



TOWN OF CHAPEL HILL

Town Council Meeting Agenda

Town Hall
405 Martin Luther King Jr.
Boulevard
Chapel Hill, NC 27514

Mayor Pam Hemminger
Mayor pro tem Jessica Anderson
Council Member Donna Bell
Council Member Allen Buansi
Council Member Hongbin Gu

Council Member Nancy Oates
Council Member Michael Parker
Council Member Karen Stegman
Council Member Rachel Schaevitz

Wednesday, May 15, 2019

6:30 PM

Library Room B

AGENDA ITEMS

1. Update: FY 2019-20 Budget. (no attachment) [\[19-0468\]](#)

PRESENTER: Maurice Jones, Town Manager
Amy Oland, Business Management Director

The purpose of this work session is to provide the opportunity for Council to receive information on the status of the FY 2019-20 budget development.
([<<https://www.townofchapelhill.org/town-hall/departments-services/business-management/budget/2019-20-recommended-budget>>](https://www.townofchapelhill.org/town-hall/departments-services/business-management/budget/2019-20-recommended-budget))

2. Update: Assessed Tax Valuation. (no attachment) [\[19-0469\]](#)

PRESENTER: Orange County Tax Assessor

The purpose of this item is to provide information on the Orange County assessed tax valuation process and discuss growth in the tax base in Orange County and Chapel Hill.

3. Discuss Budget Proposal for Interim Measures to Begin Addressing Coal Ash Clean-up and Monitoring. [\[19-0470\]](#)

PRESENTER: John Richardson, Community Resilience Officer
David Duncklee, President/Senior Hydrogeologist, Duncklee & Dunham, Inc.

RECOMMENDATION: That the Council receive the staff and consultant's presentation.

4. Update: Transit Fund. [\[19-0471\]](#)

PRESENTER: Brian Litchfield, Transit Director

The purpose of this item is to provide an update on the Transit Fund for FY 2019-20.



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Item Overview

Item #: 3., File #: [19-0470], Version: 1

Meeting Date: 5/15/2019

Discuss Budget Proposal for Interim Measures to Begin Addressing Coal Ash Clean-up and Monitoring.

Staff:

John Richardson, Community Resilience Officer
Vencelin Harris, Emergency Management Coordinator
Laura Selmer, Program Coordinator

Department:

Manager's Office
Fire Department
Manager's Office



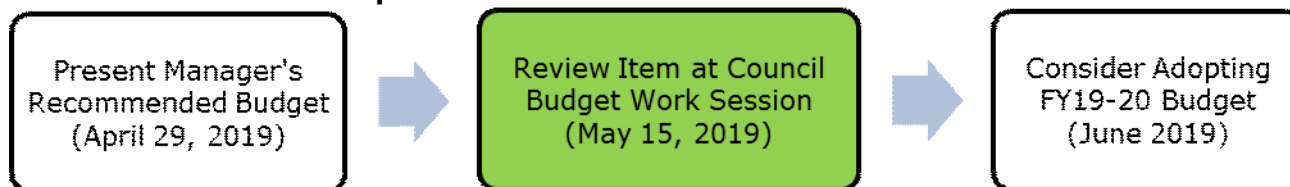
Recommendation(s):

That the Council receive the staff report and consultant's presentation.

Overview: The purpose of this item is to provide the Council with additional information about steps that can be taken to begin addressing the coal materials at the police station property at 828 Martin Luther King Jr. Blvd. The Manager's recommended budget includes \$315,000 to clean up, manage and continue monitoring coal combustion products (CCPs) in the area of the police station property closest to Bolin Creek. This budget item represents a near-term investment to begin addressing CCPs closest to the creek and to maximize safety for people using the Bolin Creek Greenway. The Town's work with a toxicologist and recent testing of the area have led to additional near-term options for consideration. A detailed description of each option is presented in the attached staff report. Depending on the future goals for the property, we will know how much of the contaminated materials must be removed and what the appropriate long-term remediation steps should be.

Fiscal Impact/Resources: The proposed budget item for interim remedial measures is \$315,000.

Where is this item in its process?



Council Goals:

<input type="checkbox"/>		Create a Place for Everyone	<input type="checkbox"/>		Develop Good Places, New Spaces
<input type="checkbox"/>		Support Community Prosperity	<input checked="" type="checkbox"/>		Nurture Our Community
<input checked="" type="checkbox"/>		Facilitate Getting Around	<input type="checkbox"/>		Grow Town and Gown Collaboration

**Attachments:**

- Staff Report

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: John Richardson, Community Resilience Officer
David Duncklee, President/Senior Hydrogeologist, Duncklee & Dunham, Inc.

RECOMMENDATION: That the Council receive the staff and consultant's presentation.

Staff Report

I. Project Background

The timeline below provides an overview of how the private property was used before the Town purchased it, as well as the activities the Town has taken more recently to investigate current conditions in coordination with the North Carolina Department of Environmental Quality (DEQ). The history of the site prior to Town ownership was pieced together by the Town's Environmental Engineer, Hart & Hickman.

Timeline	Description
1950s to early 1960s	Property initially used as a borrow pit – an area where material was dug up for use at other locations, usually for construction
Mid-1960s to mid-1970s	Property then used as a fill site where construction debris was deposited; coal combustion products (CCPs) were later placed on top of the construction debris for structural fill
Early 1980s	Town acquires property and builds a police station that is still in use today
2013	As part of a process to explore a new home for the police department, Town conducts a site assessment and begins working with DEQ to investigate and share information about the condition of the property
2015 - 2017	Town works with Environmental Engineering consultant and DEQ to complete Phase 1 and Phase 2 remedial site investigations to understand CCP locations and amounts
2018	Town explores remedial cost options and possible future uses for the property; Council asks staff to work with a toxicologist to assess the risks associated with a range of remediation options and future uses.
2019	Town hires Duncklee & Dunham to perform a Human Health and Ecological Risk Assessment; this work includes a review of the information and data gathered to date, as well as additional sampling and a review of all proposed remediation options. A report will be issued in July.

[Staff maintains a project web page](#)¹ for more information about project activities, reports and communication.

¹ <https://www.townofchapelhill.org/town-hall/news-events/current-issues/coal-ash-disposal-site-remediation-project>

II. Possible Interim Measures

We anticipate that a new Municipal Services Center will house the Town's police department within the next 2-3 years. Permanent remediation measures can be implemented on the current police station site once the police department is relocated to a different property and a future use for the site is identified.

In the meantime, the Town's consultants have identified the near-term measures described below as steps we can take to address CCPs on the lower portion of the property (the land closest to Bolin Creek). Our consultants estimate that with proper monitoring and maintenance, these measures can last for at least 3-5 years.

a) Soil Removal and Replacement

Remove deposits of contaminated soil in the areas next to the trail and the creek (see green areas on map below). This work includes the removal of approximately 6-12" of contaminated soil to a facility that is permitted to receive these materials. Clean soil would then be brought in to replace the amount that was removed.

b) Additional Silt Fencing for Erosion Control

Add additional silt fencing to help control erosion from the embankment. Monitor and repair as needed. Currently, there are two layers of silt fencing on the site – one at the base of the embankment and another at the base of a black chain link fence that separates the Bolin Creek Greenway from the embankment.

c) Additional Signage along Trail and Existing Fence

For the portion of the Bolin Creek Greenway that runs through the property, place additional signs at both ends of the trail segment—and along the existing fence that separates the trail from the embankment—to help keep recreational users on the path while clean-up, management and ongoing sampling activities occur. We are also exploring the possibility of placing large stones on either side of the trail to deter people from leaving the path.

d) Polling of Trail Users for Frequency and Duration Information

Conduct a survey of greenway users to acquire new site-specific data for how often and how long someone visits the portion of the trail located on the police station property. This data, in combination with the latest rounds of sampling from the site, will be used to update the risk calculations for the property that were last developed in 2016. Prior to the current risk assessment, staff worked with DEQ to determine how the trail could be used today and how construction of the bridge underpass and trail connection could proceed.

e) Post-Construction Sampling

After the measures above have been implemented, take additional samples of the soil removal/replacement areas to verify that no additional contaminants have been deposited from the embankment.

f) Embankment Stabilization

Add matting, clean soil and grow new vegetation on the areas of the embankment where CCPs are currently exposed (see the pink areas on the map below). The goal of this measure is to reduce the likelihood of CCP erosion and further contamination of the soils next to the trail and the creek.

Due to the steep slope of the embankment, our consultants also believe there is a possibility that the work to cover and stabilize the area could worsen its condition and increase levels of erosion. For this reason, we have included embankment stabilization in the list of measures and would propose to evaluate this technique by first testing a small area. Our consultants tell us that the final results of the risk assessment may also help inform whether a measure like this will be important to test.

III. Additional Information and Next Steps

At the meeting on May 15th, the Town's consultants will present additional information about the following topics:

- Findings from the data gap assessment
- Comparison to 2016 Risk Evaluation by DEQ
- Opening the bridge underpass/trail connection for the Bolin Creek Greenway
- Which interim measures are necessary to keep the trail open
- Other risk considerations
- Proposed next steps

Coal Combustion Products (CCPs) Location and Cover Evaluation Map





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Item Overview

Item #: 4., File #: [19-0471], Version: 1

Meeting Date: 5/15/2019

Update: Transit Fund.

Staff:

Brian Litchfield, Director

Department:

Transit



Recommendation(s):

That the Council receive an update on the Transit Fund for FY 2019-20.



Attachments:

- Draft Staff Presentation

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: Brian Litchfield, Transit Director

The purpose of this item is to provide an update on the Transit Fund for FY 2019-20.



Chapel Hill Transit

FY 2019-20

Recommended Budget Update

Chapel Hill Town Council

Work Session

May 15, 2019

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Chapel Hill Transit Overview

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Chapel Hill Transit is the second largest transit system in North Carolina, serving Chapel Hill, Carrboro and the University of North Carolina at Chapel Hill.

Responsibilities:

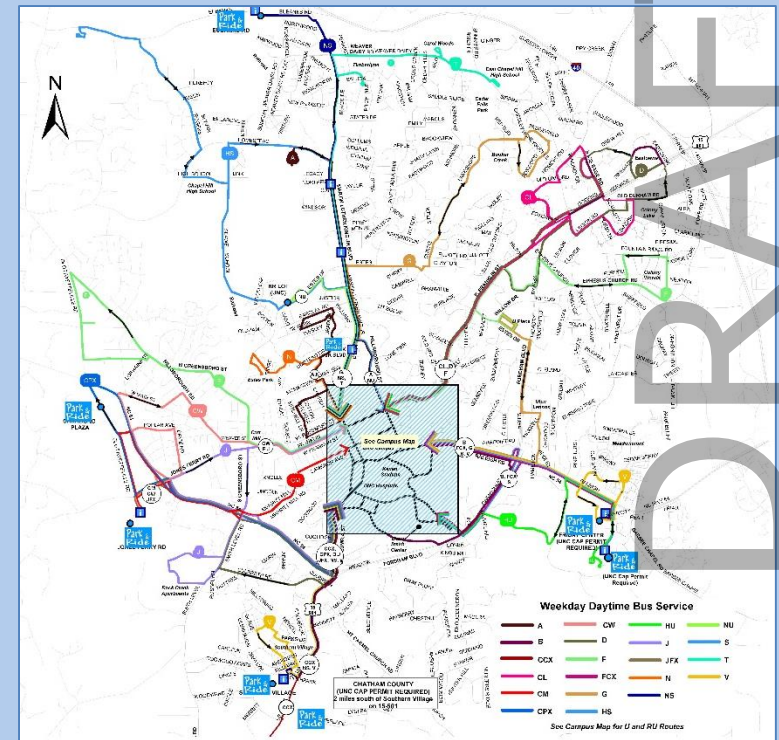
- Fixed-route Bus Service (31 weekday & weekend routes)
- EZ Rider (ADA Service)
- Short and Long Range Transit Planning
- Marketing and Public Relations
- Major Transit Initiatives

Staff (204 employees):

- Operations – 156
- Maintenance – 33
- Administration – 15

Fleet (117 revenue vehicles):

- Buses – 93 (29 hybrids)
- Demand Response – 19



Partners Committee Structure

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While a department of the Town of Chapel Hill, Chapel Hill Transit is advised by the Chapel Hill Transit Partners Committee, which provides policy and financial guidance:

- Donna Bell, Town of Chapel Hill – Council Member
- Nancy Oates, Town of Chapel Hill – Council Member
- Michael Parker, Chair, Town of Chapel Hill – Council Member
- Bethany Chaney, Town of Carrboro – Alderman
- Damon Seils, Town of Carrboro – Alderman
- Anne-Marie Vanaman, Town of Carrboro – Management Assistant
- Brad Ives, University of North Carolina at Chapel Hill – Associate Vice Chancellor for Campus Enterprises
- Cheryl Stout, University of North Carolina at Chapel Hill – Director, Transportation and Parking
- Than Austin, University of North Carolina at Chapel Hill – Associate Director of Transportation and Planning



Current Year Successes

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- Transportation Leadership Development Program Graduates
- RESPC partnership to fund a battery electric bus (BEB)
- Bus stop improvement project
- Short Range Transit Plan
- New Bus turnaround at Eubanks Park and Ride
- Legislative efforts
- Statewide Safety Awards
- New buses, new service and new schedules
- Grant funding for local match on buses and capital projects
- North-South BRT Project Environmental and Design work
- Hurricane Florence Response

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Customer Survey Results

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High Overall Satisfaction: 89% rated CHT service as excellent or good

CUSTOMER PROFILES	Express Routes	Local Routes
Age	18-35	18-35
Income (median)	\$54,000-\$74,999*	\$30,000-\$39,999*
Get to Bus	Walk: 35% Drive: 61% Bike: 1%	Walk: 82% Drive: 12% Bike: 1%
Occupation	Professional	Student
Trip Purpose	Work (66%) School (27%)	Work (38%) School (49%)
Use RealTime	Yes (61%)	Yes (68%)
Has vehicle	Yes (79%)	Yes (55%)
Use CHT a Year from Now	Yes (87%)	Yes (83%)

Customers are most satisfied with:

- Safety
- Proximity of bus stops to workplace
- Operators
- Cleanliness of buses

Customers are least satisfied with:

- Saturday and Sunday service
- Hours of service
- Bus stop amenities and access

* Mean Average of Respondents. Most frequent answer for express routes was \$75k+. Most frequent answer for local routes was under \$10k. Less than 1% of respondents reported being high school students.



FY2019-20 Recommended Transit Budget



FY2019-20 Priorities

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- Maintain/improve existing levels of service
- Operator recruitment and retention (existing resources)
- Electric bus fleet (3 buses ordered and in service, depending on delivery date)
- North South Bus Rapid Transit (OC Transit Plan Funded)
 - Finish 30% design and environmental
 - Funding
- Short Range Transit Plan
- Jones Ferry Park and Ride repair (grant funded)
- Safety upgrades to entrance gate (grant funded)
- Bus Stop Improvement Project (grant funded)
 - Solar Lighting and Small Solar Powered Real-time Signs
- Solar Canopy Feasibility Study (grant funded)
- Continue Art in Transit Collaboration (existing resources)
- Test microtransit opportunities starting with Safe Rides



FY2019-20 Budget Overview

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Recommended Budget of \$24.8M

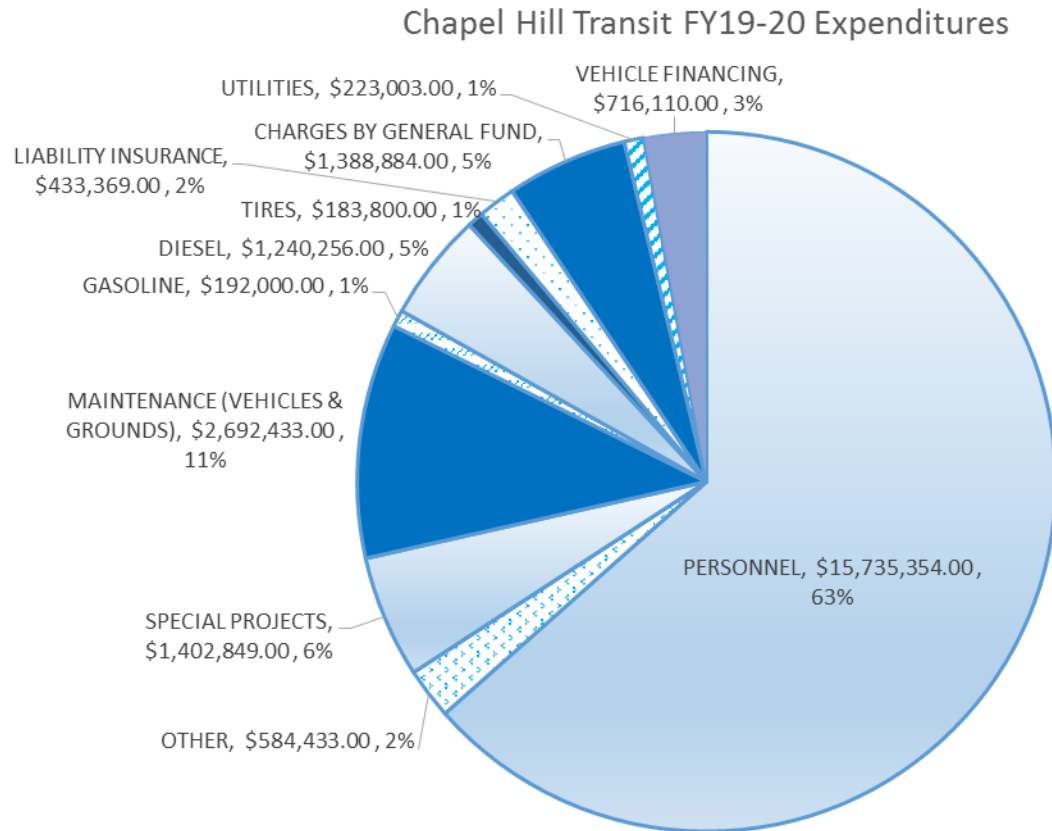
- \$16 Million Local – 64.5% (Chapel Hill \$5.4M, Carrboro \$1.8M and University \$8.7M)*
- \$1.9 Million Federal – 8 %
- \$2.2 Million State – 9%
- \$3.3 Million Orange County Transit Plan – 13% (includes BRT funding)
- \$1.26 Million Other – 5%

* The two towns and the University share annual operating and capital costs on a contractual basis. The University pays 100% of the costs (after outside revenues have been applied) for their direct routes and shares in the costs associated with all local routes and EZ Rider.



FY2019-20 Expenditures

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FY2019-20 Budget Adjustments

- How are we handling SMAP – State Funding¹⁸ Down ~\$686K
 - Potential for restoration and offset with State Match/CMAQ
 - No new additional capital investments
 - Lapsed salary
 - Advertising revenue
 - Will likely see slight increases in FTA 5307 and 5339 funds
- Is there good news on the capital front?
 - Fleet size adjusted from 99 to 93 (\$2.5M+)
 - Only debt financed 14 buses (at planned cost of 12)
 - Demand response fleet replaced w/ grant funds (\$1.5M)
 - Orange County Transit Plan funds for 8 buses (3 planned - \$2.3M)
 - Eubanks Park and Ride turnaround repaired by private developer (\$750K+)
 - State match and grant funds have offset Partner match needs (\$840K)

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Capital Plan FY16-28

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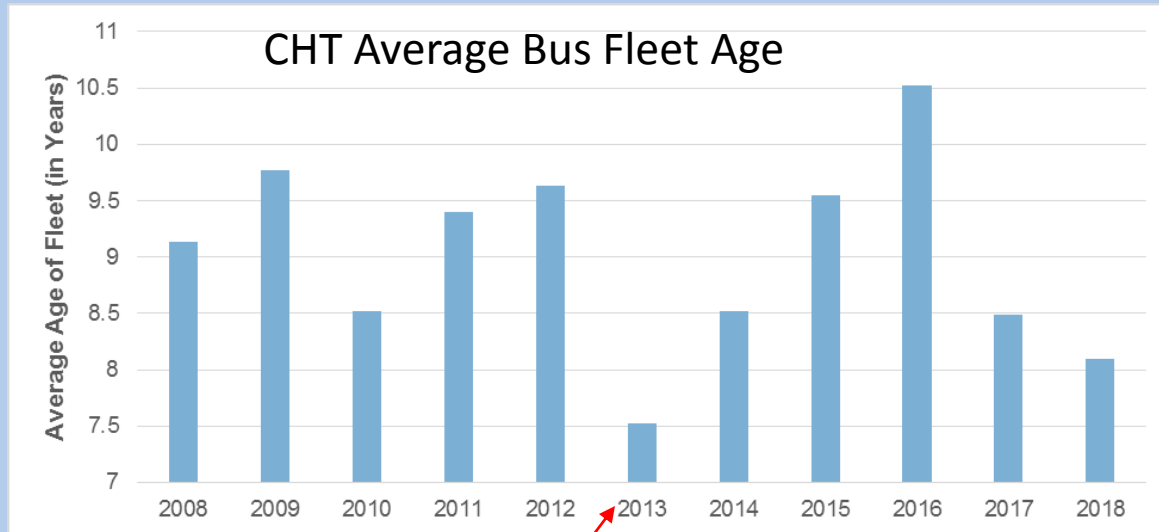
- Replacement of 49 fixed route buses by FY20 (39 of 42 delivered/ordered for FY19)
 - 16 Fixed Route buses replaced through FY17
 - 6 Fixed Route buses delivered in May 2018
 - 6 Fixed Route buses delivered in February 2019
 - 8 Fixed Route buses on order for delivery in August 2019 and December 2020
 - 3 Fixed Route buses pending order with Electric bus grant
 - 2 Fixed Route buses with existing Capital Reserve Funds (FY20 delivery)
- Replacement of 20 Demand Response vehicles by FY20 (20 of 20 delivered/ordered by FY19)
 - 7 Demand Response vehicles delivered in FY18
 - 7 Demand Response vehicles on order grant funds (FY19 delivery)
 - 6 Demand Response vehicles w/ Capital Reserve and state match (FY20 delivery)

TABLE
A
B
D

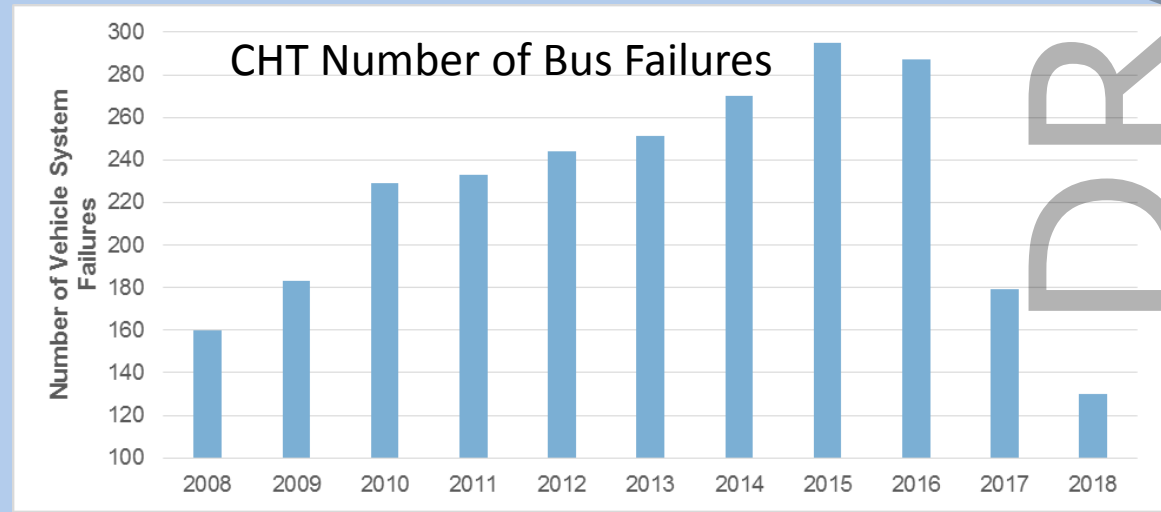


Capital/Maintenance Trends

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Last infusion of federal grant funds



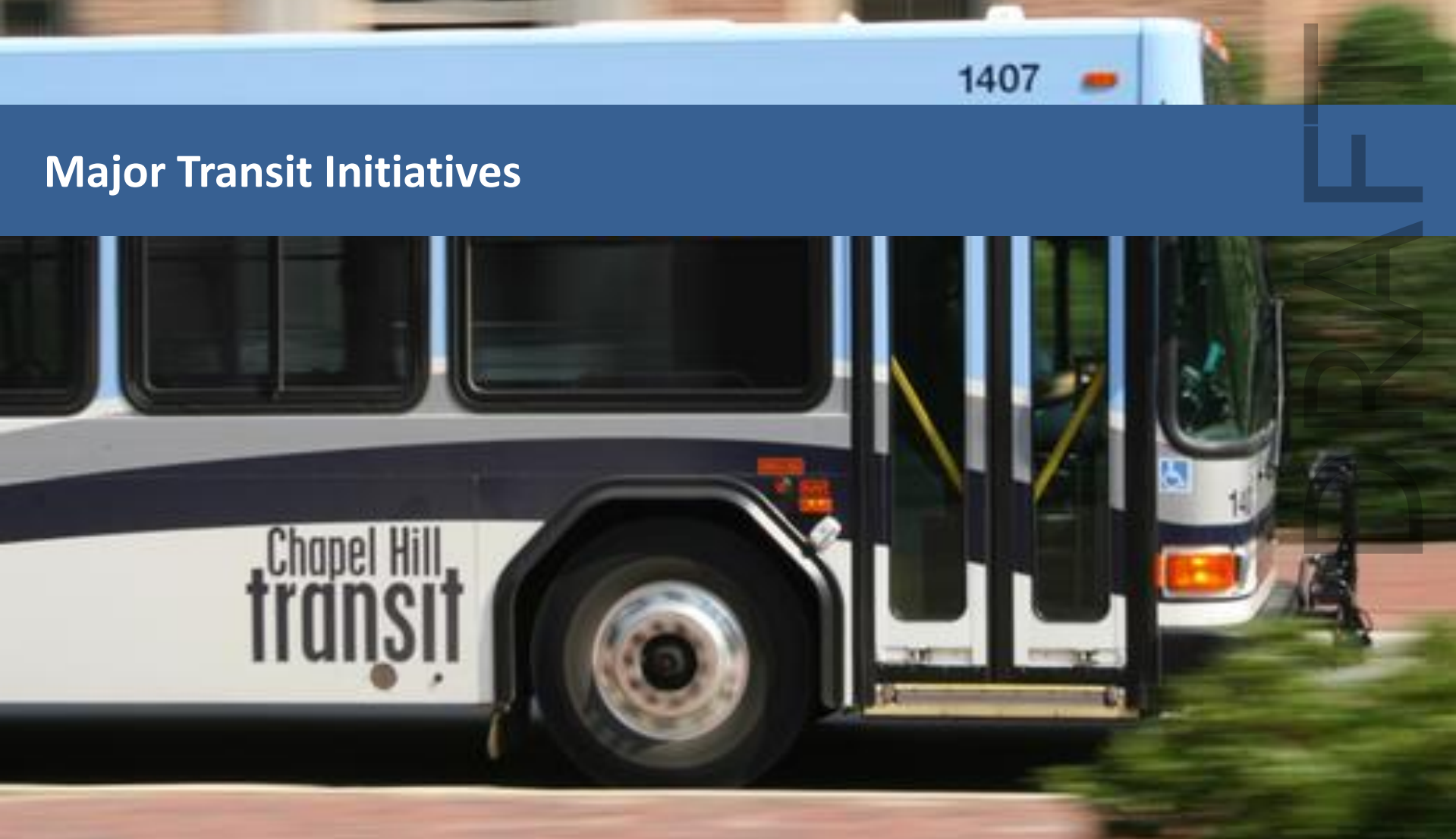
FY2019-20 Service Improvements

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- **A Limited** – Remove from service due to lower ridership demand
- **NS** – Add trips between 7:00 AM – 9:00 AM between Eubanks Park and Ride and UNC Hospital.
- **CM/CW** – Designed to improve ridership potential by providing bi-directional service on both routes from 7:00 PM – 9:30 PM.
- **HS** – Extend route to serve Downtown, University, UNC Hospital, ACC and Culbreth Road from 6:00 AM to around 7:00 PM.
- **D** – Route will now terminate at UNC Hospital to allow for additional trips serving the University, UNC Hospital, Franklin Street, Elliott Road and Blue Hill District between 6:30 AM to 9:30 PM. The route will no longer serve Culbreth Road and Smith Level Road, which will be served by the extension of the HS route.



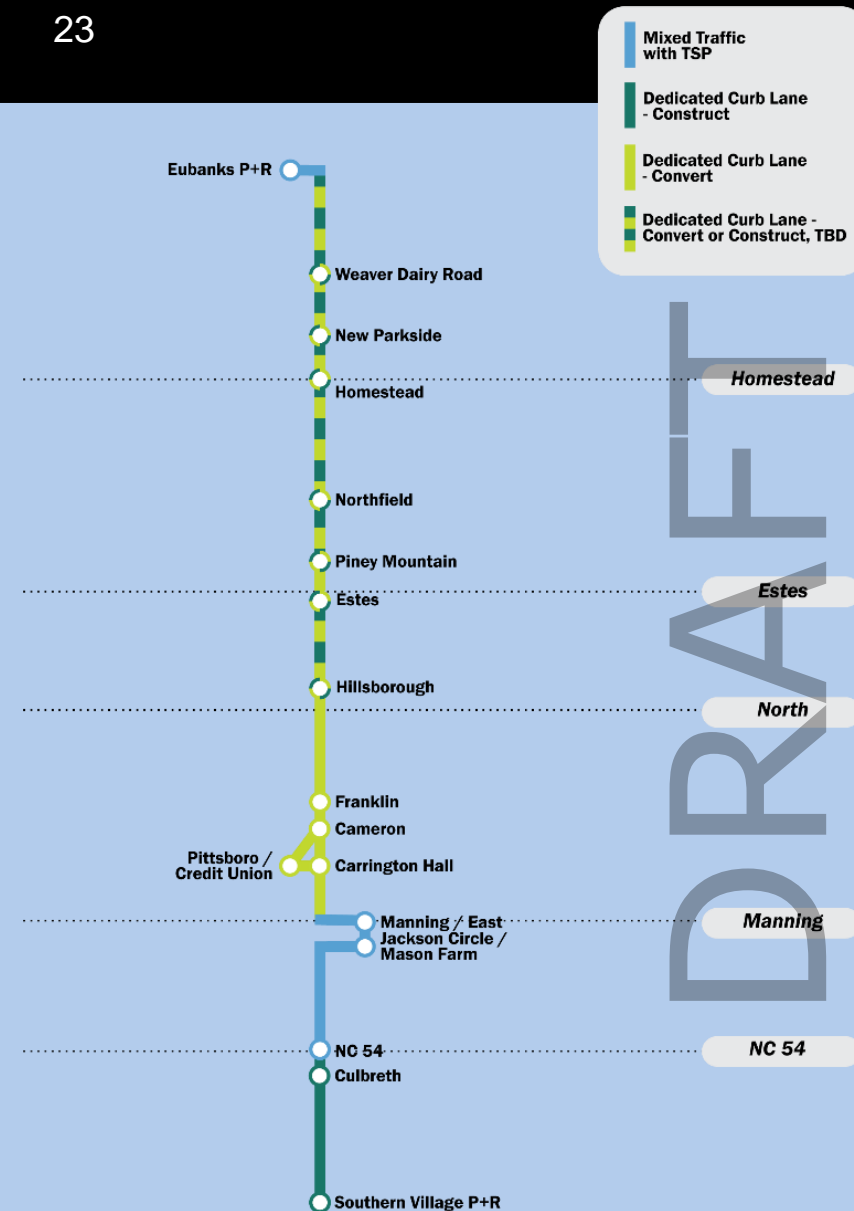
Major Transit Initiatives



North-South BRT

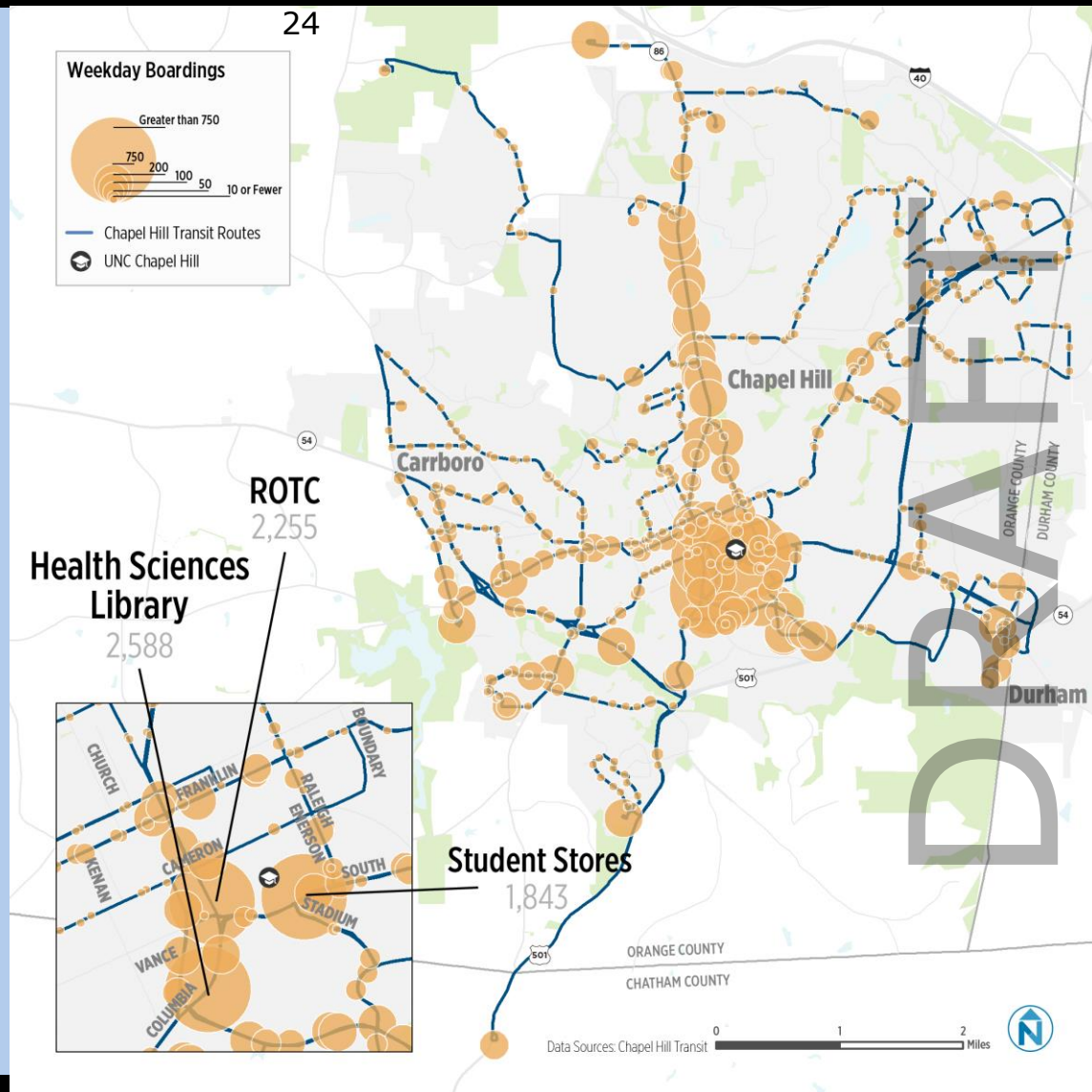
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- LPA Adopted by Town Council on January 16, 2019
 - Council requested:
 - Additional Council Committees be represented on NSBRT project Committees
 - Market Study and Urban Design Scope of Work
 - Project is also informed by the follow efforts currently underway or completed:
 - North Chapel Hill Market Study
 - FLUM/LUMO Update
 - TOD Guidebook



Short Range Transit Plan

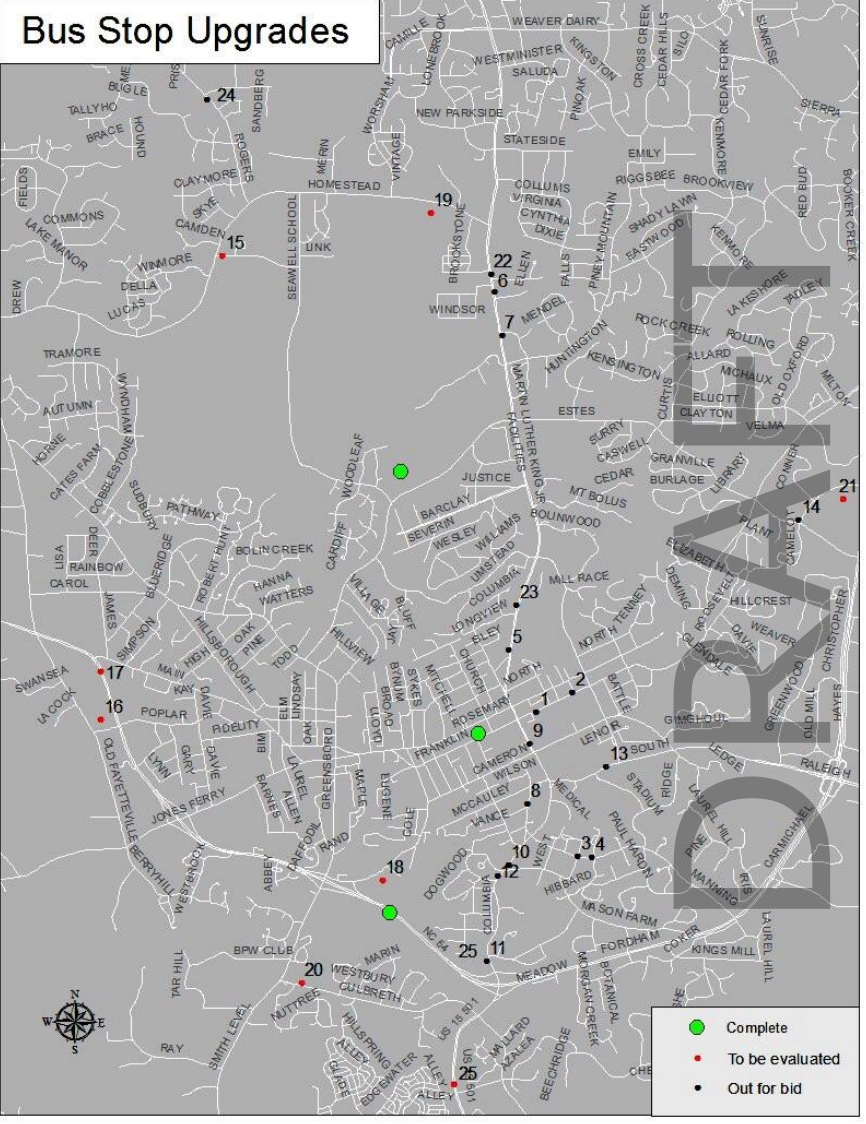
- 2017-2018: Customer and community feedback: 2017-2018
- February 2019: Partners adopt preferred plan
- September 2019: Community Sessions and present to Council
- August 2020: Implementation
- Goals include:
 - ✓ High frequency corridors
 - ✓ Equity
 - ✓ Sunday service
 - ✓ Increase ridership
 - ✓ Sustainability



Bus Stop Improvement Projects



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Brian M Litchfield

Director

Chapel Hill Transit

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Customer Service Line: (919) 969-4900

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