

Presentation to Wake County on a Review of the Regional Transportation Plan

Clarence Marsella, Transportation Manager and
Consultant

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Background

- 40 year Transit Manager
- Most recently General Manager and CEO of the Denver Regional Transportation District – 1995-2009
- Created the Fastracks Plan and Succeeded in Financing the \$7 billion Multimodal Transit System

Mission Statement

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To meet our constituent's present and future public transit needs by offering safe, clean, reliable, courteous, accessible, and cost-effective service throughout the District.

The RTD Business Model

- Strong use of Competitive Contracting
- Strong Partnerships with the private sector for operations and capital construction
- Use of metrics to manage and monitor all operations
- High service quality goals for all services

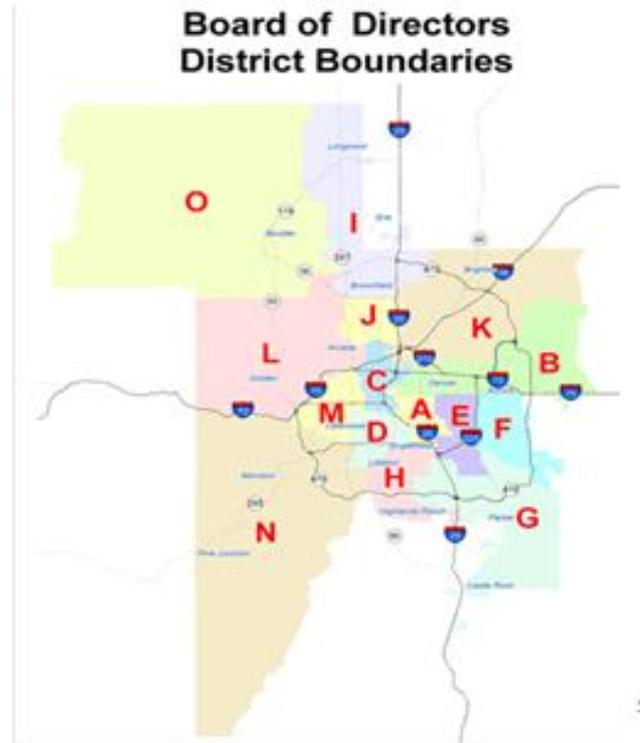
Governance

- Denver- 15 member non partisan **elected** Board each representing about 165,000 people
- No municipal boundary requirements
- History
- Miami- County Commission serves as transit Board
- Most others appointed by Mayors, Governors and other entities for specific terms

Denver Board of Directors

RTD Districts

- 1980 – Elected Board Began



Finance

- Federal funding assumptions appear very optimistic
- Revenue Recovery rates seem high given existing fare schedules and revenue recovery rates
- Cost of additional bus services may increase faster than the model assumes
- Cost of increased ADA services needs to be better estimated.
- Overall, cost assumptions appear quite low

Feasibility

- Capital costs appear low. Railroads tend to wait until a project is funded and committed before serious negotiations begin
- Shared corridor and shared track operations are problematic for transit
- Ridership numbers are fairly low and existing productivity levels are also low. Does not seem to be any pent up demand in key corridors that relatively modest improvements in bus service could not address
- Incremental investments to nearly mirror planned fixed investment could gauge or build demand

Perspective

Are we asking the right questions?

- Mobility based- Decisions made based upon objective impacts of transit capital and service investments on ridership, service coverage and cost effectiveness
- Community Based- Decision based on community goals such as jobs, history and tradition, growth and development, perceptions of smart growth and regional image, long standing political positions and other factors.
- Is the question “How do we make what we have work better or best?” or “Are we using available resources and candidates for new investment in the best way possible to maximize ridership and meet community goals?”