CONNECT Beyond
A Regional Mobility Initiative

March 24, 2021

Building a Better Bus Network
Joint Advisory Committee Meeting

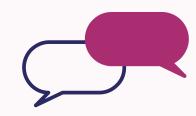# Technical Overview

To help this meeting run as smoothly as possible, please consider the following tips:

Use headphones with a microphone

Make sure you are muted when not speaking

Send all questions & comments through the chat feature.

You may choose to disconnect from any VPN or third-party connection sources during the meeting to maintain connectivity and bandwidth.

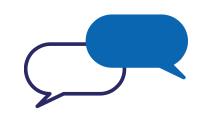This meeting will be recorded and shared with committee members who were unable to attend.

Welcome

Geraldine Gardner, Centralina Regional Council

John Lewis, Charlotte Area Transit System

Meeting Objectives

Update you on the status of the CONNECT Beyond Project

Present Problem Statement and Takeaways from the Integrated Bus Service Strategies Meetings

Transit Academy Hear from regional experts in and facilitate a panel discussion and have an open dialogue.

Wrap up and Next steps

Transit Services in Our Region

2 States

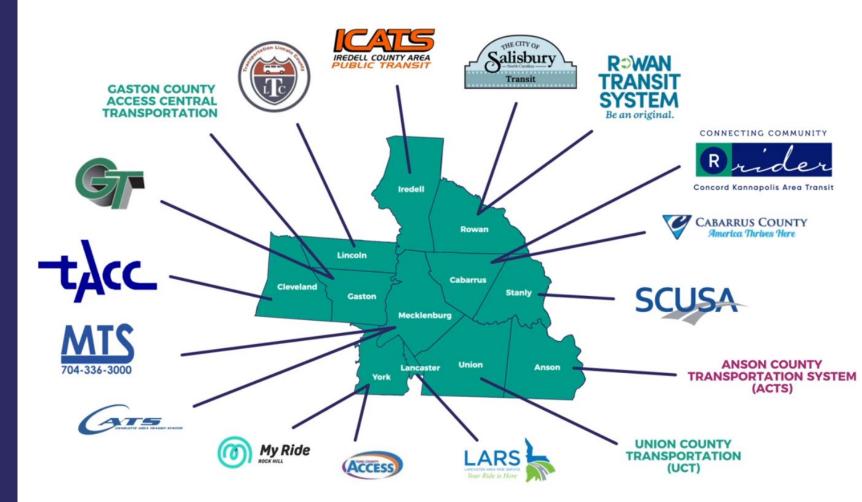**12** Counties

6 Fixed-Route Providers

11 Community Transportation Providers

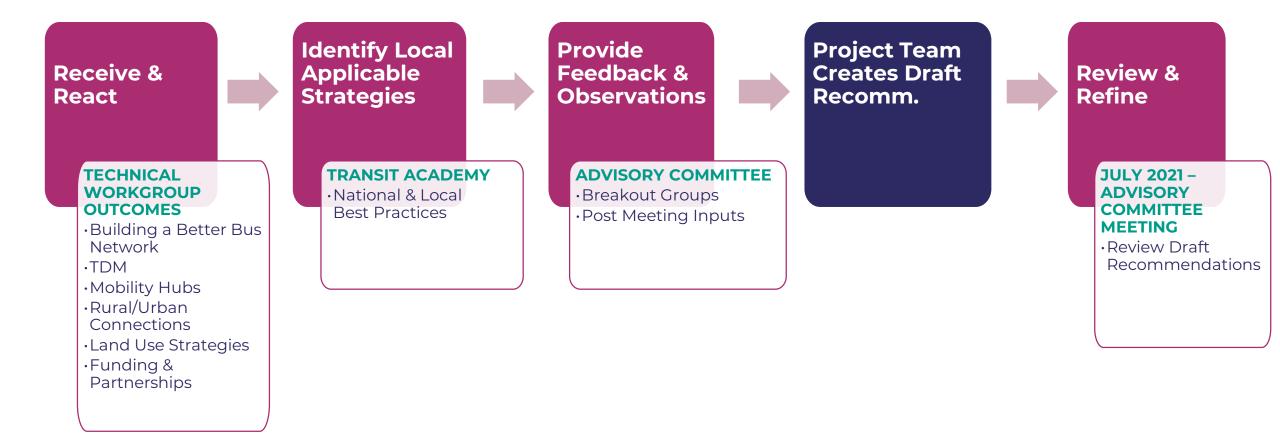**24.4M+** Total Transit Trips – All Agencies (2018)*

$200M+ in Total Operating Costs – All Agencies (2018)*

*Note: Does not include Rock Hill My Ride. In FY2020 My Ride had about 200k riders and $1.75M operating budget

Path to Recommendations

Receive & React

TECHNICAL WORKGROUP OUTCOMES
- Building a Better Bus Network
- TDM
- Mobility Hubs
- Rural/Urban Connections
- Land Use Strategies
- Funding & Partnerships

Identify Local Applicable Strategies

TRANSIT ACADEMY
- National & Local Best Practices

Provide Feedback & Observations

ADVISORY COMMITTEE
- Breakout Groups
- Post Meeting Inputs

Project Team Creates Draft Recomm.

Review & Refine

JULY 2021 – ADVISORY COMMITTEE MEETING
- Review Draft Recommendations

Sam Sargent
Deputy Chief of Staff
Capital Metro (Austin, TX)

Saundra Freeman
Chief Financial Officer
GoTriangle (Raleigh-Durham, NC)

Wulf Grote
Former Director,
Capital & Service Development
Valley Metro (Phoenix, AZ)

GoTriangle
Raleigh-Durham, NC

Saundra Freeman, Chief Financial Officer

GoTriangle History

- The Research Triangle Regional Public Transportation Authority (GoTriangle) was officially chartered December 1, 1989 by the North Carolina General Assembly

- Created to plan, finance, organize and operate a public transportation system for the Research Triangle area (Durham, Orange, and Wake Counties)

- Currently, GoTriangle operates *regional* bus and shuttle service, paratransit services, ride matching and vanpools; provides commuter resources and an emergency ride home program; and facilitates the information call center.

GO **FORWARD**
A COMMUNITY INVESTMENT IN TRANSIT

GoTriangle Governance Structure

- GoTriangle's Board, meets on a monthly basis; consists of 13 members:
  - o The region's principal municipalities and counties appoint 10 members to staggered four-year terms
  - o North Carolina's Secretary of Transportation appoints 3 ex officio non-voting members
- GoTriangle's Board has 3 standing committees
  - o Operations & Finance Committee
  - o Planning & Legislative Committee
  - o Personnel Committee
- Additionally supported by
  - o Special Tax Board
  - o Transit Advisory Board

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

GoTriangle Vehicle Acquisition Strategy

Fleet – 78 Current Buses

Acquisition *Strategy*
Strategy
Level Buying Plan of Six (6) Per Year
Funding Multiple Bus Repowers

Goals
Average Fleet Age – 6 years
Increased Reliability
Improved Passenger Experience

Financing/Funding

Grant/GoTriangle
Joint Procurements
Transit Plan Funding
Based on County Vehicle Miles

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Regional Partnerships
Serving population of over 2.5M

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

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Transit Tax Revenue – Overview *

Transit Revenue Source	Collection Start	Authorization
½ Cent Sales Tax (Article 43)**	• Durham and Orange – April, 2013 • Wake – April, 2017	• General Assembly passed legislation allowing for voter referendums in Durham, Orange, and Wake Counties
$7 County Vehicle Registration Tax	• Durham and Orange – July, 2013 • Wake – July, 2018	• Approved by County Board of Commissioners for inclusion in Transit plans
$3 from the Regional Vehicle Registration Tax	• Durham and Orange – October, 2014 • Wake –August, 2018	• General Assembly permitted regional public transportation authorities to levy up to $8 per registration*** • GoTriangle Board approved increase by $3 as being available for expansion/enhanced services and capital in the 3 counties
5% Vehicle Rental Tax A portion of the allocated to Wake, Durham, and Orange County Δ	• Durham and Orange – April, 2013 • Wake – April, 2017	• Approved by General Assembly in 1997

*Includes local Transit Tax revenue applied specifically to support Transit Plans
**Local option sales does not apply to unprepared food (i.e. groceries) or gas purchases
***$5 Regional Vehicle Registration Tax applied to support GoTriangle existing services
Δ Remaining Vehicle Rental Tax retained by GoTriangle

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Transit Tax Collections and GoTriangle Transit Agency Growth

($M)

$56 $65 $68 $89 $173 $176 $177

	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Wake Transit Tax Revenue	$-	$-	$-	$21,188,810	$98,362,685	$105,997,308	$106,057,032
Orange Transit Tax Revenue	$6,559,793	$7,689,423	$7,807,155	$8,565,428	$9,059,645	$9,717,264	$8,886,726
Durham Transit Tax Revenue	$21,956,981	$24,372,592	$28,715,667	$30,671,637	$33,455,607	$33,152,598	$33,679,911
GoTriangle Revenue	$27,573,716	$32,885,467	$31,592,972	$28,912,445	$31,825,731	$27,373,051	$28,695,423
Total	$56,090,490	$64,947,482	$68,115,794	$89,338,320	$172,703,668	$176,240,221	$177,319,092

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Regional and Local priorities

Note: Illustrative example, based on FY21 annual budget program

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Transit Plans – Annual Work Plan Process

Project Requests Submitted from Project Sponsors

Funding Availability is Validated (Financial Policy Compliance)

Transit Advisory Committees Recommend Release of Draft Plan

Public Comment is Administered, Discussed and Incorporated

Transit Advisory Committees Recommend Final Work Plan

Final Work Plans Consolidated with GoTriangle Budget

GoTriangle Board of Trustees Adopt Transit Plans and Budget

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Example – Complexity of Regional Project Implementation

Mobile Ticketing
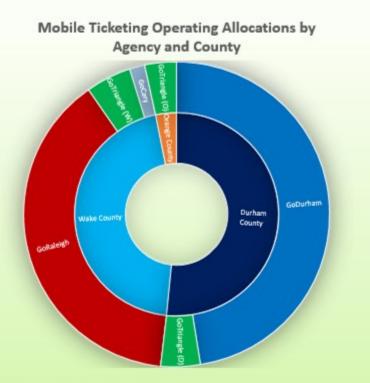
Partners: GoTriangle / GoRaleigh / GoDurham / GoCary

Mobile Ticketing Capital Allocations by Transit Agency and County

Mobile Ticketing Operating Allocations by Agency and County

Capital Costs

Capital expenditures allocated **based on bus fleet** by County
- Includes: Mobile Ticketing validators, and other technology improvements

Operating Costs

Operating expenditures allocated **based on _ridership_** by County
- Includes: Mobile Ticketing transaction, and maintenance costs.

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Note: Illustrative example, may not reflect current service expansion

Project Examples - Range of Regional Bus and Related Procurements

Vehicle Purchases (3 Counties and GoTriangle)
Funding allocation based on GoTriangle base and expansion miles for the counties

Transit Origin-Destination Survey
Funding allocation based on previous Transit partners in each County
- Wake funded – GoTriangle / GoRaleigh / GoCary / Wolfline
- Durham funded – GoTriangle / GoDurham / Duke Transit
- Orange Funded – GoTriangle / Chapel Hill Transit / Orange County Public Transit

Annual Transit Customer Surveys
Partners: GoTriangle / GoRaleigh / GoDurham / GoCary
Funding allocation based on consultant estimate required by each partner
Each year a transit provider is selected on a rotational basis for a more detail survey

Youth GoPass
Partners: GoTriangle / GoRaleigh / GoDurham / GoCary
Funding allocation based on expected youth ridership
Reimbursement expenditure is based on actual ridership

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The future is BRIGHT!

Capital Metro
Austin, Texas

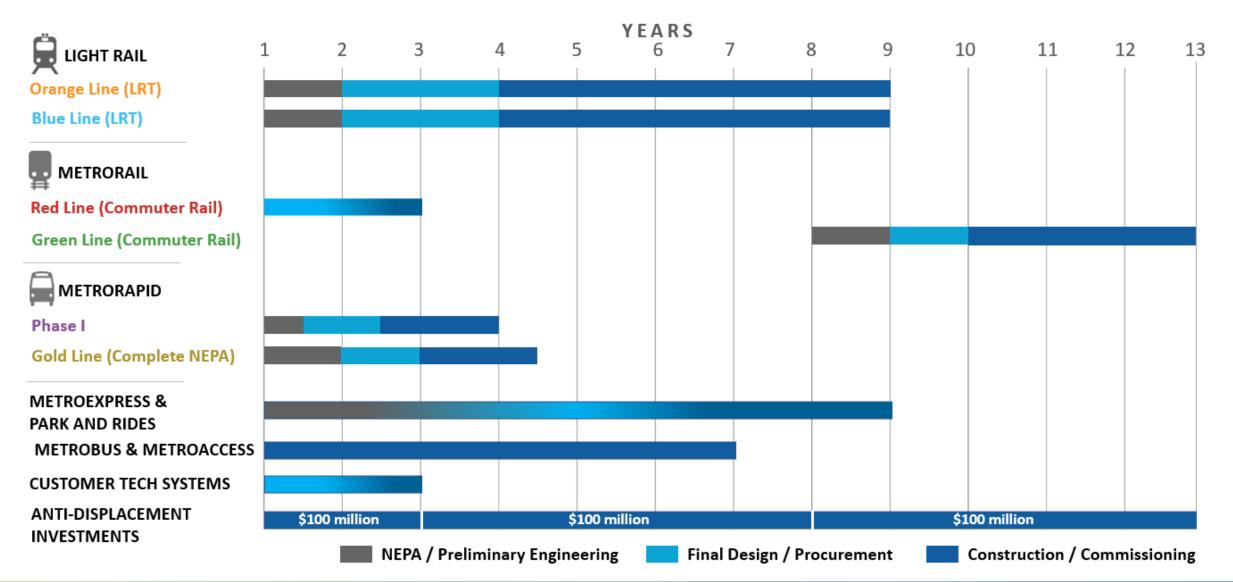**Sam Sargent,** Deputy Chief of Staff

MOVING FORWARD WITH PROJECT CONNECT

Sam Sargent, JD, AICP
Director, Program Strategy

CONNECT Beyond Joint Advisory Committee
March 24, 2021

PROGRAM COMPONENTS

PROJECT CONNECT – PROGRAM COMPONENTS	Cost
Orange Line – NLTC to Stassney Phase 1 (LRT), Enhanced MetroRapid	$2.5B
Blue Line – Riverside Corridor (LRT)	$1.3B
Gold Line – MetroRapid, NEPA completion for LRT	$50M
Downtown Tunnel (Orange, Blue Lines)	$2.0B
MetroRapid – Expo, Pleasant Valley, Burnet to Menchaca/Oak Hill	$120M
Green Line to Colony Park – NEPA, Final Design, Construction	$370M
Red Line Improvements	$25M
MetroExpress, Park & Rides, Transit Centers (3 New Routes, 9 P&R, 1 TC)	$60M
Neighborhood Circulators (15 New Zones / Vehicles)	$1.5M
Maintenance Facility Improvements	$300M
Customer Technology Systems	$30M
Anti-Displacement Investments	$300M
TOTAL	**$7.1B**
45% Federal	$3.195B
Initial Package Local Commitment	$3.905B

PROPOSITION A PASSES – NOVEMBER 2020

KVUE abc

VOTE TEXAS

Austin voters approve Proposition A to help fund $7.1B Project Connect plan

—

By voting in favor of Prop A, voters have approved a property tax rate increase that will help fund Project Connect, CapMetro's $7.1 billion public transit plan.

KUT 90.5

What's Project Connect's First Stop After Austin Voters Handily Pass Prop A?

KUT 90.5 | By Samuel King
Published November 4, 2020 at 6:11 PM CST

COMMUNITY IMPACT NEWSPAPER
LOCAL. USEFUL. EVERYONE GETS IT.®

Project Connect vote: Austin residents pass $7.1 billion transit plan

☑ ELECTIONS   Wednesday, November 4, 2020 by Ryan Thornton

Voters pass Project Connect transit plan

AUSTIN MONITOR

With the passage of Proposition A, voters have given the Capital Metropolitan Transportation Authority the green light to build out the core elements of the city's first mass transit system over the coming decade as part of a $7.1 billion initial investment in the $10 billion Project Connect system.

AUSTIN TRANSIT PARTNERSHIP

AUSTIN TRANSIT PARTNERSHIP – JOINT VENTURE LGC

INTEGRATED PROGRAM DELIVERY PARTNERSHIP

AUSTIN TRANSIT PARTNERSHIP

Orange Line
Blue Line
Tunnel
Green Line - Phase 1
Facilities

METRO

MetroRapid
MetroExpress
Neighborhood
  Circulators (Pickup)
Customer Tech
Red Line - Phase 1

CITY OF AUSTIN

Transit Supportive
  Anti-Displacement
  Investments
Utilities Coordination
Permitting

PROGRAM TOTAL - $7.1 BILLION

HOW WE ENGAGE

- Offer a diversity of engagement opportunities
  - Geographic distribution
  - Variety of times
  - Supplement virtual with non-digital access
- Engage where people are
- Collaborate with trusted organizations
- Humanize technical jargon
- Provide language interpretation, translate materials
- Operate with transparency
- **85,000 Engaged to Date**

Valley Metro
Phoenix, Arizona

Wulf Grote, Former Director

Transit in Phoenix, AZ

CONNECT Beyond
Joint Advisory Committee

March 2021

Valley Metro – Who Are We?

Two Boards of Directors

- Regional Public Transportation Authority
  - Fund and operate regional bus services
- Valley Metro Rail
  - Build and operate a regional rail system

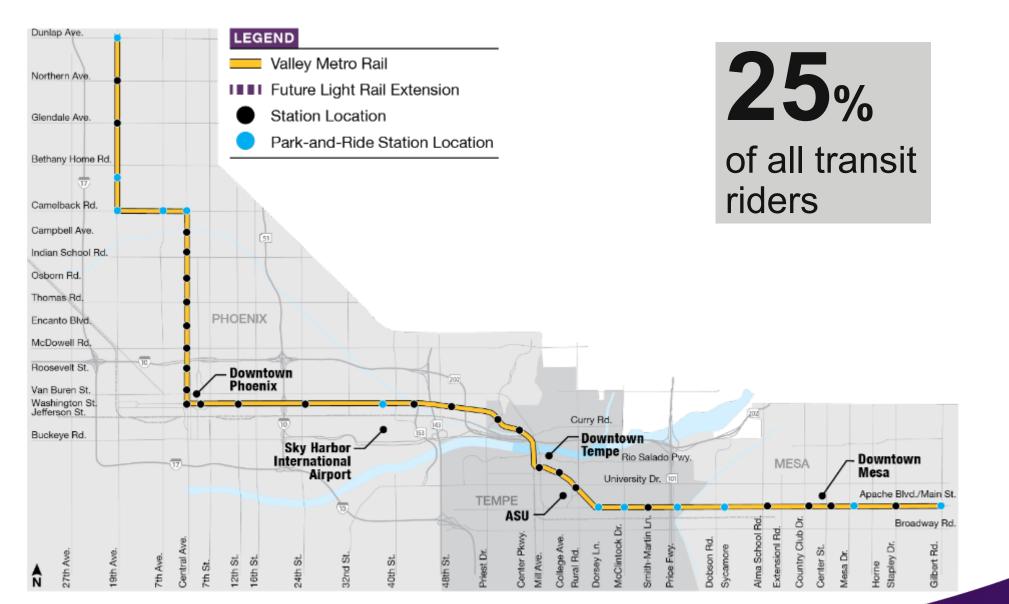## Combined staff; one CEO

Transit System Facts (2021)

- Operates 365 days a year
- 62 local routes
- 20 Express/RAPID routes
- 20 circulator routes
- 28 miles of light rail
- 416 vanpools
- 40 million revenue miles operated
- 65 million passenger boardings
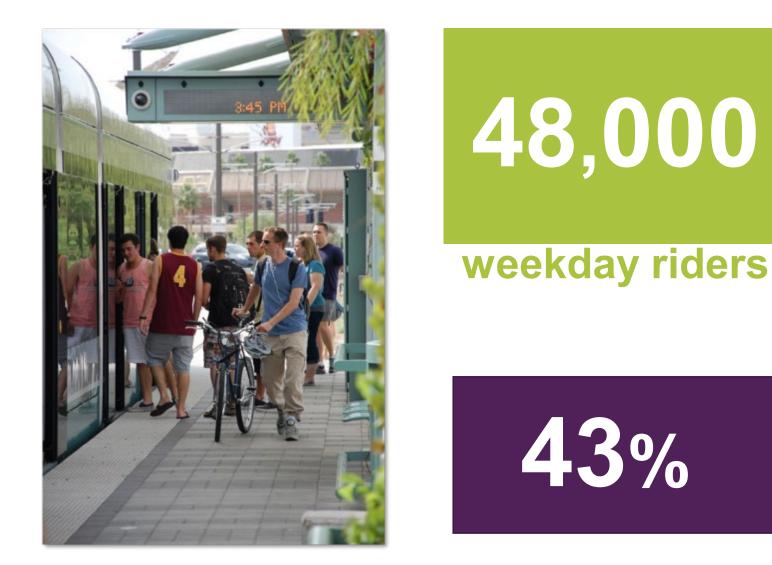- 91% of the fleet is alternatively fueled

Light Rail Transit (LRT) – 28 miles

25% of all transit riders

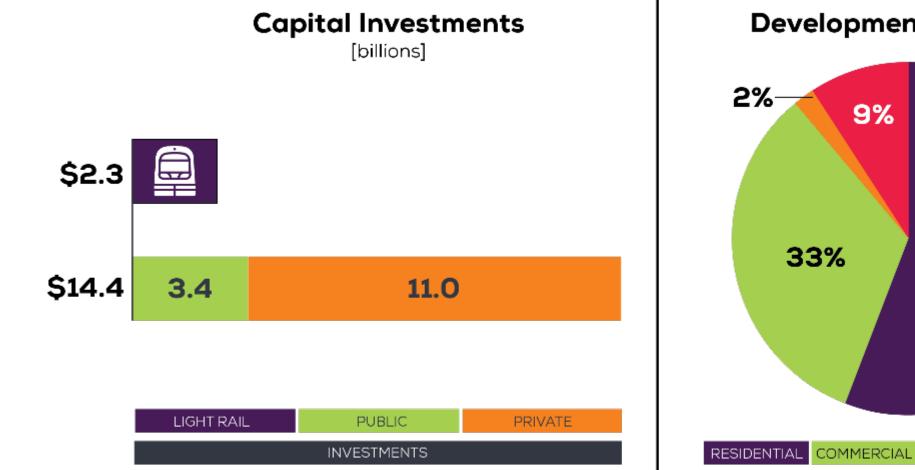# Light Rail Success: Riders (pre-COVID)

48,000 weekday riders

16 million riders in 2018

43% didn't use transit prior to LRT (2009)

LRT Success: Economic Investment

Capital Investments
[billions]

$2.3

$14.4 | 3.4 | 11.0

LIGHT RAIL | PUBLIC | PRIVATE
INVESTMENTS

Development Breakdown

2%
9%
33%
56%

RESIDENTIAL | COMMERCIAL | PUBLIC | EDUCATION

As of Summer 2020

Light Rail Success: Mega Events

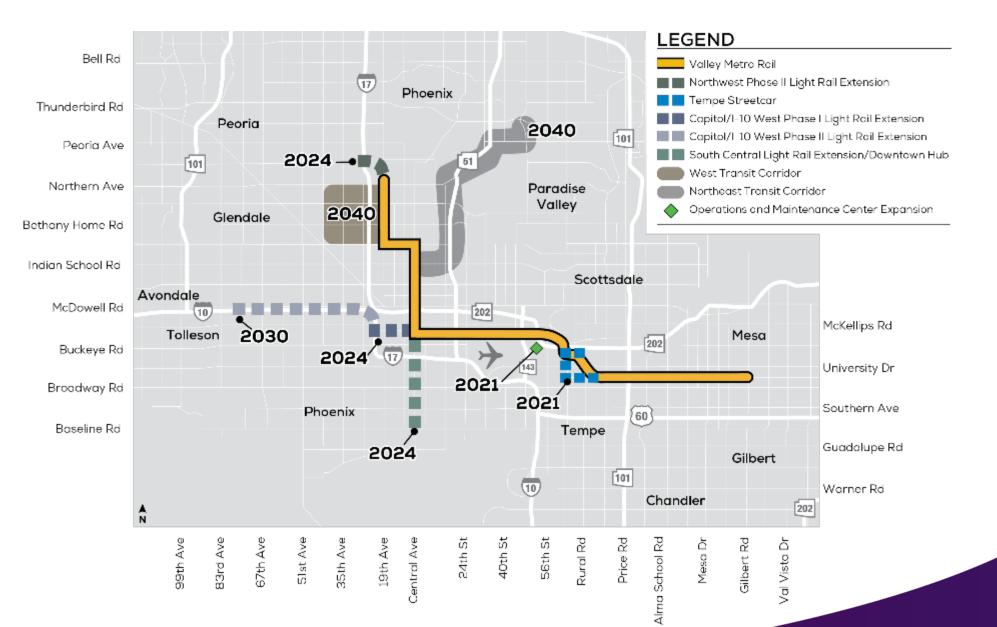Super Bowl 49 (2015)

NCAA Football Championship (2016)

NCAA Final Four (2017)

High-Capacity Transit Corridors
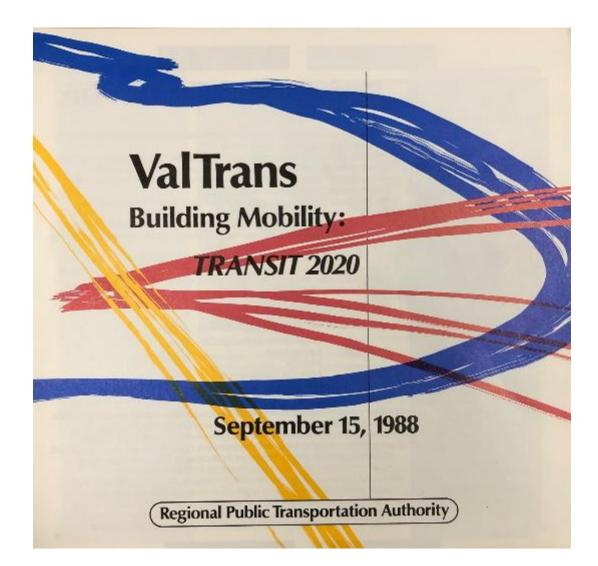
Transit in Phoenix Metro Area: 1985

- **Population – 1.8 million**
- **No dedicated funding**
- **General fund used**
- **Phoenix operated all service**
- **Formation of RPTA**
- **Bare bones service**

Attempts to Fund Regional Transit

ValTrans
Building Mobility:
TRANSIT 2020

September 15, 1988

Regional Public Transportation Authority

Region-Wide Sales Tax Measures

1989 – Valtrans: 1/2 cent for transit

1994 – Highway/Transit: 1/2 cent to split

Phoenix Metro Area Transit Funding

- **1996 – Tempe Sales Tax**

- **2000 – Phoenix Sales Tax**

- **2001 – Glendale Sales Tax**

- **2004 – Prop 400 Regional Sales Tax**
  - 1/2 cent for 20 years
  - 1/3 for transit & 2/3 for highways/roads

- **2015 – Phoenix Sales Tax (T2050)**
  - 7/10ths of a cent for 35 years
  - Light rail, streets, bike lanes, bus

- **2022 – Prop 400 Extension???**

Local Transit Funding

Agency	Amount/Year	Source
Avondale	$794,000	General Fund
Buckeye	-	
Chandler	$1,123,000	General Fund
El Mirage	-	
Gilbert	-	
Glendale	$4,125,000	Transportation Sales Tax
Goodyear	$144,000	General Fund
Guadalupe	-	
Mesa	$10,924,000	General Fund
Paradise Valley	-	
Peoria	$855,000	General Fund
Phoenix	$168,949,000	Transit Sales Tax/General Fund
Queen Creek	-	
Scottsdale	$5,700,000	General Fund
Surprise	$113,000	General Fund
Tempe	$24,178,000	Transit Sales Tax
Tolleson	$278,000	

As of FY2018

Valley Metro Growth

Year	Metropolitan Area Population	Transit Boardings	Transit Fleet Size
1985	1.8 million	17 million	343 vehicles
2000	3.2 million	40 million	596 vehicles
2020 (pre-COVID)	4.8 million	65 million	943 vehicles
	270% Increase	390% Increase	

Regional Service Providers - 2012

	Local Bus	Express Bus	Circulators	Light Rail	Dial-a-Ride	Vanpool
Valley Metro/RPTA	✔	✔	✔		✔	✔
Valley Metro Rail				✔		
Phoenix	✔	✔	✔		✔	
Tempe	✔		✔			
Glendale			✔		✔	
Peoria					✔	
Scottsdale			✔		✔	
Surprise					✔	

Regional Service Providers - 2021

	Local Bus	Express Bus	Circulators	Light Rail	Dial-a-Ride	Vanpool
Valley Metro	✔	✔	✔	✔	✔	✔
Phoenix	✔	✔	✔		✔	
Glendale			✔		✔	
Peoria					✔	
Scottsdale			✔			

Route Operator

Operator
- Valley Metro
- Phoenix
- Glendale
- Dunn Transportation

Current Funding Breakdown

Legend:
- Regionally Funded
- Local/Regional Funding Mix
- Locally Funded

49

Regional vs Local Transit Service

- **Local (City Operated)**
  - Works well for local circulator service
  - Inconvenient for regional travel
  - Coordination across city boundaries

- **Regional**
  - Operational efficiencies and cost savings
  - Regional travel easier to coordinate
  - More convenient and understandable for passengers
  - Less local control

Regionalization Issues/Barriers

- **Local funding and control**
  - Local sales taxes in several communities
  - Light rail operations funded by each city

- **Inadequate regional funds**
  - Regional sales tax expires soon
  - Not keeping up with population growth

- **Jurisdictional equity policy**
  - Focus on local decision-making
  - Performance based decision-making vs local coverage
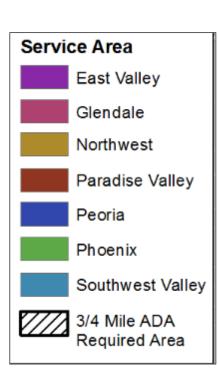
Regionalized Transit Services

- Fare structure
- Customer service
- East Valley service unification
- ADA dial-a-ride service (2016)
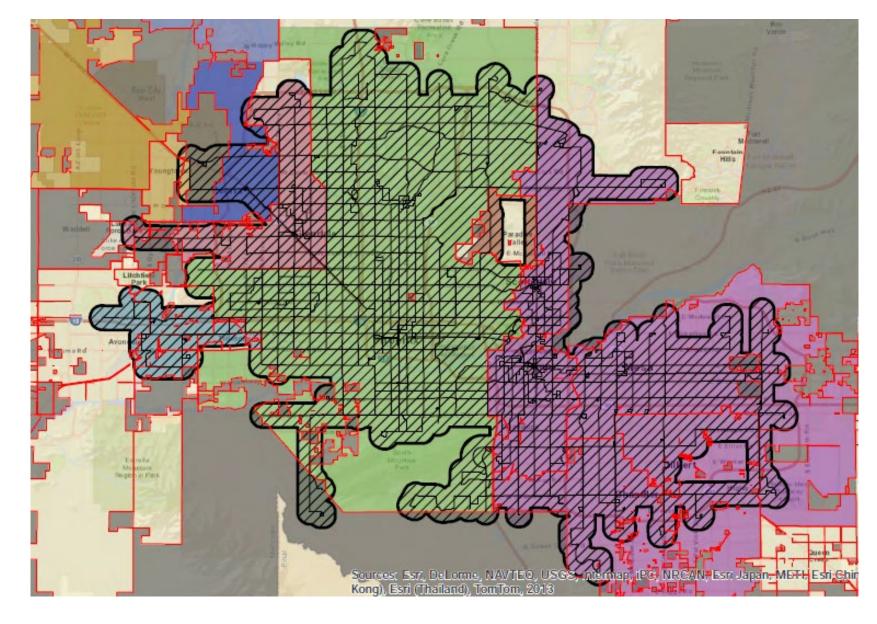- Marketing/Branding
- Light rail
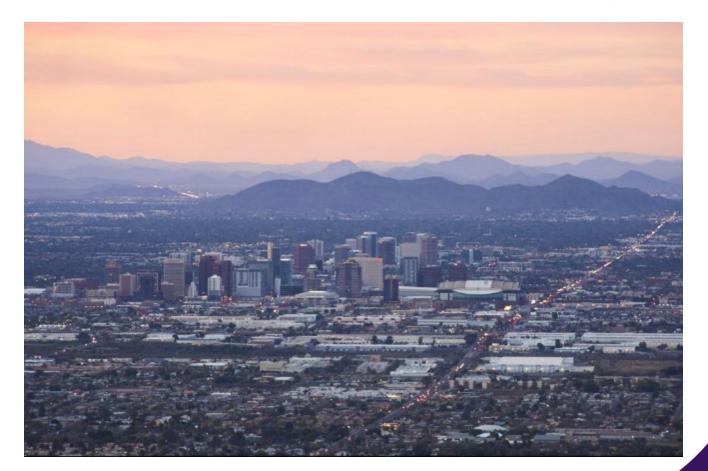- Vanpools
- SPWG

Dial-a-Ride Service Areas in the Region

Legend — Service Area:
- East Valley
- Glendale
- Northwest
- Paradise Valley
- Peoria
- Phoenix
- Southwest Valley
- 3/4 Mile ADA Required Area

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Valley Population Growth

- **Population**
  - 2020 - 4.8 million
  - 2050 - 7.7 million

- **1 million new residents in next 10 years**

- **Maricopa County: fastest growing county in USA**
  - By numbers (2018)

- **Phoenix: second fastest growing city in USA**
  - By numbers (2018)

Wulf Grote, P.E.

Senior Transportation Engineer
wulfgrote@gmail.com

Panel Q&A

Please use the chat

Building a Better Bus Network

Jorge Luna, HDR

L.J. Weslowski, Rider Transit

Opportunity Statement

- Our region has multiple transit agencies

- Our residents and visitors rarely stay within a single jurisdiction

- To traverse our region our residents and visitors must navigate multiple transit systems

- To meet the transit needs of our residents and visitors today and in the future, we must explore and work towards a seamless and integrated transit system that allows everyone the freedom to effectively move around our region

Transit Services in Our Region

2 States

12 Counties

6 Fixed-Route Providers
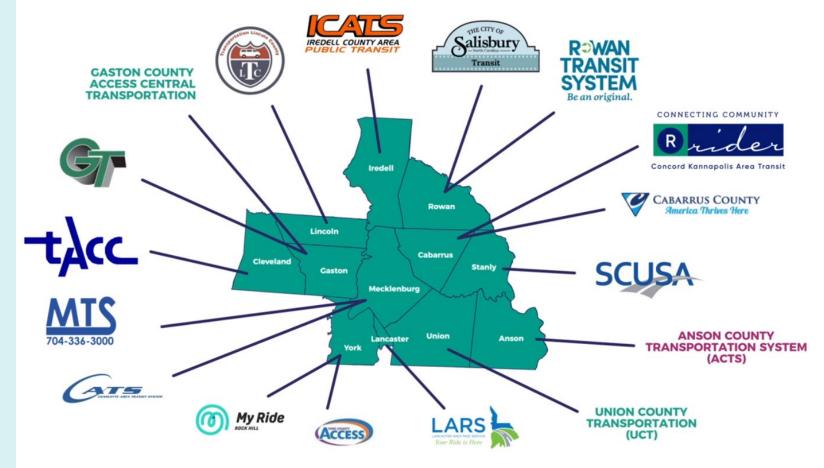
11 Community Transportation Providers

24.4M+ Total Transit Trips – All Agencies (2018)*

$200M+ in Total Operating Costs – All Agencies (2018)*

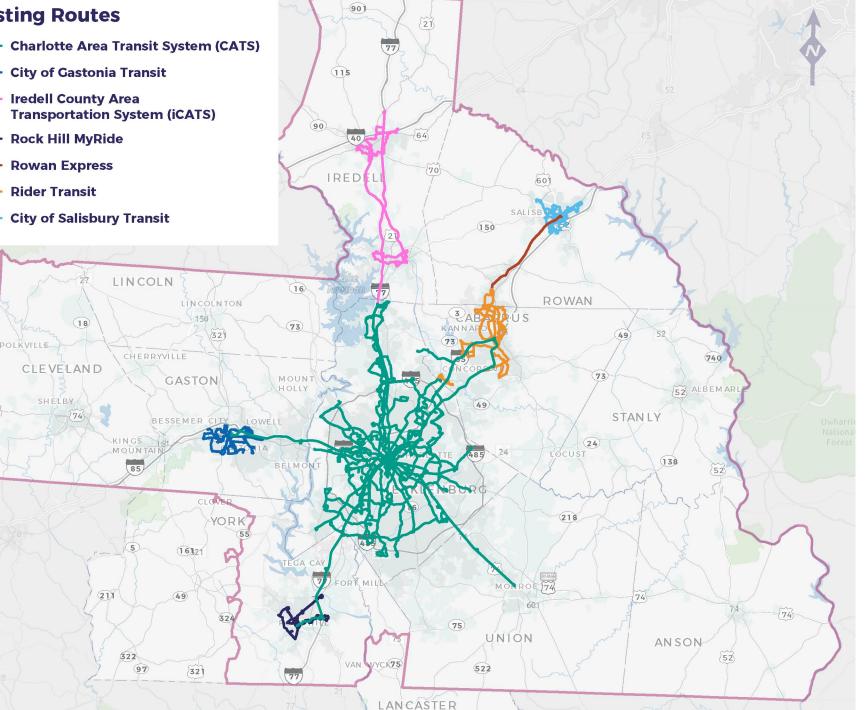*Note: Does not include Rock Hill My Ride. In FY2020 My Ride had about 200k riders and $1.75M operating budget

Bus Routes in Our Region

Existing Routes

- Charlotte Area Transit System (CATS)
- City of Gastonia Transit
- Iredell County Area Transportation System (iCATS)
- Rock Hill MyRide
- Rowan Express
- Rider Transit
- City of Salisbury Transit

Services by Agency

Agency	Bus	Commuter Bus	Demand Response	Demand Response Taxi	Light Rail	Streetcar Rail	Vanpool
Urban Services Providers							
Charlotte Area Transit System	✓	✓	✓		✓	✓	✓
City of Gastonia Transit	✓		✓				
City of Salisbury Transit	✓						
Rider Transit	✓		✓				
Rock Hill My Ride	✓						
Iredell County Area Transportation System	✓		✓				
Community Transportation Providers							
Anson County Transportation System			✓				
Cabarrus County Transportation Services			✓				
Gaston County ACCESS Central Transportation	✓		✓				
Lancaster Area Ride Service (zone 5)			✓				
Mecklenburg Transportation System			✓	✓			
Rowan Transit System	✓		✓				
Stanly County Transportation Services – Stanly County Umbrella Services Agency			✓				
Transportation Administration of Cleveland County	✓		✓				
Transportation Lincoln County	✓		✓				
Union County Human Services' Transportation Division (Union County Transportation)			✓				
York County Access Public Service			✓				

What are the Service Gaps

- Enhance the user experience: *better frequency, more hours of service, connections around the region*
- More coverage: *neighborhood, local, and regional*
- Effective transfer opportunities and seamless services between systems
- Transit amenities (shelters, benches, wayfinding, etc.)

- Pedestrian/bicycle infrastructure to expand mobility
- Greater multimodal focus at MPOs and long-range plans
- Connections to opportunities and essential services
- Regional connections – to and in between rural areas
- Long-term commitments
- Long-term supportive infrastructure

What are the future transit needs?

- Improve user experience: *frequency, travel times, amenities, technology, transfers between systems*

- Increased transit and demand response service and coverage

- Improved pedestrian and bicycle infrastructure

- Seamless cross-jurisdictional travel

- Leadership in transit planning

- Development of key transfer and mobility hubs

- Long-term funding strategies

Meeting Takeaways

MEEETING 1 **Interviews**

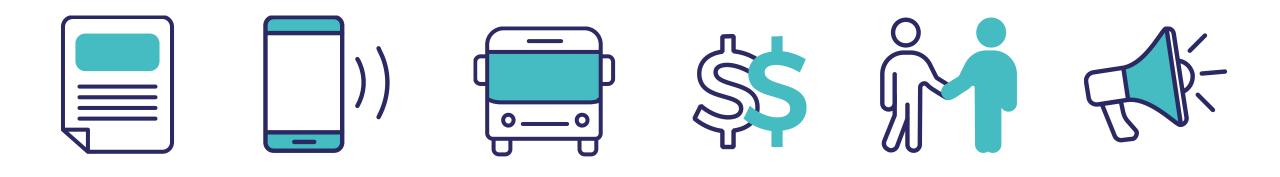- Major themes emerged

MEETING 2 **S.W.O.T. Analysis**

- Potential strategies and prioritization

MEETING 3 **Long-Range Interactive Planning Workshop**

- Setting the version for our collective future

Major Themes

CONNECT Beyond

Policy   Technology   Operational   Financial   Interagency Coordination   Education & Outreach

Policy Concepts

- Develop an integrated fare system for the region
- Review policies and remove operating barriers to allow for cross-jurisdictional travel
- Develop regional service standards
- Adopt consistent service change periods
- ADA certification process standardization and reciprocity
- Update zoning ordinance to include transit amenities as part of the development approval process

Technology Concepts

- Coordinated fare collection technology (software and hardware)
- Leverage technology across the region to improve service delivery
  - Share positive technical experiences and adopt regionally
- Consistently record ridership at the stop level to help inform future service adjustments
- Create a regional transit website and trip planning tool

Operational Concepts

- Develop regional service standards
- Create a service planning working group
- Adopt consistent service change periods
- Coordination for strategic transfer points
- Coordinated amenities to improve the user experience

Financial Concepts

- Make funding available for new operational and administration staff
- Implement pilot projects to demonstrate the benefits of transit investments
- Develop regional plan to collectively purchase transit capital (stronger purchasing power)
- Explore public-private partnerships (P3s)
  - Potential opportunity with medical facilities and healthcare providers
- Reserve funding within each agency for regionally coordinated topics
- Develop a strategy to overcome dependence on state and federal funding.

Interagency Coordination Concepts

- Create a regional service planning working group
- Create a regional transit coordination entity
- Stronger transit coordination with MPOs
  - Develop a ~5 year regional transit plan to forecast changes and capital needs
- Regional training programs to improve data collection and reporting
  - Develop regional reporting manual
- Cooperative purchasing agreements for transit capital (stronger purchasing power)
- Coordinate policy development across region

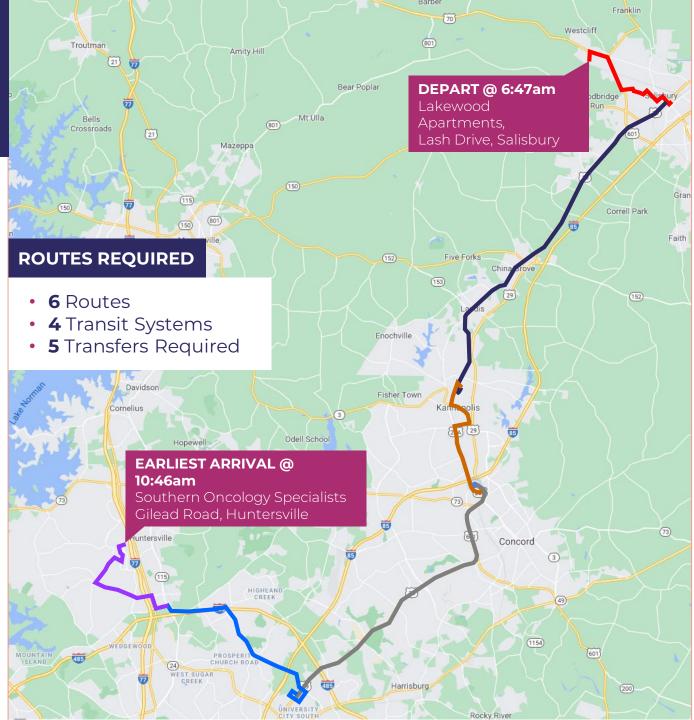# Education & Outreach Concepts

- Implement pilot projects to demonstrate the benefits of transit investments
- Regional marketing campaign on why transit is important to a community
  - Highlight what we do today, what we could do tomorrow/future
- Demonstrate how transit supports overarching city goals such as land use planning, economic development, sustainability (clean air), etc.
- Identify opportunities to incorporate transit in other planning efforts
  - Example: Update zoning ordinance to include transit amenities as part of the development approval process

Time & Money

Outbound Trip = 3 Hours, 59 Minutes

To get back, **depart no later than 1:57pm** from Southern Oncology (**allows 3 hours, 11 minutes onsite**)

CAR
40-60 Minutes each way

UBER
Est. $74.14 Roundtrip

DEPART @ 6:47am
Lakewood Apartments, Lash Drive, Salisbury

ROUTES REQUIRED

- **6** Routes
- **4** Transit Systems
- **5** Transfers Required

EARLIEST ARRIVAL @ 10:46am
Southern Oncology Specialists Gilead Road, Huntersville

Time & Money

Outbound Trip = 3 Hours, 59 Minutes

To get back, **depart no later than 1:57pm** from Southern Oncology (**allows 3 hours, 11 minutes onsite**)
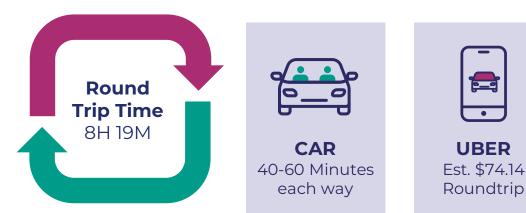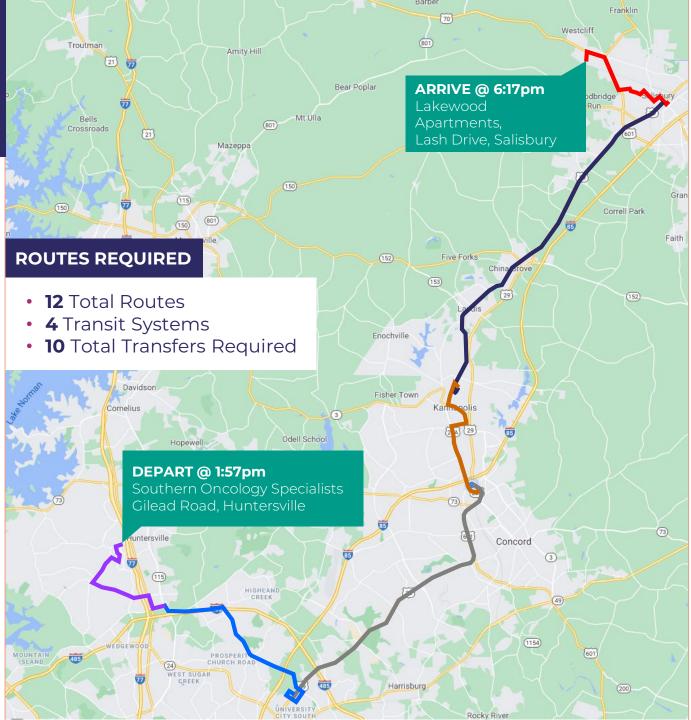
Return Trip = 4 Hours, 20 Minutes

Round Trip Time 8H 19M

CAR 40-60 Minutes each way

UBER Est. $74.14 Roundtrip

ARRIVE @ 6:17pm Lakewood Apartments, Lash Drive, Salisbury

ROUTES REQUIRED

- **12** Total Routes
- **4** Transit Systems
- **10** Total Transfers Required

DEPART @ 1:57pm Southern Oncology Specialists Gilead Road, Huntersville
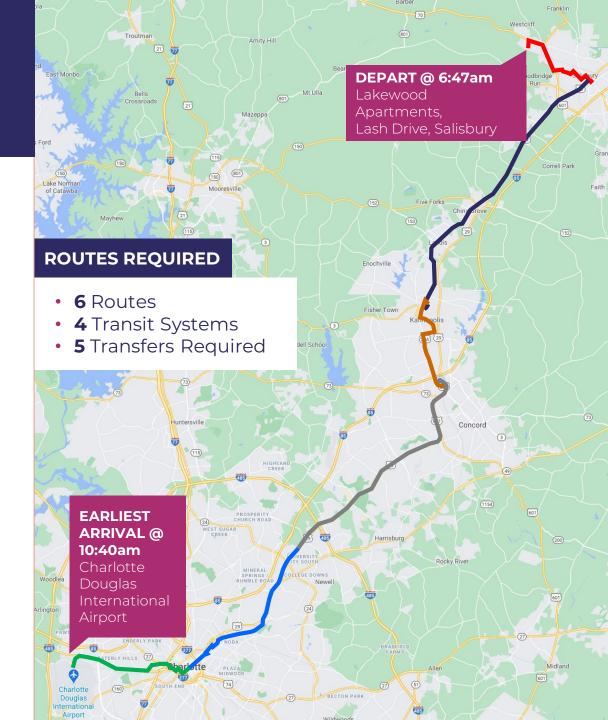
Time & Money

Outbound Trip = 3 Hours, 53 Minutes

To get back, **depart no later than 2:12pm** from Charlotte Douglas International Airport
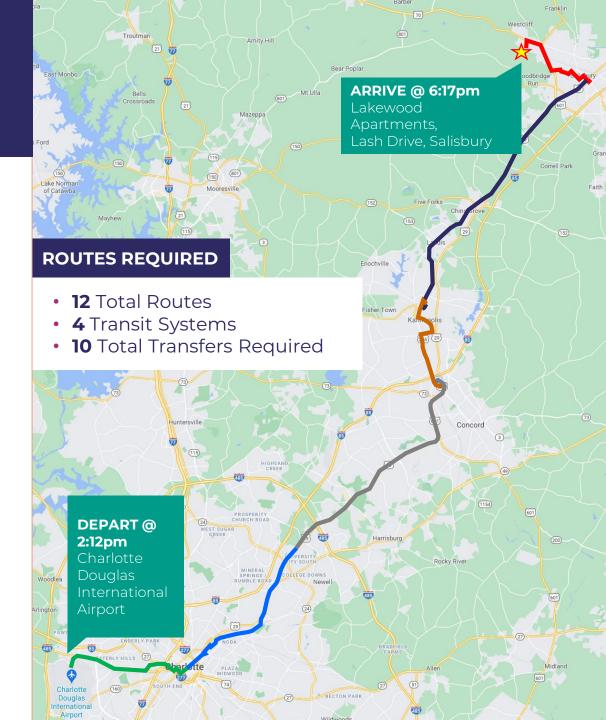
CAR
45-70 Minutes each way

UBER
Est. $89.68 Roundtrip

DEPART @ 6:47am
Lakewood Apartments, Lash Drive, Salisbury

ROUTES REQUIRED

- **6** Routes
- **4** Transit Systems
- **5** Transfers Required

EARLIEST ARRIVAL @ 10:40am
Charlotte Douglas International Airport

Time & Money

- Patient needed to go to Atrium NE for cancer treatments, 5 days a week for 4 weeks. Quoted $106 per day – 3.2 miles round trip. **$2,120 for 20 days**. Person was unable to pay that amount. Transported under ADA Paratransit program for $4.00 per day, **$80 for 20 days**.

- Woman with a disability, in a wheelchair. Wanted to attend her mother's funeral. Less than 12 miles round trip – private provider **quoted $500**. She was unable to pay that amount. Transported her under ADA Paratransit program for **$4.00**.

Time & Money

Rider living in Charlotte, working at Concord Mills. Can't take CATS 54 on Sundays. Rides CATS bus from home to Light Rail. Rides Light Rail north to JW Clay. Gets on CCX and rides to Rider Transit Center. Transfers to Red Route to get to Concord Mills. Reverse process to get home – **6 buses, 2 Light Rail trips, 6 transfers. 56+ miles on Rider Transit alone** to get to/from work. **2-3 hours each way.**

Time & Money

- **Concord to Harrisburg**
  Husband & wife – only car broke down. Wanted to know what transit service there was because it was costing them **$40 per** day for her to take Uber to Harrisburg Town Center to work. 15 miles round trip. **$880/month**. No transit available.

- Woman in a wheelchair living 4+ miles from a bus route/ADA service area needed transportation for a necessary medical appointment. **14 mile round trip quote was nearly $120.** Her fixed income was $900/month.

Time & Money

- **Concord to Metrolina Greenhouse**
Bus to Rider TC, CCX to JW Clay, CATS 47x to MGH. **1:40 trip**. On return, missing CCX by about 7 minutes – **had to wait 69 additional minutes** to continue trip to Concord. **2:41 minute return trip.**

- 2 Car family loses 1 car. Mother wants daughter to take only car and keep driving to UNCC so she can stay in school. Mother now walking 4 miles to the Orange Route to ride to get to Green to get to work at Cracker Barrel, then returns. **Roundtrip = 8 miles of walking plus 4 buses each work day.**

Committee Feedback

20 MINUTES
Breakout Session Group Discussion

- **From what you've heard, what could apply to this region?**

- **What would you like to see in your community?**

- What would work best to meet your community's needs?

- What are your biggest concerns in integrating the bus system?

- What are the benefits of integrated bus systems?

Please Enter Your Breakout Room

Iredell, Mecklenburg & Union

Cabarrus & Rowan

Gaston, Cleveland & Lincoln

Anson & Stanly

York & Lancaster

Regional

Wrap up & Next Steps

Jason Wager, CONNECT Beyond Project Manager

What's Next?

Project Management Team

- Working Groups & Technical Meetings

Committees

Homework:

- Share CONNECT Beyond with your networks and organizations

Save the date:

- April 28, 2021, next committee meeting

Contact Us

contact@connect-beyond.com

CONNECT Beyond
A Regional Mobility Initiative

2020-2021 Advisory Committee Meeting Calendar

Evaluate Existing System	Identify High Capacity Transit Corridors		Envision a Total Mobility Network				Develop Implementation Strategies		Final Plan
Purpose, Goals & Vision	**Candidate High Capacity Transit Corridors**	**Recommended High Capacity Transit Corridors**	**Integrated Bus Service Strategies**	**Transportation Demand Management & Emerging Mobility Trends**	**Rural-Urban Connections & Mobility Hubs**	**Implementation, Partnerships & Transit Supportive Strategies**	**Draft Recommendations**	**Final Recommendations**
MAY 2020	SEP 2020	JAN 13, 2021	MAR 24, 2021	APR 28, 2021	MAY 26, 2021	JUN 9, 2021	JUL 22, 2021	SEP 29, 2021
			🚌 Transit Academy	🚌 Transit Academy	🚌 Transit Academy	🚌 Transit Academy		
Based on your understanding of your community's unique character and needs, help us shape the necessary components of the purpose, goals and vision for CONNECT Beyond.	After careful review of data from across the region we've developed candidate high capacity transit corridors.	Based on all the feedback we received and an initial evaluation of the candidate corridors we have identified the recommended high capacity transit corridors.	Identifying potential service connections, new service in support of high capacity transit, and strategies to benefit the user experience.	Discussion of emerging mobility trends, connecting beyond a fixed route system and an intro to mobility hubs.	Identifying gaps and bridges for the rural to urban mobility divide. Intro to transit supportive strategies.	Discussion of implementation strategies, funding opportunities and critical partnerships to support our transit vision throughout the region.	Review preliminary and consolidated results and present draft plan.	The final draft plan will outline the vision for the region. It will include action-oriented strategies.
✓	✓	✓	✓	✓	✓	✓	✓	✓
Feedback on purpose, goals & vision	Feedback on candidate corridors	Acceptance of high capacity transit corridors	Feedback on strategic direction	Feedback on strategic direction	Feedback on strategic direction	Feedback on strategic direction	Feedback draft recommendations	Endorsement of final recommendations

↻ ✓ Committee Action

Upcoming Working Groups and Technical Meetings

Funding & Partnerships

Characterize the current realities of paying for regionally significant investments across 2 states and multiple jurisdictions. Considerations? Implications? Timing? Governance? Critical next steps?

Transportation Demand Management (TDM)

Outline and prioritize the key regional technical and policy steps to implement TDM strategies that support access to reliable, efficient, and well-connected transportation options

Technical Meetings Rural / Urban Connections

Coordinate with transit providers to develop a local and integrated bus service strategy that connects the region and the HCT corridors

Thank You