



CHAPEL HILL TRANSIT
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CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE

NOTICE OF COMMITTEE MEETING AND AGENDA

OCTOBER 24, 2017 – 11:00 A.M. to 1:00 P.M.

CHAPEL HILL TRANSIT – FIRST FLOOR CONFERENCE ROOM

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

Tuesday, August 22, 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
George Cianciolo, Chapel Hill Town Council
Bethany Chaney, Carrboro Alderman
Than Austin, UNC Transportation & Parking
Cheryl Stout, UNC Transportation Parking
Damon Seils, Carrboro Alderman

Absent: Brad Ives, UNC Associate Vice Chancellor for Campus Enterprises

Staff present: Brian Litchfield, Transit Director, Flo Miller, Deputy Town Manager, Rick Shreve, Budget Manager, Tim Schwarzauer, Grants Coordinator, Tina Moon, Carrboro Planning Administrator

Guests: Fred Lampe

1. The Meeting Summary of June 27, 2017 was received and approved.
2. **Employee Recognition** – None
3. **Consent Items**
 - A. FY 2017-18 Budget Update and July Financial Report – Rick reviewed this for the Partners.
 - B. Holiday Schedule for Calendar Years 2017-18 – Brian reviewed this item and noted it was similar to last year.
4. **Discussion Items**
5. **Information Items**
 - A. North South Corridor BRT Update – Brian reviewed the report. AECOM has been recommended for preliminary design work and SRF was recommended for the environmental work on the project. Approval for the funds for this work is scheduled to be on the Council agenda for September. Brian also noted that Region IV FTA will be visiting September 18 & 19th to review the corridor.
 - B. Short Range Transit Plan Update – Brian reviewed this item for the Partners.
 - C. August Service Adjustment Update – This was reviewed for the Partners. The changes went into effect August 14th.

- D. Tar Heel Express Update - No changes are expected this year.
- E. Triennial Review Update – Brian reported on the Triennial Review. The findings are being worked on and a final report is due at the end of the month. An update will be provided at the September meeting.
- F. Project and Bus Build Updates – Brian reviewed this item for the Partners.
- G. Orange County Transit Plan Update – Provided for the Partners Information.
- H. FY 2016-17 Summary Performance Report – There was about a 2% decrease last fiscal year. The Partners asked that staff look at contributing factors from the past and look to future trends to help with planning.

6. Departmental Monthly Reports

- A. Operations – This item was provided for the Partners information.
- B. Community Outreach – Brian reviewed the report.
- C. Director – This report was provided for the Partners Information.

7. Future Meeting Items

8. Partner Items

9. Next Meeting – September 26, 2017

10. Adjourn

The Partners set a next meeting date for September 26, 2017

3A. September Financial Report

Prepared by: Rick Shreve, Budget Manager

September 2017

- Expenses for the month of September were \$4,224,719. Along with the encumbrances, which are heavily weighted towards the beginning of the fiscal year, approximately 23.93% 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).
- One significant caveat to note is that these data are subject to some changes, pending the Town of Chapel Hill's audit process for FY16-17. This process allows for identifying invoices that have been charged to the previous year that more accurately fall in the current fiscal year, as well as current year charges that will revert to the previous year.
- We will provide an update on the FY16-17 audited figures once we have final numbers; this will likely be available for the November Partners' meeting.

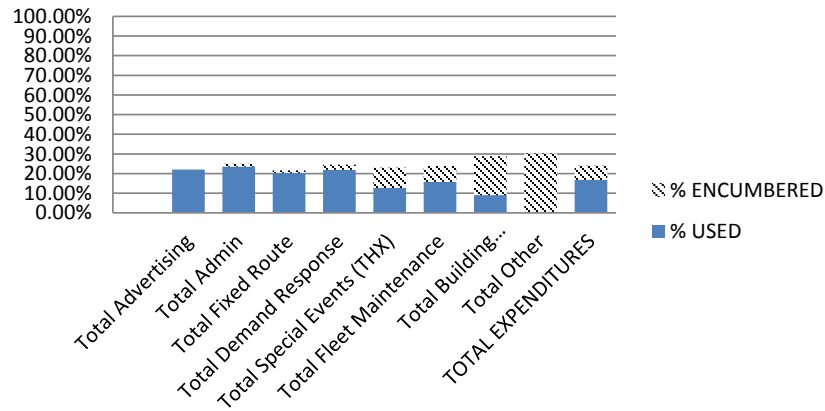
Highlights

- This aggregation of expenses and encumbrances for the first quarter 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.

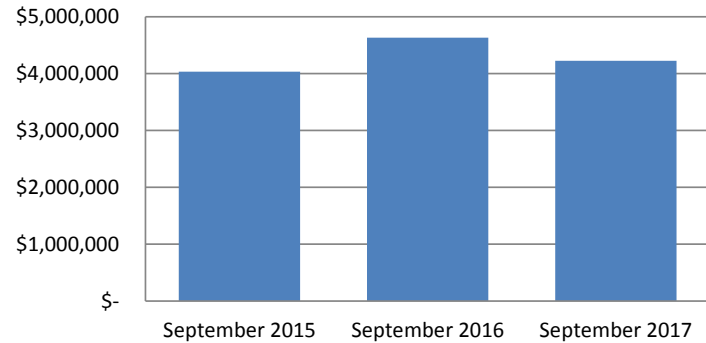
Transit 640 Fund Budget to Actual at end of September 2017

	ORIGINAL BUDGET	REVISED BUDGET	ACTUAL MONTH EXPENSES	ACTUAL YTD EXPENSES	CURRENT ENCUMBRANCES	BALANCE AVAILABLE	% USED OR ENCUMBERED Sept. = 25.00%
Total Advertising	\$ 98,715	\$ 98,715	\$ 9,065	\$ 21,818	\$ -	\$ 76,897	22.10%
Total Admin	1,759,247	1,762,497	163,001	415,448	24,353	1,322,696	24.95%
Total Fixed Route	11,834,442	11,904,412	1,010,133	2,430,558	141,209	9,332,645	21.60%
Total Demand Response	2,231,080	2,297,232	211,875	502,244	62,775	1,732,212	24.60%
Total Special Events (THX)	333,958	333,958	42,008	42,026	35,000	256,932	23.06%
Total Fleet Maintenance	4,519,098	4,565,336	293,323	721,674	369,982	3,473,680	23.91%
Total Building Maintenance	865,012	917,759	45,771	82,841	181,372	653,546	28.79%
Total Other	1,234,440	3,274,244	2,703	8,110	979,165	2,286,970	30.15%
TOTAL EXPENDITURES	\$ 22,875,992	\$ 25,154,153	\$ 1,777,879	\$ 4,224,719	\$ 1,793,855	\$ 19,135,579	23.93%

CHT Sept. 2017 YTD Expenses as % of Budget



CHT Total YTD Expenses - Previous Years Comparison



4A. North-South BRT Update

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

Staff Resource: Mila Vega, Manager of Transit Development

North South Corridor BRT – Consultant Recommendation

The North-South Bus Rapid Transit (NS BRT) Consultant Selection Committee interviewed four (4) consultant teams on August 3, 2017 and made the recommendation to award the following contracts to advance NS BRT through Project Development Phase:

- Environmental Study – SRF is recommended for the environmental work. The draft scope is available here: <http://www.townofchapelhill.org/Home/ShowDocument?id=37584>. The estimated cost for the work is \$679,915.58, which is within the range identified in the Independent Cost Estimate (ICE) developed by staff.
- Design Study – AECOM is recommended for the design work (up to 30%). The draft scope is available here: <http://www.townofchapelhill.org/Home/ShowDocument?id=37582>. The estimated cost for the work is \$ \$1,510,963, which is also within the range identified in the ICE.

The Selection Committee included: Bergen Watterson (Town of Chapel Hill), Kumar Neppalli (Town of Chapel Hill), Than Austin (University of North Carolina at Chapel Hill), Theo Letman (Orange County/OPT), Katharine Eggleston (GoTriangle), and Tina Moon (Town of Carrboro).

Funding for this work will be provided by the Orange County Transit Plan and \$1.5M from the Plan has been amended into the FY18 Chapel Hill Transit budget on September 27, 2017.

Action: Approve Transit staff to provide the Town Manager with a recommendation to execute contracts with SRF and AECOM, consistent with the above-referenced scopes of work and cost estimates.

Evaluation of Extension to Durham Technical Community College

The Orange County Commissioners have requested that Chapel Hill Transit staff assess the potential for extending the NS BRT route from the Eubanks Park and Ride to the Durham Technical Community College campus in Hillsborough. The assessment will consider options beyond BRT (if a NS BRT extension is not feasible at this time), including improving the Go Triangle Route 420 and how those improvements would interline and/or feed into the NS BRT system. Further, any transit service assessment completed now would not preclude a BRT extension in the future if an extension becomes feasible once the NS BRT system is in operation.

Staff has requested a scope of work and cost estimate from AECOM (Attachment I). AECOM has indicated that that they can conduct the assessment without impacting the schedule for the

Design work. The cost estimate is \$25,093 and can be covered with funds from the Orange County Transit Plan currently allocated to the NS BRT project.

Action: Approve staff to provide the Town Manager with a recommendation to execute a contract with AECOM to analyze the feasibility of extending the NS BRT corridor to Hillsborough, NC.

FTA Visit to Chapel Hill

FTA staff visited the Town of Chapel Hill and reviewed the corridor on September 19, 2017. The meeting was very productive. FTA staff has shared valuable feedback and observations and advised on various options of organizing the workflow for the PD phase. Specifically, FTA staff recommended reviewing three current design alternatives identified in the adopted Locally Preferred Alternative (LPA) and identifying the one that will be taken through the environmental review. If CHT follows this scenario, it is likely that the scale of the environmental work will be downgraded from the Environmental Assessment (EA) to the Categorical Exclusion (CE).

Attachment

- **Eubanks to Hillsborough Scope of Work**

North – South (NS) Bus Rapid Transit (BRT) Project

Transit Service Assessment from Eubanks Park and Ride in Chapel Hill to Durham Technical Community College in Hillsborough

Scope of Work and List of Project Deliverables

The AECOM Team understands that there is an interest in extending the North-South (NS) BRT Route further north into Orange County to the Town of Hillsborough. This extension will start at or near the Eubanks Park and Ride station and end at the Durham Technical Community College (DTCC) in Hillsborough.

The assessment of this extension will include developing and evaluating the alternatives, and providing a recommendation on the potential extension to the Town of Hillsborough. An important element of this transit assessment will be to work closely in a partnership with Orange County/ Orange Public Transportation, Chapel Hill Transit, Go Triangle, and the NS BRT project's Technical and Policy Committees.

The transit service assessment work will consider options beyond BRT (if a NS BRT extension is not feasible at this time), including improving the Go Triangle Route 420 and how those improvements would interline and/or feed into the NS BRT system. Further, any transit service assessment completed now would not preclude a BRT extension in the future if and extension becomes feasible once the NS BRT system is in operation.

Task 1: Development and Screening of Initial Alternatives

Task 1.1: Coordination meetings and workshops with the NS BRT Project Team

The AECOM Team will work in a coordinated effort with Orange County, Chapel Hill Transit, Go Triangle, Orange Public Transportation, and the NS BRT project's Technical and Policy Committees. This will include meetings and workshops that will guide the transit assessment. Additionally through these meetings it will be discussed ways of engaging the public or other stakeholders in the corridor.

Task 1.2: Transit Alignments, Guideway, and Station Locations

The AECOM Team will review major areas within the corridor for physical constraints, including right-of-way and terrain relative to the NS BRT Route, relative to the major trip generators to be served, alignment length, and overall travel time. The team will:

- Obtain, review and verify existing mapping and aerial photography.
- Develop preliminary and generalized cross sections for NS BRT Route.
- Identify the potential BRT station locations.
- Identify areas where transit travel time advantages could be realized to improve overall system performance.
- Review of relevant plans and capital improvement programs that may inform development of alignment options.

Task 1.3: Conceptual Operating Plan

As part of this project's service planning effort, the AECOM team will evaluate potential service connections to Hillsborough. Service plan scenarios to be considered include:

- Extend select NS BRT trips north of the Eubanks Park and Ride station
- Expand service levels on Go Triangle Route 420
- New route service between the Town of Hillsborough and the Eubanks Park and Ride station

Service plans will be prepared to the level needed to determine vehicle requirements and operating costs for each scenario considered. Those determined to be most viable will be included in the projects ridership forecasting effort to determine ridership potential and cost effectiveness.

Deliverables:

- **Project Technical Memorandum 1: Documentation of Initial Alternatives and Screening Criteria**

Task 2: Technical Evaluation of Alternatives

Task 2.1: Operating Plan

Service plans for each project alternative will be defined in detail, with information such as frequencies by time-of-day, service span, route lengths and travel times defined for each corridor route. BRT travel times will be estimated with travel time calculation tools that members of the AECOM Team used in the North-South Corridor Study. This information will be used to determine operating requirements.

Deliverables:

- **Project Technical Memorandum 2: Transit Operating Plan Methodology, Development and Assessment**

Task 2.2: Ridership Forecast

The AECOM Team will use the ridership forecasting methodology (using the FTA required STOPS model) that was developed for the North-South Corridor Study. The ridership forecasting model will be expanded to include the alignment corridor between the Eubanks Park and Ride station and DTCC.

Ridership forecasts will be summarized (but not limited to) the following ways:

- Project trips (per the FTA definition – including transit dependents)
- Boardings on corridor routes
- Change in system boardings and riders (linked trips)
- Rides/in-service hour/alternative
- Change in regional vehicle-miles-traveled
- Other measures necessary for FTA Small Starts evaluation.

Deliverables:

- **Project Technical Memorandum 3: Travel Forecasting Methodology, Development, and Results**

Task 2.3: Capital Cost Estimates

The AECOM Team will use the capital cost estimating methodology that was developed for the North-South Corridor Study.

Deliverables:

- **Project Technical Memorandum 4: Capital Cost Methodology, Development and Results**

Task 2.4: Operations and Maintenance Cost Estimates

The AECOM Team will use the operation and maintenance cost estimating methodology that was developed for the North-South Corridor Study.

Deliverables:

- **Project Technical Memorandum 5: Operating and Maintenance Cost Methodology, Development and Results**

Task 2.5: Transportation System Issues

The AECOM Team will assess the transportation issues related to operating the NS BRT Route from the Eubanks Park and Ride station to DTCC using the methodology developed for the North-South Corridor Study. Impacts to be measured include:

- Transit Operations – changes in ridership, service levels and ridership productivity measures
- Traffic Operations – changes in roadway and intersection level of service
- Bicycle and Pedestrian Impacts – positive and adverse impacts to existing and planned bicycle and pedestrian trails

Deliverables:

- **Project Technical Memorandum 6: Transportation System Issues Methodology, Development and Results**

Task 3: Draft and Final NS BRT Transit Assessment from Eubanks Park and Ride to Hillsborough

The AECOM Team will develop a Draft and Final NS BRT Transit Assessment Report that will be straightforward and describes the process and decision making outcomes clearly. The report will include the following sections.

- Overview of the transit assessment
- Description of the alternatives studied, including concept drawings, operating service characteristics, and Cost Effective Index calculations
- Summary of overall evaluation
- Summary documentation of participation process
- Results of Local Decision Making
- Next Steps / Implementation Plan

The previously prepared Technical Memorandums will be referenced and serve as stand-alone documents.

Deliverables:

- **Project Report 1: Draft and Final NS BRT Transit Assessment Report**

4B. Orange County Bus and Rail Investment Plan

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

Staff Resource: Mila Vega, Manager of Transit Development
 Nick Pittman, Transit Planning Coordinator

STAFF WORKING GROUP:

As we shared during the August 2017 meeting, Chapel Hill Transit staff has been meeting with the Durham-Orange Staff Working Group in an effort to streamline the administrative processes for all Orange County Transit Plan Partner Agencies. From these meetings, GoTriangle has established a new work plan calendar and supporting template documents related to budget request.

FUNDS ALLOCATION SCHEDULE:

GoTriangle has presented a new timeline for allocating the FY19 Transit Plan funds (including funds for new services). This means that the recommendations regarding the services funded from the Transit Plan need to be developed earlier than the traditional budget development schedule followed by Chapel Hill Transit. Based on the detailed budget schedule attached, staff will need to submit FY19 budget requests to GoTriangle by November 15, 2017.

Staff estimates that \$2,074,620 will be available for operating revenue from GoTriangle based on the Orange County Transit Plan. In the figure below, you will see the breakdown of prior services funded through the Orange County Transit Plan, expenditures based on increased cost of existing services and estimated hours available for service expansions.

Estimated FY19 Available Bus Operating Revenue from GoTriangle	\$2,074,620
Maximum Amount Eligible for Increased Cost of Existing Service (ICES)	\$755,700
Services added prior to FY19	\$906,036
\$ Available for new services in FY19	\$412,884
Estimated New Annual Hours Available for Service Expansion	3,654

Staff will be meeting with GoTriangle before November to refine the operating revenue figures and discuss the best approach to planning for FY19, in preparation for the November Partners meeting.

COORDINATION WITH THE SHORT RANGE TRANSIT PLAN:

Based on the schedule of the Short Range Transit Plan, service adjustments/improvements from the plan will likely be scheduled for FY20. Staff will continue to utilize the priorities from the Orange County Transit Plan and the FY18 budget process for FY19 service recommendations.

ATTACHMENT:

1. Orange County Transit Plan Budget Schedule

Durham – Orange County Work Plans/ Budget Calendar

October 11	Budget Kick-Off
October 12	GoTriangle to Submit Budget Request Templates
October 16	Participating Agencies to Submit Comments on Templates
Oct 16 – Nov 15	Participating Agencies to Prepare and Submit FY19 Budget Requests
Nov 16 – Dec 10	GoTriangle to Estimate FY 2019 Apportionment for each DO Agency
December 11	D-O SWG Review and Prioritization of Requests
Dec 22 – Jan 2	Draft FY 2019 Work Plan Sent to D-O SWG Members for Review and Comment
January 8	Draft FY 2019 Work Plan Released
Jan 9 – Mar 9	Agency, Stakeholder and Public Comment on Draft Work Plan
Mar 10 – Apr 11	Make Necessary Changes to the Work Plan
April 25	Present Proposed FY 2019 Work Plan to GoTriangle O&F Committee for Recommendation
May 23	Public Hearing of the Proposed FY 2019 Work Plan
By June 30	Adoption of FY 2019 Work Plan, Durham-Orange Operating and Capital Ordinances

5A. Short Range Transit Plan Update

Staff Resource: Nick Pittman, Transit Planning Coordinator

Update

- During the week of September 25th, Chapel Hill Transit hosted public involvement meetings with the public at Carrboro Town Hall, Chapel Hill Town Hall, UNC Hospitals and UNC's Student Union. Staff also met with other interested stakeholder groups within our service area. During these meetings the Nelson\Nygaard team, along with Chapel Hill Transit staff, discussed the Short Range Transit Plan project and invited the public to comment on current conditions of the system and future needs. The public was also invited to complete an online survey and Design your Transit System tool to aid the project team as the plan is developed.

Next Steps

- Prior to the November 28th Public Transit Committee meeting, staff will receive Technical Memo #1 from Nelson\Nygaard addressing the Existing Conditions and Public Outreach. This memo will be shared with the Policy and Technical Committees during the week of November 13th and Nelson\Nygaard will host a conference call on November 20th for these committees (additional details will be provided at a later date).
- The next round of public involvement is scheduled to take place in January 2018.

5B. Legislative Update

Staff Resource: Mila Vega, Manager of Transit Development

Federal

- **Congressional Update** – a 3-month continuing resolution for FFY2018 funding was approved on Sept. 8th, expiring on December 8th, 2017. Congressional committees are working on various elements of the budget at this time. Senator Burr has also proposed the “Moving First” Act or “Strengthening Mobility and Revolutionizing Transportation (SMART) Challenge Grant Program” Act which seeks to encourage technology innovation like the USDOT’s recent Smart City Challenge; has been referred to committee.
- **FTA Updates** – FTA is currently in the process of reviewing the Section 5339(b) Bus and Bus Facilities discretionary grant applications. CHT has submitted an application for up to seven (7) replacement vehicles under this grant program.
- **2017 APTA Local Coalition Grant** – NCPTA Legislative Committee developed and submitted a grant application to APTA. The proposed application speaks to advocacy materials, advocacy training, and strategic plan. Award announcements are expected in the near future.
- **Federal Advocacy Trip, Washington, DC - November 7-8, 2017.** At the request of the NCPTA Board, a small delegation of committee members is planning to meet with our federal Congressional delegation in Washington, DC, to discuss our approved federal legislative priorities. Attendees are planning to also meet with CTAA, APTA, and FTA during the trip.

State

- **Legislature** - the State legislature has been in and out of session addressing remaining issues left over from this immediate past session. They will resume “short” session work in April 2018. The NCPTA Legislative committee plans to meet later this year to start refining our State legislative priorities and advocacy initiatives discussions.
- **NCDOT** - the Executive Board and Legislative Committee co-chair met with Julie White, Deputy Secretary, and Debbie Collins, PTD Director in August to discuss important urban and rural issues, our 2017 state legislative priorities, and partnership opportunities.

5C. Bus Build Updates

Staff Resource: Tim Schwarzauer, Grants Coordinator

Fixed Route Replacement Buses

- We have six (6) replacement buses under order with Gillig and expect them to go into production in April 2018 with delivery likely towards the end of May 2018.
 - These buses are funded with Orange County Transit Plan funds and Transit Capital Reserve funds.
- The Chapel Hill Town Council approved amending our FY15 STPDA allocation, following approvals from Federal Highways and FTA, into our FY18 budget on September 27, 2017. This will allow us to place an order for three (3) replacement buses, with a local match requirement of \$400,255 (Transit Capital Reserve). We are working with our Business Management Department and Gillig to finalize the details of this order.
- We are continuing our work with FTA to flex our FY17 and FY18 CMAQ funds from Federal Highways. Once flexed and amended into our budget we will place an order for six (6) replacement buses.
- We are also expecting an FY17 STPDA allocation from the MPO that will allow us to place an order for two (2) replacement buses.
- These buses, along with the 16 we have received, reflects 33 of 35 buses shown in our capital plan for replacement (ordering) by the end of FY18.

EZ Rider Replacement Vehicle Order

- We have seven (7) light duty transit vehicles under order with Creative Bus Sales and we expect delivery by January 2018.
 - These vehicles are funded with FTA 5339 grant funds and Transit Capital Reserve funds.

5D. Halloween Update

Staff Resource: Nick Pittman, Transit Planning Coordinator
Anita Hackney, Community Outreach Manager

Overview

- During the evening of Tuesday, October 31, 2017, Chapel Hill Transit will adjust some routes and schedules to accommodate the Halloween celebration on Franklin Street. The following schedule modifications will be in effect due to road closures starting at 8 p.m.
 - CW Route — Last bus will leave Pittsboro Street Credit Union at 7:10 p.m.
 - CM Route — Last bus will leave Jones Ferry Park and Ride at 7:50 p.m.
 - D Route will end at 7:31 p.m. at the Sagebrook Apartments
 - F Route will end at 7:45 p.m. at Colony Woods and 7:38 p.m. at Pine Grove
 - G Route will end at 7:47 p.m. at Booker Creek and 7:43 p.m. at University Place
 - J Route will end at 7:56 p.m. at the Rock Creek Apartments
 - NS Route—Last bus will leave Eubanks Park and Ride at 7:40 p.m. and from Southern Village Park and Ride at 7:45 p.m.
 - NU Route will end at 7:44 p.m. at the RR Lot
 - EZ Rider service will end at 7:30 p.m.

- All other routes will operate on regular routes and published schedules, although delays may occur due to increased traffic.

- Safe Ride routes will operate from 11 p.m. to 2:30 a.m., as Franklin Street reopens.

- We have been working with Town communications staff and our Partners to share this information with the public. We have issued press releases, along with posting information on vehicles, and Town/Transit website and social media sites.

- We will also provide transportation for public safety personnel assisting with the celebration.

5E. September Performance Report

Staff Resource: Mila Vega, Transit Development Manager

The September Performance Report will be provided at the October 24, 2017 meeting.

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

Fixed Route Operations Manager – Maribeth Lewis-Baker

- Perfect Attendance – September 2017 – 46 or 39% of the Fixed Route Operators had perfect attendance for the month
- On time Performance (OTP) – September 2017 – 79%
- Routes performing **80%** and above – on time: CCX (86%), CM (85%), Sat D (90%), HS (83%), JFX (91%), Sat JN (91%), N (92%), NU (90%), RU (83%), U (85%), V (87%)
- September Operations/Safety Meetings – Safety Officer Mark Lowry showed a Security Awareness video, Training Coordinator Katy Luecken gave an informational presentation related to recycling, and Operations Manager Lewis-Baker reviewed ADA & Title VI requirements with the team.

Catch us at our Best:

Compliments about Operators Scott Blacknell and William Alston were received this month:

Scott Blacknell

This morning around 8:40, I rode the ccx #0509 I believe. The driver was so kind, considerate, and patient. He deserves appraisal and a promotion for his pleasant spirit. 9-6-17

William Alston

This afternoon around 2pm I rode the U to student stores. The driver of this bus was quite nice as well. Once at student stores, I wanted to switch buses to the NU and the U driver beeped his horn to get my transfer. 9-6-17

And a big shout out goes to our Tar Heel Express operators for their excellent service during the three football games in September!

Demand Response Operations Manager – Don Willis

The EZ Rider team celebrated 374 Days of Safe Driving without a preventable accident at our September 27th Team Safety Meeting! The team doubled the last record, travelling around the world 10.5 times between preventable accidents.

EZ Rider staff participated in “Transit Academy” presentations at UNC Hospitals in Hillsborough and at the Seymour Center during the week of October 9th. These presentations assisted the medical community as well as social and community services staff to learn more about transit services that are available, and how to access those services.

Service Metrics

Average Statistics for September:

217 Trips per Weekday; 88 Trips on Saturday; 30 Trips on Sunday

Provided a total of 5,121 Trips & traveled 21,783 passenger miles with only two missed trips and 92.95% On Time Performance

19% of trips were work related

33% of trips were Medical/Dialysis

37% were personal business and shopping

Safety Officer – Mark Lowry

- Accidents for August and September 2017

August 2017

TOTAL ACCIDENTS	August 16	August 17	Year to Date
Fixed Route			
Preventable	2	2	4
Non-Preventable	3	3	5
Demand Response			
Preventable	0	0	1
Non-Preventable	0	0	0
Maintenance			
Preventable	0	0	0
Non-Preventable	0	0	0
		Total YTD	10

September 2017

TOTAL ACCIDENTS	Sept-16	Sept-17	Year to Date
Fixed Route			
Preventable	1	2	6
Non-Preventable	6	3	8
Demand Response			
Preventable	0	0	1
Non-Preventable	0	0	0
Maintenance			
Preventable	0	0	0
Non-Preventable	0	0	0
		Total YTD	15

Training Coordinator – Katy Luecken

1. Training Classes

Fixed Route:

- September 5th: Five trainees in route training
- October 30th: Three potential new hires

Demand Response:

- No recent training classes

Maintenance:

- CDL training for two maintenance staff beginning in October

2. Projects

- Organized Tar Heel Express training for Demand Response and Fixed Route employees in August
- Coordinating CPR training with CHFD
- Publishing weekly "Training Tuesday" emails for the organization

Maintenance Manager – Peter Aube

August

- Maintenance Department Personnel completed Diversity Training
- Demand response ran 35,930 miles in August
- Non-revenue vehicles ran 30,102 miles in August
- Fixed route ran 205,187 miles in August
- Maintenance performed 48 Preventive Maintenance Inspections in August (100% on-time).
- Nine (9) Maintenance Employees completed the Month of August with Perfect attendance
- Maintenance performed eleven (11) road calls in August (18,653) miles per road call for fixed route
- Maintenance performed 3 road calls in August (11,977) miles per road call for demand response

September

- Maintenance Technicians completed in-house Gillig Air system training
- Maintenance Technicians completed Braun Wheel chair lift training
- Completed pre-production meeting on six(6) bus Gillig order due to start production in late April
- Demand response ran 32,520 miles in September
- Non-revenue vehicles ran 25,004 miles in September
- Fixed route ran 191,915 miles in September
- Maintenance performed 45 Preventive Maintenance Inspections in August (100% on-time).
- Eight (8) Maintenance Employees completed the Month of September with Perfect attendance
- Maintenance performed eight (8) road calls in September (23,989) miles per road call for fixed route
- Maintenance performed 2 road calls in September (16,260) miles per road call for demand response
- Maintenance completed the month of September with zero tows.

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 August, September and October.

Storytime Guest Speakers and Tour

- August 22 & 24, 2017 – Fixed Route Operators Tammy McNair and Michelle Sykes-Parker and Demand Response Operator Derek Adams read books about buses, gave a talk about what their jobs entailed and short tour of Chapel Hill Transit vehicles at and in coordination with Chapel Hill Public Library to a group of preschoolers.

Books on Buses

- August 30, 2017 – Provided a tour while reading a book about buses for Chapel Hill Public Library.

Feria De La Salud

- September 10, 2017 – Provided information table at the Feria De La Salud at St. Thomas More Catholic Church.

Back to School Festival

- September 16, 2017 – Provided information table at the Back to School Festival at East Chapel Hill High sponsored by Chapel Hill-Carrboro City Schools.

Carrboro Music Festival

- September 24, 2017 – Provided shuttle service from Carrboro Plaza park and ride lot to Downtown Carrboro.

Community Helpers Week

- September 28, 2017 – Provided bus tour for preschoolers at UNC Child Care – Victory Village at the Friday Center for Community Helpers Week.

UNC Transportation Fair

- September 28, 2017 – Provided information booth in combination with SRTP input meeting at UNC Children’s Hospital and UNC Student Union in collaboration with UNC Parking and Transportation Services.

Festifall Arts Festival

- October 1, 2017 – Provided shuttle service from 725 Martin Luther King Jr. Blvd. to Rosemary Street in collaboration with the Town of Chapel Hill.

Orange County Transit Academy

- October 10 & 13, 2017 – Presentation on Transit services in collaboration with Orange County Healthy Carolinians at UNC Hospital – Hillsborough and Seymour Center.

UNC Employee Appreciation

- October 20, 2017 – Provided information table at UNC Employee Appreciation Fair at UNC Student Union Great Hall.

Orange County Try Transit Week

- October 23 -28, 2017 – The 420 (Hillsborough Express) and OPT Orange-Chapel Hill Midday Connector will be fare-free to inform Orange County riders of transportation resources.

Go Chapel Hill Transportation Management Plan Annual Conference

- October 25, 2017 – Provided information for employers about transportation at The Cedars in Meadowmont for Town of Chapel Hill.

Haunted Hill

- October 28, 2017 – Provide bus to be decorated for Annual Haunted Hill in collaboration with Town of Chapel Hill Parks and Recreation Department.

Pinktober – Chapel Hill Transit goes PINK for the month of October to raise awareness for ALL Cancer.

Upcoming Community Events

No community events have been scheduled for November.

Shuttles to Festifall Arts Festival on October 1

Chapel Hill Transit will operate FREE shuttles to the 2017 Chapel Hill Festifall Arts Festival on Sunday, October 1, from 11:45 a.m. until 6:15 p.m.

The shuttle will run every 15 minutes, providing continuous and fully accessible service between the park & ride lot at 725 Martin Luther King Jr. Blvd. and Rosemary Street. The shuttle will make stops along Rosemary Street at Breadman's and Mama Dip's.



Chapel Hill transit

Shuttles to Carrboro Music Festival on September 24

The quickest and easiest way to get to the 2017 Carrboro Music Festival is to catch the FREE Music Festival Shuttle. The shuttle, operated by Chapel Hill Transit, will be providing service from the Carrboro Plaza Park & Ride (Highway NC 54 and Old Fayetteville Road) to the Carrboro Music Festival, from noon until 9 p.m. Sunday, Sept. 24.

The shuttle will run every 10 to 15 minutes, providing continuous and fully accessible service between the Park & Ride and the Carrboro Music Festival site. The shuttle will make stops along Main Street between the Carrboro Town Hall and the ArtsCenter.

Parking will be free at the Carrboro Plaza Park & Ride during the hours of the Carrboro Music Festival.









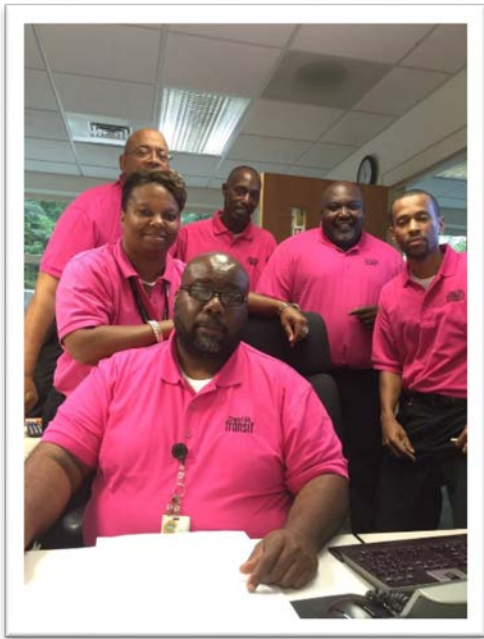
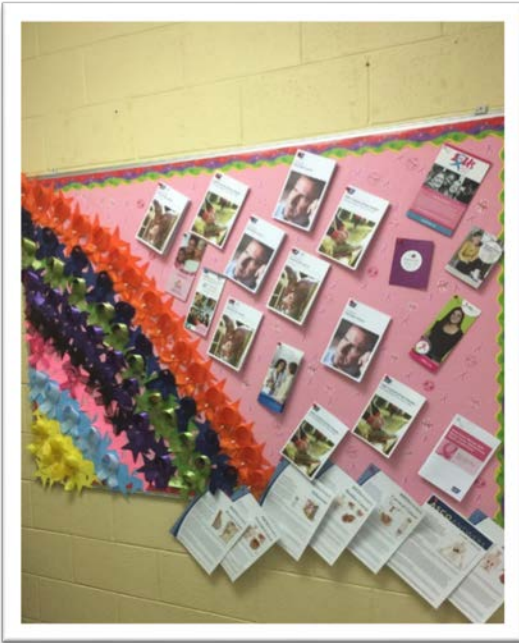








Chapel Hill transit



Breast Cancer Awareness

October is National Breast Cancer Awareness Month. This year, NorthShore University HealthSystem is raising awareness about the importance of both early detection and prevention.



Take a brief tour through the history of breast cancer before discovering some changes you can make now to reduce your risk of developing the disease.



THE FACTS

2.5 million breast cancer survivors live in the US.

232,000+ new cases of breast cancer in women will be diagnosed in 2013.

Approximately **1 in 8** women will develop breast cancer in their lifetime.

Almost **30%** of cancers in women are breast cancers.

A BRIEF HISTORY

<p>3000 BC</p> <p>First historical record of breast cancer is made by the Egyptians.</p>	<p>1700s</p> <p>French surgeon, Jean Louis Petit, performed one of the first mastectomies.</p>	<p>1940s</p> <p>Modern chemotherapy is developed to fight cancer.</p>	<p>1990s</p> <p>Scientists discovered specific genetic factors that are closely associated with breast cancer.</p>
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PREVENTION

BREAK THE HABIT

New cases of breast cancer in women are **24%** higher in smokers than nonsmokers & **13%** higher in former smokers than nonsmokers.

EAT A HEALTHY DIET

A diet consisting of mostly fresh produce & limited red meat, sodium and processed carbs reduces breast cancer risk by **20%**.

FIBER UP

Increasing daily fiber intake by 10 grams can decrease breast cancer risks by **7%**.

GET YOUR VITAMIN D

High vitamin D intake is associated with a **50%** drop in risk of developing breast cancer.

Good sources:
Limited sun exposure
Salmon
Tuna
Fortified milk
Fortified cereal

MAINTAIN A HEALTHY WEIGHT

Women who have gained over **60 pounds** after the age of 18 **DOUBLE** their risk of developing post-menopausal breast cancer.

WALK OFF YOUR RISK

Walking briskly for **1.25 - 2.5 hrs/week** reduces breast cancer risk by **18%**.

GET SCREENED

If all women over the age of 50 had yearly mammograms, breast cancer deaths would drop by at least **25%**.

HOLD THE ALCOHOL

Having **2 - 5** drinks per day increases the risk of developing breast cancer by **1.5x**.

SOURCES

www.northshore.org
www.cancer.org
health.usnews.com
www.healthcentral.com

www.kornet.org
www.breastcancer.org
www.mayoclinic.com
assets.cambridge.org

BREAST CANCER AWARENESS BY THE NUMBERS

Every **3** minutes
A WOMAN IS DIAGNOSED WITH BREAST CANCER.

1 in 8 women
WILL BE DIAGNOSED WITH BREAST CANCER.

Every **13** minutes
A WOMAN IN THE U.S. LIVES HER LIFE TO BREAST CANCER.

"BUT ONLY OLDER WOMEN GET BREAST CANCER, RIGHT?"

Over **250,000** women under 40 in the U.S. LIVE WITH A BREAST CANCER DIAGNOSIS.

AND AT LEAST **11,000** more young women WILL BE DIAGNOSED THIS YEAR.

ABOUT **2.6 million** FEMALE SURVIVORS OF BREAST CANCER LIVE IN THE U.S.

An estimated **226,870** women AND **2,190** men WILL BE DIAGNOSED BY THE END OF 2012.

THIS YEAR, **39,510** women AND **410** men WILL DIE OF THE DISEASE.

"WHAT CAN I DO?"

EXERCISE.

10-19 HOURS PER WEEK CAN LOWER YOUR RISK UP TO 30%.

DRINK LESS.

IF YOU'RE A WOMAN AND YOU DRINK, LIMIT YOUR ALCOHOL INTAKE TO REDUCE YOUR RISK.

KNOW THE SIGNS.

BE AWARE OF WHAT'S NORMAL FOR YOU AND TELL YOUR DOCTOR ABOUT ANY CHANGES.

BE YOUR OWN ADVOCATE.

CREATE A PREVENTION AND TREATMENT PLAN WITH YOUR DOCTOR THAT FOCUSES ON YOUR NEEDS.

BROUGHT TO YOU BY



6C. Director

Staff Resource: Brian Litchfield

- The Director's Report will be provided at the meeting on October 24, 2017.



CHAPEL HILL TRANSIT
 Town of Chapel Hill
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 Chapel Hill, NC 27514-2401

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**CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE
 FUTURE MEETING ITEMS**

October 24, 2017

November 28, 2017	
Action Items	Informational Items
Short Range Transit Plan	North South BRT Orange County Transit Plan
December, 2017 – No Meeting	
Action Items	Informational Items
January 23, 2018	
Actions Items	Informational Items
	Short Range Transit Plan North South BRT

<u>Key Meetings/Dates</u>
MPO Board – November 8, 2017, 9-11AM Committee Room, Durham City Hall
TCC Meeting – November 15, 2017, 9-11AM Committee Room, Durham City Hall
MPO Board-December 13, 2017, 9-11AM Committee Room, Durham City Hall
TCC Meeting – December 20, 2017, 9-11AM Committee Room, Durham City Hall

The New York Times | <https://nyti.ms/2kSy196>

The Upshot
GOING PLACES

Is Uber Helping or Hurting Mass Transit?

Emily Badger @emilybadger OCT. 16, 2017

For all the tensions that Uber and Lyft have had with taxicabs, the bigger questions about ride-hailing companies have to do with their effects on all the other ways you might get around.

Have they siphoned riders from public transit, or have they made transit feasible for more riders?

Have they enabled people to ditch their cars, or only encouraged people to use cars (driven by *other* people) even more?

The answers will determine how chaotic our streets become. And they could tell us something about how people will behave in a more far-off future of self-driving cars, when ubiquitous ride-hailing will have no one at the wheel.

The answers are still up for debate because these services remain relatively new, because the companies that offer them guard their data, and because even they don't track the counterfactuals. There's no button in the Uber app that asks, "If Uber weren't an option, how would you get where you're going?"

In new survey data, though, there are some provocative patterns. Researchers at the U.C. Davis Institute of Transportation Studies surveyed 2,000 people about their travel behavior in seven major metro areas, including New York, Chicago and Los Angeles, and including people who live in their suburbs and those who don't use these services.

The results suggest that ride-hailing draws people away from public transit. And the authors, Regina Clewlow and Gouri Shankar Mishra, estimate that 49 percent to 61 percent of ride-hailing trips either wouldn't have been made at all if these apps didn't exist, or would have been made by foot, biking or transit. All of those trips, in other words, added cars to the road that otherwise wouldn't have been there.

That picture implies that Uber and the like could make traffic worse. And let's further assume that many of those trips additionally require drivers to cruise around waiting for rides, and to "deadhead" occasionally after the rides are over (to return to, say, the airport with an empty back seat).

Among people who use these apps, 3 percent said they rode heavy rail like subway systems more since starting to ride-hail. That's consistent with the idea that apps could help you travel the "last mile" home from the train if you don't live near a stop, or that they could help you cobble together transportation options once you ditch your own car. But 6 percent said they rode the bus less, and 3 percent said the same of light rail.

Among the most common reasons people gave for turning away from transit: Service was too slow or unreliable. It potentially does not bode well for public transit, then, that just as these apps are growing more dominant, transit systems in cities like New York, Washington and San Francisco are facing deep problems. In New York, where other data has also suggested that ride-hailing lures riders away from public transit, officials have speculated about Uber's role in recent declining subway ridership.

Austin, Tex., offers another intriguing case study. In May 2016, Uber and Lyft temporarily pulled out of the city over a new law that required the companies to submit drivers to fingerprint background checks. Their departure created a natural experiment, and afterward researchers at the University of Michigan, Texas A&M and Columbia University surveyed Austin residents about how the change affected their travel behavior.

Asked about the last trip riders took with Uber and Lyft, 3 percent said they took similar trips afterward by public transit instead (Austin has much lower transit usage in general than New York). That also implies some substitution. Further

complicating this picture, 9 percent said they bought a personal car as a result of the change.

The bulk of the evidence so far shows that these services don't inherently make transportation more efficient at the level of an entire city, even if they have the potential to. They may make *your* travel more efficient, because you don't have to hunt for a parking spot or wait for the bus. But when you aggregate the behavior of many people, transportation becomes less efficient when transit riders switch to cars, when new car services entice people onto trips they wouldn't otherwise have taken, or when people who give up their cars wind up traveling even more in someone else's.

It's equally not preordained that these apps will make traffic worse, or that they must come at the expense of public transit. If more people left their solo cars for car-pooled ride-hailing, rather than leaving public buses for solo Uber rides, that would reduce the number of cars on the road and the miles they travel. If transit agencies partnered with these companies, as some have begun to try doing, ride-hailing could fill niches that trains and buses don't handle well, like late-night journeys, transit for riders with disabilities, and suburban service.

"There's this potential opportunity for policy makers, city planners and these firms themselves to find solutions where we're steering toward that future," Ms. Clewlow said. It's unlikely we'll get there by chance, though.

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A version of this article appears in print on October 17, 2017, on Page B4 of the New York edition with the headline: More Rides to Hail May Mean More Traffic to Bear.

CITYLAB



Third Avenue in Seattle becomes a transit-only corridor during rush hour, allowing buses to coordinate with one another for swifter travel. King County

How Seattle Bucked a National Trend and Got More People to Ride the Bus

Three experts in three very different positions weigh in on their city's ridership success.

ANDREW SMALL | @ASmall_Word | Oct 16, 2017

Almost every major U.S. city has seen years of decline in bus ridership, but Seattle has been the exception in recent years. Between 2010 and 2014, Seattle experienced the biggest jump of any major U.S. city. At its peak in 2015, around 78,000 people, or about one in five Seattle workers, rode the bus to work.

That trend has cooled slightly since then, but Seattle continues to see increased overall transit ridership, bucking the national trend of decline. In

2016, Seattle saw transit ridership increase by 4.1 percent—only Houston and Milwaukee saw even half that increase in the same year.

“What's happened with the city of Seattle was an interesting and important experiment.”

Bus service is crucial to reducing emissions in the Seattle region. According to King County Metro, which serves the region, nearly half of all greenhouse gas emissions in Washington state come from transportation and its operation displaces roughly four times as many emissions as it generates, by taking cars off the road and reducing traffic congestion. The public transit authority has been recognized for its commitment to sustainability and its bus fleet is projected to be 100 percent hybrid or electric by 2018.

So what exactly did Seattle do to improve ridership in a city famously clogged by cars? Three people with different positions in the Seattle transit community: Advocate, official, and bus driver, weigh in.

ARTICLE CONTINUES AFTER ADVERTISEMENT

The bus driver: When buses get priority, riders prioritize the bus

On Third Avenue, where Adelita Ortiz's routes usually begin, her only traffic obstacle is a stream of other buses traveling down the road. The street blocks off cars and becomes a transit-only corridor during the morning and afternoon rush hours (private vehicles are supposed to turn off after a block on the street). Third Avenue is one of a few transit malls in the United States that restrict private automobile use. Only the Portland Transit Mall or

Boston's Silver Line bus tunnels come close to dedicating as much space to public transit as Seattle's arterial rush hour north-south escapeway.

Ortiz says that not only helps buses to move faster, but it allows drivers to execute a technique called "the weave"—where the buses take turns picking up passengers on the side of the road. Since the buses pick people up at only some stations, they stagger when to yield the right of way, while other buses behind pull over to pick up more people. Without cars in the way, it's easier for buses to trade off pick-ups.

"There's a gazillion buses during rush hour," Ortiz says. "We can't all stop at every stop, so we alternate taking the right of way as a courtesy to each other." This priority to buses also has helped expand the city's RapidRide, a lite bus rapid transit system that makes fewer stops and features off-board payment and all-door boarding.

Ortiz, who has driven for King County Metro for nearly 17 years, remembers a time when things didn't run so smoothly. "Back in the day, we'd be on Third Avenue making stops with completely full buses and sitting in traffic," she says. "We'd be at a light for maybe five or six light cycles and before you knew it we're down twenty minutes on a route where we should have been already uptown dropping people off and coming back to pick up more."



From left to right: Adelita Ortiz, Scott Kubly, and Shefali Ranganathan.

Since 2010, the city has absorbed an additional 45,000 new workers—47 percent of whom commuted by some form of public transit in 2016 and only 2,225 of those newcomers drove alone to work.

“Over the years I’ve noticed we’ve gotten a lot more people moving through Seattle, a lot more traffic and a lot more passengers,” she says.

Ortiz says that dedicated bus corridors, bus lanes, and other improvements make her job easier. The city is planning its first complete bus rapid transit route to be built in 2018.

“It’s all very helpful,” she says. “We’re picking up hundreds of people per day. They’re depending on us to get them home safely. We do our best to get them there on time.”

The public official: “Small, surgical fixes add up to something big”

As great as it would be to maximize the bus’s reign on the roads everywhere, that’s not always possible. Scott Kubly, the director of Seattle’s Department of Transportation, says making the system better mostly means spotting small fixes. “We don’t just focus on the big corridor projects,” Kubly says. “We are focused on making the small, surgical improvements that add up to something big.”

“There’s not a big communications campaign around ‘hey, we just put in this queue jump and your bus just saved 10 seconds every trip’.”

SDOT and King County Metro have worked together for a spot improvement program, where they identified bottlenecks and slow spots on bus routes. Kubly notes an example at a challenging intersection along

Rainier Avenue and Dearborn Street. "That's a super busy street carrying tens of thousands of cars a day and there was a signal where the bus was experiencing a lot of delay," Kubly says. They identified a center turn lane that was low enough volume that it could be turned into a transit-only lane for just a block, which allowed buses to pull up to the front of the line at the traffic signal.

With buses moving about a minute and half faster along that road's one-mile stretch, Kubly says the service improvement speaks for itself.

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Ad

In other trouble spots, they inject more traditional solutions. They added bus bulbs on the side of the road to pick up passengers without blocking traffic. They introduced queue jumps, where buses get to take a designated lane to the front of the traffic and get a few extra seconds at the light to get a head start on traffic. They put transit islands in busy corridors for easier boarding. All this accumulates into more frequent and faster bus service.

"There's not a big communications campaign around 'hey, we just put in this queue jump and your bus just saved 10 seconds every trip'," Kubly says. "Making small tweaks helps the bus maintain its level of reliability and people are going to choose it because it is producing the results that they want."

Another example of good coordination is along Westlake Avenue, where a SDOT-owned streetcar lines now share their dedicated transit lane with King County's RapidRide C line and 40 bus. "That's right in the heart of Amazon [headquarters]," Kubly says. "So we put buses on the streetcar lane and went from having a streetcar every 10 minutes to a bus or streetcar every two and a half to three minutes. By not getting bogged down in disputes about ownership, we were able to really improve the customer experience."

The advocate: Seattle funded better bus service by being straight with voters

"What's happened with the city of Seattle was an interesting and important experiment," says Shefali Ranganathan, the executive director of Transportation Choices Coalition. Ranganathan has led the organization for nearly a decade, advocating for better transit, biking, and walking infrastructure across Washington state. "For years, the county has known what its unmet needs are in terms of frequency and reliability to provide high quality [bus] service. But the issue around funding was that there were never enough resources to allow for [planning] flexibility."

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King County relies on a sales tax to fund about half of the bus system's operating budget. When the recession hurt revenue, the system eventually

faced a funding gap. A ballot initiative was proposed to increase the sales tax and a car-tab fee.

And Ranganathan says people voted to pay more for transit because of the clear and expansive picture provided by the city of just what a budget shortfall would do their service. King County Metro released guidelines calculating route productivity and equity for low-income communities where some 74 routes would be cut and another 107 routes would be revised for reduced service. That transparency made Ranganathan's job of conveying information to the public easier—her organization was able to use that city data to build a campaign around transit accessibility. "Data-based decision making has been really essential," says Ranganathan. "Because some questions [about transit] are hard for voters to understand and it's important for the public to understand how service is distributed." While a county-wide vote to halt those route cuts in April 2014 failed, the city voted to expand bus service that November in the Proposition 1 campaign.

With Proposition 1 in 2014, nearly 60 percent of Seattle voters approved a sales tax increase and a car-tab fee increase (a vehicle license fee) to raise an additional \$45 million annually for more bus service hours in Seattle. That meant a 15 percent expansion in bus service over the last three years that reduced overcrowding and increased reliability and frequency. Just last year, Seattle voters approved another \$54 billion expansion of numerous public transit systems across the region called Sound Transit 3—raising the sales tax in King County another 0.5 percent and increasing the car tab-fee again.

Ranganathan says the victory came down to persuading voters they would personally benefit. "At the end of the day, when you're at the ballot box and you're wondering if you're willing to pay these taxes, it's very much a question of: "do I see myself taking the bus?" she says. "When service gets better and it's a pleasant experience that gets you where you need to go, transit becomes your first choice because it's the most reliable and frequent option."

CORRECTION: *A previous version of this story incorrectly stated that King County voters had approved Proposition 1, which the county rejected. Seattle voters approval a similar but separate Proposition 1 in their city. The details of the policy have been changed to reflect that error.*

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About the Author