

## Questions and answers regarding: Transit plan elements

### **Responsibility?**

County? TT? MPO? RTA?

### **Question / Answer**

Triangle Transit

**Q. There are two proposed light rail lines under detailed review, one from Chapel Hill to Durham in Orange and Durham counties, and one from Cary to North Raleigh in Wake County. What permutations (i.e., possible segment endpoint options) are being considered for recommendation for the two rail lines, and what are the metrics that will be reported in the Alternative Analysis results?**

*Answer:*

Triangle Transit

**Q. How do the costs, ridership forecasts, bus-hours vs. rail-hours of service and federal funding shares assumed in the financial model compare to already-built or under construction projects such as Charlotte, Phoenix, Salt Lake City, Hampton Roads, Seattle, Sacramento, Minneapolis, Denver and St. Louis?**

*Answer:*

TT? / Co? / MPO ?

**Q. The NC Railroad Company 2008 capacity study identified a certain level of improvements and associated costs to implement commuter rail along various segments of the NC Railroad corridor (e.g., Durham to SE Wake County). Will our financial model assume the improvements and costs from the NC Railroad Company study or will it make different assumptions regarding commuter rail implementation?**

*Answer:*

TT? / Co? / MPO ?

**Q. Will our region's rail corridor analysis processes provide sufficient focus on the potential for optimized shared-track commuter/freight rail plan elements to ensure that we have the best possible regional transit plan for the Triangle?**

*Answer:*

County?

**Q. What immediate and long-term benefits will each part of the county receive from the proposed transit plan to warrant support from across the county?**

*Answer:*

TT? / Co? / MPO?

**Q. What is the process for developing 2-3 scenarios that show various combinations of local/express bus, circulators, and light/commuter rail for review by the county commissioners and the public in order to identify the regional transit plan in each county with the highest level of support?**

*Answer:*

RTA

**Q. Is there any plan that the RTA would not support?**

*Answer: The RTA looks forward to supporting the regional transit plan in each county that emerges from the ongoing analyses and public outreach processes and enjoys the support of the respective boards of county commissioners, metropolitan planning organizations, Triangle Transit, and the public at large as reflected in polls/focus groups.*

## Questions and answers regarding: Transit plan funding

### **Responsibility?**

County? TT? MPO? RTA?

### **Question / Answer**

Triangle Transit?

**Q. What are all the revenue sources and assumptions in the financial model?**

*Answer:*

County? TT?

**Q. “What are all the potential revenue sources that have been discussed for funding the transit investments, which ones will be used in the financial model, and what are the detailed assumptions for each of these sources?”**

*Answer:*

County? TT?

**Q. Regarding a “non-supplant” provision concerning transit funding, who will make the decision as to the comparison date for funding levels, when will that decision be made, and who will be subject to the decision (e.g., everyone who is actively providing and funding transit or just Triangle Transit as the creator of the special district)?**

*Answer:*

*(RTA observations follow)*

- [H148 \[SL 2009-0527\]](#) includes the following language: “The special district shall use the net proceeds to supplement and not to supplant or replace existing funds or other resources for public transportation systems.”
- The statute’s use of the phrase “existing funds or other resources for public transportation systems” (plural systems) seems to indicate that the statute would apply to funds for all transit agencies, not just Triangle Transit.
- The statute took effect when it became law, which was the enactment date of August 27, 2009. That may imply that “existing funds” would be as of that date.
- A related reason to select the enactment date is that the use of any alternative, future date such as the referendum date or tax implementation date may create a disincentive to make any transit improvements between August 2009 and a future date.
- Clarification as to what constitutes the “existing” level of effort as far as this region is concerned should be provided in the financial plan, an interlocal agreement between a county and municipality, or both.

County?

**Q. What increased level of local revenue should flow into the plan over time from smaller communities – just as Raleigh and Cary provide transit funding today – in order for all municipalities to contribute their fair share?**

*Answer:*

*(RTA comments follow)*

- A concern that discussion about additional future costs for smaller communities before there is a sense of what routings, frequencies, and ridership those communities will receive may create confusion and disillusionment rather than clarity and support.
- Does this need to be resolved now or can this be dealt with at a future time as long as there is agreement on the non-supplant language now?

**Questions and answers regarding: Transit referendum**

**Responsibility?**

County? TT? MPO? RTA?

**Question / Answer**

County? TT? RTA?

**Q. The sooner we make a decision on a referendum, the better off we are from an allocation of staff time and resources standpoint. What is the political reality or landscape for moving forward, and when will the go-now/go-later decision occur?**

*Answer:*

*(RTA response follows)*

- *The RTA is supporting a robust engagement process involving multiple decision-making bodies as well as extensive public outreach in order to select the transit plan that will enjoy broad support and the referendum date that is consistent with public desires and timing to move forward with an enhanced transit system.*
- *The RTA will have conducted at least one follow-up poll by spring 2011 which will provide insights into public attitudes concerning investing in enhanced transit.*
- *There will also be a better sense of governmental budgetary revenues in the spring which may provide additional information on the strength of the economy as well as a general sense of the political viability of additional local investments in transit.*
- *While it would be ideal to know in advance the specific date when the go-now/go-later decision will occur, the reality is that there can be no external deadline imposed on the boards of county commissioners as to if/when there will be the enthusiasm and environment to put forth a plan that has been appropriately vetted and supported by the broader community.*

County

**Q. Who will decide what level of information the Board of Commissioners or the public will need to vote for a referendum?**

*Answer:*

*(RTA observations follow)*

- *It is our understanding that the Board of Commissioners will make the decision as to what information they require to concerning the approval of a financial plan, the decision to move forward with a referendum, and the selection of the date for a referendum, assisted by senior county staff.*
- *It is our understanding that the Boards of Commissioners will ascertain what information they will want their constituents to have available to them as the public considers a referendum vote, assisted by senior county staff.*

MPO

**Q. Who will decide what level of information the MPO transportation advisory committee requires to approve the financial plan?**

*Answer:*

*(RTA observations follow)*

- *It is our understanding that the MPO TAC will make the decision as to what information they require to concerning the approval of the financial plan, assisted by senior MPO staff.*

**Questions and answers regarding: Transit referendum (continued)**

**Responsibility?**

County? TT? MPO? RTA?

**Question / Answer**

County?

**Q. With Wake County's recent indication that it intends to seek a referendum no earlier than May 2012, will all the parties still be expected to adopt a transit financial plan on the current schedule?**

*Answer:*

County

**Q (for Durham County). If the parties choose different schedules for adopting their respective transit plans, what are the options for Durham County if it does not know what Wake County will move forward with?**

*Answer:*

County? TT? MPO? RTA?

**Q. Are we making this too complex – financial plan, governance, management, future planning?**

*Answer:*

*(RTA response follows)*

- *This is a complex issue involving multiple elements and a host of players. Identifying and asking these thoughtful questions will help clarify where concerns exist and highlight opportunities for simplification and clarity.*
- *That having been said, simplification is encouraged.*

RTA

**How strong is the Raleigh/regional business community in terms of support for a referendum? Who are the elite business champions that will step forward?**

*Answer: The regional business community as represented by the RTA continues to be very focused on enhancing our regional transit system. We will identify the appropriate business leaders to carry a referendum message forward once appropriately vetted plans have been finalized and upon an affirmative decision to go to referendum by all parties.*

County? TT? MPO? RTA

**If the referendum goes to the voters, who will pay for a marketing plan?**

*Answer:*

*(RTA response follows)*

- *It is our understanding that the various governmental transit partners will pay for the basics of an information and educational effort.*
- *It is reasonable to expect the formation of a transit advocates group composed of business and civic leaders to create and fund the outreach and advocacy efforts associated with a referendum campaign.*

**Questions and answers regarding: Transit referendum (continued)**

**Responsibility?**

*County? TT? MPO? RTA?*

**Question / Answer**

RTA

**Q. If counties move forward with referenda at different times, how will the business community structure its participation in a marketing campaign?**

*Answer:*

County / RTA

**What happens if the plan fails? What is Plan B?**

*Answer:*

*(RTA response follows)*

- *The RTA is supporting a robust process involving multiple decision-making bodies as well as extensive public outreach in order to select the transit plan that will enjoy broad support and the referendum date that is consistent with public desires and timing to move forward with an enhanced transit system.*
- *If our region selects the right plan and the right referendum date we expect a successful vote. We will cross other bridges later.*