



Orange County

BUS AND RAIL INVESTMENT PLAN

Orange County Bus and Rail Investment Plan

Progress Report | Fiscal Year 2016 | July 1, 2015 – June 30, 2016

Background

This fourth annual progress report from GoTriangle highlights the goals, accomplishments, projects and finances of the Transit Plan from July 1, 2015 to June 30, 2016.

In 2012, voters approved a local sales tax to support funding for the Orange County Bus and Rail Investment Plan (Transit Plan). The tax levy went into effect in April 2013.

Goals

The long range goals of the Transit Plan are to:

- Improve overall mobility and transportation options in the region
- Provide geographic equity
- Support improved capital facilities
- Support transit supportive land use
- Provide positive impact on air quality

Accomplishments

In FY16, the agencies in Orange County were providing more than 13,000 additional hours of bus service supported by the transit taxes. Additional transit tax revenue was also spent to support the Hillsborough Circulator and pre-existing Chapel Hill Transit services

The following new services were implemented during the fiscal year, funded by local tax dollars (July 2015 through June 2016):

- Additional trips on the Chapel Hill-Raleigh Express (CRX)

The following capital projects moved forward in the fiscal year:

- Vehicle purchases by all three agencies
- Explored several options for the Hillsborough Park-and-Ride Facility
- Lease parking spaces at Mebane Cone Health Park-and-Ride Facility

Chapel Hill North-South Bus Project

The North-South Corridor Study is a transit service planning initiative for the corridor linking Martin Luther King Jr. Boulevard, South Columbia Street and US Highway 15-501 South. The study is funded by a federal grant, which is not part of the Transit Plan. The Plan does include a 25 percent local match (\$6.1 million) set aside for capital improvements, if the project moves to construction. The purpose of the study is to review the transportation corridor from the Eubanks Road Park and Ride to the Southern Village Park and Ride Lot, to identify and evaluate improved accessibility, capacity, convenience and travel-time for riders.

The North-South Corridor Study concluded with identification of a Locally Preferred Alternative (LPA). The LPA was adopted by the Chapel Hill Town Council. Chapel Hill Transit submitted an application to the Federal Transit Administration (FTA) to enter into Project Development phase. More information is available at the project website, www.NSCStudy.org.

Hillsborough Train Station

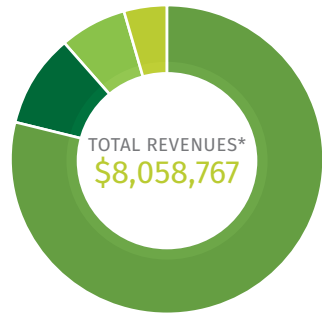
Construction funding for the Hillsborough Train Station is scheduled to be available in FY2019 and FY2021, with \$8.1M total from 2016 through 2020 by the NC Department of Transportation and GoTriangle. Approximately nine percent will be funded locally.

The station will be served by two state supported Amtrak passenger train routes that already pass through Hillsborough – the Carolinian, which travels between Charlotte and New York twice daily, and the Piedmont, which travels between Charlotte and Raleigh four times daily.

Financial

The FY16 revenues and expenses for the Orange Bus and Rail Investment Plan are shown below. The revenues to fund the Transit Plan include a voter-approved one-half cent sales tax, a seven dollar county vehicle registration fee, a three dollar regional registration fee and a portion of the five percent regional vehicle rental tax.

Expenditures include light rail project development, bus services and administration.



\$6,164,293	▶ Voter-approved ½ cent sales tax
\$772,975	▶ \$7 vehicle registration fee
\$538,591	▶ 5% vehicle rental tax
\$331,296	▶ \$3 vehicle registration fee



\$2,513,000	▶ Bus Services**
\$2,441,867	▶ Light rail development
\$68,008	▶ Administration

*Includes interest, investment income, and all other revenues

** Includes GoTriangle, Chapel Hill Transit and Orange Public Transportation. Funding for bus services is allocated 64% to Chapel Hill Transit, 24% to GoTriangle and 12% to Orange Public Transportation.

FY16 ending reserves total \$3,035,892.

More financial information by year can be found in Appendix B.

A summary of action by the NC General Assembly affecting the light rail project can be found in Appendix C.

Next Steps

The following services will be implemented in the upcoming fiscal year (FY17):

- Service between Durham and Chapel Hill will have faster off-peak trips with the midday frequency and Saturday service increased to half-hour service
- Peak service between Durham and Chapel Hill extended to Carrboro
- A GoTriangle Short Range plan will begin in FY17, which will identify service improvements

Orange County through Orange Public Transportation will implement three new services:

- Orange-Alamance Connector with midday service between Mebane and Hillsborough
- Efland-Hillsborough Commuter Loop with peak period service between Efland and Hillsborough
- Zone deviated fixed routes serving three rural county areas midday, two days per week per zone

The following capital projects will move forward in the coming fiscal year (FY17):

- A GoTriangle Short Range Plan will be carried out in FY17, which will address regional capital project improvements
- GoTriangle bus stop improvement
- Property acquisition and design of Hillsborough Park-and-Ride Facility
- Planning for Hillsborough Transfer Center

The staffs of GoTriangle, Orange County, Chapel Hill, Carrboro, Hillsborough and the DCHC MPO are preparing an update to the Orange County Bus and Rail Investment Plan. It is scheduled for release for public comment in early 2017.