



NC Capital Area **Metropolitan Planning Organization**

CAPITAL AREA MPO

Technical Coordinating Committee Meeting

June 7, 2018

10:00 AM

1. Welcome and Introductions
2. Adjustments to the Agenda
3. Public Comments

This is an opportunity for comments related to any item *not* on the agenda.

Please limit comments to three minutes per speaker.

4. Minutes

4.1 Technical Coordinating Committee Minutes: May 3, 2018

Requested Action:
Approve the May 3, 2018
Meeting Minutes.

5. Regular Business

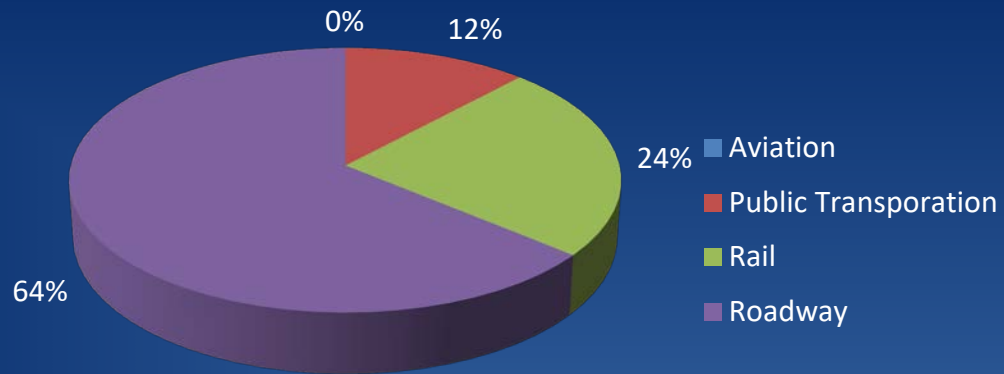
5.1 Prioritization (SPOT) 5.0 - Regional Impact Local Input Point Allocation

- Draft Regional Impact local input point assignment
 - Target Modal Mix
 - Funding Analysis
 - Project Competitiveness evaluation
 - Coordination with Division Engineers & MPOs/RPOs
- Regional Impact Final Point Assignment
 - July 27, 2018

CAMPO Local Prioritization Methodology Review

Regional Impact – Target Modal Mixes

| | |
|-----------------------|-------|
| Aviation | 0 |
| Bike/Ped | N/A |
| Public Transportation | 300 |
| Rail | 600 |
| Roadway | 1 600 |
| Total | 2500 |



P5.0 Regional Impact Point Assignment

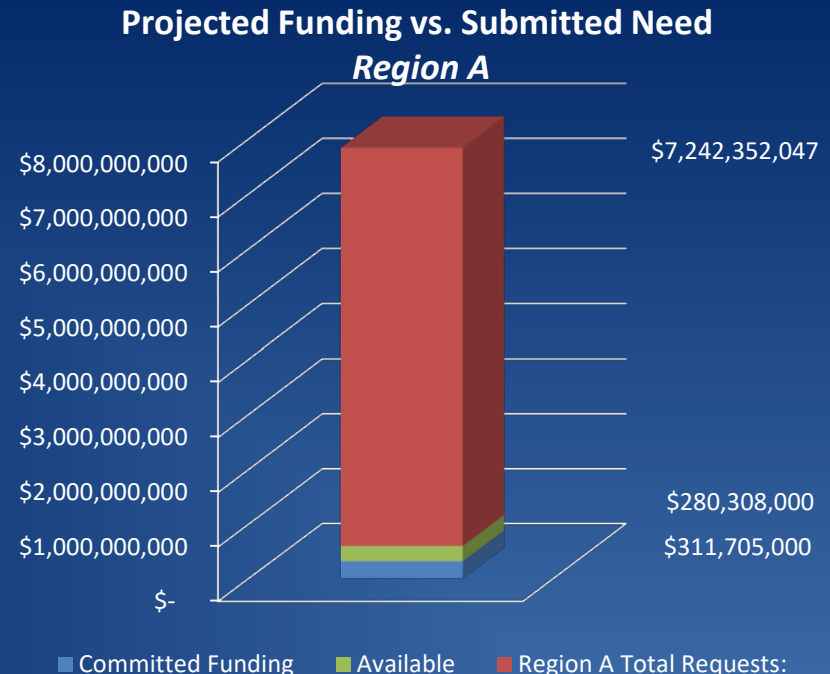
- Regional Impact Point Assignment (2500 points)

Region A
10-Year Funding: \$592,013,000
Committed: \$311,705,000

Available \$280,308,000

Region A Projects: 115
CAMPO Projects: 10

Region A Total Requests: \$7,242,532,047



P5.0 Regional Impact Point Assignment

- Regional Impact Point Assignment (2500 points)

Region C

10-Year Funding: **\$1,543,626,000**
Committed: **\$1,067,110,000**

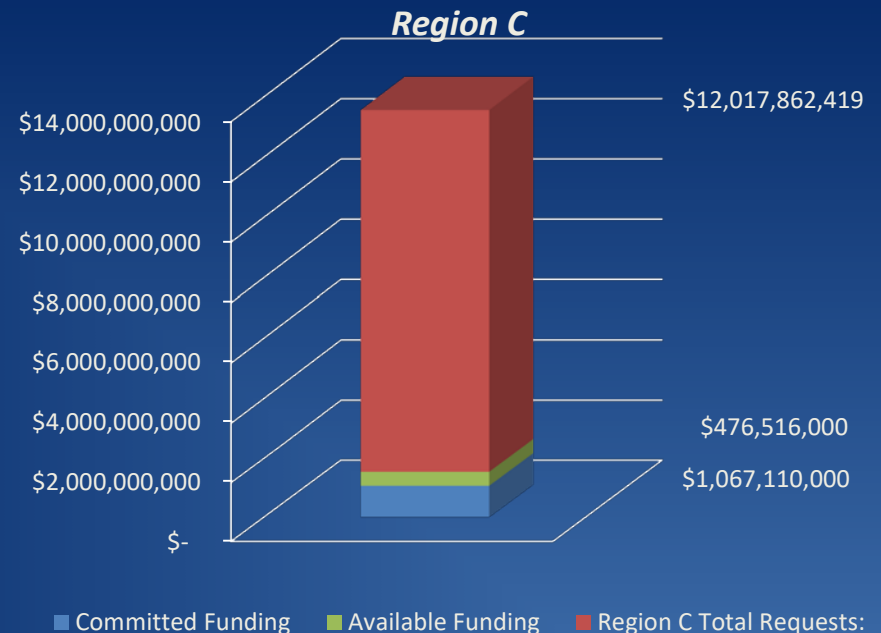
Available **\$476,516,000**

Region C Projects: **209**

CAMPO Projects: **97**

Region C Total Requests: **\$12,017,862,419**

Projected Funding vs. Submitted Need



5.1 Prioritization (SPOT) 5.0 - Regional Impact Local Input Point Allocation

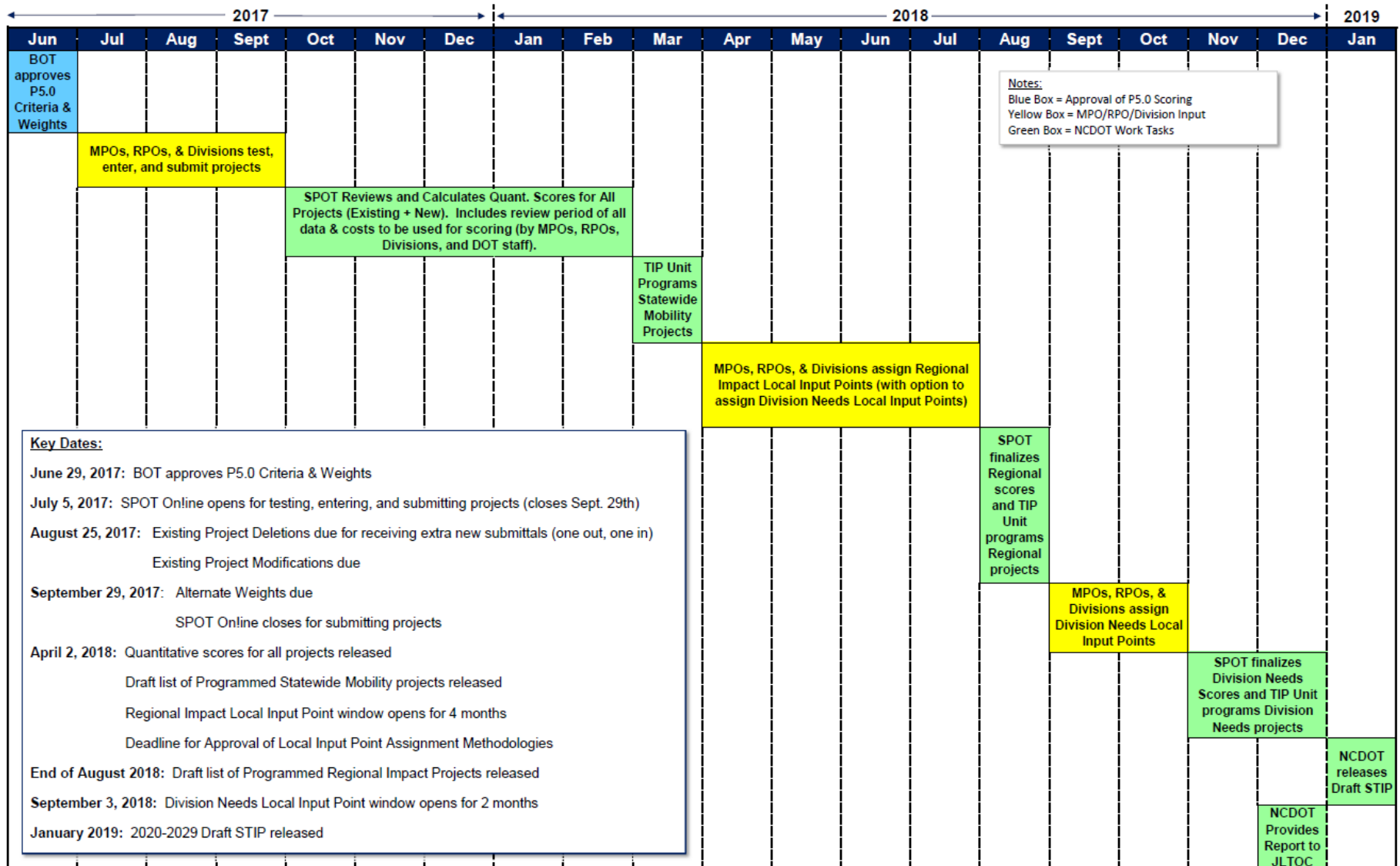
- Plan A - DOLR remains in SPOT and is programmed
 - Region A – no change to point assignment
 - Region C – limited nonhighway funding
 - More points assigned to regional highway projects

5.1 Prioritization (SPOT) 5.0 - Regional Impact Local Input Point Allocation

- Plan B - DOLR is removed from SPOT
 - Region A – no change to point assignment
 - Region C – nonhighway funding is available for higher scoring projects
 - More points assigned to regional transit and rail projects

Prioritization 5.0 Schedule

March 21, 2018



Notes:
 Blue Box = Approval of P5.0 Scoring
 Yellow Box = MPO/RPO/Division Input
 Green Box = NCDOT Work Tasks

5.1 Prioritization (SPOT) 5.0 - Regional Impact Local Input Point Allocation

Requested Action:

Recommend approval of the proposed Regional Impact local input point assignment

5.2 Triangle Regional Freight Plan

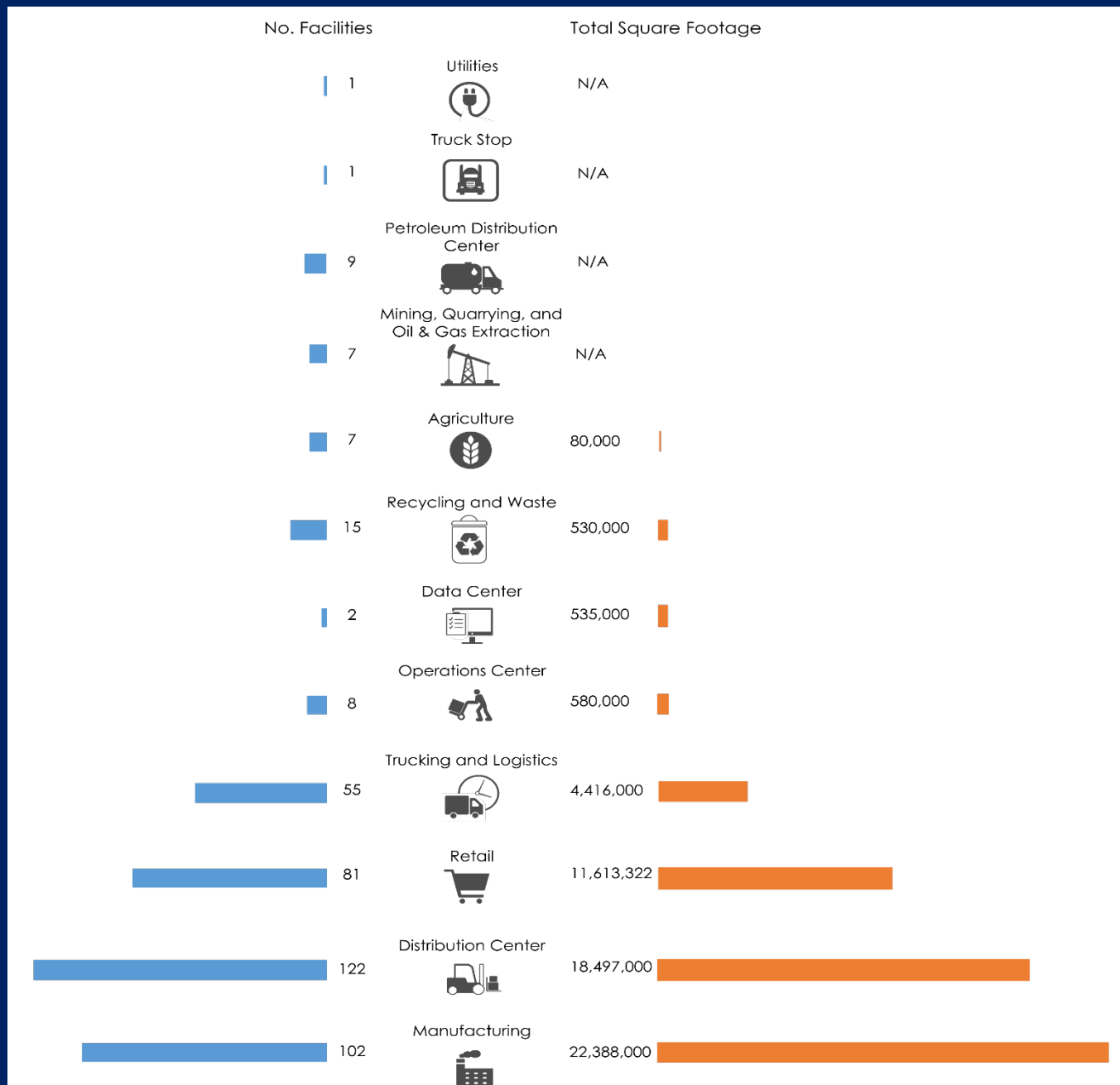


TRIANGLE REGIONAL FREIGHT PLAN

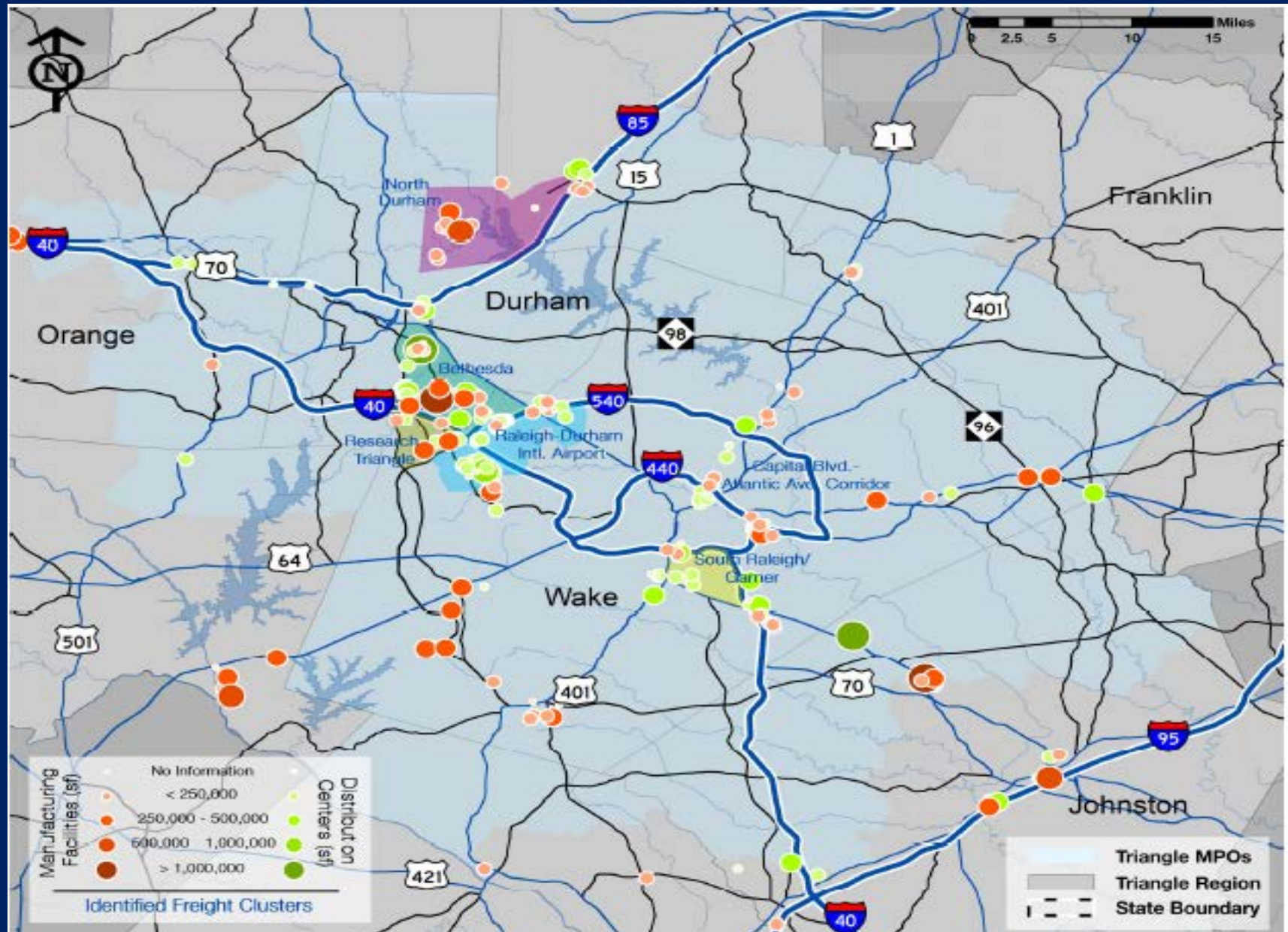
Website

http://files.www.campo-nc.us/Triangle_Region_Freight_Plan_-_Final.pdf

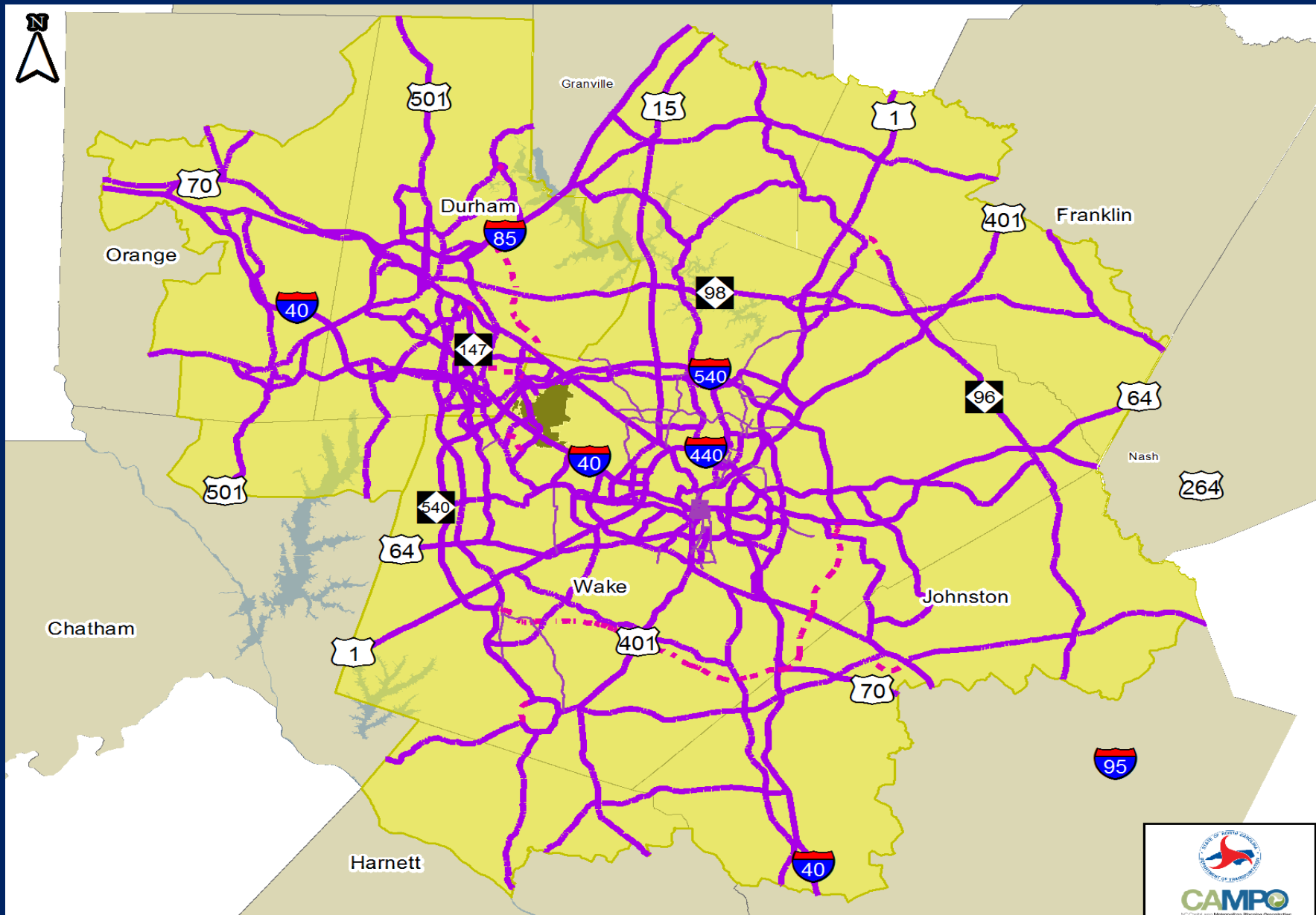
Figure 7: Freight-Intensive Industries in Triangle Region



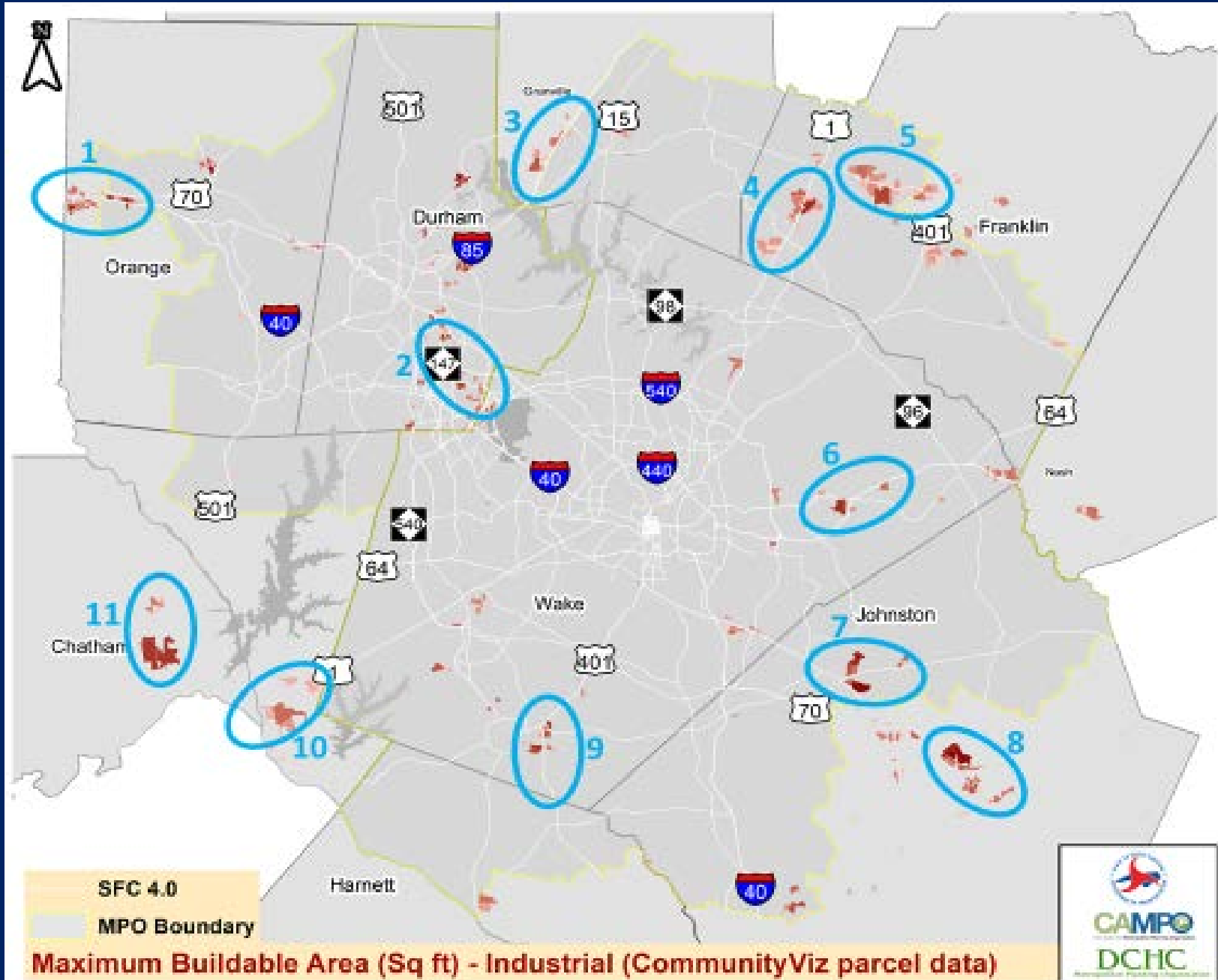
Freight-Intensive Industry and Freight Clusters in the Triangle Region



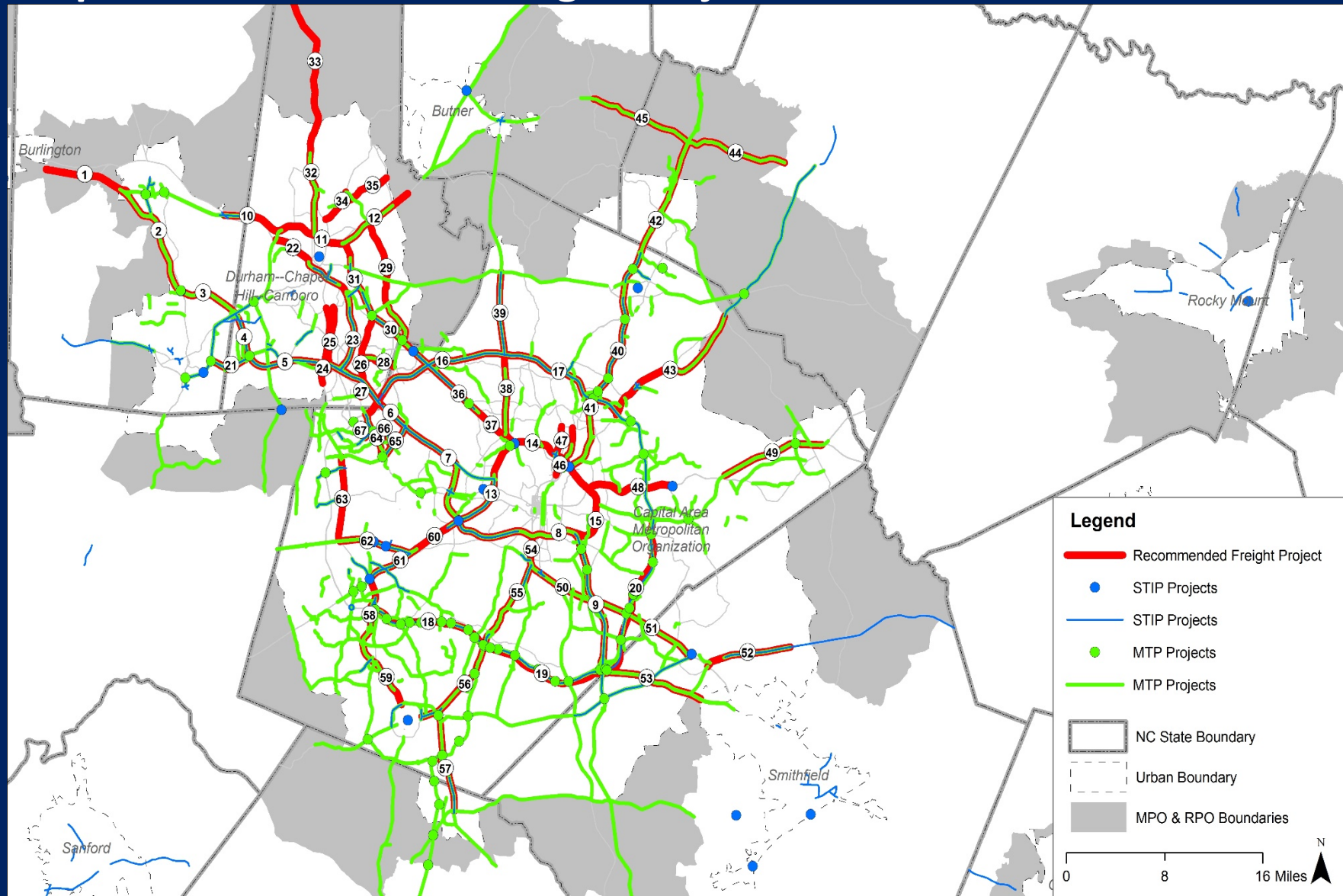
Strategic Freight Corridors, Version 4.0



Freight-Oriented Development Opportunity Zones



Map of Recommended Freight Projects



Requested Action: Receive as information.

5.2 Triangle Regional Freight Plan



Requested Action:
Receive as information.

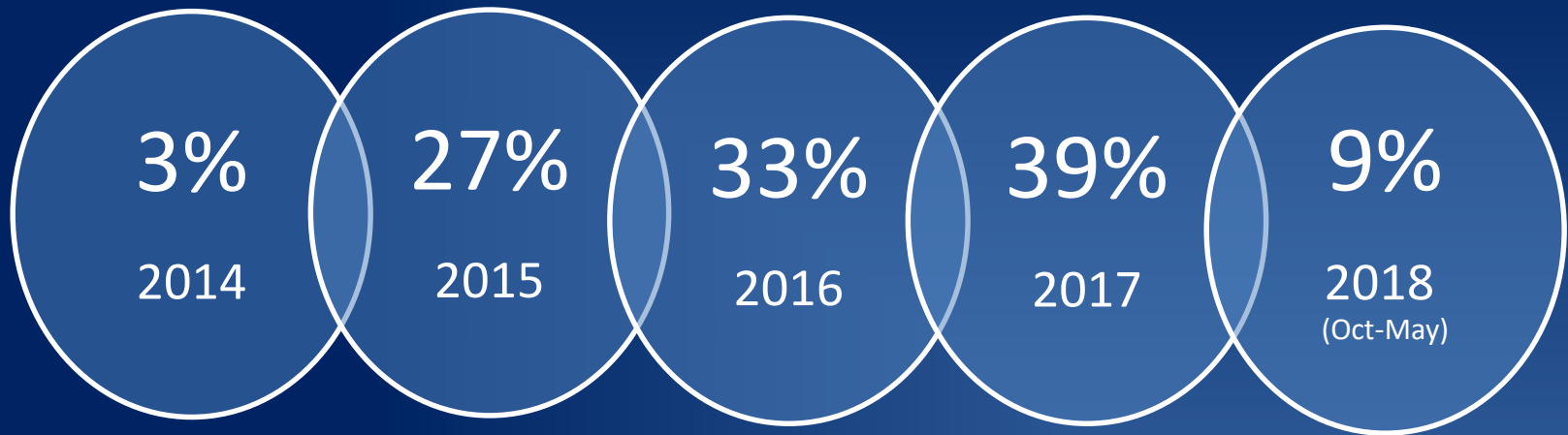
5.3 LAPP Available Funding Report

The LAPP Program includes a tracking system of project specific funding obligation, as well as total available MPO funds, including CMAQ funds sub-allocated by the state. This allows staff to anticipate the amount of available MPO funding at risk due to project schedule changes that extend beyond the awarded LAPP funding year. Staff will provide an FFY18 update of Available LAPP Funding.

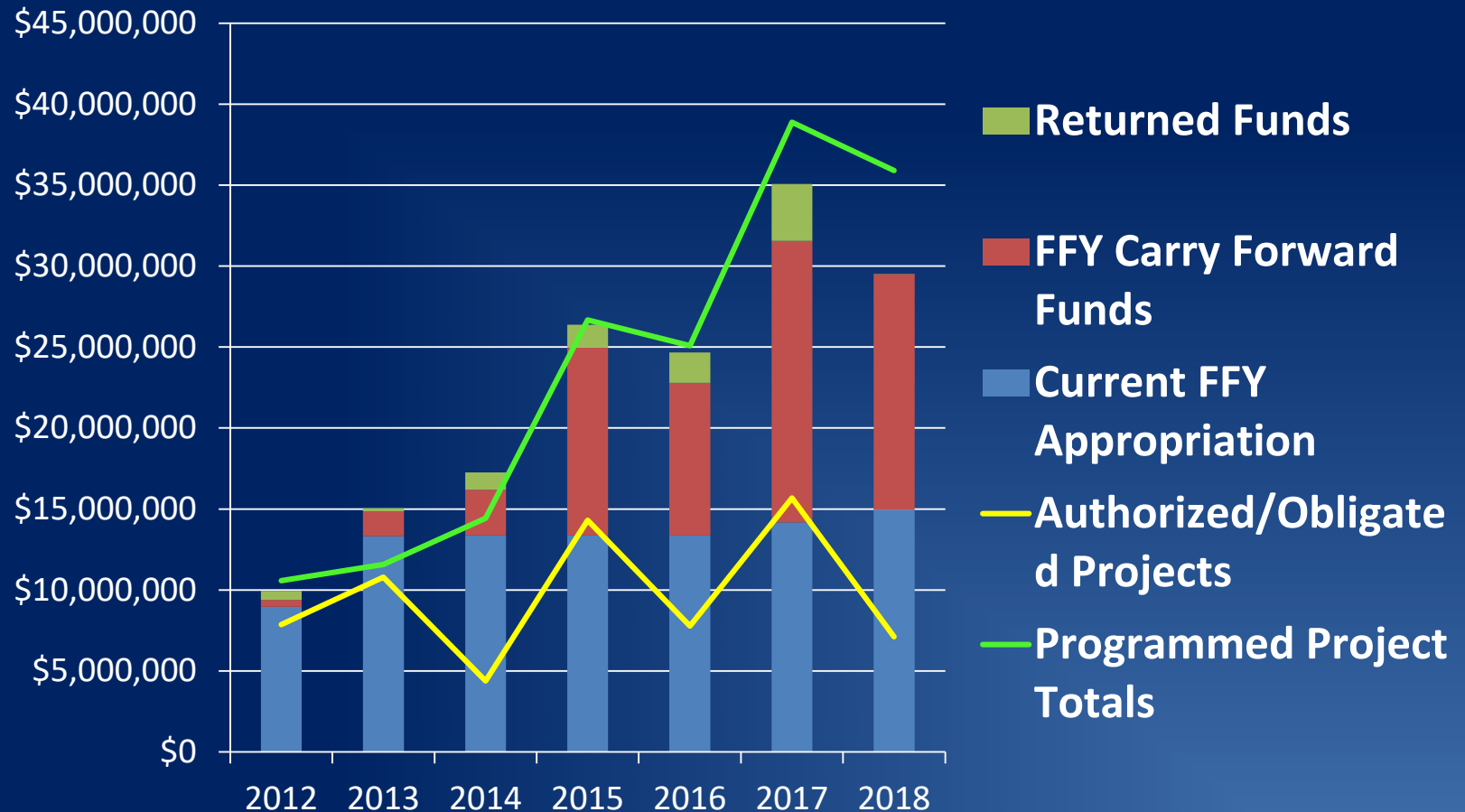
LAPP Goals

1. Develop a holistic approach to identifying and prioritizing small but highly effective transportation projects.
2. Utilize available funding sources in a more efficient manner.
3. Avoid future Federal rescissions to the maximum extent possible.
4. Establish an annual modal investment mix to guide locally administered investments.
5. Create an appropriate tracking system to monitor project status and better ensure obligation and expenditure of programmed funds.
6. Establish a training program for LAPP participants.

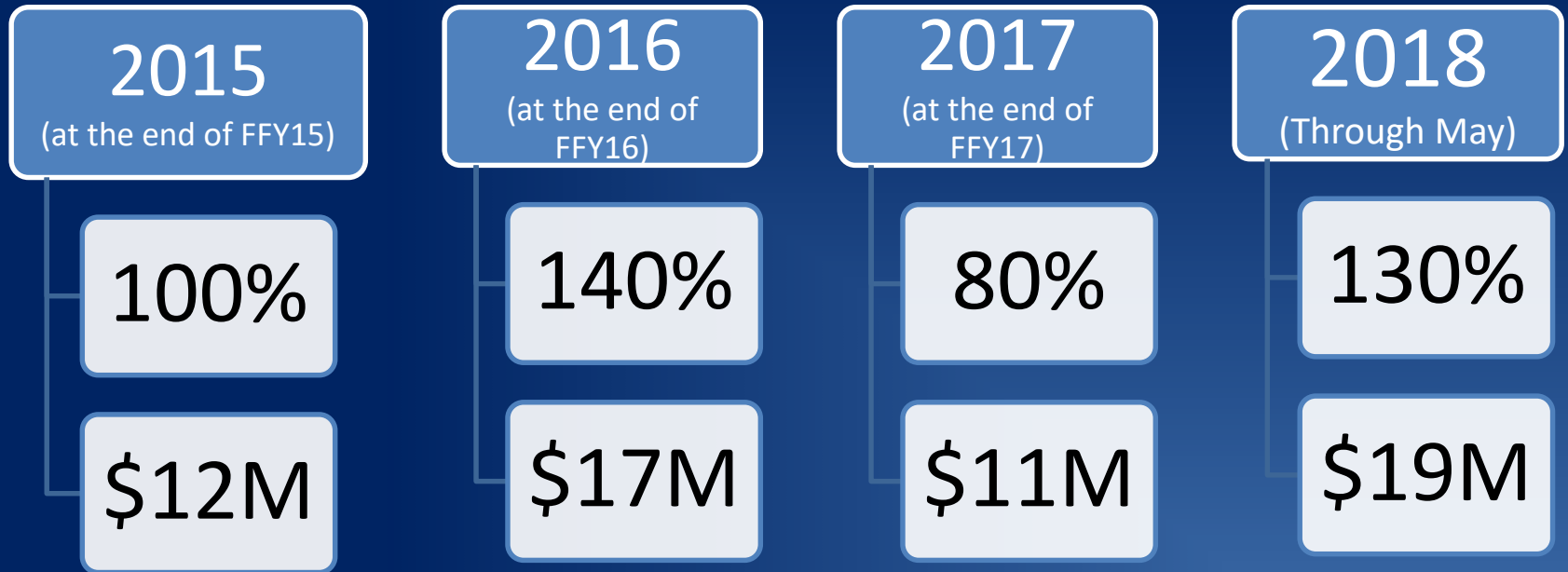
Annual Obligation Rate: Percent of Programmed Funds Obligated on Schedule



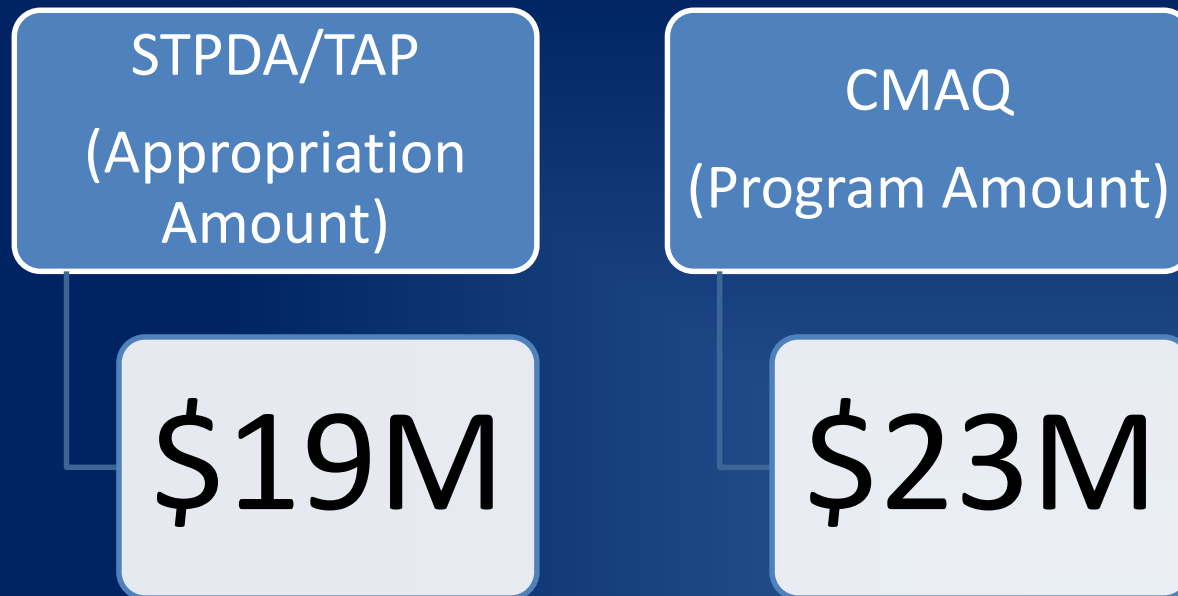
Funding Availability Chart



Unused 'Available' STPDA & TAP Funds Exposure Rate



Current Fund Balance



Upcoming Rescission

**FAST ACT Includes Built-In Rescission on
7/1/2020**

5.2 LAPP Available Funding Report

Requested Action:
Receive as information.

5.4 GoRaleigh Access 2017 Complimentary ADA Paratransit Plan

The Americans with Disabilities Act requires public, fixed-route operators to provide complimentary paratransit services to individuals with disabilities.

- GoRaleigh provides these services and complies with the act, including all stipulations exhibited in 49 Code of Federal Regulations part 37.139.

- One of the stipulations requires GoRaleigh to obtain the following endorsement from the metropolitan planning organization:

“In urbanized areas, certification by the Metropolitan Planning Organization (MPO) that it has reviewed the plan and that the plan is in conformance with the transportation plan developed under the Federal Transit/Federal Highway Administration’s joint planning regulation (49 CFR part 613 and 23 CFR part 450).”
- As required, GoRaleigh brings its ADA complimentary paratransit plan before the Capital Area Metropolitan Planning Organization (CAMPO) to receive its endorsement.

- GoRaleigh received authorization from the Raleigh Transit Authority when the plan was adopted June 21, 2017.
- GoRaleigh coordinates its ADA services seamlessly with GoTriangle, GoCary, and GoDurham.
- Go Raleigh meets the six service criteria enumerated in Section 223 of the Americans with Disabilities Act of 1990.

ADA Paratransit Service Must:

1. Be available in the same area served by fixed-routes
2. Be available to any ADA-paratransit-eligible person within the respective $\frac{3}{4}$ -mile radius of fixed route service, any time and day the fixed-route vehicles are operating, if the para-transit service is requested the previous day
3. Not have para-transit fares exceed twice the fare on the fixed-route system
4. Not have trip restrictions or priorities based on trip purpose
5. Be available to eligible persons on a next-day basis
6. Not have constraints on the amount of service that is provided to any eligible person

- GoRaleigh's Complimentary ADA Plan aligns with the MPO's transportation plans.
- Specifically with select goals and objectives of Connect 2045 and other statewide long-range transportation plans.
- As required by the Code of Federal Regulations 37.139, CAMPO staff has reviewed the ADA plan and confirms the plan is in conformance with the required plans.

5.4 GoRaleigh Access 2017 Complimentary ADA Paratransit Plan

Requested Action:

Recommend approval to certify the GoRaleigh Access 2017 Complimentary ADA Paratransit Plan.

5.5 FFY 2018 FTA Section 5307, 5340, and 5339 Distribution

- FTA FFY 2018 Full Apportionment - Section 5307/5340 & 5339 funding released to the Raleigh UZA
- City of Raleigh, the Direct Recipient, develops the sub-allocation of the funding for the Raleigh UZA coordinating with the partners
- Based on the 2017 MOU between the City of Raleigh, GoTriangle, the Town of Cary, Wake County and CAMPO

The 2017 MOU:

- Added Wake County- eligible since FFY 2017 for Raleigh UZA apportionment after reporting FFY 2015 service metrics ;
- Added CAMPO - institutionalizing its role administering the calculations and concurring with the funding distribution;
- Includes Section 5339 and 5340 programs sub-allocation methodology and process;
- Includes Section 5307 low-income component of the funding formula;
- Includes Section 5307 fixed guideway tier in preparation for fixed guideway (Bus Rapid Transit) formula funds;
- Cleaned up technical language

- Required annual funding “split letter” among transit providers
- MPO must concur with the sub-allocation of UZA federal funds and the programming of projects that will make use of the funds
- See Board packet attached accessory worksheets and DRAFT split letter

5.5 FFY 2018 FTA Section 5307, 5340, and 5339 Distribution

Requested Action:

**Recommend approval of the sub-allocation of FFY 2018
Section 5307, 5340 and 5339 funds in amounts shown in the
attached letter.**

5.6 FY 2018 Wake Transit Work Plan – 4th Quarter Amendment

5.6 FY 2018 Wake Transit Work Plan – 4th Quarter Amendment

- One (1) Amendment was submitted during the 4th quarter of FY2018
- Scope includes purchasing of Youth Fare passes in advance of July start date
- No comments were received on this amendment
- Fiscal Impact and Budget & Finance Subcommittee Disposition included in packet

5.6 FY 2018 Wake Transit Work Plan – 4th Quarter Amendment

Requested Action:

**Consider recommendation of the proposed FY 2019 4th
Quarter Wake Transit Work Plan Amendment List.**

5.7 FY 2019 Recommended Wake Transit Work Plan

5.7 FY 2019 Recommended Wake Transit Work Plan

- CAMPO Executive Board held a public hearing regarding the FY 2019 Recommended Wake Transit Plan on Wednesday, May 16
- The public comment period was open, leading up to this public hearing, between April 16 through May 15.
- No comments were submitted during the public comment period.
- One public comment was received during the public hearing (provided by Capital Area Friends of Transit/WakeUp Wake County on behalf of several community partners) – included in the TCC agenda packet distribution



Brief Overview of Projects in FY 2019 Recommended Work Plan

Free fare for youths

We're making transit more accessible to **riders 18 and younger** who need to get to school, jobs, museums and other places to encourage them to become life-long transit riders.



Proposed bus service expansion

July 1, 2018 – June 30, 2019



Starting in January 2019

- Realign the Worthdale and Apollo Heights routes by starting four new routes along Poole, Barwell, Rock Quarry, Martin Luther King Jr. and Sunnybrook roads to add much needed service to schools, shopping and a community center in Southeast Raleigh.
- Realign the Rex Hospital route by starting four routes along Blue Ridge and Edwards Mill roads to serve the NC Museum of Art, the NC Fairgrounds and the PNC Arena.



Starting in January 2019

- Create a new route serving Cary's largest employment corridor, Weston Parkway, and Park West Village in Morrisville.



Starting Late Summer 2018

- Add more than 3,600 trips for the on-demand service that allows customers who are elderly or disabled to get where they need to go.



Starting August 2018

- Increase frequency on the express route between Durham and Raleigh (DRX) and the express route between Chapel Hill and Raleigh (CRX).
- Add service hours to Route 100, which serves Raleigh-Durham International Airport, and Route 300, which runs between Cary and Raleigh.
- Add operating hours at the Regional Transit Information Center, 919-485-RIDE (7433).

Longer-term investments

Nearly \$51 million (51%) of transit-dedicated revenue collected in the next fiscal year will go toward future transit projects including the planning, design and construction of:



Bus Rapid Transit Dedicated bus lanes on roads in four of the busiest corridors so bus operators can bypass traffic and keep their routes on schedule. The plan calls for adding approximately 20 miles of bus rapid transit lanes, priority treatment at traffic signals and faster boarding and easier access for passengers to get on and off the bus.



Commuter Rail Transit 37 miles of rail service from Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham. Will use existing railroad tracks to provide comfortable passenger service that allows riders to relax or work on their way to key destinations.

In addition to the reserve funds, \$4.7 million will be invested in required studies and planning to advance the larger bus rapid transit and commuter rail projects in 2018 & 2019.

Wake Transit Plan | FY19 Work Plan Revenues

| FY19 MODELED Tax District Revenues | FY 19 Recommended Work Plan |
|--------------------------------------|-----------------------------|
| Total FY 2019 Modeled Sources | \$100,574,000 |

| FY19 MODELED Tax District <u>Operating</u> Expenditures | FY 19 Recommended Work Plan |
|---|-----------------------------|
| Subtotal Operating Expenses | \$17,640,000 |
| Transfer to Capital Projects Fund | \$82,934,000 |
| Total FY 2019 Modeled Sources | \$100,574,000 |

| FY19 MODELED Tax District <u>Capital</u> Expenditures | FY 19 Recommended Work Plan |
|---|-----------------------------|
| Subtotal Capital Expenses | \$33,593,000 |
| Allocation to Capital Reserves/Debt Services | \$49,341,000 |
| Total FY 2019 Modeled Capital | \$82,934,000 |

Wake Transit FY 19 Recommended Work Plan | Frequently Asked Questions

- 129 comments received on FY19 Draft Work Plan, including 9 letters from organizations in our region.
- These comments were categorized and grouped into common themes and formed into Frequently Asked Questions
- Helpful for staff and elected officials with answers when asked by citizens.

Wake Transit FY 19 Recommended Work Plan | Agreement Structures Packet

FY 19 Wake Transit Work Plan Agreement Groupings DRAFT 4.25.18 (After P&P)

Key: Box = Agreement.
(1), (2), (3) etc. = Appropriations for Projects listed on Exhibit A attached to agreement.

General Operating Funding Agreements

| GoCary General Operating Funding Agreement: Bus Operations | |
|--|--------------|
| 1) Midday Frequency Increase | \$ 444,362 |
| 2) Sunday Service All Routes, Expanded Paratransit & Holiday Hours | \$ 575,285 |
| 3) Expansion Vehicles | \$ 102,500 |
| 4) Weston Parkway | \$ 402,399 |
| | \$ 1,524,546 |

| GoRaleigh General Operating Funding Agreement: Bus Operations | |
|---|--------------|
| 1) Increase Route 7 S. South Saunders Route Frequencies | \$ 242,381 |
| 2) Sunday Service Expansion | \$ 1,850,796 |
| 3) Southeast Raleigh Route Additions | \$ 2,738,718 |
| 4) Northwest Raleigh Route Additions | \$ 2,291,980 |
| 5) Lease Vehicles | \$ 189,000 |
| | \$ 7,312,875 |

| GoTriangle General Operating Funding Agreement: Bus Operations | |
|--|--------------|
| 1) Route 100 Improvements | \$ 495,144 |
| 2) Route 300 Improvements | \$ 987,230 |
| 3) Fuquay-Varina Express Route | \$ 272,191 |
| 4) Durham-Raleigh Express Frequency Improvements | \$ 211,028 |
| 5) Chapel Hill-Raleigh Express Frequency Improvements | \$ 52,896 |
| 6) KRX Continuity of Service | \$ 52,930 |
| 7) Regional Information Center Operating Hours | \$ 25,000 |
| 8) Park and Ride Leases | \$ 90,000 |
| | \$ 2,186,419 |

| Wendell General Operating Funding Agreement: Bus Operations | |
|---|----------|
| 1) ZWX Funding | \$ 4,200 |

| Zebulon General Operating Funding Agreement: Bus Operations | |
|---|----------|
| 1) ZWX Funding | \$ 5,654 |

| Wake County General Operating Funding Agreement: Bus Operations | |
|---|------------|
| 1) Rural General Public Trip Funding | \$ 179,375 |
| 2) Elderly and Disabled | \$ 70,000 |
| 3) Wake County Transportation Call Center | \$ 33,905 |
| | \$ 283,280 |

| CAMPO General Operating Funding Agreement: Transit Plan Administration | |
|---|------------|
| 1) 3.0 FTEs (1.0 FTE: Transit Planning Support Staff and Admin (TPAC Administration); 1.0 FTE: Wake Transit Program/Project Manager; 1.0 FTE Transit Planner) | \$ 453,750 |
| 2) Community Funding Area Technical Assistance | \$ 100,000 |
| | \$ 553,750 |

| GoCary General Operating Funding Agreement: Transit Plan Administration | |
|---|------------|
| 1) Outreach and Marketing | \$ 60,875 |
| 2) 1.0 FTE Capital Projects Coordinator | \$ 135,000 |
| 3) 1.0 FTE Transportation Analyst | \$ 150,000 |
| 4) 1.0 FTE Transportation Program Coordinator | \$ 150,000 |
| 5) 1.0 FTE Position Upgrade and Reorganization Deputy Transit Administrator | \$ 80,875 |
| 6) NCDOT Apprentice Local Match | \$ 20,629 |
| | \$ 597,379 |

| GoRaleigh General Operating Funding Agreement: Transit Plan Administration | |
|--|------------|
| 1) 1.0 FTE Service Planning | \$ 153,750 |
| 2) 1.0 FTE Transportation Analyst | \$ 150,000 |
| 3) 1.0 FTE Transit Planner | \$ 150,000 |
| 4) 1.0 FTE Transit Signal Timing Analyst | \$ 150,000 |
| 5) 1.0 FTE Senior Engineer | \$ 112,500 |
| 6) Marketing, Communications, and Public Relations | \$ 250,000 |
| | \$ 966,250 |

| GoTriangle General Operating Funding Agreement: Transit Plan Administration | |
|--|--------------|
| 1) 7.9 Positions FTE (1.0 FTE Multi-Year Bus Plan, 1.0 FTE Major Investment Study, 1.5 FTE Public Outreach and Communications, 1.0 FTE Paratransit, 1.0 FTE Wake Transit Director, 1.0 FTE Wake Administrative Coordinator, 1.0 FTE Public Engagement Specialist, 0.4 FTE Performance Data Analyst). | \$ 1,027,978 |
| 2) Administrative Expenses (Mileage, Travel, Training, Etc.): Outside Legal Counsel; Satellite Office | \$ 61,613 |
| 3) Outreach/Marketing/Communications/Creative Design Consultant/Transit Surveys/Incidental Expenses for Systemwide Studies Public Engagement | \$ 328,050 |
| 4) Property Maintenance, Repairs, Appraisals | \$ 51,308 |
| 5) Customer Feedback Management System | \$ 35,875 |
| 6) 1.0 FTE Project Manager Technology Integration | \$ 97,200 |
| 7) Paratransit Office Space Lease | \$ 127,959 |
| 8) Passenger Amenity Storage | \$ 10,000 |
| | \$ 1,739,983 |

| Tax District Administration General Operating Agreement | |
|---|------------|
| 1) 2.5 Positions FTE (1.0 FTE Financial Oversight Position, 1.0 FTE Budget and Financial Manager, 0.5 FTE Tax District Administrative Assistant). | \$ 295,094 |
| 2) Financial Consulting Work, Audits | \$ 116,000 |
| | \$ 411,094 |

General Capital Funding Agreements

| GoCary General Capital Funding Agreement: Bus Infrastructure | |
|--|--------------|
| 1) Passenger Information Materials | \$ 100,000 |
| 2) Weston Parkway Route | \$ 1,016,000 |
| | \$ 1,116,000 |

| GoTriangle Capital Funding Agreement: Bus Infrastructure | |
|--|--------------|
| 1) Raleigh Union Station Bus Facility | \$ 700,000 |
| 2) Short Term Park and Ride | \$ 75,000 |
| 3) Bus Stop Improvements | \$ 475,000 |
| 4) Passenger Amenity Fit-Up | \$ 150,000 |
| 5) Long Term Park and Ride Feasibility Study | \$ 500,000 |
| | \$ 1,900,000 |

| GoRaleigh General Capital Funding Agreement: Bus Infrastructure | |
|---|--------------|
| 1) Construction of Bus Stop Shelters | \$ 1,205,000 |

| GoRaleigh General Capital Funding Agreement: Bus Acquisition* | |
|---|---------------|
| 1) Support Acquisition of Vehicles (23 buses - 10 expansion and 13 replacement) | \$ 13,642,135 |

| GoTriangle General Capital Funding Agreement: Bus Acquisition* | |
|--|--------------|
| 1) Support Acquisition of Vehicles | \$ 5,000,000 |

| GoTriangle Capital Funding Agreement: Capital Planning | |
|--|------------|
| 1) Land Use and Affordability Studies | \$ 139,000 |

Special Operating Funding Agreements

| Youth GoPass | |
|---------------|------------|
| 1) GoRaleigh | \$ 165,000 |
| 2) GoCary | \$ 25,000 |
| 3) GoTriangle | \$ 40,000 |
| | \$ 230,000 |

| Amend 18 Agreement: GoCary Special Capital Funding Agreement: Bus Infrastructure | |
|--|------------|
| 1) Downtown Multimodal Center Feasibility Study | \$ 200,000 |
| | \$ 200,000 |

| GoCary Special Capital Funding Agreement: Bus Infrastructure | |
|--|--------------|
| 1) Design and Land Acquisition | \$ 2,000,000 |

| GoRaleigh Special Capital Agreement: Bus Infrastructure | |
|---|------------|
| 1) East Raleigh Community Transit Center | \$ 350,000 |
| 2) Coordinated ADA Facility | \$ 350,000 |
| | \$ 700,000 |

| GoRaleigh Special Capital Funding Agreement: Capital Planning | |
|---|------------|
| 1) Western Blvd Corridor Study | \$ 350,000 |

| GoTriangle Special Capital Funding Agreement: Commuter Rail | |
|---|-----------|
| 1) Commuter Rail RTC Modeling | \$333,333 |

| GoTriangle Special Capital Funding Agreement: Bus Infrastructure | |
|--|--------------|
| 1) Paratransit Uplift | \$ 568,124 |
| 2) RTC Facility Feasibility Study | \$ 312,500 |
| 3) Regional Technology Integration Study | \$ 150,000 |
| | \$ 1,030,624 |

| GoTriangle Special Capital Funding Agreement: Capital Planning | |
|--|------------|
| 1) ERP System | \$ 458,333 |

| Appropriations without Agreements at This Time (Reserve) | |
|---|--------------|
| 1) Alternative Fuel Vehicles Acquisition Matching Grants | \$ 1,200,000 |
| 2) Future Fixed Guideways Alternatives Refinement and Project Development (BRT) | \$ 2,955,545 |
| 3) Future Fixed Guideways Alternatives Refinement and Project Development (Commuter Rail) | \$ 1,363,038 |
| | \$ 5,518,583 |

Wake Transit FY 19 Recommended Work Plan | Agreement Structures Packet

- In the packet:
 - Memo from TPAC Administrator to TPAC regarding content of the packet and definitions/purpose of need for agreements
 - Proposed/Recommended Project Groupings
 - Proposed Agreement documents for FY19
 - Example Exhibit A
 - Scope Reference Statement: *'The project description included in the FY2019 Adopted Wake Transit Work Plan, and as amended, is incorporated herein by reference'*
 - Listing of all Proposed FY19 Projects with associated Project ID, Cost & Reporting Deliverables – all to be incorporated into respective agreements

5.7 FY 2019 Recommended Wake Transit Work Plan

Requested Action:

Recommend approval of the FY 2019 Work Transit Work Plan, which shall include the FY 2019 Wake Transit Work Plan Agreement Structures Packet.

5.8 Wake Transit – Major Investment Study: Bus Rapid Transit Implementation (Evaluation Framework & System Performance Standards)

5.8 Wake Transit – Major Investment Study: Bus Rapid Transit Implementation (Evaluation Framework)

Making Informed Choices: BRT Evaluation Framework

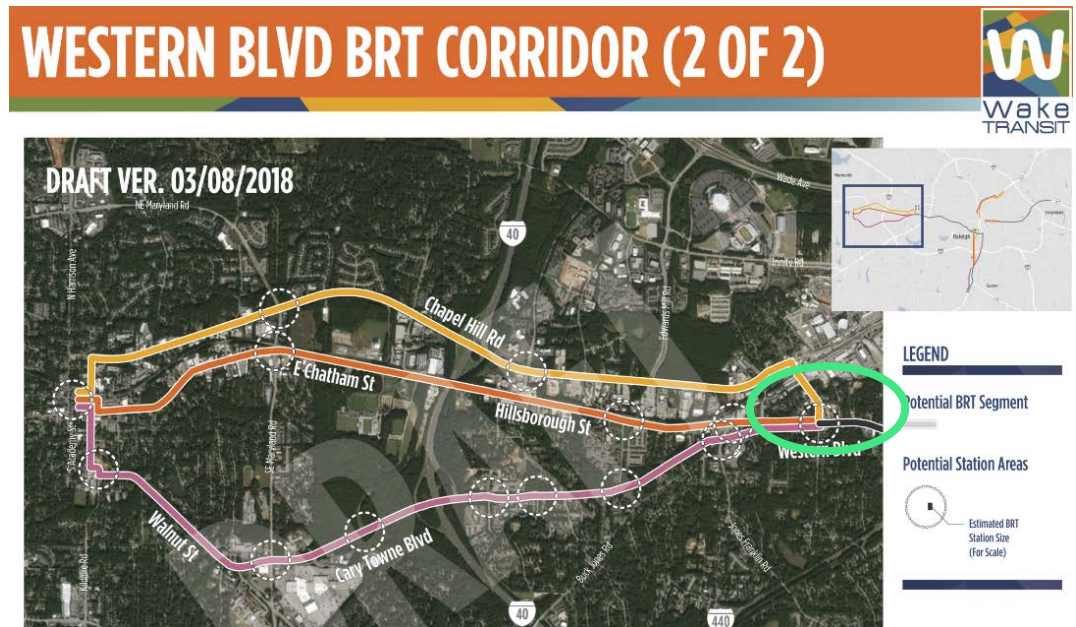
- Purpose: understand performance of BRT alignments and configurations, and ability to meet community goals
- Informed by Public Input in 2017 & FTA Standards for BRT



Two Phase Approach

- Phase I: analyze all segments for strengths & weakness to see which segments to combine into corridors

Look at Yellow, Orange, Pink and Black pieces separately & compare performance

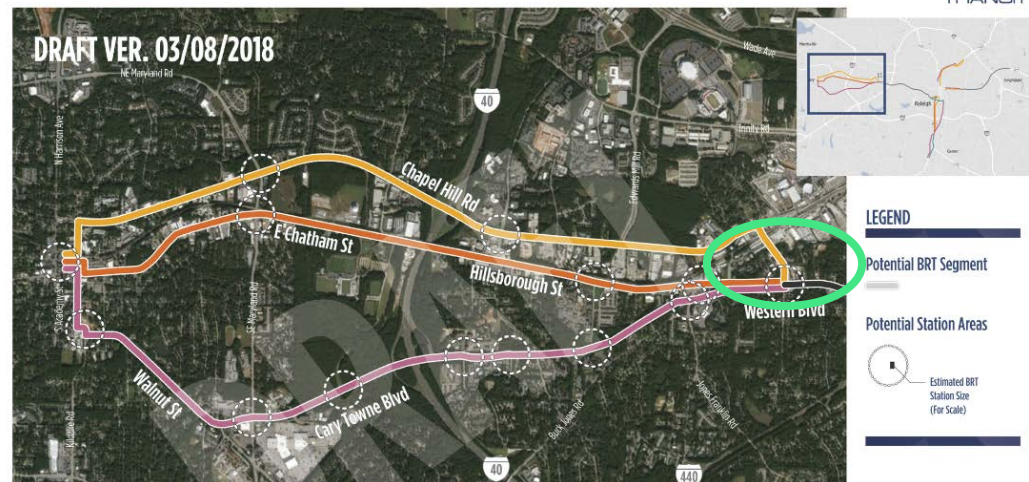


Two Phase Approach

- Phase II: Combine segments into corridors that could become potential projects and analyze corridor performance

Look at:
 Yellow + Black Orange
 + Black
 Pink + Black
 & compare
 performance

WESTERN BLVD BRT CORRIDOR (2 OF 2)



8 Evaluation Categories

- Speed & Reliability
- Supporting Bus Network Connections
(Bus Routes that could use infrastructure)
- Connectivity (Bus Routes that allow transfers to BRT)
- Equity
- Ridership & Cost Effectiveness
- Transit Supportive Land Use
- Sustainability
- Constructability

Metrics for Each Category

- Each Metric has Evaluation Methodology and Data Source Defined, as well as narrative explanation for the community.

Reliability

The FTA Capital Investment Grant (CIG) requires that projects operate at least 50% of their alignment in dedicated right-of-way during peak times (at a minimum) to be eligible for fixed-guideway funding. Segments of dedicated right-of-way remain congestion free and provide BRT with competitive travel time to driving. The more of a BRT alignment that has all-day dedicated right-of-way, the more likely residents of Wake County will view it as a logical alternative to driving.

5.8 Wake Transit – Major Investment Study: Bus Rapid Transit Implementation (System Performance Standards)

BRT Performance Standards: Preparing for High-Quality Transit



"BRT" – Richmond, VA



"BRT" – Seattle, WA

Standards Help Us Get What We Told the Voters We Would Build

What's In The Standards

- Infrastructure Design Standards:
 - Stop Spacing
 - Dedicated Running Way
 - Intersection Priority Treatments
 - BRT Station Design and Amenities
- Service Design Standards
 - Minimum Span of Service
 - Minimum Service Frequencies
 - Vehicle Loadings (addresses crowding)
- Discussion of Why Each Standard Matters

Example: Minimum Service Frequencies

- Tells the public what they can expect
- Drives design of facilities and service plans

Figure 11 | Minimum Service Frequency (Frequency in Minutes)

| | BRT Service |
|------------------------------|-------------|
| Weekdays | |
| Early AM (4am-6am) | 20 |
| AM Peak (6am-9am) | 10 |
| Midday (9am-3pm) | 15 |
| PM Peak (3pm-6pm) | 10 |
| Evening (6pm-9pm) | 15 |
| Night (9pm-12am) | 20 |
| Saturdays | |
| All Day | 20 |
| Sundays | |
| All Day | 20 |

Performance Measures

- Passenger Boardings Per Revenue Hour
- Operating Cost Per Passenger
- Farebox Recovery
- On-time Performance
- Average Operating Speed

Figure 16 | Minimum On-Time Performance and Headway Adherence

| | BRT Service |
|--|-------------|
| <i>On-Time Performance</i> | |
| % of trips leaving -1/+5 minutes of scheduled time | 85% |

5.8 Wake Transit – Major Investment Study: Bus Rapid Transit Implementation (Evaluation Framework & System Performance Standards)

Requested Action:

Consider recommendation of the Bus Rapid Transit Evaluation Framework & System Performance Standards Memo.

5.9 Wake Transit Plan - Bus Plan: Service Guidelines and Performance Measures



Task Goals



- Develop guidelines and measures for bus services funded by Wake Transit
- Ensure efficient and effective transit services in Wake County now and in the future



Key Definitions



Service Types

- Route classification

Guidelines

- General operating principles for route design

Standards

- The minimum investment required to reach the route classification

Measures

- Reference point which performance is evaluated

Targets

- The defined value set for individual measures



Route Classifications



Frequent Route



Local Routes



Community Routes



Demand-Response Services



Core Regional Routes



Express Routes

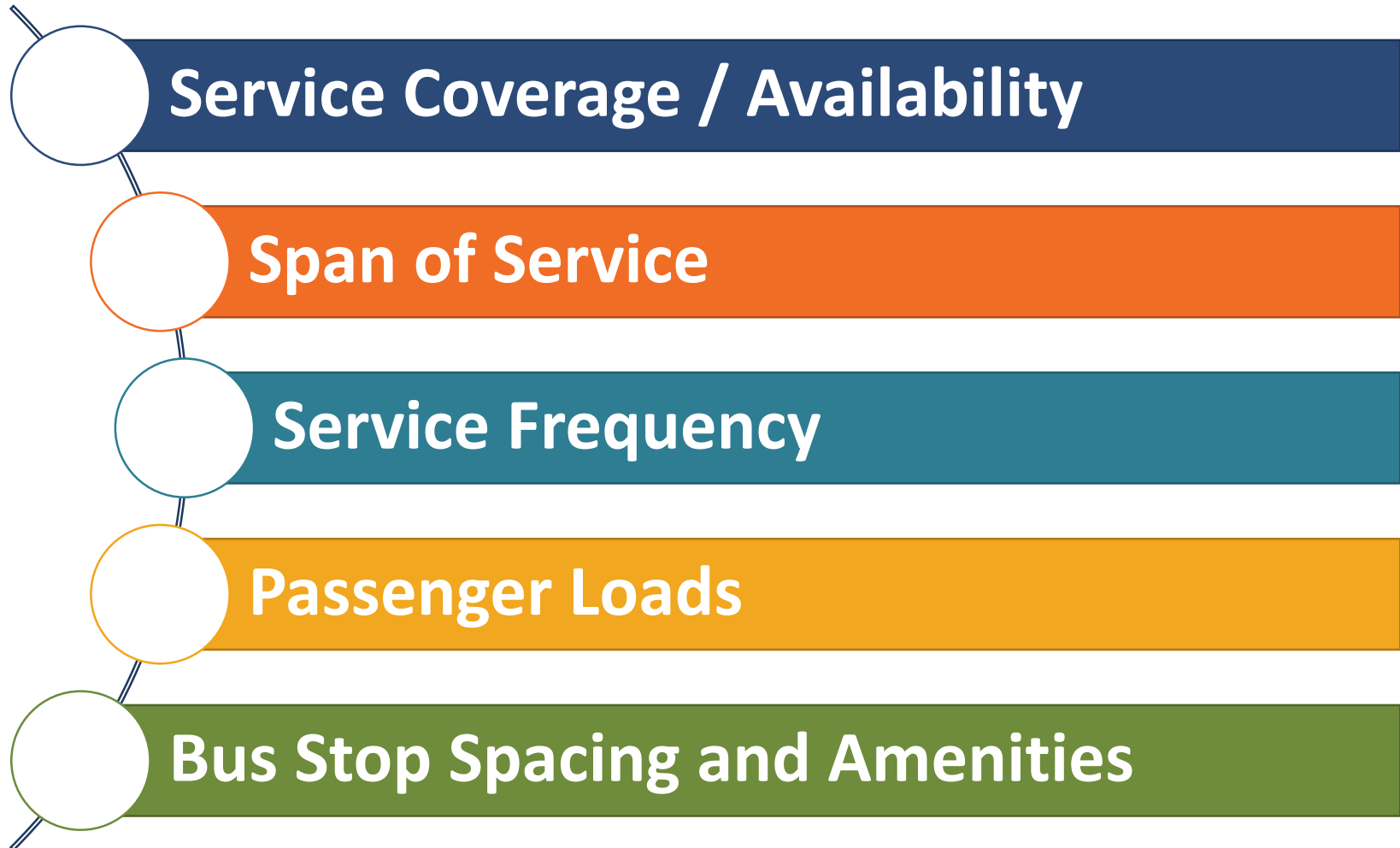


Shuttle Services





Service Standards





Span of Service



| | Frequent Route | Local Route | Community Route | Demand-Response Service | Core Regional Route | Express Route | Shuttle Service |
|------------------|----------------|-------------|-----------------|---|---------------------|---|-----------------|
| Weekdays | | | | | | | |
| Begin | 6:00 AM | 6:00 AM | 7:00 AM | 7:00 AM | 6:00 AM | 7:00 AM | — |
| End | 12:00 AM | 10:00 PM | 9:00 PM | 6:00 PM | 10:00 PM | 7:00 PM | — |
| Saturdays | | | | | | | |
| Begin | 6:00 AM | 6:00 AM | 6:00 AM | <i>Saturday service may be provided, if warranted, but is not required.</i> | 10:00 AM | <i>Saturday service may be provided, if warranted, but is not required.</i> | — |
| End | 12:00 AM | 10:00 PM | 7:00 PM | <i>Saturday service may be provided, if warranted, but is not required.</i> | 10:00 PM | <i>Saturday service may be provided, if warranted, but is not required.</i> | — |
| Sundays | | | | | | | |
| Begin | 7:00 AM | 10:00 AM | 10:00 AM | <i>Sunday service may be provided, if warranted, but is not required.</i> | 10:00 AM | <i>Sunday service may be provided, if warranted, but is not required.</i> | — |
| End | 12:00 AM | 10:00 PM | 7:00 PM | <i>Sunday service may be provided, if warranted, but is not required.</i> | 10:00 PM | <i>Sunday service may be provided, if warranted, but is not required.</i> | — |



Service Frequency



| | Frequent Route | Local Route | Community Route | Demand-Response Service | Core Regional Route | Express Route | Shuttle Service |
|-----------|----------------|-------------|-----------------|-------------------------|---------------------|--|-----------------|
| Weekdays | | | | | | | |
| Early AM | 30 | 60 | 60 | — | 60 | — | 60 |
| AM Peak | 15 | 30 | 60 | — | 30 | 3 peak direction trips | 60 |
| Midday | 30 | 30 | 60 | — | 30 | — | 60 |
| PM Peak | 15 | 30 | 60 | — | 30 | 3 peak direction trips | 60 |
| Night | 30 | 60 | 60 | — | 60 | — | 60 |
| Saturdays | | | | | | Saturday service may be provided, if warranted, but is not required. | |
| All Day | 30 | 60 | 60 | — | 60 | | |
| Sundays | | | | | | Sunday service may be provided, if warranted, but is not required. | |
| All Day | 30 | 60 | 60 | — | 60 | | |

Note: “—” indicates that the standard does not apply. Also, the standard applies to services that are provided, and do not imply that all services will be provided at all times.



Bus Stop Spacing and Amenities



| | Frequent Route | Local Route | Community Route | Demand-Response Service | Core Regional Route | Express Route | Shuttle Service |
|--|----------------|-------------|-----------------|-------------------------|---------------------|---------------|-----------------|
| Minimum Stop Spacing in Feet | | | | | | | |
| Moderate to High Density Areas | 1,300 | 1,300 | 1,300 | — | 2,640 | — | 1,300 |
| Low Density Areas | 2,600 | 2,600 | 1,300 | — | 2,640 | — | 1,300 |
| Maximum Number of Stop Per Mile | | | | | | | |
| Moderate to High Density Areas | 4 | 4 | 4 | — | 2 | — | 4 |
| Low Density Areas | 2 | 2 | 4 | — | 2 | — | 4 |

Notes: Moderate to high density defined as greater than or equal to 4,000 persons per square mile; low density defined as less than 4,000 persons per square mile

Guidelines for Bus Stops

Bus Stop and Transit Station Types

BASIC BUS STOP

ELEMENTS:

Bus stop sign
Paved boarding area
Sidewalk connection
Street lighting

APPROXIMATE COST:
\$20,000-\$25,000

MODE:
Bus

TYPICAL RIDERSHIP:
Fewer than 25 daily passenger boardings

BUS STOP + SHELTER

ELEMENTS:

Bus stop sign
Paved boarding area
Shelter/seating
Sidewalk connection
Street lighting
Pavement markings

APPROXIMATE COST:
\$25,000-\$30,000

MODE:
Bus

TYPICAL RIDERSHIP:
25-75 daily passenger boardings

HIGH VOLUME BUS STOP

ADDITIONAL ELEMENTS:

Real-time display
Bus pad on roadway

APPROXIMATE COST:
\$35,000-\$45,000

MODE:
Bus

TYPICAL RIDERSHIP:
75-200+ daily passenger boardings

TRANSIT STATION / SUPER STOP

ADDITIONAL ELEMENTS:

Station signage
Raised platform/level boarding
Large shelter/seating
Bicycle racks/parking
Branding elements
Distinctive design
Off-board fare payment
Newspaper vending machines

APPROXIMATE COST:
\$100,000 - \$500,000

MODE:
Bus, Bus Rapid Transit (BRT)

TYPICAL RIDERSHIP:
200-1000+ daily passenger boardings

EXAMPLE:
Crabtree Valley Mall Station

BUS TRANSIT CENTER

ADDITIONAL ELEMENTS:

Lighting and Security
Trash receptacle(s)
Off-street bus bays
Enclosed waiting areas/restrooms
Park-and-Ride lot/garage
Bicycle access/parking
Kiss-and-Ride/taxi facilities
Enhanced passenger amenities
Information/commuter center

APPROXIMATE COST:
\$5 million-\$50 million

MODE:
Bus, Bus Rapid Transit (BRT)

TYPICAL RIDERSHIP:
1000+ daily passenger boardings

EXAMPLE:
GoRaleigh Station



Performance Measures and Targets



Passenger Boardings per Revenue Hour



Operating Cost per Passenger Boarding



Farebox Recovery



On-Time Performance



Operating Cost per Passenger 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 |

Farebox Recovery

| Frequent Route | Local Route | Community Route | Demand-Response Service | Core Regional Route | Express Route | Shuttle Service |
|----------------|-------------|-----------------|-------------------------|---------------------|---------------|-----------------|
| * | * | * | * | * | * | * |

** The Wake Bus Plan is conducting a fare study to evaluate fare levels generally and the potential for increased integration across Wake Transit Plan partners. This analysis will be completed by August, 2018.*

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% |



Proposed Evaluation Process



1. New routes or major changes are exempt for a period of 18 months
2. Annual evaluations in conjunction with the annual work plan process
3. Adjustments made at Wake Transit Bus Plan periodic review
 - a. Anticipated every 4 years (2022 and 2026)



Customer Satisfaction



- Joint survey to gauge customer satisfaction across all agencies
- Requirements for the customer satisfaction survey will be updated to reflect a regional customer survey scope of work negotiated in July 2018

Where are we in the process?



Core Technical Team Review

March

Transit Agency Review

April

Transit Planning Advisory
Committee (TPAC) Review

May

Governing Boards for Wake
Transit Review

June

Discussion



5.9 Wake Transit Plan - Bus Plan: Service Guidelines and Performance Measures

Requested Action:

Recommend approval of the Wake Transit Bus Plan Service Guidelines and Performance Measures.

6. Informational Items: Budget

6.1: Operating Budget - FY 18

6.2: Member Shares - FY 18

Requested Action:

Receive as information.

7.1 Informational Item – Project Updates

- Hot Spot Program
- Wake Transit Planning Studies & Tasks
- Regional Freight Plan Study
- (SRTS) John Rex Endowment Grant Award Update
- NC Non – Motorized Volume Data Program –
Phase II Region Roll-out
- NC 98 Corridor Study
- Rolesville Main Street Study
- Southwest Area Study – Update
- Triangle Regional ITS Update
- Triangle Tolling Study

Requested Action:
Receive as information.

8. Information Item: Staff Reports

- MPO Executive Director
- TCC Chair
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority

Requested Action:
Receive as information.

Upcoming Events

| Date | Event |
|-------------------------------|---|
| June 20, 2018 4:00-6:00 | Executive Board One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601 |
| July 5, 2018 10:00 – 12:00 | TCC One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601 |
| July 18, 2018 4:00-6:00 | Executive Board One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601 |
| August 1, 2018 4:00-6:00 | TCC One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601 |

ADJOURN