



Wake County Transit Plan Meeting Summary March 1, 2011

Participants

Ed Johnson	David Eatman	Danny Johnson
Chip Russell	Erik Landfried	David Bergmark
Chris Hills	Robert Bush	Jonathan Parker
Ray Boylston	Chris Lukasina	Ashley Kaade
Shelby Powell	Carmalee Scarpitti	Diane Wilson
Tim Gardiner	Tim Maloney	

Summary

Assumptions on Unit Costs - Robert Bush reviewed the unit cost estimates spreadsheet. The group generally agreed that the assumptions were fine for the items listed.

Priority Projects - Robert Bush gave a comprehensive overview of the costing spreadsheet for the projects that were placed as high priority in the previous week's meeting.

- Local circulators are assumed as flex routes (deviated fixed routes) to comply with ADA
- There are assumptions for Saturday-level service being offered on 5 holidays during a year, and Sunday-level service being offered on 6 holidays during a year.
- Streetscape costs are construction unit costs only (or installation costs for items like shelters); engineering and design work is accounted for separately as 30% of the construction costs.
- Transit center costs do not include land acquisition costs.
- Park and Ride costs include only the construction of the lot, not land acquisition or design/engineering
- Transit Emphasis Corridor costs are capital costs only.
- A 35% contingency is recommended for inclusion based on the variability of costs across the county and across the costed items
- It is assumed and costed such that Triangle Transit will operate commuter type services, CAT will operate local services in Raleigh/eastern Wake, and CTRAN will operate services in Cary, Apex and Morrisville.
- An 11% fare recovery is included in cost assumptions
- It is assumed that there will be a 50% federal share and a 25% state share.
- Several park and ride lots can be seen as rail costs also, since they will serve rail stations in the future.
- Some operating costs are reflective of future rail costs because rail will eventually supplant some of that bus service.

- Cost in 2010 dollars for the first priority projects is around \$40M. Of that, \$11M is advanced rail costs, as mentioned above.
- Route Enhancement Assumptions include a 50% increase in TRACS service, and costs a total of \$13.5M.
- Marketing has a 5% increase.
- There is a \$23.6M / year net operating cost.
- It is predicted that this expansion will create 1,092 jobs.
- This plan will provide 2/3 hours of service per capita, which is on par with smaller urban markets according to Robert's comparative figures.
- New routes need to include the Fuquay-Varina connection from the Wake Tech route.
- Capital items in the Transit Emphasis Corridor costs include shelters/benches, signal priority for buses, sidewalks ½ distance of the corridor, and informational systems.

There will be another round of public involvement for the AA in March. This group will be advised by the public involvement group as to what level of detailed information will be shown to the public regarding bus plans. It was assumed at the conclusion of today's meeting that the bus maps will show a full system build out as of 2035 to gain public input on the full universe of potential bus transit improvements.