

## TRANSPORTATION

### **PURPOSE**

The Transportation Cost Center is used to account for expenditures associated with the partnership with the Town of Chapel Hill and the University of North Carolina for the provision of public transportation services throughout the Chapel Hill, Carrboro, and UNC community.

### **GOALS**

- Improve quality of public transportation service.
- Improve level of public transportation service.
- Improve access to public transportation.
- Improve communication and feedback opportunities for Carrboro residents using and/or needing public transportation services.

### **SERVICES PROVIDED & ACTIVITIES**

- Fixed route, fare-free, transit encompasses all regular bus service to Carrboro residents.
- EZ Rider is a special demand-response service using lift-equipped vehicles to transport individuals with mobility limitations that prevent them from using regular fixed route buses.
- Tar Heel Express is a special service for UNC home basketball and football games.
- Bike-on-bus allows transit riders to put their bicycle on the front of any bus.

### **PREVIOUS YEAR ACCOMPLISHMENTS**

Update of Orange County Transit Plan with funding allocations for local service and expansion, including Bus-Rapid Transit

Chapel Hill Transit overall:

- Service area of approximately 62 square miles.
- Statistics for calendar year 2022 are provided in the table below.

<b>Service Consumption FY2022</b>	<b>Fixed Route</b>	<b>Demand Response</b>
Annual Passenger Miles	5,923,829	215,329
Annual Unlinked Trips	3,372,578	50,814
Average Weekday Unlinked Trips*	12,721	
Average Saturday Unlinked Trips*	2,073	
Average Sunday Unlinked Trips*	2,096	
<b>Service Supplied</b>	<b>Fixed Route</b>	<b>Demand Response</b>
Annual Vehicle Revenue Miles	1,567,493	279,721

Annual Vehicle Revenue Hours	124,032	23,727
Vehicles Operated in Maximum Service	74	14
Vehicles Available for Maximum Service	112	—

Source: National Transit Database, FY2022

\*Fixed Route and Demand Response combined for average daily unlinked trips

- In FY 2022 the total system ridership has increased following significant reductions during the COVID-19 pandemic.
- Most recent surveying, completed in 2018, found that 89% of riders surveyed rate the overall quality of Chapel Hill Transit as either excellent or good.

## PERFORMANCE MEASURES

	FY 2019-20 ACTUAL	FY 2020-2021 ACTUAL	FY 2021-2022 ACTUAL	FY2022-2023 ACTUAL	FY2023-2024 ESTIMATED	FY2023-2024 PROJECTED
Average Daily Ridership (Boarding)	3,650	937	1600	3000	3000	3000
Average Daily Ridership (Alighting)	3,390	861	1600	3000	3000	3000
Cost Per Hour Fixed Route Service					\$\$	\$\$
Households within ½ mile of transit per Carrboro Connects					7288 address points (HHs)	
GHG Per Hour of Fixed Route Service					MTCOE	MTCOE
Transit service options per neighborhood					Subdivisions/neighborhoods with access to (w/in 0.5mi) at least <u>one</u> fixed transit route: 170 of 242	172

\*Linear forecast based on actual data. Have requested updates from CHT.

## UPCOMING FISCAL YEAR OBJECTIVES

- Work with Chapel Hill Transit to more effectively manage current level of public transportation service.

- Continue to upgrade and replace, as needed, existing transit shelters, especially shelters in Carrboro (significant delays related to ordering/supply chain matters).
- Work with Chapel Hill Transit to extend service into areas of Carrboro that are currently not served by fixed route service or to provide expanded service on weekends as described in the Chapel Hill Transit Short Range Transit Plan; work on expanding language access to ensure clear communication with all users.
- Management /structure improvements that will result in clear communication, roles/expectations, and effective decision making to ensure transit service assists communities in meeting and exceeding needs and expectations of users for transportation choices, mobility, access, and environmental sustainability.

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Not proposed for budget narrative – provided here for comparison/reference.

- Statistics for fiscal year 2020 are provided in the table below.

<b>Service Consumption FY2020</b>	<b>Fixed Route</b>	<b>Demand Response</b>
Annual Passenger Miles	8,206,034	258,824
Annual Unlinked Trips	4,713,325	57,676
Average Weekday Unlinked Trips*	18,657	
Average Saturday Unlinked Trips*	1,810	
Average Sunday Unlinked Trips*	1,026	
<b>Service Supplied</b>	<b>Fixed Route</b>	<b>Demand Response</b>
Annual Vehicle Revenue Miles	1,786,378	281,019
Annual Vehicle Revenue Hours	154,763	25,496
Vehicles Operated in Maximum Service	88	15
Vehicles Available for Maximum Service	95	20

Source: National Transit Database, FY2020

\*Fixed Route and Demand Response combined for average daily unlinked trips

**Budget Summary-Transportation**

**Department**

**TRANSPORTATION**

Operating Exp

**TOTAL**

**FY 2024  
Adopted**

\$2,085,317

**\$2,085,317**

**FY 2025  
Adopted**

\$2,366,281

**\$2,366,281**