



N.C. Department of Transportation

PTD/TPB Conference

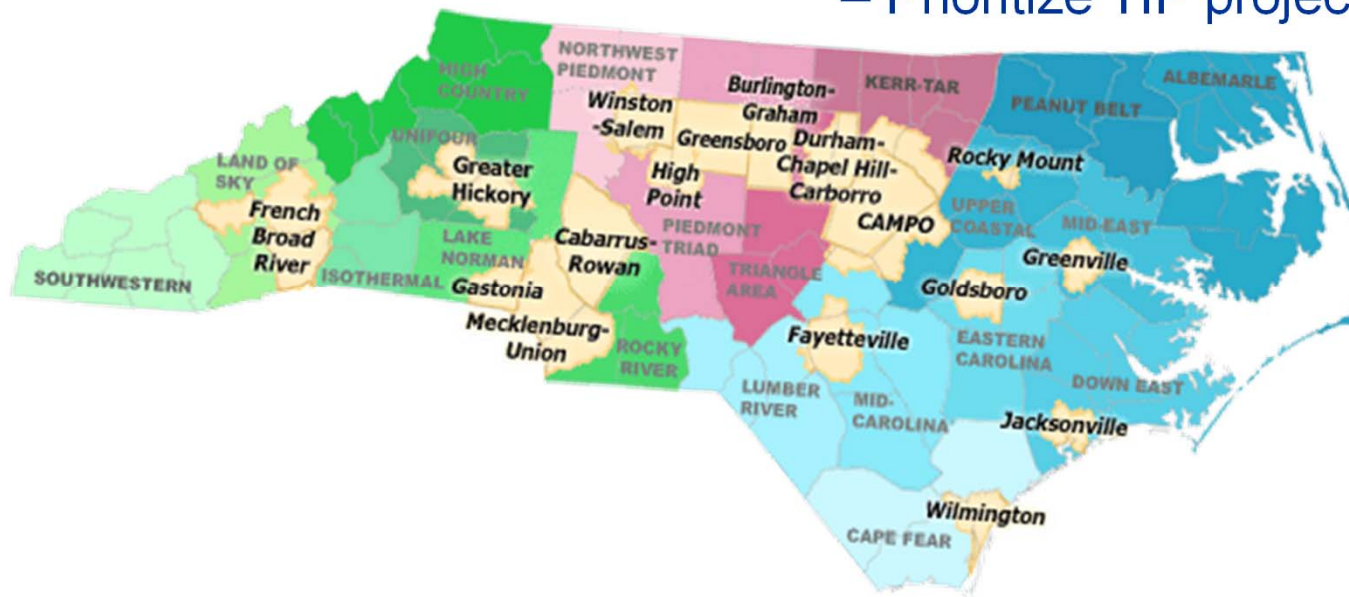
July 2011

David P. Bender



NC's Rural Planning Organizations

- Rural Local Official Consultation
- Established in 2000
- 20 RPOs in NC
- Core Duties:
 - Public involvement
 - Collect and analyze data
 - Develop transportation plans
 - Prioritize TIP projects





What Can My RPO Do For Me?

- Technical Assistance
 - Mapping
 - Marketing
 - Facilitation
 - Surveys
 - Grant writing
- Planning Assistance
 - Coordinated Plans
 - Five-year Plans
 - Development Plans
 - Comprehensive Transportation Plans



- Access to Funding
 - TIP Project requests
 - Grant writing
 - CMAQ (non-conformity areas)
- Intangibles
 - Build relationships
 - Make connections





How Can I Get Involved?

- Get to know your RPO planner
 - Invite to your TAB meetings
 - Include on you CTSP steering committee
- Attend RPO meetings
 - Get on the distribution list
- Establish a Transit Roundtable
 - Brainstorm about collaboration
 - Work through coordination issues
 - Discuss common concerns & solutions





What can the RPO do to help?

- Provide assistance to counties on completing ROAP grant applications
- Submit applications for Section 5310, 5316 or 5317 grants
- Apply for a two-year mobility manager position to assist in regional transit and integration of transit in all modes
- Provide assistance on data collection and mapping for CTSPs.





What else can the RPO do to help?

- Could develop a collaborative annual work plan with transit to include transit planning needs
- Update land use plans based on increased transit demand
- Analyze targeted population groups, elderly, low income, disabled for LCP updates
- Assess how complete streets policy will impact the RPO communities and transit needs
- Partner with transit system for livability grant programs
TIGER Grant





Recent PTD Planning Activities

Local Coordinated Plans - *(See handout)*

5-Year Community Transportation Service Plans *(See Handout)*

Compliance, Capacity and Proficiency Review (CCAP Review)

ITRE System Analyses

Performance Plans

NC Peer Groups

Benchmarking Statistics





What is a CTSP?

A dynamic planning tool utilized by the transit system as a guideline to effectively accomplish the following:

- Identify the current performance and organizational direction of the system.
- To recommend strategies and propose performance measures of operating or managing that increase mobility options for passengers.
- Improve the efficiency and effectiveness of the organization and transportation services.
- Support and encourage defensible, results-based budget.
- Promotes the coordination of public transportation services across geographies.





LCP vs CTSP

LCP

- FTA requirement for S. 5310, 5316 and 5317 funds.
- Usually 1 day information gathering event.
- Community needs assessment.
- Regional
- Broad in scope.

CTSP

- Requirement for ROAP and S. 5311 funds.
- 6-8 month planning process.
- Detailed analysis and performance measure based.
- Comprehensive in scope.
- Blends financial plan with funding application process.
- Provides basis for regionalization or consolidation.





CTSP - Urban Myth or Fact?

- It is a positive assessment of how to improve transit service in the community.
- This is not a check the box process.
- Don't limit yourself on ideas...
- This is not an audit or a gotcha!





Goals for the CTSP Program

- **Comprehensive Assessment of Services**
- **Unmet Needs**
- **Organizational Options**
- **Alternative Service and operational options**
- **Recommendations**
- **Implementation Plan**
- **Financial Plan – Operating, Administration, Capital and Revenue**





Benefits from the CTSP Program

Complete Public Involvement Process

- Steering committee, surveys, public meetings, stakeholder interviews, focus groups

Mission statement

- Objectives and metrics for measuring performance based recommendations

Implementation Plan

- Realistic measurable five-year implementation guidance
- Implementation schedule, milestones and timelines
- Performance Based Implementation





Benefits from the CTSP Program

Dynamic Financial Plan

- Comprehensive Performance Based Financial Analysis
- Accountability with approved grant programs
- Eligibility for 2 year funding cycle for 5316, 5317 and 5310 grant funds

Coordination Oriented

- Merging resources and services analysis
- Cost benefit of Coordination

Service Plans

- Route analysis
- Frequency
- Cost





Accountability of Transit Systems

Systems need to be **accountable** for the Federal and State funds they receive annually.

Systems must be committed to implementing CTSP recommendations.

Both ROAP and EDTAP funds are dependent on a Planning Document in order to be eligible for state and federal funds.

It is more effective and efficient for a system to function with a current plan than with an outdated one.





Current Planning Coordination Efforts

- RPO's are providing some data collection, mapping and public involvement (survey) assistance
- ITRE is providing geo-coded VUD data, Census Transit Dependency Index mapping, Performance Plan, Budget Tool Assumptions
- TPB is coordinating CTSP's with CTP projects and project scoping, expanding CTP to be more multi-modal (Bike/Ped, Ferry as appropriate)





Local Match Agreement

All projects will require a 10% local match from the transit system. It will be the responsibility of each transit system to provide this local match for their project.

The following are examples of suggested funding resources each systems have available to fund their required 10% local match:

- Reserve budget funds;
- Cash contributions from other public or private sources (excluding funds derived from purchase of service contracts);
- Local government appropriation for cash;
- Profits from charter services and advertising; and
- Proceeds from vehicle and equipment salvage.





CTSP Schedule Prioritization

PTD will follow the following project prioritization criteria:

Systems that have submitted a letter of request for an updated CTSP and have the estimated 10% local match budgeted

Oldest plans will have priority – there are current plans that were adopted as far back as 1992

Systems that wish to use the PTD LSA contracting authority to procure project





CTSP Procurement Options

Transit systems have a couple options for procuring a CTSP-

Utilize the PTD Limited Services Agreement contracting authority

Conduct a separate RFP procurement process with constraints:

- PTD Scope of Work must be used

- PTD participates in scope of work development





CTSP Program Workload

Transit Systems Statewide

- 1 Consolidated Small City
- 2 Human Service
- 5 Consolidated Urban
- 6 Regional Community
- 66 Community
- 80 total systems**

22~ CTSP's to be completed

**Large urban transit systems are not included in this assessment.*

Total Completed CTSP's (2007-2011)

- Round 1 - 9 CTSP's (2009)
- Round 2 - 9 CTSP's (2010)
- Round 3 - 7 CTSP's (2011)

25 CTSP's (2009-2011)

33 CTSP's in Compliance (2007+)

58 CTSP's Completed/Compliance





Contact Information

David P. Bender

dpbender@ncdot.gov

1550 MSC, Raleigh, NC 27699

919-733-4713 ext. 237

www.ncdot.gov/nctransit





Questions?

