

RTA REGIONAL
BUSINESS
LEADERSHIP

RTA BRT/FAST/SMART Team Meeting

Hosted by SAS Institute

Wednesday July 30, 2025

Welcome and introductions

Chad Ruehle

SAS Institute

Welcome and introductions

Joe Milazzo, RTA

Matt Carlisle, NCDOT

Welcome and introductions

Joe Milazzo

RTA

RTA BRT/FAST/SMART Team Meeting

Wednesday July 30, 2025

Working agenda:

- Welcome and introductions
- **I-40 / BRT / FAST Overview**
- Accelerating BRT
- Group discussion
- Next steps
- *Adjourn / optional lunch by 12 noon*

I-40 Overview

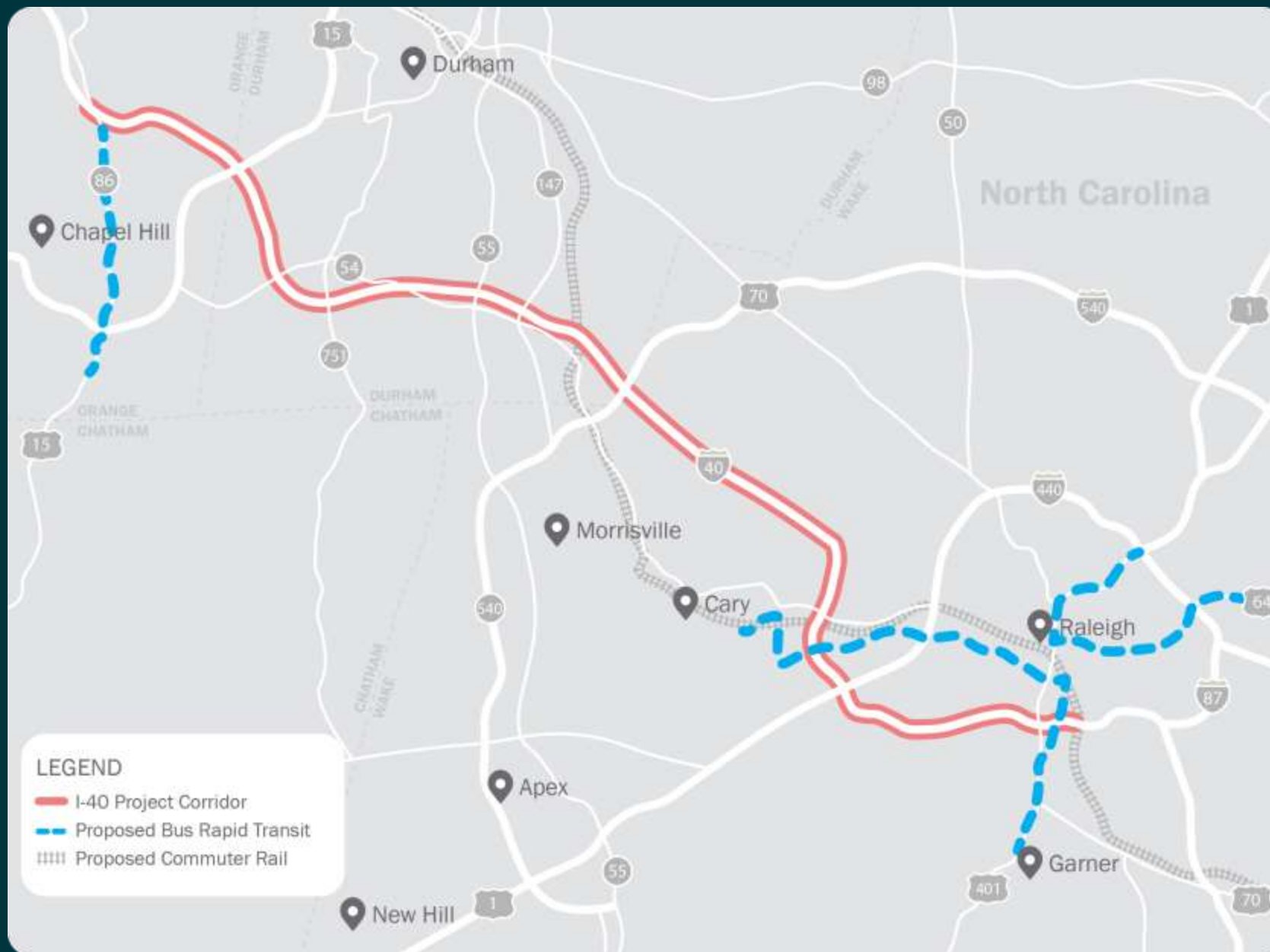
Drew Joyner

AECOM

I-40 Pre-Feasibility Study

RTA-NCDOT Regional BRT/FAST/SMART Team Meeting

Drew Joyner, PE



GOALS

- 1) Provide Connections to Future BRT Routes**
- 2) Identify Low-cost, Near-term Option for a Transit Priority Facility**
- 3) Maintain a transit speed of 45 MPH**

Transit Priority Facility Types

- Separated Busways
- Freeway Bus Lanes
- Freeway HOV Lanes
- Freeway HOT Lanes
- Reversible Express Lanes
- Dynamic Shoulder Lanes
- Bus on Shoulder System (BOSS)



Recommended Alternative Concept: Transit Priority Shoulder

- Modify/expand left shoulder to 14 feet wide
- Bus operates at max 45 MPH

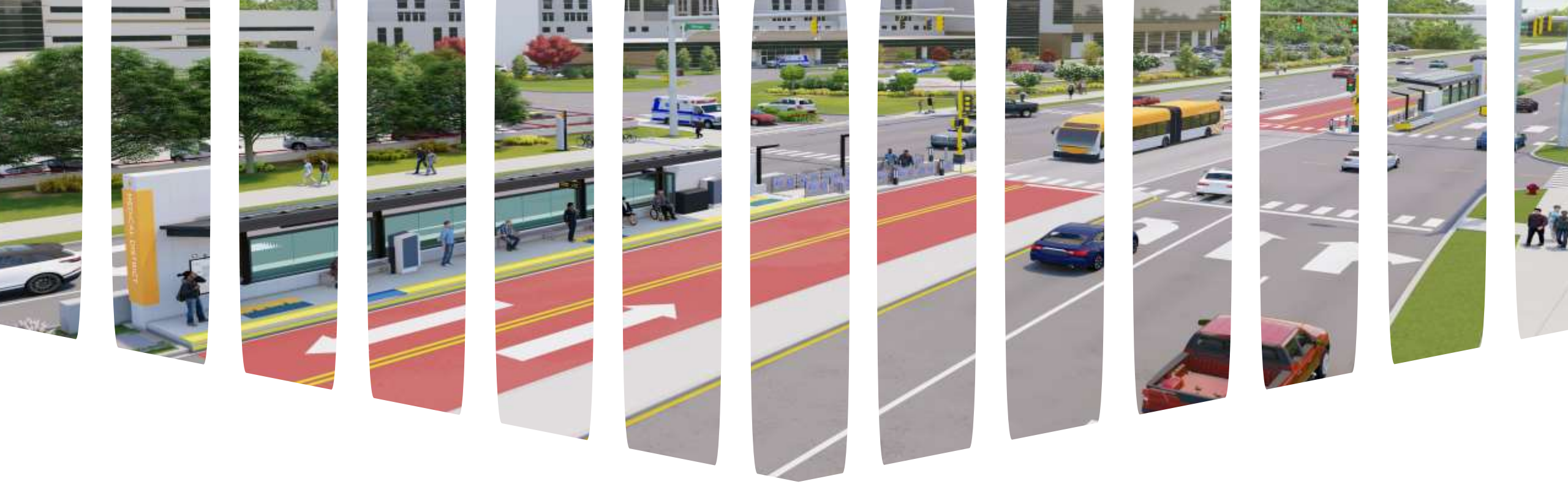


Thank you.

New Bern BRT Construction

Paul Kallam

City of Raleigh



WAKE BUS RAPID TRANSIT

RTA | FAST | SMART | Regional Meeting

July 30, 2025

AGENDA

- Wake BRT Program Overview
- New Bern Avenue
- Expediting Project Delivery



BUS RAPID TRANSIT (BRT) | FEATURES



**DEDICATED
LANES**



**ENHANCED
STATIONS**



**SPECIALIZED
VEHICLES**



**SIGNAL
PRIORITY**



**SPAN OF
SERVICE**



**FREQUENT
SERVICE**



**OFF-BOARD FARE
COLLECTION**



**UNIQUE
BRANDING**

WAKE BRT PROGRAM | OVERVIEW

CONSTRUCTION

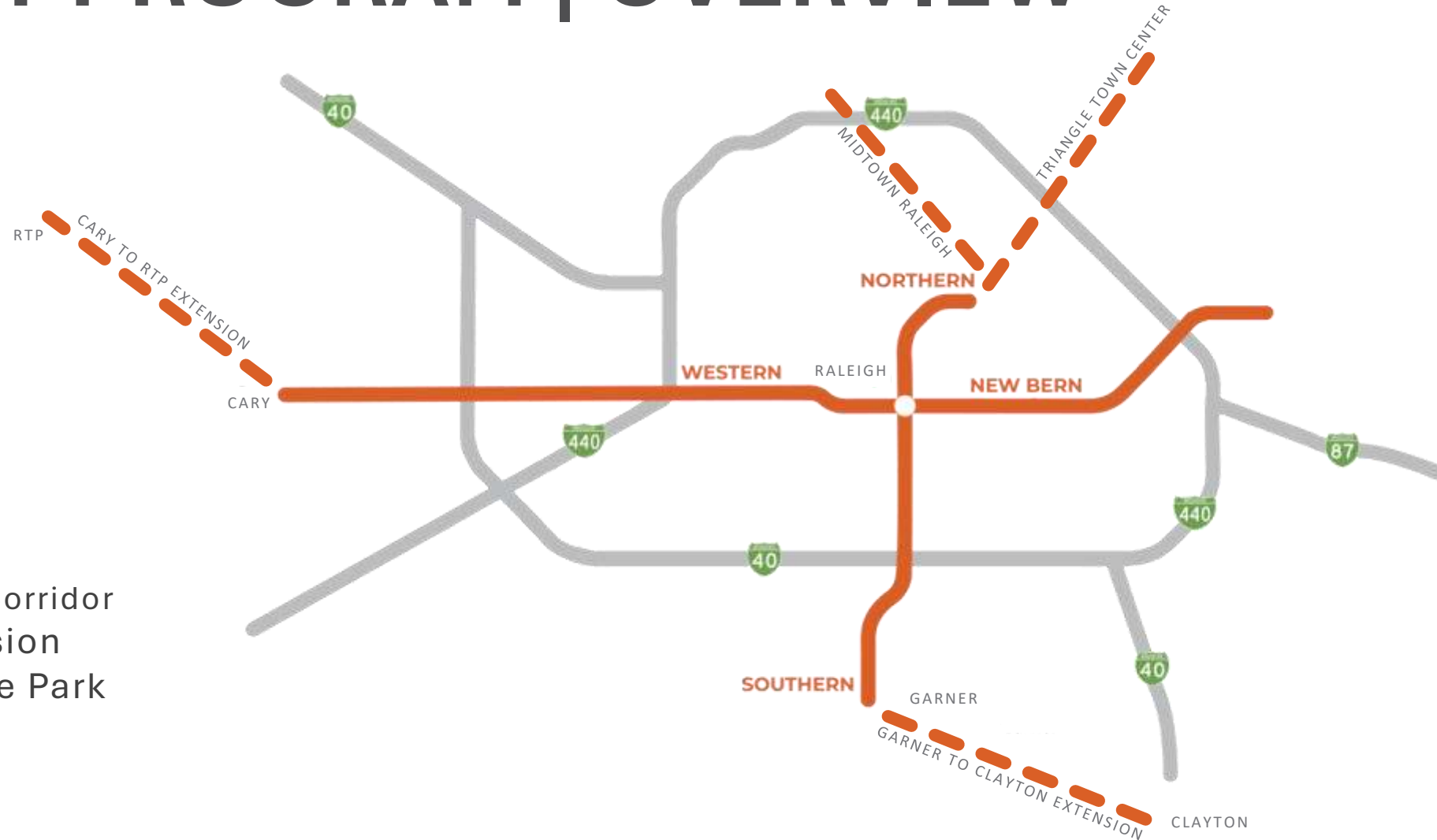
- New Bern Avenue

FINAL DESIGN

- Southern Corridor
- Western Corridor

PLANNING STUDY

- Northern Corridor
 - Midtown Corridor
 - Triangle Town Center Corridor
- Garner to Clayton Extension
- Cary to Research Triangle Park (RTP) Extension



NEW BERN AVENUE



DEDICATED RUNNINGWAY

3.3 miles of 5.4 miles in dedicated lanes
(BAT & transitway)



ENHANCED STATIONS

Ten (10) new stations connecting downtown
Raleigh to New Hope Road



SPECIALIZED VEHICLES

Seven (7) new 60' articulated buses,
compressed natural gas



SIGNAL PRIORITY

At signalized intersections along the
corridor

STATION	DIRECTION	NAME
1	Outbound	GoRaleigh Station
2	Outbound	Morgan at Blount
	Inbound	Edenton at Blount
3	Outbound	New Bern at Swain
	Inbound	Edenton at Swain
4	Outbound	New Bern at Tarboro
	Inbound	Edenton at Tarboro
5	Outbound	Raleigh Blvd
	Inbound	
6	Outbound	King Charles
	Inbound	
7	Outbound	Medical District
	Inbound	
8	Outbound	Trawick Rd
	Inbound	
9	Outbound	Corporation Pkwy
	Inbound	
10	Outbound	New Hope Rd
	Inbound	East Raleigh

NEW BERN AVENUE | BID HISTORY

- **Construction Bid History**

- Advertised as full project – March 2024
- No bids received – May 2024
- Feedback received – schedule concerns, additional public utilities work, risks with private utilities relocations, and timeline for completion

- **Separated Horizontal Roadway work components from Vertical Stations work**

- Re-advertised horizontal roadway work with 3 and half year construction schedule – August 2024
- Single bid received – October 2024
- Council rejected single bid – January 2025

NEW BERN AVENUE | NEXT STEPS

- **Further divided construction activities into three (3) packages after one-on-one with interested contractors**

PHASE	ANTICIPATED ADVERTISEMENT	ANTICIPATED SCHEDULE
Construction of all horizontal elements for Package 1	April 23, 2025 (completed)	30 months
Construction of all horizontal elements for Package 2	July 25, 2025 (active)	42 months
Construction of all vertical elements + horizontal elements for Package 3	Fall 2025	38-40 months

- HORIZONTAL ELEMENTS = ROADWAY WORK, UTILITIES, DRAINAGE, PATHS AND SIDEWALKS
- VERTICAL ELEMENTS = STATION WORK

- On July 1, 2025 – Raleigh City Council awarded Package 1 for construction
- Bid opening for Package 2 is September 19, 2025

PROJECT DELIVERY | LESSONS LEARNED

- **Investigate Alternative Project Delivery**

- Construction Manager/General Contractor (CM/GC) or Construction Manager at Risk (CMAR) inclusion during the final design for feedback on constructability and feasibility and schedule
- Allow for more seamless flow between the different steps of project delivery and implementation process

- **Partnerships within Project Delivery**

- Federal – the federal funding provides opportunities that allow for local dollars to do more in the region, but it does come at the cost of the federal process and timeline for project rating, and funding appropriations
- Local - continue to develop and foster partnerships and relationships between municipalities, NCDOT, critical third parties with authority to ensure efficient design review and approval process



THANK YOU!

For more information: <http://raleighnc.gov/brt>

July 30, 2025



FAST Overview

Brennon Fuqua

NCDOT

FAST Overview

Morven Maclean, Greg Saur

WSP

RTA 2025 Transportation Brunch

FAST_{2.0}
Freeway, Arterial, Street, and Tactical Transit

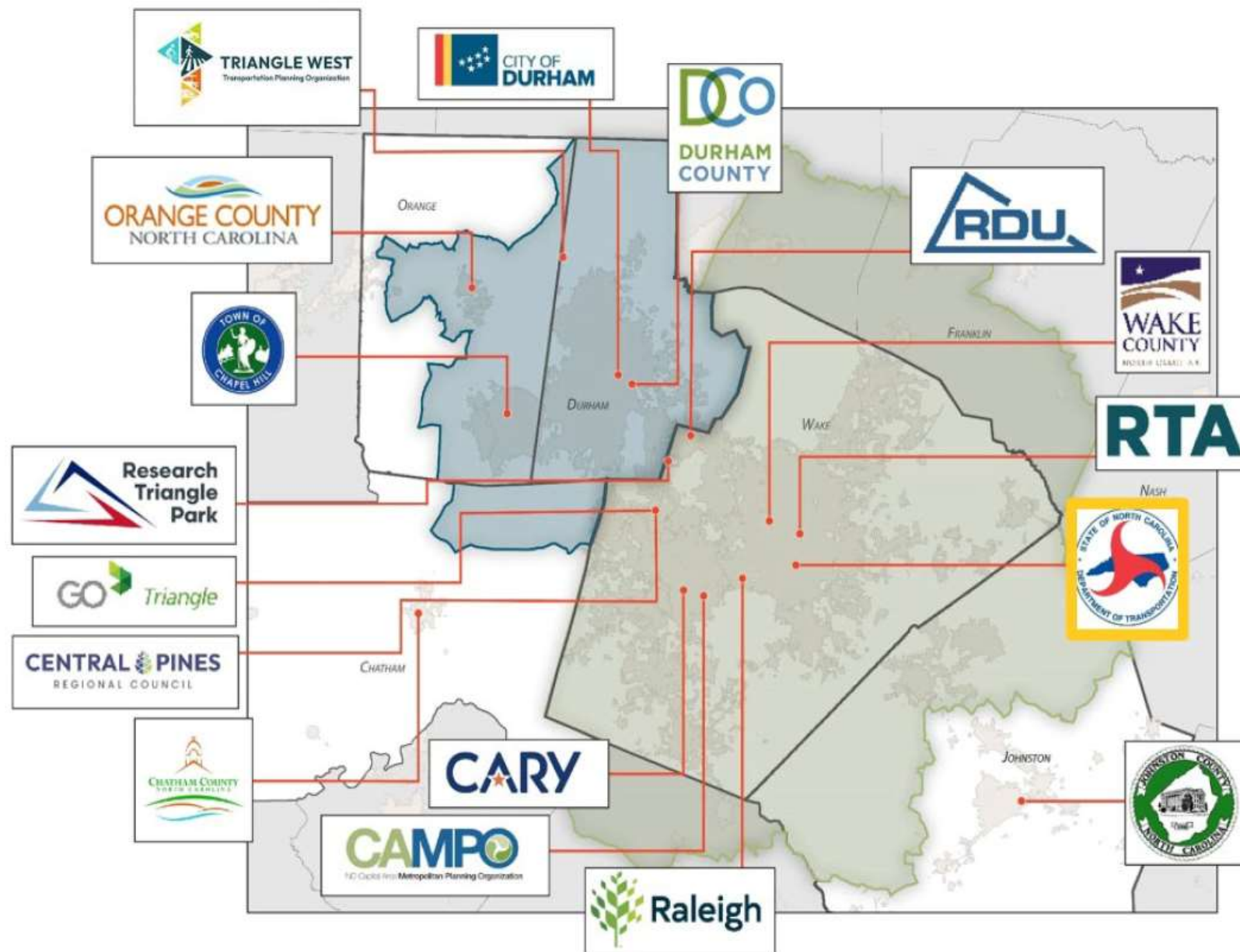
Morven MacLean
Greg Saur, PE

WSP
WSP

NCDOT Integrated Mobility Division

Stakeholders

- NCDOT Units
 - Division 4, 5, 7, 8
 - Mobility & Safety
 - Roadway Design
 - Integrated Mobility Division



FAST Transit



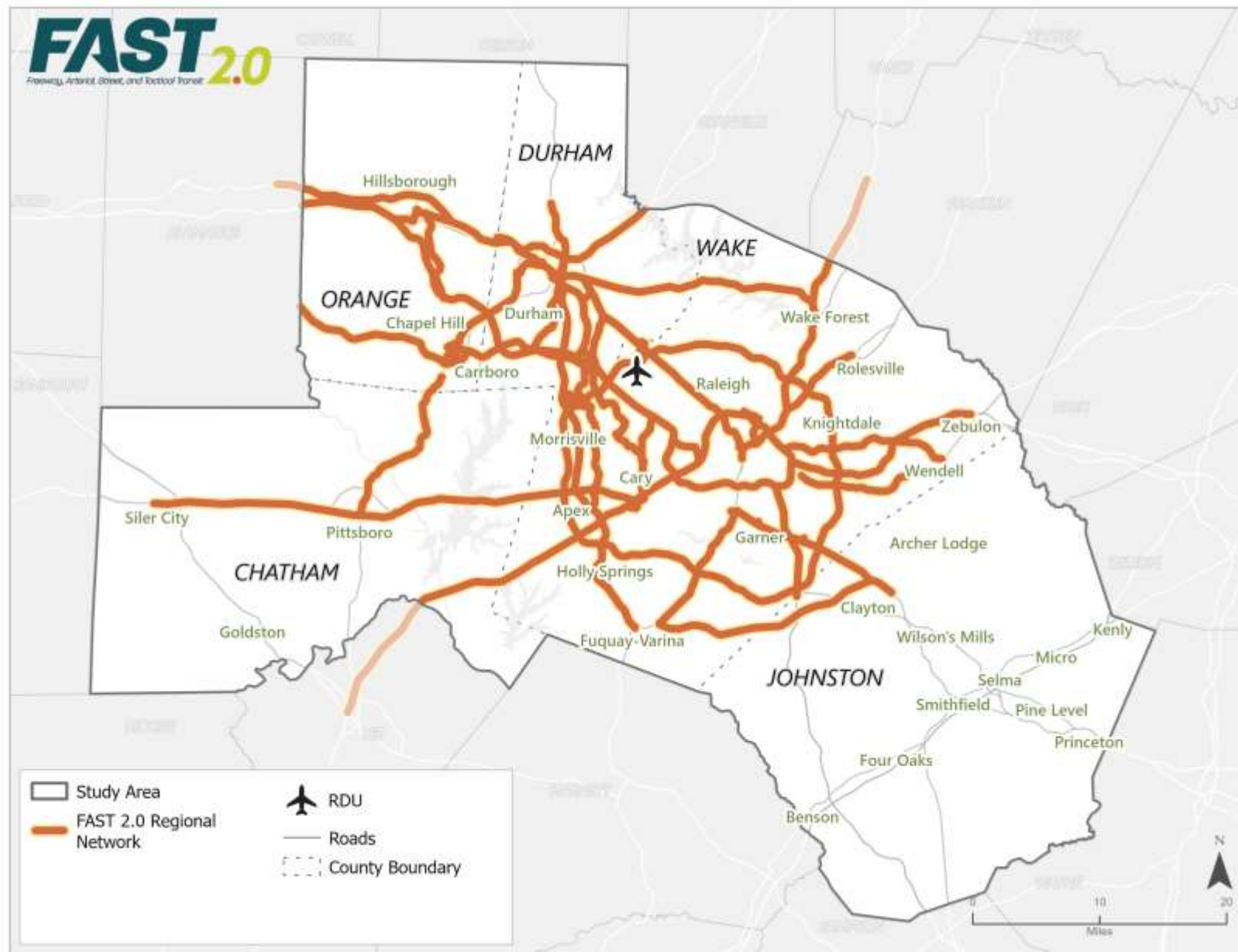
FAST transit is a scalable approach for quickly integrating “transit advantage” infrastructure along the roadway system to support enhanced transit service.

The “FAST” approach prioritizes transit efficiency and reliability while improving mobility for all users

Regional Network & Priority Corridors

Regional Network

Roadways that have potential for long-term transit priority investment.



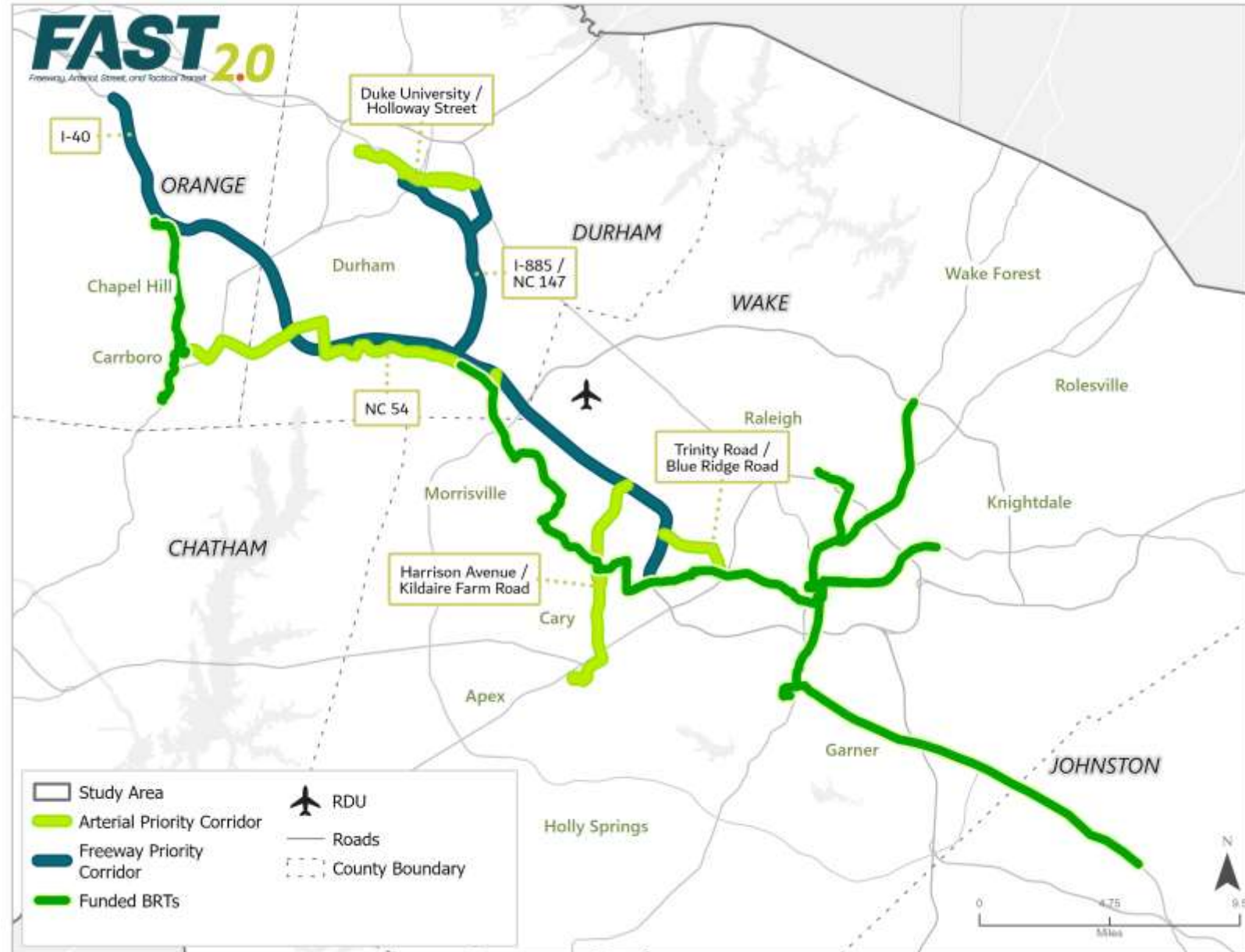
Priority Corridors

Freeway

- I-40
- I-885 / NC 147

Arterials

- Duke University/Holloway Street
- Trinity Road/Blue Ridge Road
- Harrison Avenue/Kildaire Farm Road
- NC 54



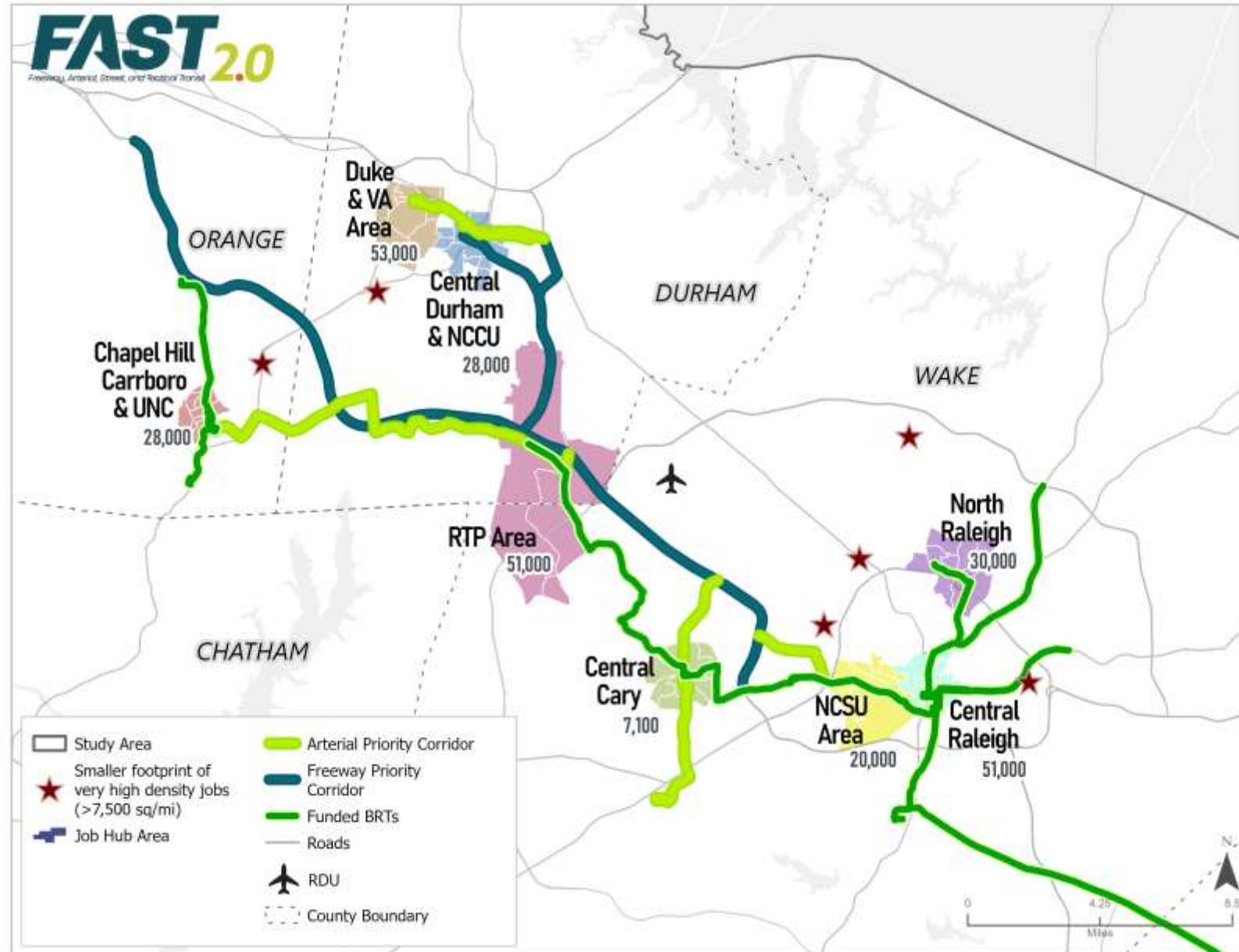
Employment

Freeway

- I-40
- I-885 / NC 147

Arterials

- Duke University/Holloway Street
- Trinity Road/Blue Ridge Road
- Harrison Avenue/Kildaire Farm Road
- NC 54



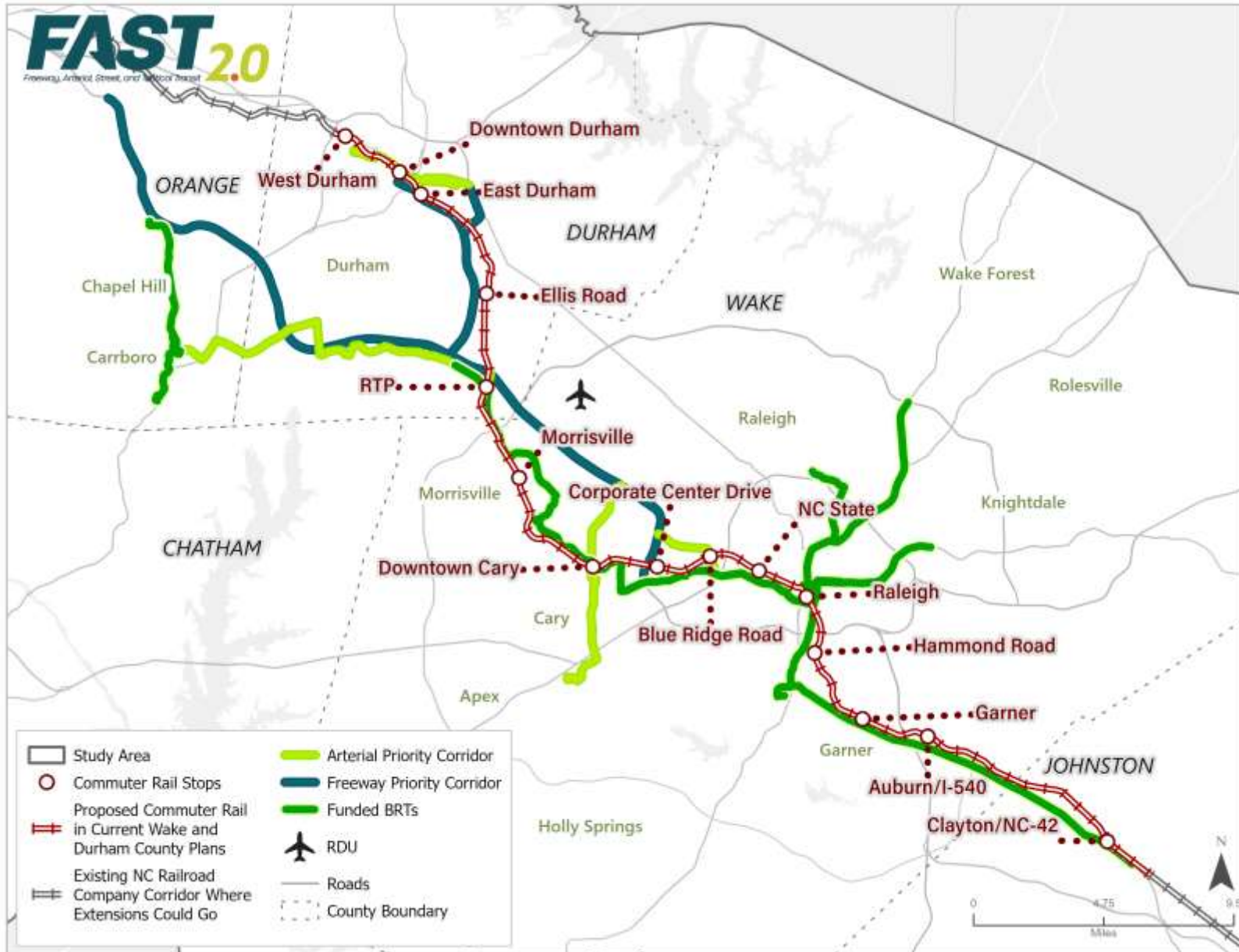
Commuter Rail

Freeway

- I-40
- I-885 / NC 147

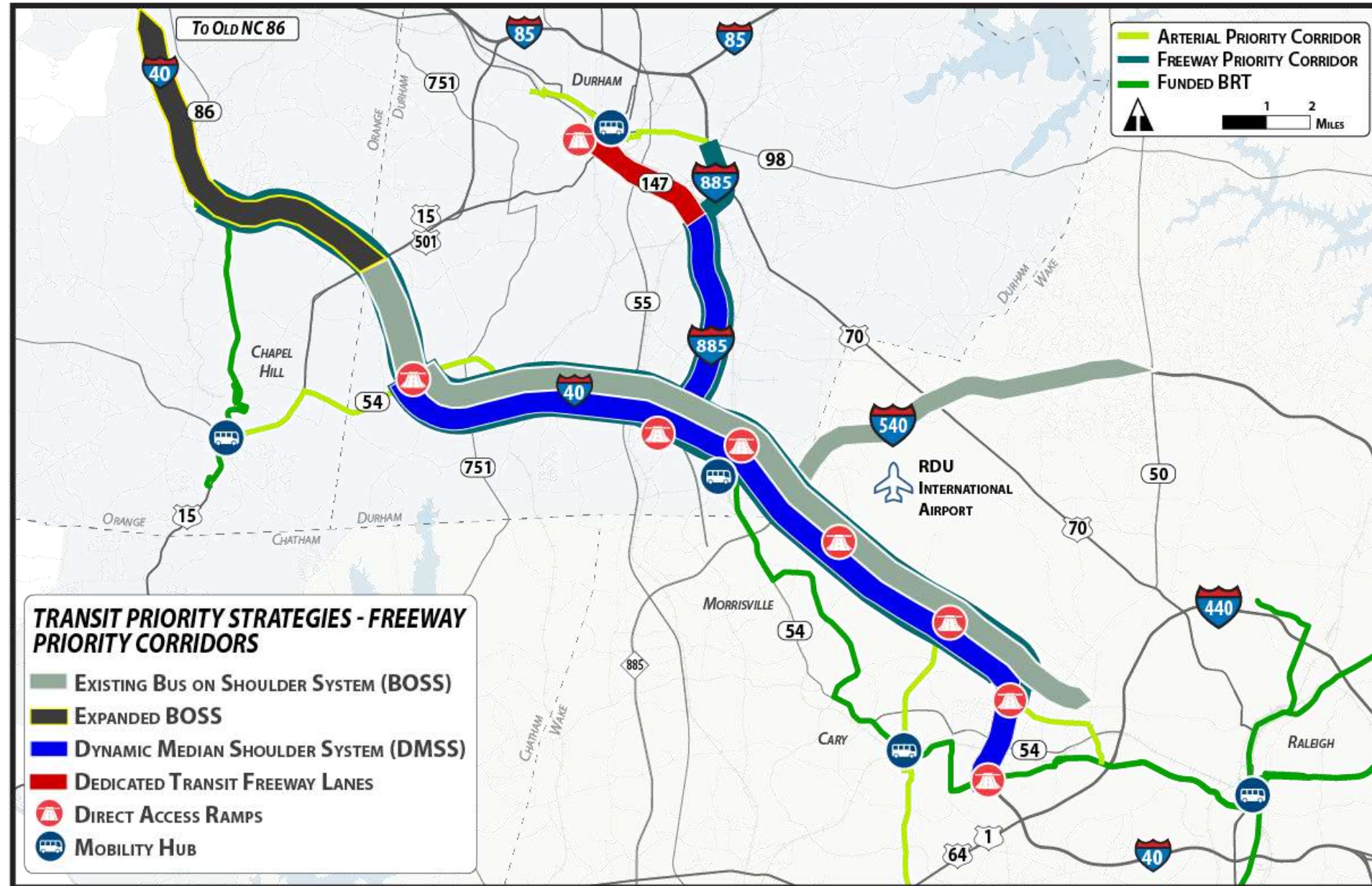
Arterials

- Duke University/Holloway Street
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Freeway Concepts

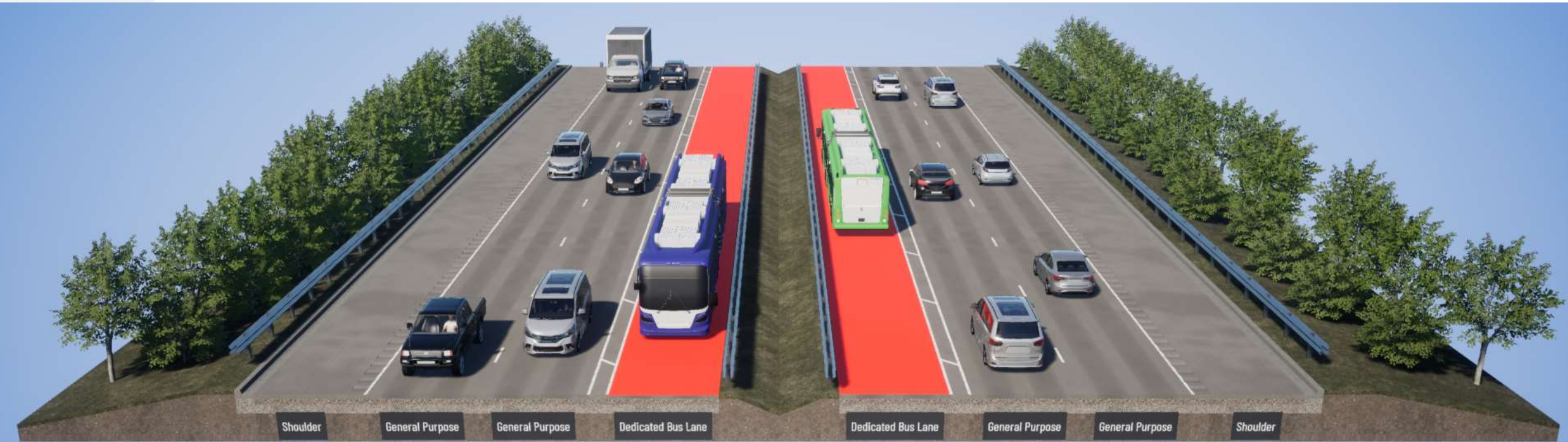
Freeway Concepts



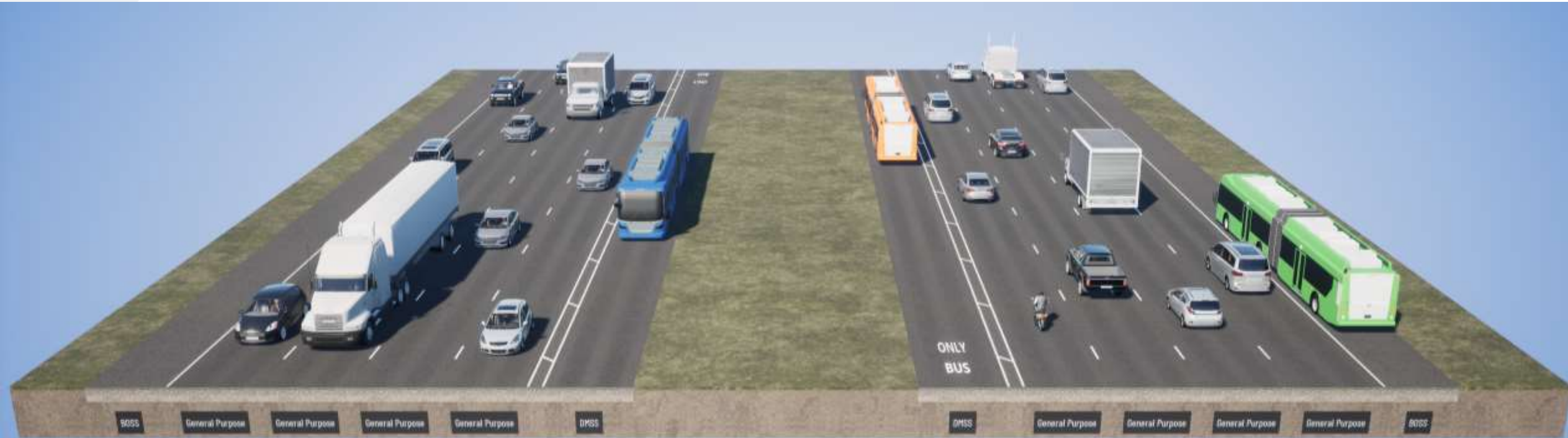
Bus on Shoulder System (BOSS): I-40



Dedicated Transit Lanes: NC 147



Dynamic Median Shoulder System (DMSS)



Direct Access Ramp (DAR)



RTP Transit Center (Triangle Mobility Hub)



Arterial Concepts

Arterial Concepts: Trinity Rd / Blue Ridge Rd

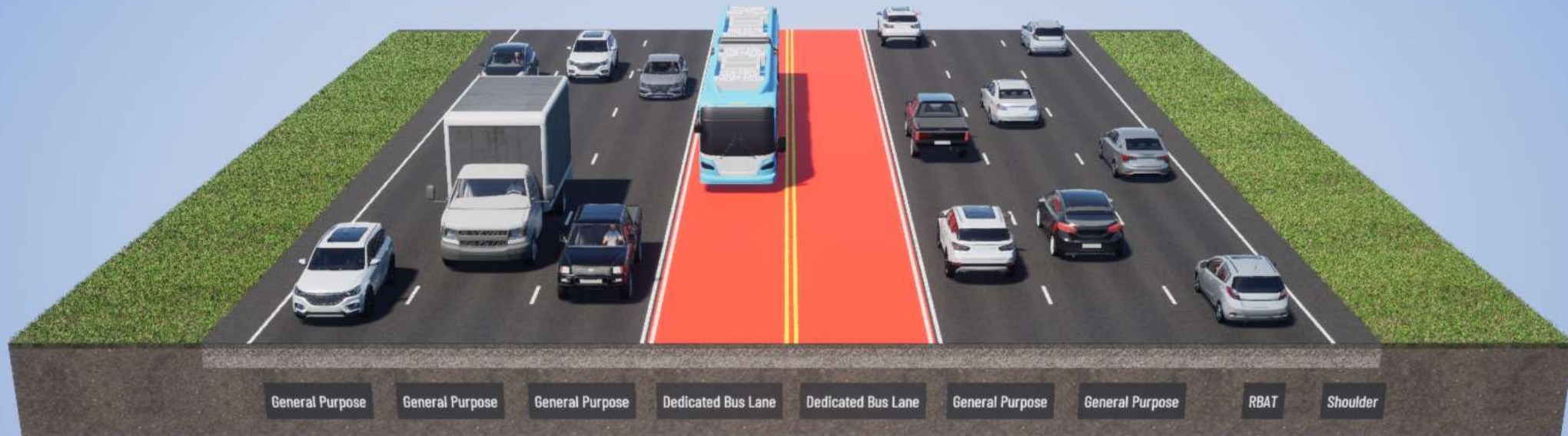
- West Raleigh
- Lenovo Center
- Carter-Finley Stadium
- NC State Fairgrounds
- NC State Vet School



Dedicated Transit Lanes: Blue Ridge Rd



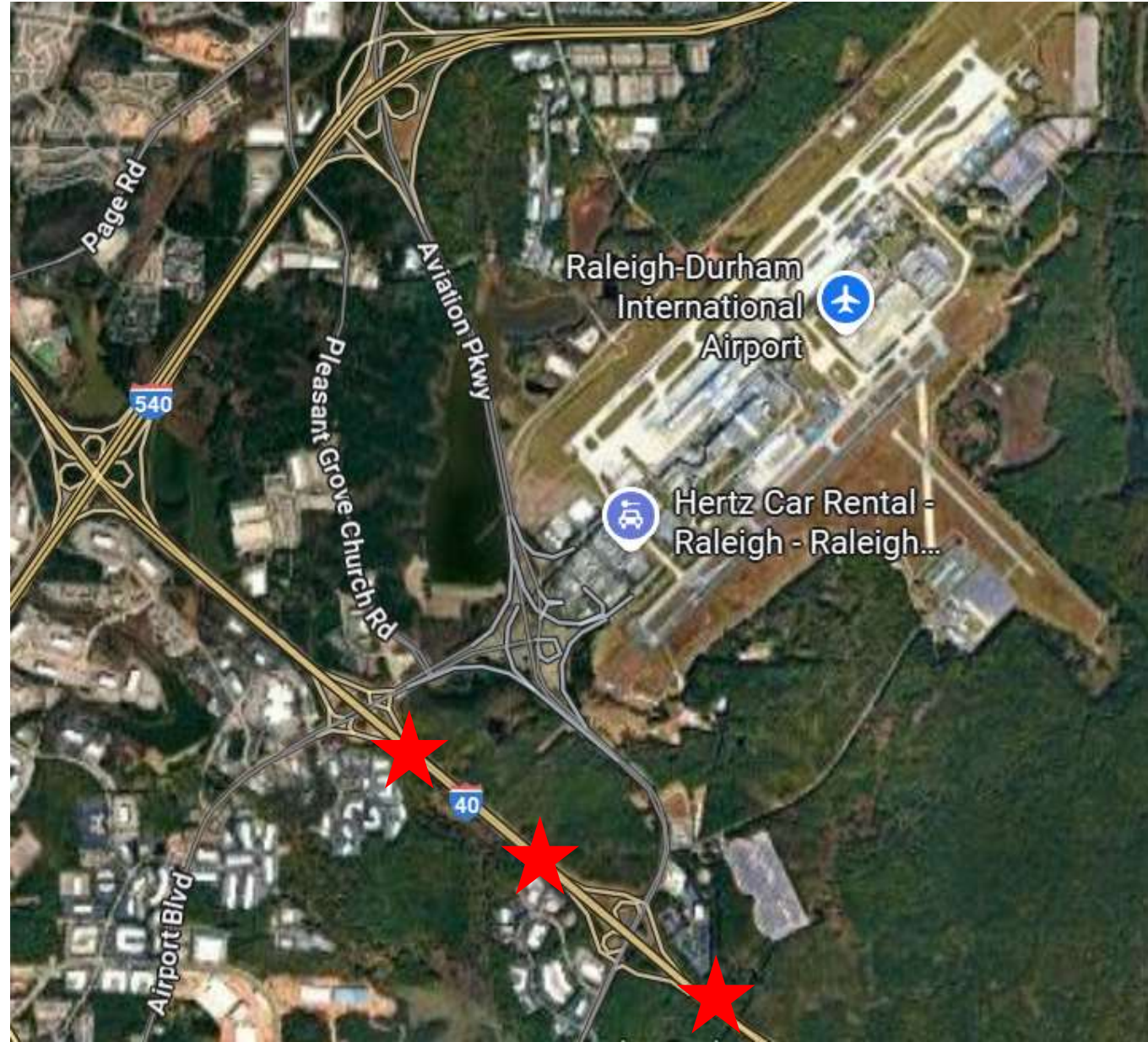
Dedicated Transit Lanes: NC 54



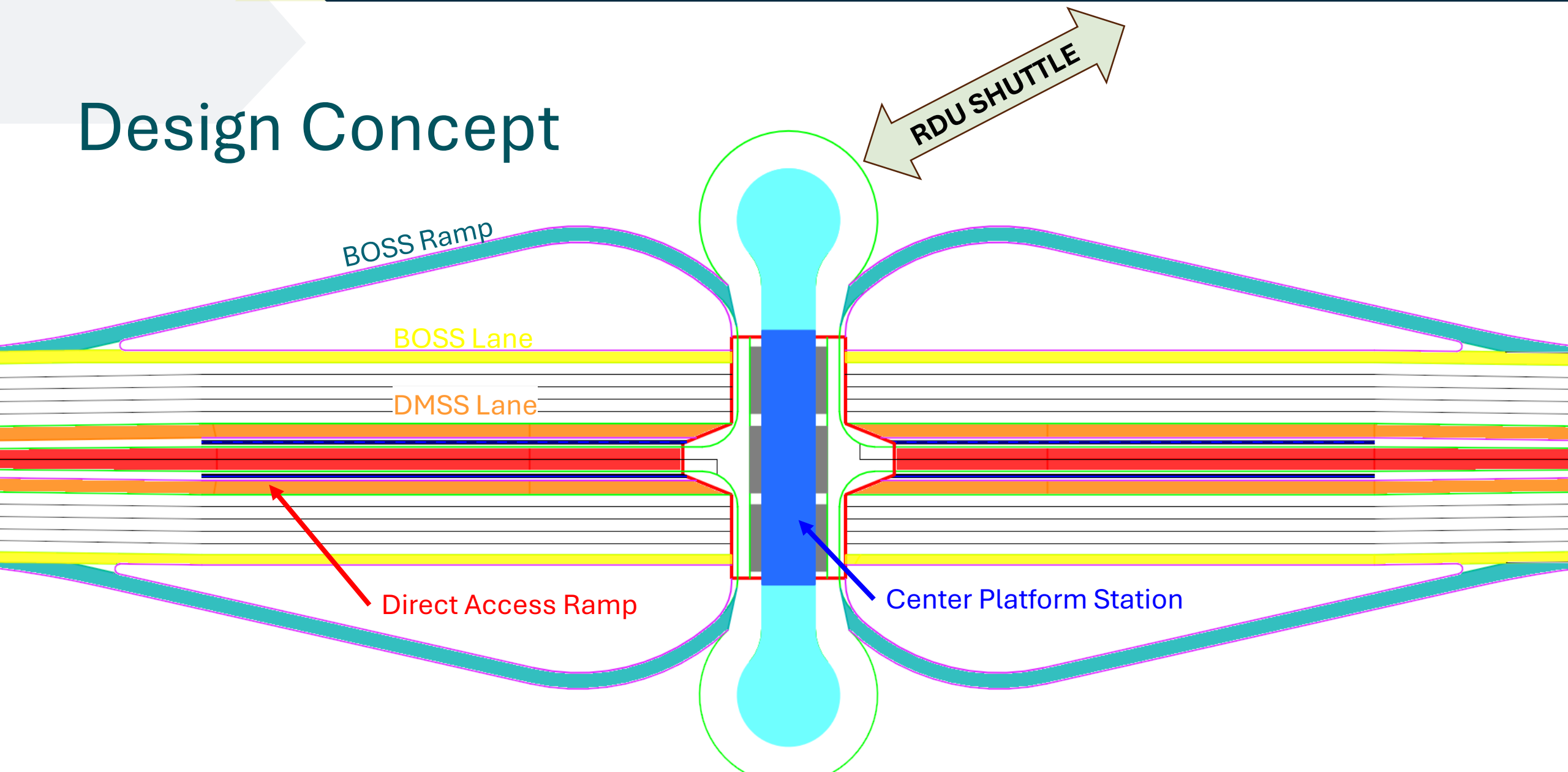
RDU Exchange Station

RDU Exchange Station

- East of Airport Blvd Interchange
- West of Aviation Pkwy Interchange
- East of Aviation Pkwy Interchange



Design Concept





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Accelerating BRT

David Wilcock

VHB



Regional Transportation Alliance

Opportunities to Accelerate BRT Delivery

Presented by
David Wilcock

July 30, 2025

Today's Discussion



A rendering of the BRT project showing a bus in a dedicated bus lane approaching a station.

INFRASTRUCTURE

Raleigh City Council awards bid for Package 1 of New Bern Avenue BRT project

The project is approximately 5.4 miles with 3.3 miles of dedicated bus lanes and 19 bus platforms at 10 stations along New Bern Avenue, Morgan Street, Edenton Street, Blount Street and Wilmington Street.

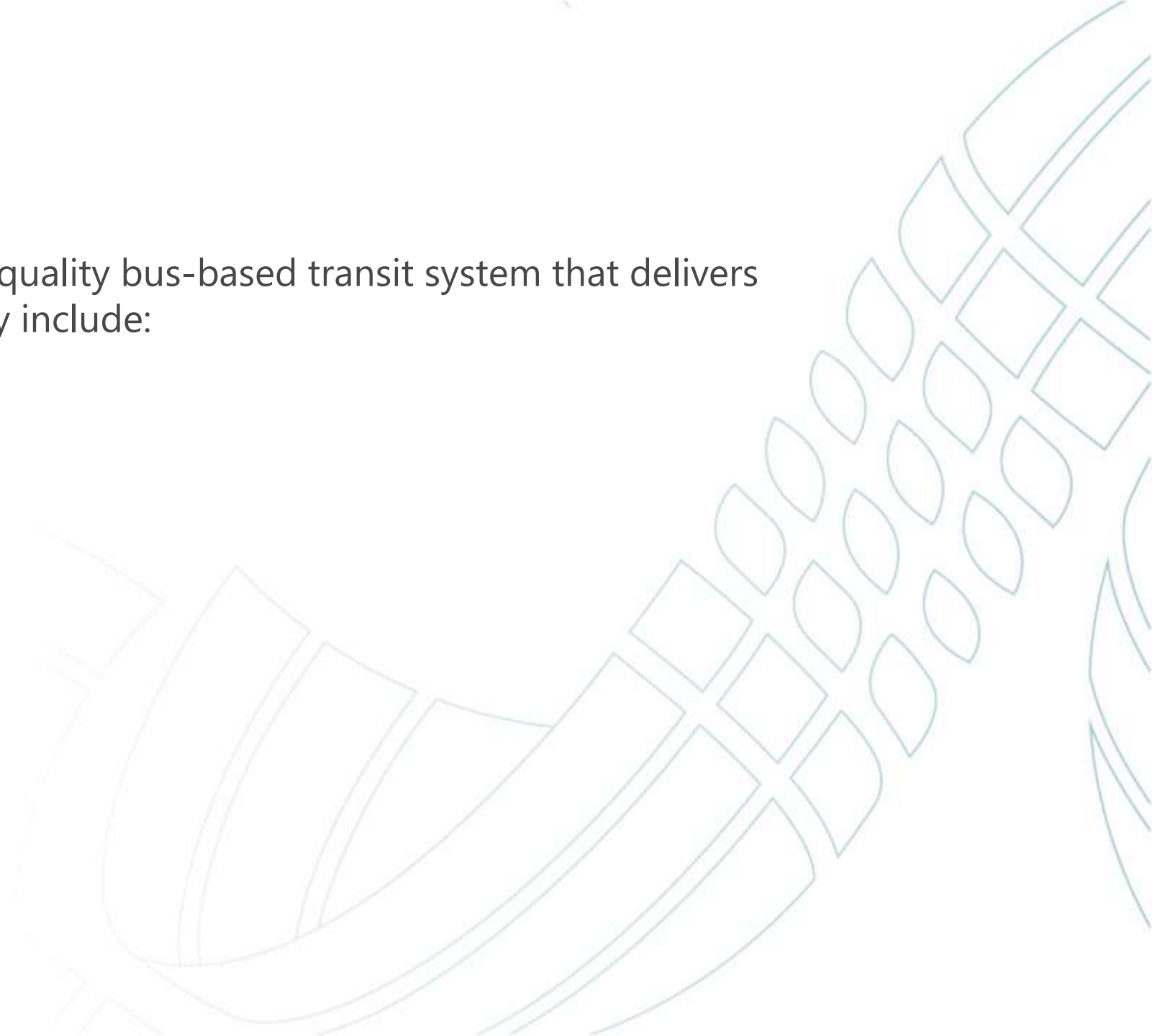
Related To: [City of Raleigh Transportation Department](#) July 7, 2025

- › What is BRT
- › Lessons Learned
- › Project Delivery
- › Funding
- › Operations
- › Transit Oriented Development
- › The Triangle Region Opportunity

What is BRT

- › Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast and efficient service that may include:
 - › dedicated lanes
 - › Busways (dedicated guideways)
 - › traffic signal priority
 - › off-board fare collection
 - › elevated platforms
 - › enhanced stations

Source: Federal Transit Administration



Why BRT

For the Triangle Region, BRT is an opportunity to:

- › Improve access to:
 - › Jobs
 - › Education
 - › Healthcare
- › Support TOD
- › Reduce congestion and vehicle miles traveled (VMT)
- › Advance equity and inclusion goals

Lessons Learned

General

- › Planning a good BRT service has several key factors:
 - › Reliability
 - › Frequency
 - › Coverage
 - › Speed
 - › Integration w/existing local service
 - › First mile/last mile connectivity

Photo Source: Ken Sislak



Lessons Learned

Design

- › Obtain as high a level of running way exclusivity as possible:
 - › Exclusive dedicated guideway
 - › Dedicated bus lanes
 - › Enforcement of dedicated lanes
- › Implement as many transit priority treatments as possible:
 - › Transit signal priority
 - › Queue jump lanes
 - › Curb extensions at stops

Source: TCRP Synthesis 164: Bus Rapid Transit – State of the Practice (2022)

Photo source: Author (top) VHB Archives (bottom)



Lessons Learned

Design

- › Obtain sufficient **right-of-way (ROW)** to support:
 - › Dedicated bus lanes
 - › transit priority treatments
 - › adequately sized stations
- › Optimize both traffic and transit flow
- › BRT stops – ADA access
- › End of line facilities – Operator conveniences, vehicle layover/charging

Photo Source: CTtransit



Lessons Learned

Jurisdictional/Partnering Challenges

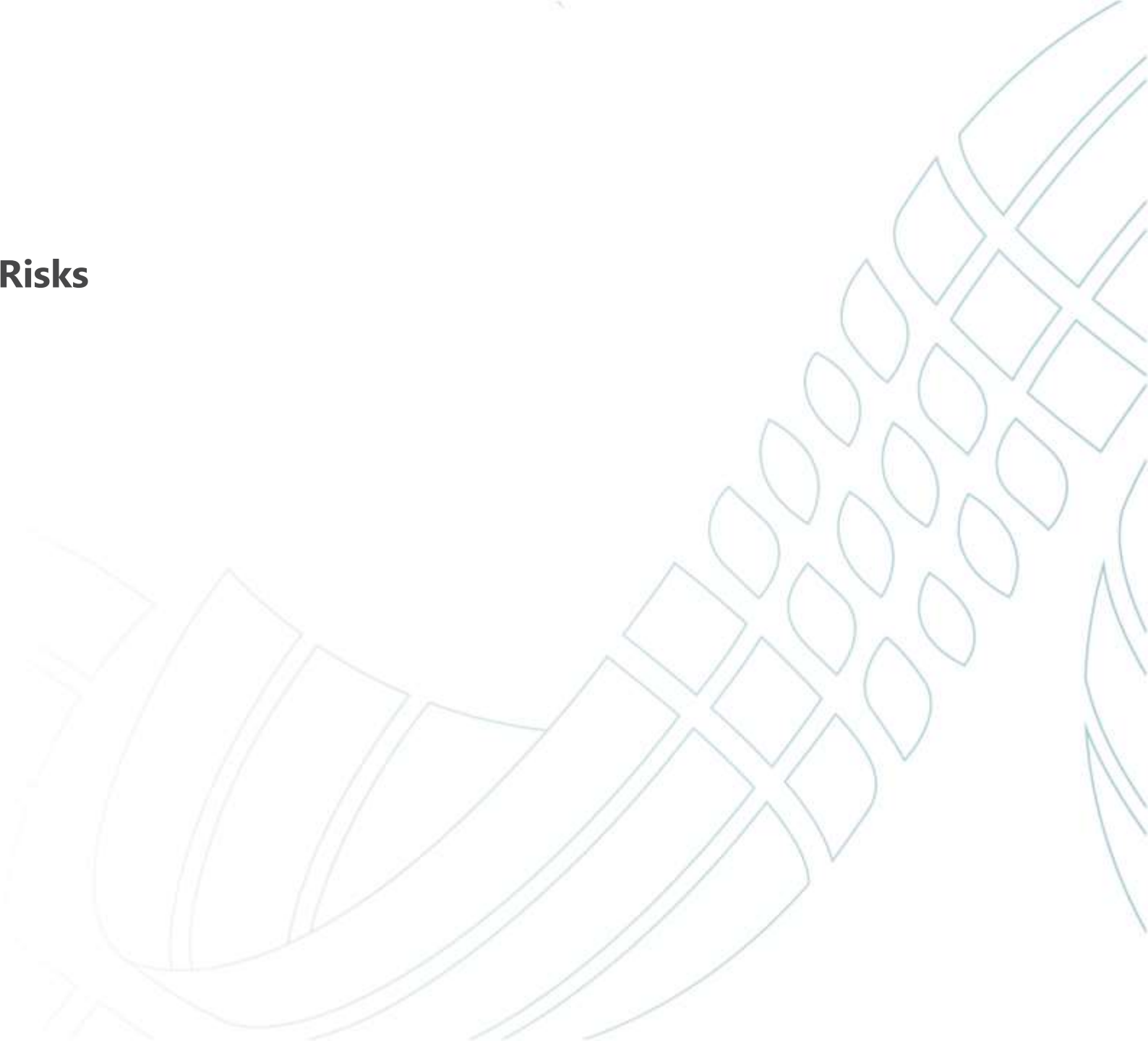
- › Who owns/controls the ROW?
- › Use of street space – parking, bike lanes
- › Traffic signal maintenance and coordination
- › Integration of BRT stops into streetscape/business community
- › Security and enforcement
- › Well defined agency roles
- › Strong agency/regional coordination
- › Interjurisdictional coordination

Photo source: Author



Lessons Learned

Summary – Largest Cost Drivers/Risks

- › **R**ight of Way
 - › **U**tilities
 - › **P**ermits
 - › **I**nteragency
 - › **D**esign
- 

Project Delivery

Methods of Delivery

- › Design Bid Build
 - › Traditional delivery method
- › Design Build
 - › Progressive Design-Build (PDB)
 - › Integrates Designer, Builder and Owner early in process
 - › Construction Manager at Risk (CMAR), also called CM At-Risk or CM/GC
 - › Hire a CM early; Acts as Owners Representative
 - › Public-private partnerships (P3)
 - › Collaborative arraignment between public and private entities

Photo source: CTtransit



Project Delivery

Factors to Consider

- › How well can the D/B bid package be defined?
- › Stakeholder involvement/influence
- › Existing conditions are not well known/defined
- › Agency requirements are changing
- › Agency management style
- › Comfort level at agency with alternate delivery

Photo source: CTtransit



Project Delivery

Key Takeaway

- › Pick a project delivery approach that:
 - › Works with the contracting community
 - › Fits the agency's management approach/style
 - › Manages risk effectively between the agency and the partner

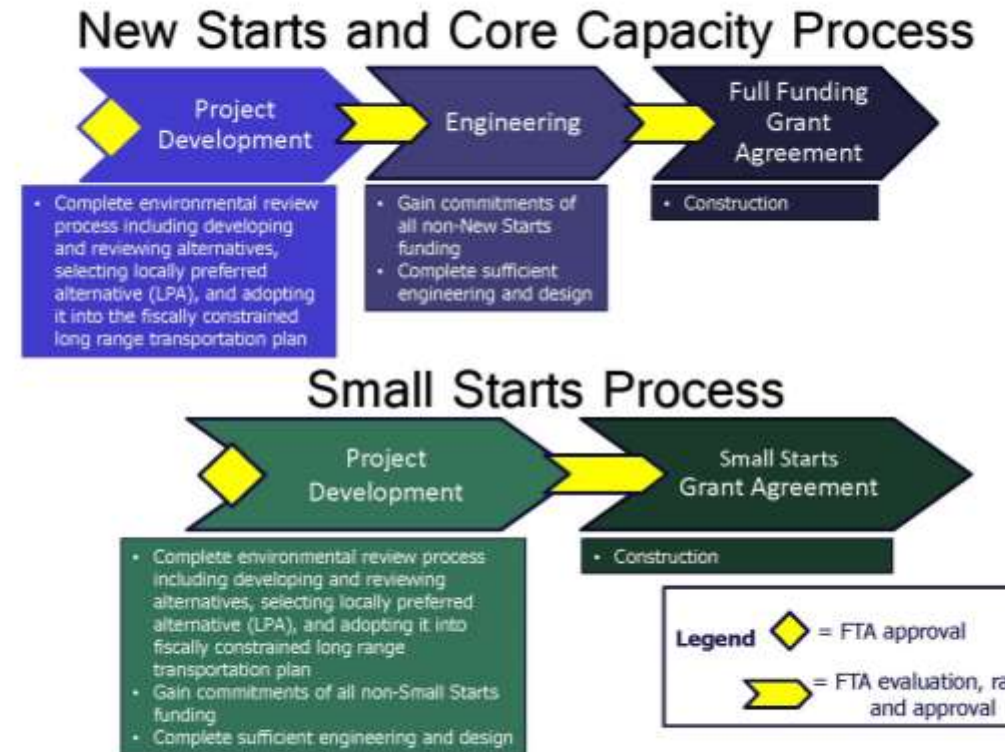
Photo Source: Ken Sislak



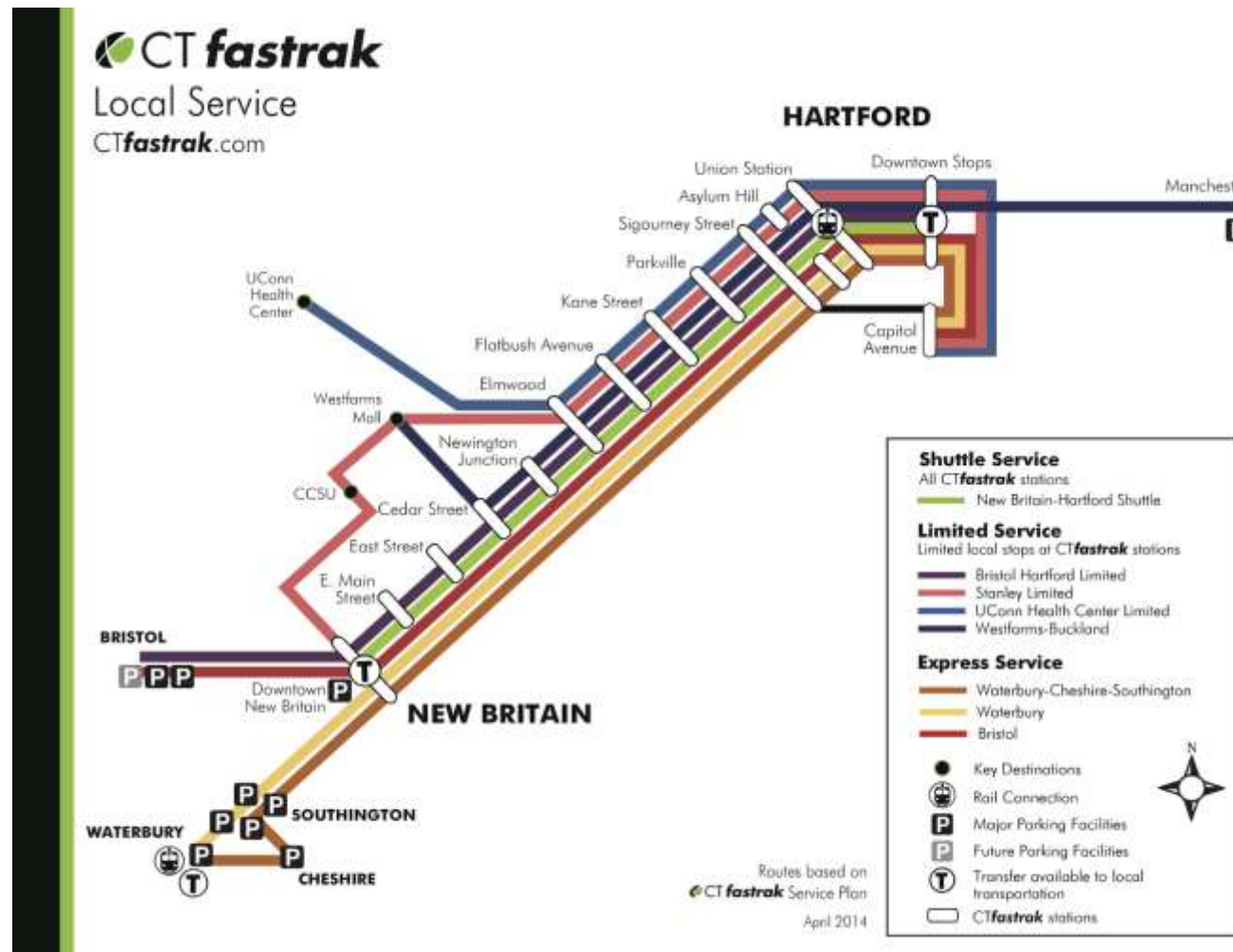
Funding

Capital Funds

- › Capital Investment Grant Program
 - › New Starts
 - › Greater than \$400M Total and \$150M CIG
 - › Small Starts
 - › Less than \$400M Total and \$150M CIG
 - › Meet FTA's BRT definition
- › State/Regional/Local
- › Public – Private Partnerships
 - › Design/Build/Operate/Maintain (DBOM)
 - › Works best w/fixed guideway owned by agency



Operations (Source: CTtransit)



Transit Oriented Development

Transit Oriented Development – Factors for Success

- › Rezoning
- › Creating a comprehensive plan with a specific focus on the BRT corridor
- › Proactive outreach to developer
- › Environmental clean-up
- › Land assembly
- › Extensive marketing of the corridor
- › Range of financial incentives

Source BRTOD: *State of the Practice in the US*

Photo Source: *Ken Sislak*



Transit Oriented Development

Transit Oriented Development – Factors for Failure

- › Lack of dedicated funding for TOD
- › Absence of TOD plan
- › Little local expertise with TOD
- › Weak political support
- › Skepticism among local governments
- › Absence of regional transit/land use plan
- › Zoning restrictions
- › Inadequate BRT services
- › Siting of BRT stations in locations not conducive to TOD

Source BRTOD: State of the Practice in the US

Transit Oriented Development

Cleveland - HealthLine

- › Opened October 2008
- › 9.4 mile corridor (4.5 miles dedicated)
- › Over \$9.5B in investment (2018)
- › Intentional public agency support
 - › Zoning & Comprehensive master plan
 - › Financing tools

CTfastrak

- › Opened March 2015
- › 9.4 mile dedicated corridor
- › Over \$550M in investment (2025)

Source BRTOD: State of the Practice in the US

Photo source: Ken Sislak



The Triangle Region Opportunity

Coordinated, equity first approach

- › Zoning reform
- › Funding Stability
- › Robust community engagement
- › Clear commitment to long-term multimodal integration

BRT is more than a transit line

- › Platform for regional equity
- › economic mobility
- › Smarter land use

Encourage businesses/residents

- › Support TOD
- › Walkable communities
- › Long-term transit investment

Chance to Lead the Southeast in Modern, Inclusive Transit Innovation



Questions?

David Wilcock | dwilcock@vhb.com | 617.607.2148

Accelerating BRT

Betty White

Kimley-Horn

RTA-NCDOT Regional BRT/FAST/SMART Meeting

July 30, 2025

Kimley»Horn

Presentation Topics

Accelerating BRT

- Quick Build Approach
- BRT Lite Corridors
- Early Work Packages
- Alternative Delivery

Transit-Oriented Development & BRT

- Key Considerations
- Case Studies

Accelerating BRT

Kimley»Horn

Quick Build Approach

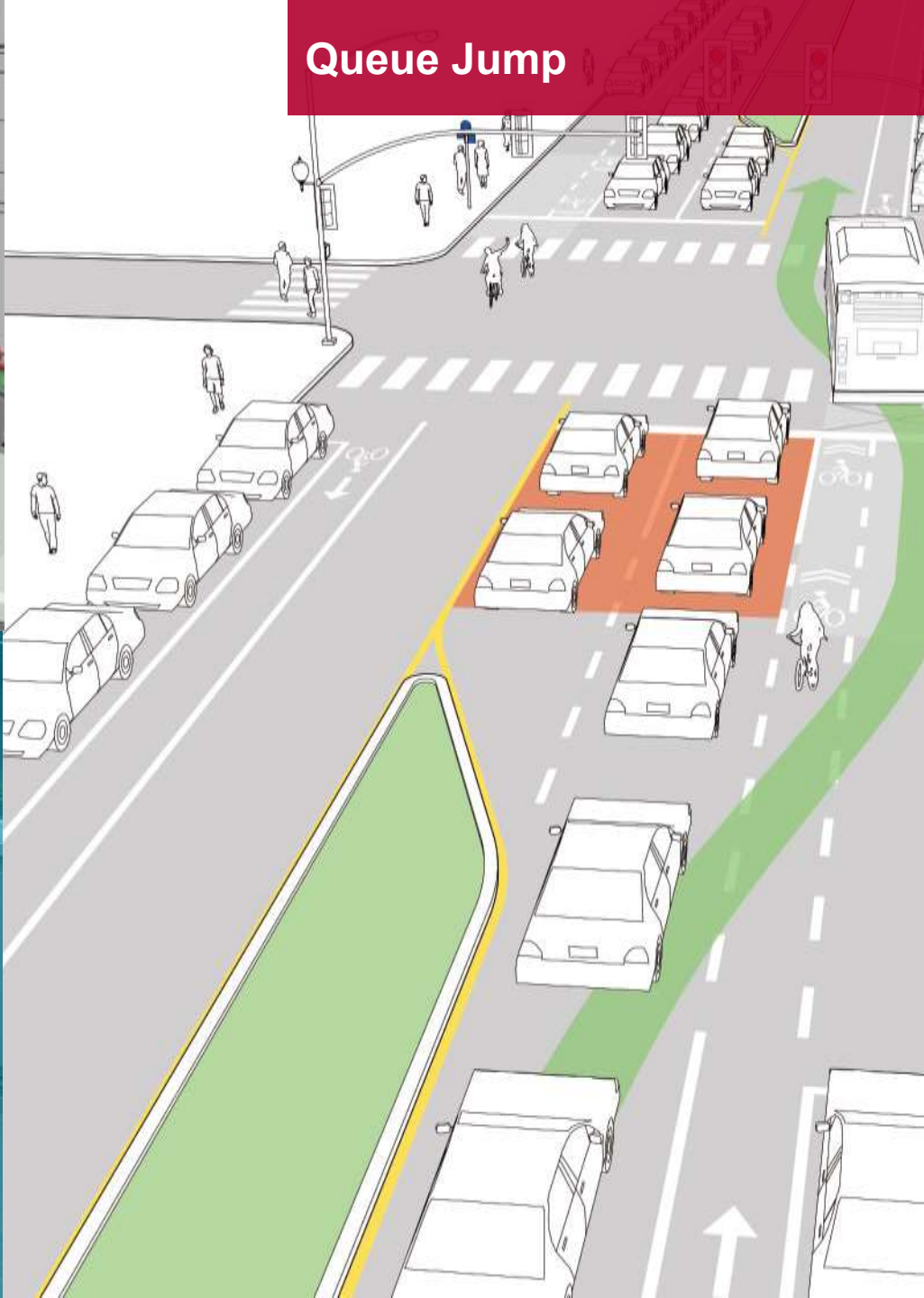
Implementing low to medium cost projects with immediate benefits

- Transit Signal Priority
- Pilot Projects
- Intersection Improvements
- Bus Only Lanes

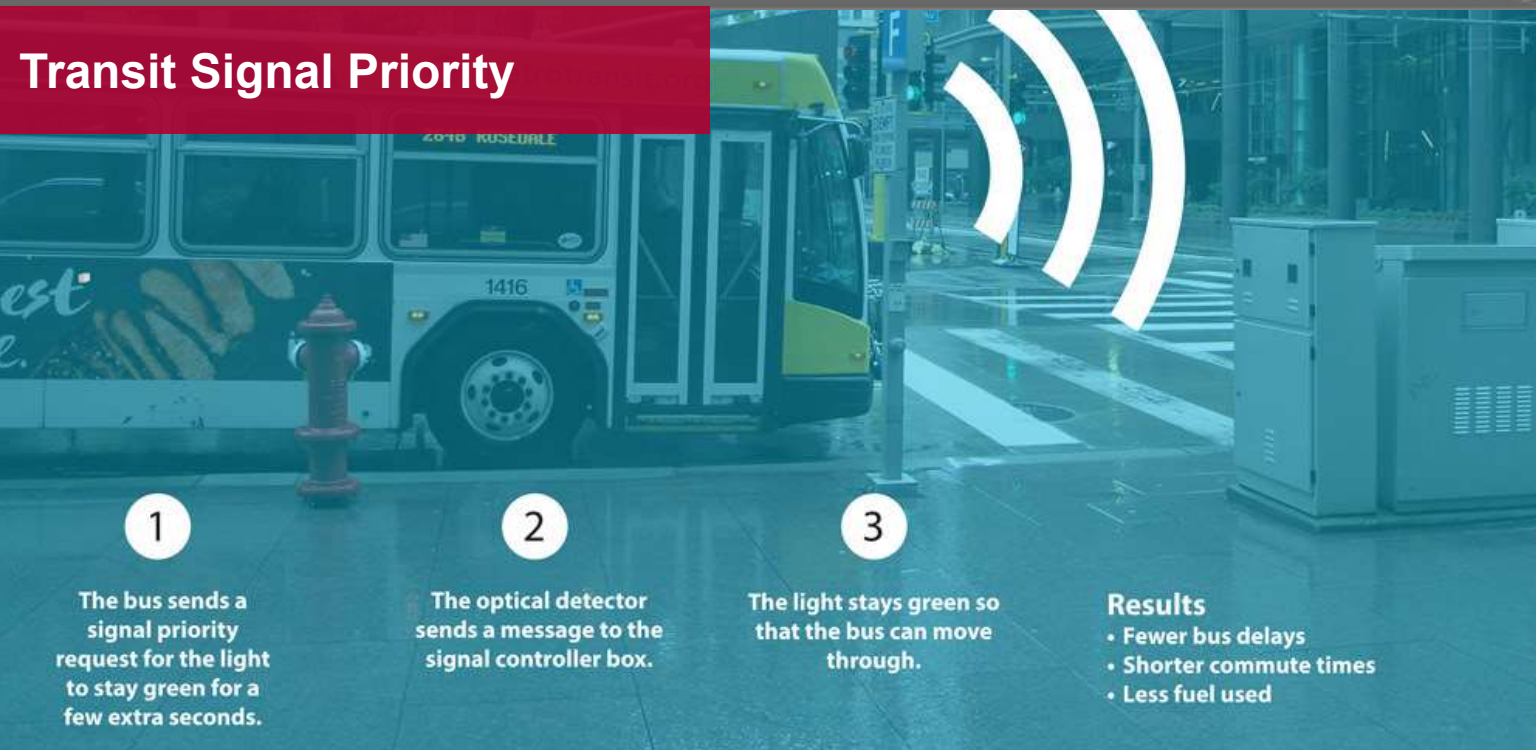
Dedicated Bus Lane



Queue Jump



Transit Signal Priority



1

The bus sends a signal priority request for the light to stay green for a few extra seconds.

2

The optical detector sends a message to the signal controller box.

3

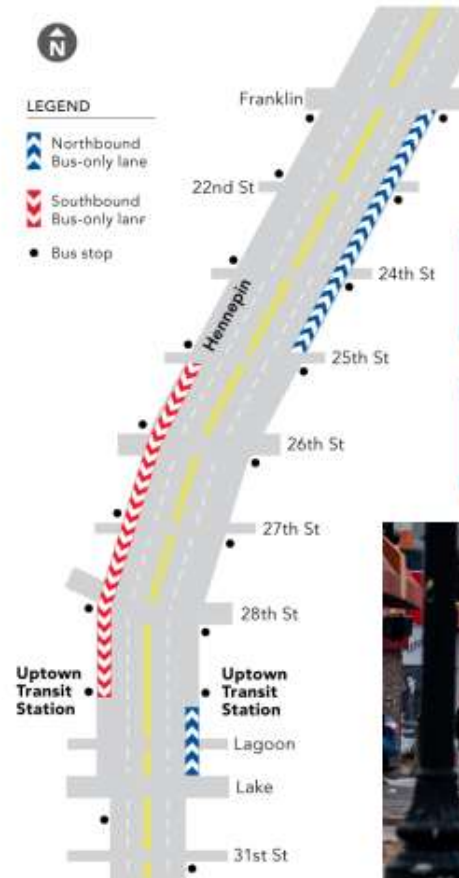
The light stays green so that the bus can move through.

Results

- Fewer bus delays
- Shorter commute times
- Less fuel used

Hennepin Bus Lanes

Minneapolis, MN



1. **Travel Time** is the amount of time it takes to travel from point A to point B.
2. **Passenger Delay** is the amount of time it takes to travel from point A to point B in peak hours/congestion vs free flow.
3. **Transit reliability** is the variation in the time it takes to travel from point A to point B. Increases in reliability reflect a decrease in the variation of the time it takes to get from point A to point B.

The **most significant improvements** to travel time, passenger delay, and reliability have occurred in the Northbound bus-only lane **between 25th Street and Franklin Avenue.**

The bus-only lanes were **most effective on days with snow**, when congestion was at its worst, reducing passenger delay by 81% in the morning and 31% in the evening.



BRT Lite Corridors

Incrementally improve transit service in a quicker timeframe and with less resources and infrastructure



Prioritize
Increased
Frequency



Address safety and
reliability at
intersections



Leverage near-term
transportation
projects in corridor

Future BRT Upgrade

Quick Build or BRT Lite projects can set up a corridor for future Federal Funding

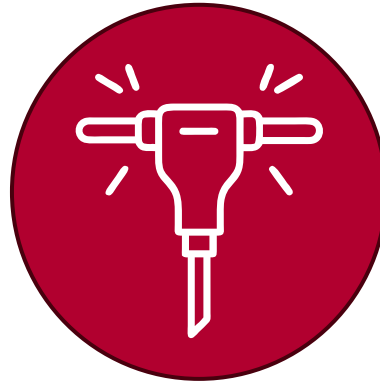
- High ridership corridors can be streamlined through the federal funding process
 - Corridors can be upgraded to dedicated lanes and enhanced stations
- Ridership modeling not required
- Reduced incremental operations & maintenance costs

Early Work Packages

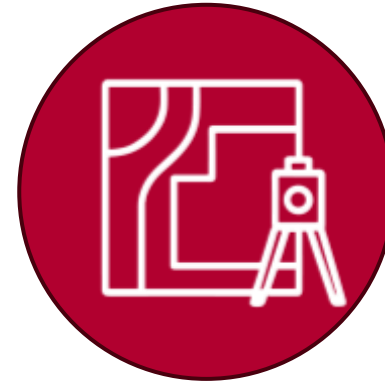
Expediting critical path activities as separate contracts / packages



Utility
Relocations



Demolition



Right-of-way
Acquisition

Alternative Delivery



DESIGN-BUILD



**PROGRESSIVE
DESIGN BUILD**



**CONSTRUCTION
MANAGER AT RISK**



**CONSTRUCTION
MANAGER/
GENERAL
CONTRACTOR**



**PUBLIC PRIVATE
PARTNERSHIP**

Transit-Oriented Development and BRT

Kimley»»Horn

Key Considerations

For successful TOD projects

- Understanding the market is critical
 - Use, density, and developer interest must be identified early on
- Site selection is key for any transit facility site with joint TOD
- Local examples (all include future BRT service):
 - RUS Bus
 - Triangle Mobility Hub
 - Downtown Cary Multi-Modal Transit Facility

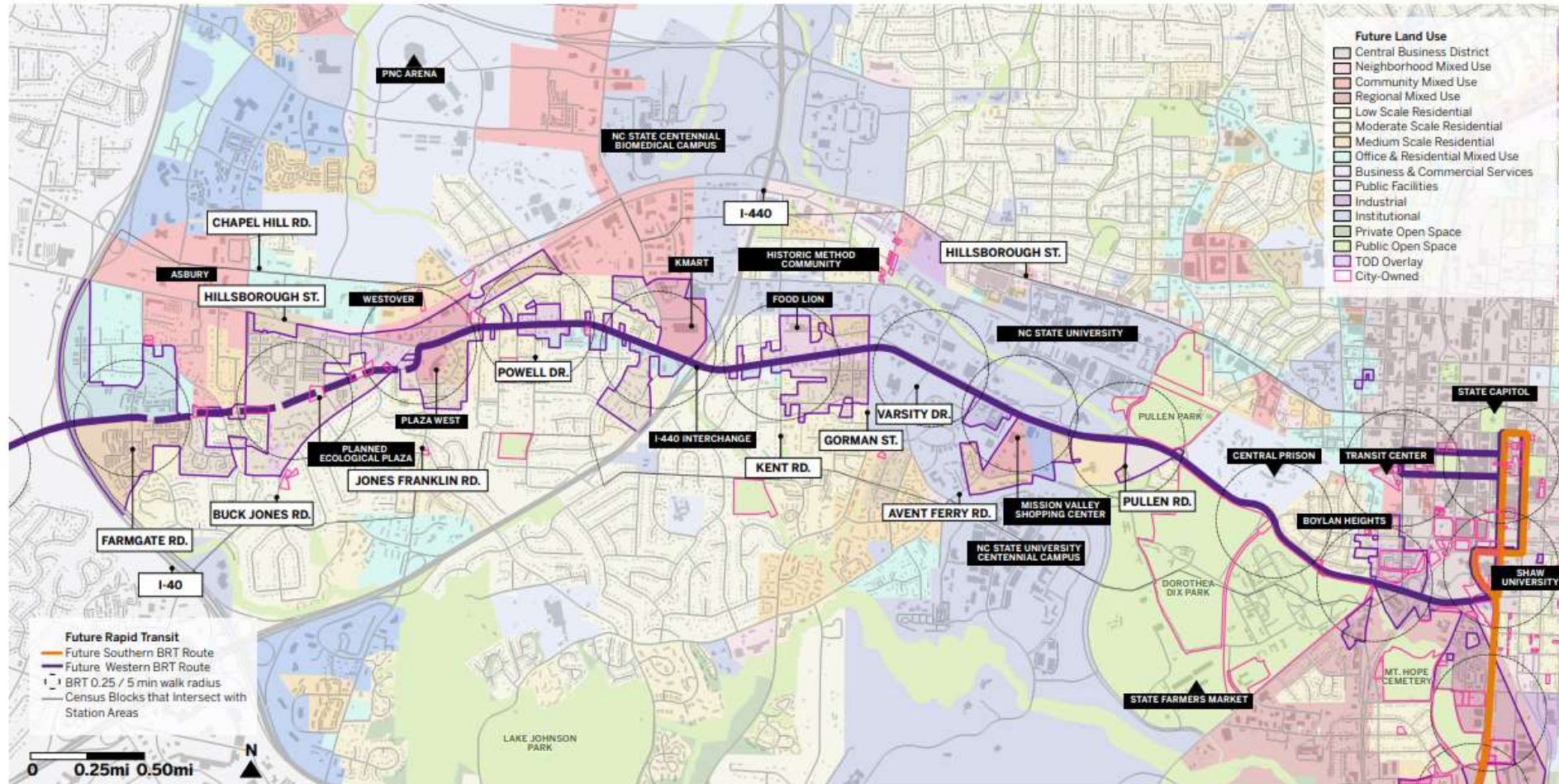


- Active development throughout the corridor from downtown Raleigh to downtown Cary
- Station area planning to incorporate stations into future development and provide first and last mile connections to and from stations
- Development occurring ahead of BRT implementation



Western BRT Corridor Station Areas

Raleigh Future Land Use and TOD Overlay



MAPPING IN PROGRESS

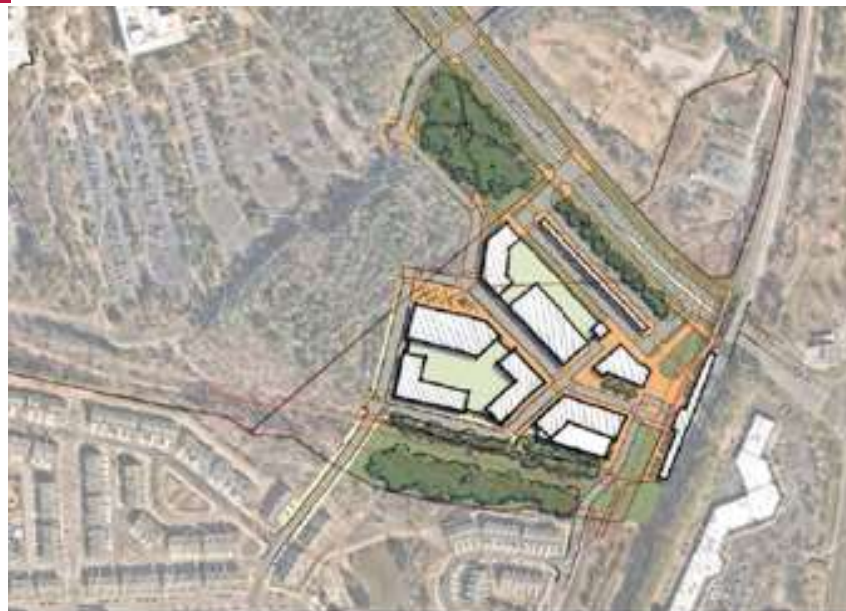


RUS Bus Facility

Downtown Raleigh

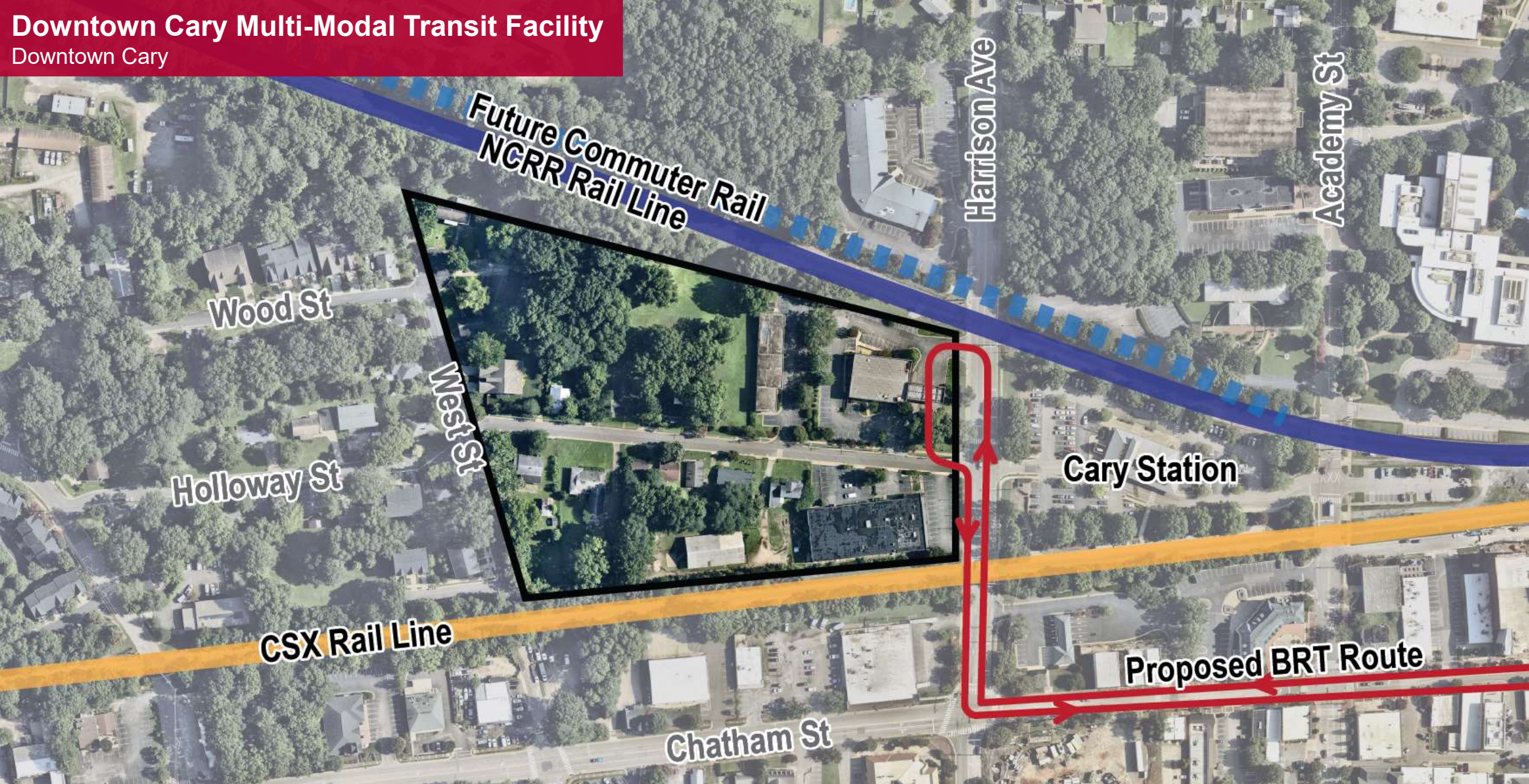






Downtown Cary Multi-Modal Transit Facility

Downtown Cary



Questions & Discussion

Kimley»Horn



Thank you!

Kimley»»Horn

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Adam Migliore Meyer, AICP

adam.miglioremeyer@kimley-horn.com

Accelerating BRT

Ryan Bauman, Patrick McDonough

HDR



BUS RAPID TRANSIT

- Accelerated Delivery and Creative BRT Project Funding
- Building Support for BRT Through Intentional Engagement



Regional Transportation Alliance
July 30, 2025



Creative BRT Project Funding and Delivery

Case Studies: Minneapolis and Lowcountry



Ryan Bauman, PE (MN)
BRT Project Manager

Delivering BRT without CIG Funds

Benefits

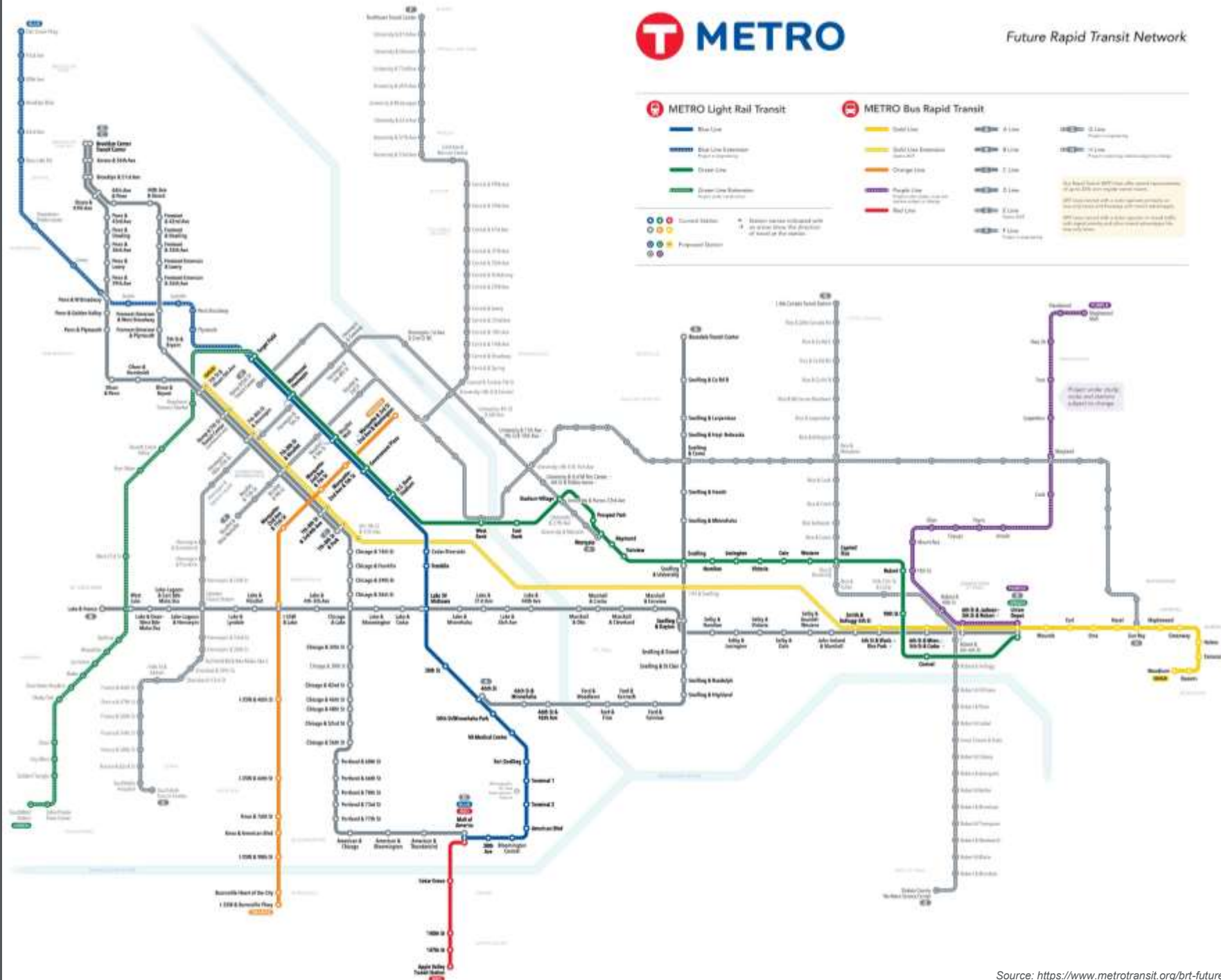
- Faster delivery and allows a project to move at your own pace using established local/state project delivery processes.
- Easier for building out a corridor vision.
- Localized decision process.
- Could be delivered with or without “federal” funds.

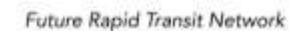


Metro Transit BRT Lines in Service

Line	Corridor
Red Line	Cedar Avenue between Apple Valley and Mall of America (2013)
* A Line	Snelling Avenue, Ford Parkway (2016)
* B Line	Lake Street, Marshall and Selby avenues between Minneapolis and downtown St. Paul (2025)
* C Line	Mainly along Penn Avenue, between downtown Minneapolis, Brooklyn Center (2019)
Orange Line	I-35W between downtown Minneapolis, Burnsville (2021)
* D Line	Emerson, Fremont, and Chicago avenues between Brooklyn Center and Bloomington (2022)
Gold Line	Mainly on a bus-only roadway near I-94 between downtown St. Paul and Woodbury (2025)
* E Line	Opening in December! 13-mile route connecting Edina to Downtown Minneapolis and the University of Minnesota Campus.

* Non-Capital Investment Grant Projects





A Line

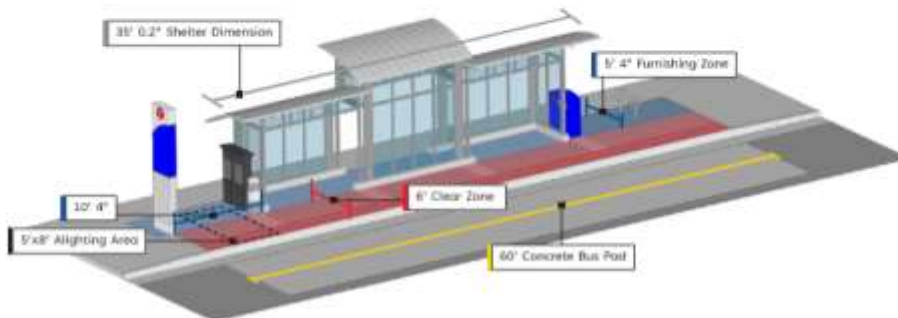
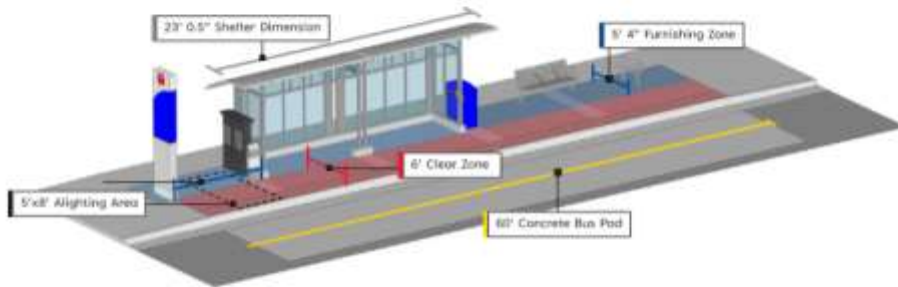
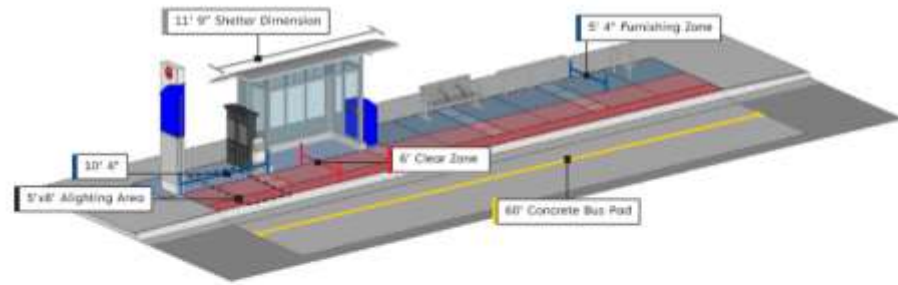
B Line

E Line

D Line



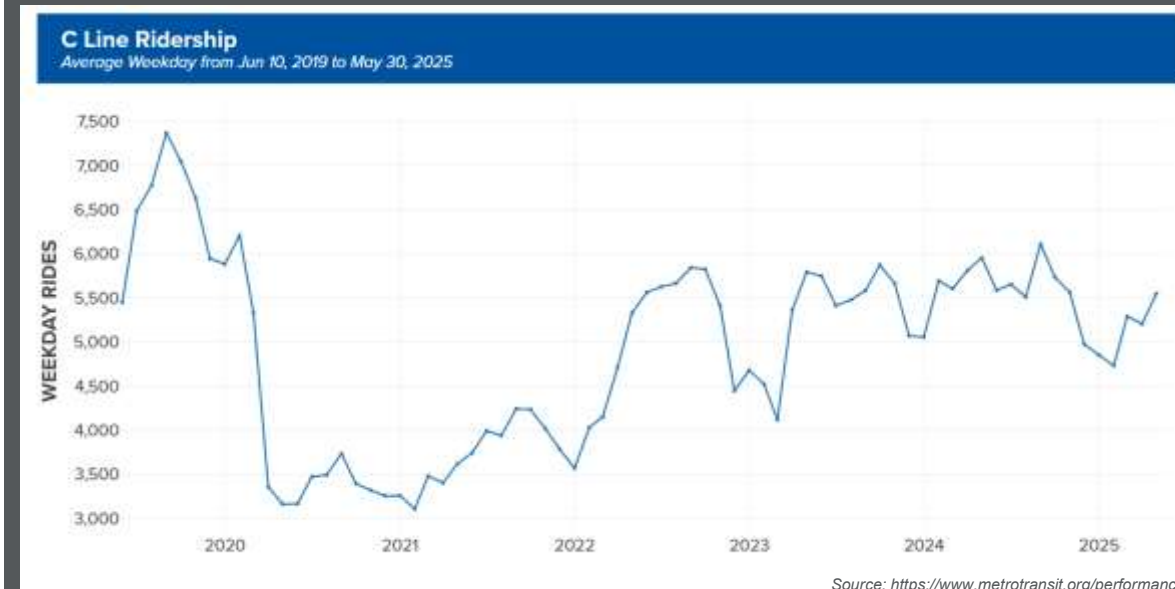
METRO ABRT Program



METRO C Line

Opened 2019

- 9 Miles (Including 1 mile of RED lanes)
- Approx 20% faster travel time with transit signal priority and off-board fare collection
- Construction Project Cost \$13 Million
 - ~Half funded by County/City
 - Mix of County State Aid funds, FTA CMAQ funds and other local sources
- Design 14 months
- Construction 16 months



METRO C Line

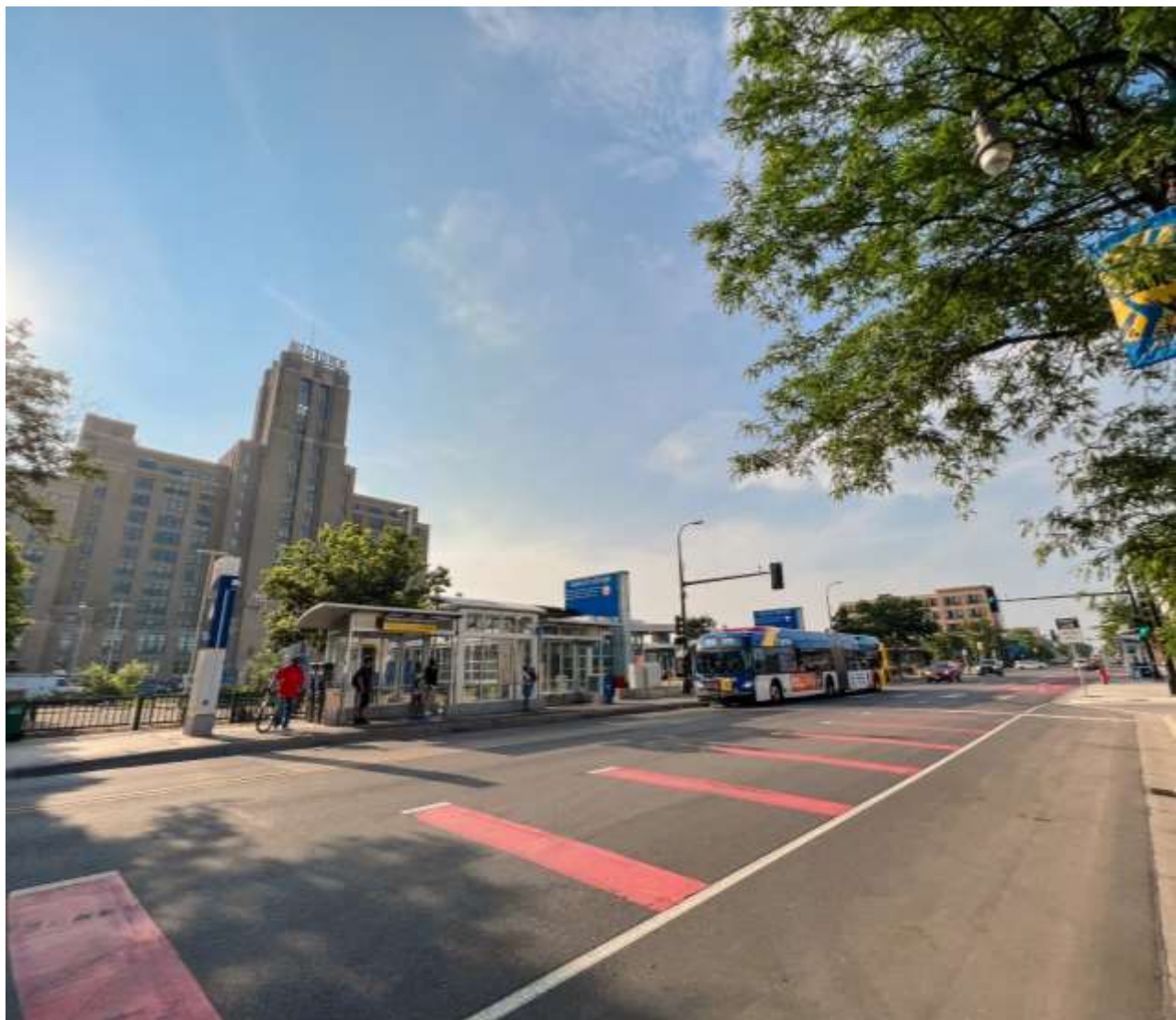


Opened 2022

- [illegible]



METRO D Line



METRO D Line



METRO D Line



Lowcountry Rapid Transit

Charleston/North Charleston, South Carolina

- Bus rapid transit system that will connect the region, its communities, key destinations, and employment centers.
- 60-foot articulated vehicles will facilitate more than **7,600 daily riders** on the line.
- > 50% dedicated transit lanes and advanced technologies make the system more reliable and comfortable.

Dedicated Bus Lanes



Differentiated Stations



Connections, Growth, and Access



Transit Signal Priority



21.3 miles of transit infrastructure and bicycle, pedestrian & roadway improvements



LCRT will bring connectivity to:

60+ primary care, urgent care & other healthcare facilities

4 major hospital systems

5 colleges and universities

Nighborhoods, grocery stores, community centers, jobs, entertainment & more

A Partnership

- Partnership between BCDCOG, SCDOT, CARTA and Charleston County to deliver the first FTA Capital Investment Grant project in the state.
 - BCDCOG – Project Sponsor providing oversight, community engagement and FTA compliance. Leading the Maintenance Facility and Park and Ride design and construction.
 - SCDOT – Managing the corridor design and construction.
 - CARTA – Operate the system and procure the fleet.
 - Charleston County – Local funding partner.
- Partnership facilitates collaboration and reduces risk in design and **especially in construction.**
 - 80% of the corridor project costs are typical SCDOT bid items.



Project Timeline



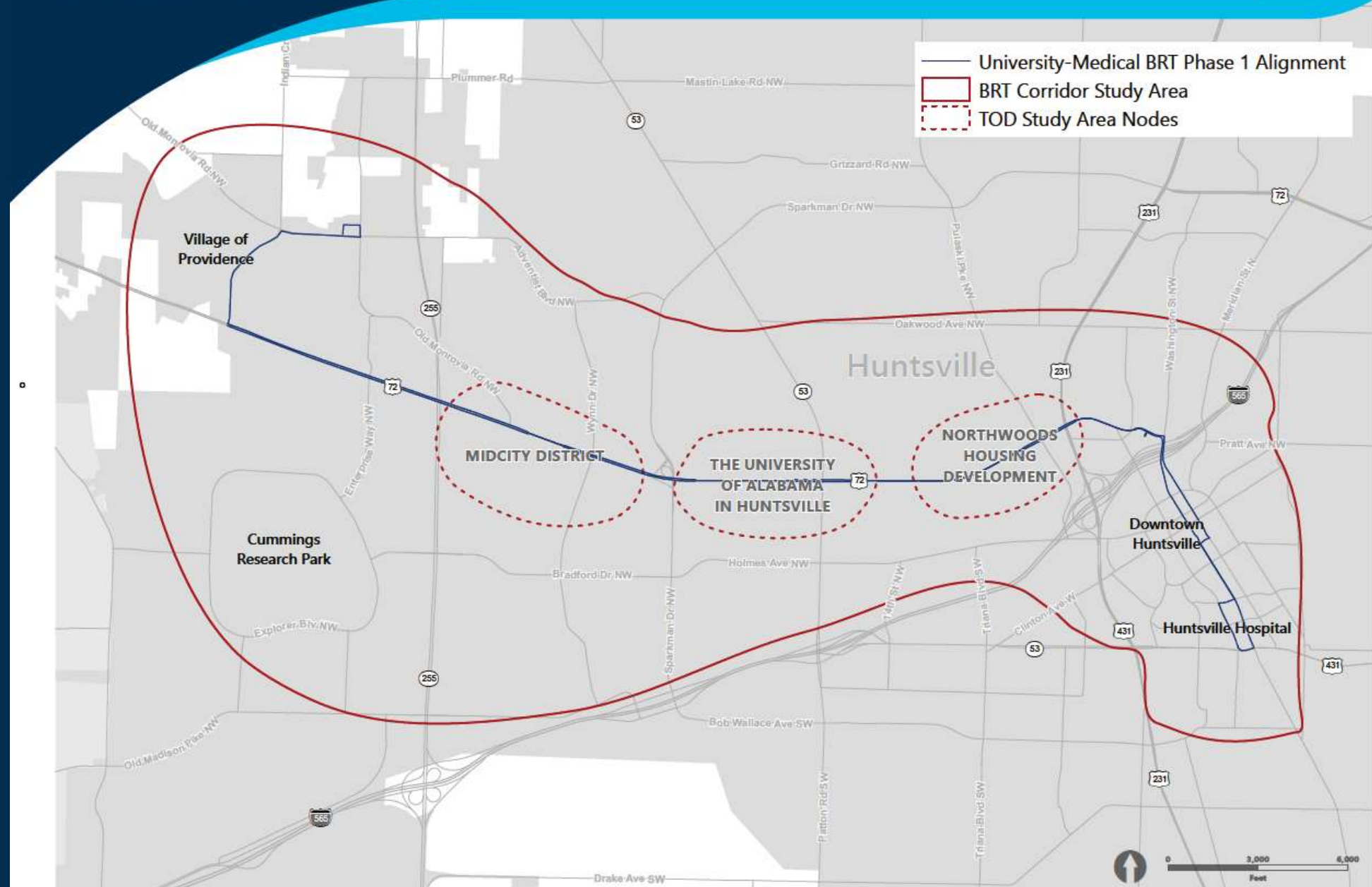


Patrick McDonough, AICP (NC)
Senior Transit Planner


Building Support for BRT Through Intentional Engagement

Case Study: Huntsville, AL



University-Medical Bus Rapid Transit (BRT) and Transit Oriented Development (TOD) Study Areas





 Northwoods Node

Local Bus Routes

-  4 University Dr
-  10 Pulaski Pike



NORTHWOOD FAMILY REUNION

ANNUAL FAMILY FUN DAY

FREE COMMUNITY EVENT

12:00pm-7:00pm

Saturday, 21 September 2024
Calvary Hill Baseball Field

Come out and Enjoy Family and Friends from years ago.
Foam Machine, Inflatable Bounce Houses, Water Slide, Car Show, Bingo,
Music, Spades Tournament, Free Food, Balian Balesse and Much More



Please Donate to this annual event using this QR Code



The REAL Reunion T-Shirts \$20 each



In Loving Memory of Our Founder Terrence Burt

All Donations Accepted



Identifying Social Infrastructure

What makes your community home?

- Gathering places and community traditions
- Healthcare & Childcare
- After-school / Parks & Rec programs
- Groceries, banking, services
- Community-driven goals for what the future should and shouldn't include

Essential Use Categories	Healthcare	Grocery	Schools	Childcare	Banking	Civic Center	Parks / Trails
East Main Street	Adequate	Adequate	Inadequate	Inadequate	Adequate	Inadequate	Adequate
18th	5+	-	-	1	-	1	2
Alum Creek	2	1	-	2	-	-	3
James	5+	-	1	-	2	-	-
Hamilton	3	1	-	-	2	-	1
Davidson / Haft	3	1	-	-	2	1	2



Northwoods Conversation

What We've Heard So Far

Residents want to preserve:

- Calvary Hill Community Center
- Buffalo Soldiers Monument

Residents would like to see:

- Washer/dryer in each home
- Address dangerous crossings of US 72
- Provide more privacy
- Walking trails, dog park
- Safer access to fresh foods

Emerging Principles

- “Northwoods may change, but everyone who wants to stay will get to stay”
- Plan will be “One Possible Future” that residents can shape
- Meet people where they are
- Use the plan to formalize community capacity to advocate for its needs



Accelerating BRT

Steve Goudreau

WSP



ACCELERATING TRANSIT PROGRAMS

RTA-NCDOT REGIONAL BRT/FAST/SMART

July 30, 2025



Key Elements

- 1 **BUILDING PARTNERSHIPS**
- 2 **UNIQUE FUNDING APPROACHES**
- 3 **QUICK BUILD BUS LANES**
- 4 **DELIVERY BEST PRACTICES**



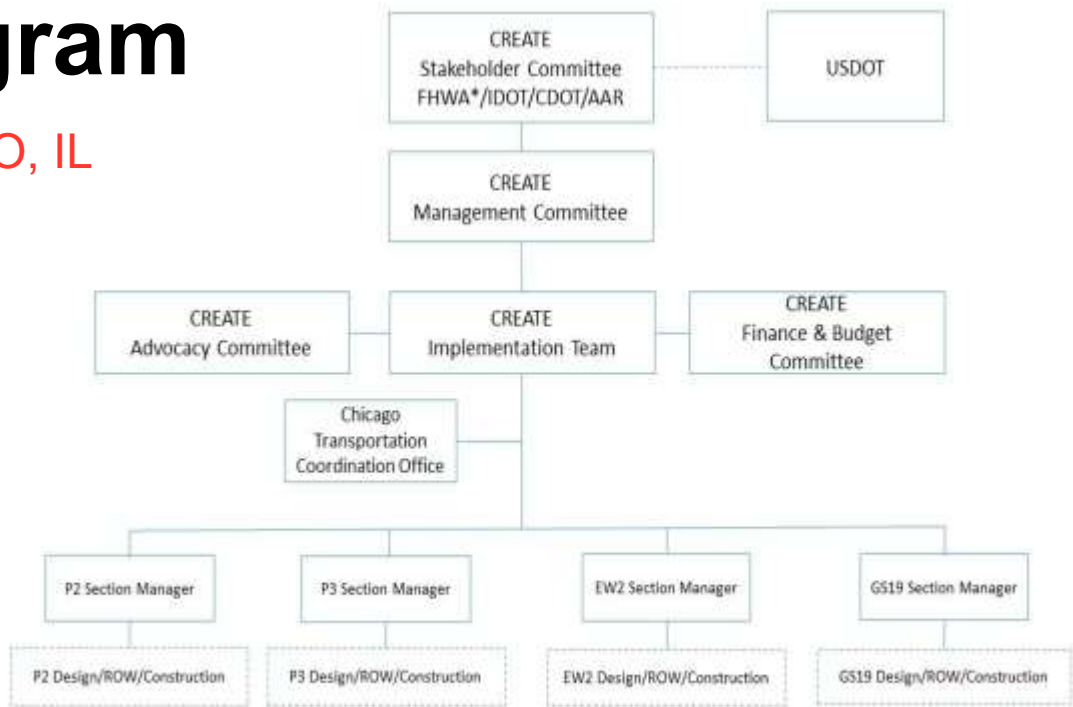
BUILDING PARTNERSHIPS





CREATE Program

CHICAGO, IL



* Non-voting member



Building Partnerships

Partnership of 15 agencies & Railroads



Joint Statement of Understanding



70 Projects/ 34 Complete



\$5.8B Program

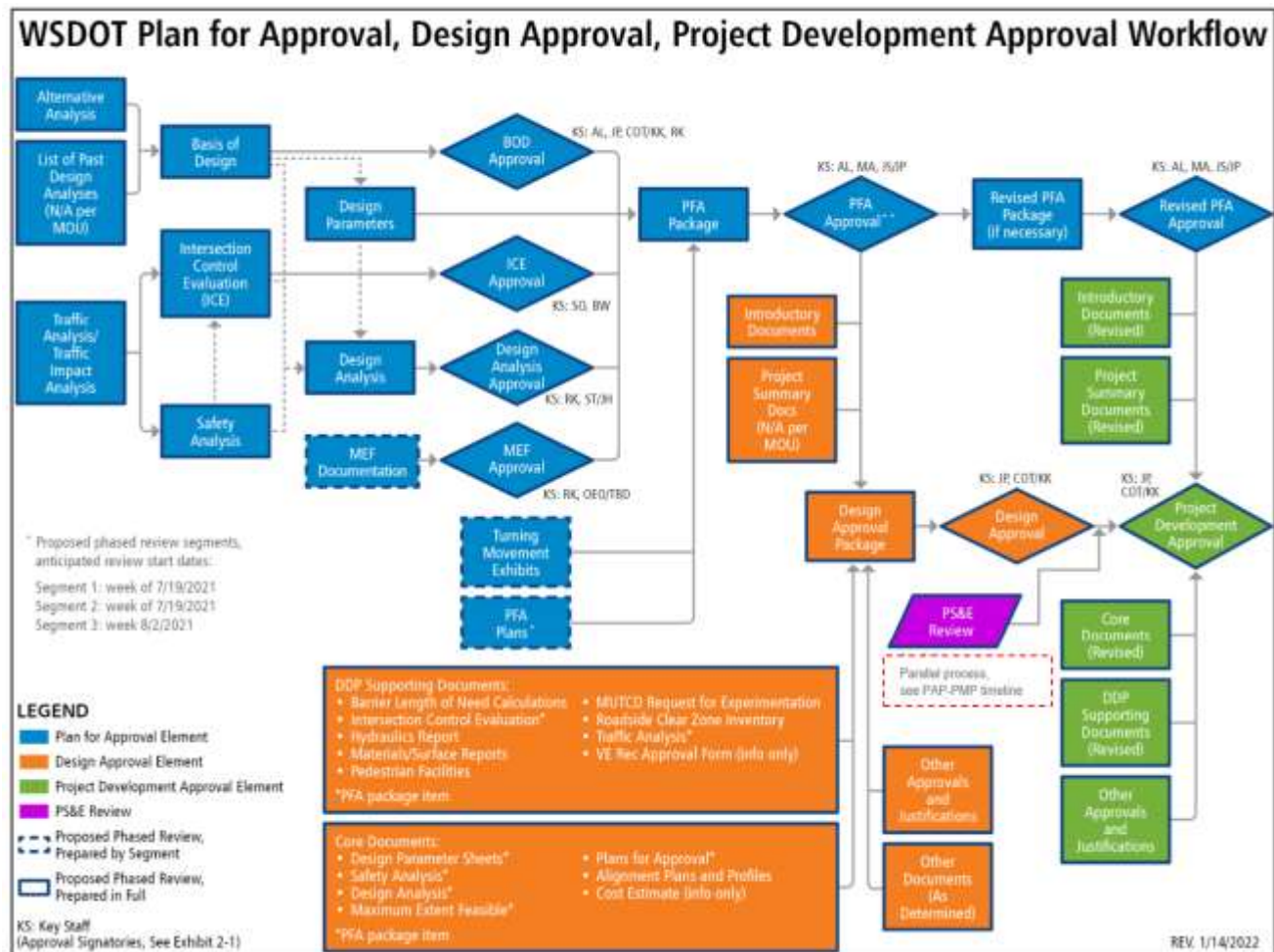


First-of-its-kind Partnership

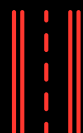


I-405 BRT

SEATTLE, WA



Partnership: Sound Transit, WSDOT, Local Jurisdictions and other transit agencies



37-mile BRT on Highway with dedicated lanes



Capital Cost \$2.7B



Construction 2025/ Open 2028



EXPLORE UNIQUE FUNDING APPROACHES



Sound Transit MCA

- TIFIA Master Agreement
- First of its kind
- Streamlined loan approvals
- In-depth financial review by BAB
- Leverage referendum to fund a \$1.99B program of five projects

CTA Redline Transit TIF

- Transit (TIF) Tax Increment Financing
- First in the Nation
- Captures value of future development
- Provides portion of local commitment
- Help to secure \$2B in federal funds

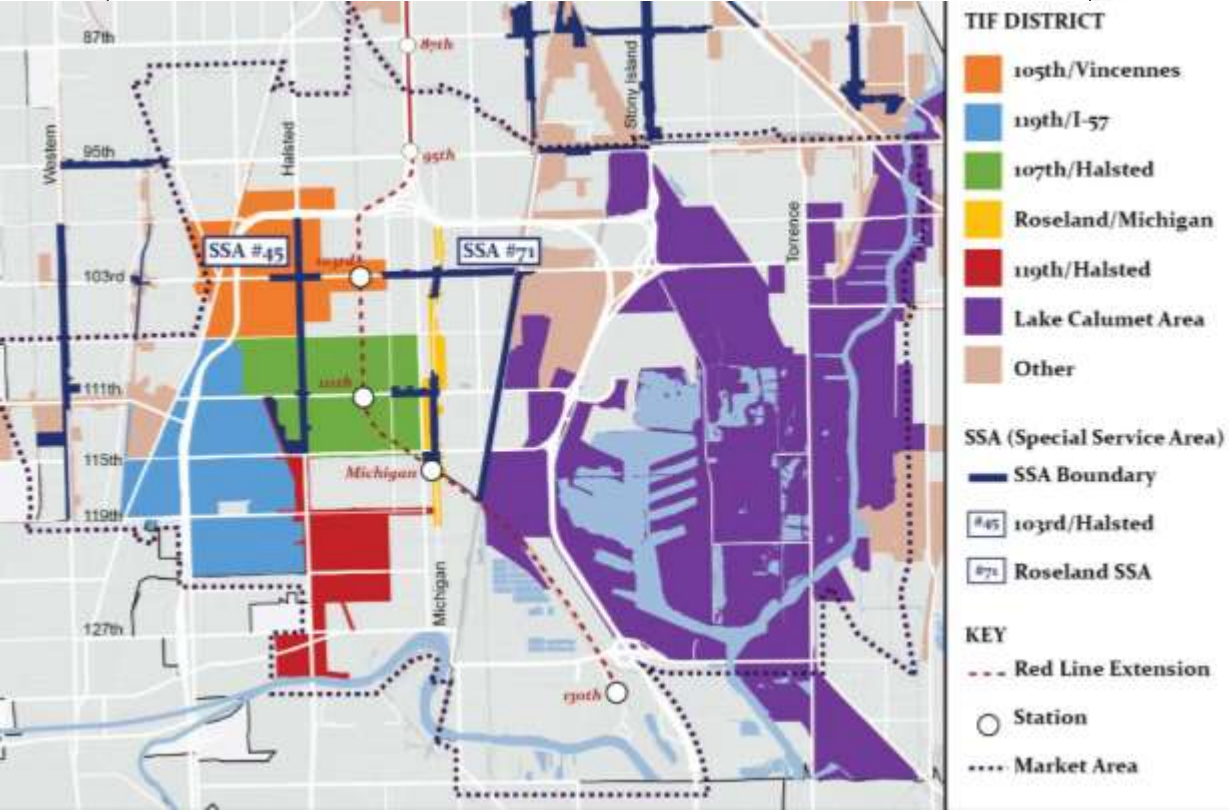
News releases

Read the latest Sound Transit news, expansion developments, and more here.

Home (/) / Get to know us (/get-to-know-us) / News and events (/get-to-know-us/news-events) / News releases (/get-to-know-us/news-events/news-releases)...

Sound Transit signs \$1.99 billion U.S. Dept. of Transportation master loan agreement spanning four light rail projects

December 22, 2016



I-15 Managed Lanes

SAN DIEGO, CA

- Leverage toll revenues
- First to use tolls to support BRT
- Portion of proceeds go to transit



Bus Stop Digital Advertising

CHICAGO, IL

- High end digital advertising
- Advertiser fully responsible for Stations
- Care to identify to advertising allowed



JC Decaux Digital Sign, Chicago

Locally Funded Projects

Advantages

- Show early progress
- Quicker decision making
- Greater control of design details
- Fewer environmental steps
- Less hoops to go through
- More predictable funding
- Better schedule control

Disadvantages

- Best for smaller projects
- Unable to leverage federal dollars
- Tend to skip PM practices that are often required (i.e. PMP, Risk register, Value engineering etc.)
- No FTA transit support

QUICK BUILD BUS LANES





Chicago DOT Annual Repaving Program



Locally Funded Project



Implement routes designated by CTA



Incorporates bus improvements into annual maintenance program



Stops, sidewalk, bike lanes, and signals

Utilizes Job Order Contracting (JOC)

- Agreement with term and max dollar values
- Pricing established in the Unit Price Book
- Plans finished with quantities, goes straight to construction.



Chicago Ave, Chicago



Webster Avenue Select Bus Service Project

NEW YORK, NY



Partnership of
NYCDOT, NYC MTA
and NYDOT



Regional study
complete in 2010



8 Miles lane
repurposing



Outreach
in 2012



Bus bulbs,
resurfacing,
sidewalks &
landscaping. Limited
curb adjustments



Construction
March 2013 to
June 2013
(4 Month)



Webster Ave BRT, Photo by NYCDOT



PACE On-Shoulder or Flex Lanes

CHICAGO, IL



Partnership
between PACE,
Tollway & IDOT



Ridership up
700% since
inception



PACE
Shoulder-riding
Express Service



90% on-time
performance



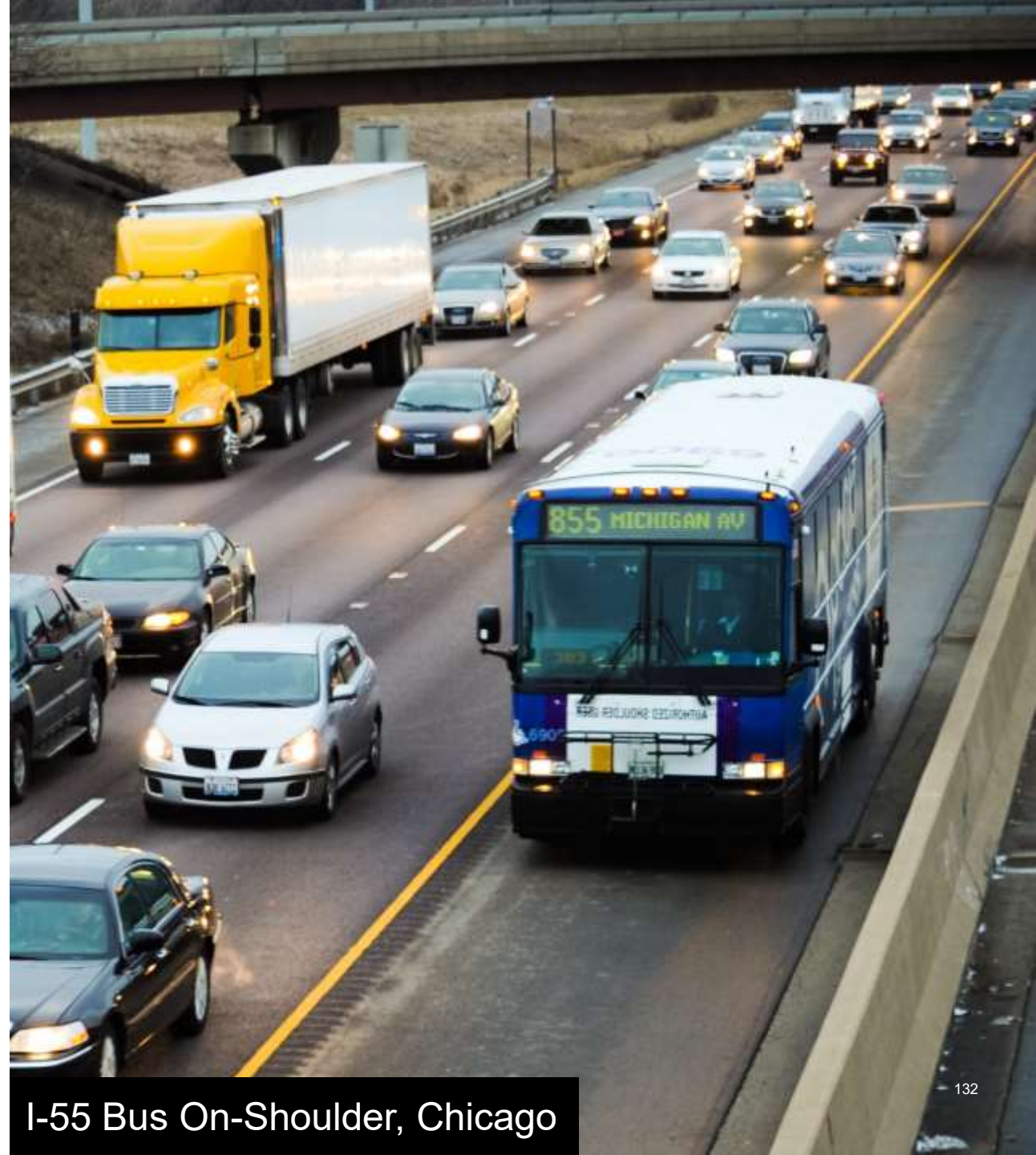
Started as a pilot
project in 2011



Expanded park
& rides



Allowed when
roadway is
congested



I-55 Bus On-Shoulder, Chicago

DELIVERY BEST PRACTICES



Team Building

Build trust among team members



Champion

- Passionate promoter and visionary
- Has the ear or part of community leadership
- Internal & external



Chartering

- Clarify team success factors, goals and values
- Guide decision making and day to day behavior
- Clarifying roles and responsibilities within the team



Project Management Practices

The basic “blocking and tackling” of projects

Fully resourced project team

PMP & QA/QC plan

Clear contracting and procurement procedures

Document control system

Schedule

Communication protocol

Risk registrar

THANK YOU



RTA BRT/FAST/SMART Team Meeting

Wednesday July 30, 2025

Working agenda:

- Welcome and introductions
- I-40 / BRT / FAST Overview
- Accelerating BRT
- **Group discussion**
- Next steps
- *Adjourn / optional lunch by 12 noon*

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Upcoming RTA Events and Meetings

- Fri August 8, 9 am – RTA Annual Brunch (Westin RDU Airport hotel)
 - Annual meeting of the I-40 Regional Partnership
- Fri January 23 11 am – RTA Annual Meeting 2026 (Embassy Suites)

RTA REGIONAL
BUSINESS
LEADERSHIP