

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

REGULAR MEETING

August 21, 2019

9:30 AM

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome and Introductions

Shannon Cox, TPAC Chair

II. Adjustments to the Agenda

Shannon Cox, TPAC Chair

III. General Public or Agency Comment

Shannon Cox, TPAC Chair

IV. Election of TPAC Vice Chair

Requested Action: Accept nominations and elect a TPAC Vice Chair for the remainder of the 2019 calendar year.

Stephanie Plancich, TPAC Administrator

V. Subcommittee Work Task Lists and Confirmation of Planning & Prioritization Subcommittee Vice Chair

Stephanie Plancich, TPAC Administrator
Attachment A

TPAC Subcommittee Operating Guidelines

- Tasks represent the key activities and deliverables needed to implement the Wake Transit Plan
- At least 2 Work Task Lists are drafted per year
 - February-July and August-January
- Submitted to the TPAC for review and adoption
- Subcommittee work task lists are scheduled and prioritized, and a lead agency is responsible for oversight of each task
- Task types include:
 - Recurring or annual tasks
 - Specialized tasks
 - Tracking and/or oversight tasks (as assigned by the TPAC)

Process Subcommittee Task List

Specialized Tasks

- Process Subcommittee duties, roles and responsibilities
- Review and recommend detailed lead agency responsibility document – TPAC Level
- ~~Review and recommend a Wake Transit project tracking process~~ **Develop and recommend a scope/expectations tracking methodology for Wake Transit projects**
- Wake Transit Multi-Year Service Agreements
 - Area Service Agreements
 - Multi-year aspects of Operational Agreements

Tracking/Oversight Tasks

- Lead Agency Assignments and Responsibilities
- TPAC and Subcommittee Processes/Bylaws
- Wake Transit Service Agreements

V. Subcommittee Work Task Lists and Confirmation of Planning & Prioritization Subcommittee Vice Chair

Requested Action 1: Consider approving the four TPAC Subcommittee August through January work task lists

Requested Action 2: Confirm the election of David Walker as the new Planning & Prioritization Subcommittee Vice Chair

VI. Structure for Review of Work Plan Project Reporting Deliverables

Bret Martin, CAMPO Staff
Attachment B

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%

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.

Bus Service Reporting Deliverable Review Framework

- Quarterly reporting to GoTriangle already required
- Template documenting service performance metrics (Next Slide)
- Completed template distributed to Planning and Prioritization Subcommittee quarterly
- In June of each year → GoTriangle compile data for prior 6 quarters through 3rd quarter
- Performance of bus services relative to adopted targets to be shown on template → CAMPO to prepare for structured review by subcommittee
- Two phases of review/discussion:
 - June – discuss project performance
 - August – discuss potential remediation/changes or no need for action
- Set up to inform Work Plan project funding requests/scope modifications

Bus Service Performance Review Template

Boardings per Hour/Trip

Route		18 Q3	18 Q4	19 Q1	19 Q2	19 Q3	19 Q4	Target
GoTriangle								
100: Raleigh-Airport-RTC	100	8.8	9.1	9.1	8.9	9.0	8.9	16.0
102: Garner-Raleigh	102	9.5	9.3	9.3	6.5	12.5	11.0	8.0
105: Raleigh-RTC	105	8.4	8.2	8.1	8.2	8.7	8.4	8.0
201: North Raleigh-RTC	201	6.9	6.5	6.1	7.0	6.6	8.0	8.0
300: Raleigh-Cary	300	5.1	5.3	7.9	8.3	8.2	8.5	16.0
301: Raleigh-SE Cary	301	6.3	6.1	6.7	5.8	5.6	5.8	8.0
305: Raleigh-Lake Pine	305	8.3	8.0	8.6	9.0	9.0	8.4	8.0
311: Apex-RTC	311	6.8	6.8	6.7	7.5	7.2	7.1	8.0
CRX: Chapel Hill-Raleigh	CRX	15.0	15.2	14.8	13.3	15.2	13.6	8.0
DRX: Durham-Raleigh	DRX	20.0	19.8	17.0	14.2	16.5	16.2	8.0
FRX: Fuquay-Varina	FRX	11.0	10.1	10.1	9.7	10.9	8.7	8.0
KRX: Knightdale	KRX	4.9	5.1	5.1	4.8	4.1	6.5	8.0
WRX: Wake Forest	WRX	6.7	6.0	8.1	6.4	6.0	7.0	8.0
ZWX: Zebulon-Wendell	ZWX	10.1	10.4	14.3	8.3	13.8	14.7	8.0

All Other Reporting Deliverables

- Quarterly reporting to GoTriangle already required
- Cumulative quarterly reporting through 3rd quarter
- In June of each year → CAMPO to prepare for structured review by subcommittee
- In July/August → Based on project progress/performance, CAMPO to lead discussions on any recommended changes to:
 - Scope
 - Funding
 - Schedule....for existing or future programmed projects.
- Set up to inform Work Plan project funding requests/scope modifications

VI. Structure for Review of Work Plan Project Reporting Deliverables

Requested Action: Consider endorsing the Planning & Prioritization Subcommittee recommended structure for review of Work Plan Project Reporting Deliverables

VII. FY 2021 Work Plan Development Schedule

Bret Martin, CAMPO Staff
Attachment C

FY 2021 Work Plan Development Schedule Important Dates

ACTION	DATE
Kickoff at September TPAC Meeting	September 11, 2019
Work Plan Funding Requests Due	October 18, 2019
Planning & Prioritization/Budget and Finance Subcommittees Discussion on Draft Work Plan	September 24, 2019
	October 29, 2019
	December 5, 2019
	December 17, 2019
Distribute Draft Work Plan to TPAC	January 3, 2020
TPAC Considers Draft Work Plan for Public Release	January 15, 2020
30-Day Public Comment Period	January 22 – February 21, 2020
Updated/Modified Work Plan Funding Requests Due	March 6, 2020
Planning & Prioritization/Budget and Finance Subcommittees Discussion on Changes to Draft Work Plan	March 9 – March 27, 2020
Distribute Recommended Work Plan to TPAC	April 8, 2020
TPAC Considers Recommending Work Plan for Adoption	April 22, 2020
CAMPO and GoTriangle Boards Consider Work Plan Adoption	By June 2020

VII. FY 2021 Work Plan Development Schedule

Requested Action:

Receive as information and discuss, as necessary

VIII. Community Funding Area Program – FY 2021 Kickoff

Bret Martin, CAMPO Staff

FY 2021 Community Funding Area Program Available Funding

CFA PROGRAM ACCOUNTING	AMOUNT
Original FY 2021 Programmed Amount for Planning	\$150,000
Original FY 2021 Programmed Amount for Operations/Capital	\$937,000
Carryover from FY 2020	\$40,464
TOTAL	\$1,127,464
Wake Forest Reverse Circulator (Programmed in FY 2020)	(\$326,100)
Available for FY 2021 Planning	\$150,000
Available for FY 2021 Operations/Capital	\$651,364
TOTAL AVAILABLE	\$801,364

30% Funding Cap for Grantees in FY 2021 is \$326,100

FY 2021 Community Funding Area Program Schedule

ACTION	DATE
Project Incubation Meetings (By Request)	September 23 – October 4, 2019
Applicant Training (Combined Session)	Week of October 28, 2019
Call for Projects Opens	October 28, 2019
Pre-Submittal Review Meetings	November 18 – November 22, 2019 and December 9 – December 13, 2019
Call for Projects Closes (Applications Due)	December 31, 2019
CAMPO Staff Scores Submissions	January 2 – January 24, 2020
Selection Committee Review	January 27 – February 21, 2020
TPAC Recommends Projects in FY 2020 Work Plan	April 22, 2020
FY 2021 Work Plan Adoption	By June 30, 2020
FY 2021 Project Kickoff Meetings	July – August 2020
FY 2021 Project Mid-Year Review Meetings	December, 2020 – February, 2021
Annual Review for FY 2021 Projects	Spring – Summer, 2021

VIII. Community Funding Area Program – FY 2021 Kickoff

Requested Action:

Receive as information and discuss, as necessary

IX. CAMPO Locally Administered Projects Program (LAPP) – FY 2021 Overview

Gretchen Vetter, CAMPO LAPP Program
Manager

FY2021 Locally Administered Projects Program (LAPP) Call for Projects

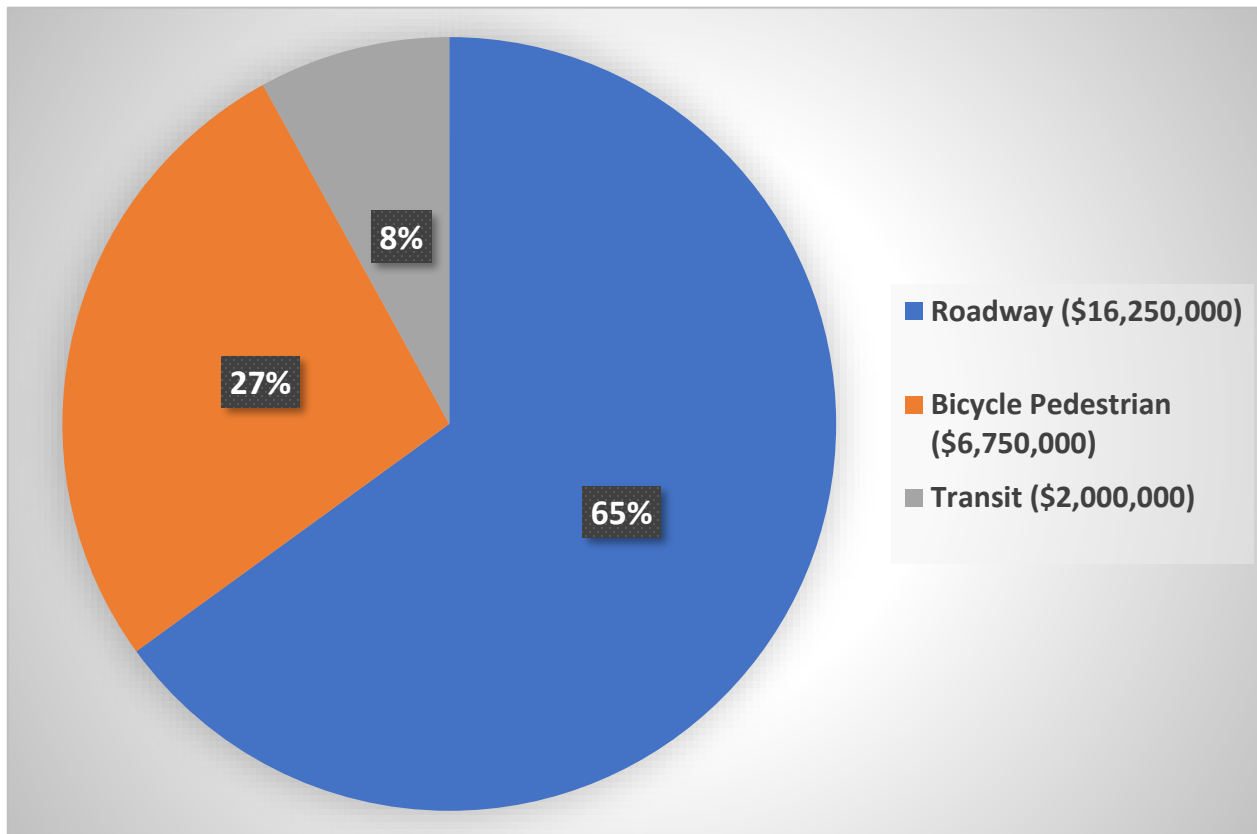
Gretchen Vetter, CAMPO Staff

LAPP - Introduction

- **In March, 2010 the TAC directed staff to create the Locally Administered Projects Program.**
 - **Holistic approach to identify & prioritize highly effective projects**
 - **Utilize available fund sources in a more efficient manner**
 - **Avoid future Federal rescissions to the maximum extent possible**
 - **Establish an annual modal investment mix to guide investments**
 - **Create an appropriate project tracking system to monitor status and ensure obligation and expenditure of programmed funds**
 - **Establish a training program**

LAPP - Introduction

FFY21 Target Investment Mix



LAPP – Scope & Size

- Scope Size
 - Project funding limit
 - **\$200,000** minimum total project size for Roadway and Bicycle/Pedestrian.
 - **\$100,000** minimum total project size for Transit.
 - **\$100,000 - \$200,000** project size for Roadway and Bicycle/Pedestrian may be allowed, but subject to approval by CAMPO Exec. Dir. prior to submittal.
 - Individual projects cannot exceed modal target funding limit
 - $\leq 10\%$ scope modifications may be approved by CAMPO Exec. Director
 - Per-Agency project submittal limit
 - Transit, 3 per transit agency
 - NCDOT Divisions, 3 per Division
 - Roadway and Bike/Ped Based on Population
 - $>200,000$ total) = 5 projects per mode (10
 - 100,000 – 200,000 total) = 4 projects per mode (8
 - $<100,000$ total) = 3 projects per mode (6

Transit Scoring / Prioritization

- Eligible Projects: Capital projects intended to improve transit or access to transit. Rolling stock is not eligible.
- Selection Criteria:
 - Local Priority (up to 10 pts /project – 15 pts total)
 - Plan Compliant (up to 10 pts)
 - Prior Funding (up to 10 pts)
 - Transit-effectiveness (up to 50 pts)

❖ **Total Points**

80 pts

LAPP – Scoring

- Transit Effectiveness (up to 50 pts)
 - Rider Experience (5 pts)
 - The proposed project must improve or enhance the rider experience.
 - Improved Facilities (10 pts)
 - # average daily ridership anticipated in 12 months after improvement.
 - (Scale to be created based on projects received)
 - Safety and Security Concerns (5 pts)
 - The proposed project must address a documented safety or security concern or policy.
 - Reliability Improvements (10 pts)
 - $(\text{travel time after improvement} - \text{travel time before improvement}) \times \# \text{ average daily ridership anticipated in 12 months after improvement}$
 - (Scale to be created based on projects received)
 - Connectivity (10 pts)
 - Directly connects the transit user with other modes, routes, systems, or destinations.
 - Benefit/Cost (10 pts)
 - $\text{Effectiveness Score} / \text{LAPP Cost}$ (Scale to be created based on projects received)

Important Dates

August 21	Opening of LAPP Database
August 22	REQUIRED LAPP Applicant Training
Sept. 11	LAPP Pre-Submittal Deadline
Sept. 16 & 26	LAPP Pre-Submittal Meetings
October 31	LAPP Project Submission Deadline
Nov. 2019	LAPP Submission Eligibility Review & Scoring
Dec. 2019	LAPP (Scoring) Committee Meeting

IX. CAMPO Locally Administered Projects Program (LAPP) – FY 2021 Overview

Requested Action:

Receive as information

X. Commuter Rail Alternatives Analysis Update

Katharine Eggleston, GoTriangle Chief
Development Officer



Greater Triangle Commuter Rail Study August 2019 Update

Two County Transit Plans



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New Durham County Transit Plan



ENGAGEDurham
Our Future Together

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Wake Transit Plan Implementation

Plan Implementation and Finance

Implementation

The existing transit providers in Wake County have provided guidance and funding to help develop this enhanced transit plan. All current services will be expanded as part of this plan and several new services will be added. The transit agency responsible for operating and managing each element of the Transit Plan will be determined during the next phase of planning and design, and will depend on geographic location, type of technology, cost, and anticipated efficiency. Participating parties will enter into a formal agreement defining roles, responsibilities, and cost sharing for individual projects as they are pursued. Wake County and its partners have developed extensive governance structures to support successful plan implementation. These structures require transparency, create a venue for all Wake County municipalities to be engaged and establish the GoTriangle Board of Trustees and the Executive Board of CAMPO as the joint governing boards for Wake Transit.

The schedule of capital projects within the next 10 years is dependent on multiple factors, including successful grant awards. The planning and design process may begin for the infrastructure projects (the CRT corridor and the four BRT corridors) simultaneously, or it may be phased. Through that process, the corridors will be prioritized based on feasibility and cost. Individual projects or groups of projects will be submitted for federal grants and State Transportation Improvement Program (STIP) funding.

Since BRT can be built incrementally, improvements—such as new buses, signal prioritization, off-board fare collection, level-boarding stations, or dedicated busways—can be built in phases. For example, the initial project may include dedicated busways on 50% of the corridor and additional lane-miles of dedicated busways will be added in future years as those sections of road are widened, redeveloped, or as additional funds become available. Corridors that are anticipated to have high ridership and fewer physical constraints (thereby lowering impacts and costs) are likely to move faster through the federal funding process.

To create a more useful commuter rail project, the CRT line was assumed to extend from Garner to Durham as part of the first phase. A line ending at RTP, and therefore almost entirely in Wake County, was considered. However, successful commuter rail services running only during peak hours rely heavily on a major dense employment center within walking distance of stations. While NC State and downtown Raleigh provide this to a degree, our analysis concluded that downtown Durham and Duke University also need to be on the line to generate strong two-way demand sufficient for the line to succeed.

The planning and design of this extensive rail project can take longer than the BRT corridors because the CRT line would need to be designed and then constructed as one project, rather than incrementally. The project will be a collaboration of many partners, notably the federal and state governments, Durham County, the North Carolina Railroad Company, and municipalities and communities involved in station planning. The success of this project is dependent on the collaboration of the involved parties.

The first few years of the Wake Transit Plan involve significant design and further study for projects that require significant investment. This is to balance careful use of tax payer dollars with thoughtful investment in transit. The Transit Plan's approach is to use strategic leveraging of federal and state funds, combined with existing and new sources of local funding, to deliver projects that connect regionally, connect Wake County's communities, provide frequent urban mobility, and link local service. The implementation of those projects and the timing of them will evolve as the design and study reveals new information.

After successful approval of the half-cent sales tax advisory referendum, funds will be collected starting in the Spring of 2017. Some operating items in the Transit Plan will be noticeable fairly soon, such as including increasing weekend and evening service and some increases in midday frequency. Other items, like new routes or peak service increases, will be phased in as new buses are acquired and operations are deployed.

Small capital projects, such as adding bus stops along new routes, can be done during the Transit Plan's initial years. The transit budget allocates funds toward a range of capital improvements, such as bus stops and stations, nicer buses and park-and-ride lots. Many adjacent improvements, such as additional sidewalks, would be paid for by local programs.

The transit partners will work together to develop a detailed implementation plan that will identify and prioritize new enhanced bus service and facilities. Detailed studies will be conducted for larger capital projects. The outcome of these studies will impact project implementation. However, existing service will continue to operate and enhanced service will begin to deploy while larger projects are studied and gradually constructed.

Financial Plan Details

The Wake Transit Plan is fiscally constrained and is contingent on a variety of assumptions. The assumptions will evolve as information is modified and projections are updated to reflect actual results. The projects included in the Transit Plan will continue to be studied and new information may influence their cost and timing. Additionally, overall information assumptions, availability of local sources of revenue and growth assumptions, competition for federal funding for projects and successful access to capital markets, and regional partnerships will continue to influence the overall financial outlook of the Transit Plan. The following sections detail current assumptions.

Sources of Revenue

Half-Cent Sales Tax for Transit (Article 43)

The largest recurring local revenue source is a half-cent local option sales tax as authorized by NCGS Chapter 105 Article 43. Wake County voters approved a half-cent sales tax advisory referendum as required by this statute in November 2016. Collection of this tax began on April 1, 2017.

To project sales tax dollars that would be available, actual Wake County Article 39 gross revenues for fiscal year 2015 served as the base, less 10% as Article 39 is charged on food purchases which are prohibited to be taxed as part of Article 43. Then, it was assumed that the local sales tax revenue would be half of that amount, as Article 39 is one cent and Article 43 is one half cent. Using the County's same assumption for sales tax growth that is used in the County's debt and capital financial model, this amount was grown annually by 4%. Accordingly, the alternatives include an assumption that the half-cent sales tax revenue available for new transit would be \$78.5 million in FY 2018 and would grow by 4% annually thereafter.

Other Local Revenue Sources

Increases to vehicle registration fees also are included in the assumptions for local revenue sources. Prior to Plan adoption, GoTriangle collected a fee of \$5 per registration throughout Wake, Durham, and Orange Counties. That funding supports transit activities in this three-county service area. This fee is now increases by \$3, for a total of \$8. Second, a new \$7 vehicle registration fee has been assessed by the Board of Commissioners, as authorized by NCGS 105-509. Together, the vehicle registration fees would generate approximately \$8.5 million a year in fiscal year 2018 and are projected to grow 2% a year thereafter.



Greater Triangle Commuter Rail Study

Update of Alternatives Analysis and Further
Study

Study Area:
Mebane to Selma

Existing Rail Corridor

Freight Rail – Heavy Rail

- Freight operation constitutes the movement of goods and cargo in freight rolling stock (e.g., boxcars, flatcars), which are typically hauled by diesel-powered locomotives.
- The North Carolina Railroad Company (NCRR) owns the 317-mile corridor and Class I freight rail provider Norfolk Southern operates and maintains the railroad through a long-term lease with NCRR



Intercity Rail – Heavy Rail, Shared Track

- Intercity transit mode services covering longer distances than commuter or regional trains
- The main provider of intercity passenger rail service in the U.S. is Amtrak
- Four intercity passenger service routes run on the North Carolina Railroad including the Carolinian and the Piedmont which are sponsored by NCDOT



The North Carolina Railroad is built for the service it currently offers

Added capacity, including commuter rail, would require additional infrastructure, including added tracks

Shared Corridor Key Requirements

Five key elements to ensure the highest safety standards and forward-thinking planning to achieve a highly successful commuter service plan in the region.



Norfolk Southern freight train and Virginia Railway Express commuter train, VA

- Demonstrated commitment to safety
- Detailed system capacity, dispatching, and operations
- Governance, structure, and commuter system reach
- Station design and planning
- Capital, operations, and maintenance costs

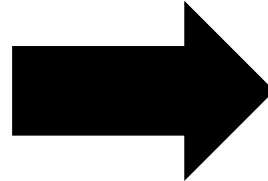
Current Study (2019)

- Service Scenarios
- Capacity Constraints and Improvements
- Capital and Operating Cost Estimates
- Ridership and Revenue Estimates



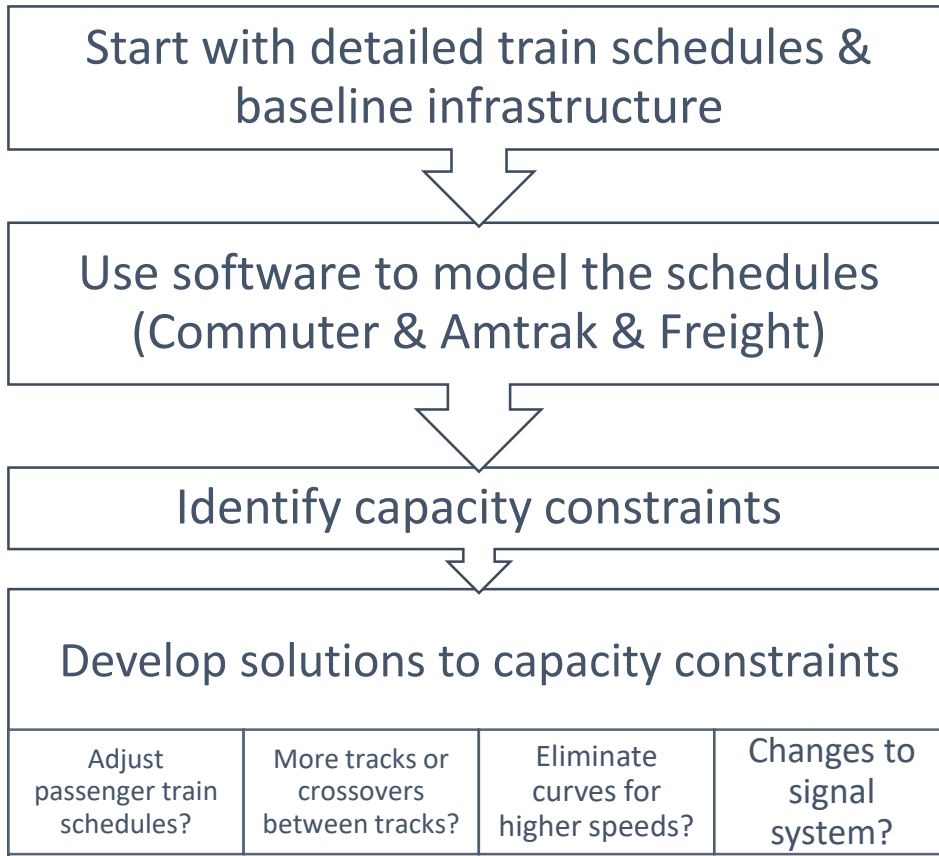
Service Scenarios

- Hours of Service
- Number of Trips
- Stopping Patterns



Detailed timetable/schedule including all modes on the railroad (proposed commuter, freight, intercity)

Capacity Constraints and Improvements



Iterative Process

- Analyze capacity and identify changes
- Make a suggested change and check the impact
- Make more (or fewer!) changes

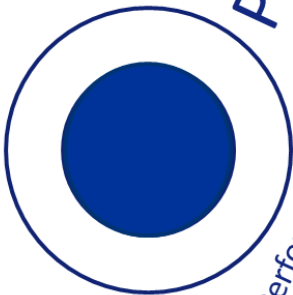
Cost Estimates

- Capital costs = track infrastructure & stations & rolling stock
what it will cost to solve the capacity constraints
- Operating costs = what it will cost to provide the service annually

Study Outcomes

The purpose of this study is to give decision-makers the analytical data needed to decide whether there is a project the partners feel comfortable moving forward to the next phase of development.

Pre- Planning



Perform
Alternatives
Analysis



Develop Concepts



Perform
Preliminary
Operations Analysis



Obtain Local
Funding
Commitment



Planning



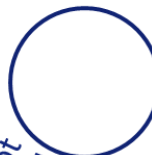
Screen and Identify
Alternatives for
Further Study



Test and Refine
Alternatives



Obtain Concept
Concurrence and
Initial Agreements



Adopt Preferred
Alternative



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Preliminary Engineering

- Initiate Informal NEPA Scoping
- Perform Additional Operations Analysis
- Develop Conceptual Design
- Obtain NEPA Class of Action
- Initiate Formal NEPA Scoping
- Complete Preliminary Design
- Obtain Preliminary Agreements
- Complete NEPA

Final Design

- Advance Design
- Finalize Local Agreements
- Begin Property Acquisition
- Prepare for Construction Procurement
- Secure Federal Funding

Construction

- Complete Property Acquisition
- Construct Infrastructure
- Test Systems
- Commission Systems
- Operate Pre-Revenue Service

Revenue Service

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Opportunities for Input to Current Study Effort

Feedback on tradeoffs

- Service levels versus cost
- Coverage versus cost

Input on local project delivery risks

Input to community engagement and communications strategy



X. Commuter Rail Alternatives Analysis Update

Requested Action:
Receive as information

XI. Wake Transit Vision Plan Update Schedule and Ongoing TPAC Updates

Bret Martin, CAMPO Staff

Community Touchpoints

Stakeholder Advisory Outreach

* August/September 2019

Kick-off communications covering the Vision Plan Update process, scope, schedule, expectations

*October/November 2019

Review & refine draft high-level investment scenarios/programs that can be supported by available financial capacity

*February/April 2020

Review & refine draft investment scenarios for the Updated Wake Transit Plan

*May/June 2020

Review preferred investment alternative

Core Public Outreach

*August/September 2019

Planning process information and opportunities to participate are posted

*November 2019

Comment on the scenarios drafted to use available financial capacity

*February-April

Comment on refined investment scenarios for the Updated Wake Transit Plan

*July-September

Public comment period/public hearings for Updated Wake Transit Plan

Schedule For TPAC Updates

DATE/TIMEFRAME	UPDATE CONTENT
OCTOBER/NOVEMBER 2019	<ul style="list-style-type: none">• Results of Cost/Schedule Feasibility Assessment• Presentation of Investment Program Scenarios with Remaining Financial Capacity• Results of Countywide Market Reassessment
JANUARY 2020	Results of Post-FY 2024 Bus Service Project Market Suitability
MARCH 2020	Investment Scenarios to be Considered by Stakeholders and Public
MAY/JUNE 2020	Preferred Investment Alternative and Plan Update Document
JUNE/JULY 2020	Consider Recommendation of Plan Update to Governing Boards

XI. Wake Transit Vision Plan Update Schedule and Ongoing TPAC Updates

Requested Action:
Receive as information

XIII. Subcommittee Chair Reports

Budget & Finance

XIII. Subcommittee Chair Reports

Planning & Prioritization

XIII. Subcommittee Chair Reports

Process

XIII. Subcommittee Chair Reports

Public Engagement & Communications

XIV. Other Business

New Business

XIV. Other Business

TPAC Member Discussion

XIV. Other Business

Next Steps

XV. Adjourn

Next Meeting:
September 11, 2019, 9:30am