

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

September 9, 2020

9:30 AM – WebEx Meeting

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome & Introductions

Shannon Cox, TPAC Chair

WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

II. Adjustments to the Agenda

Shannon Cox, TPAC Chair

III. General Public or Agency Comment

Any written comments received?

Any additional comments from attendees?

Shannon Cox, TPAC Chair

IV. Wake Bus Rapid Transit Branding Process and Advisory Committee

Attachment A

Meghan Finnegan, Raleigh

Work Group Identification Worksheet

Wake Transit Work Group IDENTIFICATION Worksheet

Convening Body:	Type	Work Group Name
	Project Sponsor	Wake Bus Rapid Transit Branding Advisory Committee
Contact Person/Coordinator:	Agency:	The City of Raleigh
	Phone:	919 996 4123
	Email:	mila.vega@raleighnc.gov
Mila Vega		

Purpose of the Group:

A Branding Advisory Committee will be established for the purpose of providing input to, and feedback on, the Wake Bus Rapid Transit (Wake BRT) branding process. The branding committee representative roles and responsibility will include: Participating in various focus group meeting throughout the two phased process and timeline identified above to provide feedback; Providing input towards stakeholder and public outreach survey questionnaire; Provide input on which regional elements to reflect in the BRT Brand; incorporate into initial concepts; Review of peer review and branding survey analysis summaries and providing feedback to consultant team to develop initial concepts (6-8); Provide input towards second survey highlighting initial brand concepts and provide direction through refinement process; Review refined concepts to narrow down to three (3) final options.

- Review three (3) final options and vote for a recommended selection of Wake BRT brand.

Specific Planned Tasks/Deliverable(s):

A Branding Advisory Committee will develop and recommend a final branding concept. The committee will begin with the development of six (6) to eight (8) initial brand concepts and refinement to three (3) final options. The committee will then review the three (3) final options and vote for a recommended selection of Wake BRT brand.

Timeline for Task Completion:

Start Date 08 / 12 /2020

End Date 01 / 01 /20

Delivery Cycle: Monthly

Delivery Details:

Results Presentation to and/or Approval by: Check all that apply

- TPAC Committee
- TPAC Cabinet
- Governing Boards
- Lead Agency-CAMPO
- PE&C Subcommittee
- P&P Subcommittee
- B&F Subcommittee
- Lead Agency-GoTriangle
- Other
- Other

Town of Garner (municipal partner)

Town of Cary (municipal partner)

WG Members List: Add line as needed

City of Raleigh			Raleigh Housing Authority		List is a list of participating agencies, organizations, municipalities, groups, NOT specific member names.
Town of Cary					
Town of Garner					
Wake County					
CAMPO					
GoTriangle					

TPAC Administrator Notes:

Received: / /

Presented to TPAC: / /

Other Comments:

IV. Wake Bus Rapid Transit Branding Process and Advisory Committee

Requested Action:

Receive as information

V. FY 2021 Work Plan 1st Quarter Amendment Request

Attachment B

Bret Martin, CAMPO

V. FY 2021 Work Plan 1st Quarter Amendment Request

- GoTriangle Major Amendment Request
- \$1.4 million from FY 20 commuter rail project development reserve allocation
- Reimburse FTA for financial interest (55.7% share) in 5 parcels along commuter rail corridor
- Parcels previously purchased with FTA funds in support of rail project under development in prior years
- Parcels to be used for potential station sites, laydown areas for construction, and/or contractor access

V. FY 2021 Work Plan 1st Quarter Amendment Request

Subcommittee Discussion

- Amendment would remove any remaining FTA financial interest in parcels along the corridor
- Track and account for county-respective shares for cost-share discussions between Wake and Durham Counties
- Wake Transit fund to be reimbursed equal amount should commuter rail project not proceed
- Need addresses/identifying information for parcels to attach to scope of funding
- TPAC/subcommittees to take closer look at rules and expectations for Wake Transit involvement in real estate interests

V. FY 2021 Work Plan 1st Quarter Amendment Request

Requested Action:

Consider recommending approval of the FY 2021 Wake Transit Work Plan 1st quarter amendment request to the Wake Transit governing boards.

VI. Update on FY 21 Wake Transit Work Plan Reassessment and Vision Plan Update

Attachment C

Bret Martin & Stephanie Plancich, CAMPO

UPDATE ON SCHEDULE

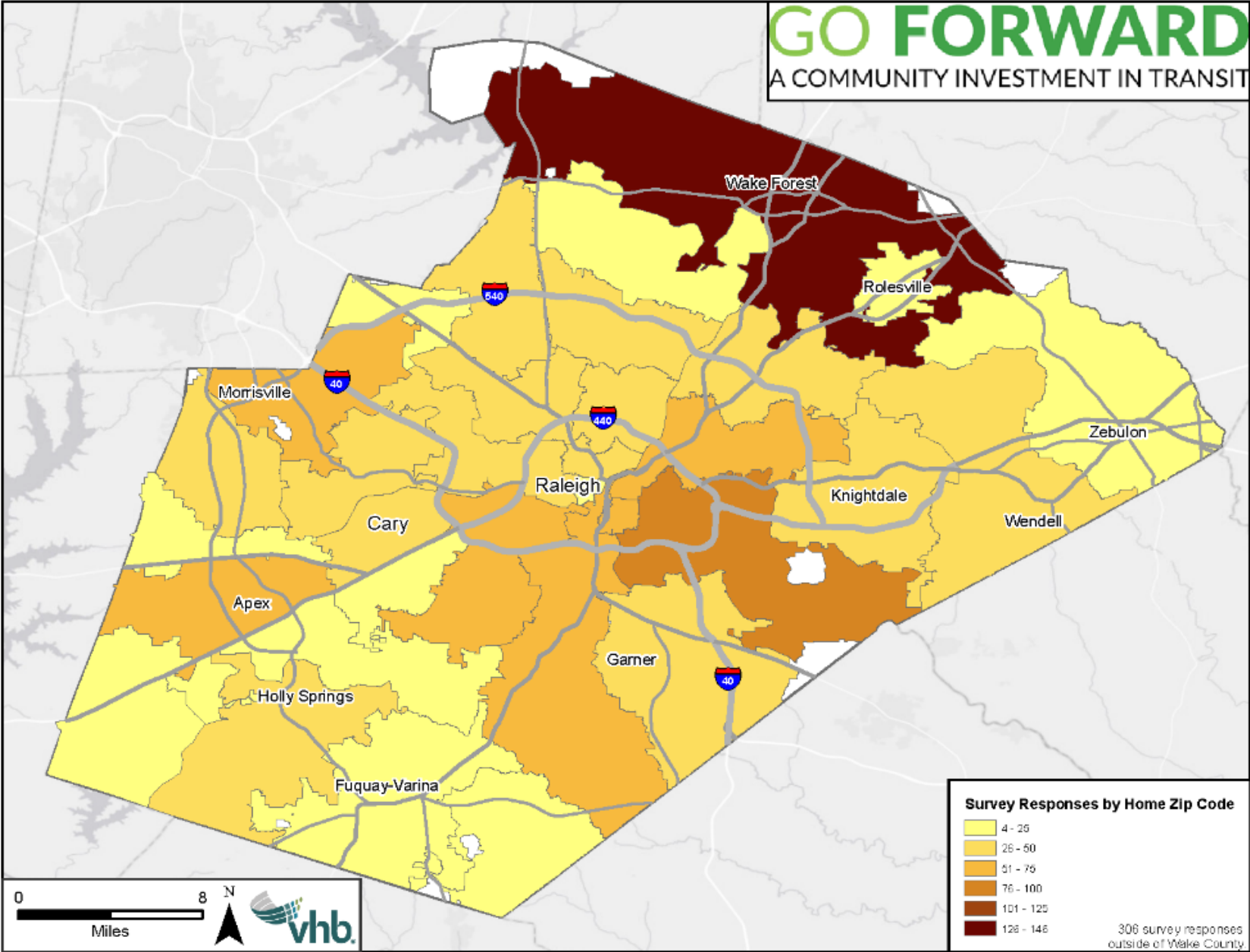
DATES	TASK
September 11th	Project sponsors' internal prioritization of future projects due
Week of September 14th	Stakeholder Group Engagement
Week of September 28th	Joint P&P/B&F Subcommittee and CTT meeting to review and discuss prioritization guidance, revenue receipts for March-June, and share results of public and stakeholder input
October 14th	Share results of public/stakeholder input and prioritization guidance with TPAC
Week of October 19th	Joint P&P/B&F Subcommittee meeting to: 1) Select final financial scenario to carry forward; and 2) Discuss project (re)programming approach/next steps for core design retreat
Week of November 2nd	Core Design Retreat

PUBLIC PRIORITIES SURVEY PARTICIPATION RESULTS

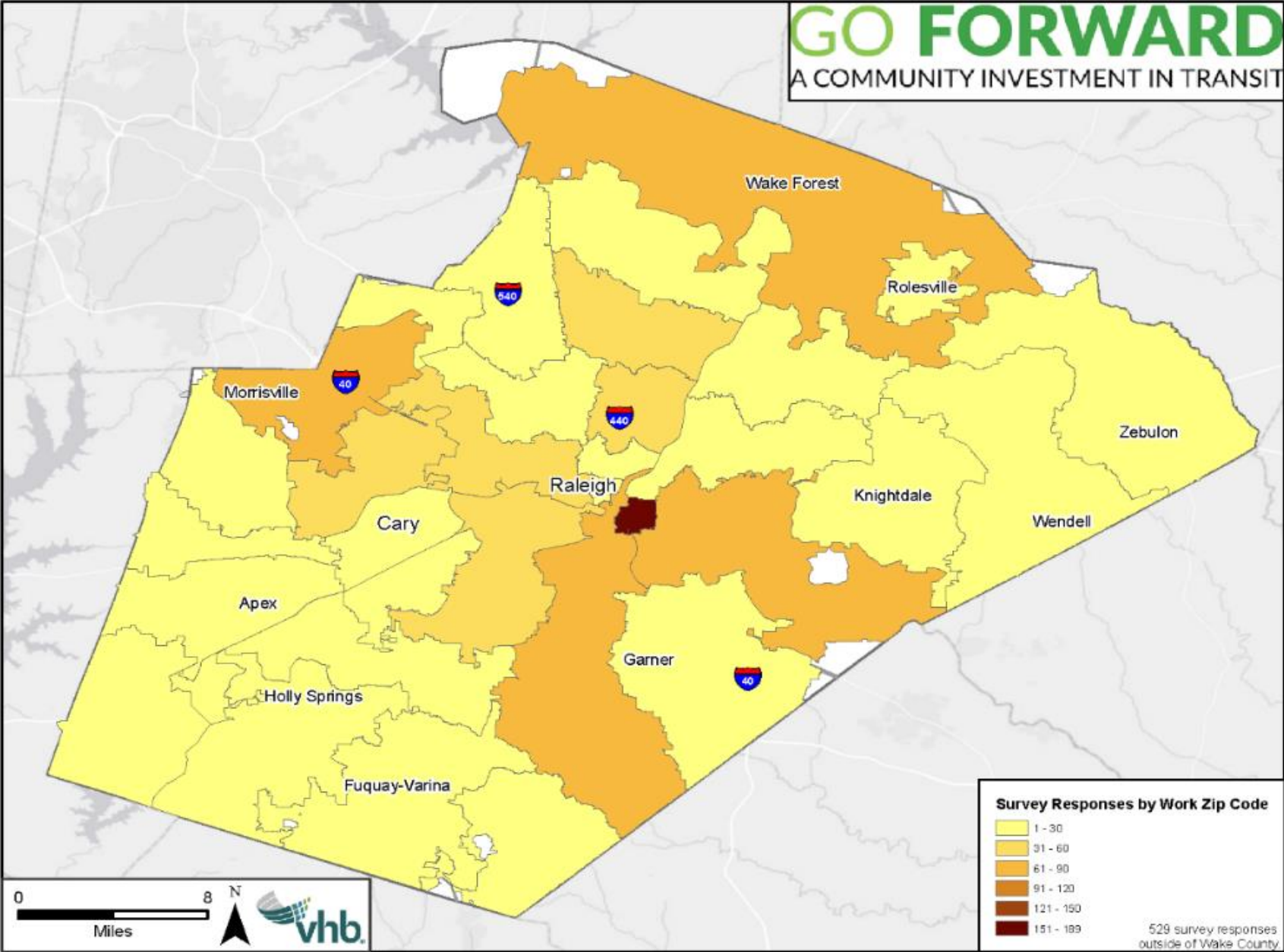
Participation Categories	Goal	Actual
Total Surveys Collected	450+	1,595
Transit User (Have Used Transit Within the Previous Year)	50%	48%
Underserved Participants*	50%	35%
<i>Minority</i>	40%	28%
<i>Low Income/ Poverty</i>	8%	14%
<i>Disability</i>	14%	12%
<i>Younger Than 18</i>	24%	0.4%
<i>65 and Older</i>	12%	17%

***Not all survey respondents completed demographic information**

PUBLIC PRIORITIES SURVEY PARTICIPATION RESULTS – HOME ZIP CODES



PUBLIC PRIORITIES SURVEY PARTICIPATION RESULTS – WORK ZIP CODES



HIGH-LEVEL RESULTS

Average Ranking	Service Priorities
3.76	Coverage
3.56	Frequency
3.54	Regional Service
3.43	Local Service
3.32	Span

Average Ranking	Infrastructure Priorities
3.80	Speed & Reliability
3.72	Connecting Infrastructure
3.53	Technology
3.10	Facilities
2.76	Vehicles

Investment Focus	% Favored	% Favored	Investment Focus
Ridership	54%	31%	Coverage
Speed	50%	35%	Access
Regional	48%	35%	Local
Service	49%	36%	Infrastructure

VIRTUAL STAKEHOLDER INPUT SESSIONS

Monday, September 14th – 1:30-3:00pm

Tuesday, September 15th – 9:30-11:00am

Thursday, September 17th – 6:30-8:00pm

AGENDA

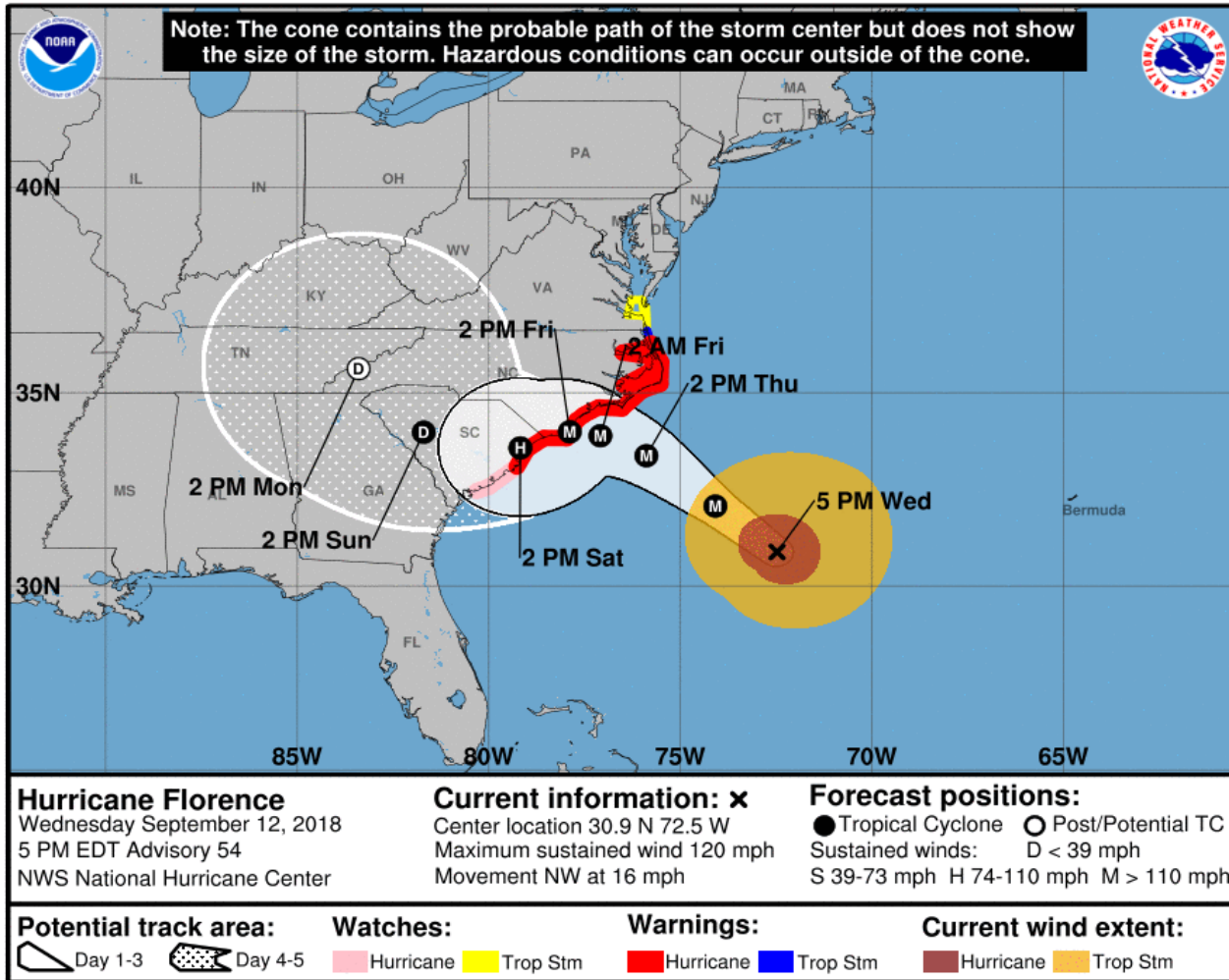
- **Provide context of current planning situation**
- **Share public survey results and how they may be used to inform priorities/reprogramming**
- **Collect input from stakeholders through polling**
- **Discuss polling results and what they mean**

FINANCIAL UPDATE

Month	% Change from 2019		
	Sales Tax	Vehicle Registration Tax	Vehicle Rental Tax
February	+13.7%	+0.7%	+10.0%
March	-10.4%	-13.5%	+11.9%
April	-22.5%	-22.5%	-58.4%
May	-12.9%	-21.2%	-81.5%
June	N/A	-3.0%	N/A

FINANCIAL UPDATE

Financial Scenario Planning: Hurricane Forecasting



- Cone of Uncertainty
- Closer = More Certainty
- Farther = Less Certainty
- Forecast Based on Knowns and Educated Guesses About Known Unknowns
- August/September 2020

COMPARISON OF REVENUE ASSUMPTIONS ACROSS SCENARIOS

Change in Total Sales Tax Collections Compared To:	Scenario 1: Very Conservative	Scenario 2: Conservative	Scenario 3B: Moderate-Low	Scenario 4: Moderate-High	Scenario 5: Optimistic
February Scenario Results	-\$248 million	-\$248 million	-\$233 million	-\$193 million	-\$107 million

Collections to Date Tracking More Toward Optimistic Scenario, But Will Need to Revisit Duration of Assumed Year-over-Year Decreases

JUNE SCENARIO OUTPUTS

Impact Type	Scenarios 1-2: Conservative	Scenarios 3-4: Moderate	Scenario 5: Optimistic
Operating Expenditures Impact	Cut \$21.5-\$32.5M starting in FY 22	Cut \$8.6-\$15.3M starting in FY 22	+\$1.7M starting in FY 28
Capital Expenditures Impact	Cut \$93-\$157M	Cut \$38M to +\$36M	+\$88M
Capital Programming Impact	Postpone \$69-\$133M to FYs 28-30	Postpone \$164-\$183M to FYs 28-30	No postponement to FYs 28-30

VI. Update on the FY21 Work Plan Reassessment and Vision Plan Update

Attachment C

Requested Action:

Receive as information

VII. Community Funding Area (CFA) Program Management Plan – Update to Appendix B Attachment D

Evan Koff, CAMPO

WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Original CFA PMP Service Funding Assumptions

1. Five shuttles or fixed service routes in addition to Wake Forest Circulator
2. Two bus or “GoPass” programs
3. Four subsidy programs
4. Six capital projects

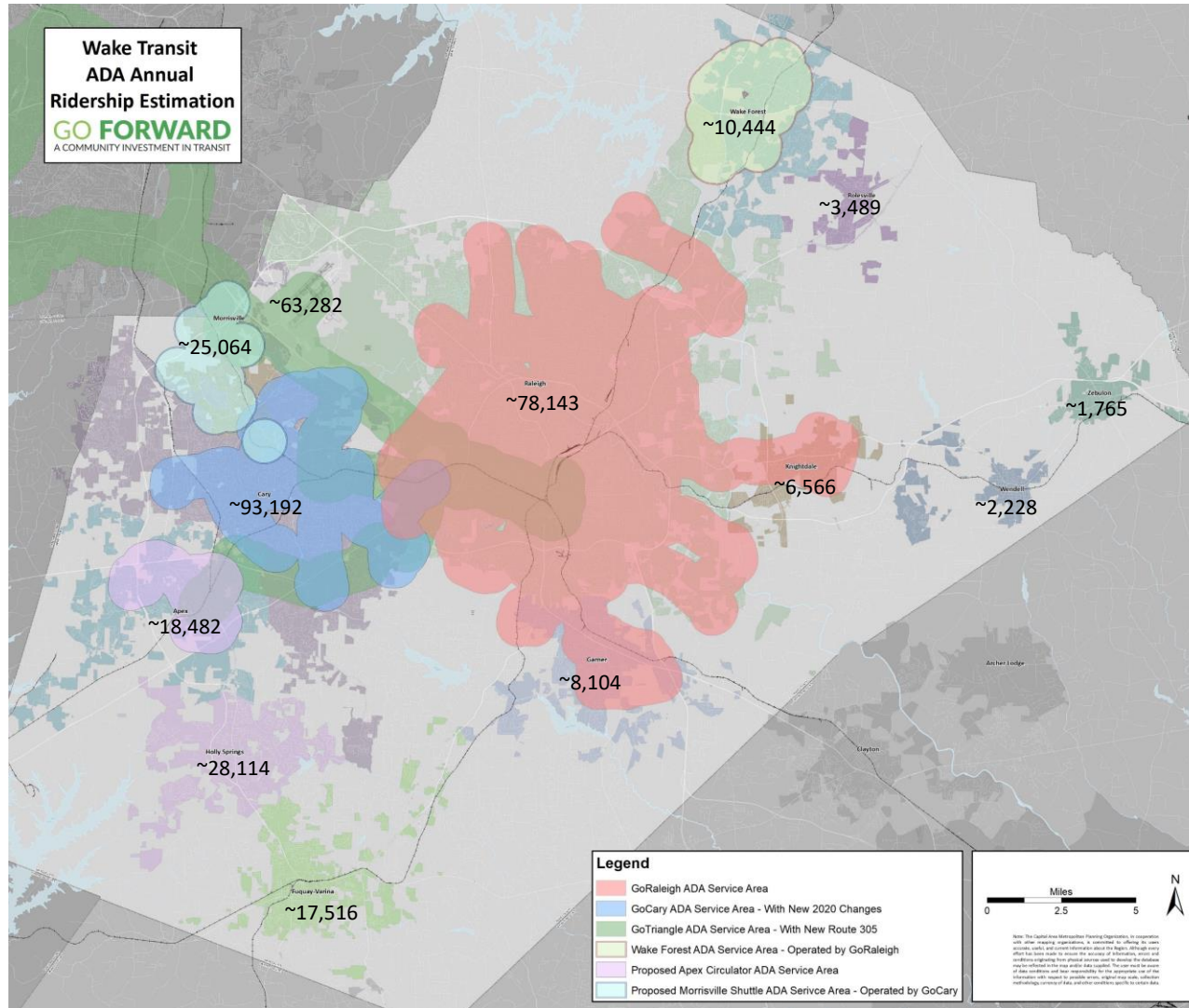
Original assumptions did not account for cost of operating complementary paratransit in concert with assumption #1

Transit Cooperative Research Program (TCRP) Model Inputs

Sketch planning model produced a regression model with five (5) statistically significant independent variables:

1. Paratransit base fare
2. Percent of applicants for ADA paratransit found to be conditionally eligible
3. Whether a system uses conditional trip determination
4. Percent of the population under the poverty line
5. Effective on-time window for ADA paratransit.

TCRP Model Annual Paratransit Ridership Estimates



Transit Authority or Municipality	Per Capita Annual Ridership Coefficient	Annual Ridership (90% Confidence)
GoRaleigh Service Area	0.22	~78,143 (47,220-129,318)
GoCary Service Area	0.81	~93,192 (56,313-154,222)
GoTriangle (Wake) Service Area	0.33	~63,282 (38,240-104,725)
Wake Forest Service Area	0.41	~10,444 (6,311-17,284)
Apex (Proposed) Service Area	0.77	~18,482 (11,168-30,586)
Morrisville (Proposed) Service Area	1.02	~25,064 (15,145-41,478)
Fuquay-Varina	0.73	~17,516 (10,585-28,988)
Garner	0.29	~8,104 (4,897-13,411)
Holly-Springs	0.89	~28,114 (16,987-46,522)
Knightdale	0.46	~6,566 (3,968-10,866)
Rolesville	0.55	~3,489 (2,108-5,774)
Wendell	0.35	~2,228 (1,347-3,688)
Zebulon	0.36	~1,765 (1,067-2,921)

WAKE COUNTY

TCRP Model Annual Paratransit Cost Estimates

Municipality	Service Area Population	Municipal Population	Estimated ADA Ridership	Estimated Cost per Trip Range	Low Annual Cost	High Annual Cost
Holly Springs	N/A	31,646	28,114	\$15.64-\$31.28 GoWakeAccess	\$439,703	\$879,406
Garner	N/A	27,750	8,104	\$10.97-\$21.00 GoRaleigh	\$88,901	\$170,184
Wake Forest: Service Area	25,414	38,054	10,444 2,734 (actual)	\$10.97-\$21.00 GoRaleigh	\$114,571 \$29,999 (actual)	\$219,324
Morrisville: Service Area	24,691	23,873	25,064	\$15.64-\$31.28 GoWakeAccess	\$392,001	\$784,002
Fuquay-Varina	N/A	24,156	17,516	\$15.64-\$31.28 GoWakeAccess	\$273,950	\$547,900
Apex: Service Area	24,059	45,735	18,482	\$15.64-\$31.28 GoWakeAccess	\$289,058	\$578,117

Unusually high values could be result of TCRP 2005 model not considering:

- Integration of taxis into paratransit service;
- Recent cultural/technological trends such as TNCs (Uber, Lyft, etc.); OR
- Proximity of population to fixed route transit.

TCRP Model Annual Paratransit Cost Estimates

Municipality	Service Area Population	Municipal Population	Estimated ADA Ridership	Estimated Cost per Trip Range	Low Annual Cost	High Annual Cost
Holly Springs	N/A	31,646	3,404	\$15.64-\$31.28 GoWakeAccess	\$53,238	\$106,477
Garner	N/A	27,750	2,985	\$10.97-\$21.00 GoRaleigh	\$32,745	\$83,685
Wake Forest: Service Area	25,414	38,054	2,734 2,734 (actual)	\$10.97-\$21.00 GoRaleigh	\$29,992 \$29,992 (actual)	\$57,414
Morrisville: Service Area	24,691	23,873	2,656	\$15.64-\$31.28 GoWakeAccess	\$41,540	\$83,080
Fuquay-Varina	N/A	24,156	2,599	\$15.64-\$31.28 GoWakeAccess	\$40,648	\$81,297
Apex: Service Area	24,059	45,735	2,588	\$15.64-\$31.28 GoWakeAccess	\$40,476	\$80,953

Municipality	Population not already being served	Estimated ADA Ridership	Estimated Cost per Trip Range	Low Annual Cost	High Annual Cost
Garner	16,213	1,241	\$10.97-\$21.00 GoRaleigh	\$13,615.52	\$26,064.35
Apex: Service Area	16,379	1,762	\$15.64-\$31.28 GoWakeAccess	\$27,557.53	\$55,115.05

CFAP Funding Allocations for FY21 Work Plan

	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
FY20 Work Plan CFAP Allocation	\$100k	\$310k	\$1.087M	\$1.342M	\$1.097M	\$1.244M	\$1.304M	\$1.337M	\$1.371M
		WF	WF+1 <small>plus carryover</small>	WF+2	WF+3	WF+4	WF+5	FY25 + Inflation	FY26 + Inflation
Additional CFAP Funding (ADA)	\$0	\$0	\$103k	\$157k	\$215k	\$276k	\$340k	\$348k	\$357k
FY21 Work Plan CFAP Allocation	\$100k	\$310k	\$1.190M	\$1.499M	\$1.312M	\$1.520M	\$1.644M	\$1.685M	\$1.728M

VII. Community Funding Area (CFA) Program Management Plan – Update to Appendix B

Requested Action:

Receive as information

VIII. Subcommittee Reports

- **Budget & Finance**
- **Planning & Prioritization**
- **Public Engagement & Communications**

IX. Other Business

XIII. Adjourn

Next TPAC Meeting:
October 14, 2020, 9:30am