

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

September 14, 2022

9:30AM – 11:30PM

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome and Introductions

Gaby Lawlor, TPAC Chair

II. Adjustments to the Agenda

Gaby Lawlor, TPAC Chair

III. General Public or Agency Comment

Reminder: Public comments are limited to 3 minutes.

Gaby Lawlor, TPAC Chair

IV. TPAC Meeting Minutes

Attachment A

Requested Action:

Consider adoption of the draft September TPAC meeting minutes.

Gaby Lawlor, TPAC Chair

V. FY23/Q2 Work Plan Amendment Requests

Attachment B

Anna Stokes, CAMPO

Timeline

FY23 2nd Quarter Amendment Requests

ACTION	DATE
Submission Deadline	August 26, 2022
Released for Public Comment	September 1, 2022
Subcommittee Review and Disposition	September 27, 2022
Public Comment Period Ends	September 30, 2022
TPAC Considers Amendment Requests	October 12, 2022
Governing Boards Consider Approval of Changes/Updates	November 16, 2022

Project ID #	Agency	Project Title	FY 22 Original Funding Allocation	FY 23 Original Funding Allocation	FY 23 Requested Funding Allocation	FY 23 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests							
TO002-L	Capital Area MPO	1.0 FTE: TPAC Administration	\$ 137,001	\$ 140,426	\$ 169,658	\$ 29,232	Major Amendment: Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. The increase in funding is necessary to cover additional indirect expenses related to office space rent, particularly with CAMPO's move to a new location in Cary. It would also cover increases in labor expenses for which the 2.5% annual cost escalation assumed with Wake Transit multi-year operations programming has not kept pace.
TO002-V		1.0 FTE: Program Manager	\$ 168,772	\$ 172,991	\$ 209,209	\$ 36,218	Major Amendment: Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. The increase in funding is necessary to cover additional indirect expenses related to office space rent, particularly with CAMPO's move to a new location in Cary. It would also cover increases in labor expenses for which the 2.5% annual cost escalation assumed with Wake Transit multi-year operations programming has not kept pace.
TO002-W		1.0 FTE: Transit Planner	\$ 114,476	\$ 117,338	\$ 141,555	\$ 24,217	Major Amendment: Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. The increase in funding is necessary to cover additional indirect expenses related to office space rent, particularly with CAMPO's move to a new location in Cary. It would also cover increases in labor expenses for which the 2.5% annual cost escalation assumed with Wake Transit multi-year operations programming has not kept pace.
Total Operating Funding Impact						\$ 89,667	

Capital Budget Amendment Requests

Project ID #	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TC005-A2	City of Raleigh	Wake BRT: Southern Corridor	\$ 7,630,000	\$ 24,240,000	\$ 16,610,000	Major Amendment: Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. Request expands the project budget to account for the updated project cost and requirement that a 100% local match is programmed and obligated for the Federal Transit Administration (FTA) Capital Investment Grant (CIG).
Total Capital Funding Impact					\$ 16,610,000	

- The two requested FY2023 Quarter 2 amendment requests for public review from September 1st – 30th
- A total of 22* comments and 3 conversational replies** were received:
 - City of Raleigh Amendment Request: 12 comments
 - CAMPO Amendment Request: 5 comments & 1 conversational reply
 - Overall FY23 Wake Transit Workplan: 5 comments & 2 conversational replies
- All comments were reviewed by CAMPO staff and input was considered in relation to the FY23 Wake Transit Workplan but resulted in no changes.

*It is important to note that some individuals submitted multiple comments, and that some comments were repeated word-for-word across questions

** A conversational reply is a reply to a specific comment made by another commenter which does not directly address the material presented

Financial Disposition

FY23 2nd Quarter Amendment Requests

- Financial Impact of Proposed Major Amendments: The FY23 Wake Transit Work Plan will Increase by \$16,699,667

FY23-Q2 Amendment Financial Impact

Ordinance Tag	Agency	Description	FY23 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY23 Adopted Wake Transit Plan Funding
Transit Plan Administration	CAMPO	TPAC Administration	\$140,426	\$29,232	\$169,658
Transit Plan Administration	CAMPO	Program Manager	172,991	36,218	209,209
Transit Plan Administration	CAMPO	Transit Planner	117,338	24,217	141,555
Wake Transit Operating Expenditures			\$430,755	\$89,667	\$520,422
Bus Rapid Transit	City of Raleigh	Wake Bus Rapid Transit (BRT): Southern Corridor	\$7,630,000	\$16,610,000	\$24,240,000
Wake Transit Capital Expenditures				\$16,610,000	
Total Financial Impact - FY23 Wake Transit Work Plan				\$16,699,667	

V. FY23/Q2 Work Plan Amendment Requests

Requested Action:

Recommend the FY2023, 2nd quarter Work Plan Amendment Requests for governing board approval.

VI. Updated Wake Transit Community Engagement Policy

Attachment C & D

R. Curtis Hayes, GoTriangle

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

Wake Transit Community Engagement Policy 2022

This policy updates the Wake Transit Public Engagement Policy, which was adopted in 2018.

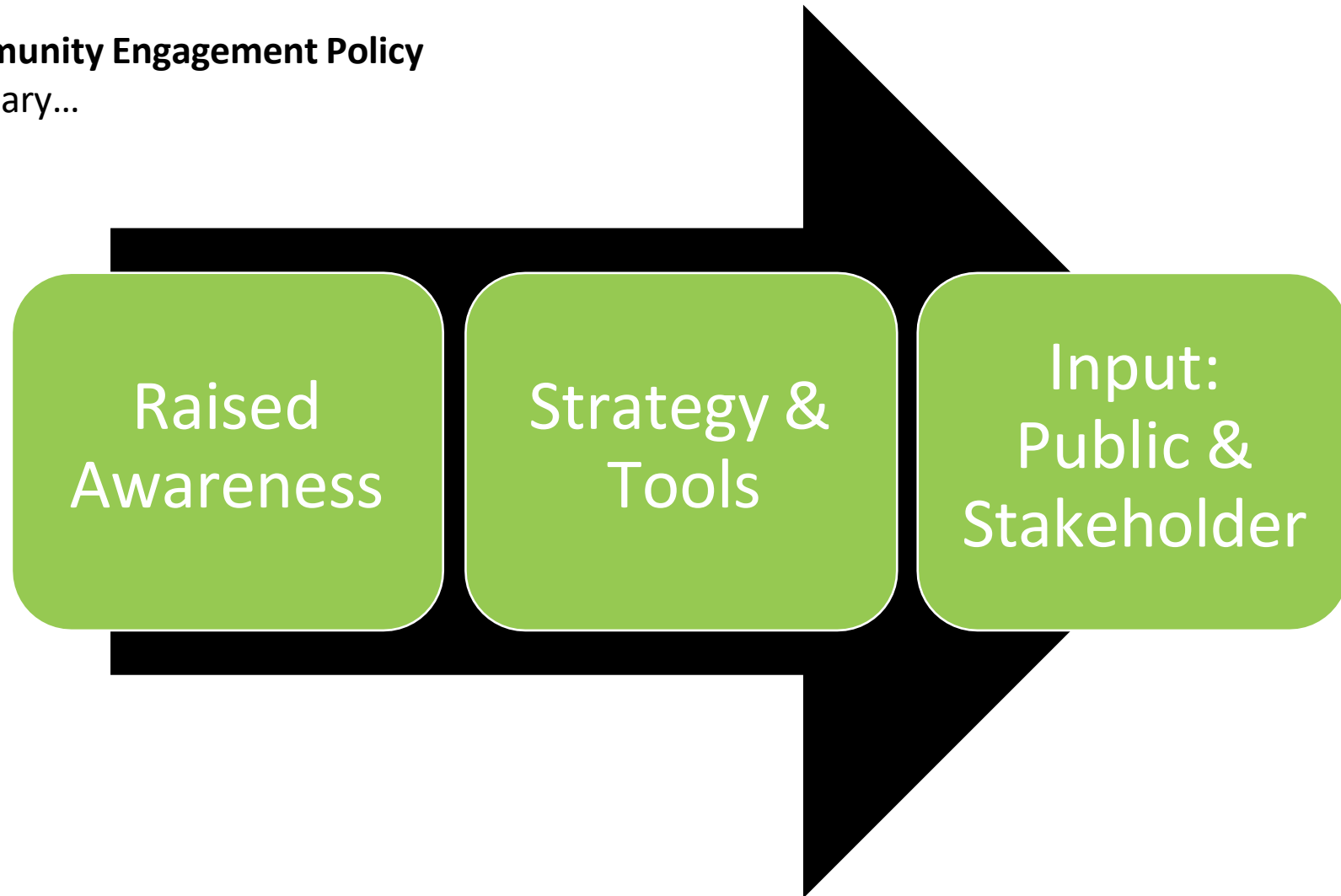
**Wake Transit
Community Engagement Policy
2022**

Four (4) Notable Policy Updates:

- 1) Goals and objectives were simplified and clarified;
- 2) Enhanced guidance was added for lead agency staff project sponsors;
- 3) The policy's name was changed from "Public" to "Community" Engagement;
- 4) Regular performance evaluations have been prioritized.

NOTICE: A Public Hearing is scheduled for Wednesday, October 19th, 2022. It will be held during the CAMPO Executive Board meeting, which is scheduled to begin at 4 p.m.

Wake Transit Community Engagement Policy
Engagement Summary...



The full Engagement Summary is Appendix 3 of the Wake Transit Community Engagement Policy Update (draft) document, which is an agenda attachment.

WHAT WE DID & WHAT WE HEARD...

- **Public Comment Period**
45-days | August 15 to September 29
- **Digital & Non-Digital Outreach**
 - ✓ Email campaign
 - ✓ Face-to-Face events (3)
 - ✓ Social media campaign
 - ✓ Website content and updates
 - ✓ Online survey, with options for email, mail, text, and voice messages
- **Comments (3)**
 - ✓ Amplify social media content and messaging
 - ✓ Technical corrections
- **Analytics**
 - ✓ Email
 - ✓ Social Media
 - ✓ Website



Analytic Highlight

Amendment Policy
Engagement & Link Clicks, 71

Amendment Requests
Engagement & Link Clicks, 81

Community Engagement Policy
Engagement & Link Clicks, 158

Analytics

Wake Transit
Amendment Policy

FY23 Q2
Wake Transit Work Plan
Amendment Requests

Wake Transit
Community Engagement
Policy

Amendment Policy

Aug. 15 – Aug. 30

Email Campaign (2)

- 86 Opens
- 1 Click

Facebook (3)

- 265 Impressions

Instagram (1)

- 156 Impressions

Twitter (3)

- 1,075 Impressions

Twitter (WT) (3)

- 657 Impressions

Website Views

- Page Views - 315
- Unique Views - 168
- Engagement Average - 0:28s

Amendment Requests

FY23 Q2, Sept. 1 – Sept. 30

Email Campaign (4)

- 314 Opens
- 110 Clicks

Facebook (5)

- 265 Impressions

Instagram (1)

- 93 Impressions

Twitter (5)

- 1,480 Impressions

Twitter (WT) (5)

- 764 Impressions

Website Views

- Page Views - 141
- Unique Views - 46
- Engagement Average - 0:25s

CE Policy

Aug. 15 – Sept. 29

Email Campaign (4)

- 252 Opens
- 80 Clicks

Facebook (8)

- 1,192 Impressions

Instagram (1)

- 118 Impressions

Twitter (8)

- 4,903 Impressions

Twitter (WT) (8)

- 1,321 Impressions

Website Views

- Page Views - 102
- Unique Views - 29
- Engagement Average - 0:16s

VI. Updated Wake Transit Community Engagement Policy

Requested Action:

Recommend the 2022 Wake Transit Community Engagement Policy for governing board adoption.

VII. Continue Discussion on
FY21 & FY22 Reimbursement Requests
Attachment E

Steve Schlossberg, GoTriangle



FY21 & FY22 Reimbursement

Transit Planning Advisory Committee

Oct 12, 2022

FY21 and FY22 Transit Services

September TPAC Meeting

The Tax District Administration requested that TPAC recommend payment of all submitted FY21 and FY22 reimbursements due to the impact of COVID changes as a consistent reimbursement policy is developed for all transit agencies.

Asked TPAC for any questions or comments to be submitted by 9/23/22

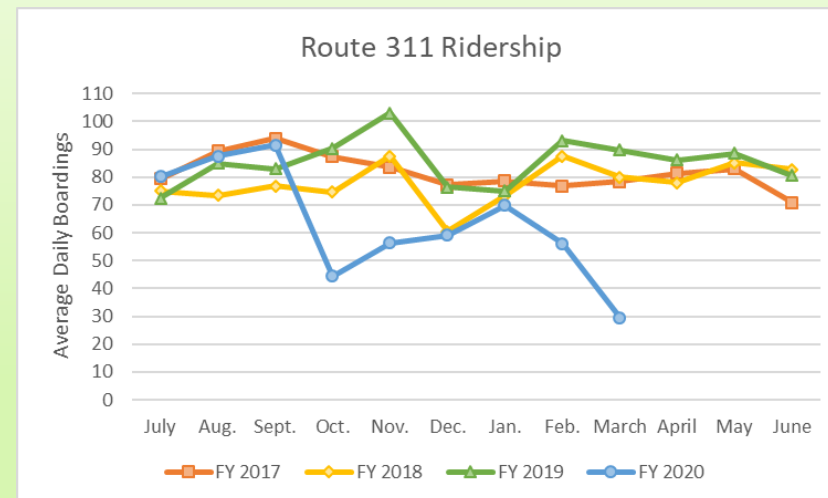
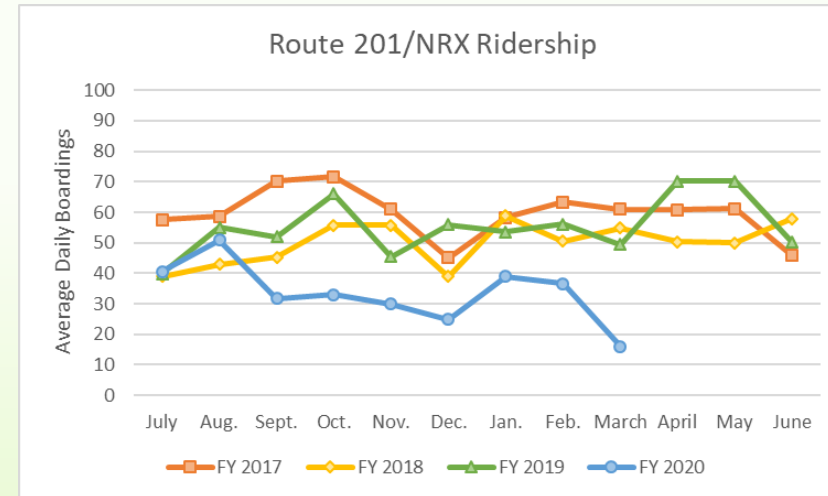
One (1) TPAC member submitted an inquiry -

- 1. What GoTriangle funded routes were suspended and what Wake Transit funded routes continued?*
- 2. For each of the impacted routes, what funding was supposed to have been provided by GoTriangle and Wake Transit?*
- 3. For each of the impacted routes, what is the breakdown of the services that were run, i.e. how many trips and at what times of day?*
- 4. What are the reimbursement amounts that we are discussing?*

FY21 and FY22 Transit Services

GoTriangle looked at ridership to identify routes or trips to suspend or continue operating:

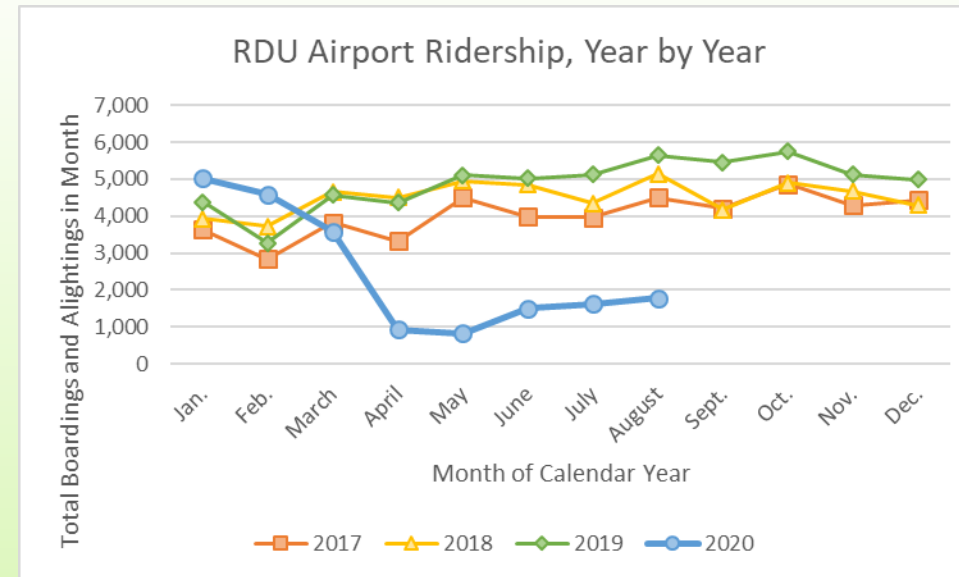
- Low ridership routes to RTP
- Large reduction in travel demand to RTP and RDU Airport



FY21 and FY22 Transit Services

GoTriangle looked at ridership to identify routes or trips to suspend or continue operating:

- GoTriangle has seen ridership declines at RDU Airport bus stops since January 2020 with the most dramatic decline in April 2020.
- RDU Airport activity was also falling. In June 2020, enplanements and deplanements were down 84% compared to 2019.



Impacted Routes: 100, 105, RDU Shuttle

FY21 and FY22 Transit Services

What GoTriangle funded routes were suspended and what Wake Transit funded routes continued?

Impacted Routes and Trips (suspended/reduced service)

GoTriangle	Wake Transit Funded	GoTriangle and Wake Transit Funded
105 – Suspended in Oct 2020 due to low travel demand to RDU Airport caused by COVID-19 pandemic. Some GoTriangle-funded hours were shifted to the RDU Airport Shuttle.	310 – Reduced service to hourly in June 2021 as part of the agency service reductions caused by the operator shortage.	NRX - Suspended in March 2020 low travel demand to RTP caused by COVID-19 pandemic (GoTriangle 8.25 daily hours/Wake Transit 1.25 daily hours)
311 – Suspended in March 2020 low travel demand to RTP caused by COVID-19 pandemic.		CRX – Low ridership trips were suspended in June 2021 (6 out of 28 trips) as part of the agency service reductions caused by the operator shortage.
301 – This low ridership route was suspended in June 2021 as part of the agency service reductions caused by the operator shortage. Alternate service provided on other routes.		DRX – Low ridership trips were suspended in June 2021 (6 out of 37 trips) as part of the agency service reductions caused by the operator shortage.

Continued Routes and Trips (no impacts)

GoTriangle	Wake Transit Funded	GoTriangle and Wake Transit Funded
301 (most of FY21), WRX, ZWX	FRX	100, 300, 305, RDU Shuttle

FY21 and FY22 Transit Services

Routes in all three counties served by GoTriangle were affected by the service reductions in FY2021

Impacted Routes and Trips (suspended/reduced service)

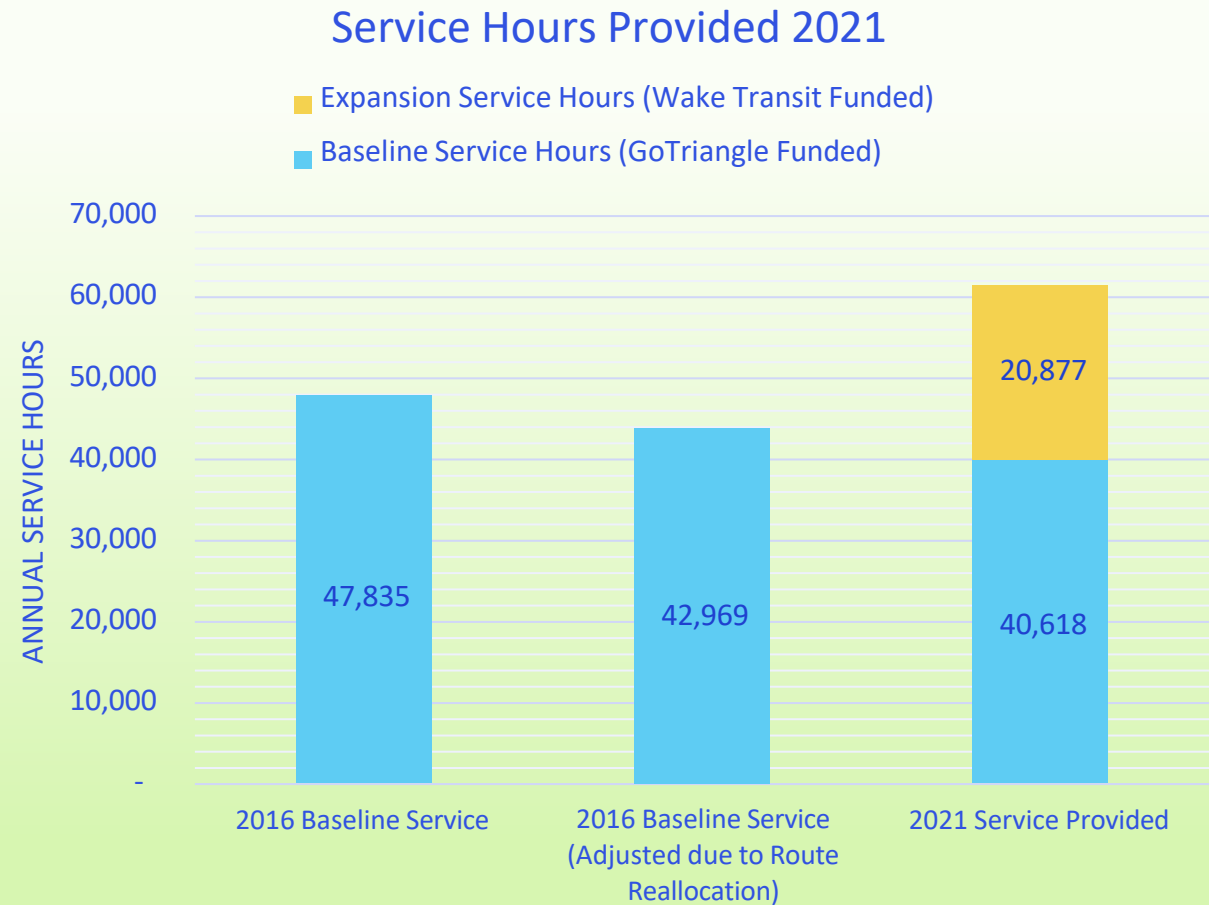
GoTriangle	Durham/Orange Transit Funded	GoTriangle and Durham/Orange Transit Funded
805 - Suspended in June 2021 as part of the agency service reductions caused by the operator shortage. Reduced travel demand to UNC-Chapel Hill caused by COVID-19 pandemic work from home policies	800S - Suspended in June 2021 as part of the agency service reductions caused by the operator shortage. Reduced travel demand to UNC-Chapel Hill caused by COVID-19 pandemic work from home policies	CRX – Low ridership trips were suspended in June 2021 (6 out of 28 trips) as part of the agency service reductions caused by the operator shortage.
		DRX – Low ridership trips were suspended in June 2021 (6 out of 37 trips) as part of the agency service reductions caused by the operator shortage.

Continued Routes and Trips (no impacts)

GoTriangle	Durham/Orange Transit Funded	GoTriangle and Durham/Orange Transit Funded
420	ODX	400, 405, 700, 800

FY21 and FY22 Transit Services

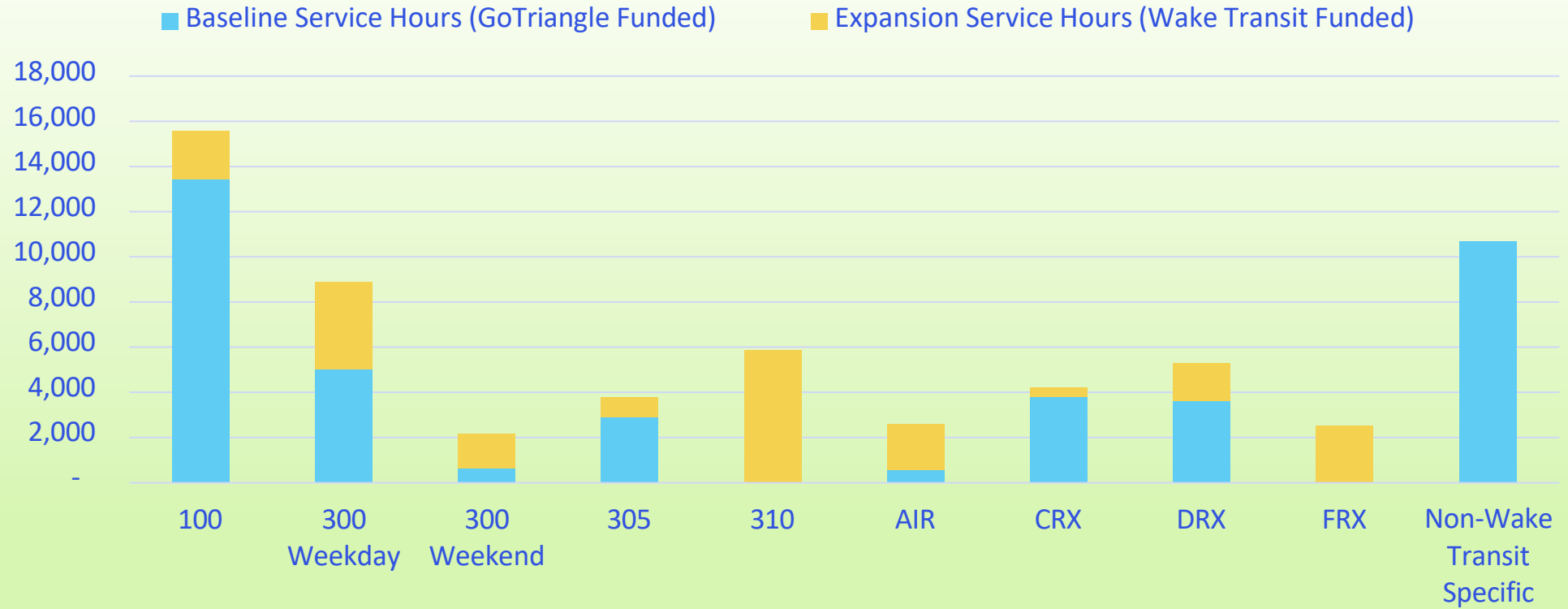
- GoTriangle requested reimbursement for service provided above 2016 levels on routes in the approved FY21 Wake Transit Work Plan
- The request was for actual service provided that met Wake Transit Plan project scope



FY21 and FY22 Transit Services

Breakdown of GoTriangle and Wake Transit funding by route in FY2021

Service Hours Provided in 2021



FY21 and FY22 Transit Services

Wake Transit Directed Transit Operations

FY21	GoCary	GoRaleigh	GoTriangle
<i>Adopted Budget</i>	\$ 1,941,795	\$ 12,092,011	3,672,989
Submitted	\$ 1,401,278	\$ 8,746,326	\$ 2,254,413
Reimbursed	\$ (1,401,278)	\$ (8,746,326)	\$ (1,837,442)
Outstanding	\$ -	\$ -	\$ 416,971

FY22	GoCary	GoRaleigh	GoTriangle
<i>Adopted Budget</i>	\$ 2,135,974	\$ 11,247,589	3,936,702
Submitted	\$ 2,077,641	\$ 10,005,446	\$ 2,114,649
Reimbursed	\$ (2,077,641)	\$ (10,005,446)	\$ -
Outstanding	\$ -	\$ -	\$ 2,114,649

Reimbursements Still Pending

- GoTriangle – FY21-Q4
- GoTriangle – Full Year FY22*

* - CAMPO has not authorized any FY22 GoTriangle transit operations.

Bus Service	Subcategory Total	\$18,827,053	\$20,640,987	\$21,157,013
<i>City of Raleigh</i>		<i>Agency Subtotal</i>		
		\$12,092,011	\$11,992,659	\$12,292,475
TO004-D	Increase Frequency on Route 7 (South Saunders)	\$260,518	\$107,677	\$110,369
TO004-E	Increase Sunday Service Span	\$1,531,436	\$1,828,868	\$1,874,589
TO005-AL	Improvements to Route 21 - Caraleigh	\$396,631	\$493,826	\$506,172
TO005-AM	Glenwood Route Package	\$471,164	\$993,427	\$1,018,263
TO005-BJ	GoRaleigh Complementary ADA Services	\$1,247,999	\$1,477,885	\$1,514,832
TO005-I	Southeast Raleigh Route Package (4 Routes)	\$2,735,060	\$2,196,138	\$2,251,041
TO005-J	NW Raleigh Route Package (4 Routes)	\$3,190,903	\$2,884,252	\$2,956,358
TO005-P	Route 33 / New Hope - Knightdale	\$460,000	\$414,636	\$425,002
TO005-Q	New Route 401 – Rolesville Express	\$119,000	\$121,975	\$125,024
TO005-R	Route 20: Garner	\$1,679,300	\$1,473,975	\$1,510,824
<i>GoTriangle</i>		<i>Agency Subtotal</i>		
		\$4,288,093	\$5,427,702	\$5,563,395
TO003-A	Fuquay-Varina Express Route	\$285,971	\$293,120	\$300,448
TO005-A	Route 100 Frequency and Sunday Span Improvements	\$541,893	\$555,440	\$569,326
TO005-AC	Improvements to Route 305: Holly Springs-Apex-Raleigh	\$857,511	\$1,501,452	\$1,538,988
TO005-AS	Route NRX / North Raleigh Express	\$313,200	\$321,030	\$329,056
TO005-B	Route 300 Improvements	\$648,753	\$664,972	\$681,596
TO005-BH	GoTriangle Complementary ADA Services	\$187,285	\$468,385	\$480,095
TO005-C	Additional Trips for Durham-Raleigh Express	\$245,055	\$288,110	\$295,313
TO005-D	Reliability Improvements for Chapel Hill-Raleigh Express	\$61,424	\$62,960	\$64,534
TO005-X	New Route 310: RTC-Cary	\$1,147,001	\$1,272,233	\$1,304,039
<i>Town of Apex</i>		<i>Agency Subtotal</i>		
		\$115,000	\$379,770	\$389,264
TO005-BF	GoApex Route 1: Fixed-Route Circulator	\$115,000	\$379,770	\$389,264
<i>Town of Cary</i>		<i>Agency Subtotal</i>		
		\$1,941,795	\$2,135,974	\$2,189,373
TO004-A	Sunday and Expanded Holiday Service on All Pre-Existing Routes	\$453,807	\$418,291	\$428,748
TO004-B	Increase Midday Frequencies on Pre-Existing Routes	\$475,000	\$490,377	\$502,636
TO005-BE	Apex-Cary Express	\$129,114	\$148,038	\$151,739
TO005-BI	GoCary Complementary ADA Services	\$125,000	\$132,360	\$135,669
TO005-H	Weston Parkway Route	\$758,874	\$946,908	\$970,581

FY21 and FY22 Transit Services

Baseline Work Group

The TPAC recommended and Wake Transit Governing Boards adopted the “Baseline Transit Funding Documentation” that identifies pre-Wake Transit funding baseline for each Provider.

Budget and Finance Committee Task List includes review and provide a recommendation if needed to TPAC.

Specialized	receive a summary presentation of FY2022 AIT funding allocations and reimbursements	Oct-Dec		X		X	
Specialized	Review and provide a recommendation, if needed, to the TPAC to approve or deny proposed baseline funding methodology and process adjustments to the financial policy	Aug-Oct		X		X	

Members discussed the difference in Interpretation on 10/6 and plan to continue to meet.

- 10/27 – 10:00am – 11:00am
- 11/17 – 10:00am – 11:00am
- 12/08 – 10:00am – 11:00am

Questions

VII. Continue Discussion on FY21 & FY22 Reimbursement Requests

Requested Action:

Approve a reprieve of baseline requirements and payment of submitted FY21 and FY22 reimbursement requests for Wake Transit programmed investments.

TPAC Roll Call Vote:

1. Approve the Draft September TPAC Meeting Minutes
2. Recommend approval of the FY23/Q2 Amendment Requests
3. Recommend adoption of the 2022 Community Engagement Policy
4. Recommend reprieve of FY21 and FY22 baseline requirements and recommend approval of reimbursement requests for Wake Transit programmed investments

VIII. 2022 Wake Transit Bus Service Performance Review

Attachment F

Evan Koff, CAMPO

Wake Transit-Funded Bus Service Performance Review

- Evaluate bus service performance against adopted targets
 - 26 applicable fixed-routes (9 in developmental period) and GoWake Access' services
- Completed annually by Planning & Prioritization Subcommittee in June-August timeframe
- Data from Q2 of FY 2021 through Q3 of FY 2022
- May be used by TPAC to inform/recommend potential changes to bus service investments
- Improve productivity for underperformance or provide additional resources for overperformance
- Four established targets:
 - Passenger boardings per revenue hour or trip
 - Cost per passenger boarding
 - Farebox recovery
 - On-time performance

Important Policy Points

- Targets applicable after 18-month developmental period
- Route Underperformance = 3 or more consecutive quarters of not hitting 3 or more targets
- Route Overperformance = 3 or more consecutive quarters of hitting 3 or more targets
- Continued and Subsequent COVID-19 Impacts:
 - Operator Shortage impacts on service capacity
 - Continued ridership increases on midday and evening service relative to the now rebounding commuter based peak services
 - Fare collection suspension continued through end of FY23 → Accurate tabulation of over or underperforming continues to be difficult
- Continue to temper performance expectations and look more closely at performance trends

Adopted Service Measures/Targets

Figure 14 | Minimum Productivity Levels (Passenger boardings per Revenue Vehicle Hour)

	REVENUE VEHICLE HOUR					REVENUE VEHICLE TRIP	
	Frequent Route	Local Route	Community Route	Demand-Response Service	Shuttle Service	Core Regional Route	Express Route
Weekdays							
All Day	25	20	10	1.5	10	20	10
Early Morning	15	10	10	1.5	10	10	–
Late Night	15	10	10	1.5	10	10	–
Saturdays							
All Day	20	15	10	1.5	10	15	–
Sundays							
All Day	15	10	10	1.5	10	10	–

Note: “Early morning” and “Late Night” refers to service before and after the minimum span of service. All day refers to the complete span of service, including early morning and late night service. “–” indicates that the standard does not apply. *core regional and express route productivity is measured as a minimum number of passengers per trip.

Adopted Service Measures/Targets

Figure 15 | Operating Cost per Boarding

Frequent Route	Local Route	Community Route	Demand-Response Service	Core Regional Route	Express Route	Shuttle Service
\$6.00	\$6.00	\$10.00	\$30.00	\$6.00	\$10.00	\$10.00

Figure 16 | Minimum Farebox Recovery

Frequent Route	Local Route	Community Route	Demand-Response Service	Core Regional Route	Express Route	Shuttle Service
20%	15%	10%	5%	20%	15%	15%

Figure 17 | Minimum On-Time Performance

Frequent Route	Local Route	Community Route	Demand-Response Service	Core Regional Route	Express Route	Shuttle Service
85%	85%	85%	85%	85%	85%	85%

Phased Performance Standards & COVID

The performance standards, including **boardings per hour**, will be phased in over time, such that in the initial years, individual routes and services will be evaluated according to the following schedule:

- **Fiscal Years 2017-2021 – 80% of target**
- **Fiscal Years 2022-2026 – 90% of target**
- Fiscal Year 2027 and beyond – 100% of target

Measure	Frequent	Local	Community	Demand Response
Boardings per hour	20.0 → 22.5	16.0 → 18.0	8.0 → 9.0	1.20 → 1.35
Cost per boarding	\$7.20 → \$6.60	\$7.20 → \$6.60	\$12.00 → \$11.00	\$36.00 → \$33.00

Measure	Core Regional	Express
Boardings per trip	16.0 → 18.0	8.0 → 9.0
Cost per boarding	\$7.20 → \$6.60	\$12.00 → \$11.00

Phased Performance Standards & COVID

Operating cost per passenger boarding is expected to decrease as service improves and ridership increases. For that reason, the phased schedule is the inverse for this performance standard and should be evaluated according to the following schedule:

- **Fiscal Years 2017-2021 – 120% of target**
- **Fiscal Years 2022-2026 – 110% of target**
- Fiscal Year 2027 and beyond – 100% of target

Measure	Frequent	Local	Community	Demand Response
Boardings per hour	20.0 → 22.5	16.0 → 18.0	8.0 → 9.0	1.20 → 1.35
Cost per boarding	\$7.20 → \$6.60	\$7.20 → \$6.60	\$12.00 → \$11.00	\$36.00 → \$33.00

Measure	Core Regional	Express
Boardings per trip	16.0 → 18.0	8.0 → 9.0
Cost per boarding	\$7.20 → \$6.60	\$12.00 → \$11.00

Presentation of Route Performance: City of Raleigh

Route	Boardings/Revenue Hour or /Trip	Cost/Boarding	Farebox Recovery	On-Time Performance
Route 7: South Saunders	✓	✓	N/A	✓
Route 17: Rock Quarry	--	--	N/A	--
Route 18: Poole-Barwell	--	--	N/A	✓
Route 18S: Poole	--	--	N/A	✓
Route 19: MLK-Sunnybrook	--	✓	N/A	✓
Route 20: Garner	--	--	N/A	✓
Route 21: Caraleigh	✓	✓	N/A	✓
Route 26: Edwards Mill	--	--	N/A	--
Route 27: Blue Ridge	--	--	N/A	✓
Route 33: Knightdale	--	--	N/A	--
Route 36: Creedmoor	--	--	N/A	✓
Route 401: Rolesville	--	--	N/A	✓

Presentation of Route Performance: City of Raleigh

Route	Boardings/Revenue Hour or /Trip	Cost/Boarding	Farebox Recovery	On-Time Performance
Route 100	--	--	N/A	✓
Route 300	--	--	N/A	--
Route 305	--	--	N/A	--
Route 310	--	--	N/A	--
Route CRX	--	--	N/A	✓
Route DRX	✓	--	N/A	✓
Route FRX	--	--	N/A	✓

Presentation of Route Performance: Town of Cary

Route	Boardings/Revenue Hour or /Trip	Cost/Boarding	Farebox Recovery	On-Time Performance
Route 1: Crossroads	--	--	N/A	✓
Route 3: Harrison Avenue	--	--	N/A	✓
Route 4: High House Road	--	--	N/A	✓
Route 5: Kildaire Farm Road	✓	✓	N/A	✓
Route 6: Buck Jones Road	--	✓	N/A	✓
Route 7: Weston Pkwy	--	--	N/A	✓
Route ACX: Apex-Cary	--	--	N/A	--

Actions Taken Since FY 2021 Performance Review - Highlights

- **GoRaleigh:**
 - Capital improvements along multiple corridors to increase proportion of captured market.
 - Increased marketing efforts on entire system
 - Began procurement to study the applicability of microtransit in the NW Package of routes
- **GoTriangle:**
 - Offering a non-CDL program to alleviate realities of the operator shortage
 - Rescheduled the 305 to take advantage of the GoApex Route 1
- **GoCary:**
 - Adjusted timepoints to help new operators improve their on-time performance
- **GoWakeAccess:**
 - Launch of the GoWake SmartRide NE Service

Proposed Actions from FY 2022 Performance Review - Highlights

- **GoRaleigh:**
 - Route 17: recommended to be properly classified as local route instead of a community route
 - Routes 21 & 7: Using the City's amenity policy, the Bus Plan Update capital plan, and the recommendations of the Dix Edge Area Study (covers most of the service area for the 21) to guide future supportive bus amenities along both over-performing corridors
- **GoTriangle:**
 - Route 100: To alleviate the AM load factor, GoTriangle is proposing 15-minute weekday peak service, and 30-minute weekend service once there is the available operator capacity.
 - Route 310: Addition of a stop at Wal-Mart to increase ridership
- **GoCary:**
 - Route 3: Harrison Ave – Adding solar lighting to bus stop poles to encourage evening ridership
 - Recommends shifting the ACX to an all-day service through the Wake Transit Bus Plan

VIII. 2022 Wake Transit Bus Service Performance Review

Requested Action:

Receive as information.

IX. Wake Bus Plan Project Prioritization Policy

Attachment G

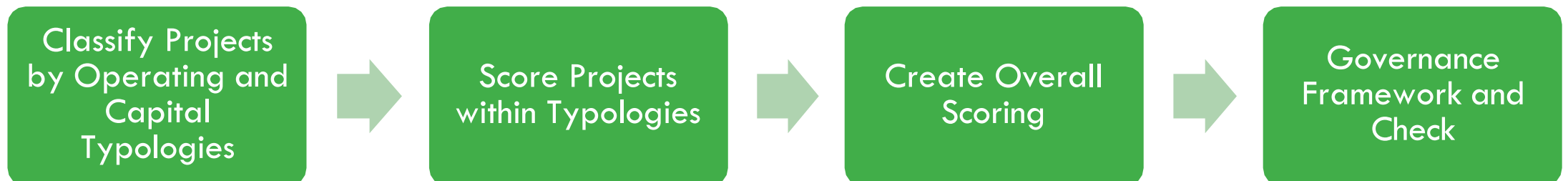
Anna Stokes, CAMPO

Project Prioritization Policy Overview

- Background: Created in 2018 for the first Wake Bus Plan, then re-ran in 2020 for the Wake Transit Plan Vision Update
- Inputs: operating and capital bus service projects
- Output: ranked list of projects in order of priority based on a set of criteria

Current Policy Outline

1. Project Prioritization Policy Overview
2. Evaluation Framework
 - A. Evaluating Operating Projects
 - B. Evaluating Capital Projects
3. Governance Framework



Prioritization versus Programming



Prioritization

- Guided by Project Prioritization Policy
- Prioritization model outputs a ranked list of projects
- Routes are ranked individually rather than as packages
- Does not consider available funds or timing



Programming

- Guided by funding projections
- Programming exercise outputs a schedule of projects by fiscal year
- Routes are considered in packages when applicable
- Considers available funds and timing by year

Transit Plans, Bus Plans, and Prioritization

Wake Transit Plan (2016)

- Route level **planning**
- **No** prioritization or programming done
- Public engagement on **proposed bus network**

Wake Transit Plan Update (2020)

- **No** route level planning
- Re-prioritization and programming **done on Wake Bus Plan and SRTP projects, given changing financial and market conditions**
- Public engagement on **community priorities**

Wake Bus Plan and SRTPs (2018)

- Route level **implementation details**
- Prioritization and programming **policy created and implemented**
- Public engagement on **programmed projects**

Wake Bus Plan and SRTPs Update (present)

- Route level **planning and implementation details**
- Prioritization and programming **policy updated and implemented on new planned projects**
- Public engagement on **route concepts**

Overall Wake Transit Prioritization Context

The adopted Wake Transit Plan Update Final Project Prioritization and Reprogramming Guidance supersedes the Wake Bus Plan Project Prioritization Policy. This Policy we are updating applies only to bus service expansion projects, which is the last of eight tiers in the adopted Transit Plan Guidance:

1. Continued Funding for Community Funding Area Program as Currently Programmed and Funding Programmed for Rural Elderly/Disabled and General Public Demand-Response Trips (GoWake Access Allocations)
2. Capital Projects with Design or Land Acquisition Phases Already Initiated, for Which later Phases Should Be Funded to Keep Their Momentum
3. Facilities/Infrastructure/Resources Needed to Support Future Expansion or General State of Good Repair and Operations
4. Projects That Involve Time-Sensitive External Grant Sources as Part of Their Overall Funding Mechanism (such as LAPP or other federal sources)
5. Wake Bus Rapid Transit Program of Projects
6. Commuter Rail Project Design, Right-of-Way/Land Acquisition, Construction, Vehicle Procurement, and Operations
7. Systemwide Bus Stop Improvements for Already Served Corridors/Stop Locations
8. Fixed-Route Bus Service Improvements and Corresponding Infrastructure that Ties to Bus Service Improvements/Expansion

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- 8. Fixed-Route Bus Service Improvements and Corresponding Infrastructure that Ties to Bus Service Improvements/Expansion**

Purpose of Project Prioritization Policy

[Unchanged from 2018 Adopted Policy]

The Project Prioritization Policy is a decision-making framework. It is intended to provide:

- A transparent and easily understandable process for making choices between competing investment needs associated with implementation of the Wake Transit Plan
- Guidance on the development of the 10-year bus service and capital investment plan prepared through the Wake Bus Plan
- An optional process that may be used by the TPAC to adjust bus service and the capital investment program outlined by the MYBSIP to reflect changes in available funds, new or substantially modified project requests, or other needs in the region

Four Big Moves Drives the Prioritization Policy

[Unchanged from 2018 Adopted Policy]

- **Connect Regionally:** Create cross-county connections by developing a combination of regional rail and bus investments. The investment plan reflects a Durham-Wake commuter rail project as well as a series of **regional express routes**.
- **Connect All Wake County Communities:** Connect all 12 municipalities in Wake County plus the Research Triangle Park (RTP) and Raleigh-Durham International Airport (RDU). This investment will include a combination of **regional and express bus routes**.
- **Frequent, Reliable Urban Mobility:** Develop a frequent transit network in Wake County's urban core. The frequent transit network will include development of bus rapid transit services, plus **high frequency bus services** along major corridors in the County's most developed communities.
- **Enhanced Access to Transit:** Directs investment to existing **fixed-route services** to make service more convenient. The investments include expanding transit operating hours, such as providing more service on weekend days or increasing services on weeknights. Enhancing access to transit also increases the frequency of service on many routes and develops demand-response services in lower density areas.

What Projects go through Project Prioritization?

- **Includes:** proposals submitted by sponsors for new projects, major changes to existing projects, and related capital projects, including those that were previously programmed but have not been implemented or are not planned to be implemented in FY24 or earlier.
- **Excludes:** proposals for minor changes to existing routes/projects (e.g., slight route realignments that are cost neutral)

Major changes to existing projects will be guided by the definition of “Major Amendments” in the **Wake Transit Plan Amendment Policy**, defined in August 2022 as changes in scope that:

- Cause deviation from the original purpose of the project as intended when the project scope was included in the subject work plan;
- Cause deviation from the originally intended method of project achievement; and
- Cause a major deviation to the outcome of the project as intended when the project scope was included in the subject work plan.

Process for 2022 Proposed Policy

- The development of the 2022 Proposed Project Prioritization Policy was led by CAMPO with continuous input from the Wake Bus Plan Core Technical Team throughout the Summer and Fall of 2022

- Member Organizations of the Wake Bus Plan Core Technical Team include:
 - Apex
 - CAMPO
 - Cary / GoCary
 - Fuquay-Varina
 - Garner
 - GoTriangle
 - Holly Springs
 - Knightdale
 - Morrisville
 - NCDOT
 - NCSU
 - Raleigh / GoRaleigh
 - Rolesville
 - RTP
 - Wake County / GoWake
 - Wake Forest
 - Wendell
 - Zebulon

Key Challenges with 2018 Adopted Policy

- Methodology is a complicated and not easily replicable
- Project typology definitions overlap, and some are too restrictive in scope
- Unable to evaluate microtransit or on demand projects
- Operating project evaluation metrics need tweaking, since travel patterns have changed, and the County's network is much more built out than in 2018
- Capital project evaluation covers projects that are now addressed in the overall Wake Transit Plan prioritization guidance
- Programming methodology is not well defined
- Parts of Governance Framework are outdated

Operating & Capital Project Prioritization

Adopted Methodology for Operating Projects

Step 1: Project Typologies

Assign projects to typologies:

- Frequent Network Routes
- Intra-County and Regional Express Routes
- All Day Transit Routes that Serve New Areas
- Improvements to Service Span and Frequency

Step 2: Project Scoring by Type

Analyze 8 prioritization metrics based on 4 plan objectives (Develop, Connect, Enhance, and Sustain) for each project

- Raw scores: calculate each prioritization metric for each project
- Ordinal scores: assign relative scores of 1 to 4 within each typology for each metric

Step 3: Overall Project Scoring

Weigh metrics by typology to get prioritized list of all projects

- Weigh relative metric scores for each project based on the objectives of each typology
- Sum the weighted scores for each project
- Rank projects from highest priority to lowest

Proposed Methodology for Operating Projects

Step 1: Project Typologies

Assign projects to typologies:

- Frequent Network Routes
- Intra-County and Regional Express Routes
- **Investments to Local Services**
- ~~All Day Transit Routes that Serve New Areas~~
- ~~Improvements to Service Span and Frequency~~

Analyze ~~8~~ **6** prioritization metrics based on ~~4~~ plan objectives (Develop, Connect, Enhance, and Sustain) for each project

- Raw inputs: calculate each prioritization metric for each project
- Ordinal scores: assign relative scores of 1 to 4 within each typology for each metric

Sum to get prioritized list of all projects ~~Weigh metrics by typology to get prioritized list of all projects~~

- ~~Weigh relative metric scores for each project based on the objectives of each typology~~
- Sum the **ordinal** weighted scores for each project
- Rank projects from highest priority to lowest

Proposed Methodology for Operating Projects

Assign projects to typologies:

- Frequent Network Routes
- Intra-County and Regional Express Routes
- **Investments to Local Services**
- ~~All Day Transit Routes that Serve New Areas~~
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Analyze ~~8~~ **6** prioritization metrics based on ~~4~~ plan objectives (Develop, Connect, Enhance, and Sustain) for each project

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- ~~Weigh relative metric scores for each project based on the objectives of each typology~~
- Sum the **ordinal** weighted scores for each project
- Rank projects from highest priority to lowest

Proposed Methodology for Operating Projects

Assign projects to typologies:

- ✦ Frequent Network Routes
- ✦ Intra-County and Regional Express Routes
- ✦ **Investments to Local Services**
- ✦ ~~All Day Transit Routes that Serve New Areas~~
- ✦ ~~Improvements to Service Span and Frequency~~

Step 2: Project Scoring by Type

Analyze ~~8~~ **6** prioritization metrics ~~based on 4 plan objectives (Develop, Connect, Enhance, and Sustain)~~ for each project

- Raw inputs: calculate each prioritization metric for each project
- Ordinal scores: assign relative scores of 1 to 4 within each typology for each metric

Transit Demand:

- People + Job density
- Minority + Low Income Population Served
- Number of Key Destinations Served

Network Improvements:

- ~~New People + Jobs with Access to Improved Transit~~ _____

~~Service Productivity:~~ _____

- Projected Passengers per Revenue Hour
- Project Operating Cost per Passenger Hour

Proposed Methodology for Operating Projects

Assign projects to typologies:

- Frequent Network Routes
- Intra-County and Regional Express Routes
- **Investments to Local Services**
- ~~▪ All Day Transit Routes that Serve New Areas~~
- ~~▪ Improvements to Service Span and Frequency~~

Analyze ~~8~~ **6** prioritization metrics based on ~~4~~ plan objectives (Develop, Connect, Enhance, and Sustain) for each project

- Raw inputs: calculate each prioritization metric for each project
- Ordinal scores: assign relative scores of 1 to 4 within each typology for each metric

Step 3: Overall Project Scoring

Sum to get prioritized list of all projects ~~Weigh metrics by typology to get prioritized list of all projects~~

- ~~▪ Weigh relative metric scores for each project based on the objectives of each typology~~
- Sum the **ordinal** weighted scores for each project
- Rank projects from highest priority to lowest

Programming Guidance

2022 Programming Guidance

- **Step 1: Draft Programming of Operating Projects** – Use list of prioritized operating projects and available funding projection by year to develop first draft of Multi-Year Operating Program, with projects that are ranked higher programmed earlier in the timeline. Also, include any projects that reduce service or reduce the amount of Wake Transit funds requested (since they were not included in the prioritization list) in the year deemed fit by the project sponsor. Check if the draft programming is advancing the Wake Transit Plan goals by evaluating the proposed FY2027 and FY2030 networks against the targets set in the Plan.

2022 Programming Guidance

- **Step 1: Draft Programming of Operating Projects**
- **Step 2: Draft Programming of Capital Projects** – Slot in capital projects based on their related operating projects and capital funding projections. In many cases, capital projects will be programmed in advance of an operating project, e.g., vehicle purchases and bus stop funding will be programmed 18 months in advance of new route.

2022 Programming Guidance

- **Step 1: Draft Programming of Operating Projects**
- **Step 2: Draft Programming of Capital Projects**
- **Step 3: Proposals for Changes** – Project sponsors submit proposals for changes to the draft programming to advance or defer projects based on any allowable conditions laid out in the Wake Transit Work Plan Amendment Policy.

2022 Programming Guidance

- **Step 1: Draft Programming of Operating Projects**
- **Step 2: Draft Programming of Capital Projects**
- **Step 3: Proposals for Changes**
- **Step 4: Iterate and Adjust** – Edit draft programming based on discussion and input from TPAC partner agencies and project sponsors, through a conversation facilitated by CAMPO.

2022 Programming Guidance

- **Step 1: Draft Programming of Operating Projects**
- **Step 2: Draft Programming of Capital Projects**
- **Step 3: Proposals for Changes**
- **Step 4: Iterate and Adjust**
- **Step 5: Wake Transit Plan Goals** – Check again to see if the draft programming is advancing the Wake Transit Plan goals by evaluating the proposed FY2027 and FY2030 networks against the ridership/coverage and proximity to transit targets set in the Plan. Edit the programming as needed to meet these goals.

2022 Programming Guidance

- **Step 1: Draft Programming of Operating Projects**
- **Step 2: Draft Programming of Capital Projects**
- **Step 3: Proposals for Changes**
- **Step 4: Iterate and Adjust**
- **Step 5: Wake Transit Plan Goals**
- **Step 6: Finalize** – Continue to iterate and edit programming as needed to meet goals and work within available funding to finalize program.

Questions and Next Steps

Next Steps

- Friday 10/28: Comments to be Submitted to Anna Stokes (anna.stokes@campo-nc.us)
- Monday 11/9 – Monday 11/23: 14-Day Public review and comment period
- The PPP will be presented to the CAMPO and GoT Boards this Fall before its anticipated adoption in January 2023

IX. Wake Bus Plan Project Prioritization Policy

Requested Action:

Receive as information.

X. TPAC Subcommittee Report

Upcoming Subcommittee Meetings:

Subcommittee	Joint Planning & Prioritization and Budget & Finance	Community Engagement
Chair(s)	David Walker, City of Raleigh Steven Schlossberg, GoTriangle	Andrea Epstein, City of Raleigh
Vice Chair(s)	Kevin Wyrauch, Town of Cary Shavon Tucker, City of Raleigh	Bonnie Parker, CAMPO
Next Meeting	10/25 – 1:30-3:30pm	10/27 – 1:30-3:00pm

XI. Other Business

Wake Transit Work Plan Amendment Policy: It was previously suggested that additional language be added to the Amendment Policy to provide guidance to project sponsors when submitting an amendment request to return funds to Wake Transit fund balance or budgeted reserve once the project has been awarded outside funds to supplement all or part of the Wake Transit contribution. This suggestion was discussed at the September Joint Planning & Prioritization and Budget & Finance Subcommittee meeting, where the members discussed options for a path forward. The plan is to bring the discussion item back to the Joint Subcommittee over the next couple of months to determine what the new language should be and where it should be published. The recommendation of the members will then be brought before the TPAC for review and discussion.

XI. Other Business

CAMPO Agency Update: It was decided last spring that CAMPO would move its offices from Downtown Raleigh to “The Fenton” complex just off of I-40 on Cary Towne Blvd. The move to the new facility has been pushed out a few months, in part due to supply shortages, but we are preparing to make the physical move in November/ December.

Independent of the physical move, the CAMPO Executive Board voted in August for CAMPO to change host agencies from The City of Raleigh to the Town of Cary. That transition is also underway and will go into effect in January 2023. More information about both changes will be provided as the process progresses.

First Change: CAMPO/TPAC meeting links will become inactive in December

Expect new invitations for all December meetings in the coming weeks.

Once settled in, we will resend the recurring invitations.

XI. Other Business

RTA Transit Awareness Day Wake Transit Staff from CAMPO, GoTriangle team members, elected officials, and other transit advocates and partners attended the first Regional Transportation Alliance (RTA) local transit awareness day on September 29th. It was an educational and eye-opening “field trip” to learn about the regions transit system now and plans for the future. Want to thank Joe Milazzo, his team and all partners that helped to put on the event.

Any other new or old business to discuss?

XII. Adjourn

Next TPAC Meeting:

November 9, 2022