



CHAPEL HILL TRANSIT
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CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE

NOTICE OF COMMITTEE MEETING AND AGENDA

JANUARY 23, 2018 – 11:00 A.M. to 1:00 P.M.

CHAPEL HILL TRANSIT – FIRST FLOOR CONFERENCE ROOM

	PAGE #
1. Approval of November 28, 2017 Meeting Summary	2
2. Introduction of New Public Transit Committee Members	--
3. Consent Items	
A. December Financial Report	5
4. Discussion Items	
A. Committee Chair	7
B. FY2018-19 Budget Development	8
5. Information Items	
A. Short Range Transit Plan Update	11
B. North South Corridor BRT Project Update	26
C. Project and Grant Funding Update	28
6. Departmental Monthly Reports	
A. Operations	30
B. Community Outreach	31
C. Director	41
7. Future Meeting Items	42
8. Next Meeting – February 27, 2018 (11:00 a.m. – 1:00 p.m.)	
9. Adjourn	

**MEETING SUMMARY OF A REGULAR MEETING OF THE PUBLIC TRANSIT COMMITTEE
1ST FLOOR TRAINING ROOM, CHAPEL HILL TRANSIT**

Tuesday, November 28, 2017 at 11:00 AM

Present: Ed Harrison, Chapel Hill Town Council
Michael Parker, Chapel Hill Town Council
Julie Eckenrode, Assistant to Town Manager, Carrboro
Bethany Chaney, Carrboro Alderman
Cheryl Stout, UNC Transportation Parking
George Cianciolo, Chapel Hill Town Council
Damon Seils, Carrboro Alderman

Absent: Than Austin, UNC Transportation & Parking, Brad Ives, UNC Associate Vice Chancellor for Campus Enterprises

Staff present: Brian Litchfield, Transit Director, Nick Pittman, Transit Planning Coordinator, Mila Vega, Transit Development Manager, Rick Shreve, Budget Manager, Tim Schwarzauser, Grants Coordinator, Flo Miller, Deputy Town Manager, Kayla Seibel, Long Range and Transportation Planner, Tina Moon, Carrboro Planning

Guests: Christina Barone and Thomas Wittman, Nelson Nygaard and Associates, Fred Lampe, Heidi Perry, Bruce Heflin

1. The Meeting Summary of October 24, 2017 was received and approved.
2. **Employee Recognition** – Brian recognized and thanked Ed Harrison and George Cianciolo, as this was their last meeting as members of the Public Transit Committee, for their service on the Committee. Other members of the Committee also thanked them.
3. **Consent Items**
 - A. October 2017 Financial Report – This was provided for the Partners information
4. **Discussion Items**
 - A. Public Forum on FY 2017-18 Program of Projects – The Public Forum opened at 11:08AM. No one from the public was in attendance. Members were happy to see the JARC grant continued for another year. Tim Schwarzauser noted that this could possibly be the last year for this grant. It was noted that the funding represented in the Program of Projects is a combination of Federal and State funding. Members were also interested in the Bus Stop improvements projects. The Public Forum closed at 11:15AM.
 - B. Short Range Transit Plan Presentation – Nick Pittman introduced the item. Thomas Wittman from Nelson Nygaard gave the presentation. He reviewed the goals and outreach efforts thus far. He noted that additional frequencies, including earlier, later and faster service

were the biggest findings. He also reviewed the Policy and Technical committee goals. He identified several key opportunities for improving service and reviewed the next steps and project schedule.

Members expressed interest in possibly using parking policies to help increase ridership. They also urged the consultants to consider future development in the Town and UNC in the new Transit Plan.

- C. Orange County Transit Plan – Brian reviewed this item for the Partners.

5. Information Items

- A. Legislative Report – Brian reviewed this report for the Partners. The Partners encouraged continued communication with Congressman Price and Butterfield’s offices regarding the North South Bus Rapid Transit Project.
- B. North South Corridor BRT Project Update – Brian reviewed this item for the Partners. Contracts are in process for the NEPA and Design.
- C. Park & Ride LED Project Update – Brian reviewed the project. It was suggested that staff look into a combination of solar/LED lights. Brian said this would be added to the RFP.
- D. CHT Career Day – Brian reviewed this initiative for the Partners.

6. Departmental Monthly Reports

- A. Operations – This item was provided for the Partners information.
- B. Community Outreach – This item was provided for the Partners information.
- C. Director – Brian reported that Mila Vega is leaving Chapel Hill Transit to work with the City of Raleigh. Staff is working on who will take Mila’s place managing the NS BRT project.

An IFB is in process for the purchase of an electric bus.

The V bus extension of service to St. Thomas More has had very little ridership and will not continue beyond January.

7. Future Meeting Items

8. Partner Items

9. Next Meeting – January 23, 2018

10. Adjourn

The Partners set a next meeting date for January 23, 2017

3A. December Financial Report

Prepared by: Rick Shreve, Budget Manager

December 2017

- Expenses for the month of December were \$1,720,045. Along with the encumbrances, which are heavily weighted towards the beginning of the fiscal year, approximately 44.63% of our budget has been expended or reserved for designated purchase (e.g. purchase orders created for vehicle maintenance inventory supplies encumber those funds, and show them as unavailable for other uses).

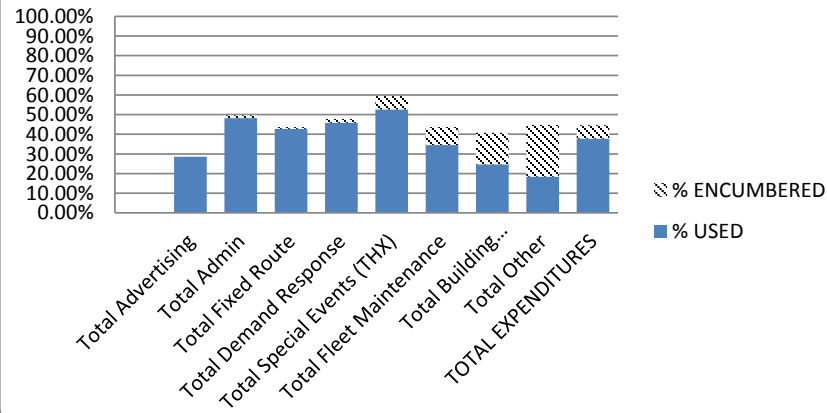
Highlights

- This aggregation of expenses and encumbrances for the first half of the fiscal year is consistent with years past, and is perfectly in line with what we would expect at this point in the year.
- The attached data exhibits the financial information by division within CHT, and should be a useful tool in monitoring our patterns as the year progresses, and is a high-level representation of the data used by our division heads.
 - It is worth noting that the “Special Events” line is mostly comprised of Tar Heel Express expenses, and the line labeled “Other” is comprised primarily of special grant-funded expense lines that are not permanent fixtures in the division budgets.

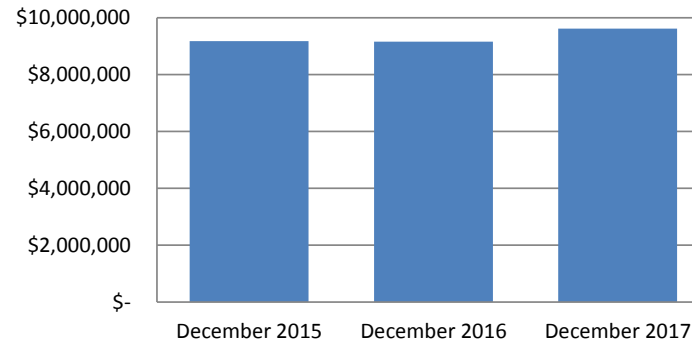
Transit 640 Fund Budget to Actual at end of December 2017

	ORIGINAL BUDGET	REVISED BUDGET	ACTUAL MONTH EXPENSES	ACTUAL YTD EXPENSES	CURRENT ENCUMBRANCES	BALANCE AVAILABLE	% USED OR ENCUMBERED Dec. = 50.00%
Total Advertising	\$ 98,715	\$ 98,715	\$ (407)	\$ 28,200	\$ -	\$ 70,515	28.57%
Total Admin	1,759,247	1,762,497	150,721	849,556	25,829	887,112	49.67%
Total Fixed Route	11,834,442	11,825,379	798,948	5,065,996	97,381	6,662,002	43.66%
Total Demand Response	2,231,080	2,232,232	176,524	1,022,409	45,203	1,164,620	47.83%
Total Special Events (THX)	333,958	333,958	30,312	175,671	22,972	135,315	59.48%
Total Fleet Maintenance	4,519,098	4,563,876	283,405	1,572,824	418,180	2,572,871	43.63%
Total Building Maintenance	865,012	917,759	44,120	226,477	147,047	544,235	40.70%
Total Other	1,234,440	3,687,874	236,422	679,170	969,424	2,039,280	44.70%
TOTAL EXPENDITURES	\$ 22,875,992	\$ 25,422,290	\$ 1,720,045	\$ 9,620,303	\$ 1,726,036	\$ 14,075,951	44.63%

CHT Dec. 2017 YTD Expenses as % of Budget



CHT Total YTD Expenses - Previous Years Comparison



DISCUSSION ITEM

January 23, 2018

4A. Committee Chair**Action: 1. Partners Committee discuss and select a Chair**

Staff Resource: Brian Litchfield, Director

Background

- Due to a change in representation on the Committee for the Town of Chapel Hill the Committee has a need to select a Chair from within its membership. As the Administrator of the transit system, a representative of the Town of Chapel Hill, usually the senior representative, serves as Committee Chair. The Chair convenes each meeting and helps facilitate Committee discussions.

FY2018-19 Chapel Hill Transit Budget Development

Action: 1. Receive information and provide staff with feedback.

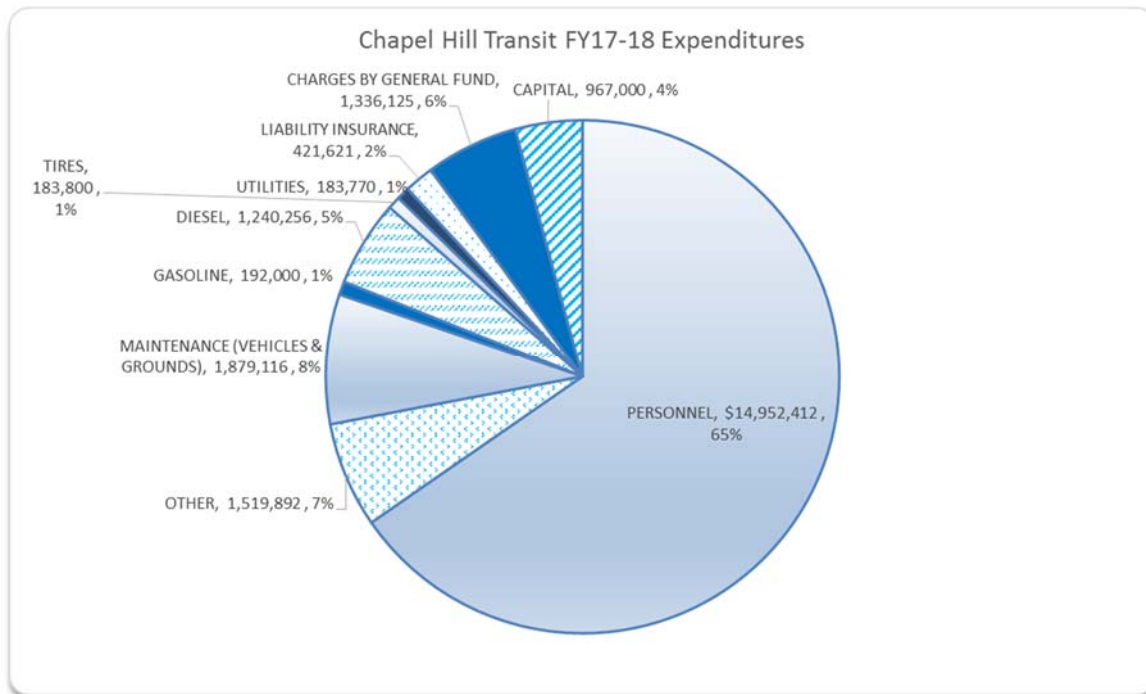
Staff Resource: Rick Shreve, Budget Manager
 Brian Litchfield, Director

Chapel Hill Transit (CHT) staff have begun work internally and with the Town's Business Management Department (BMD) towards developing our FY18-19 budget proposal. We are meeting at the end of this month to go over preliminary expenditure numbers, and to hone in on revenue expectations for next year.

At this point in the typical budgeting process, major areas of identifiable increases or decreases are assessed (e.g. a large swing in the markets for fuel, a spike in employee medical insurance costs, a change in a major source of revenue), and we are beginning to hone in on the details in our key areas. We currently see only modest changes in key areas of operating expenditures – separate from any capital expenditures towards vehicle replacements.

Current Year Budget as an Approximation

Without major identifiable changes in our key expense areas, the current year budget serves as a reasonable approximation for our expenses for next year, *at current service levels*. The original CHT budget for the current year was \$22,875,992. The following chart demonstrates the breakdown and relative percentages of our various expense categories:



Using these expenses as a model will assume no changes in service or staffing levels from the current fiscal year.

Anticipated Expense Changes for Next Year's Budget Proposal

We are likely to experience a modest increase in the areas of Salaries and Benefits. The magnitude of such is not yet known, as medical insurance costs and other items are still under consideration.

One significant area for which it is difficult to project is in the maintenance of our vehicles. We expect to see savings in that we have replaced 16 of our worst-shape buses, along with 7 Demand Response vehicles. But all of our remaining fleet is going to be one year older, and in varied states of needing more maintenance and repairs, simply by virtue of having been on the roads for one more year.

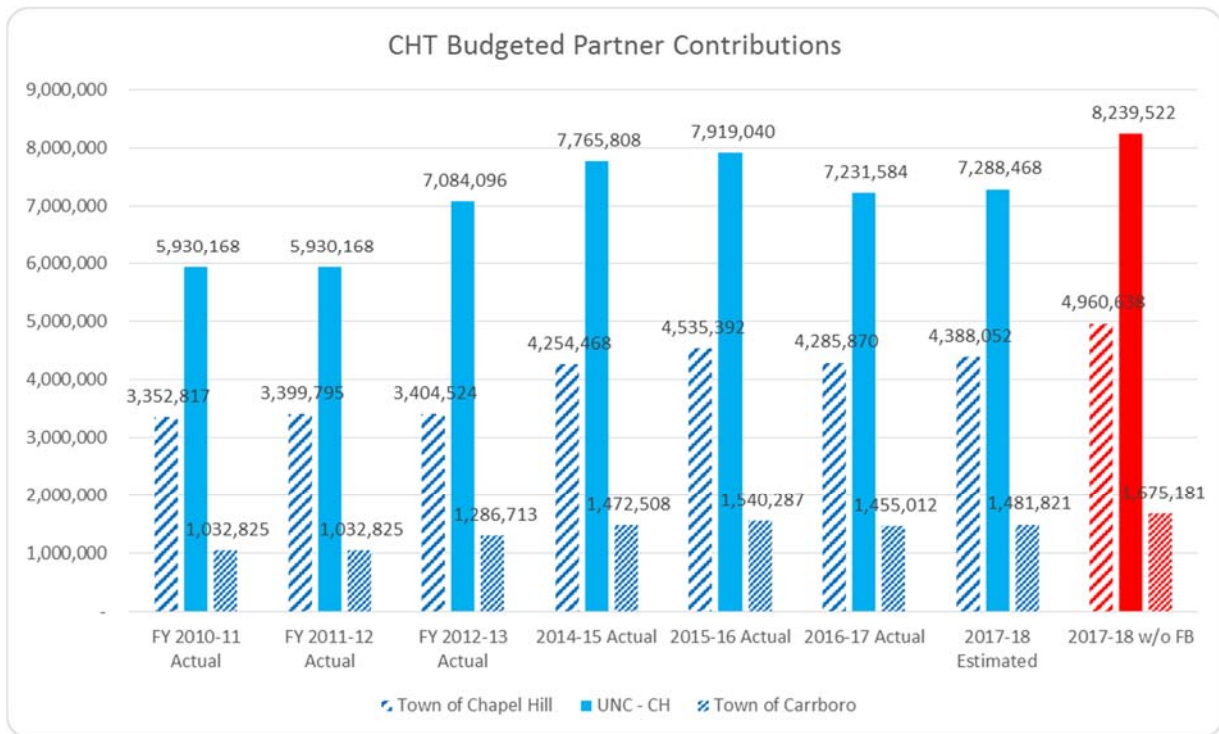
For the reasons above, all adjustments to these line items are likely to approximate the original budget for FY17-18.

Partner Funding Patterns

In all of the talk over the next year budget, it would be prudent to keep an eye on the longer term picture as well, and with a particular concern over capital needs and the health of the CHT fund balance. The Partners endorsed the Capital Replacement Plan developed between CHT and Nelson \ Nygaard, with the intention of maintaining a consistent replacement model and the necessary funding towards this (FY16-28 Chapel Hill Transit Capital Plan: <http://www.townofchapelhill.org/home/showdocument?id=37731>).

Thanks in large part to some unexpected revenues from the State and a smattering of relatively smaller grants, as well as the capital funding through GoTriangle as a part of the Orange Transit Plan, for the past two years the Partners have been able to scale back their endorsed increases, and even reduce their funding levels while still keeping up with the robust Capital Replacement Plan. This has also required balancing the budget with a big swath of fund balance. Going forward, this is not likely to be a sustainable approach to reducing our fleet age while simultaneously maintaining a healthy fund balance.

The subsequent chart demonstrates the recent Partner funding history: the far right set of columns indicates what the current year's funding levels would have looked like without the use of fund balance.



We hope this information serves as impetus to discuss the merits of increased funding options, of the Partners' goal of maintaining and possibly increasing the CHT fund balance, and of considerations for building capital reserves.

Next Steps

- CHT staff will provide more in-depth updates on our projections for the FY2018-19 budget at the February Partners meeting.
- Staff will be working with Partners to establish meetings to review proposed contributions for FY2018-19 and service improvements/adjustments.

Recommendation

- Partners discuss the information provided and provide staff with feedback and direction.

5A. Short Range Transit Plan Update

Staff Resource: Nick Pittman, Transit Planning Coordinator

Update

During the November 28th Public Transit Committee meeting, the consultants from Nelson\Nygaard discussed the current state of Chapel Hill Transit and the feedback received from customers during the first round of public comment. Following this meeting our consultant team prepared routing scenarios that will be used for upcoming public involvement meetings that will take place this week:

Wednesday, January 24

UNC Student Union (West Lounge)

3103 South Road

Chapel Hill, NC 27599

11:00 a.m. – 2:00 p.m.

Served by A, G, NU, S, U & V Routes

Carrboro Town Hall (Board Room)

301 West Main Street

Carrboro, NC 27510

6:00 p.m. – 8:00 p.m.

Served by CW Route

Thursday, January 25

UNC Hospitals, Children's Hospital (Lobby)

101 Manning Drive

Chapel Hill, NC 27514

11 a.m. - 2:00 p.m.

Served by most CHT routes

Chapel Hill Public Library (Meeting Room B)

100 Library Dr.

Chapel Hill, NC 27514

6:00 p.m. – 8:00 p.m.

Served by D & F Routes from Franklin Street

The primary goal of the CHT Short Range Transit Plan is to improve transit service in Chapel Hill and Carrboro. Convenient and cost-effective transit service requires an appropriate balance of coverage, frequency, and service span. Prior to developing any recommendations, we looked at

existing ridership patterns, on-time performance, travel patterns, and demographic data. Public meetings and an on-line survey indicated that improving service frequency, expanding service hours and adding new local destinations are some of the improvements desired most by riders and non-riders.

As a result of these efforts, three preliminary scenarios to improve CHT service that do not require additional operating costs have been developed:

- **Scenario 1:** makes modest changes to bus routing, and aims to improve weekday service frequency.
- **Scenario 2:** also makes modest changes to bus routing and aims to improve weekend service.
- **Scenario 3:** takes a more transformative approach, designing a new system "from scratch" based on observed ridership trends and areas with unmet demand.

Details of these scenarios are attached to this item. These scenarios are concepts at this time. The scenario that we move forward with will likely contain a combination of elements from the three scenarios rather than a scenario in its entirety. Following the public input meetings, staff will review comments from the meetings and online survey (<https://www.surveymonkey.com/r/CHTScenarios>) to prepare the final round of future service scenarios. These scenarios will be reviewed by the Technical and Policy Committees where a recommendation will be made to the full Partners Committee at the March meeting

Final recommendations will also include expansion priorities that will likely require additional funding, such as more service between Chapel Hill and Durham, more frequent bus service, and expanded routes to growing parts of Chapel Hill.

Next Steps

- Public input sessions and survey feedback Policy/Technical Committee
- Partners presentation on draft final scenario(s) in March

Note

- Any service change(s) coming out of this process would be implemented in Fall 2019.

Chapel Hill Transit System Redesign

Transit use in the Town of Chapel Hill is growing, and how people get around is changing. CHT is developing a **Short-Range Transit Plan** to provide an implementable approach to guide transit service in Chapel Hill and Carrboro for the next 10 years and beyond.

The **Short-Range Transit Plan** will:



EVALUATE EXISTING TRANSIT SERVICES

and determine how effectively they are serving the travel needs of Chapel Hill and Carrboro residents



POSITION CHT FOR SUSTAINABLE GROWTH AND DEVELOPMENT

by understanding what the existing system is capable of and provide service recommendations



PROVIDE A ROADMAP

for CHT service over the next ten years and coordinate with other regional efforts



HEAR WHAT YOU HAVE TO SAY

to determine how a transit system could better meet your needs



How you can help:



Take the online survey

Take the interactive survey at:

www.surveymonkey.com/r/CHTScenarios

to tell us how Chapel Hill Transit should invest in new or improved service

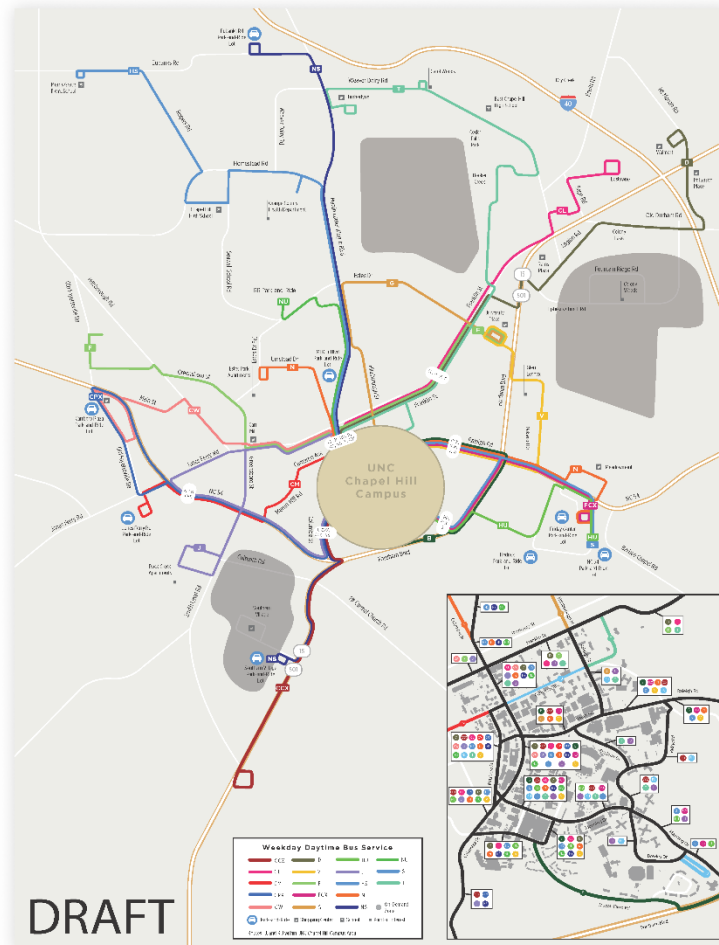


Attend a community meeting

Provide feedback on existing services and potential improvements with the project team at community meetings

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Service Scenario 1: High Frequency Corridor Emphasis



In Service Scenario 1, what would change?

High Frequency
corridor based
service

Simplified
Service

Reduction of
service in lower
ridership areas

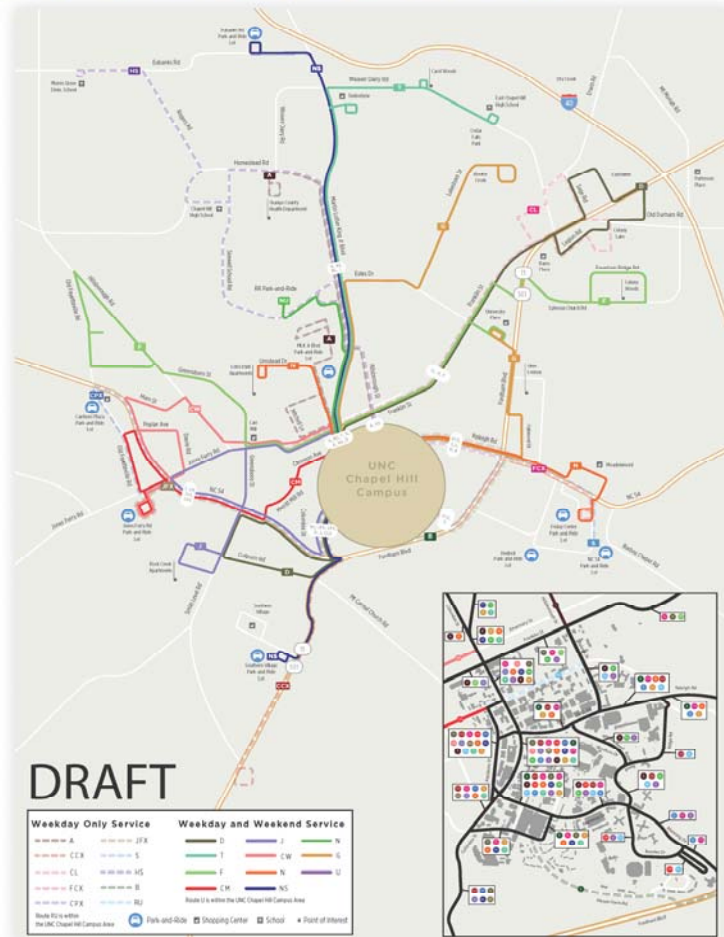
Extension of
service to
Patterson Place
and Walmart

Crosstown
service
option via
revised Route G
and Route V

On-Demand
Zones

**Chapel Hill
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Service Scenario 2: Improve Weekend Service



In Service Scenario 2, what would change?

Weekend service offered on more routes

Simplified Service

Reduction of service in lower ridership areas

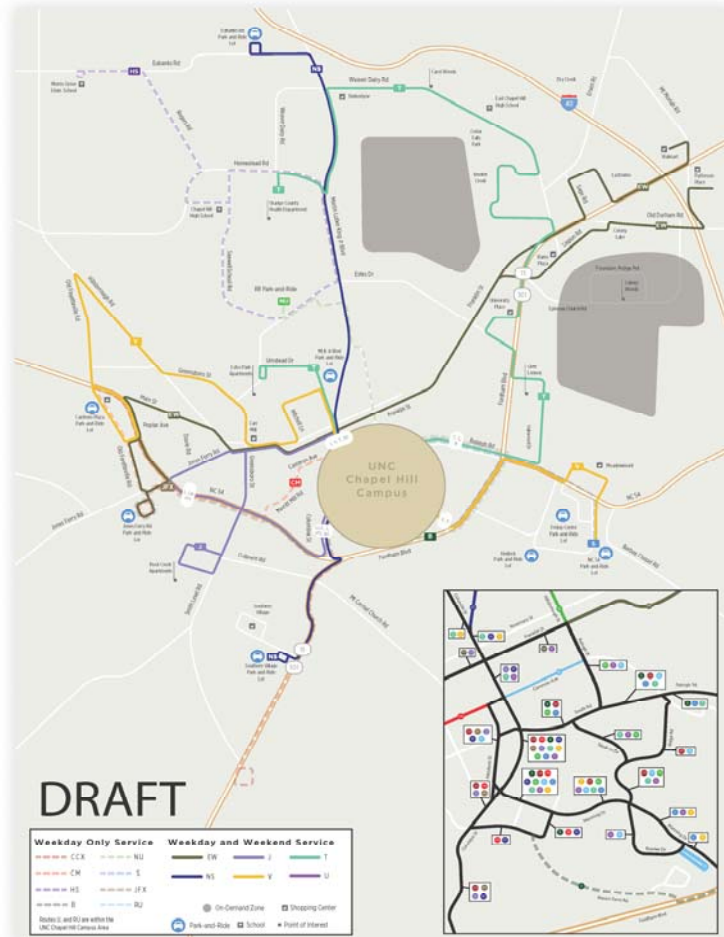
Removal of weekend only routes JN and FG

Expanded service span for weekend service

Higher frequency weekend service on some routes

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Service Scenario 3: “Start from Scratch”



In Service Scenario 3, what would change?

Weekend service offered on more routes

Simplified Service

Reduction of service in lower ridership areas

Extension of service to Patterson Place and Walmart

Crosstown service option via Route EW and Route V

On-Demand Zones

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Route A

Scenario 1

Route A would be removed in Scenario 1 and be replaced by Routes HS and N. Service on Homestead Road, Martin Luther King Jr. Boulevard, Hillsborough Street, and Columbia Street would continue to be provided by Routes N, NU, NS, G, and HS.

Customers utilizing this service on the loop around Barclay Road and Severin Street would have to walk to Martin Luther King Jr. Boulevard to access Routes HS, NS, or NU, and customers utilizing the service on the loop around Mitchell Lane and Caldwell Street would have to walk to Martin Luther King Jr. Boulevard or Rosemary Street to continue accessing the system.

Scenario 2

No changes are recommended for Route A in Scenario 2.

Scenario 3

Route A would be removed in Scenario 3 and replaced by revised Route T and Route V. Customers utilizing this service on the loop around Barclay Road and Severin Street would have to walk to Martin Luther King Jr. Boulevard to access Routes NS or NU instead.

Route B

Scenario 1

No changes are recommended for Route B in Scenario 1.

Scenario 2

No changes are recommended for Route B in Scenario 2.

Scenario 3

No changes are recommended for Route B in Scenario 3.

Route CCX

Scenario 1

No changes are recommended for Route CCX in Scenario 1.

Scenario 2

No changes are recommended for Route CCX in Scenario 2.

Scenario 3

No immediate changes are recommended for Route CCX in Scenario 3. If capacity issues emerge on Route NS, this route would deviate to address increased demand near Southern Village.

Route CL

Scenario 1

Route CL would be simplified in Scenario 1 to provide a consistent route to Notting Hill Apartments and Eastowne Drive, instead of the existing reversible loop. The area south of US 15-501 that would no longer be served by Route CL would continue to be served by Route D. Customers currently utilizing the system south of Legion Road would have to walk a few blocks north to access stops on Legion Road or Old Durham Road.

Scenario 2

No changes are recommended for Route CL in Scenario 2.

Scenario 3

Route CL would be replaced by a new service, Route EW. Route EW would cover the same service area as the existing Route CL on US 15-501.

Route CM

Scenario 1

Route CM would be simplified in Scenario 1 to remove the western loop on NC 54 and Old Fayetteville Road and the extension on Manning Drive to the Family Medicine in order to provide more direct service. The areas no longer served by CM would continue to be served by Routes RU, CPX, and CW.

Scenario 2

The alignment of Route CM would not change in Scenario 2. Saturday and Sunday service would be provided every 30 minutes from 8:00 AM to 9:30 PM.

Scenario 3

Route CM would be rerouted in Scenario 3 to serve Carrboro Plaza and would improve peak period frequency to every 15 minutes in the morning and evening. This service would replace the existing Route CPX.

Route CPX

Scenario 1

The alignment for Route CPX would not change in Scenario 1, but the service span would be extended to operate all day from 6:30 AM to 9:00 PM.

Scenario 2

The alignment for Route CPX would not change in Scenario 2. No weekend service would be provided on Route CPX, and it would be adjusted to provide weekday morning peak service only. Afternoon peak service would still be available on Route JFX.

Scenario 3

Route CPX would be replaced by Route CM and Route JFX in Scenario 3. There would be no areas served by the existing Route CPX that would lose access to transit with these changes.

Route CW

Scenario 1

Route CW would be simplified in Scenario 1 to remove the portion travelling down W Poplar Avenue to the Jones Ferry Road Park-and-Ride. Instead, the route will serve a loop between NC 54, Old Fayetteville Road, and W Poplar Avenue. The areas removed from this service would continue to be served by routes CPX and CM.

Customers currently utilizing service on the W Poplar Ave and Davie Road loop would have to walk to transit stops on NC 54 or Jones Ferry Road, less than ½ mile away.

Scenario 2

The alignment of Route CW would not be changed in Scenario 2. Weekend service would be provided every 50 minutes from 8:00 AM to 9:30 PM.

Scenario 3

Route CW would be removed in Scenario 3 and replaced with a new service, Route EW. Customers using the service on Hillsborough Road, Poplar Avenue, and Davie Road would need to walk to stops on Main Street, Old Fayetteville Road, or Jones Ferry Road to access the service, less than ½ mile away.

Route D

Scenario 1

Route D would be simplified in Scenario 1 to remove the southern loop operating on Culbreth Road and the northern loop on Durham-Chapel Hill Boulevard and Legion Road. Instead, the route will operate bi-directionally along Legion Road, Old Durham Road, and Mt. Moriah Road, connecting to Patterson Place. The areas removed from this service will continue to be served by Routes CL, CM, and J; however, there would no longer be service on Culbreth Road. The closest transit stops for this area would be at Culbreth Road and Smith Level Road or at Culbreth Road and US 15-501.

Scenario 2

The alignment of Route D would not change in Scenario 2. Weekend service would be provided every 35 minutes from 8:00 AM to 11:00 PM.

Scenario 3

Route D would be removed in Scenario 3 and replaced by a new service, Route EW, in eastern Chapel Hill and by Routes NS, J, and CM in southern Chapel Hill. Customers who currently utilize Route D on Culbreth Road would have to walk east to US 15-501 or west to Smith Level Road to continue accessing the system.

Route EW

Scenario 1

There would be no Route EW in Scenario 1.

Scenario 2

There would be no Route EW in Scenario 2.

Scenario 3

Route EW would be a new service added in Scenario 3. This route would provide service between Patterson Place, Rams Plaza, the UNC-Chapel Hill campus, Downtown Chapel Hill, Downtown Carrboro, Carrboro Plaza, and the Jones Ferry Park-and-Ride. Service to Southern Village and UNC Hospitals would still be provided by Route NS on S Columbia Street and US 15-501.

Route EW would operate on two branches that split at the intersection of Franklin Street and Ephesus Church Road. The northern branch would continue on Durham-Chapel Hill Boulevard, Sage Road, and Eastowne Drive, serving Eastowne and Walmart. The southern branch would operate on Legion Road, Old Durham Road, and Mt. Moriah Road, providing service to Rams Plaza and Patterson Place.

Route EW would operate every 15 minutes in mornings and evenings and every 30 minutes during midday and on nights and weekends. Each branch would operate every 30 or 60 minutes, depending on the time of day. Route EW would operate between 6:30 AM and 11:30 PM on weekdays and from 7:00 AM to 11:00 PM on weekends.

Route F

Scenario 1

The alignment of Route F would be simplified in Scenario 1 to remove service north of N Estes Drive and on Hillsborough Road north of Carol Street in order to provide more direct service to University Place and McDougle Middle School. This portion of Hillsborough Road and Ephesus Church Road would no longer be served by fixed-route transit in this scenario; however, the Ephesus Church Road area would be served by on-demand service in an emerging mobility zone. Customers would have to walk to Old Fayetteville Road from Hillsborough Road (between ½ mile to 1 mile) to access Route F, while customers near Ephesus Church Road would be able to utilize the emerging mobility zone.

Scenario 2

The alignment of Route F would not be changed in Scenario 2. Weekend service would be provided along the existing alignment for Route F instead of the abbreviated Route FG. Weekend service would operate every 65 minutes between 8:00 AM and 9:30 PM.

Scenario 3

Route F would be removed in Scenario 3 and replaced by a combination of Route J, Route EW, and an on-demand emerging mobility zone. The emerging mobility zone would continue to serve the area around Ephesus Church Road and Colony Woods Drive.

Route FCX

Scenario 1

No changes are recommended for Route FCX in Scenario 1.

Scenario 2

The alignment of Route FCX would not change in Scenario 2. Route FCX would not operate on weekends. On weekdays, Route FCX would operate with shorter hours of service—from 5:15 AM to 8:55 AM and from 3:30 PM to 6:00 PM. Service frequencies would be adjusted to match demand levels. As such, Route FCX would operate every 10 minutes from 6:45 AM to 7:15 AM, every 7.5 minutes from 7:15 AM to 9:10 AM, and every 15 minutes during the afternoon peak period.

Scenario 3

Route FCX would be removed in Scenario 3. This route would be replaced with an upgraded Route S. No areas currently served by Route FCX would not be served by the proposed alignment of Route S.

Route G

Scenario 1

The alignment of Route G would be simplified in Scenario 1 to only include the service north of Raleigh Road. The removed service along Fordham Boulevard and Raleigh Road would continue

to be served by Route V. Route G would also no longer serve Curtis Road and Lakeshore Drive; instead, it would continue on Estes Drive to University Place. The service removed from this area would be replaced by an on-demand emerging mobility zone.

Scenario 2

The alignment of Route G would not be changed in Scenario 2. Saturday and Sunday service would be provided. Weekend service would operate on the same alignment as the existing weekday Route G instead of the abbreviated weekend Route FG. Weekend service would operate every 60 minutes between 8:00 AM and 8:00 PM.

Scenario 3

Route G would be removed in Scenario 3 and be replaced by a restructured Route T and an on-demand emerging mobility zone in areas of existing service on Lakeshore Drive.

Route HS

Scenario 1

The alignment of Route HS would be simplified in Scenario 1 to remove the loop connecting Seawell School Road and Estes Drive and extended to provide service further south on Martin Luther King Jr. Boulevard into the UNC-Chapel Hill campus and serving a loop through UNC Hospitals. Customers currently accessing the system through Seawell School Road and Estes Drive would have to walk to stops at Chapel Hill High School or at the intersection of Estes Drive and Seawell School Road, both less than 1 mile.

Scenario 2

The alignment of Route HS would not be changed in Scenario 2. No weekend service would be provided and weekday service would be reduced to provide trips during high school start and end times only.

Scenario 3

No changes are recommended for Route HS in Scenario 3.

Route HU

Scenario 1

No changes are recommended for Route HU in Scenario 1.

Scenario 2

Route HU would be removed from Scenario 2 due to poor utilization. Customers accessing the system on Old Mason Farm Road and Finley Golf Course Road would have to walk to NC 54 or US 15-501 to continue accessing the system.

Scenario 3

Route HU would be removed from Scenario 3 and replaced by a combination of an upgraded Route S and a restructured Route V. Ronald McDonald House and SECU Family House patrons could continue to access service at the proposed Route V stops on Fordham Boulevard, less than a 5 minute walk away.

Route J

Scenario 1

No changes are recommended for Route J in Scenario 1.

Scenario 2

The alignment of Route J not be changed in Scenario 2. Weekend service would be provided along the same alignment as weekday service, instead of the abbreviated weekend Route JN. Weekend service would operate every 30 minutes between 8:00 AM and 11:00 PM.

Scenario 3

No changes are recommended for Route J in Scenario 3.

Route JFX

Scenario 1

Route JFX would be removed from the system in Scenario 1 and its resources would be reallocated to improve service frequency throughout the system. The areas currently being served by Route JFX would continue to be served by Routes CM and CPX.

Scenario 2

No changes are recommended for Route JFX in Scenario 2.

Scenario 3

The alignment of Route JFX would not be changed in Scenario 3. The morning and afternoon span of Route JFX would be reduced slightly due to low ridership. Existing patrons on these trips could utilize the restructured Route CM instead. Weekday service would now be offered between 7:00 AM and 10:00 AM and from 3:30 PM to 6:00 PM.

Route N

Scenario 1

In Scenario 1, the eastern portion of Route N would be rerouted to provide service on Raleigh Road to Friday Center instead of along Manning Drive to the Family Medicine. The areas no longer served by this route would continue to be served by Route RU.

Scenario 2

The alignment of Route N in Scenario 2 would be extended to provide service to Meadowmont Village. Weekend service would be provided, operating every 60 minutes between 8:00 AM and 8:00 PM.

Scenario 3

Route N would be removed in Scenario 3 and replaced by the restructured Route T. All areas currently served by Route N would continue to be served by other routes in the system.

Route NS

Scenario 1

No changes are recommended for Route NS in Scenario 1.

Scenario 2

The alignment of Route NS would be unchanged in Scenario 2. Saturday and Sunday service would be provided in this scenario every 25 minutes from 8:00 AM to 11:00 PM. Weekday service would operate every 10 minutes beginning at 7:00 AM, instead of at 6:30 AM.

Scenario 3

The alignment of Route NS would be unchanged in Scenario 3; however, frequency would be improved to provide service every 6 minutes during the morning peak, every 10 minutes during the evening peak, and every 15 minutes during midday service. This route would operate every 40 minutes on weekends between 6:00 AM and 11:30 PM on Saturday and between 7:00 AM and 10:00 PM on Sunday.

Route NU

Scenario 1

In Scenario 1, Route NU would be simplified to remove the loop traveling on Hillsborough Street. Instead, this route would provide bi-directional service on Martin Luther King Jr. Boulevard and make a loop through UNC Hospitals. The area no longer served by this route would continue to be served by Route G.

Scenario 2

No changes are recommended for Route NU in Scenario 2.

Scenario 3

The alignment of Route NU in Scenario 3 would be adjusted to serve Hillsborough Street bi-directionally. Morning peak frequency would be improved to every 15 minutes. Service on Martin Luther King Jr. Boulevard would continue to be provided by Route NS.

Route RU

Scenario 1

No changes are recommended for Route RU in Scenario 1.

Scenario 2

No changes are recommended for Route RU in Scenario 2.

Scenario 3

No changes are recommended for Route RU in Scenario 3.

Route S

Scenario 1

No changes are recommended for Route S in Scenario 1.

Scenario 2

The alignment of Route S would be unchanged in Scenario 2. No weekend service would be offered; however, on weekdays one hour of new service would be added from 7:00 PM to 8:00 PM operating at a 15-minute frequency to offset the service reduction on Route FCX.

Scenario 3

The alignment of Route S would be adjusted in Scenario 3 to serve both the NC 54 and Friday Center park-and-ride lots. Service frequency would be improved to provide service every 5 minutes during the morning peak, every 20 minutes during midday service, and every 10 minutes in the evening peak. Route S would replace Routes FCX and HU.

Route T

Scenario 1

The alignment of Route T would be altered in Scenario 1 to provide north-south service via Franklin Street instead of Martin Luther King Jr. Boulevard. Martin Luther King Jr. Boulevard would continue to be served by Routes HS and NS.

Scenario 2

The alignment of Route T would be unchanged in Scenario 2. Saturday service hours would be expanded to operate every 60 minutes between 8:30 AM and 6:30 PM. There would be no Sunday service.

Scenario 3

Route T would be restructured in Scenario 3 to consolidate the existing Route T and Route G, providing service on Martin Luther King Jr. Boulevard, Weaver Dairy Road, Fordham Boulevard, Raleigh Road, and Estes Drive. This route would provide connections to Weaver Street Market, UNC-Chapel Hill campus, and University Place.

Route U

Scenario 1

No changes are recommended for Route U in Scenario 1.

Scenario 2

No changes are recommended for Route U in Scenario 2.

Scenario 3

No changes are recommended for Route U in Scenario 3.

Route V

Scenario 1

In Scenario 1, Route V would be shortened to remove service south of UNC Hospitals and west of Hamilton Road. The route would now provide service to University Place along Fordham Boulevard. Areas no longer served by this route would continue to be served by Routes N and NS.

Scenario 2

In Scenario 2, Route V would be eliminated due to duplication with other routes. Service to Meadowmont Village would be provided via the revised Route N. There would no longer be service to Highgrove Drive in Southern Village; instead, the nearest service would be at the Southern Village Park-and-Ride via Route NS, less than 1 mile away.

Scenario 3

In Scenario 3, Route V would be realigned to provide service between Friday Center, UNC-Chapel Hill, Downtown Chapel Hill, Downtown Carrboro, Carrboro Plaza, and the Jones Ferry Park-and-

Ride. Service to the Southern Village Park-and-Ride and UNC Hospitals would be provided by Route NS via S Columbia Street and US 15-501. There would no longer be service provided within Southern Village, only to the Southern Village Park-and-Ride.

5B. North-South Corridor BRT Project Update

Staff Resource: Brian Litchfield, Transit Director

The Town has executed contracts for North-South Bus Rapid Transit (NS BRT) Design and NEPA (environmental) work. Consultant teams are developing a consolidated schedule for the project. A high-level NEPA schedule was provided to the FTA, per their request. The schedule includes the following milestones:

NEPA Environmental Assessment Milestones:

- Annotated outline - Spring 2018
- Design elements set for NEPA analysis - Late Summer 2018
- Draft Environmental Assessment (EA) for FTA staff review - Early Winter 2019
- Publish EA and 30-day public comment period - Late Spring 2019
- Finding of No Significant Impact (FONSI) - Summer 2019

The Technical Committee is scheduled to meet January 23rd, 2-4pm, at Chapel Hill Transit.

During the first 90 days of the project the consultants will concentrate on the following 2 tasks:

Task 1 – Extension to Hillsborough

Consultants will explore alternatives and feasibility of extending NS BRT further north into Orange County to the Town of Hillsborough from Eubanks P&R to the Durham Technical Community College along the NC-86 corridor. If BRT is not feasible, the team will consider other options such as improving existing bus services.

Task 2 – Select the Final Locally Preferred Alternative (LPA)

The consultants will work on narrowing down 3 currently adopted design options to 1. According to the FTA guidance, if the Town selects 1 final LPA, the scope of required environmental work can be downgraded from Environmental Assessment to Categorical Exclusion.

Categorical Exclusion (CE)

Description of inter-agency consultation resulting in CE determination

Prepare CE including:

- 106 finding/determination
- Section 4(f) finding/determination

FTA review and approval

Environmental Assessment (EA)

Annotated outline (Recommended)

Prepare EA:

- 106 finding/determination
- Section 4(f) finding/determination

30 day comment period

Respond to comments

- Responses reviewed by FTA

Update and finalize EA

Prepare FONSI

- Post on website and notify public

5C. Project and Grant Update

Staff Resource: Tim Schwarzauer, Grants Coordinator
Nick Pittman, Transit Planning Coordinator

Park and Ride LED Retrofit: On November 22nd, the Town solicited bids to replace the surface street parking lights with more efficient LED lighting, including the option for solar powered lighting. Bids were received on December 20th and are being reviewed by Transit staff and staff from the Town's Office of Sustainability.

Volkswagen Settlement: North Carolina has been allocated \$92 million in Volkswagen Settlement money to reduce air pollution from mobile sources. As designated by Governor Roy Cooper on Nov. 21, 2017, Department of Environmental Quality (DEQ) is developing the plan for North Carolina and requested the public, tribes, local governments, state agencies, the business community, and public interest groups to weigh in on which of the eligible vehicle and equipment categories they think the state should invest in. Through a Request for Information (RFI), the N.C. Division of Air Quality (DAQ) in the N.C. Department of Environmental Quality (DEQ) sought public input on how the funds should be invested to reduce pollution. On December 31st Transit staff responded to NC DEQ's RFI and requested that NC DEQ set aside some portion of the funding for public transit agencies and provided the state with a sample proposal for seven (7) electric buses intended to demonstrate how awarding public transit provides a high return on investment for emission reductions.

FY15 STP-DA: ordered three 40' Gillig buses off of the Town's existing contract using FY15 STP-DA funding with a Federal share of \$973,331.

FY17 CMAQ: FTA has accepted the Town's FHWA flex for \$1,120,000 for the purchase of three (3) 40' Gillig Buses. Once the grant application is approved, the grant can be brought into the budget and a PO issued.

FY18 CMAQ: The State has flexed \$1,093,015 from FHWA to the FTA for FY18 for the purchase of three (3) buses. Once the funding is accepted by FTA and grant application is approved, the grant can be brought into the budget and a PO issued.

FY18 STP-DA: The State has flexed \$697,099.00 from FHWA to the FTA for FY18 for the purchase of two (2) buses. Once the funding is accepted by FTA and grant application is approved, the grant can be brought into the budget and a PO issued.

FY14-15 5339: purchased seven (7) 20' LTVs for Demand Response. All vehicles have been delivered and are currently being registered, painted and having their security cameras installed before they can be phased into service.

FY16-17 5339: The Town has submitted an application to the FTA for \$427,229.00 for expanding the employee/guest parking lot, construction of an RFID-access security gate for the fleet yard and for commission of a study on the feasibility of solar production for powering electric vehicles.

ADA Compliance Review: Transit staff continue to work with the engineers at Ramey Kemp and Associates to review existing transit stops for compliance with the Americans with Disabilities Act of 1990. These reviews will produce construction drawings and cost estimates for bringing the stops to ADA compliance as part of Chapel Hill Transit's ongoing commitment to improving customer service and access. Stops currently being reviewed:

- South Columbia St at Abernathy Hall
- NC Hwy 54 at Kingswood Apartments
- South Columbia at Westwood Drive
- South Columbia at Purefoy Road
- MLK Jr. Blvd at Timber Hollow Apartments
- MLK Jr. Blvd at Adelaide Apartments
- South Road at Fetzer Gym
- Willow Drive at Estes Drive
- Franklin St at Morehead Planetarium

We have acquired the NC-DOT Right of Way encroachment agreements and are working with various property owners to acquire necessary agreements for property entry during the construction that is expected to take place in early Spring 2018.

6A. Operations

Staff Resource: Maribeth Lewis-Baker, Fixed Route Operations Manager
Don Willis, Demand Response Operations Manager
Peter Aube, Maintenance Manager
Katy Luecken, Training Coordinator
Mark Lowry, Safety Officer

- The Operations Report will be provided at the meeting on January 23, 2018.

6B. Community Outreach

Staff Resource: Anita Hackney, Community Outreach Manager

Chapel Hill Transit provides transportation services to our community partners throughout the service area. Below are some community events Chapel Hill Transit participated in during late November and December.

Scroggs Elementary Field Trip

- November 28, 2017 – 75 students from Scroggs Elementary School will be traveling on the NS route to Chapel Hill Town Hall for Local Government Social Studies project.

Toys For Tots Fill-The-Bus

- December 3, 2017 – In partnership with North Carolina Athletics Department joining together with Toys for Tots to fill the bus at the UNC vs. Tulane men's basketball game.

Chapel Hill-Carrboro Holiday Parade

- December 9, 2017 – Participation in the Chapel Hill –Carrboro Holiday parade – One (1) decorated bus.

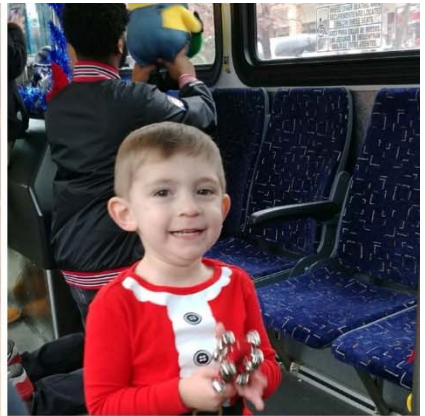
No Upcoming Community Events scheduled for the next month



















6C. Director

Staff Resource: Brian Litchfield, Transit Director

- The Operations Report will be provided at the meeting on January 23, 2018.



CHAPEL HILL TRANSIT
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CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE

FUTURE MEETING ITEMS

January 23, 2018

February 27, 2018 –	
Action Items	Informational Items
Orange County Transit Plan	
North South BRT	
FY2018-2019 Budget	
March 27, 2018	
Action Items	Informational Items
Orange County Transit Plan	
North South BRT	
FY2018-2019 Budget	
Actions Items	Informational Items

Key Meetings/Dates