

WAKE COUNTY TRANSIT VISION PLAN UPDATE

TASK DESCRIPTION

Introduction and Purpose of Wake County Transit Vision Plan Update

The original Wake County Transit Plan was commissioned in 2014, developed throughout 2015, and was adopted by the Capital Area Metropolitan Planning Organization (CAMPO), GoTriangle, and Wake County governing boards in May and June of 2016. The primary funding source for the plan (countywide ½% sales tax) was approved by the voters of Wake County via referendum on November 8, 2016. Voters' approval of the sales tax set into motion a vigorous implementation schedule to deliver four big moves, including:

- 1) Connect regionally, including the establishment of commuter rail service connecting Wake and Durham Counties;
- 2) Connecting all Wake County communities with fixed-route transit service to the urban core of the county;
- 3) Establishing a frequent and reliable transit network focused on the urban core of the county, including approximately 20 miles of bus rapid transit service and an aggressive expansion of the frequent bus service network (bus service with frequencies at 15 or fewer minutes); and
- 4) Enhancing access to transit by expanding service span and expanding options for communities to leverage transit investments.

The original Wake County Transit Plan covered a financially constrained period of ten (10) years from 2018 through 2027. The 2020 update to the Wake County Transit Plan will extend the financially constrained planning horizon of the plan through 2030, which will allow it to better align with the CAMPO 2050 Metropolitan Transportation Plan (MTP) and inform transportation investments to the 2030 MTP horizon year. The 2020 update to the Wake County Transit Plan is also envisioned to evaluate the need for and identify any high-capacity/fixed-guideway transit projects with implementation timelines that go beyond 2030 and that can inform post-2030 investments in the 2050 MTP.

The 2020 update to the Wake County Transit Plan will also set the stage for a subsequent update to the 2019-2027 Wake Bus Plan and corresponding five (5)-year, transit agency-specific, short-range transit plans, which will confirm or reevaluate (if necessary) the strategic phasing of bus service investments in FYs 2025-2027 and will determine the programming of any bus service expansion investments in FYs 2027-2030. It is anticipated that a Wake County Transit Plan update and a subsequent Wake Bus Plan update will transpire at an approximate interval of every four (4) years, which will allow both plans to better align with the 4-year MTP update cycle. Overall, this update to the Wake County Transit Plan, also known as the Wake County Transit Vision Plan update, can be viewed as:

- 1) A comprehensive 'check-up' on and 'tune-up' to the cost and schedule feasibility for delivering major capital investments envisioned in the original adopted Wake County Transit Plan;
- 2) A check-in with stakeholders and the public on attitudes toward and expected outcomes from transit investments, including alignment of investment priorities with those attitudes and expected outcomes; and
- 3) Policy direction for what is new and what is next for transit investment in Wake County beyond 2027 for high-capacity/fixed guideway investments and beyond 2024 for local or regional bus service investments.

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The 2020 Wake County Transit Vision Plan update will not be a wholesale revisioning of the transit investments envisioned in the original 2018-2027 Wake County Transit Plan. It is a technical-level update and extension of the planning horizon through 2030. While the plan update may revisit project delivery assumptions and market assumptions that drive transit propensity and redirect priorities for local and regional bus service investments, the plan update will not change the overarching goals that drive the four big moves established in the original 2018-2027 Wake County Transit Plan. To meet the Wake County Transit Plan/2050 MTP alignment objective, this update should be completed and adopted by the CAMPO Executive Board and GoTriangle Board of Trustees no later than November of 2020. The Wake County Transit Vision Plan update will kick off in July of 2019 to allow ample time for it to meet its intended schedule.

SUB-TASK 0: Project Management and Core Technical Team Coordination

CAMPO was designated by the CAMPO Executive Board and GoTriangle Board of Trustees as the lead agency for the Wake County Transit Vision Plan update in the fall of 2016. To assist the lead agency in developing a well-informed product, CAMPO consulted with the Wake County Transit Planning Advisory Committee (TPAC) to establish a Wake County Transit Vision Plan update scoping committee that will transition into a Core Technical Team (CTT). The CTT will provide ongoing technical consultation throughout the development of the plan update and will involve check-ins at regular frequencies. The CTT will review and provide input to the lead agency on the scopes of work for each sub-task of the plan update, methodologies and approaches used to complete that work, and the deliverables produced for each. The CTT is composed of representatives from the following organizations:

- 1) CAMPO (As lead agency and project manager)
- 2) GoTriangle (Including representatives from both the service planning and tax district financial management functions of the organization)
- 3) Wake County
- 4) City of Raleigh
- 5) Town of Cary
- 6) North Carolina State University (NCSU)
- 7) North Carolina Department of Transportation (NCDOT)
- 8) Town of Wake Forest
- 9) Town of Fuquay-Varina
- 10) Research Triangle Park Foundation

The CTT for the vision plan update is anticipated to convene at a minimum frequency of monthly, with the possibility of more frequent bi-weekly check-ins depending on specific timeline needs. Regular check-ins with the TPAC are also anticipated to occur at a minimum frequency of quarterly. The CTT will be engaged at the following touchpoints throughout the development of the Wake County Transit Vision Plan Update:

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TABLE 1: Core Technical Team Touchpoints

CTT Touchpoints	Sub-Task	Timeline
Review draft vision plan update task description	N/A	May 2019
Review draft vision plan update public engagement plan	1	June 2019
Vision plan update kickoff meeting	0	July 2019
Discuss/review approach, methodology, roles/responsibilities, and data/information needs for early sub-tasks, including: A. Cost feasibility and corresponding recommendations for high capacity/fixed guideway projects in original Wake County Transit Plan B. Countywide transit market reassessment C. Review of recommendations and suggested outcomes of other regional/sub-regional plans/studies	2, 4 and 5	July-August 2019
Discuss/review draft deliverables for Sub-Tasks 2, 4 and 5	2, 4 and 5	September – December 2019
Discuss/review approach, methodology, roles/responsibilities, and data/information needs for development of high-level expenditure scenarios detailed in Sub-Task 3	3	September - October 2019
Discuss/review high-level expenditure scenarios and corresponding draft deliverable for Sub-Task 3	3	November 2019
Discuss/review approach, methodology, roles/responsibilities, and data/information needs for Sub-Task 6	6	November 2019
Discuss/review draft deliverable for Sub-Task 6	6	January 2020
Discuss/review tradeoffs that will drive development of transit investment scenarios described in Sub-Task 7	7	February 2020
Core Design Retreat #1 – Review and determine scenario alternatives to carry forward for stakeholder and public input	7	March 2020
Discuss/review approach, methodology, roles/responsibilities, and data/information needs for developing high-capacity transit investment vs. bus service investment prioritization framework	7	April 2020
Core Design Retreat #2 – Develop and recommend preferred transit investment alternative from evaluated scenarios	7	May 2020
Discuss/review memo for high-capacity transit investment vs. Bus service investment prioritization framework	7	May – June 2020
Discuss expectation for final vision plan update documentation	8	June 2020
Receive and discuss/review draft of final vision plan update document and final summary report	8	July 2020
Final disposition of vision plan update documentation and associated materials to the TPAC	8	August 2020

Note: The CTT will also be engaged at touchpoints throughout the vision plan update process to provide input and consultation related to public and stakeholder engagement and communications efforts that will inform substantive decisions made for each sub-task. The CTT touchpoints that correspond to public and stakeholder engagement and communications efforts will be provided in the vision plan update public and stakeholder engagement and communications plan described under **Sub-Task 1**

A contractor will be employed to provide various levels of assistance to the CAMPO project manager and CTT throughout the development of the Wake County Transit Vision Plan update. In many cases, the contractor will be responsible for producing materials and deliverables associated with the sub-tasks detailed in this task description, as indicated in the description for each sub-task. However, CAMPO staff will be responsible for materials and deliverables for some

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sub-tasks or portions of some sub-tasks. The contractor will participate in bi-weekly conference calls or in-person meetings with the CAMPO project manager to discuss plan update-related activities, report on the plan's progress, and plan future activities. The contractor is expected to participate in the CTT touchpoints identified in **Table 1**.

SUB-TASK 1: Development of Public Engagement Plan

Scope of Work:

The contractor will be responsible for developing a public and stakeholder engagement and communications plan for the Wake County Transit Vision Plan update process that details the strategies and actions/tactics to effectuate those strategies throughout the progression of the sub-tasks listed in this scope description. The public and stakeholder engagement and communications plan will include or address the following components:

- 1) A summary of the history of public and stakeholder engagement and communications during the development and implementation of the original Wake County Transit Plan to date, with a goal of establishing a baseline upon which to build an engagement strategy and to execute associated tactics/actions;
- 2) An inventory of concurrent Wake Transit implementation-related engagement activities and communications efforts, including schedules, to determine how best to align activities and efforts for the vision plan update and to reduce potential confusion related to multiple engagement efforts;
- 3) Identification of public and stakeholder touchpoints (including for a stakeholder oversight or advisory committee, local municipal leaders, and officials), as well as the objectives of each touchpoint (including the anticipated level of engagement), throughout the vision plan update development process to inform the plan's progression through each of its sub-tasks;
- 4) Comprehensive identification of stakeholder and public engagement contacts to be recorded and managed in a contacts database;
- 5) Identification of appropriate stakeholder representation on a stakeholder oversight/advisory committee that will influence the policy-level direction of investments considered in the plan;
- 6) Development of a website (standalone) or webpage (to be integrated within CAMPO's website and the GoForwardNC.org website maintained by GoTriangle) for sharing information and soliciting input on the vision plan update process;
- 7) Detail of all appropriate engagement and communications techniques, deployment logistics, and materials to be developed for each touchpoint throughout the progression of vision plan update sub-tasks, including the following:
 - a. Media outreach/communications;
 - b. Social media communications informational/educational messaging, as well as solicitations for input;
 - c. Marketing collateral such as fact sheets, handouts and fliers to communicate engagement efforts;
 - d. Translation to languages other than English;
 - e. Surveys (online or in-person) or other input solicitation techniques;
 - f. Key stakeholder interviews;

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- g. Methods for identifying and engaging hard-to-reach populations, such as seniors and Limited English Proficiency (LEP), minority and low-income populations;
 - h. Public meetings, open houses, pop-up events, or other in-person tactics to educate and solicit input;
 - i. Design and production of videos to educate on the intent of the vision plan update process and to communicate desired engagement
 - i. To be posted on website and distributed via social media,
 - ii. To be used at public meetings and pop-up events,
 - iii. For staff to use in presentations to advisory boards and elected officials;
- 8) Development of messaging and presentation materials for elected boards throughout the county at key touchpoints throughout the development of the vision plan update;
 - 9) Assessment of deployment plan, solicitation techniques, and survey questions of community attitudinal survey and its usefulness for informing the direction of the vision plan update;
 - 10) Evaluation and summarization of results of annual customer surveys to date and method for informing development of vision plan update;
 - 11) Detailed description of methodology for data and information collection, evaluation, summarization, and distribution for each engagement touchpoint to inform vision plan update decision making (including from the community attitudinal surveys);
 - 12) Clearly identified roles and responsibilities of contractor, Wake Transit partners, and CAMPO project management staff in their execution of the engagement and communications plan;
 - 13) Identification of touchpoints with the CTT and TPAC to inform deployment of public and stakeholder engagement and communications efforts and to discuss and review results of solicited input and its influence on approaches taken to complete the subsequent sub-tasks in this task description; and
 - 14) Identification of the phases of engagement/outreach when summaries will be developed that detail methods used, major themes of input received, and description of how input influenced the plan update's outcomes or, in cases where decisions are made contrary to input received, an explanation.

The public engagement plan will be reviewed by the Core Technical Team before **Sub-Tasks 3, 4, 5, 6, 7 and 8** begin and before any engagement strategies and actions detailed in the plan are executed. As listed in the public engagement plan's components above, an appropriately-sized and -representative stakeholder advisory committee shall be constituted to function as both a sounding board for influencing policy direction set by the vision plan update, as well as a set of ambassadors to communities and constituents that can benefit from or that may be impacted by transit investments. The composition of and level/frequency of engagement with the stakeholder advisory committee should be driven by the timing and substance of policy-level consultation needs identified throughout the remaining vision plan update sub-tasks. The stakeholder advisory committee may be similar to or may be a subset of the advisory committee for the development of the original Wake County Transit Plan.

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Roles/Responsibilities:

Responsible Party	Role
Contractor	Develop and execute public and stakeholder engagement communications plan
CAMPO Project Manager and TPAC Administrator	Recurring check-ins and ongoing oversight of engagement and communications plan execution and its coordination for influencing deliverables for Sub-Tasks 2-7
CAMPO Public Engagement Planner	Ongoing support for coordinating public and stakeholder engagement and communications activities with other MPO communications and engagement activities

Sub-Task Timeline:

- Develop public engagement plan – June 2019
- Execution of public engagement plan – July 2019 – November 2020

Sub-Task Deliverables:

- Vision plan update public engagement plan
- All products developed for execution of the public and stakeholder engagement and communications plan (including data and databases, materials, presentations, webpage design elements and images, etc.) will be compiled and shared with the project manager upon completion of the plan update process, or sooner if necessary

SUB-TASK 2: Assess Schedule and Cost Feasibility for Major Capital Projects in Adopted Wake County Transit Plan

Scope of Work:

The first few years of Wake County Transit Plan implementation (i.e., since 2016) have involved and continue to involve alternatives analyses, feasibility planning, and/or preliminary design for a commuter rail corridor and four (4) bus rapid transit corridors. These planning activities are currently underway and should reveal refined project-level information that can be used to assess project schedule feasibility. Accordingly, the contractor will assess the likelihood of projects within these corridors being delivered on the timelines currently assumed in the original adopted Wake County Transit Plan and the adopted Wake Transit financial model and corresponding Capital Improvement Plan. The contractor will also use examples from national peers with projects of similar scale and levels of constructability to inform schedule feasibility for planned fixed guideway projects in Wake County. Other viable methods for informing schedule feasibility may also be used. Based on this assessment, the contractor will develop recommendations regarding appropriate and realistic timeline scenarios for planned fixed guideway projects that may inform changes to the adopted Wake Transit financial model and corresponding Capital Improvement Plan.

Further, based on cost estimate information obtained from the Wake Transit Fixed Guideways Major Investment Study, the NCDOT Capital Program Review for Wake County’s bus rapid transit projects submitted for scoring through the Prioritization 5.0 process, and further refined estimates from project development and pre-project development processes, the contractor will assess whether the adopted Wake Transit financial model’s cost assumptions for fixed guideway projects planned in the original Wake County Transit Plan are realistic. This reassessment of cost inputs

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will be completed in conjunction with the reassessment of schedule feasibility and will determine whether financial model inputs should change to accommodate any alternative cost or schedule information. In summary, the contractor will review the implementation status of the fixed guideway projects in the original Wake County Transit Plan and provide recommendations for right-sizing cost and schedule information to inform future annual Wake Transit Work Plans, the 2050 CAMPO Metropolitan Transportation Plan, and the Wake Transit financial model's capacity to absorb additional potential expenditures through 2030.

Roles/Responsibilities:

Responsible Party	Role
Contractor	<ul style="list-style-type: none"> • Independent assessment of project schedule and cost feasibility • Development of the sub-task deliverable
CAMPO Project Manager	Oversight of sub-task execution and coordination of sub-task with CTT and presentation of results to TPAC

Sub-Task Timeline: July – October 2019

Sub-Task Deliverable: Summary memo detailing schedule and cost feasibility findings and corresponding recommendations for fixed guideway projects in original adopted Wake County Transit Plan

SUB-TASK 3: Determine Financial Capacity for Projects Through 2030

Scope of Work:

After assessing the impact of right-sizing schedule and cost information for high capacity/fixed guideway projects planned in the original Wake County Transit Plan, the Wake Transit Budget and Finance Manager (GoTriangle), with the support of the contractor and with the recommendations from **Sub-Task 2**, will assess the financial model's tolerance for various high-level expenditure scenarios (e.g., differentiated by emphases on capital expenditures vs. operating/service expenditures) through 2030 that could be accommodated by any remaining financial capacity. The scenarios should be fiscally constrained and should be informed by high-level stakeholder or public feedback on the focus of future transit investment in Wake County. The scenarios developed in this sub-task will be further refined into more specific scenarios in **Sub-Task 7**, which will be informed by a market reassessment, tradeoffs between service types and supporting capital infrastructure, and more specificity on the desired direction of stakeholders and the public, etc.

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Roles/Responsibilities:

Responsible Party	Role
Wake Transit Budget and Finance Manager (GoTriangle)	Provide financial capacity outcomes, as observed in a modified version of the Wake Transit financial model (informed by Sub-Task 2), of the various high-level scenarios (e.g., capital infrastructure expenditures vs. operating/service expenditures) provided by the contractor
Contractor	<ul style="list-style-type: none"> • Develop high-level scenarios in consultation with CAMPO project manager, Wake Transit Budget and Finance Manager, and CTT • Provide stakeholder/public feedback information to CAMPO project manager and CTT to understand which scenarios may be preferred based on applicable input • Summarize financial model outcomes observed by Wake Transit Budget and Finance Manager (GoTriangle) • Development of the sub-task deliverable
CAMPO Project Manager	Oversight of sub-task execution and coordination of sub-task with CTT and presentation of results to TPAC

Sub-Task Timeline: October – November 2019

Sub-Task Deliverable: Summary memo detailing Wake Transit financial model capacity through 2030 for selected high-level scenarios

SUB-TASK 4: County-Wide Transit Market Reassessment

Scope of Work:

The contractor will complete a countywide GIS-level transit market analysis using the most recent available and most appropriately scaled transit propensity data. The market analysis will consider the following:

- 1) Current and projected land use (using Community Viz inputs to the Triangle Regional Model);
- 2) Most recent on-board transit customer survey data for GoRaleigh, GoCary, North Carolina State University Wolfline, and GoTriangle;
- 3) Existing and planned major activity centers and trip generators;
- 4) Transit stop/transit center boarding and alighting data and associated geographic ridership patterns;
- 5) Current and projected population and employment density;
- 6) Origin/destination data for demand-response transit trips;
- 7) Low-income and zero-car household density;
- 8) Title VI and Environmental Justice population density;
- 9) Elderly and youth population densities;
- 10) Current commuting travel mode;
- 11) Parking supply and pricing at major employment centers;
- 12) Current and projected transportation network traffic congestion;
- 13) Current and projected TAZ-level origin/destination movement volumes;

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- 14) Current and proposed (through fiscal year [FY] 2024) fixed-route transit service spans and frequencies; and
- 15) Transit service/neighborhood connectivity.

In essence, the transit market reassessment will be an update to the data and associated analysis collected and performed to develop the *Wake County Transit Investment Strategy Transit Choices Report*. The general intent of the transit market analysis is:

- 1) To identify any market shifts since the last countywide analysis was performed;
- 2) To ultimately (in **Sub-Task 6**) assess the suitability of post-FY 2024 bus service projects and their sequential phasing as programmed in the FY 2020 Wake Transit Work Plan; and
- 3) To inform the direction of potential post-2027 investments in fixed guideway or other high capacity transit projects that require more intensive capital improvements.

For bus service projects, the market analysis completed for **Sub-Task 4** will identify general current and future high-level service needs (e.g., areas suitable for various transit service modes and associated frequencies and spans), rather than specific routing alignments, and will prioritize underserved or unserved areas that are ripe for investment. The market analysis will also be used to inform subsequent sub-tasks related to assessing the efficacy and suitability of post-2024 bus service projects and identifying the propensity for potential post-2027 high capacity transit investments. To inform potential future investment and to the extent practicable, the market analysis will include projections of transit propensity data into future years/decades beyond 2030 (e.g., 2040 and 2050).

Roles/Responsibilities:

Responsible Party	Role
CAMPO Project Manager	Oversight of sub-task execution and coordination with CTT to determine the data points, geographic scale, timeframes, and other parameters for the market analysis
Contractor	<ul style="list-style-type: none"> • With parameters established by CAMPO project manager in consultation with CTT, will complete the GIS-level analysis to be presented to the CAMPO project manager and CTT for feedback • Development of sub-task deliverable

Sub-Task Timeline: August – November 2019

Sub-Task Deliverable: Memo providing update of data collected, analysis performed and results of market reassessment. The memo will detail comparisons of more recent data to data used in the *Wake County Transit Investment Strategy Transit Choices Report* and will summarize any observed market shifts.

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SUB-TASK 5: Review Recommendations and Suggested Outcomes of Other Regional/Sub-Regional Plans/Studies

Scope of Work:

A number of regional and sub-regional plans, studies and investment programs are in development or have been completed by CAMPO and other state and regional transportation partners over the past few years. The CAMPO project manager will review any recommendations, observations, and suggested outcomes from these documents and will summarize them to inform consideration of improvements for Wake Transit investment. Plans, studies, and investment programs that will be reviewed and considered include, but are not limited to:

- 1) CAMPO 2045 Metropolitan Transportation Plan;
- 2) FYs 2020-2029 Transportation Improvement Program;
- 3) Regional R.E.D Priority Bus Lanes Study;
- 4) CAMPO Southwest Area Study;
- 5) CAMPO Northeast Area Study;
- 6) CAMPO Southeast Area Study;
- 7) Durham and Orange County Transit Plans;
- 8) Regional Strategic Deployment Plan for Intelligent Transportation Systems;
- 9) Raleigh Urbanized Area and Wake County Locally Coordinated Human Services Transportation Plan; and
- 10) Other local plans.

Recommendations, observations and suggested outcomes from these plans that have been vetted and studied by other regional transportation processes will be carried forward for consideration of potential improvements to address market needs identified in **Sub-Task 4**, an assessment of the efficacy of post-FY 2024 bus services in **Sub-Task 6**, and development of transit service concepts in **Sub-Task 7**.

Roles/Responsibilities:

The CAMPO project manager will review applicable plans and provide a summary memo to the contractor and to the Vision Plan Update CTT.

Sub-Task Timeline: July-December 2019

Sub-Task Deliverable: Summary memo of recommendations, observations and suggested outcomes from recently completed regional and sub-regional transportation plans, studies and investment programs

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SUB-TASK 6: Assess Market Suitability of Post FY 2024 Bus Service Projects

Scope of Work:

The 2019-2027 Wake Bus Plan, adopted by the CAMPO Executive Board and GoTriangle Board of Trustees in early 2019, translated the bus service vision of the original Wake County Transit Plan into a prioritized set of bus service and corresponding capital investments that could be programmed by year through 2027. This strategic phasing of bus services throughout the county was based on a market assessment completed for the development of the original Wake County Transit Plan, using data from as recent as 2013. Consequently, bus services programmed in the FY 2020 Wake Transit Work Plan for later years covered by the Wake Bus Plan (i.e., FYs 2025, 2026, 2027) were informed by data that will be greater than ten (10) years old when those bus services are recommended to begin serving their respective travel markets. Due to this disconnect, there is a need to reevaluate the suitability and efficacy of post-2024 bus service projects in serving their respective travel markets using the market reassessment results revealed in **Sub-Task 4**.

Using the results of the market reassessment in **Sub-Task 4** and observations from **Sub-Tasks 3** and **5**, the contractor will assess whether the post-FY 2024 bus service projects recommended in the 2019-2027 Wake Bus Plan and programmed in the FY 2020 Wake Transit Work Plan are optimal investments for observed or potential shifts in market conditions. If conditions suggest that transit-relevant market characteristics have not changed, the contractor will confirm that the post-2024 bus services programmed in the FY 2020 Wake Transit Work Plan are still appropriate investments. If conditions suggest that transit-relevant market have changed, the contractor will note those characteristics to inform post-2024 investment scenarios considered in **Sub-Task 7**. This sub-task is differentiated from **Sub-Task 4** in that it uses the results of **Sub-Task 4** to determine if, at the service level, bus services that have already been planned and programmed in post-2024 years are still appropriate investments, as designed, within the context of countywide market needs.

Roles/Responsibilities:

Responsible Party	Role
CAMPO Project Manager	Oversight of sub-task execution and coordination with CTT to develop approach and methodology
Contractor	<ul style="list-style-type: none">• Complete independent assessment of the market suitability of post-2024 bus service projects• Development of sub-task deliverable

Sub-Task Timeline: November 2019 – January 2020

Sub-Task Deliverable: Summary memo for assessment of market suitability of post-2024 bus service projects noting any shifts in transit-relevant market characteristics that may impact the efficacy/suitability of projects currently programmed in those years

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SUB-TASK 7: Development of Transit Investment Scenarios/Concepts - Core Design Retreats

Scope of Work:

With the observations and results realized from the prior sub-tasks, the contractor, with the support of the CAMPO project manager and GoTriangle Budget and Finance Manager and in consultation with the CTT, will prepare a variety of financially constrained (to 2030) investment scenarios to be considered by the public, stakeholders, and the CTT. The scenarios will take into account public and stakeholder input provided to date, any modified high-capacity transit project costs and delivery timelines, the countywide market reassessment, observations and recommendations from other regional or sub-regional plans, service-level market suitability for post-2024 bus service projects programmed in the FY 2020 Wake Transit Work Plan, and the remaining financial capacity for implementing projects through 2030. The scenarios will be a further refinement of the high-level expenditure scenarios developed in **Sub-Task 3**. The scenarios should be differentiated by tradeoffs such as the following illustrative examples:

- 1) Improving transit user access and comfort (capital emphasis) vs. expanding coverage or frequency of services (operating emphasis);
- 2) Improving span of service vs. improving service frequency;
- 3) Expanding/improving local and regional bus services vs. expanding/improving fixed guideway or other high-capacity transit options; or
- 4) Expanding/improving regional connections or expanding/improving service within the urban core of Wake County.

Using observations and results realized from prior sub-tasks, the contractor will also develop high-capacity transit investment scenarios that go beyond the financial constraint and 2030 horizon, with the package of high-capacity investments recommended in the CAMPO 2045 MTP as one of the scenarios. The list of tradeoffs that drive development of the scenarios, as well as the scenarios themselves, will be approved by the CTT before they are considered further. The investment scenarios should be portrayed at a conceptual level and should be presented to the CTT at the first of two core design retreats. Dates and times for the core design retreats, which will manifest as all-day or multiple-hour events, should be set a minimum of two months in advance to allow CTT members ample time to prepare.

At the first of two core design retreats to be facilitated by the contractor, the CTT will discuss and evaluate the various financially constrained scenarios for investment through 2030, their tradeoffs, and their anticipated outcomes relative to financial capacity, market suitability, and effectiveness in furthering the transit investment goals of the county and region. The CTT will determine which of the 2030 financially constrained scenarios and which of the post-2030 high-capacity transit scenarios to carry forward for public and stakeholder input. Following collection of public and stakeholder input on the scenarios, a second core design retreat will be held to develop a financially constrained preferred alternative to a 2030 horizon from the scenario alternatives evaluated by the public and stakeholders. The CTT will also develop a post-2030 high-capacity transit investment vision, tiered from near- to long-term, that can be used to inform development of the CAMPO 2050 MTP.

The near- to long-term tiering of post-2030 high-capacity transit investments may be driven by criteria developed in consultation with the CTT that reflects results or observations from stakeholder and public input, projections of transit propensity data into future years, and recommendations and observations from other regional or sub-regional transportation plans and studies. However, it should be recognized that this plan update will not involve the production or

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analysis of other relevant information or data, such as travel demand model outputs, financial considerations, and corresponding cross-modal relationships that are germane to prioritization decision making. These additional critical elements for evaluating post-2030 high-capacity transit investments will be considered during the deficiency and alternatives analyses, preferred alternative selection, and fiscal constraint analysis phases of the CAMPO 2050 MTP development process.

In developing and evaluating the scenarios that will be informed by various tradeoffs, the contractor, with the support of the CAMPO project manager and in consultation with the CTT, will also develop a prioritization framework to weigh high-capacity transit investment vs. bus service investment to be used as a future programming tool in the event that choices would need to be made between the different investments. This prioritization framework can be used as a tool for future programming and budgeting exercises if faced with alternative financial realities from those assumed in the most currently adopted Wake Transit financial model.

Roles/Responsibilities:

Responsible Party	Role
Wake Transit Budget and Finance Manager (GoTriangle)	Provide financial information and financial model support to the contractor in its development of transit investment scenarios
Contractor	<ul style="list-style-type: none"> • Development of scenarios and tradeoffs to consider in their development • Organize and facilitate core design retreats, as well as public and stakeholder input solicitation related to the scenarios (to be detailed in public engagement plan described in Sub-Task 1) • Development of the sub-task deliverables
CAMPO Project Manager	Oversight of sub-task execution and coordination of sub-task with CTT and presentation of results to TPAC

Sub-Task Timeline: February – May 2020

Sub-Task Deliverables:

- Memo on development of transit investment scenarios with explanation of tradeoffs, outcomes and other factors driving those scenarios
- Materials to support both core design retreats, including maps and cost estimation tools
- Facilitation and associated materials for public and stakeholder outreach related to scenarios
- Graphics/maps depicting various scenarios under consideration, as well as the preferred alternative (CAMPO and the contractor will look into the possibility of building a map-based scenario building tool for stakeholders and the public to convey their priorities)
- Memo explaining the process leading to the development of and justification for the preferred alternative
- Summary memo describing recommended high-capacity transit investment vs. bus service investment prioritization framework

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SUB-TASK 8: Develop Vision Plan Update Document

Scope of Work:

The contractor, with the support of the CAMPO project manager and Wake Transit Budget and Finance Manager (GoTriangle) and in consultation with the CTT, will produce a final Wake County Transit Vision Plan Update document for consideration by the Wake County Transit Planning Advisory Committee (TPAC), CAMPO Executive Board, and GoTriangle Board of Trustees. The document is anticipated to be similar in brevity to the original Wake County Transit Plan document adopted in 2016. The contractor will also produce a final summary report that compiles all the memos detailing findings and observations from the sub-tasks leading up to the production of the vision plan update document.

Roles/Responsibilities:

Responsible Party	Role
Contractor	Development of the sub-task deliverables
CTT	Review up to three (3) drafts of the final report and vision plan update document before it is recommended to the TPAC for further consideration
CAMPO Project Manager	Oversight of sub-task execution, coordination of sub-task with CTT, and presentation of materials to TPAC, CAMPO Executive Board, and GoTriangle Board of Trustees (or coordination with GoTriangle staff to provide presentation of materials to Board of Trustees)

Sub-Task Timeline: May – August 2020

Sub-Task Deliverable:

- Final vision plan update document (up to three [3] drafts)
- Final summary report compiling memos that detail the findings and observations from the sub-tasks leading up to the final vision plan update document
- Vision Plan Update presentation materials for the TPAC, CAMPO Executive Board, GoTriangle Board of Trustees, stakeholders and other elected boards
- All technical data developed and used to inform scenarios, decision making, etc. throughout the vision plan update process