

Brief Summary

The Wake County Transit Project effort is intended to document the best available plans for transit and transit related infrastructure investment in the Wake County area. This documentation will be the "financial and implementation plan" that is shared with the public to support a referendum on a half cent sales tax. Although this process is being lead by Wake County Staff, the data within the plan should and will be generated by the area experts. This project will not be a new plan, but rather a collection of the best plans from the municipalities and area transit providers. As decision-making is needed to determine what the "best" plans are, the Wake County Transit Project is also working with area municipalities and agencies to develop methods and expectations. Transit decision-making will be supported by the establishment of a transit interlocal agreement.

Status

The Wake County Transit Project is currently ongoing. The four priority areas for the project currently are; ensuring that valid and meaningful data is produced by other ongoing efforts (Alternatives Analysis, Mid-Range Bus Plan), identifying problem issues (geographic equity versus driving land use, choice rider needs versus transit dependent rider needs), sharing data and issues as known or identified, and developing concepts on decision-making. Once more information is available the Wake County Transit Effort will work with the municipalities and the Wake County Board of Commissioners to determine the best plans to move forward.





Building the Wake County Transit Plan

February 2011

Goals of this Presentation

- ◆ How we got here
- ◆ Developing the plan
- ◆ Planning for a successful referendum

Transit Background

- ◆ Original TTA Plan
- ◆ Special Transit Advisory Committee (STAC)
- ◆ NC 21st Century Committee on Transportation
- ◆ Blue Ribbon Committee on the Future of Wake County
- ◆ CAMPO and DCHC – Long Range Transportation Plan (LRTP)

The Legislation (HB 148)

- ◆ Authorizes ½ Cent Sales Tax in Wake County and other urban counties with voter approval of a referendum.
- ◆ Authorizes a Regional Vehicle Registration Fee increase (from \$5 to \$8). Requires Wake County BOC resolution and action by the Triangle Transit Board of Trustees.
- ◆ Authorizes a County Vehicle Registration Fee (up to \$7). Requires Wake County Board of Commissioners action.
- ◆ Authorizes RTP to charge a Property Tax for public transportation projects (\$.10 per \$100).

HB 148 (continued)

- ◆ Requires that each county approve a “financial plan” prior to holding a referendum.
- ◆ Each county sales tax referendum is independent of the referendum results in other counties.

So...

Our Goal is to develop a Wake County Transit Plan that will be supported by voters in a future sales tax referendum

The Players

- ◆ Board of County Commissioners
- ◆ Triangle Transit
- ◆ Capital Area Metropolitan Planning Organization (CAMPO)
- ◆ The Twelve Municipalities
- ◆ Regional Transportation Alliance (RTA)

The Wake County Approach

- ◆ Twelve Municipalities with different concerns, goals and interests
- ◆ Wake County is large (857 square miles)
- ◆ Planning for a population increase of more than 600,000 people in the next 25 years.
- ◆ The majority of the municipalities see transit as an important part of their future

Population in Wake County

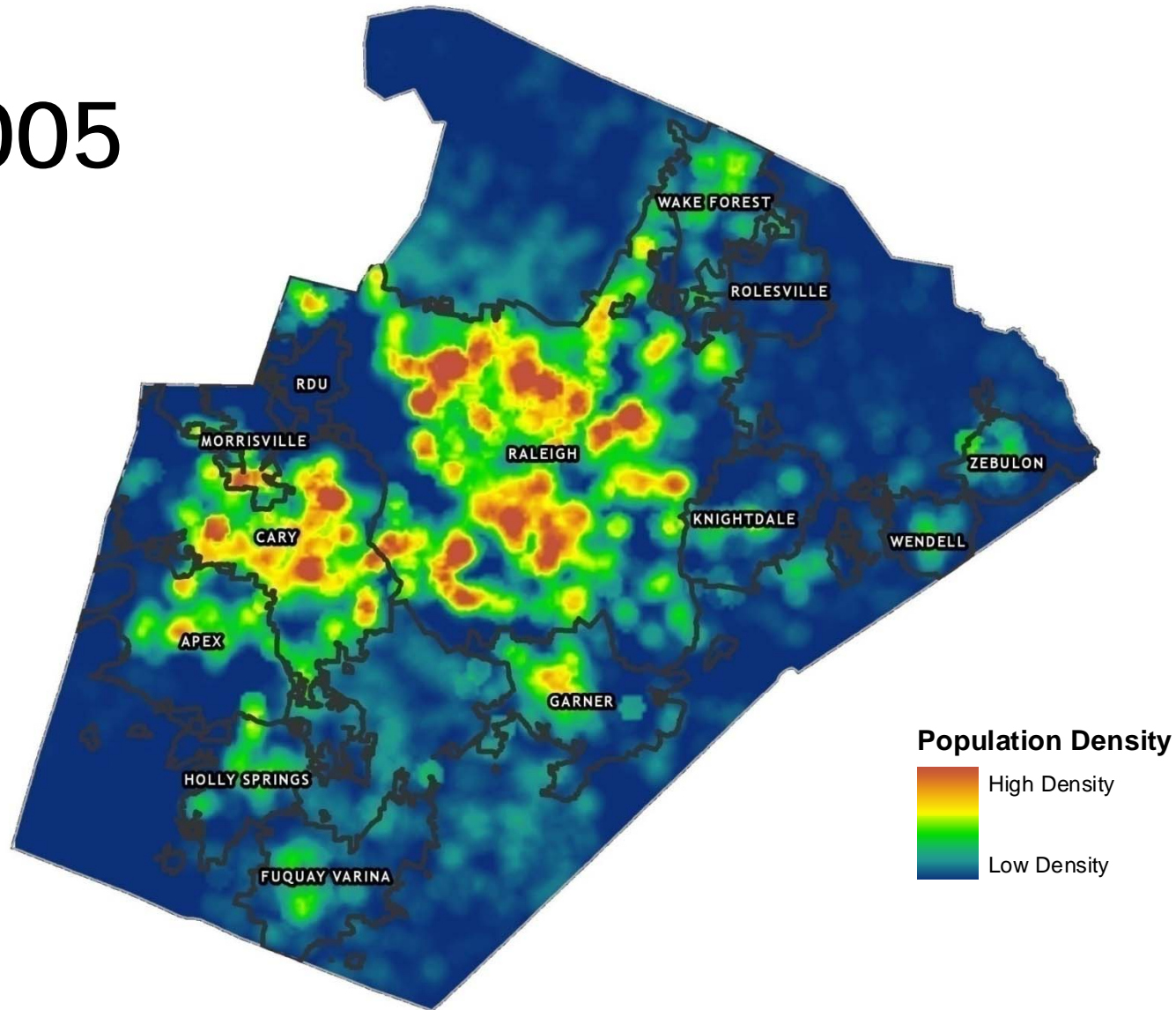
Jurisdiction*	1985	2000	2010	2015	2025	2035
Apex	6,386	27,514	42,347	59,173	85,053	110,942
Cary	44,549	116,476	147,727	161,071	181,229	189,180
Fuquay-Varina	8,766	16,833	40,994	54,451	79,455	93,018
Garner	18,948	28,362	61,806	75,376	102,446	129,199
Holly Springs	2,530	13,814	28,652	37,438	51,908	58,231
Knightdale	2,890	9,493	20,014	32,516	59,265	79,496
Morrisville	800	6,408	22,047	25,806	26,715	27,582
Raleigh	237,328	338,201	415,487	467,324	548,683	584,216
Rolesville	1,909	3,169	4,576	10,494	20,719	23,311
Wake County	20,021	34,879	49,696	70,568	93,757	104,805
Wake Forest	6,060	16,455	32,366	51,402	65,212	72,111
Wendell	5,193	8,538	12,284	22,395	35,743	38,387
Zebulon	5,007	7,704	16,558	23,484	30,324	34,154
Total	360,387	627,846	894,554	1,091,496	1,380,510	1,544,631



* Municipal figures include Corporate Limits, ETJ and Short and Long Range Urban Service Areas
 Source : North Carolina State Demographer, Socio-Economic Forecasting Data, Campo 2005

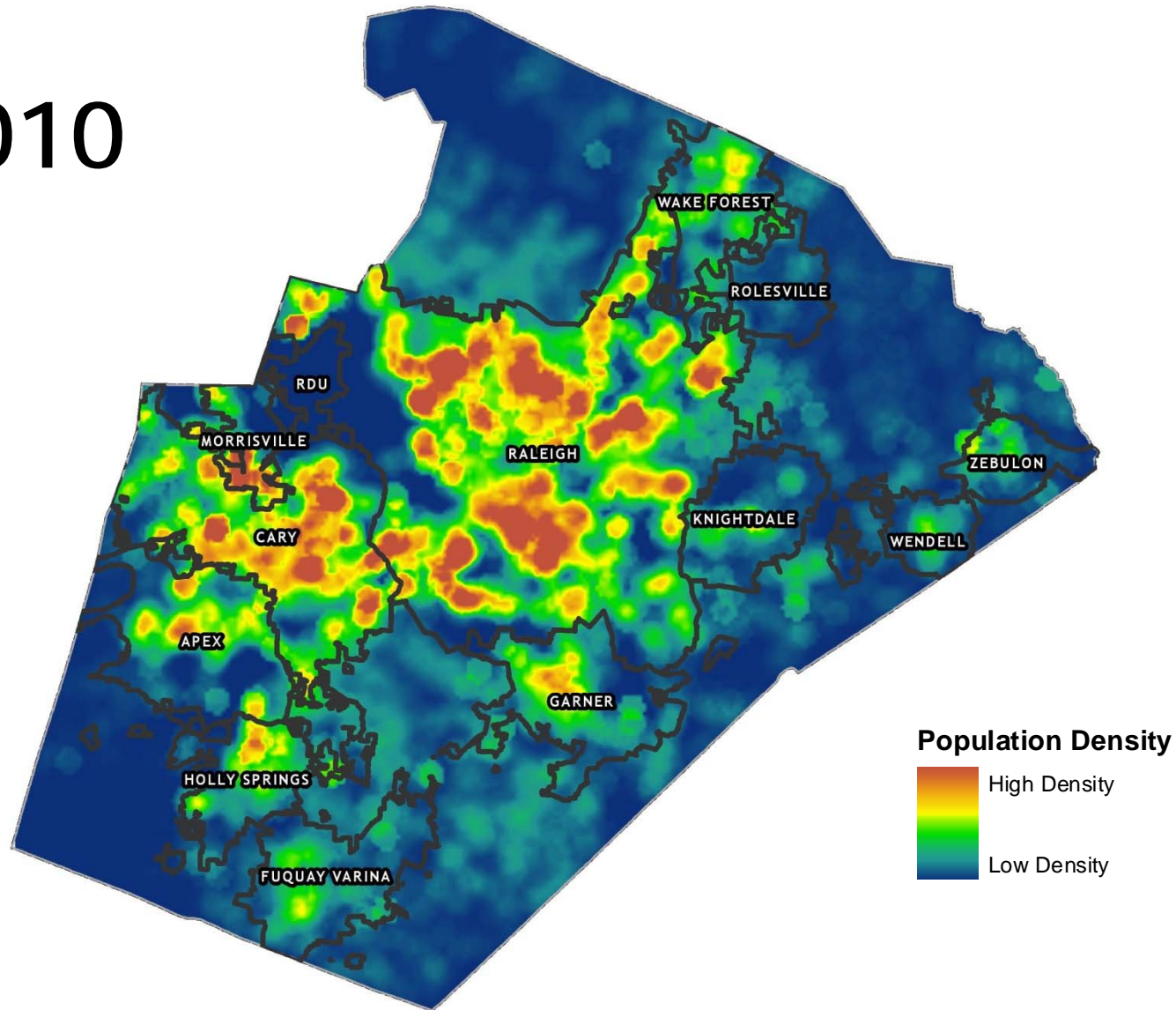
Population Density Wake County

2005



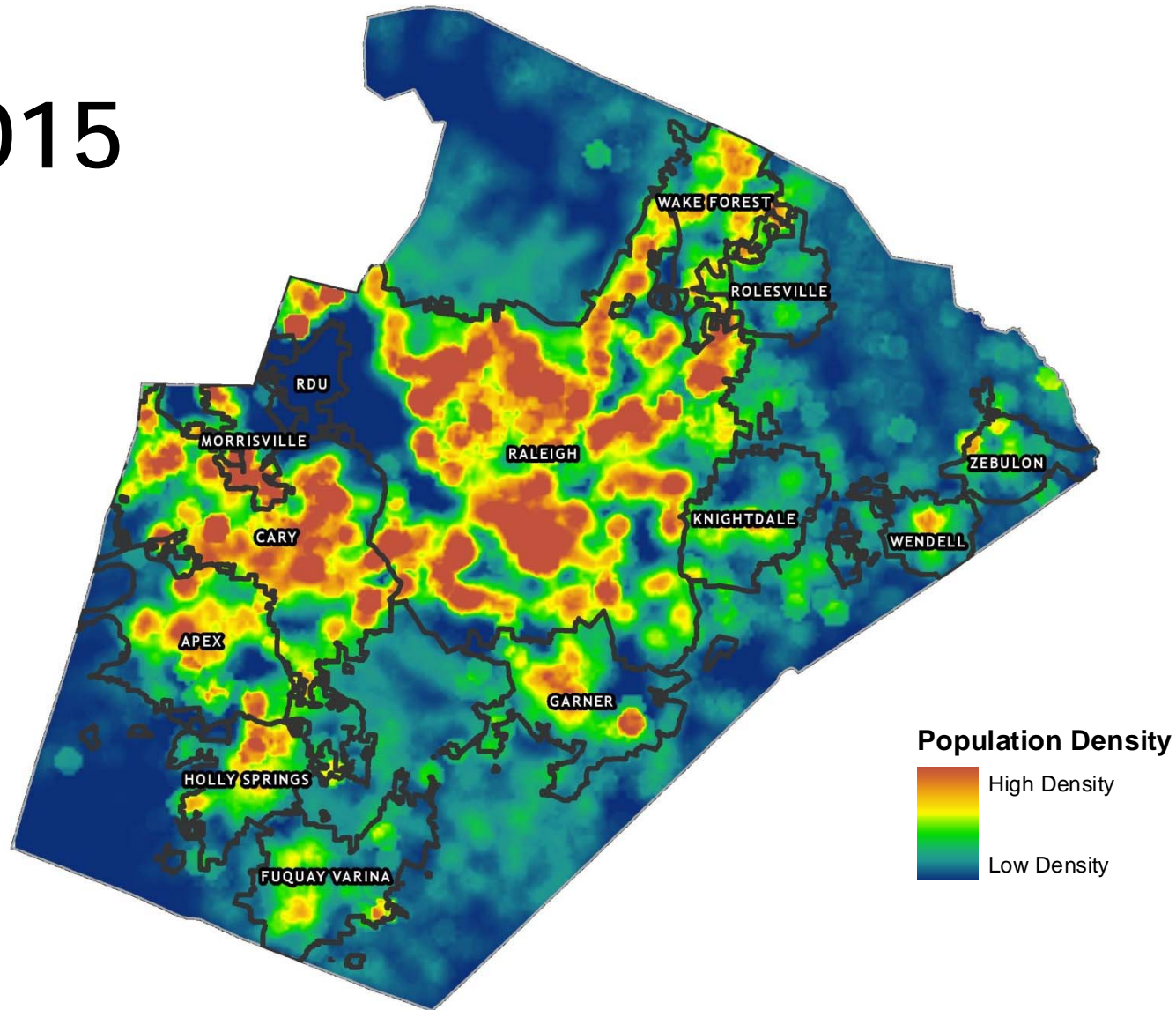
Population Density Wake County

2010



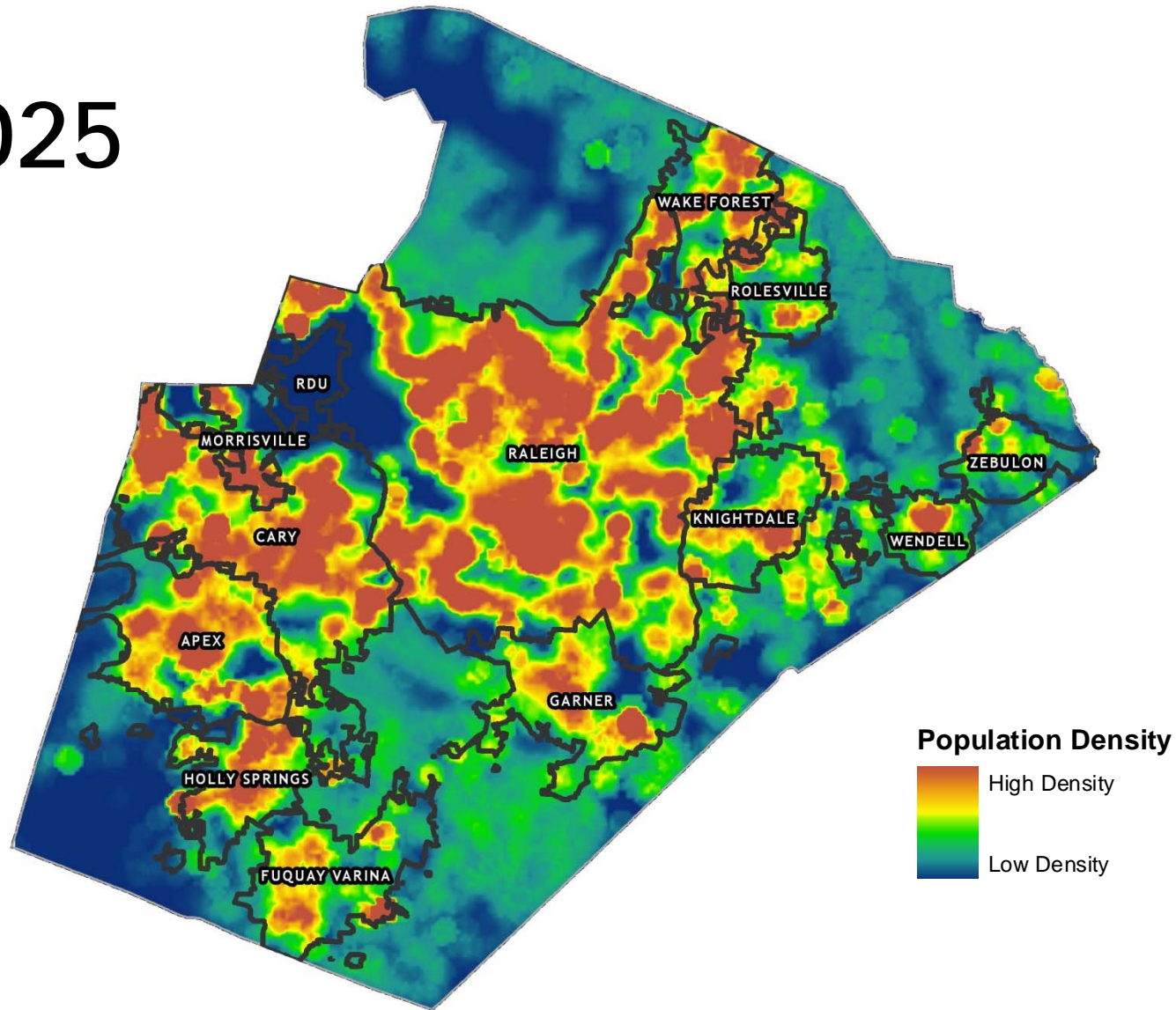
Population Density Wake County

2015



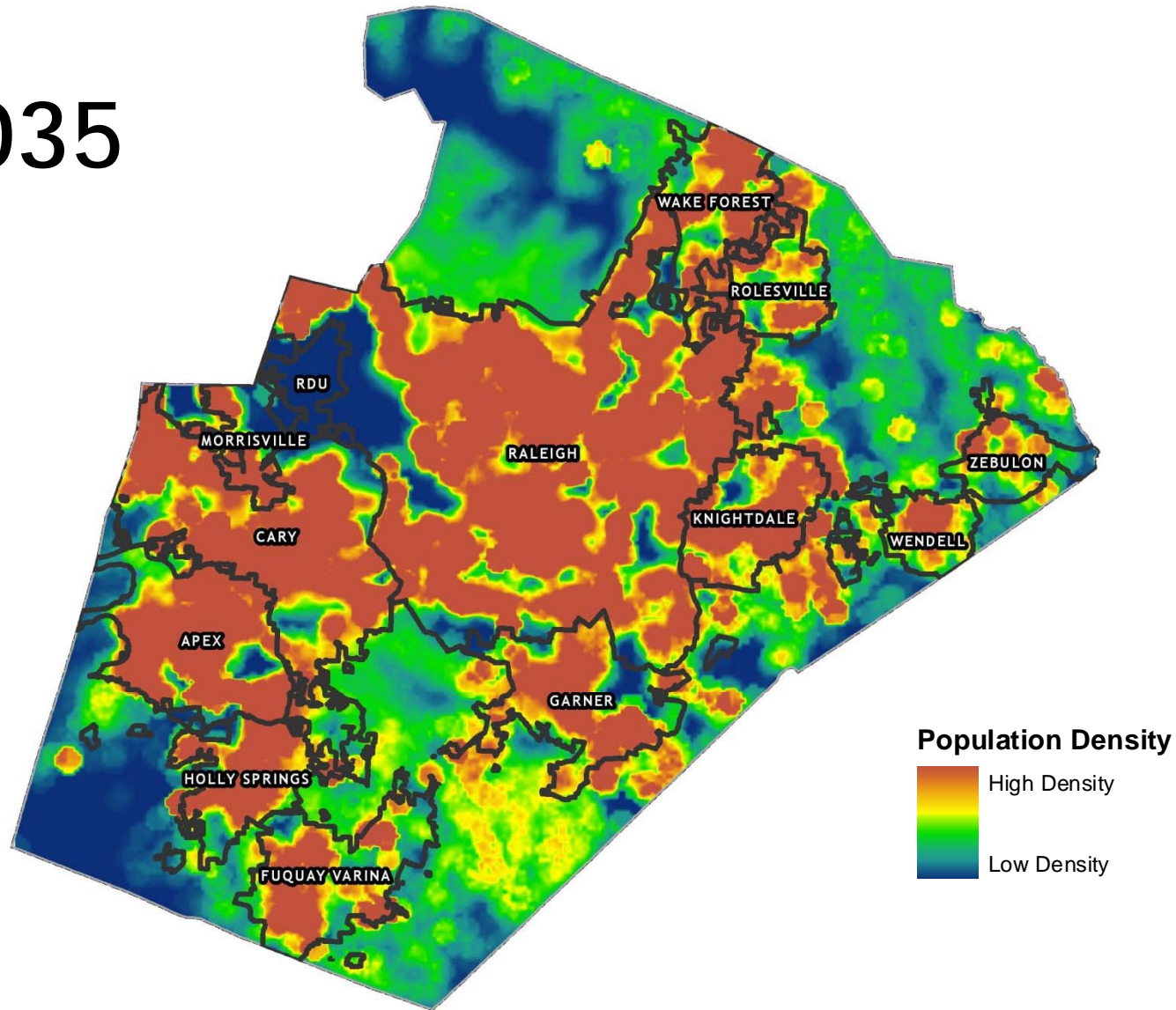
Population Density Wake County

2025



Population Density Wake County

2035



Building the Transit Plan

Bus + Rail = Transit

The Plan Components



Mid-Range Bus Plan MPO/County/ Transit

- Identifying potential future expanded bus service throughout County



Rail Alternatives Analysis Triangle Transit/ URS

- Seeking federal funding
- Determining which transit line comes first within the County Transit Plan



Southeast High Speed Rail NC DOT

- NC awarded \$575 M to implement high speed rail connection from Charlotte to Raleigh and eventually to Washington DC

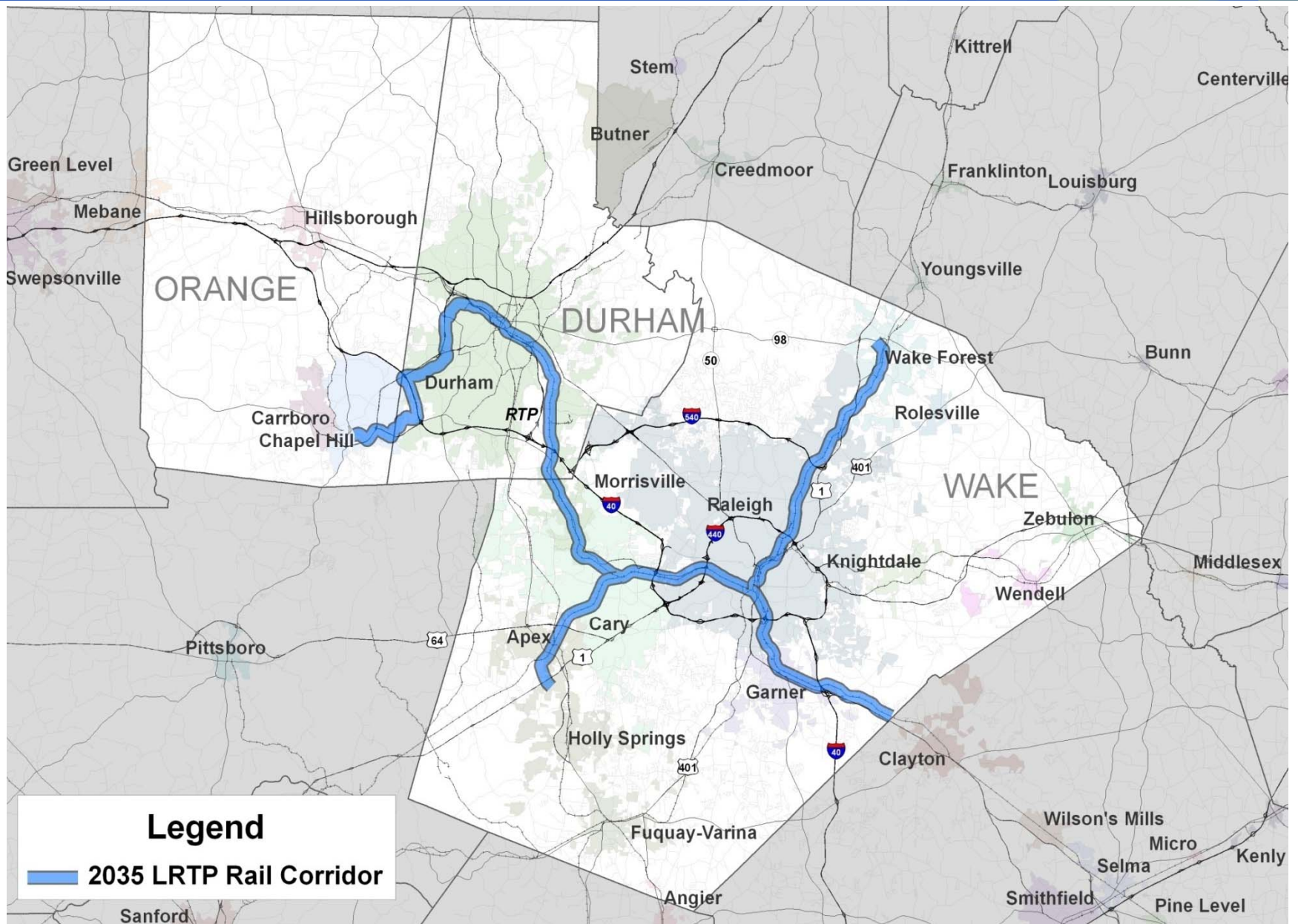
The Bus Plan

- ◆ First 3 to 5 Years after referendum
- ◆ Identifies expanded bus service throughout Wake County
- ◆ Identifies areas where bus routes will be focused and service will be frequent
- ◆ Involves CAMPO and the Municipalities

Rail : Alternatives Analysis

- ◆ Analysis - March 2010 to March 2011
- ◆ Independent technical look at transit options
- ◆ Technical analysis will determine which of the transit lines would be most competitive for state and federal funding
- ◆ Ranked list of rail projects based on metrics
- ◆ Required first step if we want to seek federal funding

The Rail "H"



High Speed and NCRR Commuter Rail

- ◆ High Speed Rail is focused on getting rail from Charlotte to Raleigh; Raleigh to Richmond
- ◆ Commuter Rail Study is focused on routes from Greensboro to Goldsboro

Transit Plan Development / Coordination



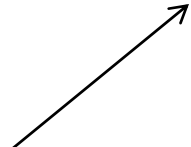
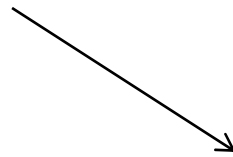
Mid-Range Bus Plan



Alternative Analysis



High Speed Rail



Financial Model



Interlocal Agreement

Municipalities agree to:

- ◆ Approve the Transit Plan
- ◆ Governance (How transit decisions are made)
- ◆ Support the ½ Cent Sales Tax Referendum
- ◆ Support the vehicle registration fee(s)
- ◆ Support transit oriented development
- ◆ Performance and financial metrics
- ◆ Identify a plan review process

Where We Are...

- ◆ We have met with all municipalities at least once
- ◆ The Bus Plan is nearing completion – Cost estimates and route performance expectations will be available in March
- ◆ The Rail Plan is nearing completion – Cost estimates and performance expectations for the rail segments in Wake County will be available in March
- ◆ Obtaining municipal input on the interlocal agreement

Schedule

Task / Milestone

- Bus Plan – Project / Costs / Priorities
- Rail Plan – Project / Costs / Priorities
- Draft Composite Wake County Transit Plan
- Municipalities Consider/Approve Transit Plan
- CAMPO Considers/Approves Transit Plan
- Wake BOC Considers/Approves Transit Plan
- Board of Commissioners Set the Referendum
- Referendum

Completion Date

March 2011

March 2011

May 2011

September – October 2011

August 2011

October – December 2011

October – December 2011

May 2012 / November 2012
/ May 2013

A Successful Referendum

- ◆ A Good Plan
- ◆ Broad Community Support
- ◆ Business Community Support