



Community Funding Areas

Municipal Meeting
September 27, 2018

Agenda



1. Welcome and Introductions
2. Program Development and Design
3. Overview of Program Elements
4. Proposed Funding
5. Schedule/Call for Projects
6. Discussion
7. Next Steps



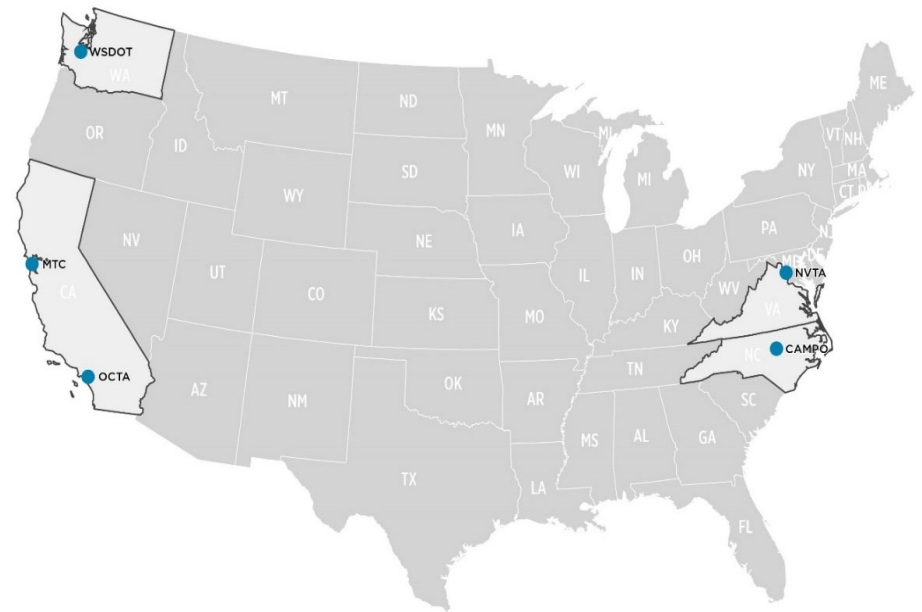
Program Development

Community Funding Areas Program

Program Development



- Survey of Municipalities
- Interviews with Communities
- Peer Review
- Input from Core Technical Team





Program Overview

Community Funding Areas Program

Program Overview



- Eligibility
- Application Process and Guidelines
- Prioritization and Awards
- Grant Management, Monitoring and Oversight

Eligibility Requirements



- Geographic requirements
 - Must be one of the ten non-urban core municipalities or RTP
- Project requirements
- Match funding requirements

Apex
Fuquay-Varina
Garner
Holly Springs
Knightdale
Morrisville
Research Triangle Park
Rolesville
Wake Forest
Wendell
Zebulon

Eligibility Requirements



- Geographic requirements
- Project requirements
 - Must be an eligible project type
 - Planning study or technical assistance
 - Operating project
 - Capital projects
 - Combined capital and operating projects
- Match funding requirements

Eligibility Requirements



- Geographic requirements
- Project requirements
- Match funding requirements
 - Minimum required local match of 50% of the total project for all project types
 - Can include federal, state and local funds
 - In-kind matching funds accepted
 - Planning studies: CFAP contribution is 50% up to a maximum amount of \$50k (for \$100k study)

Application Process and Guidelines



CFAP Application Cycle



Operating Projects: Occurs annually throughout the course of the CFAP

Capital Projects: Occurs annually throughout the course of the CFAP

Planning Studies: Occurs annually throughout the course of the CFAP

Schedule and Work Plan Requirements



- “Normal” Application Schedule
 - Call for projects in the Fall
 - CAMPO will hold required applicant training session and pre-submittal review
 - Submittals due in Fall
 - Awards in late winter/early spring
 - Recommended awards added to TPAC-recommended work plan – Funding available beginning of Fiscal Year
- Work Plans
- Other Guidelines

Schedule and Work Plan Requirements



- Schedule
- Work Plans
 - Planning Studies
 - Operating Project
 - Capital Projects
- Other Guidelines

Schedule and Work Plan Requirements



- Schedule
- Work Plans
 - Planning Studies
 - Operating Project
 - Capital Projects
- Other Guidelines

All projects – need “purpose and need” statement

- Project summary, goals, and impact on local mobility
- Description of local transportation needs met
- Project’s role in advancing Wake Transit Plan

Schedule and Work Plan Requirements



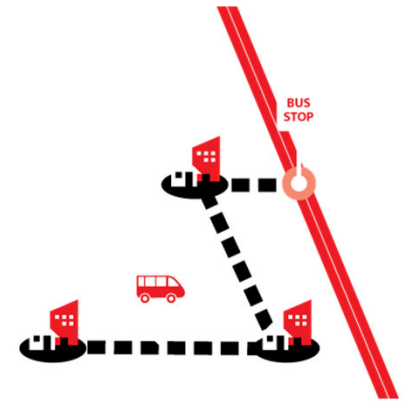
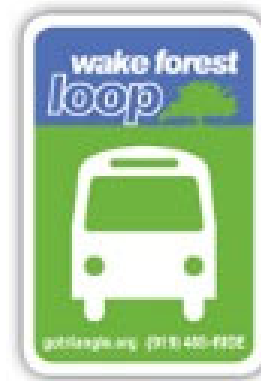
- Schedule
- Work Plans
 - Planning Studies
 - Statement of desired research/technical assistance and goals
 - Proposed approach
 - Proposed plan for serving transit-dependent population
 - Schedule
 - Operating Project
 - Capital Projects
- Other Guidelines



Schedule and Work Plan Requirements



- Schedule
- Work Plans
 - Planning Studies
 - Operating Project
 - Service Area
 - Target Market
 - Service Design / Project Type
 - Operating Plan
 - Public Engagement, Marketing and Information
 - Implementation schedule
 - Project budget
 - Capital Projects
- Other Guidelines



Schedule and Work Plan Requirements



- Schedule
- Work Plans
 - Planning Studies
 - Operating Project
 - Capital Projects
 - Location
 - Implementation Schedule
 - Maintenance plan
 - Relevant partnership agreements
 - Budget
- Other Guidelines



Schedule and Work Plan Requirements



- Schedule
- Work Plans
 - Planning Studies
 - Operating Project
 - Capital Projects
 - Combined Capital and Operating Projects
 - Location
 - Implementation Schedule
 - Maintenance plan
 - Relevant partnership agreements
 - Budget
- Other Guidelines



Schedule and Work Plan Requirements



- Call for Projects
- Training and Pre-Submittal Review
- All Projects – Financial Plan
 - Estimated project costs
 - Demonstrated financial commitments for matching funds and ongoing operations
 - Contingency plan for revenue shortfalls
 - Realistic project schedule

Schedule and Work Plan Requirements



- Call for Projects
- Training and Pre-Submittal Review
- Planning Studies Work Plan
- Operating Projects Work Plan
- Capital Projects Work Plan
- Other Guidelines
 - Joint applications permitted
 - No unfunded project carry-over: unfunded projects must reapply

Prioritization and Award



- CFAP Administrator manages process, but does not participate in selection
- Selection committee may include staff representatives from:
 - CAMPO
 - GoTriangle (as tax district administrator, if no conflict of interest as a supporting transit provider)
 - Wake County
 - Representatives from non-applicant Wake County agencies, including transit provider representatives (including GoWake Access, NCSU Wolfline staff), municipalities or RTP.
 - Representatives from a Wake County community or not-for-profit organization

Planning/Technical Projects Scoring Criteria

- 50-point scale
- Planning and readiness has highest weight (30 pts); geographic balance can count for up to 20 points

Category	Criterion	Description	Points Awarded	Justification
Geographic Balance	Last Time Applicant Awarded CFAP Funds for Planning	Last time applicant was awarded CFAP funds for a planning study.	20: None within last 10 years	Prioritizes first-time planning study applicants and favors at least a five-year gap between funded planning studies/technical assistance grants.
			10: Within last 5 to 10 years	
			0: Within last 5 years	
Planning Study Readiness	Clear and Compelling Scope of Work	Applicant must provide a scope of work for the proposed planning document requesting CFAP funds with required content.	15	This is a requirement of all applications to demonstrate applicant has a focused scope of work that fits within the CFAP funding constraints.
	Estimated Planning Study End Date	Timeframe within which the results of the planning study are expected to be completed	10: Within 12 months	Prioritizes planning studies that can be finished within one funding cycle, so they can be used to support operations/planning projects proposed during the next funding cycle.
			0: Over 12 months	
	Local Match	Amount of total planning study paid for with local funds*	5: >80%	Prioritizes planning studies that are funded with a higher than minimum 50% local match.
			4: 76-80%	
			3: 71-75%	
			2: 61-70%	
			1: 51-60%	
			0: 50%	

Capital/Operations Projects Scoring Criteria



100 point scale

- Project readiness has highest weight (30 pts);
- Geographic balance, local/regional benefit, and transit need second highest (20 pts each)
- Cost effectiveness (10 pts)

Capital/Operations Projects Scoring Criteria



Category	Criterion	Description	Points Awarded	Justification
Geographic Balance	Last Time Applicant Awarded CFAP Funds for Capital/Operating	Last time applicant was awarded CFAP funds for capital/operating projects.	20 None within last 10 years	Prioritizes first-time capital/operating applicants and favors at least a five-year gap between funded operating/capital grants.
			10 Within last 5 to 10 years	
			0 Within last 5 years	
Local/Regional Benefits	Fixed-route Wake Transit Plan investments supported	Number of fixed-route bus/rail connections within ½ mile of project area.	4 4+ connections	Prioritizes projects that support multiple WTP investments.
			3 3 connections	
			2 2 connections	
			1 1 connection	
	Population density within service area	Population density (in people per square mile) within 1/2 mile of project area.	8 2000+ people/sq. mi.	Prioritizes projects in high density areas that will serve more residents.
			4 1000-1999 people/sq. mi.	
			0 less than 1000 people/sq. mi.	
	Employment density within service area	Employment density (in jobs per square mile) within 1/2 mile of project area.	8 1000+ jobs/sq. mi.	Prioritizes projects in high density areas that will serve more jobs.
			4 500-999 jobs/sq. mi.	
			0 less than 500 jobs/sq. mi.	
Transit Need	Population with Transit Need	Percent of population with high propensity to use transit (including residents living below the poverty line, older adults age 65 and above, total households with zero vehicles, individuals with disabilities) within ½ mile of project area.	10 12% or higher	Prioritizes project applicants that will serve an area with larger shares of population who have a high propensity to use transit.
			6 8% - 12%	
			3 4% - 8%	
			0 less than 4%	
	Activity Generators and Community Connections	Number of activity generators and community connections within ½ mile of project area. Activity generators and community connections include medical facilities, senior centers/community centers, retail centers, major employers (100+ employees), schools, and government centers.	10 6 or more	Prioritizes applicants with larger shares of population who have a greater propensity for transit use.
			6 3 to 5	
			3 1 to 2	
			0 none	

Capital/Operations Projects Scoring Criteria



Category	Criterion	Description	Points Awarded	Justification
Cost Effectiveness	Operating and Capital Cost per Boarding	Operating and capital cost per boarding opening year.	10 <\$10.00	Prioritizes cost-effective transit solutions.
			5 \$10.01 - \$20.00	
			0 >20.00	
Project Readiness	Project Readiness	<p>A score is assigned based on the number of the following project readiness indicators that have been completed by the time the project application is submitted:</p> <p>1) Project needed: Has a need for the proposed project been documented in other relevant planning documents?</p> <p>2) Project study completed: Has a planning study for the proposed project been completed and deemed feasible and is the proposed project aligned with the study recommendation?</p> <p>3) Title VI analysis / ADA assessment complete: Has a Title VI/ADA assessment been completed?</p> <p>4) Realistic Cost and Timeframe: Does the project reflect a realistic cost and implementation timeframe (see Appendix F for definition of realistic cost and implementation timeframe)?</p>	10 4 indicators completed	Rewards well-conceived projects that suggest a likelihood of project success.
			8 3 indicators completed	
			6 2 indicators completed	
			4 1 indicator completed	
	Estimated Opening Year	Estimated opening year of project (for capital projects, how long until project is expected to be completed; for operations projects, how long until operation begins?)	10 Within 1 year of receipt of funds	Prioritizes projects that can be implemented sooner.
			8 Within 2 years	
			6 Within 3 years	
			4 Within 4 years	
	Best Practices	Does project follow published best practices from elsewhere within the country or region? Applicant must cite best practice research.	5 if meets best practice	Rewards applicants who incorporate best practices and lessons learned.
	Local Match	Amount of total project cost paid for with local funds	5 >75%	Prioritizes projects that are funded with a higher than minimum 50% local match.
			3 51-75%	
			0 50%	

CFAP Management, Monitoring, Oversight



- Legally-Binding Project Agreement
- Program Management
- Performance Requirements
- Financial Terms
- Project Reporting

CFAP Management, Monitoring, Oversight



- Legally-Binding Project Agreement
- Program Management
 - Kick off Meeting
 - Mid-Year Project Review (First year of projects only)
 - Annual Review
- Performance Requirements
- Financial Terms
- Project Reporting

CFAP Management, Monitoring, Oversight



- Legally-Binding Project Agreement
- Program Management
- Performance Requirements
 - Operating Performance Requirements
 - Passengers per Revenue Vehicle Hour
 - Cost per Passenger
 - Satisfaction requirements
 - On-time performance
 - Rider Satisfaction
- Financial Terms
- Project Reporting

Figure 7-1 Performance Standards for CFAP Operating Projects: Passengers per Revenue Vehicle Hour

Transit Service Type	CFAP Program Minimum Standard	Wake Transit Plan Weekday Standard
Demand-Response/Rideshare	1.5 Pax / RVH	1.5 Pax / Trip
Fixed-Route (Including flex routes)	6 Pax / RVH	10 Pax / RVH
Subscription Services	2 Pax / RVH	n/a

Figure 7-2 Performance Standards for CFAP Operating Projects: Operating Cost per Passenger

Transit Service Type	CFAP Program Minimum Standard	Wake Transit Plan Weekday Standard
Demand-Response/Rideshare	\$30.00	\$30.00
Fixed-Route (Including flex routes)	\$17.00	\$10.00
Subscription Services	\$10.00	n/a

CFAP Management, Monitoring, Oversight



- Legally-Binding Project Agreement
- Program Management
 - Kick off Meeting
 - Mid-Year Project Review (First year of projects only)
 - Annual Review
- Performance Requirements
- Financial Terms
 - Budgeting Variation
 - Project Cancellation
- Project Reporting

CFAP Management, Monitoring, Oversight



- Legally-Binding Project Agreement
- Program Management
 - Kick off Meeting
 - Mid-Year Project Review (First year of projects only)
 - Annual Review
- Performance Requirements
- Financial Terms
- Project Reporting
 - Quarterly Progress Report Agreement
 - Annual Reporting Requirements



CFAP Funding

Community Funding Areas Program

CFAP Funding



Goal:

Establish Funding Levels that Meet Expected Needs of CFAP Eligible Communities

Wake Transit Plan - Proposed CFAP Funding Allocation

- \$9.2 million over 10-year period
 - Increase over original amount
 - Faster spending than anticipated

Figure 3-1 Wake Transit Plan Estimated Community Funding Program Annual Funding Allocation

FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
<i>Included in Wake Transit Plan</i>								
\$100k	\$184k	\$377k	\$580k	\$793k	\$1.02M	\$1.25M	\$1.49M	\$1.75M
<i>Recommended by the CFAP Core Technical Team</i>								
\$100k	\$310k	\$1.087M	\$1.342M	\$1.097M	\$1.244M	\$1.304M	\$1.337M	\$1.371M

Operating and Capital Funding



Based on Two Pots of Funds: Planning and Operating/Capital Projects

Figure 3-2 CFAP Planning / Technical Assistance Funding Set Aside

FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
\$100k	\$150k	\$150k	\$100k	\$50k	\$50k	\$50k	\$50k	\$50k

Figure 3-3 CFAP Capital and Operating Funding

FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
\$-	\$160k	\$940k	\$1.2M	\$1.1M	\$1.2M	\$1.3M	\$1.3M	\$1.3M








Project Ideas

Community Funding Areas Program

Project Ideas and Opportunities

- Planning Studies
- Bus Pass / GoPass Subsidies
- Partnerships with TNCs
- Increase availability of ADA services
- Deviated Fixed Route
- Community to Community Connectors
- Community Circulators
- Improved passenger amenities
- Bike paths/Sidewalks to Bus Stops (or P&R)

TRANSIT SERVICE TYPES	DESCRIPTION	BENEFITS AND CHALLENGES	VEHICLE TYPE
LOCAL CIRCULATOR	Local circulator services typically operate on an hourly headway and are designed to directly serve important destinations and corridors.	BENEFITS <ul style="list-style-type: none"> • Stops are close together, requiring less walking. • Provide good coverage, serving a wide variety of destinations. CHALLENGES <ul style="list-style-type: none"> • Routes can be circuitous and make frequent stops, causing longer travel times. • Riders have less flexibility about when they travel. • Longer travel times which attracts fewer riders than other fixed-route services. 	
FEEDER	Feeder services are designed to provide an easy connection to transit stations or high capacity transit services, such as the region's planned bus rapid transit services.	BENEFITS <ul style="list-style-type: none"> • The schedule of these services is tied to the arrivals and departures of GoTriangle, GoRaleigh, and GoCary services. • Alignments are direct in order to make the trip as fast as possible to riders. • Cost effective way to allow riders to make long distance trips on transit. CHALLENGES <ul style="list-style-type: none"> • Feeder services are for passengers planning to connect to another transit service and must be very reliable to ensure that passengers make their connection. 	
FLEX ROUTE	Flex services are a hybrid between fixed route and demand response service. Flex routes travel along a fixed alignment with scheduled start times, but can deviate from the route up to 1/4 mile to directly serve a destination if requested by a rider. Passengers may also "flag" a bus at any safe point along the fixed route rather than having to walk to a specific stop.	BENEFITS <ul style="list-style-type: none"> • Flex service can meet requirements for complementary ADA paratransit service without traditional demand response service. • Riders can get door-to-door service if their trip starts and ends within the 1/4 mile boundary. CHALLENGES <ul style="list-style-type: none"> • Riders may not know when the bus is coming. • Travel is indirect and trips can take a long time due to deviations requested by riders. 	
DEMAND RESPONSE	Demand response services (sometimes called Dial-A-Ride) provide door-to-door trips within a specified service area using smaller transit vehicles. These services typically operate in lower density suburban and rural communities.	BENEFITS <ul style="list-style-type: none"> • Provides service in areas that lack the population density to support fixed-route bus service. • Improves the mobility of residents without other travel options. CHALLENGES <ul style="list-style-type: none"> • Typically requires advance reservations, reducing flexibility for passengers. • High cost per passenger than other transit services. 	
TNC	Transportation Network Companies (TNCs) offer on-demand, point-to-point transportation. Similar to taxis, TNCs provide transportation services for compensation using an internet-enabled application or platform.	BENEFITS <ul style="list-style-type: none"> • Provides service in areas that lack the population density to support fixed-route bus service. • Improves the mobility of residents without other travel options. CHALLENGES <ul style="list-style-type: none"> • Provides only a subsidy of TNC trips could result in passengers paying high. • Difficult to set restrictions on trips. 	



Next Steps and Discussion

Community Funding Areas Program

Community Funding Area Next Steps



Schedule for FYs 2019 and 2020

ACTION	DATE
TPAC Considers CFA PMP	October 10, 2018
APPLICANT TRAINING	October 15 – November 9, 2018
CAMPO TCC Considers CFA PMP	November 1, 2018
CAMPO Executive Board Holds Public Hearing and Considers CFA PMP	November 14, 2018
GoTriangle Board of Trustees Considers CFA PMP	November 28, 2018
CALL FOR PROJECTS (FYs 2019 and 2020)	November 29, 2018
PRE-SUBMITTAL REVIEW MEETINGS	December 3 – December 14, 2018 And January 7 – January 11, 2019
APPLICATIONS DUE	January 25, 2019
CAMPO STAFF SCORES SUBMISSIONS*	January 28 - February 15, 2019
SELECTION COMMITTEE REVIEW*	February 25 – March 22, 2019
TPAC Recommendation of projects in FY 2020 Work Plan*	April 23, 2019
FY 2020 WORK PLAN ADOPTION*	By June 30, 2019
KICK-OFF MEETINGS	July, 2019
MID-YEAR PROJECT REVIEW MEETINGS	January, 2020
ANNUAL REVIEW FOR FY2020 PROJECTS	July, 2020

Community Funding Area Next Steps



Schedule Notes

- For FY 2019 planning submissions, the schedule may be accelerated
- Set of pre-determined times set aside for applicant training and pre-submittal appointments
 - Will use Sign-Up Genius
 - Both are required if submitting project
 - If not submitting project, optional but invited
- Applicant training for FYs 2019 and 2020 call will be scheduled for any CFA-eligible organizations, regardless of intent to submit project
 - To train for project submission
 - To provide consultation on next steps for future cycles
 - To provide high-level technical assistance for potential project approaches in this or future cycles

Community Funding Area Next Steps



Application Materials

- For future cycles, online application interface specifically developed for program
- For FYs 2019 and 2020 cycle, stop-gap application submission instrument
 - Likely Google Forms/Google Drive-based solution
 - First time will better help us develop ongoing online applications interface
- **If plan to apply, begin reviewing application submission material requirements in Chapter 5 NOW!!!!**

Outstanding or Further Comments on CFA PMP



- Compatibility of technology used with other providers operating countywide network
- Planning/Technical Assistance services contracted through CAMPO or CFA-eligible organizations?
- **Comments on most recent draft due tomorrow, September 28, 2018, by close of business**



Thank you!