2035 Investment Strategy

WAKE TRANSIT PLAN UPDATE

Appendix E
Prioritization Guidance

WAKE TRANSIT PLAN

PROJECT PRIORITIZATION AND REPROGRAMMING GUIDANCE

Overview:

The Wake Transit Plan has been investing in the region's public transit system working towards the goal of improving and expanding transportation choices for people living in, commuting to, and traveling through Wake County. The Wake Transit Plan's investment strategy is guided by the Four Big Moves:

1. Connect the Regi
2. Connect all Wake County communities.
3. Create frequent, reliable, urban mobility.
4. Enhance access to transit.

Why it is Important:

The Wake Transit Plan Vision Update (2) recommended a prioritization policy based on ti that represen hree project / program tiers for how funding w e distributed. **The prioritization policy was upd d as part of the Wake Transit Plan Update 24) and issued as a guidance, rather than policy. The updates are based on feedback and input from stakeholders and community members.**

How it Works:

The Wake Transit Plan is based on a set of projects and programs that individually and collectively support the Four Big Moves. Each year, the Transit Planning Advisory Committee (TPAC) approves a list of projects and programs for funding; the TPAC also determines how much money will go to each project or program.

The Project Prioritization and Reprogramming Guidance determines the order of funding across the approved projects and prog s – the highest priority projects are funded first, and lower priority projects are funded last. If the Wake Transit Plan does not have enough

funding in any given year, the funding will be distributed to the highest tier project category(ies) until it runs out. If there is excess funding, the TPAC may elect to distribute excess funds in the same way.

The current prioritization process is based on four broad tiers of projects, with additional prioritization within each tier. Within each tier, the highest priority projects are listed first. Tier 1 projects will always be funded first; Tier 2 projects will be considered if there is funding remaining after Tier 1 projects are funded. Projects classified as Tier 3 would be funded last and Tier 4 projects would be funded only if Tier 1 – 3 projects are funded.

Some projects (including rail projects) may initially be classified in lower tiered projects (i.e., Tier 3 or 4) but as projects are incorporated into the Capital Improvement Program (CIP) or Multi-Year Operating Plan (MYOP), they may be reclassified as Tier 1 or Tier 2 projects and prioritized for funding.

Tier 1: Funded Projects

- Projects supported through the Community Funding Area (CFA) Program, including funding for Rural Elderly/Disabled
- General Public Demand Response Trips
- Projects with time sensitive external grant sources, where funding will expire if not used.
- Capital projects with design or land acquisition phases that have already been initiated, including Bus Rapid Transit projects, passenger facilities and amenities and bus maintenance facilities.
- Ongoing bus service improvements that have been funded and/or are identified for investment in the Short-Range Transit Plans.

Tier 2: Programmed Projects (programs and projects included in the Capital Improvement Program (CIP) or Multi-Year Operating Plan (MYOP) with execution/start dates scheduled for the next 18 months)

- Projects programmed and funded with time sensitive external grant sources.
- Projects associated with maintaining the state of good repair for existing assets, such as vehicle replacements, and updates to transit center, bus maintenance facilities and bus stops.
- Capital projects programmed in the CIP
- Operating projects programmed in the MYOP

Tier 3: Planned and Identified Projects (included in the Wake Transit Plan 10-Year Investment Strategy)

- Planned facilities, infrastructure and resources needed to support future expansion. Example projects include passenger facilities (bus stops, connection points, community transportation hubs), vehicles, bus operating and maintenance facilities.
- Bus Rapid Transit and corridor projects, including capital components (right of way acquisition, stations, signals, vehicles, etc.) and operating components.
- Rail investments, such as track improvements and station updates.
- Planned bus service improvements and infrastructure to support bus service improvements (vehicles, bus stops, etc.)

Tier 4: Projects Not Included in Existing Wake Transit Plan programs or plans (i.e., CIP, MYOP or 10-Year Investment Strategy)

- Projects associated with maintaining the state of good repair for existing assets, such as vehicle replacements, and upgrades to transit center, bus maintenance facilities and bus stops.