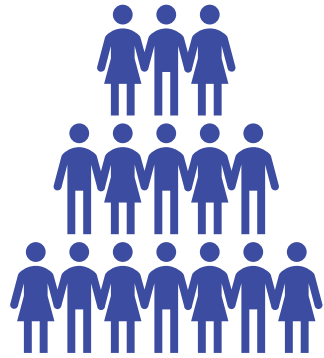
COMMUNITY
VALUES



PLANNING
AND
FINANCES



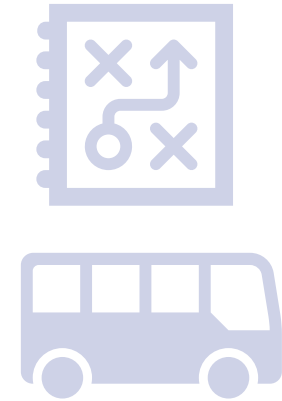
NETWORK
AND
SYSTEM



COMMUNITY
VALUES



PLANNING
AND
FINANCES



NETWORK
AND
SYSTEM



VALUES

Transit networks are often asked to meet many needs.

Make new developments more attractive

Make sure everyone is near a bus

Be convenient and easy to use

Run like a business

Put an equal amount of transit in all parts of the County

Get people to jobs

Get lots of ridership

Serve the transit needs of the elderly and disabled

Not cost too much

Get people out of their cars

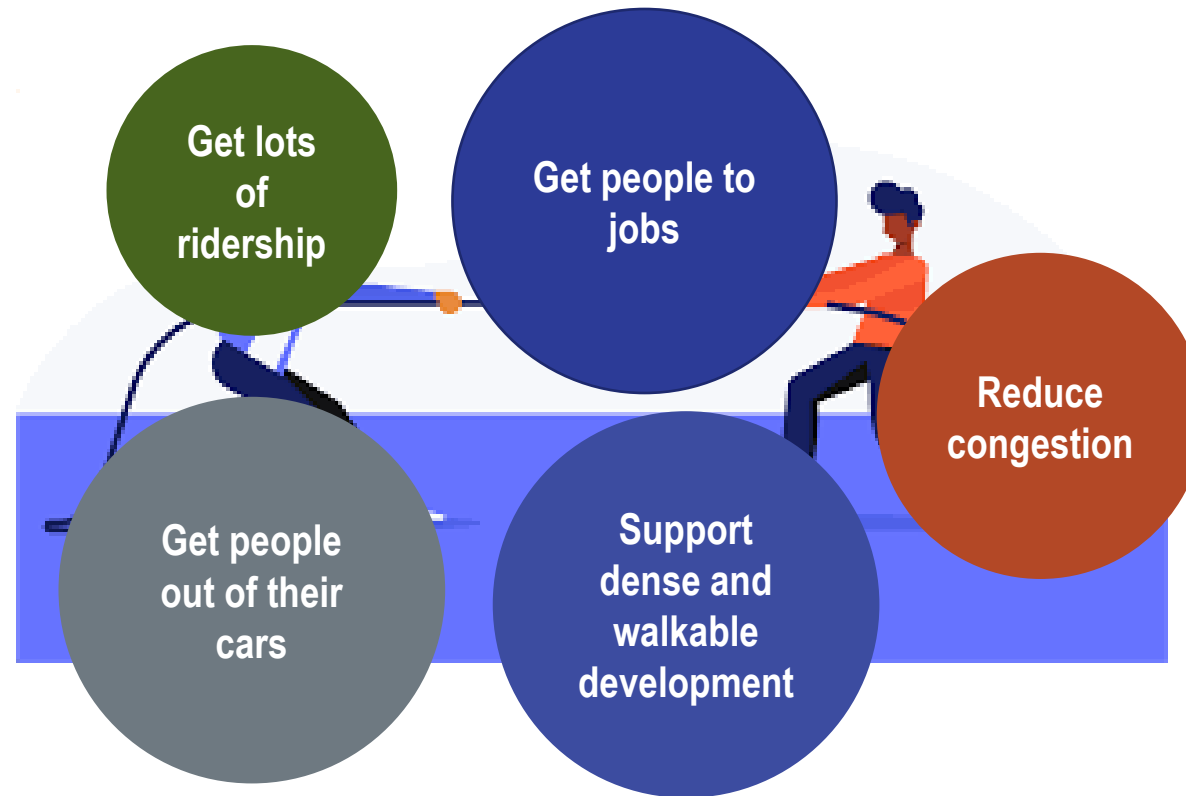
Support dense and walkable development

Reduce congestion

BUT THESE DEMANDS ARE
OFTEN IN CONFLICT!

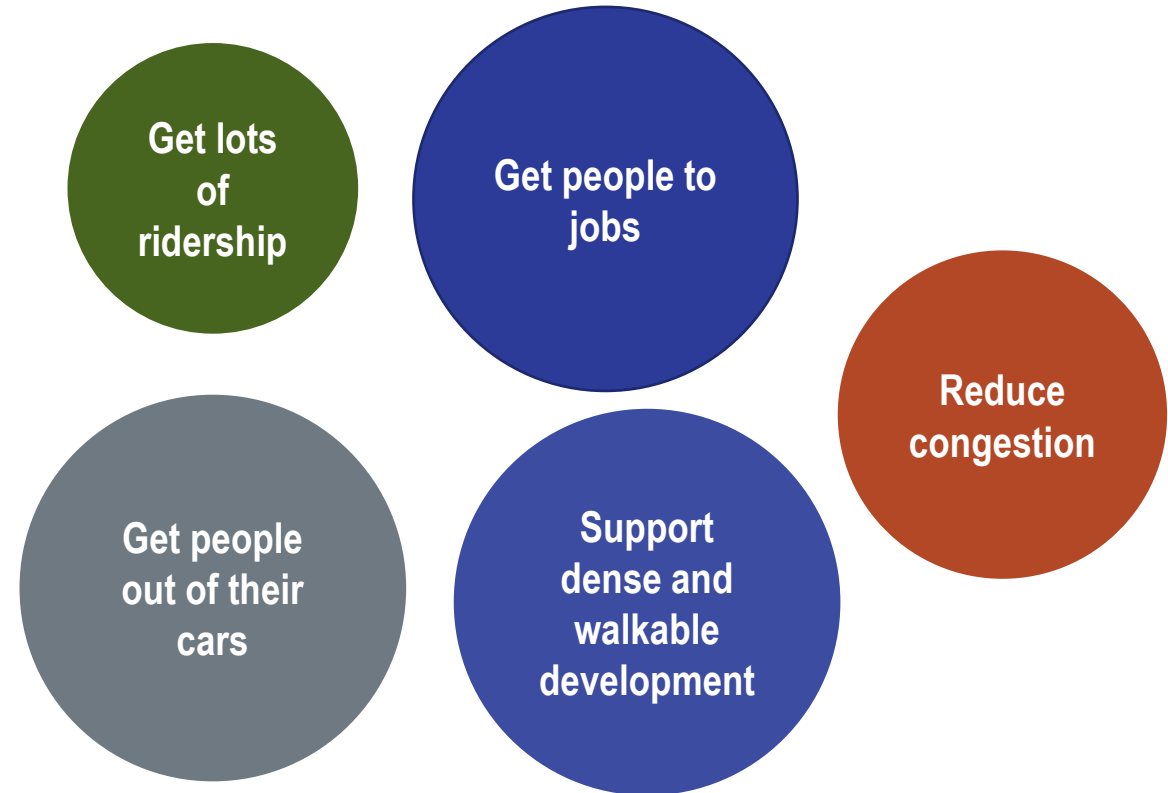


WHAT IF WE WERE MAXIMIZING THESE GOALS?



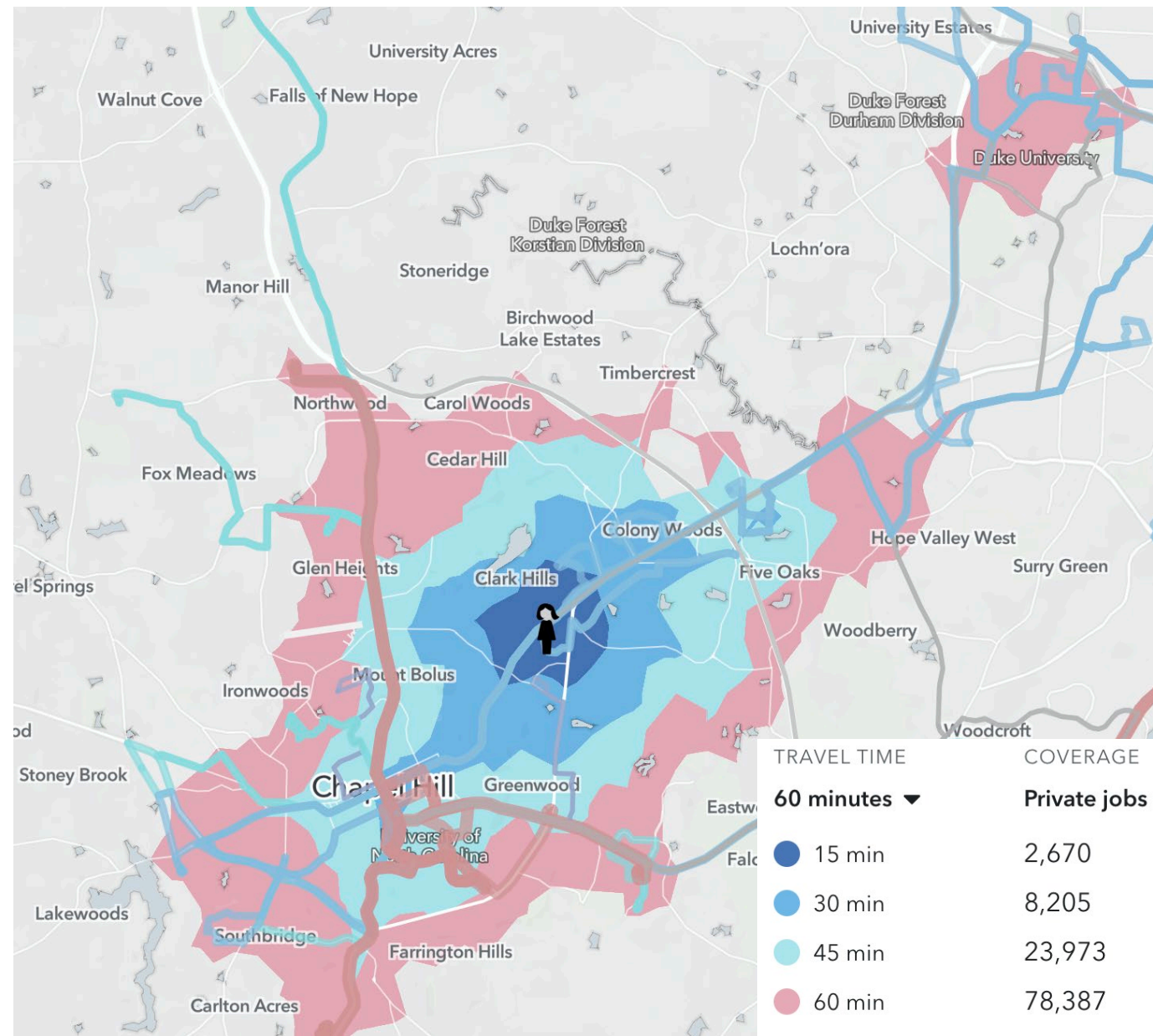
WE WOULD DESIGN FOR HIGH RIDERSHIP

- Provide useful, liberating service
- Useful, liberating service can take lots of people to lots of places in a time they will find reasonable
- ***How do we do that?***



WHAT MAXIMIZES FREEDOM?

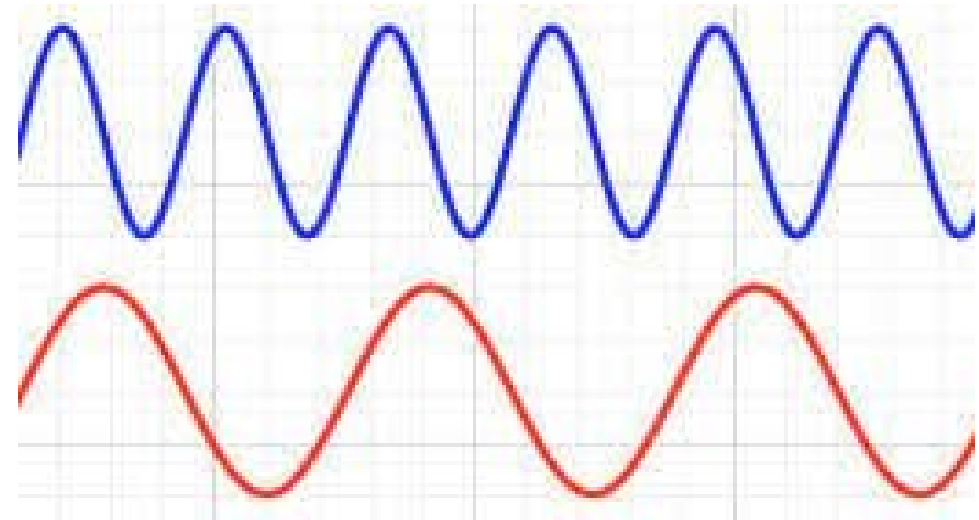
- High frequency lines
- Forming a connected network
- Reasonably fast and reliable
- Focused on transit friendly places
 - Dense
 - Walkable
 - Linear
 - Proximate



FREQUENCY COMES FIRST

- Speed and reliability matter, but *frequency is the most neglected element*
- Frequency offers three benefits:
 - Go when you want to go
 - Make connections between frequent routes easily
 - Better reliability

For short trips, waiting can make up most of your travel time!

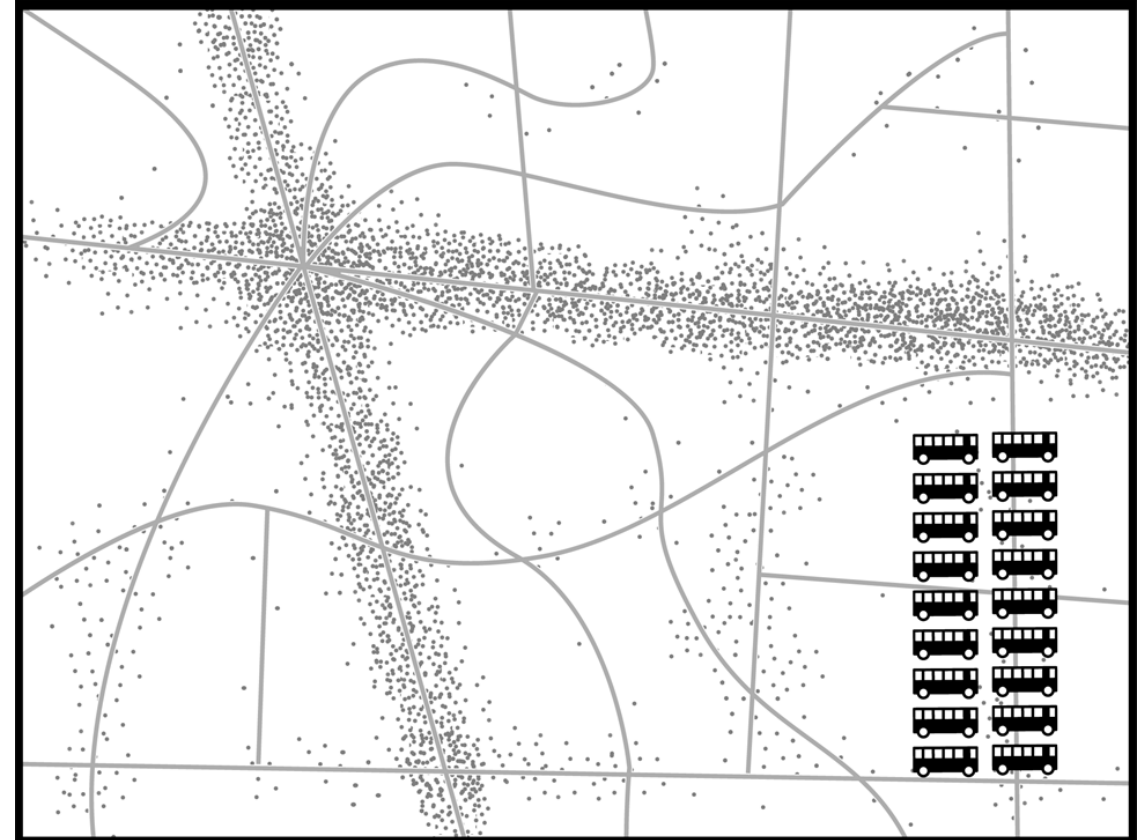


BUT... IS HIGH
RIDERSHIP
WHAT YOU
WANT?



DIFFERENT VALUES REQUIRE DIFFERENT SERVICE

- This is a fictional town, with 18 buses to deploy
- Dots are the locations of residents and jobs



FREQUENCY-ORIENTED NETWORK

“Think like a business.”

- Lower subsidy per passenger
- Supports dense and walkable development
- Maximizes VMT reduction
- Maximizes job access

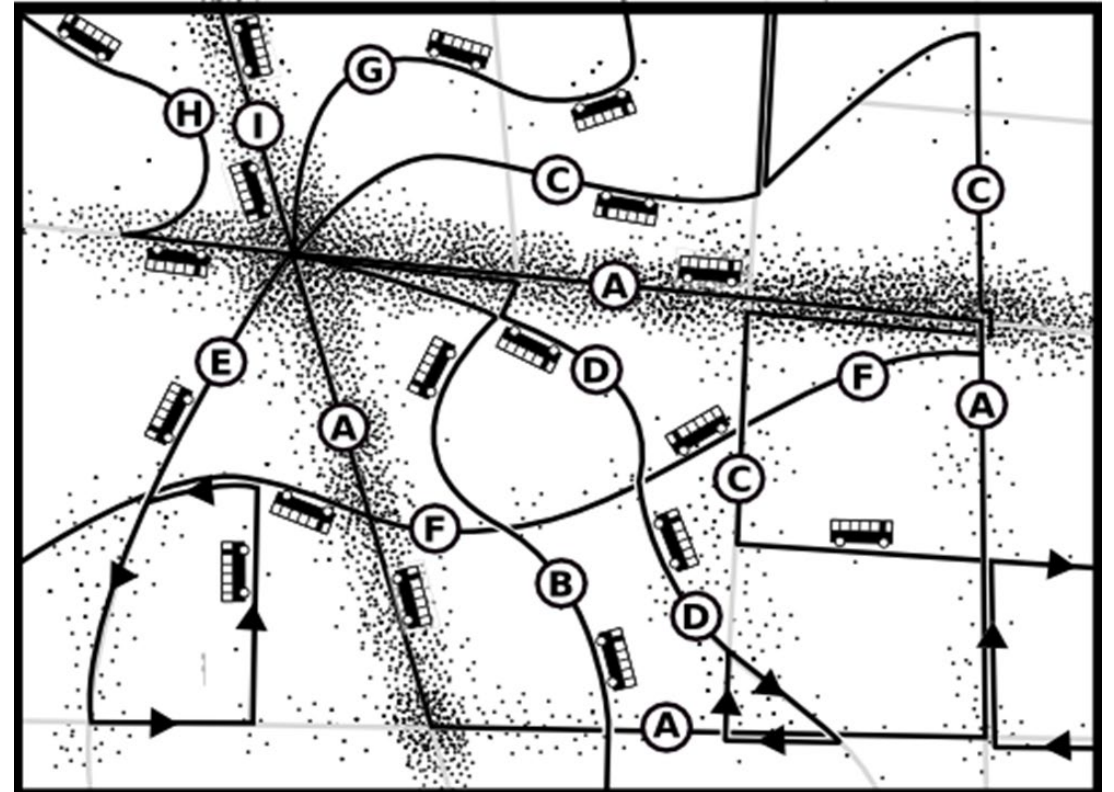
- *Ridership* is the driving value
- Performance is measured in *productivity* (ex. cost per rider)



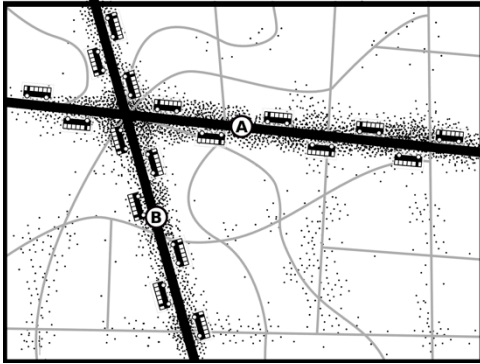
COVERAGE-ORIENTED NETWORK

“Some service for everyone”

- Supports suburban low-density development
- Lifeline access for everyone, no matter where they live
- Service to every city, district or taxpayer
- *Access for all is the driving value*
- *Performance is measured in coverage*



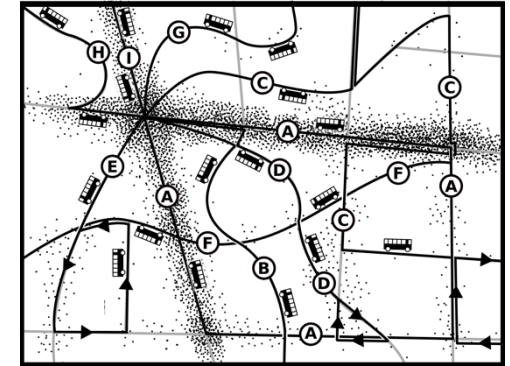
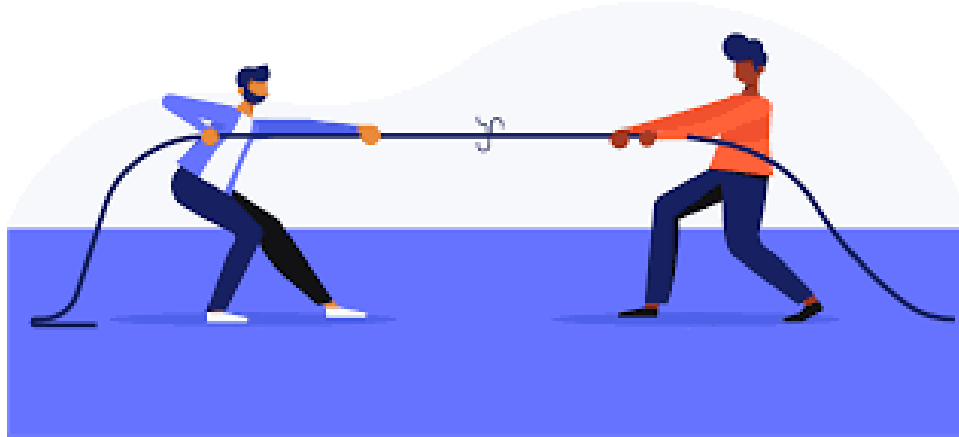
BOTH ARE IMPORTANT, ... BUT THEY LEAD OPPOSITE DIRECTIONS!



Ridership

"Think like a business."

- Low subsidy per passenger.
- Support dense and walkable development.
- Maximum VMT reduction.
- Maximum job access.



Coverage

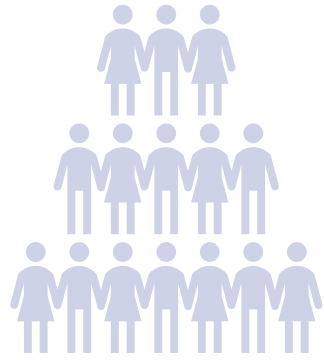
"Access for all"

- Support suburban low-density development.
- Lifeline access for everyone, no matter where they live.
- Service to every city, district or taxpayer.

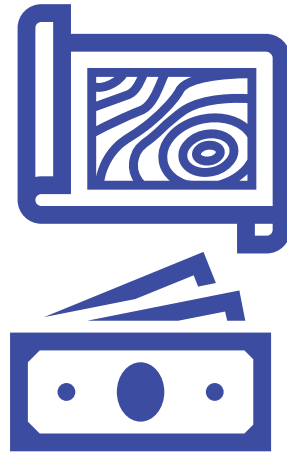


DISCUSSION: COMMUNITY VALUES

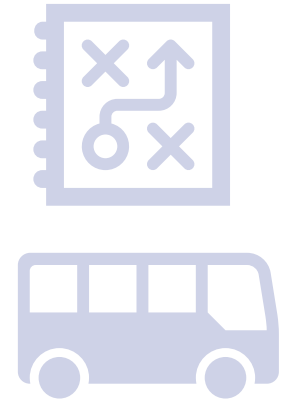
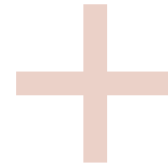
- Use stickers to identify your top transit priorities (for this plan)
- Write down any that are missing!
- Once we've voted, we'll discuss our findings



COMMUNITY
VALUES



PLANNING
AND
FINANCES



NETWORK
AND
SYSTEM

PLANNING & FINANCES

Governance

- Article 43 (2012)
- Interlocal Implementation Agreement
 - Staff Working Group (SWG)
 - Allocates available Tax District Revenues (64/24/12)

Orange County Transit Planning

- Orange County Bus and Rail Investment Plan (2012)
- Orange County Transit Plan Update (2017)

The Bus and Rail Investment Plan in Orange County

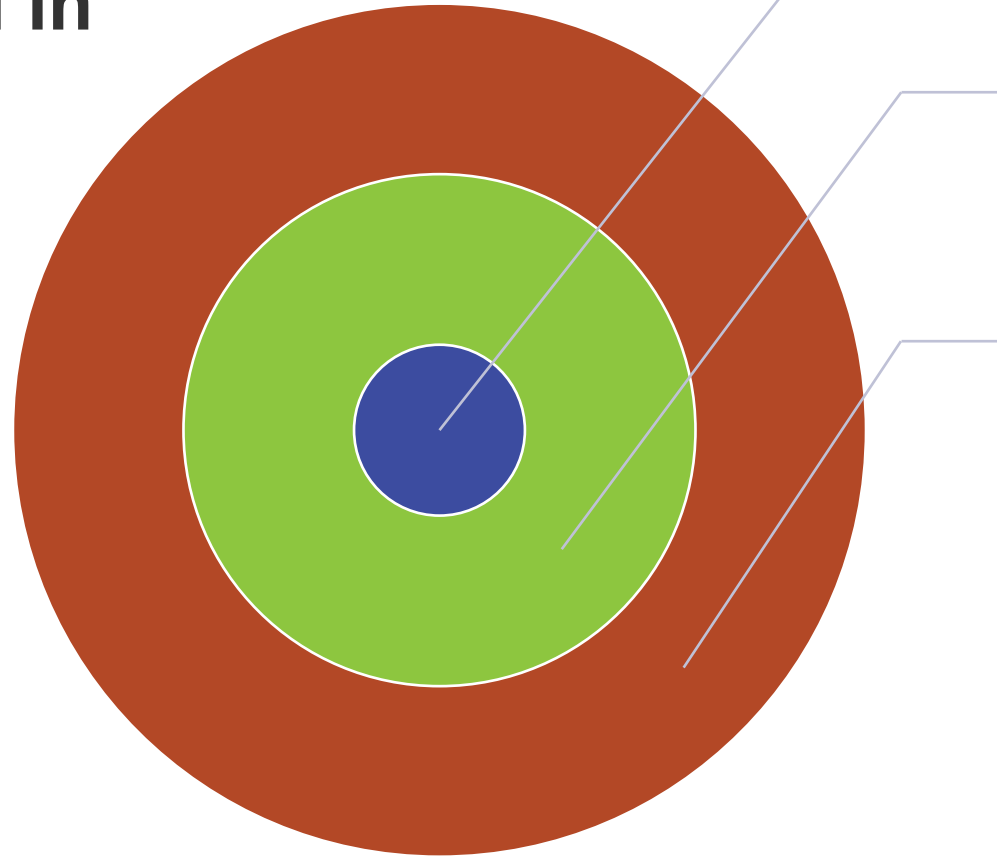


PLANNING & FINANCES

How is transit funded in Orange County?

2017 plan assumes:

- *10% federal funding for expansion bus services (O&M)*
- *44% federal funding for capital projects (down from 80% in 2012)*
- *Assumes no state funding available for bus capital projects - 100% of funding for new/replacement vehicles comes from Transit District Revenues*



State
funding

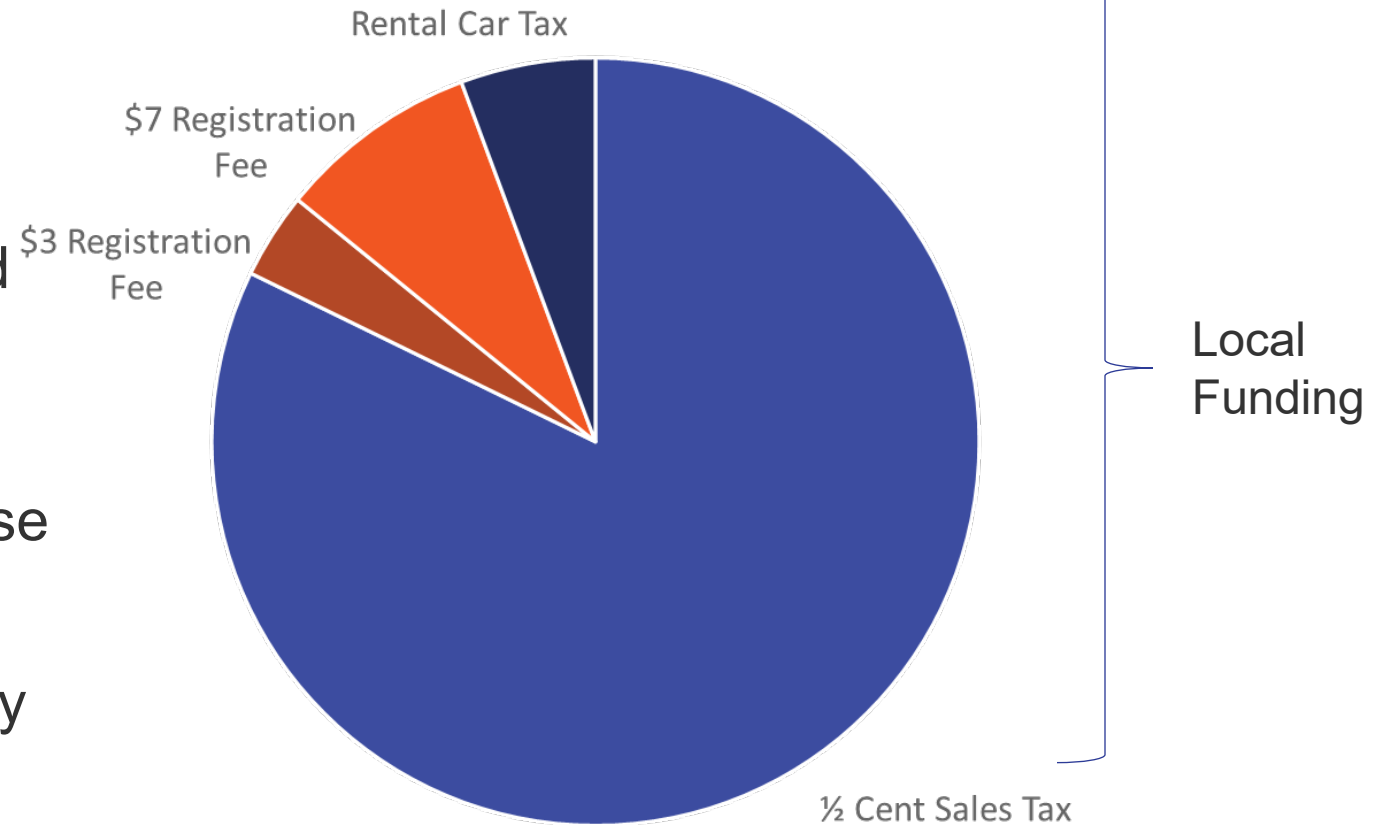
Federal
funding

Local
funding

PLANNING & FINANCES

Where does local funding for transit come from?

- Four dedicated funding streams:
 - **Article 43:** Half-Cent Sales and Use Tax
 - **Article 50:** 5% Vehicle Rental Tax
 - **Article 51:** Three-Dollar increase to GoTriangle Regional Vehicle Registration Fee
 - **Article 52:** Seven-Dollar County Vehicle Registration Fee



PLANNING & FINANCES

Orange County Tax District Revenue Forecasts



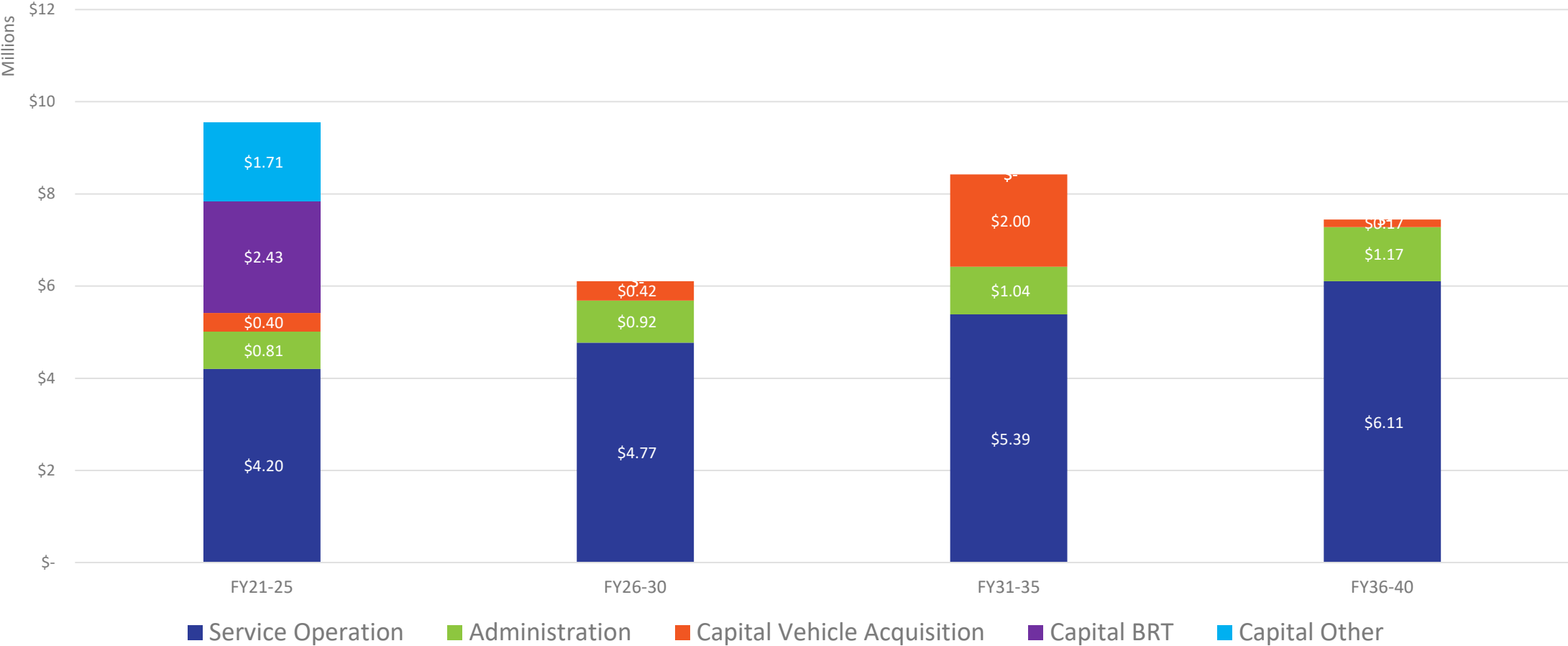
PLANNING & FINANCES

Orange County Tax District Expenses



PLANNING & FINANCES

Orange County Expenses by Category



PLANNING & FINANCES

Orange County Remaining Transit Funds



Average amount available annually

Reserves Available

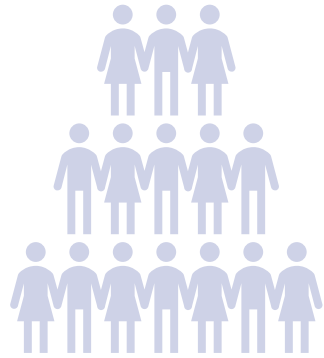


How do they contribute to freedom?



OPERATING VS. CAPITAL

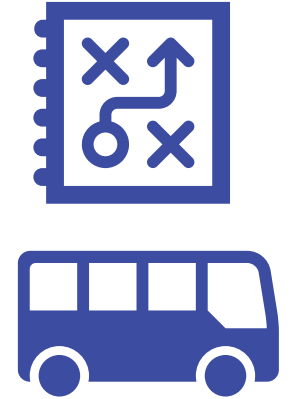
- Operating funding provides the actual service that people use.
 - Without operating funding, transit service doesn't exist
 - Funds the frequency, span, and coverage that expands people's freedom
- Capital funding supports the service (vehicles, planning, physical improvements)
 - Can support better service: speed, reliability, and capacity



COMMUNITY
VALUES



PLANNING
AND
FINANCES

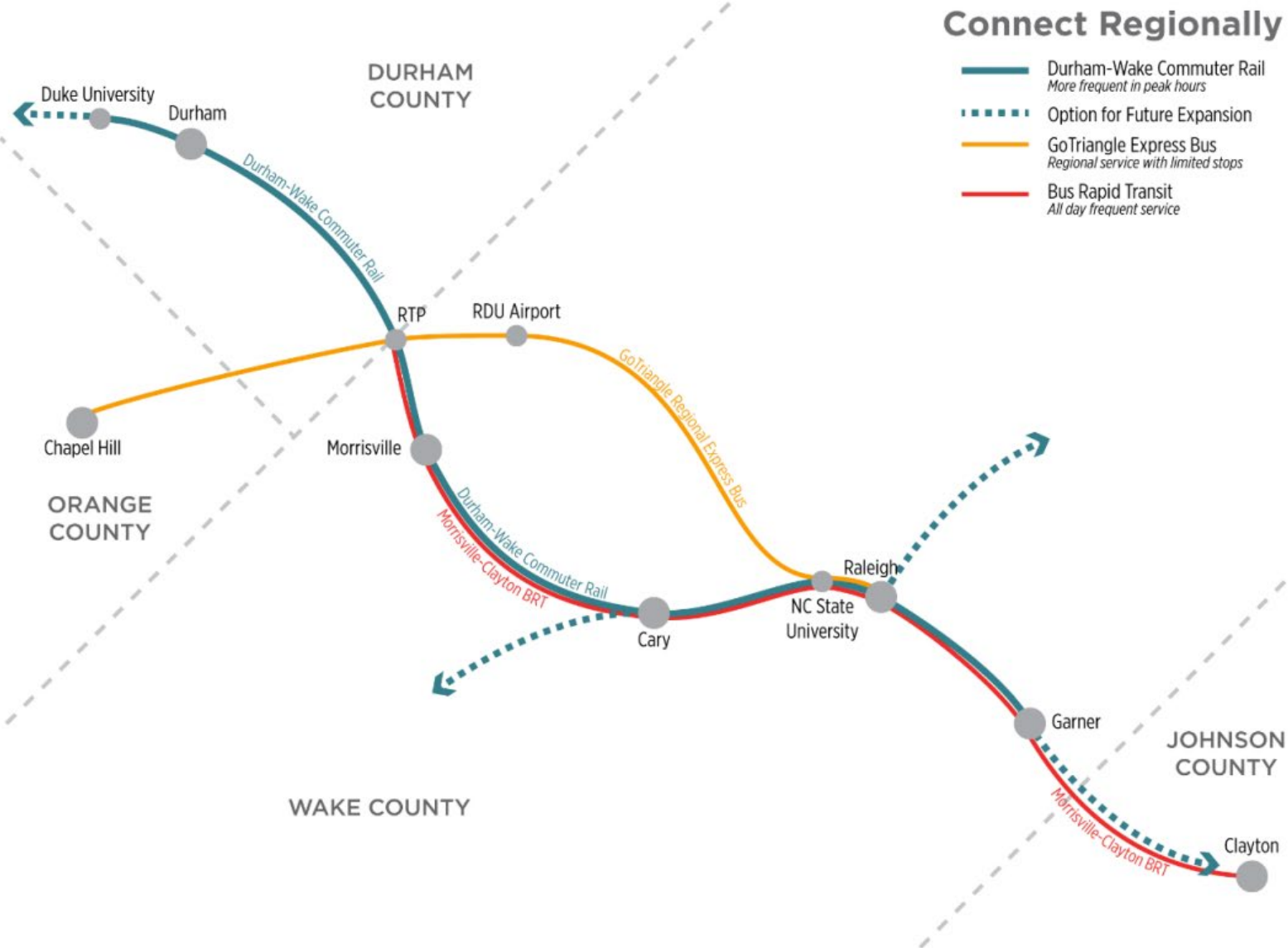


NETWORK
AND
SYSTEM

TRANSIT SERVICE PROVIDERS IN ORANGE COUNTY

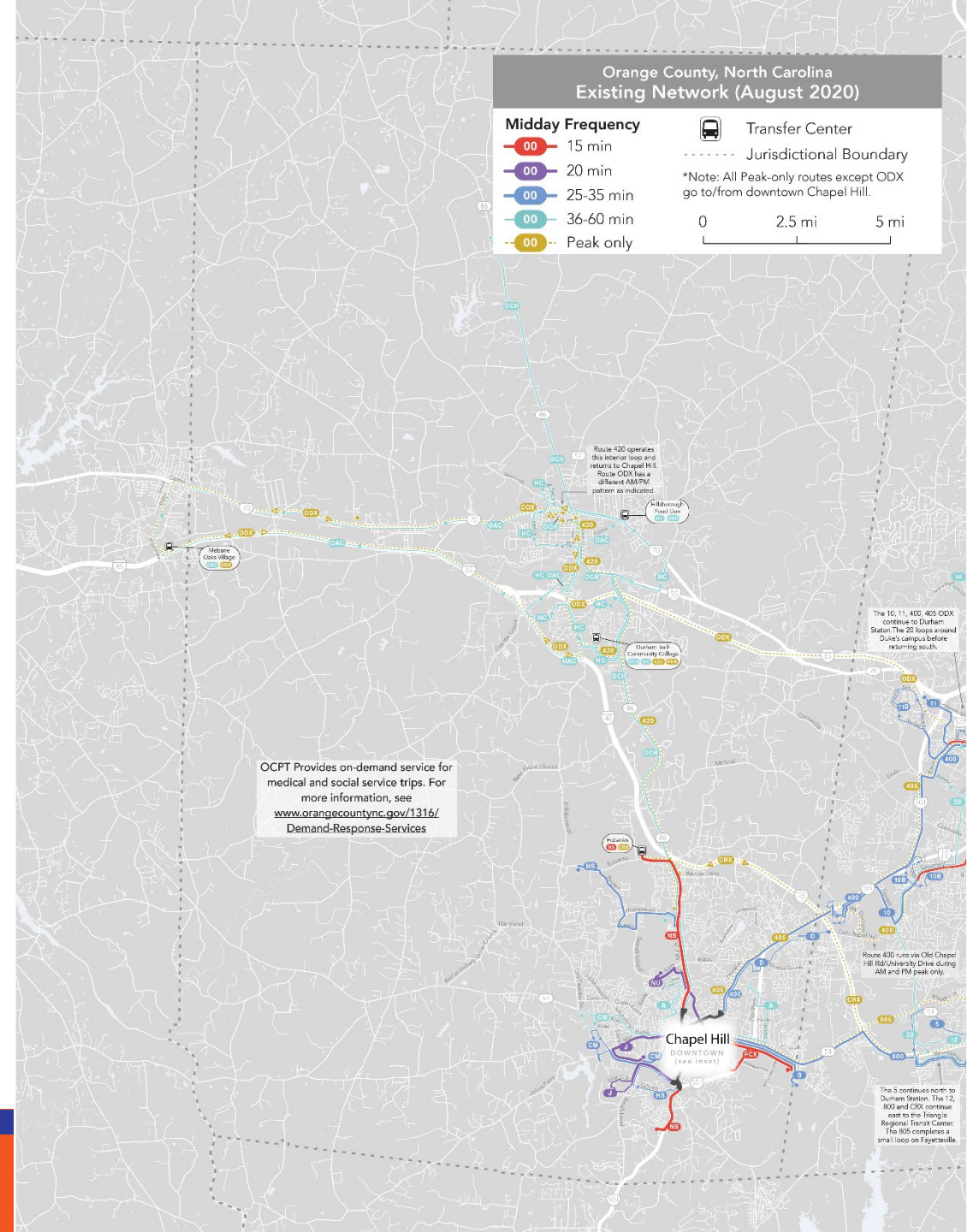


REGIONAL TRANSIT "VISION"



EXISTING NETWORK

- Most service is in Chapel Hill and Carrboro
 - More people and jobs
 - Fund more service
- Remainder of county only has:
 - Hourly service on three fixed routes (OCH/420, HC, OAC)
 - Peak service on one route (ODX)
 - On Demand Services (free for specific groups; relatively high cost for others)
 - Pilot MOD service (OCPT)



DISCUSSION: TRANSIT NEEDS

- Is there key service that is missing?
- What questions do you have about existing service?



BREAK (10 MINUTES)



PART 2

PLAN DEVELOPMENT AND DRAFT SCENARIOS

CONCEPTUAL SCENARIOS



SCENARIO ASSUMPTIONS

- Short-term investment strategy
- Budget bounded by dedicated transit funding streams
- Illustrate ways service can be provided by showing the two extremes of the transit investment “spectrum”
- Final plan will fall somewhere in between these two extremes
- Recalibrate operating vs. capital expenses



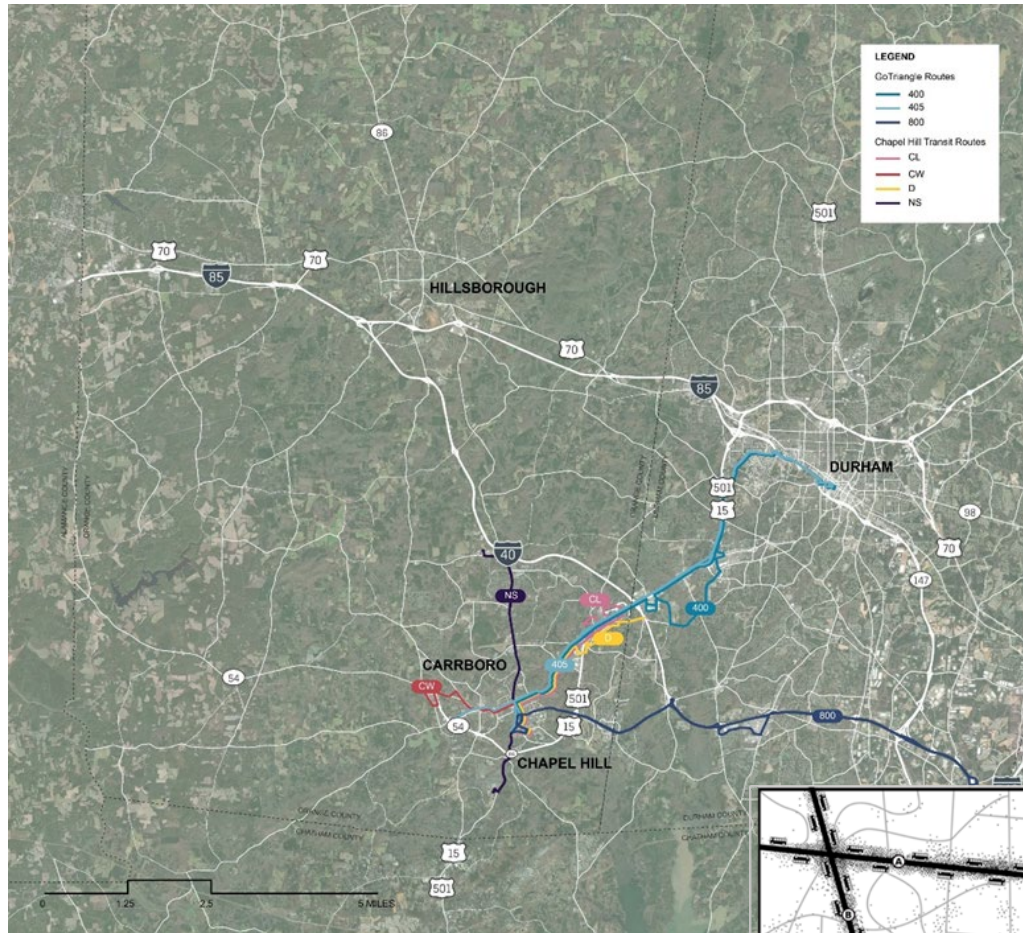
SCENARIO DEVELOPMENT

- ✓ Short Range Transit Plans
- ✓ Stated priorities of transit providers
- ✓ Regional Connections Opportunities (RCO) Report
- ✓ GoTriangle financial model
- ✓ Durham Transit Plan alignment



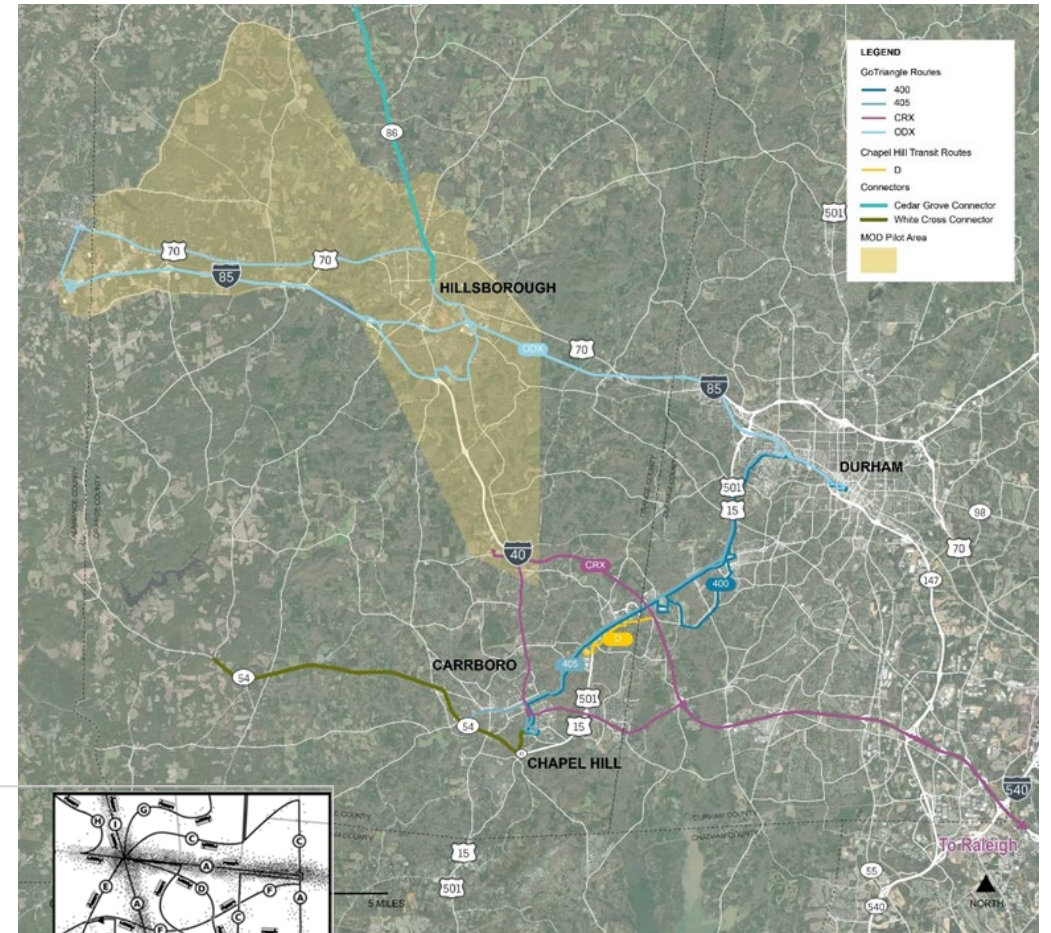
SCENARIO KEY ELEMENTS

SCENARIO "A"



Ridership Goal

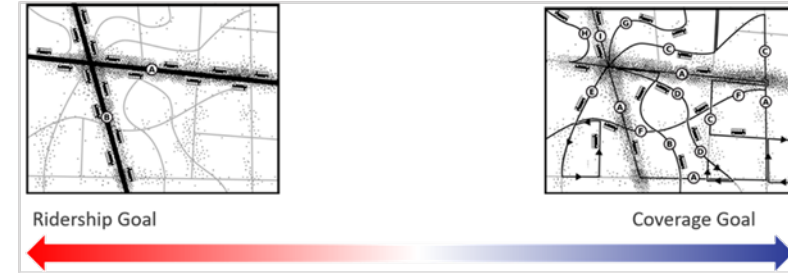
SCENARIO "B"



Coverage Goal



VALUES REFLECTED IN SCENARIOS



	SCENARIO A	SCENARIO B
Invest in routes/service with higher ridership	✓	
Invest in service to a wider geographic area		✓
Invest in transit service that operates longer hours, more days per week	✓	
Support enhanced regional connections for commuters	✓	✓
Leave room for future joint transit investments and ensures financial sustainability	✓	✓

CONCEPTUAL SCENARIOS: DISCUSSION

- We feel it is important to take these scenarios to the public
- Given the stated purpose of this plan and the scenarios, are you comfortable providing the public with an opportunity to respond to these short-term strategies (recognizing that a complementary process is needed to explore the County's long-term transit vision)?
- If not, what's missing?



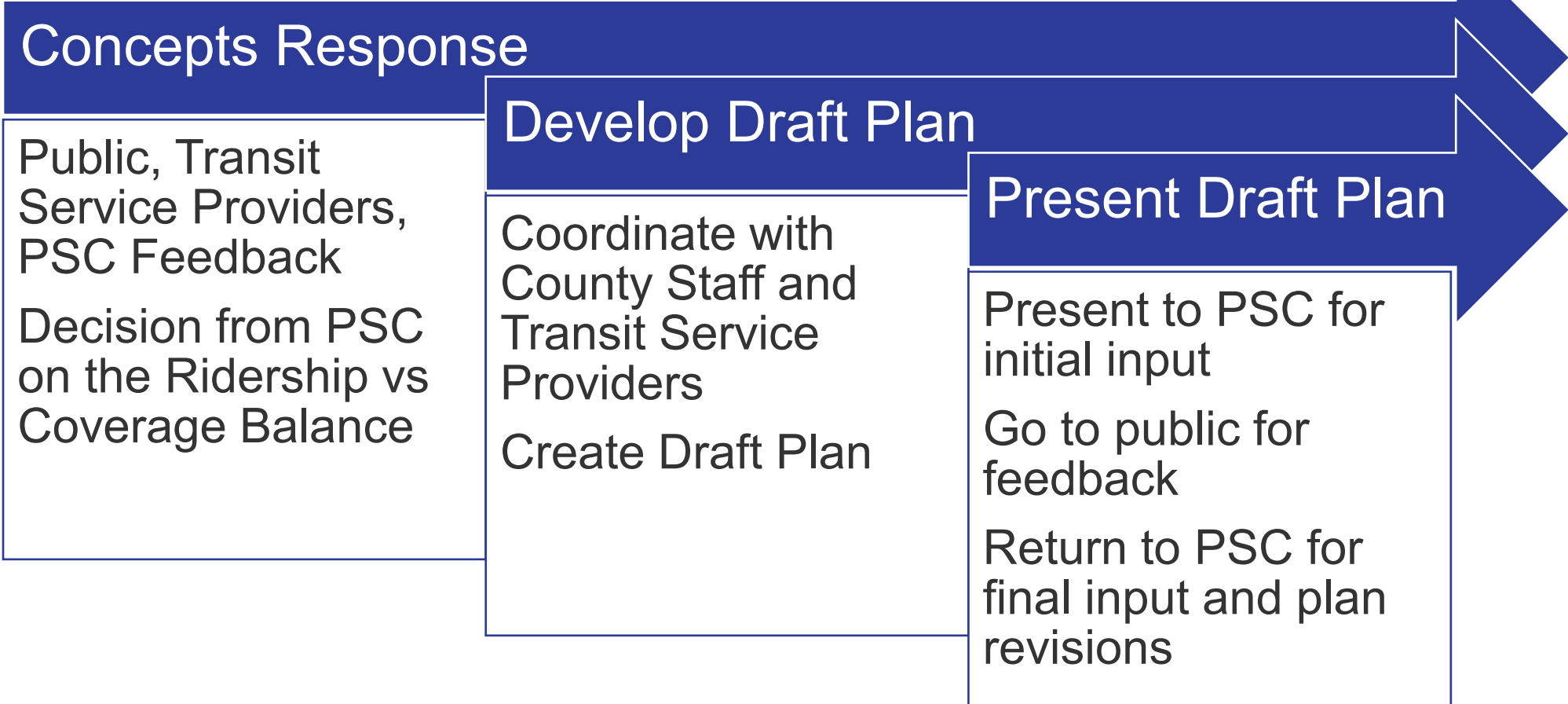
BREAK (15 MINUTES)



PART 3

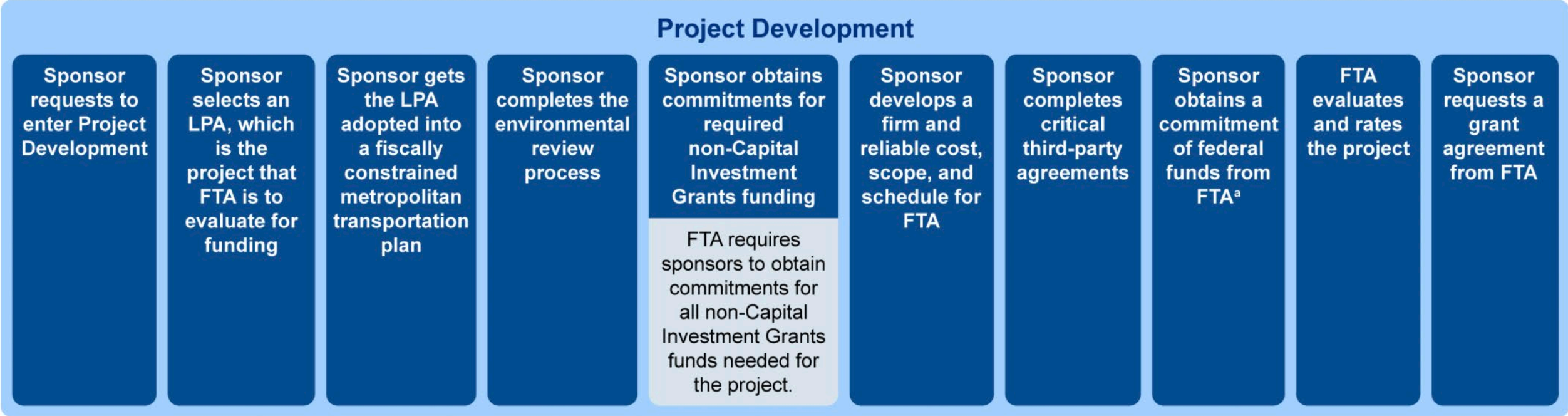
NEXT STEPS

MILESTONES & ENGAGEMENT



FEDERAL CAPITAL GRANTS

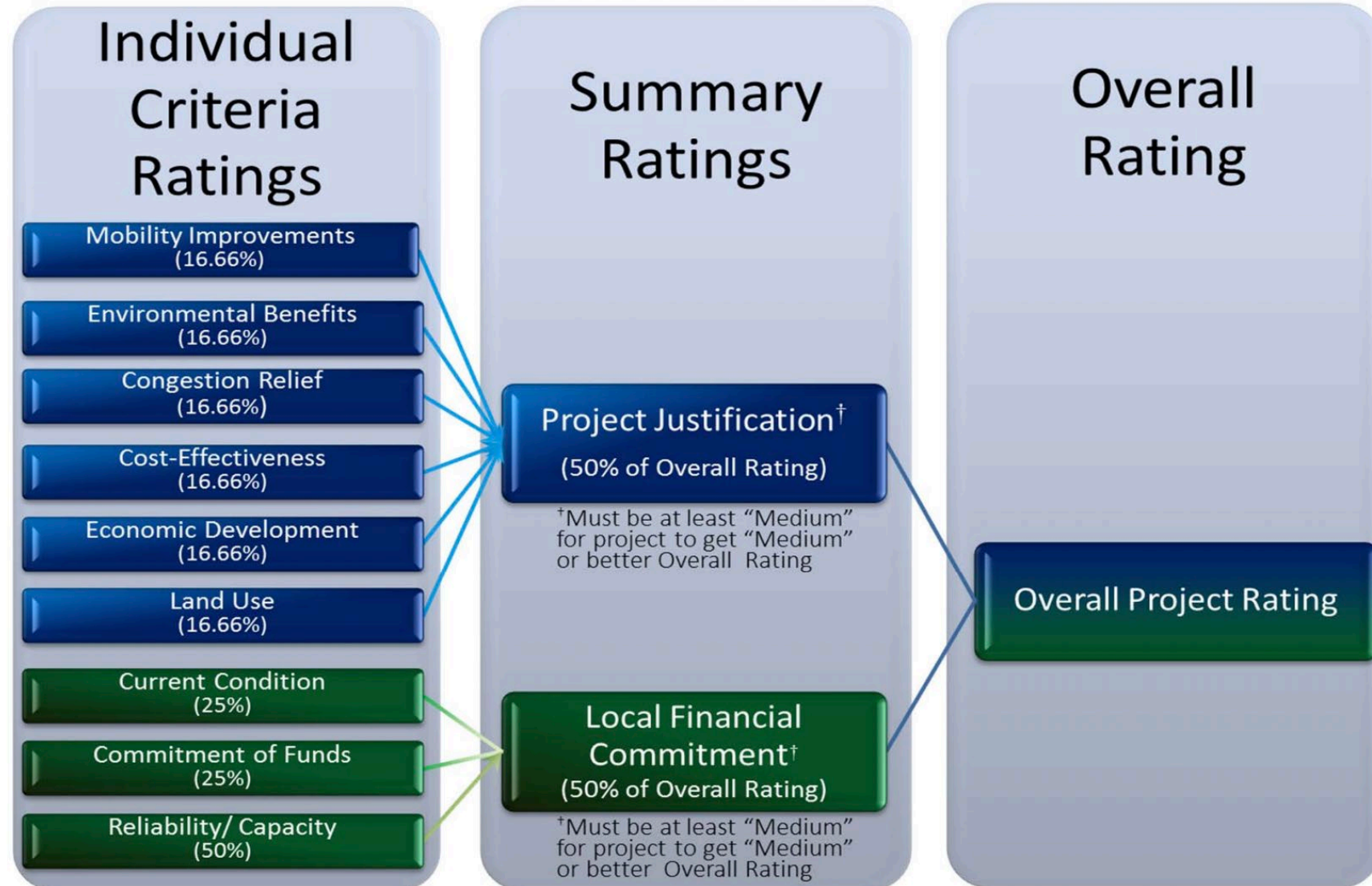
- Major corridor improvements can qualify for Capital Investment Grants
- New Starts and Small Starts may fund up to 50% of a project.



FTA: Federal Transit Administration LPA: Locally preferred alternative

SMALL AND NEW STARTS

- Highly competitive, discretionary grant programs
- Intensive planning and environmental processes
- Would be in competition with other Triangle and NC projects



THANK YOU!



RENAISSANCE PLANNING

JARRETT
WALKER
+ ASSOCIATES

Let's think about transit