



In 2012,  
voters approved a local  
sales tax to support funding  
for the Orange County Bus and  
Rail Investment Plan (Transit  
Plan). This annual progress  
report highlights the goals,  
accomplishments, projects and  
finances of the Transit Plan  
during Fiscal Year 2014.

**FY2014**  
**ORANGE COUNTY**  
Bus & Rail Investment Progress Report

\*This Progress Report covers July 1, 2013 to June 30, 2014

## 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

During the year, the following service enhancements were made by Chapel Hill Transit (CHT), Orange Public Transportation (OPT) and Triangle Transit:

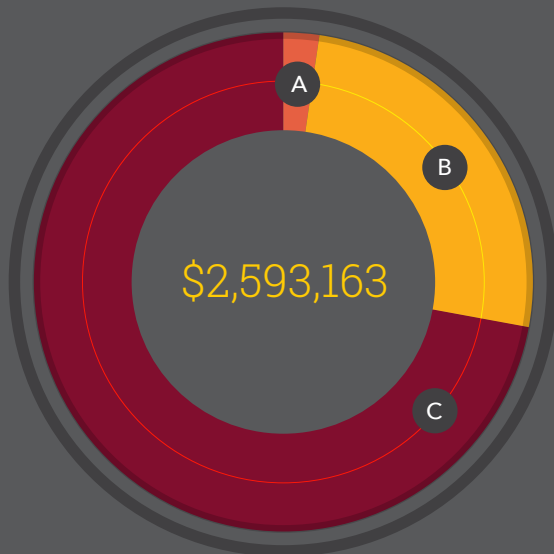
- Chapel Hill Transit added year-round evening and night service on:
  - ✓ CM Route
  - ✓ CW Route
  - ✓ D Route
  - ✓ J Route
- Chapel Hill Transit added two additional evening trips on F Route
- Additional Saturday service was added to CM, CW and JN Routes (not pictured)
- Triangle Transit added more frequent weekday service between the Streets at Southpoint Park-and-Ride and UNC Chapel Hill on Route 800

Orange County and Triangle Transit staff held four workshops in Cedar Grove, Efland, Hillsborough and Mebane and received public comments on preliminary concepts for future bus expansion in central and rural Orange County



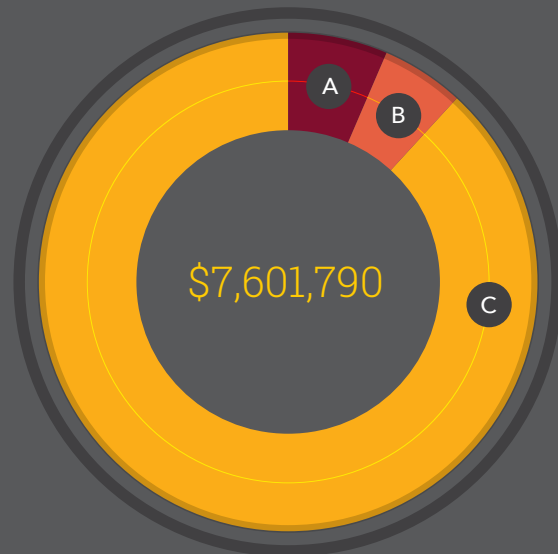
The charts show revenues and expenses for the Orange Bus and Rail Investment Plan for FY14. The revenues to fund the Transit Plan include a one-half cent sales tax, a \$7 County Vehicle Registration Tax and the Regional Vehicle Rental Tax. Expenditures include bus services, light rail project development and administration.

### Orange County Expenditures



Administration	<b>A</b>	\$54,848
Bus Services*	<b>B</b>	\$530,100
Light Rail Development	<b>C</b>	\$2,008,215

### Orange County Revenues\*\*



\$7 Vehicle Registration Fee	<b>A</b>	\$565,560
Rental Car Taxes	<b>B</b>	\$476,437
Sales Tax	<b>C</b>	\$6,559,793

\*During FY14, bus expenditures totaled \$353,400 for CHT and \$176,700 for Triangle Transit. In FY15, 64% of bus service expenditures will go to CHT, 12% to OPT and 24% to Triangle Transit.

\*\* FY14 revenue shown excludes interest on investments of \$4,551; FY 14 Ending Reserves total \$6,125,407 (FY13 \$1,112,229; FY14 \$5,013,178). These reserves will be used for services and capital projects identified in the "Next Steps" section of this report.

# Next Steps

The following services will be implemented in the upcoming fiscal year (July 2014 through June 2015):

- Chapel Hill Transit will add additional morning service along the A, D and J routes; additional mid-day service on the NS route and additional Saturday service on the D and FG routes
- Orange County will provide expanded service in rural portions of the county; additional senior center shuttle options; two fixed routes connecting Mebane, Efland and Hillsborough; more service on the Hillsborough to Chapel Hill midday shuttle; and continuation of the Hillsborough Circulator service in the spring of 2015
- New express service by Triangle Transit between Hillsborough, Duke University, and downtown Durham with an extension to Mebane and Efland
- Later Saturday evening and Sunday service on Triangle Transit routes between Durham, Chapel Hill and RTP, connecting with Route 100 to RDU Airport and Raleigh

Over the next five years, Chapel Hill Transit, Orange Public Transportation and Triangle Transit will implement new or expanded bus services. Residents will also see new bus shelters, Park-and-Ride lots, and sidewalk connections to bus stops.

## Chapel Hill North-South Bus Project

Chapel Hill Transit is conducting the North South Corridor Study along the Martin Luther King Jr. Boulevard - South Columbia - US 15-501 South Corridor. The study is funded by a federal grant which is not part of the OCBRIP plan. The OCBRIP plan does include funding set aside for capital improvements, if this project moves to construction in the future.

During 2014, a Public Involvement Plan, Purpose and Need Statement and Tier 1 Analysis were completed. No Build, Bus Rapid Transit (BRT) Low and BRT High transit modes passed Tier 1 Analysis and moved into the Detailed Definition of Alternatives phase. CHT held three public meetings in March 2014 and will continue to share the study with the public and collect feedback.

## Hillsborough Amtrak Station

Work on the station awaits a rail corridor capacity analysis to be performed by the North Carolina Railroad Company, Norfolk Southern and Triangle Transit. Planning work will begin after the analysis is complete.

## Durham-Orange Light Rail Transit Project

In February, the Federal Transit Administration approved Triangle Transit's request to enter Project Development on the proposed 17-mile Durham-Orange Light Rail Transit Project. Environmental work is underway with a Draft Environmental Impact Statement to be published and available for public comment in spring 2015. The proposed light rail line will run from Chapel Hill to Durham and cost an estimated \$1.34 billion (in 2012 dollars). The Orange portion of the voter-approved one-half cent sales tax will help fund the local share of the rail project.