



# North-South Bus Rapid Transit Financial Update and Transit Plan Request

Policy Steering Committee

October 14, 2022

# For Context – Transit Plan Update Adoption Process

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## Orange County:

- **BOCC public hearing (11/1/22)**
- BOCC adoption consideration (11/15/22)

## DCHC MPO:

- Technical Committee recommendation to release draft for public comment (9/28/22, *Complete*)
- Board consideration to release draft for public comment (10/12/22, *Complete*)
- Board public hearing (11/9/22)
- Technical Committee recommendation (11/16/22)
- Board adoption consideration (12/14/22)

## GoTriangle:

- Board adoption consideration (12/21/22)

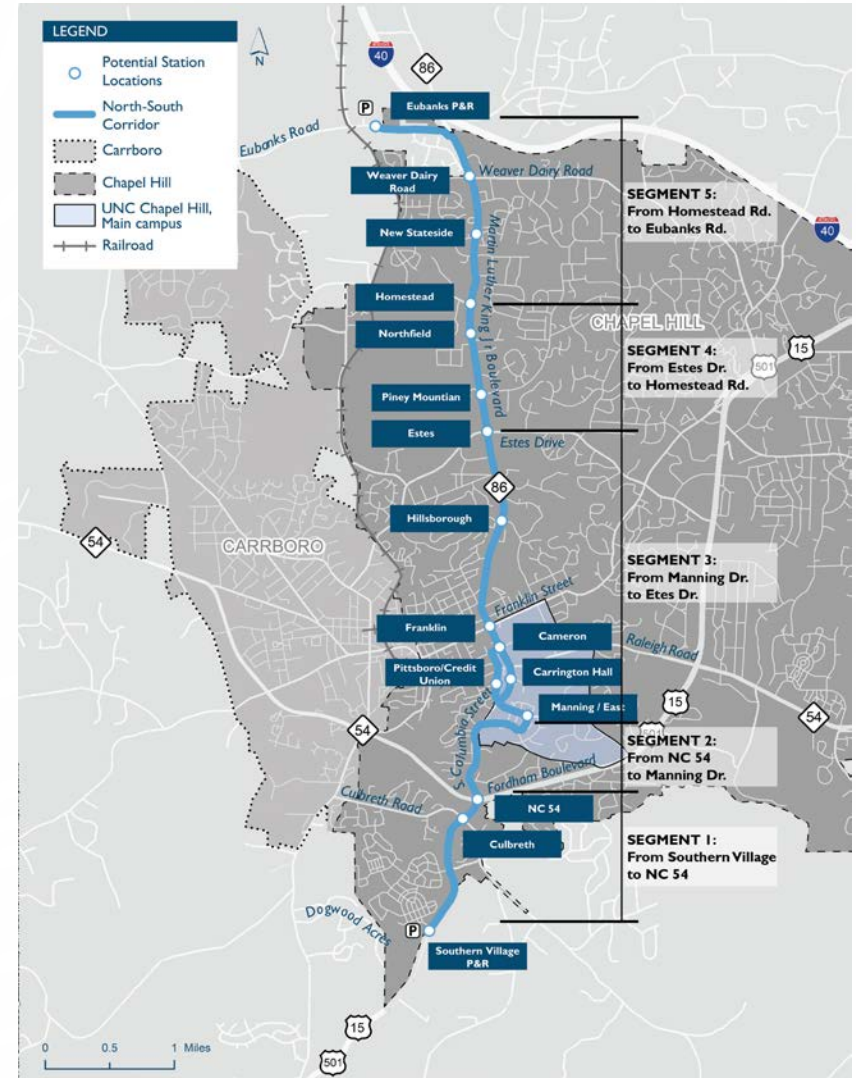


# NORTH-SOUTH BUS RAPID TRANSIT (NSBRT)

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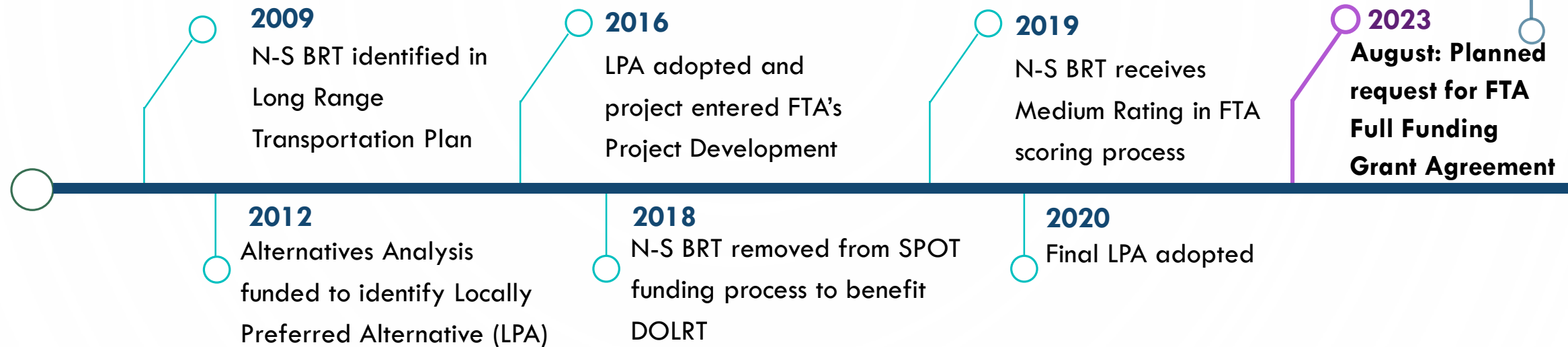
*Affordable, sustainable mobility for a growing region.*

- Increase transit system capacity (currently operating close to maximum)
- Provide a sustainable, scalable public transit option
- Connect to regional transit systems and destinations
- Support transit-oriented land uses and development
- Enhance the community's multimodal network (multiuse path included with project)

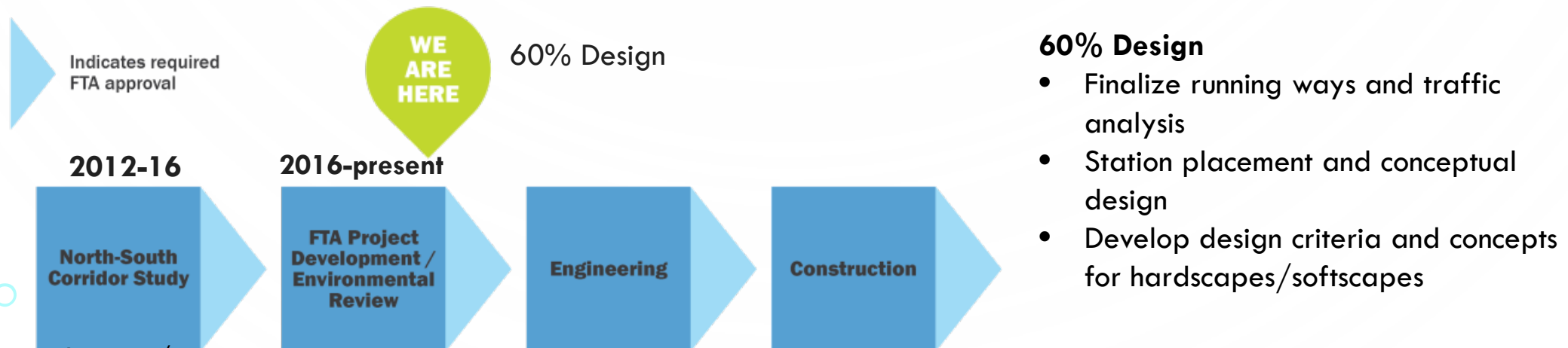


# NSBRT PROJECT TIMELINE

*Over a decade of planning, programming, and community conversations.*



## FTA CAPITAL IMPROVEMENT GRANT PROCESS





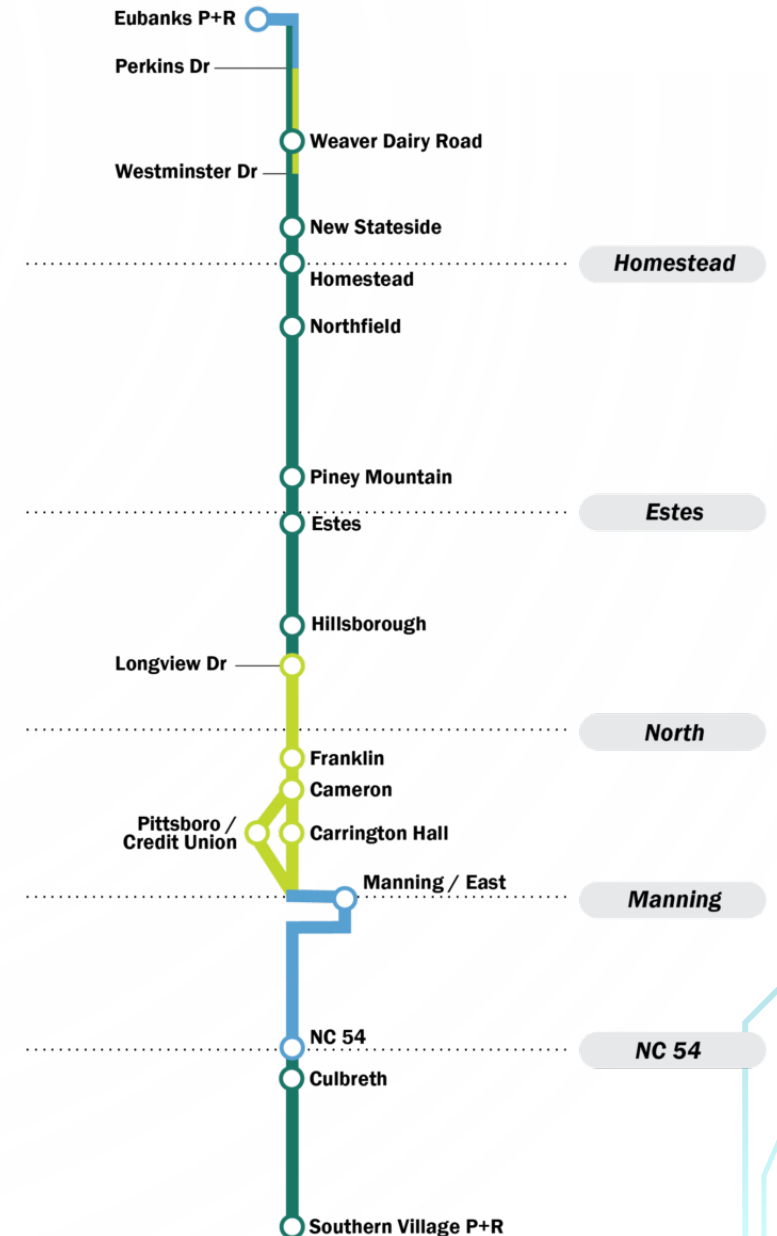
# LOCALLY PREFERRED ALTERNATIVE

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## CONVERT A LANE



## CONSTRUCT A LANE



# MULTIUSE PATH

The NSBRT project features a multiuse path, enhancing community mobility and multimodal connectivity

ROW constraints require several treatments along the corridor:

**GREEN** sections include one of the following types:

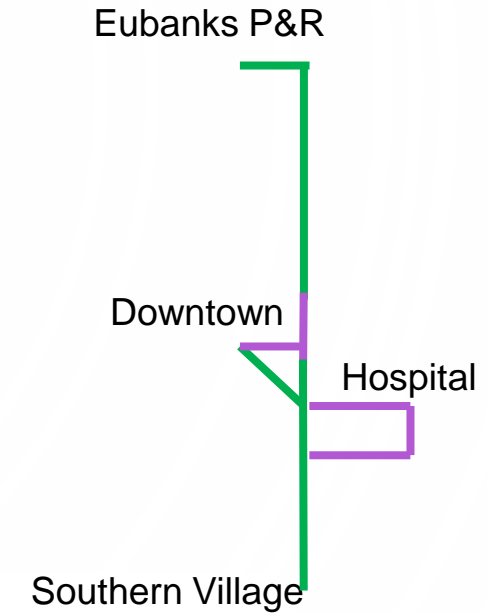
- Bike Path / Sidewalk
- Multiuse Path
- Bike Lane / Sidewalk

**PURPLE** sections – include:

- Sharrow / Sidewalk

## DOWNTOWN ALTERNATIVES

- Existing pedestrian infrastructure
- Options being assessed for bike lanes



# FINANCIALS



## ESTIMATED COST TO BUILD: \$155M

Final cost is dependent upon the final design of the corridor and timing of construction

**Federal Share: \$124M\***

\*Funding request will be for 80% of project cost. Federal share is not guaranteed.

**Non-Federal Share: \$31M**

**Remaining Funding Gap: ~\$17M**



Federal Transit Administration

“Small Starts” Capital Improvement Grant Program



NCDOT SPOT Funding Process



Orange County Transit Tax



**ANNUAL OPERATING COSTS: \$3.4M**



# NSBRT CURRENT STATUS & NEXT STEPS

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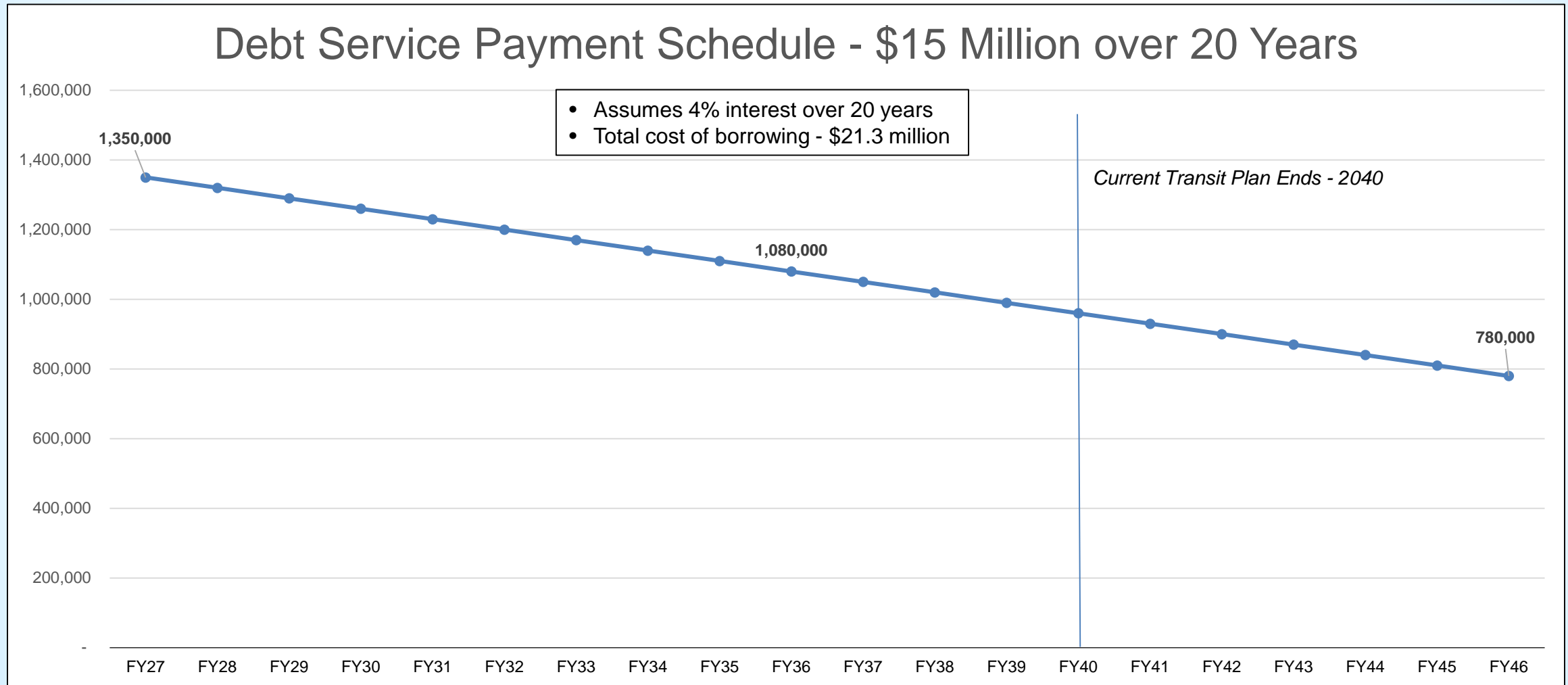
- Beginning 60% design
- FTA TOD Planning Grant received – underway
- Aim to submit request for Full Funding Grant Agreement in August 2023

# OC TRANSIT PLAN REQUEST

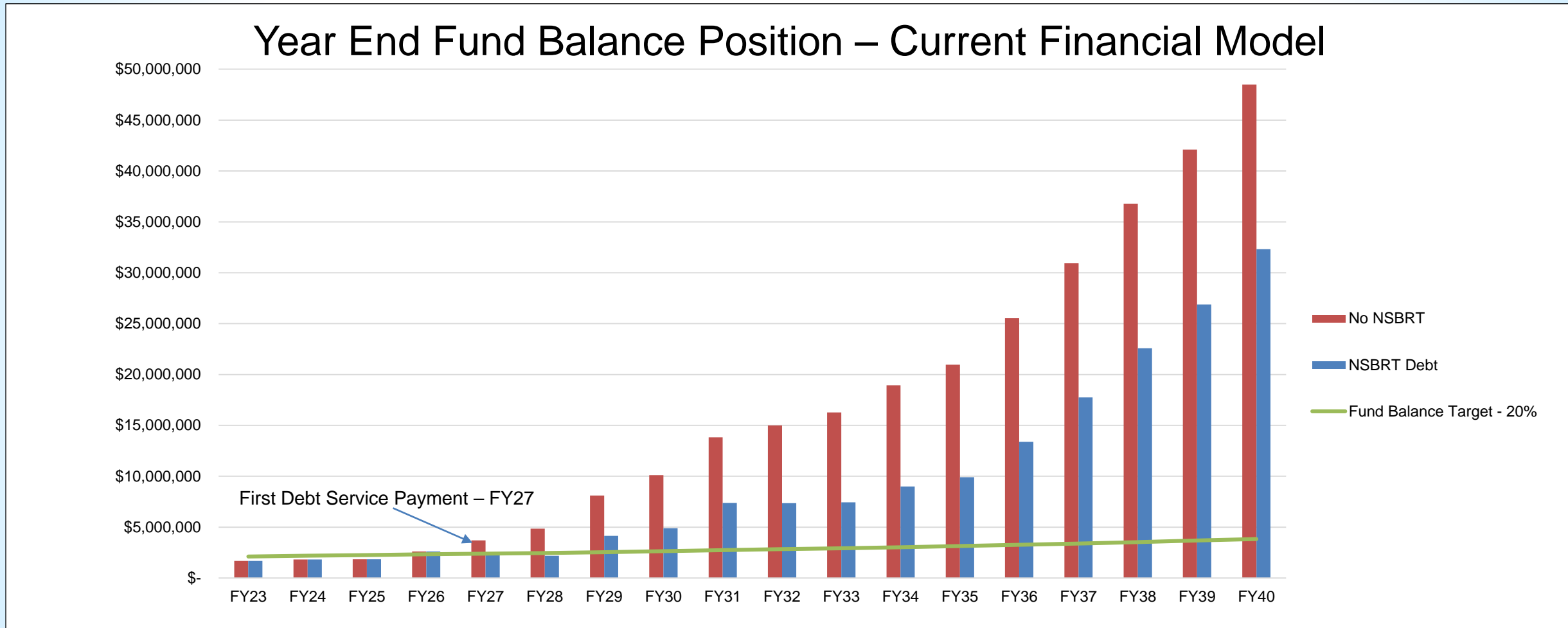
- \$15M in additional funding, along with other non-federal \$s will allow Chapel Hill Transit to submit a Full Funding Grant Request (FFGA) to FTA in August of 2023.
- Estimate need would be in FY27 and beyond. Final determination would be based on FFGA amount/date and construction schedule.
- Chapel Hill Transit will continue to pursue State funding through SPOT and other grant sources to reduce need from OC Transit Plan. If additional OC Transit funding is identified, we will develop an MOU that will address how funding will be utilized. ***If other sources are identified, the OC Transit Plan funding will be the funding of last resort.***

# Financial Impact of Increasing Transit Plan Funding for N-S BRT

# Debt Service Payment Schedule



# Year End Fund Balance – Model 1



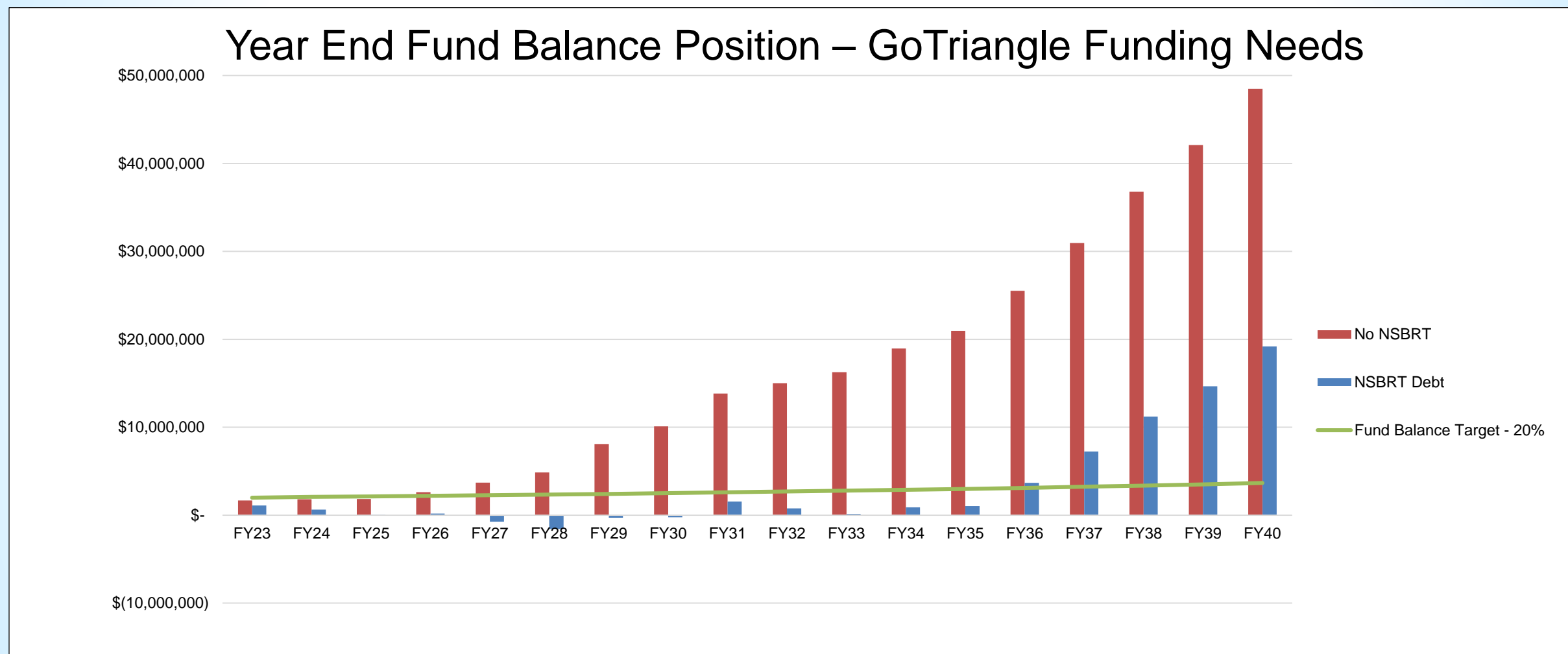
- 20 Year NSBRT Debt on \$15 million
- Current Sales Tax Forecast



# Recent GoTriangle Request

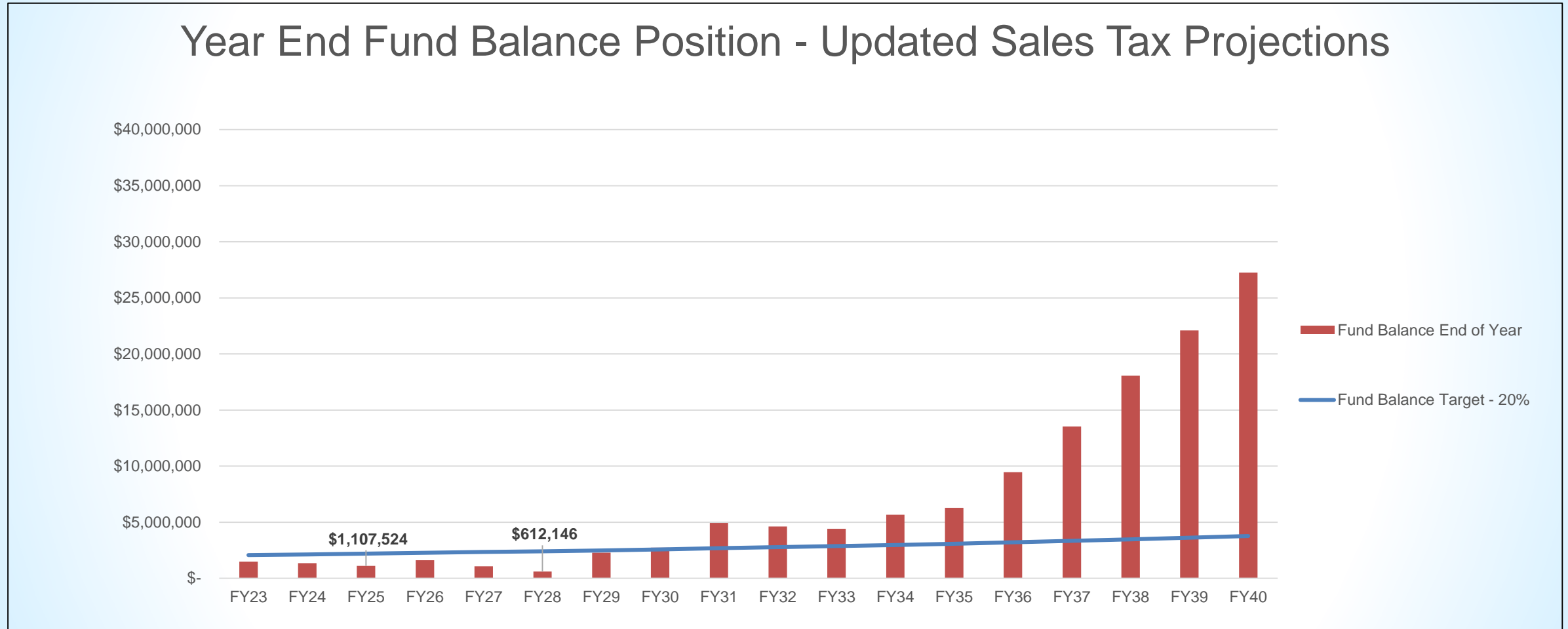
- Meeting with Orange, Durham, and Wake Counties on October 6
- \$4 million in cash reserves applied to balance budget for FY23
- Ten year financial model shows ongoing structural deficit
- Transit Plans appear to be the only revenue source available to address funding shortfall
- ***Add recommendation to the Transit Plan to form a work group of County representatives to develop recommendations***

## Year End Fund Balance – Model 2



- 20 Year NSBRT Debt on \$15 million
- Current Sales Tax Forecast
- Equivalent of Vehicle Rental Tax Transferred to GoTriangle

# Year End Fund Balance – Model 3



- 20 Year NSBRT Debt on \$15 million
- **Updated** Sales Tax Forecast
- Equivalent of Vehicle Rental Tax Transferred to GoTriangle

# PSC Discussion, Questions and Input for Transit Plan Update