

ATTACHMENT A

**A RESOLUTION ACCEPTING THE TRIANGLE TRANSIT AUTHORITY REPORT
ENTITLED "NEXT STEPS FOR TRANSIT IN THE TRIANGLE"**

Resolution No.118/2006-07

WHEREAS, the Carrboro Board of Aldermen supports multi-modal transportation, including regional transit and carpooling activities, and;

WHEREAS, the Triangle Transit Authority is working on a long-range, regional transit plan, and has presented a status report to the Board of Aldermen

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen accepts the TTA report.



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Triangle Transit Authority



Triangle Transit Authority

Presentation for the
Carrboro Board of Aldermen

By Damien Graham

February 13, 2007



Organization

- Established by General Assembly in 1989 as unit of local government
- 13-member Board of Trustees
- Capable of acting on a multi-jurisdictional basis in Durham, Orange & Wake counties
- Funding: \$5 Vehicle Registration Fee, 5% Rental Car Tax, State Grants, Federal Grants, and Fares

Providing regional transit & planning services

- Bus, Shuttle & Paratransit Service
- Vanpool, Carpool & Transportation Demand Management (TDM)
- Long-Range Public Transportation Planning



Regional Bus Information

- Provided 820,000 rides in 2006
- Service: 6:00am to 10:15pm weekdays; 7:00am to 6:30pm Saturdays
- Connects Chapel Hill, Durham, Cary, Apex, RTP, RDU Airport, Raleigh
- Information available at 549-9999 and at GoTriangle.org
- Bus and paratransit services are accessible for patrons with disabilities

Vanpool Information

- Currently providing service in 13 counties with 62 vans in operation
- Must begin or end trip in Durham, Orange & Wake Counties
- Typically cuts commuting costs by more than 60%!
- 15-passenger vans leased to a group of 10+ employees
- Trips must be at least 10 miles each way, average is 35 miles
- Fares based on mileage - include fuel, insurance, and maintenance



TTA By The Numbers

- Regional bus ridership is up 16% for 2006 from the previous year compared to 3% nationally
- October 2006: Record regional bus ridership at 82,000+ passengers. Bus system has become 10th largest among NC transit agencies.
- TTA added 10 vanpools this year, now totals 62 vans serving 13 counties; 13 Million vehicle miles taken off area roads
- SmartCommute Challenge: participation of 12,700 in Triangle; program won two national transit award
- Over 14,000 carpool requests - a 645% increase over 2005



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**The
Changing Landscape
of the
Triangle's Transportation
Challenges**



Congestion – Top Triangle Concern

- Recent poll* - Triangle residents rank traffic as 2nd most important issue facing the region.
- Traffic ranks higher than education, jobs, crime, immigration and healthcare affordability.
- Only growth ranks higher.
- Majority polled rank commuter rail/trains as preferred transit option.

* Source: News & Observer and WRAL-TV



Growth

- **39%** population growth between 1990 and 2000 – **6th** fastest growing metro area in the nation;
- **74%** population growth forecast between 2000 (1.2 million) and 2030 (2.1 million)*
- **75%** of employment and **50%** of population will be located within 3 miles of TTA's proposed transit stations by 2020



* Source: NC Office of State Management and Budget

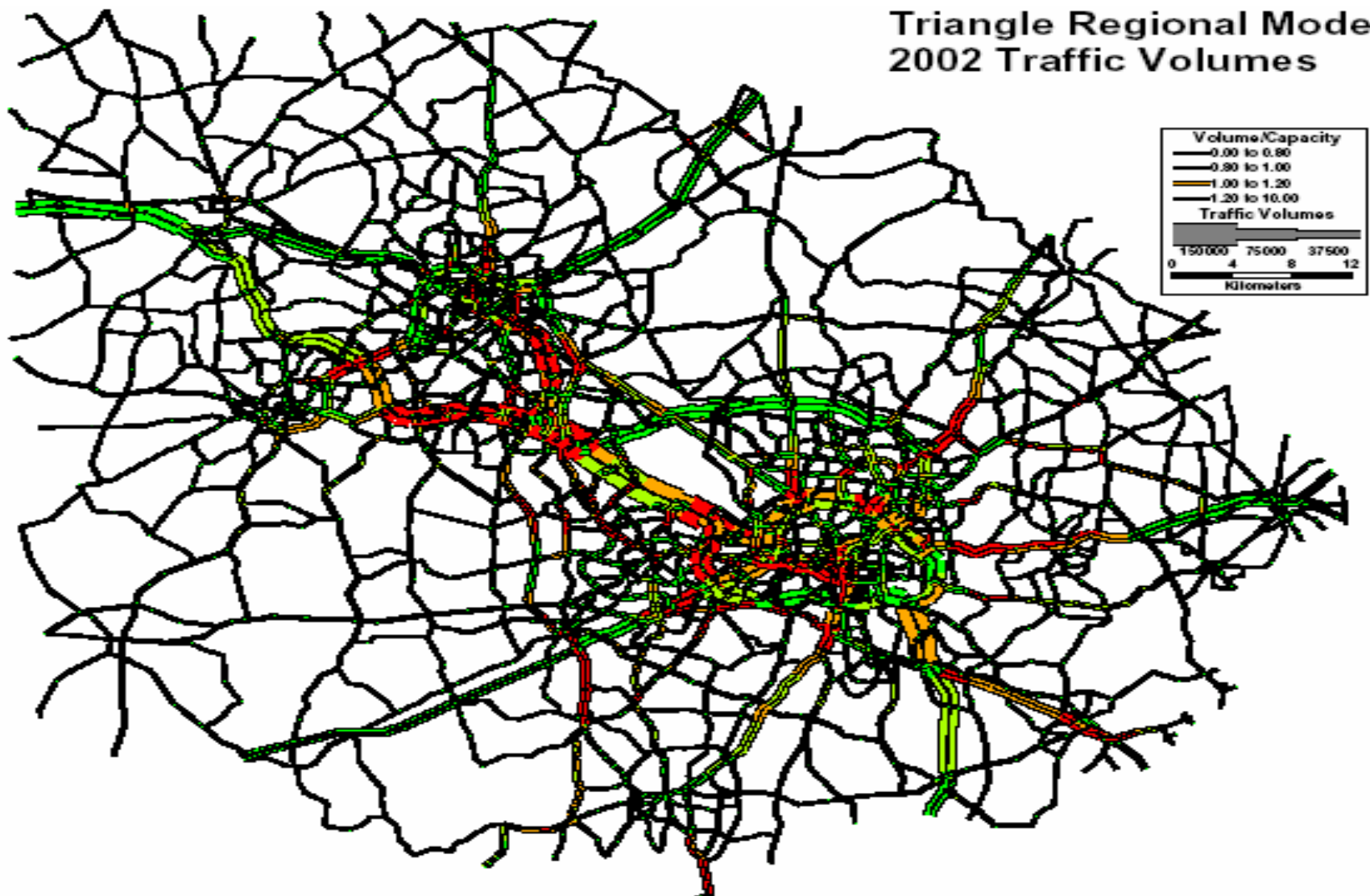


Congestion

- Triangle: 9th highest in vehicle miles traveled in US, 2nd largest increase in commute time increase since 1990
- Triangle drivers spent 52% of their commuting time in congested conditions in 2003
- 300% increase in travel demand expected over next 25 years, but only a 50% increase in road capacity planned.
- Triangle faces an enormous mobility challenge in order to maintain a vibrant economy and quality of life. Multi-modal transportation investments are needed.

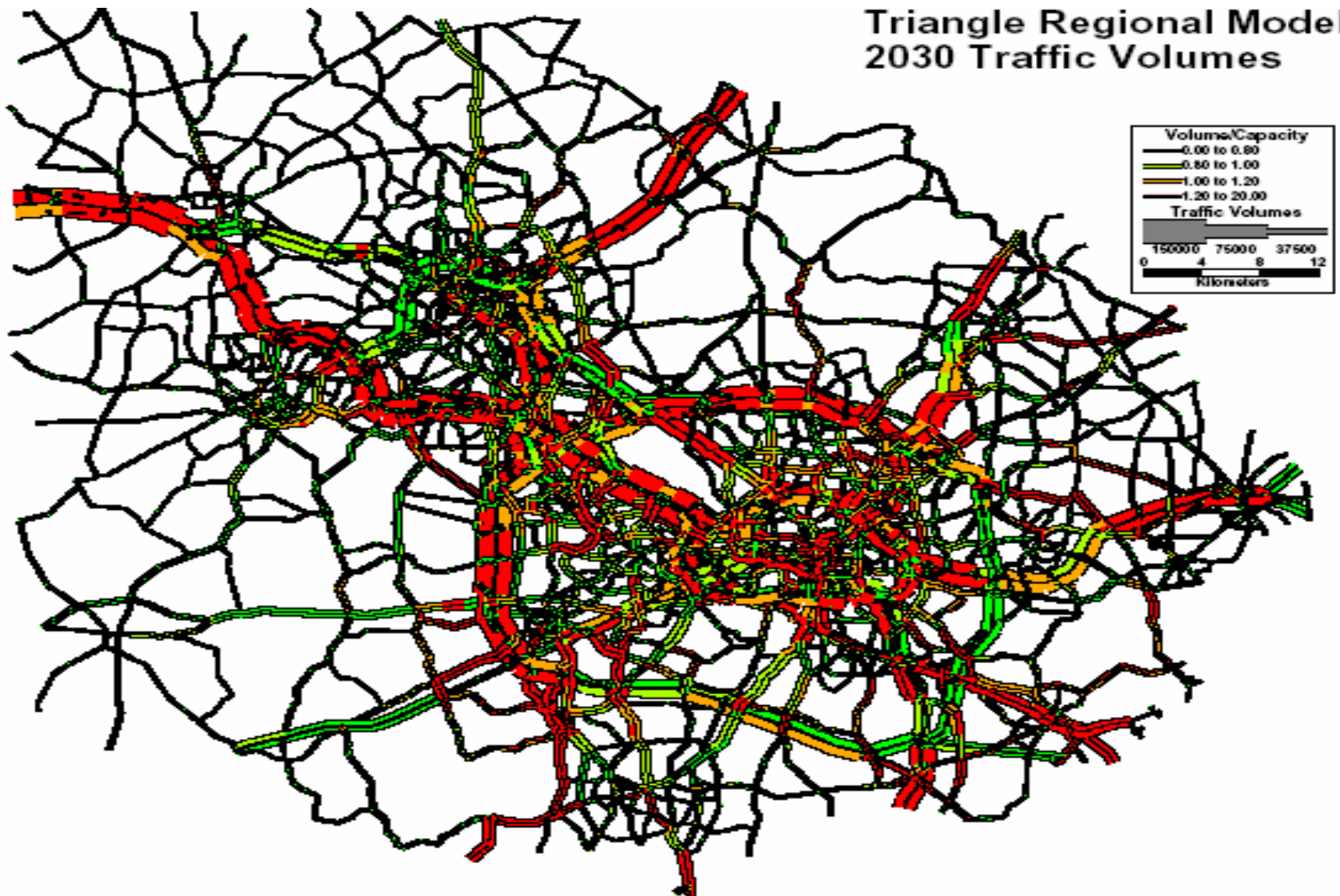


Triangle Regional Model 2002 Traffic Volumes





Triangle Regional Model 2030 Traffic Volumes





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A Regional Challenge....

and

TTA's Role in the Regional Solution



Assets

- Community committed to finding solutions
- Metropolitan Planning Organizations (CAMPO and DCHC)
- North Carolina Railroad Company
- North Carolina Department of Transportation
- Regional Transportation Alliance
- Raleigh-Durham International Airport
- Engaged Elected Officials
- Partnership with Cherokee Investment Partners
- Local funding source in place for regional transit implementation agency- TTA



TTA Is A Strong Community Partner

- TTA created to provide regional transit service
- The only unit of regional or local government capable of operating across jurisdictions throughout the region
- Re-examining transit options
- Supporting MPO and local transit oversight committees
- TTA “listening sessions” with the public
- Working with CAT, DATA, C-Tran, CHT on seamless transit initiative & coordinated human services service
- Implementing a regional call center



Linking Development & Transit

- Partnership with Cherokee Investment Group provides for transit-supportive development around transit stations.
- Development will add riders, reduce need for public funding.
- Cherokee estimates private development in range of \$3-5 billion.
- Opportunity for public-private partnership through FTA program.



National demand for TOD will more than double by 2030

- Residential could grow from 6 million to 16 million households by 2030
- Regions with extensive and growing transit systems off the greatest TOD potential
- Growth is likely to be modest through 2010 and accelerate in the later years as transit systems are constructed
- TOD Capture Rates are driven by household type and system size



Transportation is #2 expense after housing

Auto Dependent Suburbs

- Housing – 30%
- Transportation – 25%
- Disposable Income – 45%

Average American Family

- Housing – 30%
- Transportation – 19%
- Disposable Income – 51%

Transit Rich Environment

- Housing – 30%
- Transportation – 9%
- Disposable Income – 61%

Accelerated Ridership on Selected Lines

System	System Start	MSA Size	Estimate	Estimated Year	Most Recent	Date	% Change
Denver Full	1994	2,581,506	22,000	2015	34,273	1.06	55.79
Salt Lake City Full	1999	1,333,914	34,600	2010-2020	55,000	10.06	58.96
Houston Main Street	2004	4,669,571	39,000	2020	40,000	9.06	2.56
Minneapolis Hiawatha	2004	2,968,806	24,800	2020	31,000	8.06	25.00
Sacramento Folsom Ext.	1987	1,796,857	3,154	2015	6,455	10.06	104.66
Tacoma Link	2003	3,554,760	2,000	2010	2,880	Q1 06	44.00
San Diego Green Line	1981	2,813,833	10,800	2015	23,651	10.06	118.99
Portland Westside Max	1986	2,265,223	27,100	2005	32,700	10.05	20.66
Portland Streetcar	2001	2,265,223	3,000	2001	8,800	10.06	193.33
St. Louis St. Clair Ext	1993	2,603,607	13,502	2010	14,083	11.03	4.30



Finding a regional solution...next steps

- Work with regional political, business and community leadership - and area MPO's - to determine the best transit solution to address the growing congestion issues
- Process will include extensive public outreach and resident involvement
- Draft regional transit plan scheduled to be completed in fall 2007



The solution...a community conversation

- Is transit service important to you? How many of you currently use some form of transit? If not, why not?
- Do you believe that without transit, highways can handle the traffic load alone?
- It is expected that an additional 800,000 people will move into the Triangle in the next 25 years. What transit modes are important to explore to help the region address the future congestion we will face?
- What forms of financing should be considered in order to enable our communities to build and maintain transportation systems?
- What kinds of transit service does the Triangle need?: a) now, b) in five years, c) in 25 years?
- Are you familiar with transit-oriented development and the benefits that it can provide for transit riders and non-riders alike?

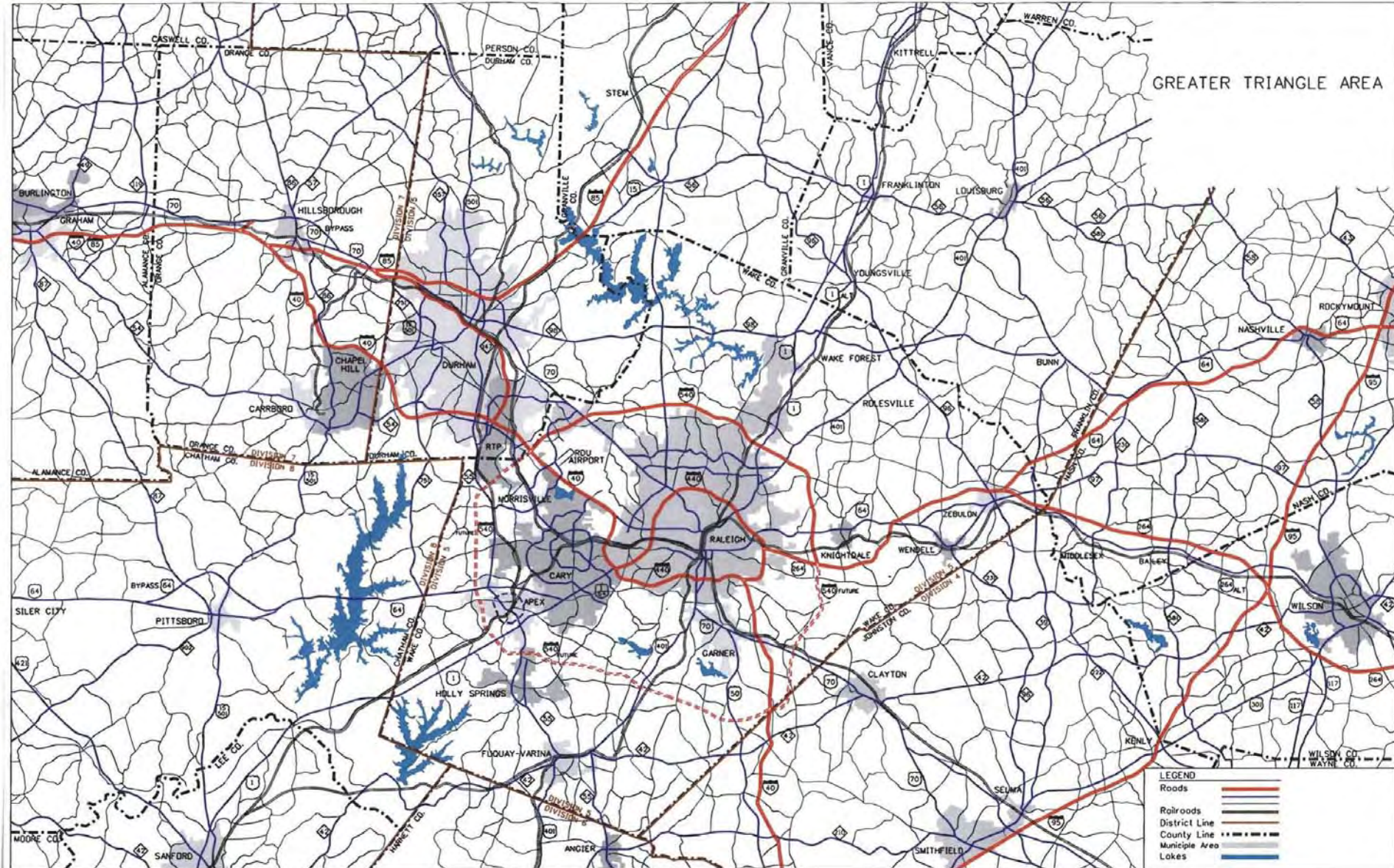


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GREATER TRIANGLE AREA





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Mission:

To plan, facilitate and promote, for the Greater Triangle Community, an affordable, safe and secure public transportation network which provides mobility, promotes economic opportunities and protects the environment.