



**CHAPEL HILL
TRANSIT
SERVING THE
UNIVERSITY OF
NORTH
CAROLINA AT
CHAPEL HILL &
BEYOND**

**RTA REGIONAL
TRANSIT
AWARENESS DAY**

**SEPTEMBER 29,
2022**

CHAPEL HILL TRANSIT OVERVIEW

Chapel Hill Transit is the second largest transit system in North Carolina, serving Chapel Hill, Carrboro and the University of North Carolina at Chapel Hill.

Responsibilities:

- Fixed-route Bus Service (20 weekday & 12 weekend routes)
- EZ Rider (ADA Service)
- Short and Long Range Transit Planning
- Marketing and Public Relations
- Major Transit Initiatives

Staff (205 employees):

- Operations – 158
- Maintenance – 33
- Administration – 14

Fleet (113 revenue vehicles):

- Buses – 93 (29 hybrids and 3 electric)
- Demand Response – 20



FY2022-23 BUDGET OVERVIEW



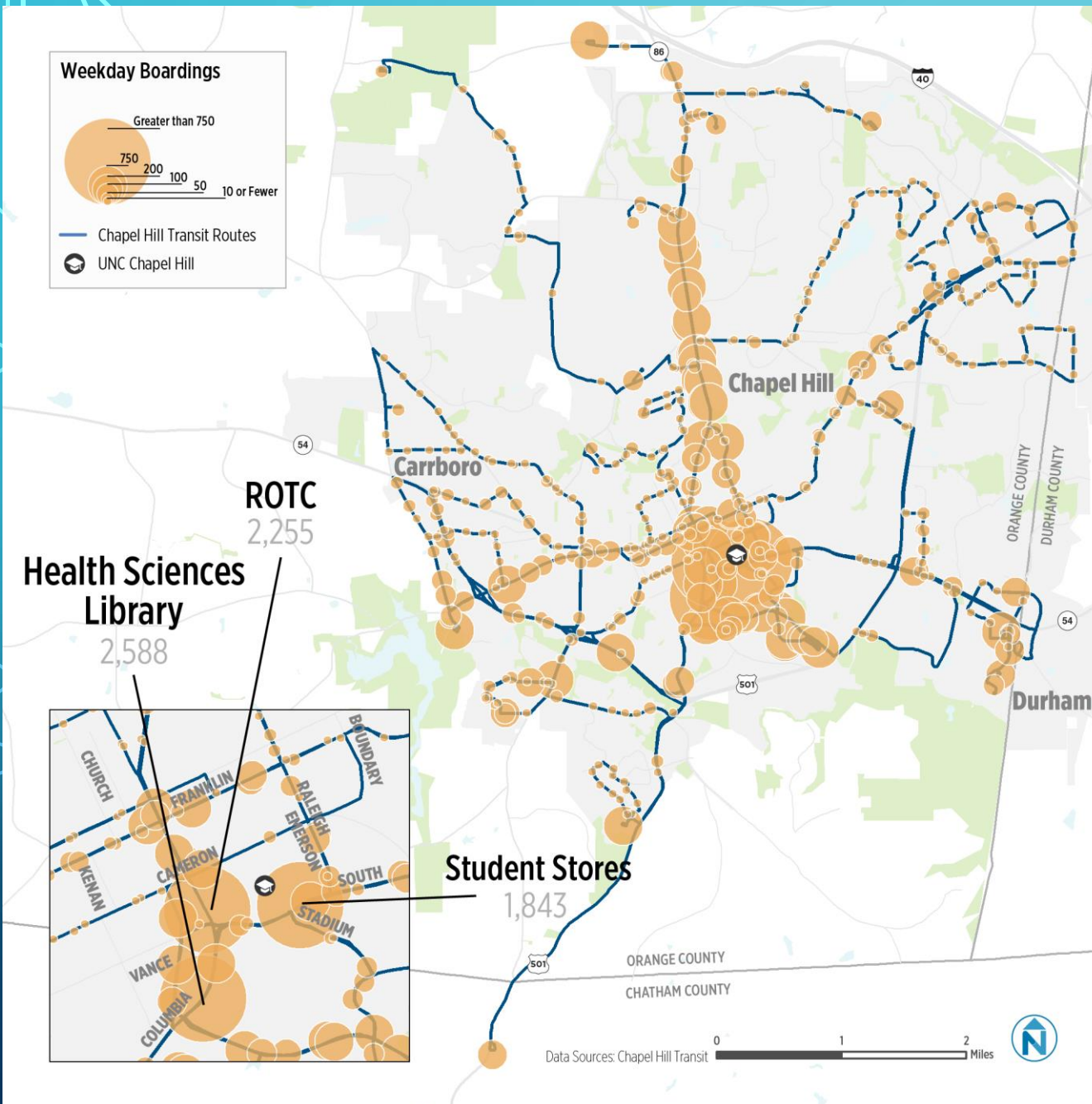
FY22-23 Adopted Budget of \$31.4M

- \$17.7 Million Local – 60% (Chapel Hill \$6.4M, Carrboro \$2.2M and University \$10.2M)*
- \$2.5 Million Federal – 7.9%
- \$3.2 Million State – 10.1%
- \$4.07 Million Orange County Transit Plan – 12.9% (includes BRT funding)
- \$2.81 Million Other – 9% (includes CARES \$)

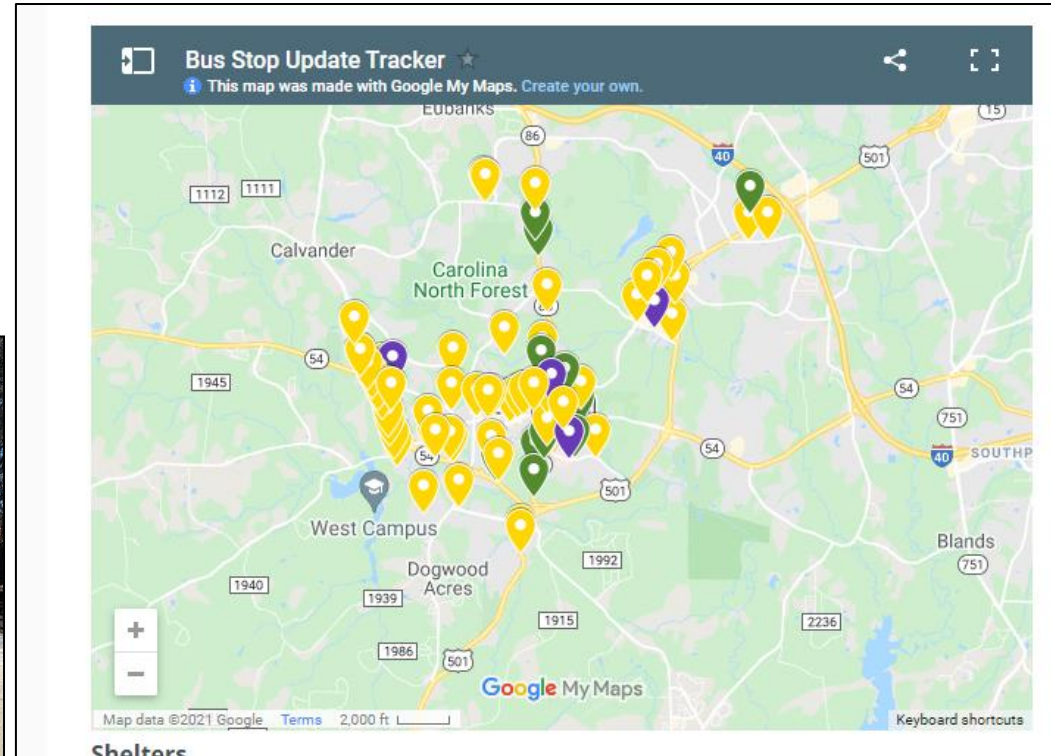
* The two towns and the University share annual operating and capital costs on a contractual basis. The University pays 100% of the costs (after outside revenues have been applied) for their direct routes and shares in the costs associated with all local routes and EZ Rider.

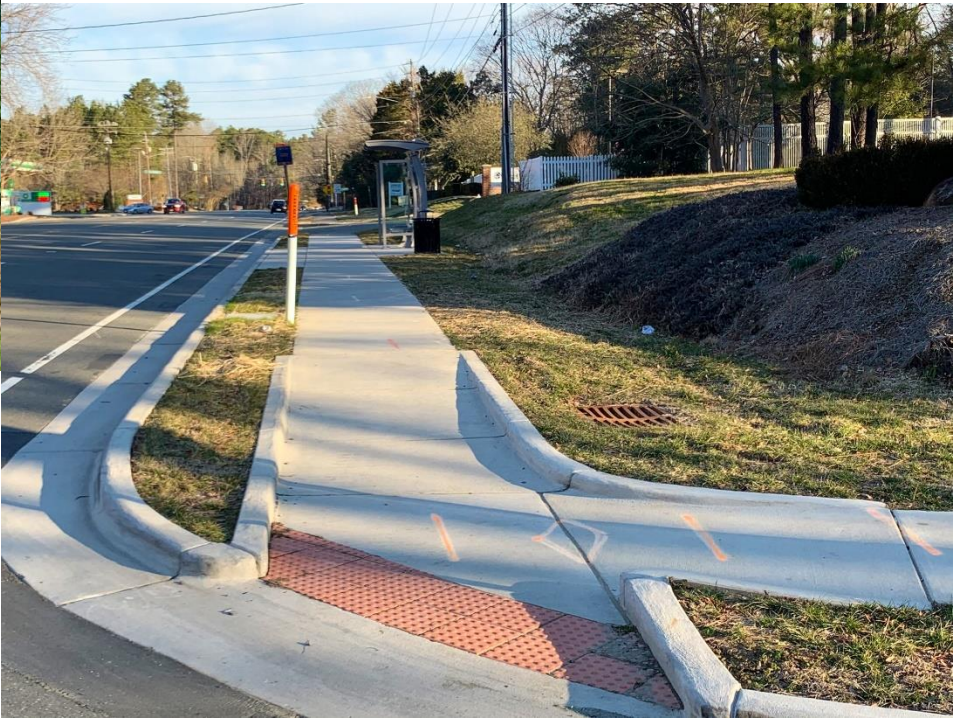
SHORT RANGE TRANSIT PLAN

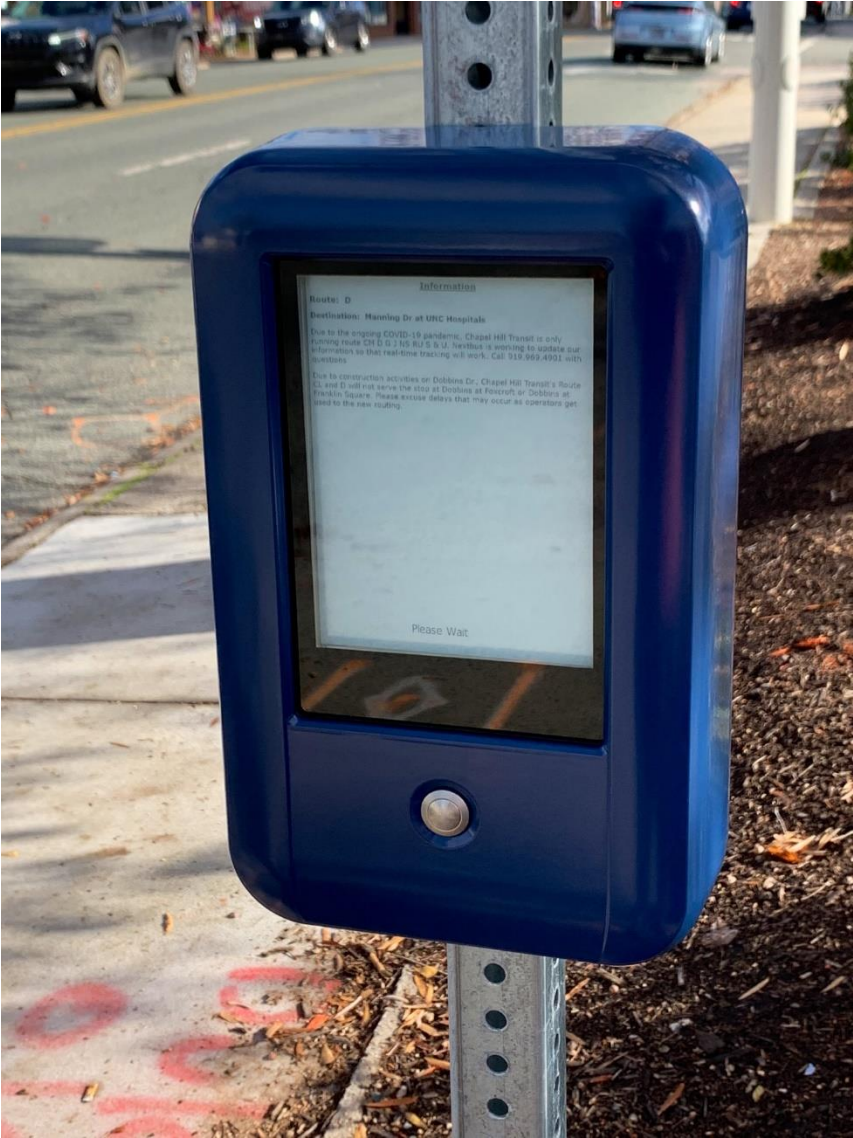
- 2017-2018: CUSTOMER AND COMMUNITY FEEDBACK
- FEBRUARY 2019: PARTNERS ADOPTED PREFERRED PLAN
- SEPTEMBER 2019: COMMUNITY SESSIONS AND PRESENTED TO COUNCIL
- AUGUST 2020: IMPLEMENTATION STARTED
- GOALS INCLUDE:
 - High frequency corridors
 - Equity
 - Sunday service
 - Increase ridership
 - Sustainability



Bus Stop Improvement Projects

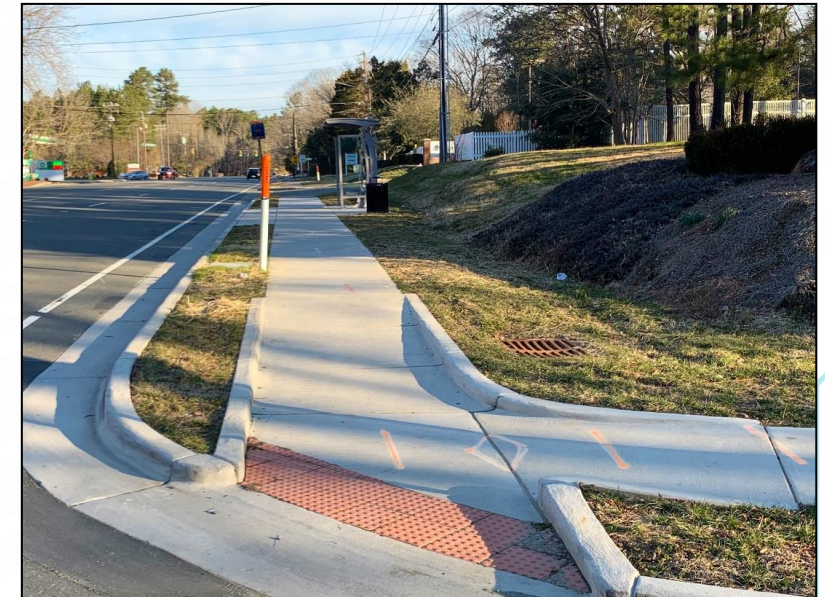
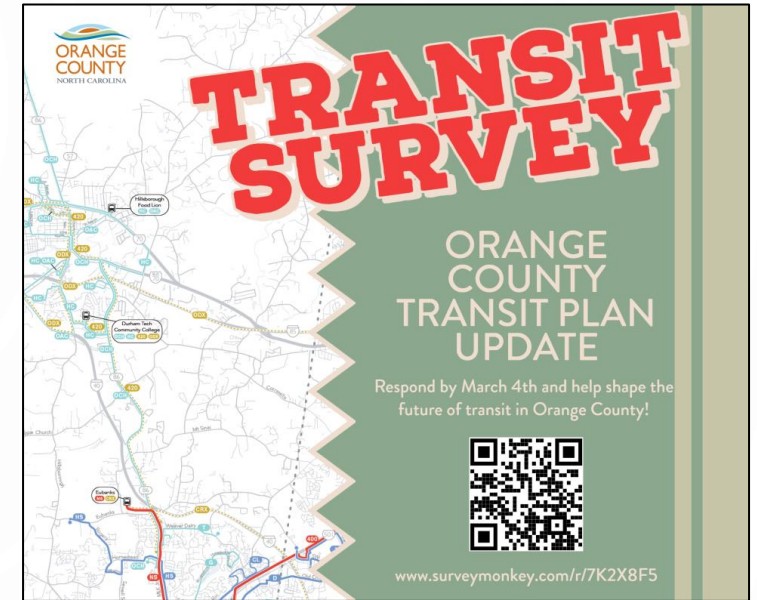




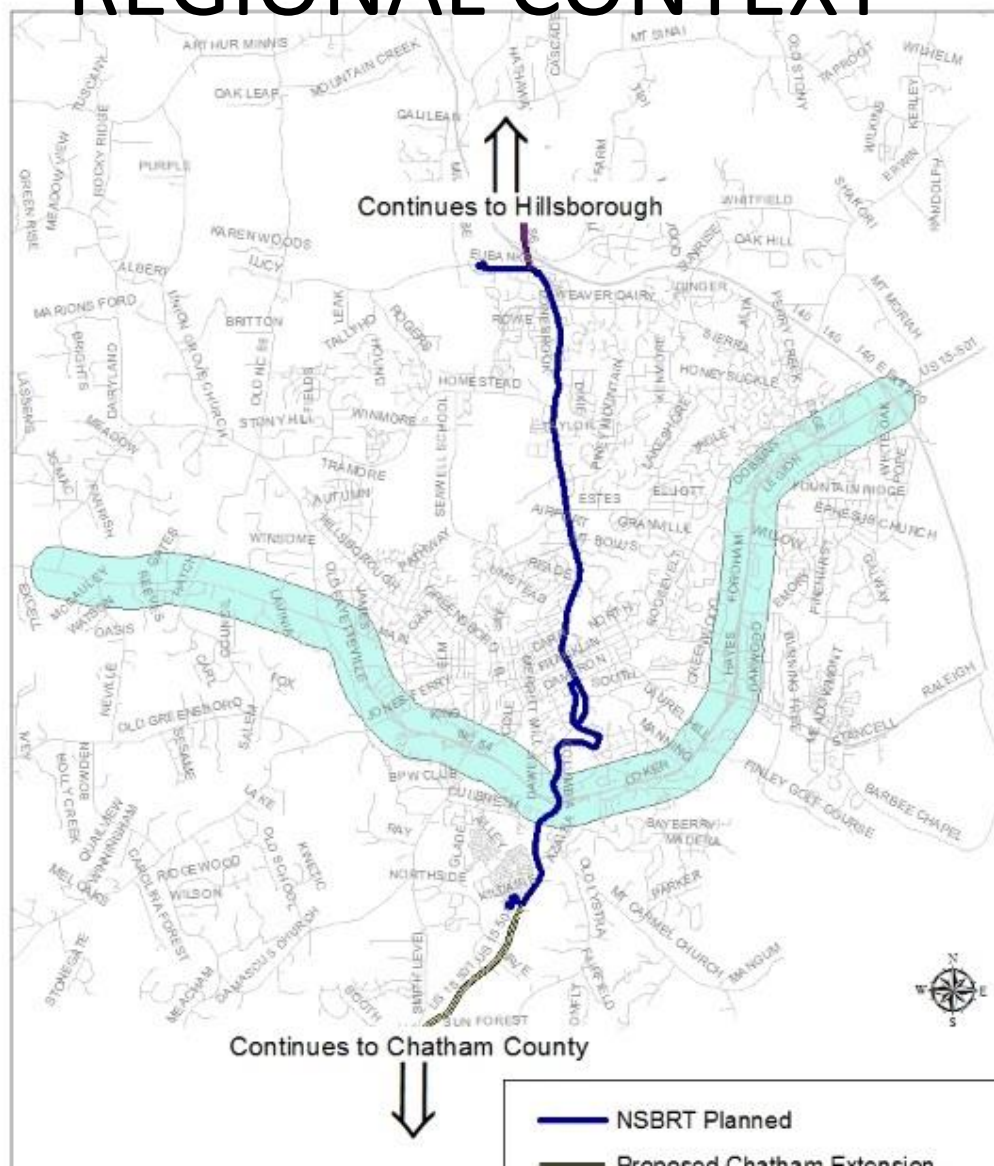


ORANGE COUNTY TRANSIT PLAN UPDATE

- County and Consultant Team have developed a new draft plan, in coordination with the Policy Steering Committee and stakeholders.
- Identifies priority investments through FY29. Limited funds available through FY25.
- Transit Partners and staff support identified priorities, noting there are significant service, capital and bus stop needs well beyond priorities.
- Interlocal Agreement (ILA) also being updated in coordination with Durham County.
- Learn more:
<https://octransit2020.com/project-updates/>



REGIONAL CONTEXT



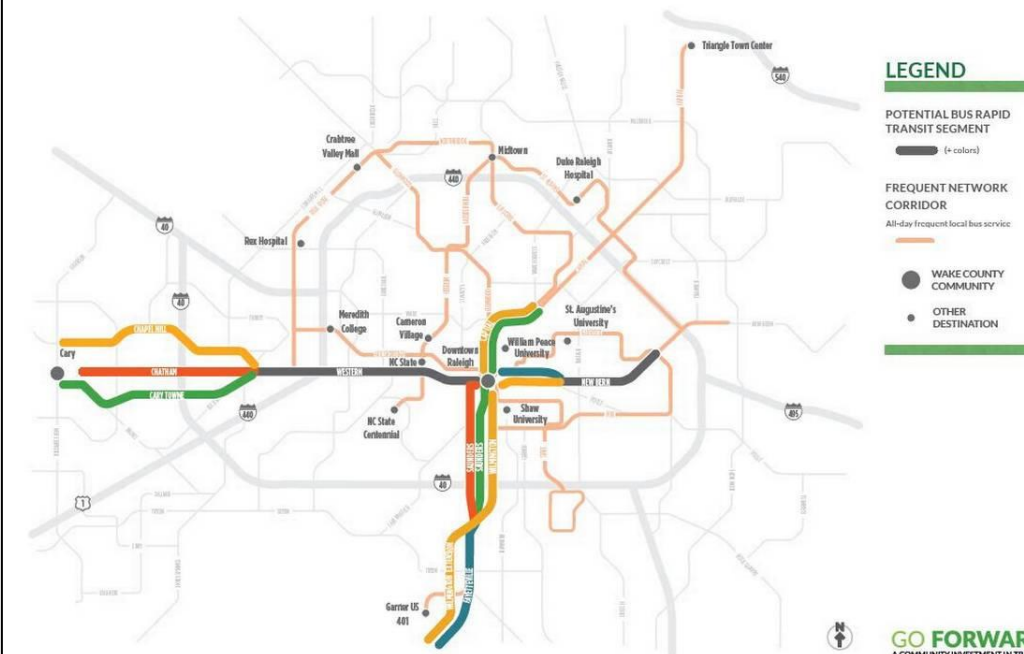
Visualize

FAST

Freeway And Street-based Transit network

FAST Ideas for a Smarter Triangle

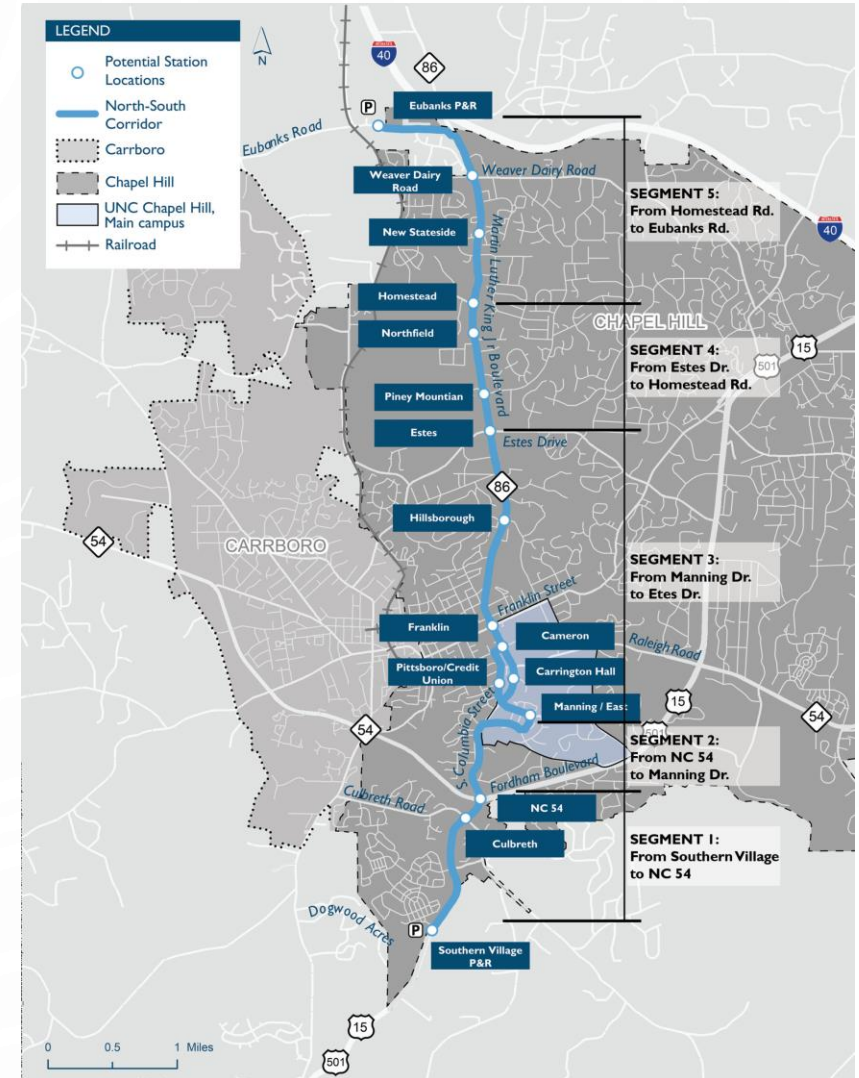
2027 HIGH FREQUENCY NETWORK



NORTH-SOUTH BUS RAPID TRANSIT (N-S BRT)

Affordable, sustainable mobility for a growing region.

- Increase transit system capacity (currently operating close to maximum)
- Provide a sustainable, scalable public transit option
- Connect to regional transit systems and destinations
- Support transit-oriented land uses and development
- Enhance the community's multimodal network (multiuse path included with project)



NSBRT PROJECT GUIDANCE:

TECHNICAL AND POLICY COMMITTEES



Chapel Hill
transit

DCHC
Metropolitan Planning Organization
Planning Tomorrow's Transportation

GO
Triangle



THE UNIVERSITY
of NORTH CAROLINA
at CHAPEL HILL



UNC
HEALTH CARE



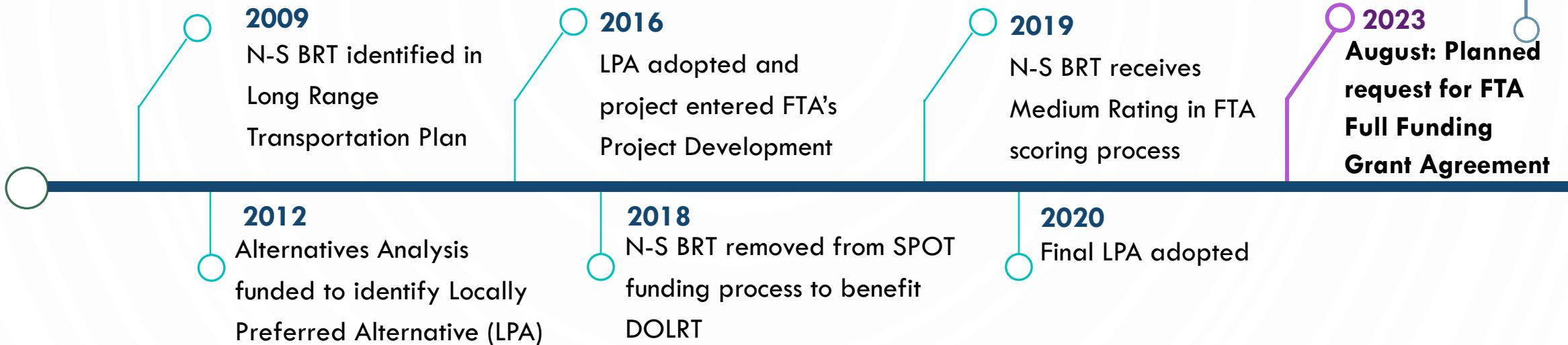
**CHAPEL HILL
CARRBORO**
Chamber of Commerce

ORANGE COUNTY
NORTH CAROLINA

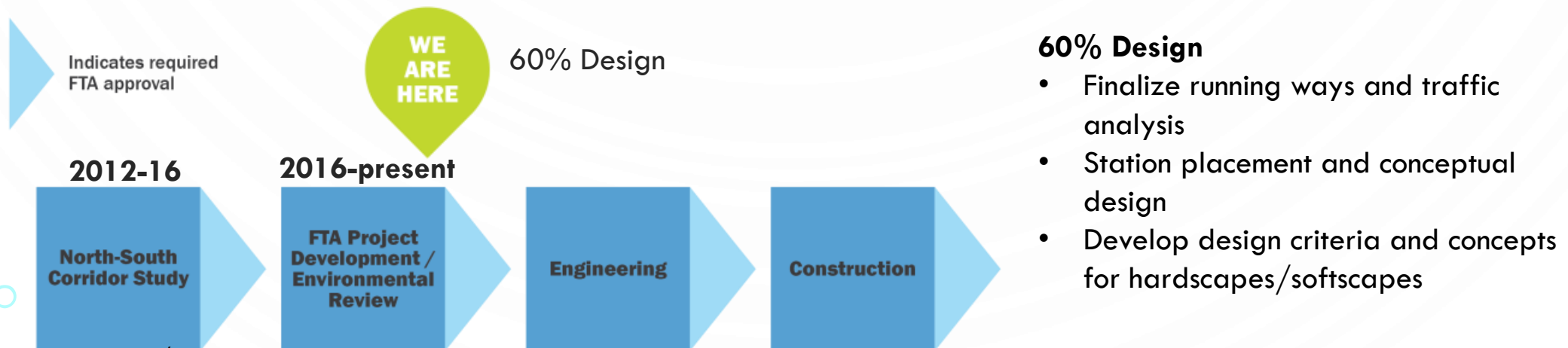


NSBRT PROJECT TIMELINE

Over a decade of planning, programming, and community conversations.



FTA CAPITAL IMPROVEMENT GRANT PROCESS



LOCALLY PREFERRED ALTERNATIVE

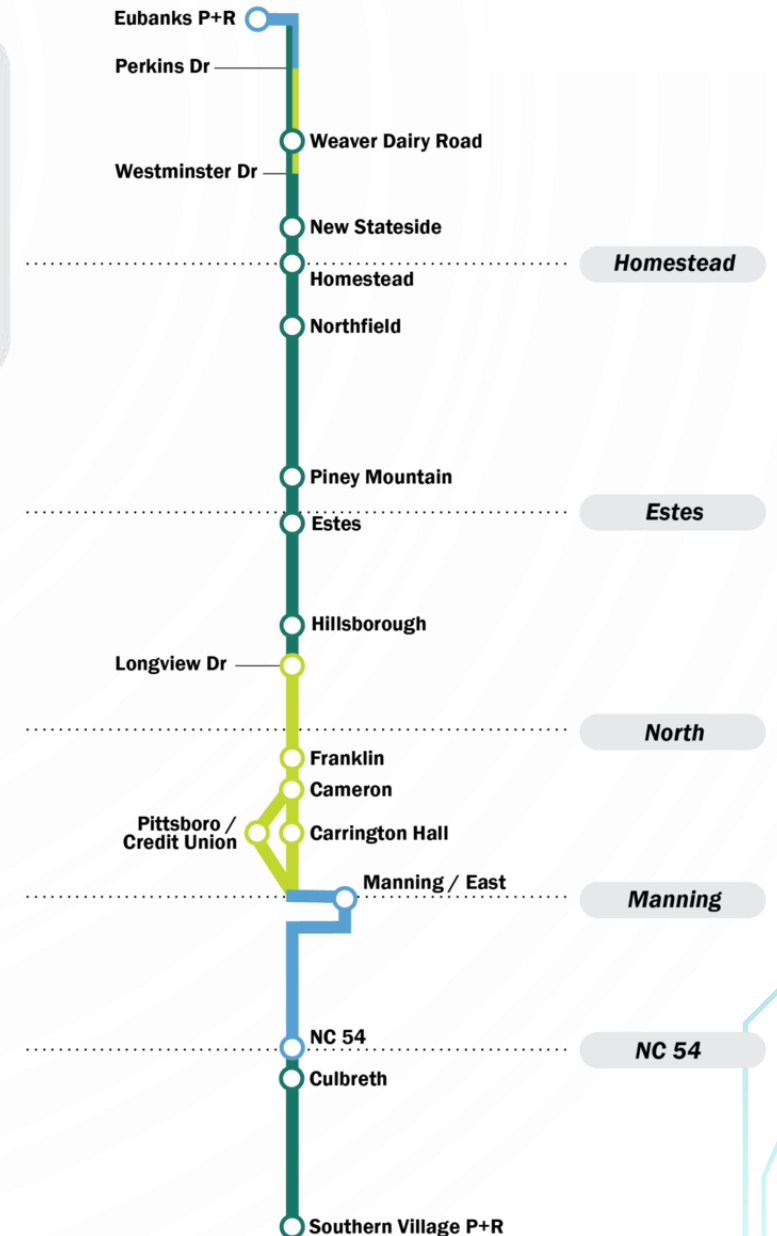
CONVERT A LANE



CONSTRUCT A LANE



- Mixed Traffic with TSP
- Dedicated Curb Lane - Construct
- Dedicated Curb Lane - Convert



MULTIUSE PATH

The N-S BRT project features a multiuse path, enhancing community mobility and multimodal connectivity

ROW constraints require several treatments along the corridor:

GREEN sections include one of the following types:

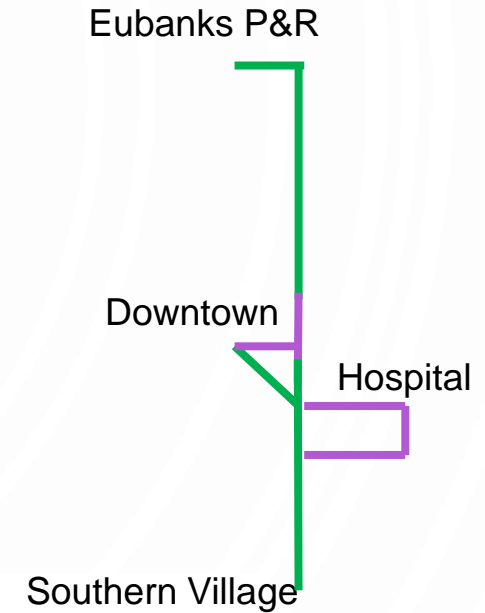
- Bike Path / Sidewalk
- Multiuse Path
- Bike Lane / Sidewalk

PURPLE sections – include:

- Sharrow / Sidewalk

DOWNTOWN ALTERNATIVES

- Existing pedestrian infrastructure
- Options being assessed for bike lanes



TOD PLANNING GRANT

- **TOD Plan** is aligned with and guided by Council's **Complete Community** initiative, establishing a consistent vision; both efforts inform the changes incorporated into the **LUMO update**
- TOD-supportive land use policies improve funding outlook during next round of FTA review and scoring
- Conceptual TOD vision was established in 2019 (bottom)
- TOD Plan zooms into the station-area level, introduces new variables like market dynamics and development patterns, determines what's feasible, and identifies policies needed to realize the community's TOD vision
- The TOD Plan and framework will be completed before requesting a Full Funding Grant Agreement in Summer 2023 (tent.)

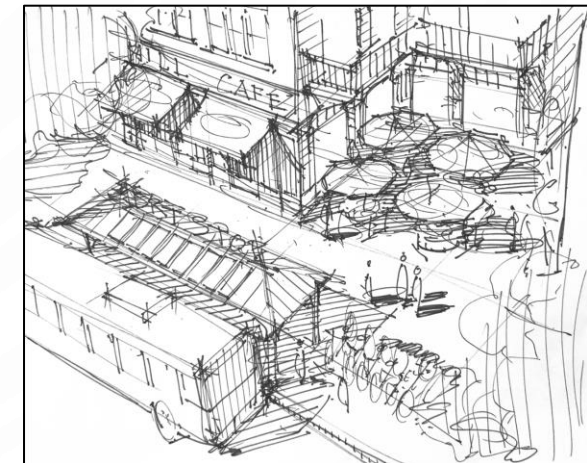
A GATEWAY DESTINATION

Chapel Hill North



- Gateway location
- Future Weaver Dairy BRT station
- Established destination
- Future bike / greenway connections
- Site factors: Existing uses, stormwater feature

USES



FINANCIALS



ESTIMATED COST TO BUILD: \$155M

Final cost is dependent upon the final design of the corridor and timing of construction

Federal Share: \$124M

Non-Federal Share: \$31M

Remaining Funding Gap: ~\$17M



Federal Transit Administration

“Small Starts” Capital Improvement Grant Program



NCDOT SPOT Funding Process



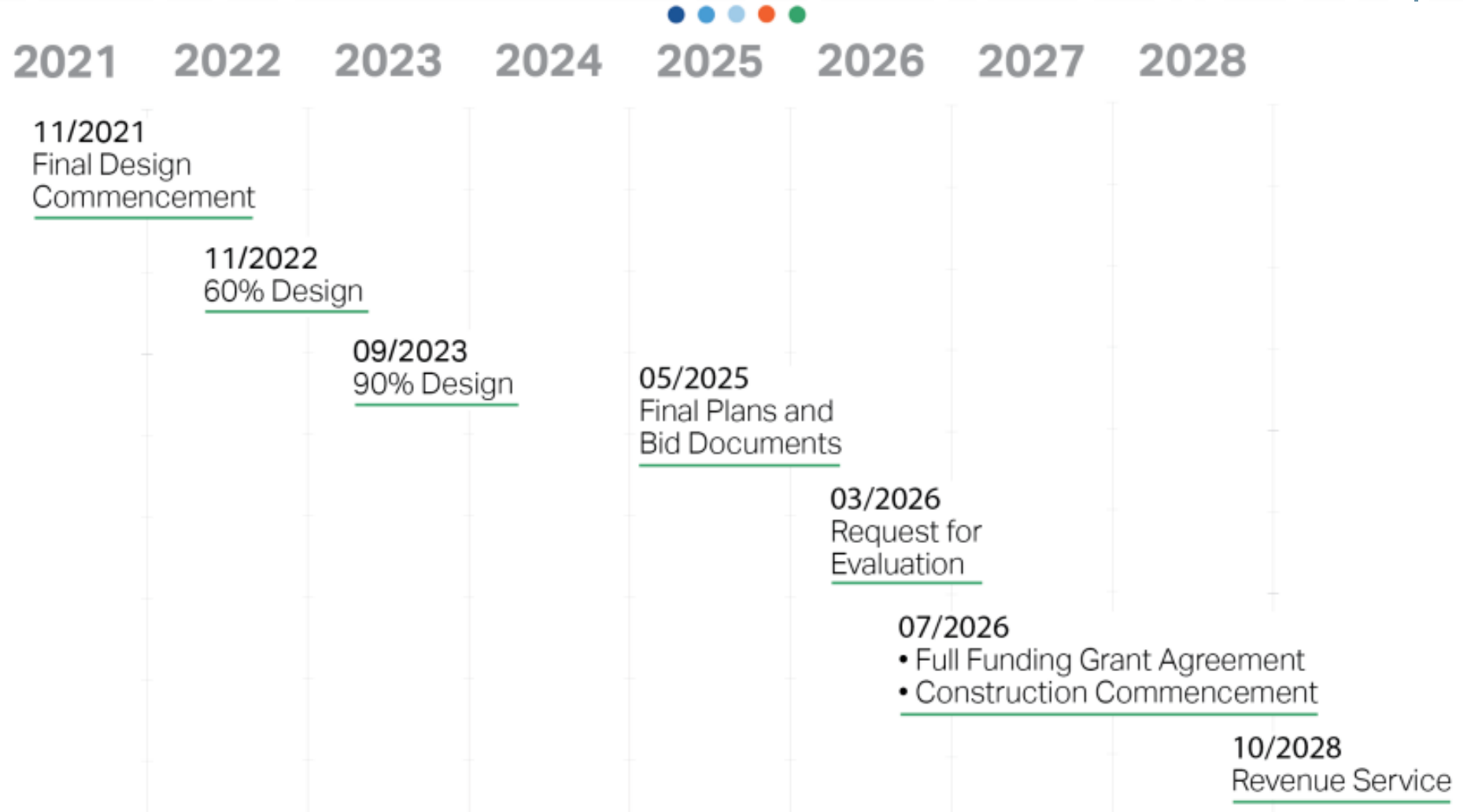
Orange County Transit Tax



ANNUAL OPERATING COSTS: \$3.4M

NSBRT CURRENT STATUS & NEXT STEPS

- Beginning 60% design
- FTA TOD Planning Grant received – underway
- Aim to submit request for Full Funding Grant Agreement in August 2023





QUESTIONS/FEEDBACK

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Director

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