



IX. Multi-Year Bus Services Implementation Plan: 10-Year Service & Capital Plan

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Wake
TRANSIT

TPAC

Strategy for Communicating and
Engaging with the TPAC

Communication Goals

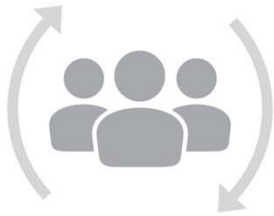


- Articulate MYBSIP approach and intended outcomes
- Lay out a clear schedule and timeframe for TPAC input
- Ensure TPAC members can easily explain MYBSIP to others

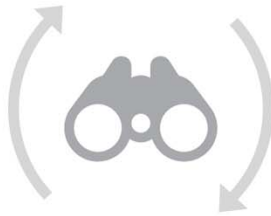
- At the end of the study:
 - Feel there was adequate and appropriate opportunities to participate
 - Have confidence in process and products
 - Understand and support eventual recommendations

Core Technical Team (CTT)

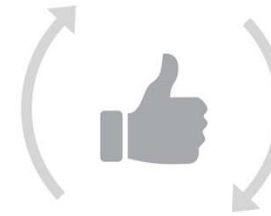
CONSULTANT TECHNICAL ASSISTANCE



STRATEGY & APPROACH



EARLY FINDINGS



RECOMMENDATIONS

Transit Planning Advisory Committee (TPAC)

RECOMMENDATIONS

Transit Partners
Advisory Boards, Elected Officials

Wake Transit
Governing Board



IMPLEMENTATION

FALL 2017

WINTER 2017 | SPRING 2018

SUMMER 2018

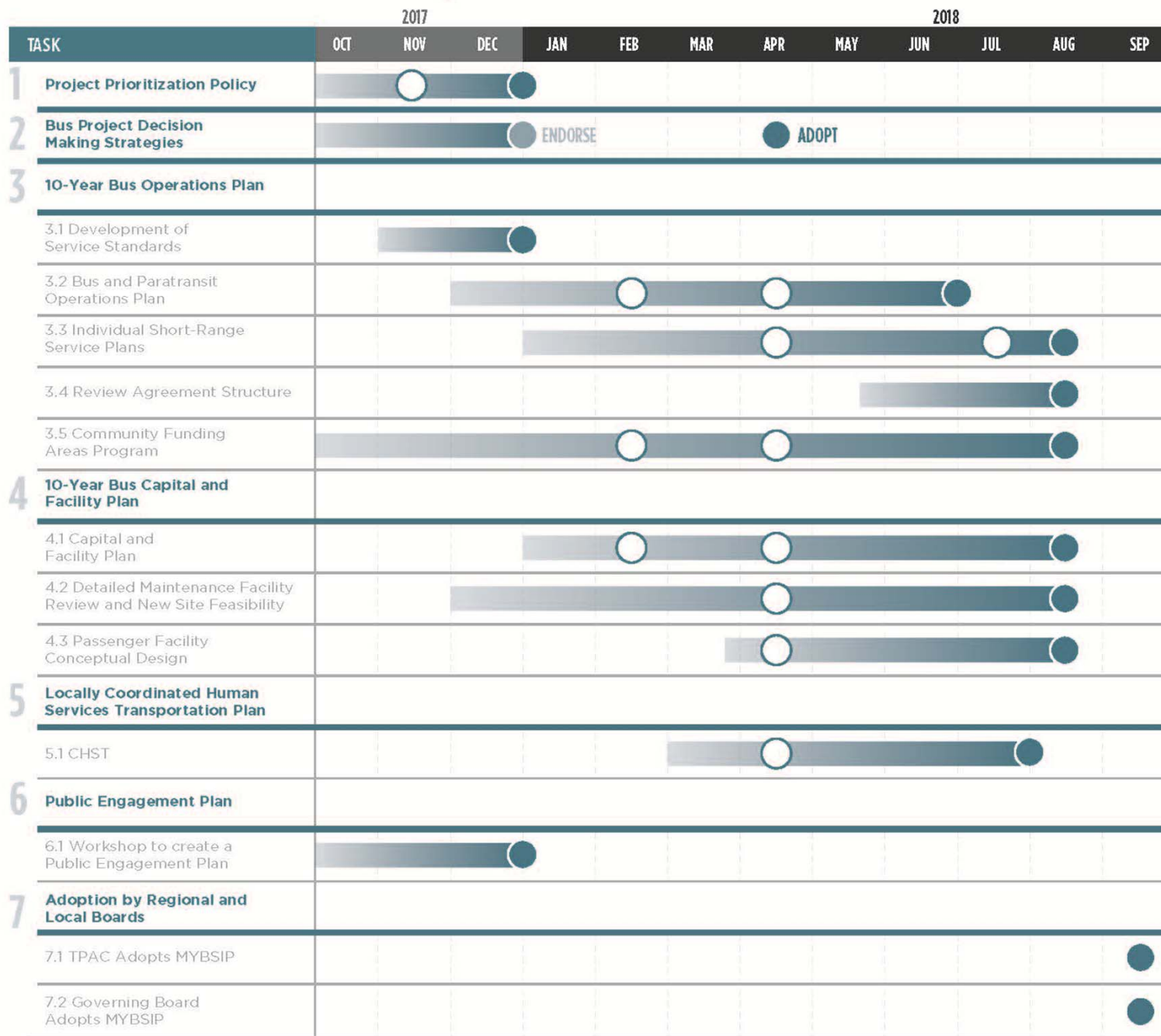
Approach






Technical Work will be presented in three phases:

1. Process, Goals and Expected Outcomes
 - Technical work at 10% -25% mark
 - Discuss approach and implications for Wake Transit Plan
2. Early Findings and Implications
 - Technical work at 50% - 75% mark
 - Present early findings, identify challenges and request input
3. Recommendations and Draft Report
 - Technical work reaches 90% mark
 - Focus on recommendations and next step
 - TPAC comment on final drafts of technical memo

Multi-Year Bus Service Implementation Plan



-  **Prepare** - CTT, TPAC, agency development
-  **Public Input** - meetings, board presentations, other events
-  **Finalize** - TPAC, Board decision



Wake
TRANSIT

10-Year Plan

10-Year Service and Capital Plan



Define slate of projects that will result in the Wake Transit Plan

1. **Operating plan** – recommended schedule of transit service projects
2. **Capital investment** – capital projects needed to support service plan
3. **Independent capital projects** – schedule for capital initiatives (fare technology, AVL etc.)
4. **Costs** – project cost and ensure costs aligned with revenue
5. **Benefits** – project benefits and balance program with goals

Bus and Capital Plan - Overview



- Planning will cover 2019 – 2027
 - Year 1: FY18 Work Plan (implemented)
 - Year 2: FY19 Work Plan (being developed)
 - Year 3: FY20 Work Plan (drafted by consultant team)
- Multi-Year Bus Service Implementation Plan will cover FY20 – FY27

Bus and Capital Plan - Overview



- Focus on MYBSIP, but will coordinate with MIS
 - Investments solely for BRT or CR will not be included
 - But progress / status of BRT and CR impacts MYBSIP
- Includes fixed-route, ADA paratransit, and demand-response service
- Considers other projects / goals included in MYBSIP
 - Community Funding Areas
 - Fare Policy
 - Coordinated Human Service Transportation

Plan Development



- Start with 2027 Program (Four Big Moves)
 - Expected implementation, costs and benefits
 - Adjust base year to reflect programmed service
 - Create annual program of projects to reach 2027 implementation
- Create analytic tools and GIS models
 - Input projects (individual services added/changed)
 - Calculate operating and capital costs, vehicle needs, ridership projections, and other metrics (equity)
 - Compare / contrast with regional models
- Check against project prioritization process
- Confirm we are getting what we want (public, CTT and stakeholders)

Bus and Capital Plan – Service Changes



For each programmed year (FY2020 – FY2027)

- Spreadsheet of routes and capital projects
 - Routes categorized by service type, area of implementation and role in vision
 - Includes paratransit / demand response
- Capital projects linked to services
- Capital projects not linked to service
- Maps
- Equity analysis
 - Geographic, socio-economic/demographic, transit operator
- Articulate progress towards envisioned transit network
 - % of Wake County communities with service
 - % of Frequent Transit Network implemented



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Questions?

