



# GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT



# Wake Transit 101

---

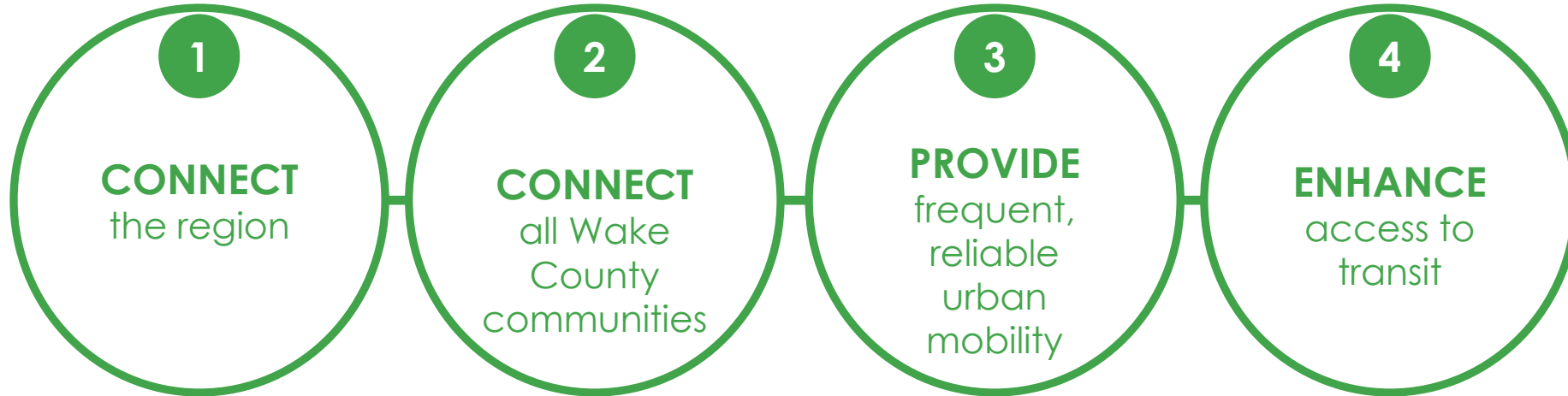
# Wake Transit Program Overview

---

# The Four Big Moves

# Wake Transit Plan: Four Big Moves

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment.



**Building a commuter rail system, regional routes, and inter-county BRT connections**



**Expanding Bus Service to all Wake communities**



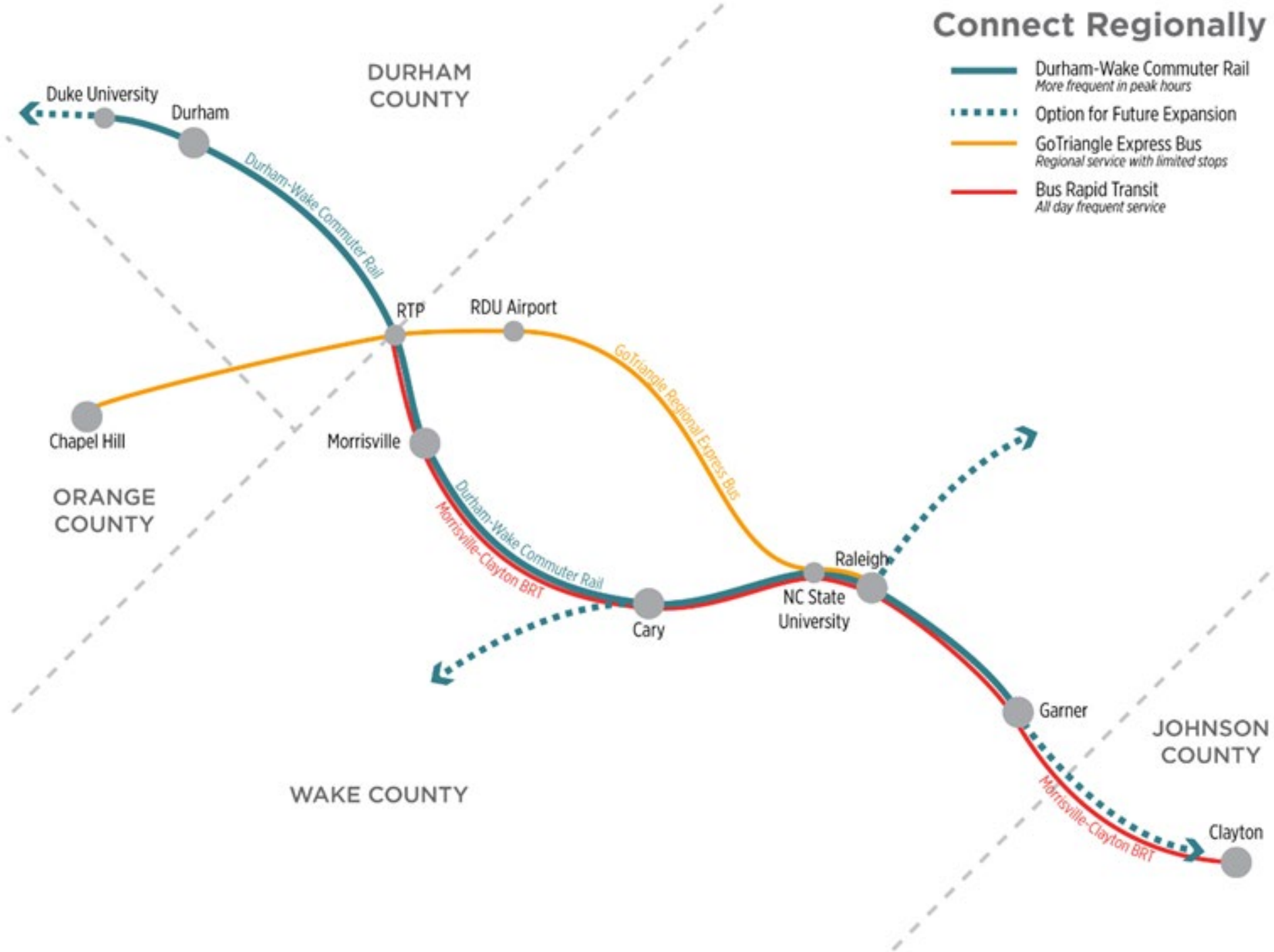
**Implementing Bus Rapid Transit and increasing frequent network**



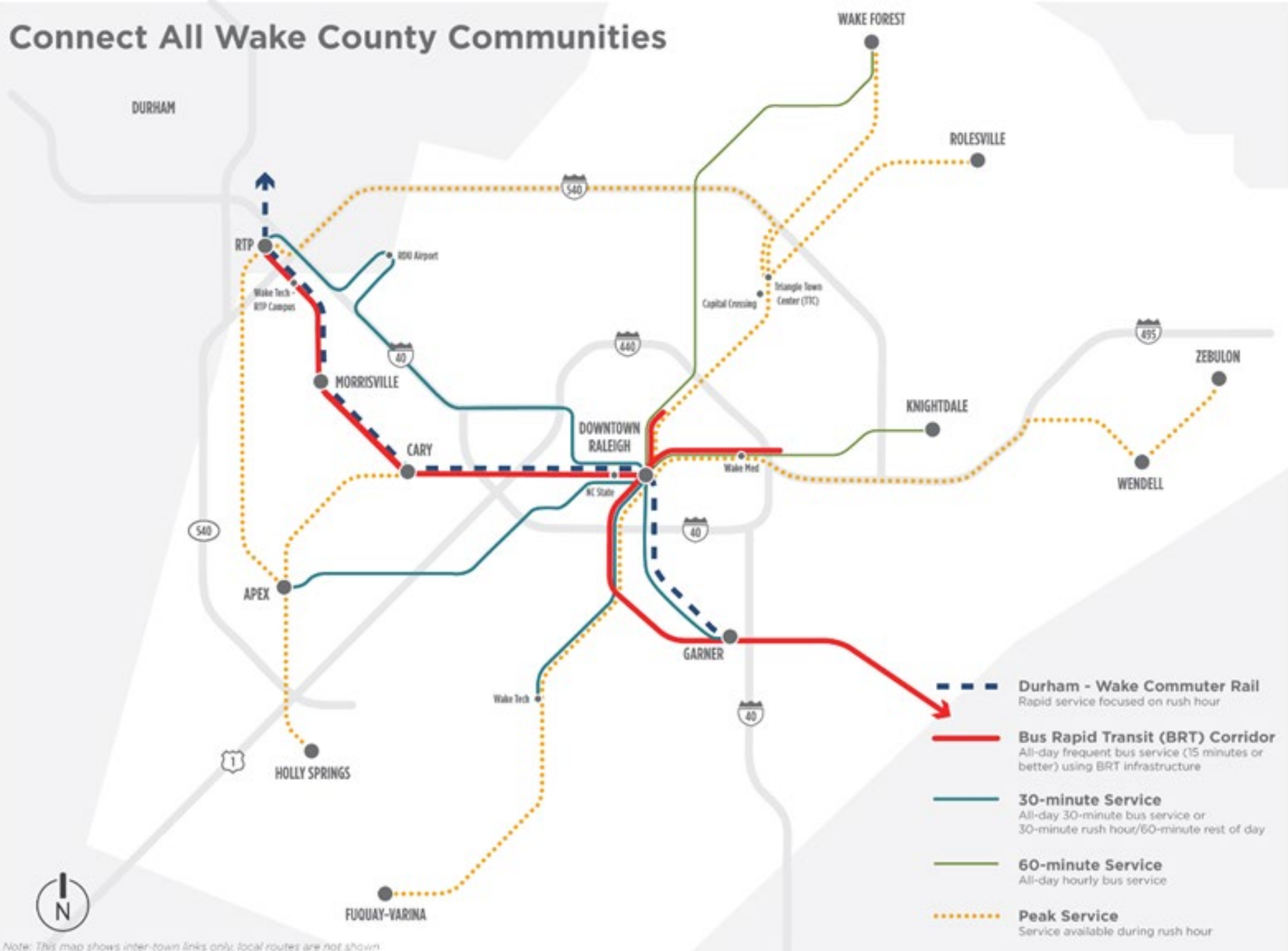
**Community Funding Area & Increased Rural On Demand Trips**



# Connect Regionally



# Connect All Wake County Communities



Note: This map shows inter-town links only; local routes are not shown



# Frequent, Reliable Urban Mobility

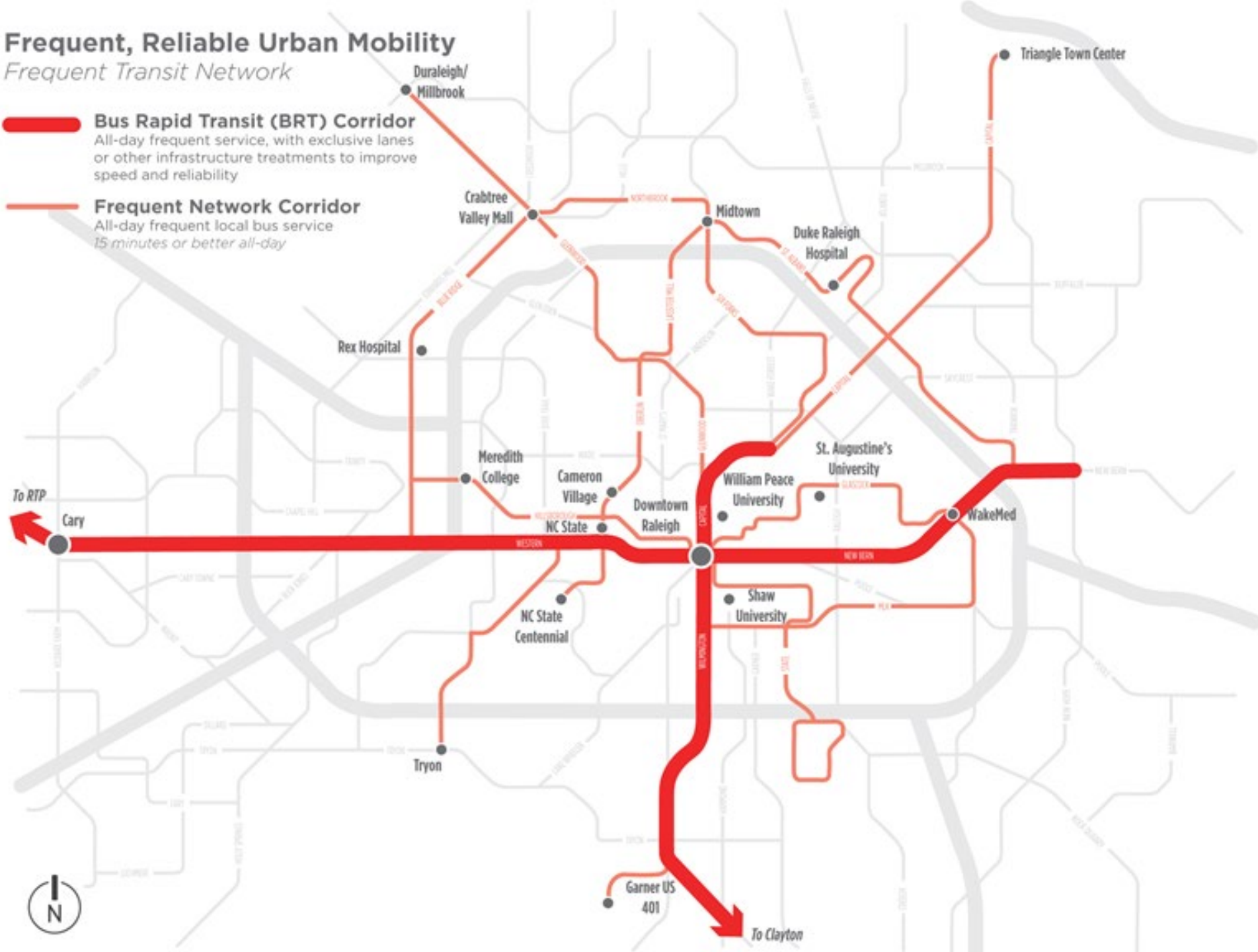
## Frequent Transit Network

### Bus Rapid Transit (BRT) Corridor

All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability

### Frequent Network Corridor

All-day frequent local bus service  
*15 minutes or better all-day*



# Enhanced Access to Transit



## Areas Close to Fixed-Route Service

Shaded areas are within 3/4 of a mile of fixed-route bus services, regional express or intertown connections during the first 10 years of the plan.



## Flexible Service Area

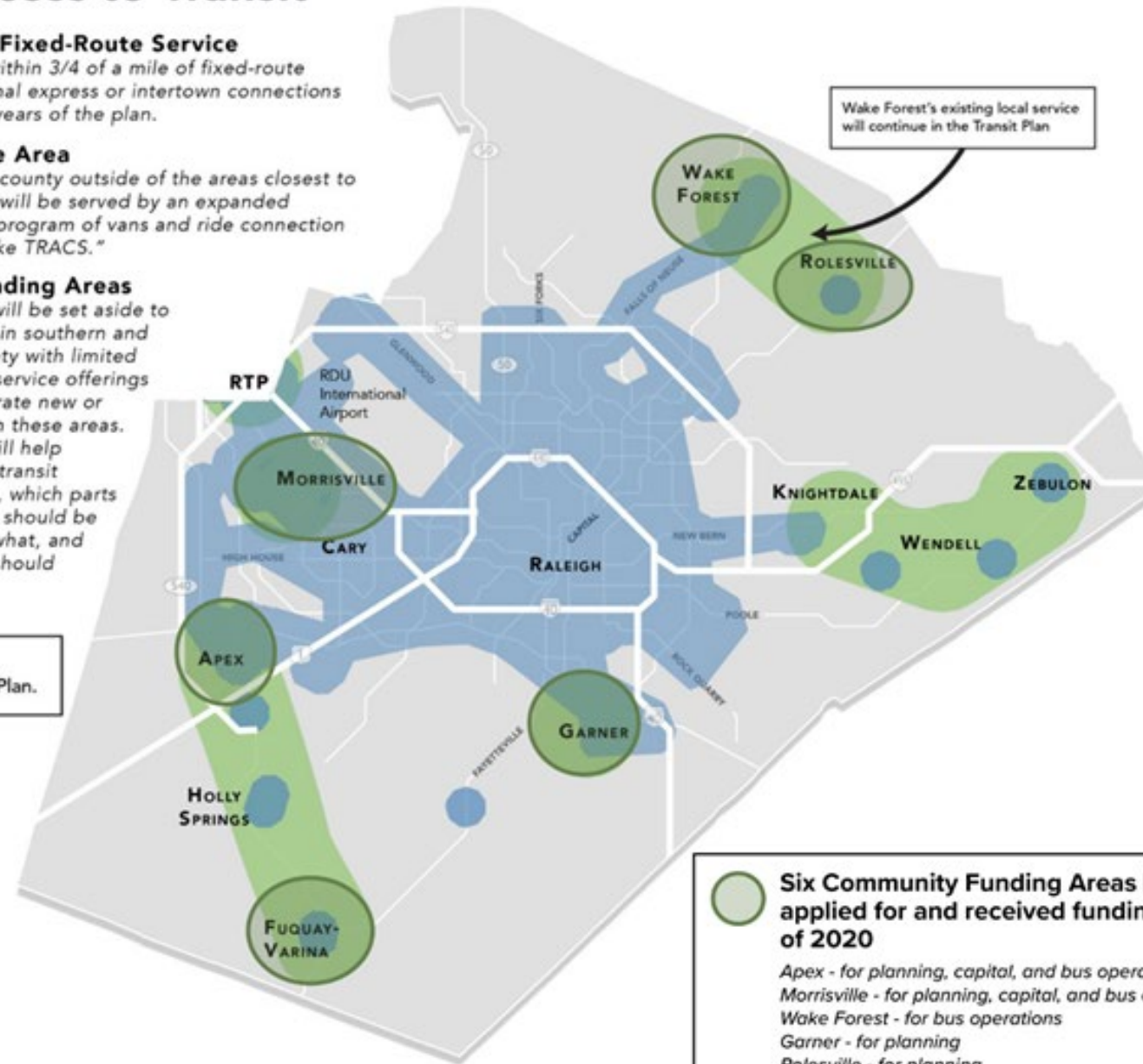
The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."



## Community Funding Areas

Matching funding will be set aside to partner with towns in southern and eastern Wake County with limited fixed-route transit service offerings to create or accelerate new or enhanced service in these areas. The partnerships will help determine the best transit services to provide, which parts of each community should be connected and to what, and when the services should be put in place.

Existing bus service will be roughly tripled in the Transit Plan.



## Six Community Funding Areas have applied for and received funding as of 2020

Apex - for planning, capital, and bus operations  
Morrisville - for planning, capital, and bus operations  
Wake Forest - for bus operations  
Garner - for planning  
Rolesville - for planning  
Fuquay-Varina - for planning



# Funding

# Wake Transit Funding Sources

The Wake Transit Plan is moving through implementation

## Funding Sources

½ cent sales tax\*

Vehicle Rental Tax

**\$7** County vehicle registration fee

**\$3** increase to regional vehicle registration\*

State & Federal support for new services



FY 2024 Revenue Source	Amount
Half-Cent Local Option Sales Tax	\$120.0 million
Vehicle Rental Tax	\$4.8 million
\$7 Vehicle Registration Tax	\$6.8 million
\$3 Vehicle Registration Tax	\$2.9 million
Other: Federal, State, Fares (currently suspended), Debt Proceeds, Transit Provider Contributions, Allocation from Capital Fund Balance	\$2.2 million
<b>TOTAL</b>	<b>\$136.7 million</b>

*\*State legislation requires proceeds supplement and not replace existing funds allocated for public transportation systems.*

# TPAC Organization & Governance

# Wake Transit Plan: Guidelines

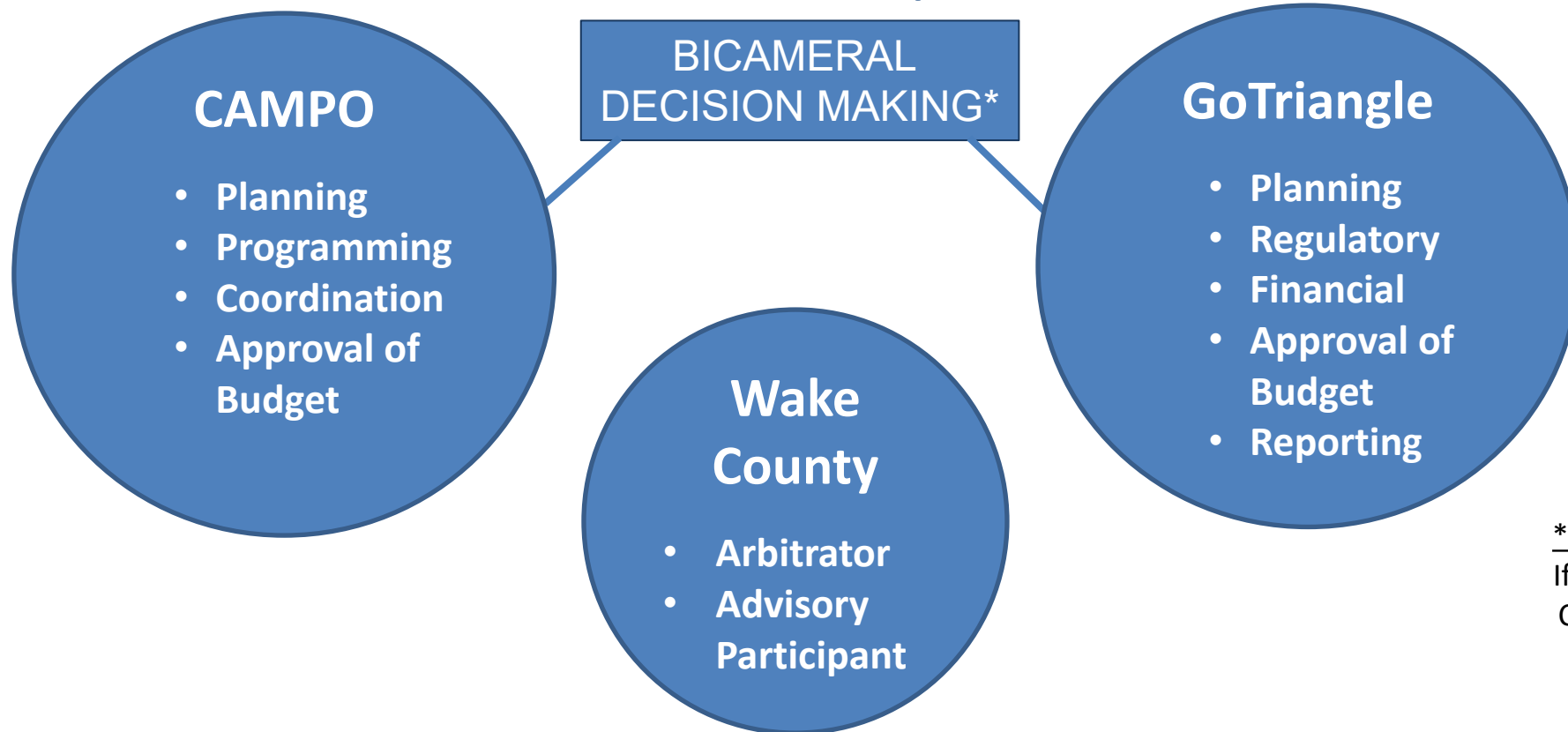
In addition to the “Four Big Moves”, the Wake Transit Plan outlines the following programmatic guidelines:

- Defines who will be engaged in decision-making
- Defines a “staff level” group (TPAC), with representation of all municipalities
- Defines the process for developing detailed capital and operating plans
- Requires specific public engagement strategies at various levels

# Interlocal Governance Agreement

\*Considered the Wake Transit Implementation Constitution\*

## Parties and Their Respective Roles



\*Conference Committee  
If necessary, Conference Committee to reconcile differences in Board decisions



# Wake County Transit Planning Advisory Committee (TPAC)

## TPAC Leadership:

- The TPAC is led by a Chair and Vice Chair
- Chairs are elected to serve in January/1<sup>st</sup> meeting of each calendar year
- There are no term limits for TPAC Chairs

## TPAC Structure / Responsibilities:

- Created by Governance ILA among CAMPO, Wake County, GoTriangle
- Recommends technical implementation details to governing boards
- Serves a mostly programmatic implementation role
- Intends to standardize and augment existing but disconnected decision-making structures for use of specific funding sources
- Annual Work Plan including budgets, 10-year project programming, financial model updates
- 2 sub-committees (Program Development & Community Engagement)
- Special Topic Work Groups as needed

# Wake County Transit Planning Advisory Committee (TPAC)

## Voting Membership:

There are 22 voting members of the TPAC - Representing 17 member organizations

(\* = 2 votes for that agency)

CAMPO*	GoTriangle*	Wake County*
Raleigh*	Cary*	Morrisville
Fuquay-Varina	Holly Springs	Apex
Garner	Knightdale	Rolesville
Zebulon	Wendell	Wake Forest
RTP Foundation	NC State University	

In addition to the primary voting members, agencies can designate additional staff as alternate voting members. We try to include at least one alternate on the TPAC member roster.

# Interlocal Governance Agreement

Requires Annual Work Plan and Deliverables that Inform Annual Work Plans



# Annual Wake Transit Work Plan

## Multi-Year Operating Program

First Year: Annual Operating Budget

First Year: Annual Operating Budget Ordinance

Annual Operating Funding Agreements

## Multi-Year Capital Improvement Plan

First Year: Annual Capital Budget

First Year: Annual Capital Budget Ordinance

Annual Capital Funding Agreements

## Update of the Wake Transit Financial Plan

Financial Model Assumptions

Update of Funds Available for Future Projects

**\*\*\*Considered/Adopted by CAMPO and GoTriangle Boards Annually\*\*\***

# Annual Work Plan Development Process

Project Funding Requests From Project Sponsors  
(September/October)

Draft Work Plan Produced by Lead Agencies in  
Coordination with TPAC (January)

Agency and Public Comment on Draft Work Plan  
(January-March)

TPAC Members Coordinate with Internal Budget  
Development Processes (January - April)

TPAC Recommends Final Work Plan (April/May)

Draft FY24  
Work Plan is  
available for  
comment now!

[goforwardnc.org/input](https://goforwardnc.org/input)

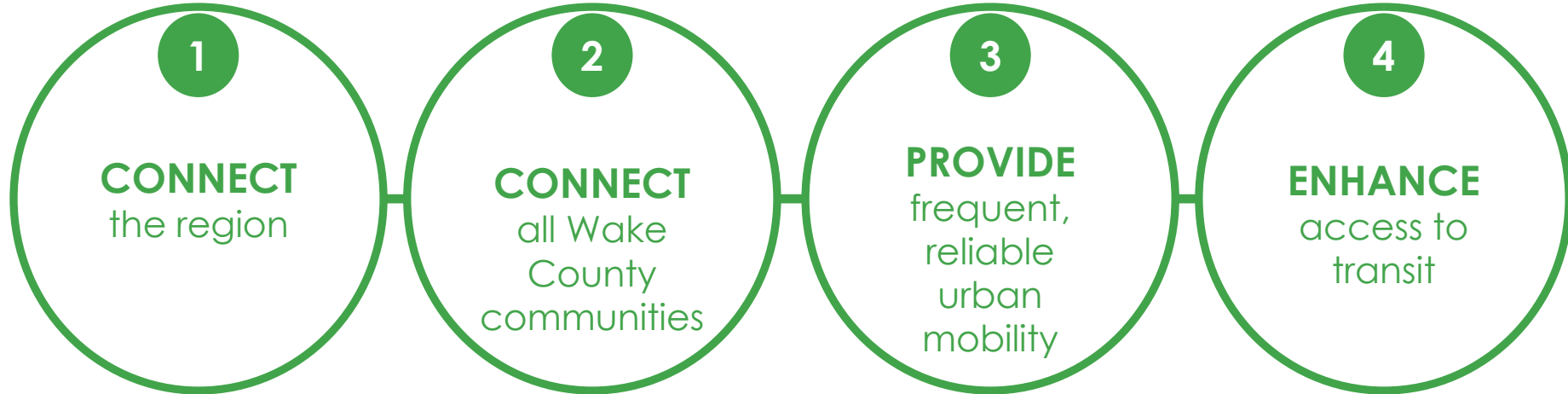


# **Greater Triangle Commuter Rail (GTCR) in the Wake Transit Program**

---

# Wake Transit Plan: Four Big Moves

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment.



**Building a commuter rail system, regional routes, and inter-county BRT connections**



**Expanding Bus Service to all Wake communities**



**Implementing Bus Rapid Transit and increasing frequent network**



**Community Funding Area & Increased Rural On Demand Trips**



# Wake Transit Plan: Four Big Moves

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment.



**Building a commuter rail system, regional routes, and inter-county BRT connections**



**Expanding Bus Service to all Wake communities**



**Implementing Bus Rapid Transit and increasing frequent network**



**Community Funding Area & Increased Rural On Demand Trips**



# Greater Triangle Commuter Rail (GTCR)

**Greater Triangle Commuter Rail Process and Assumptions:** As of the publication of the Draft FY 2024 Wake Transit Work Plan, the technical analysis for the Greater Triangle Commuter Rail (GTCR) Phase 2 Feasibility Study had concluded. This study reported significantly higher costs and larger technical challenges associated with completing the full commuter rail corridor than anticipated and programmed in the FY 2023 Adopted Wake Transit Work Plan. The Study also noted challenges, based on expected costs and anticipated ridership, with the 50% federal match assumption in the FY 2023 Work Plan. While the Study recommended that no matching federal grants be programmed for the initial stages of the commuter rail project, there is potential for federal funding in subsequent phases of the project. To reflect that no decision has been made on if or how the project should move forward, and that decision-makers wished to explore potential options for implementation, the FY 2024 Wake Transit Work Plan includes capital and operating “place-holder scenarios” for commuter rail funding.

The Greater Triangle Commuter Rail (GTCR) Phase 2 Feasibility Study introduced the potential need for a phased approach for implementing the full ~38 miles from West Durham to Garner. The Study presented the following potential segments with the following track length and costs:

- Western (End Points: West Durham to RTP | Miles: ~12 | Capital Cost: \$1.6B);
- Central (End Points: Ellis Road or RTP to Raleigh Union Station | Miles: ~20 | Capital Cost: \$800M - \$1B); and
- Eastern (End Points: Raleigh Union Station to Auburn Station in Garner | Miles: ~10 | Capital Cost: \$600 - \$700M)

The FY 2024 Wake Transit Work Plan capital commuter rail “place-holder scenario” allocates funding for two segments, anticipating a build out of approximately 80% of the corridor by 2037 at a total cost of \$2.1B, \$1.4B of which is assumed to be the Wake County Share of the project. The operating commuter rail “place-holder scenario” allocates \$16.1 million for the Wake County share of the first full year of annual operations in FY 2033. The FY23 work plan assumed \$28.0 million for the Wake County share of the first full year of annual operations in FY 2031. Both scenarios assume a 20% farebox recovery. It is expected that the capital and operating “place-holder scenarios” will be updated in the Wake Transit Financial Model after key decisions are made.

GTCR PROJECT ASSUMPTIONS: Adopted FY 2023 vs. Draft FY 2024 Work Plans		
	Adopted FY 2023 Wake Transit Work Plan	Draft FY 2024 Wake Transit Work Plan “place-holder scenario”
Total Project Mileage	~38 miles (from West Durham to Garner)	30 miles*
Total Wake Transit Project Cost	\$1.3B	\$2.1B*
Wake County Share	\$0.7B	\$1.4B*
Federal Participation Share	\$0.7B	\$0.7B*
Projected Debt	\$0.6B	\$0.9B*
Projected Debt Term & Pay-Off Date	30-year term, final payment FY 2059	35-year term, final payment FY 2072
Assumed Federal Support	FFGA Match	RRIF Loan (Both Phases), FFGA Match (Phase 2)
Projected Completion Date	FY 2030	FY 2033 (Phase 1), FY 2037 (Phase 2)

\* Assumed in the FY 24 WTWP is the completion of two of the three segments, but which two remains undetermined. Exact mileage and cost will depend upon which segments are selected to move forward. Amounts rounded to the nearest billion.

Draft FY24 Wake Transit Work Plan Page 66:  
 “To reflect that no decision has been made on if or how the project should move forward, and that decision-makers wished to explore potential options for implementation, the FY 2024 Wake Transit Work Plan includes capital and operating ‘place-holder scenarios’ for commuter rail funding.”

# Greater Triangle Commuter Rail (GTCR)

- Western (End Points: West Durham to RTP | Miles: ~12 | Capital Cost: \$1.6B);
- Central (End Points: Ellis Road or RTP to Raleigh Union Station | Miles: ~20 | Capital Cost: \$800M - \$1B); and
- Eastern (End Points: Raleigh Union Station to Auburn Station in Garner | Miles: ~10 | Capital Cost: \$600 - \$700M)

<b>GTCR PROJECT ASSUMPTIONS: Adopted FY 2023 vs. Draft FY 2024 Work Plans</b>		
	<b>Adopted FY 2023 Wake Transit Work Plan</b>	<b>Draft FY 2024 Wake Transit Work Plan "place-holder scenario"</b>
<b>Total Project Mileage</b>	~38 miles (from West Durham to Garner)	30 miles*
<b>Total Wake Transit Project Cost</b>	\$1.3B	\$2.1B*
<b>Wake County Share</b>	\$0.7B	\$1.4B*
<b>Federal Participation Share</b>	\$0.7B	\$0.7B*
<b>Projected Debt</b>	\$0.6B	\$0.9B*
<b>Projected Debt Term &amp; Pay-Off Date</b>	30-year term, final payment FY 2059	35-year term, final payment FY 2072
<b>Assumed Federal Support</b>	FFGA Match	RRIF Loan (Both Phases), FFGA Match (Phase 2)
<b>Projected Completion Date</b>	FY 2030	FY 2033 (Phase 1), FY 2037 (Phase 2)

\* Assumed in the FY 24 WTWP is the completion of two of the three segments, but which two remains undetermined. Exact mileage and cost will depend upon which segments are selected to move forward. Amounts rounded to the nearest billion.

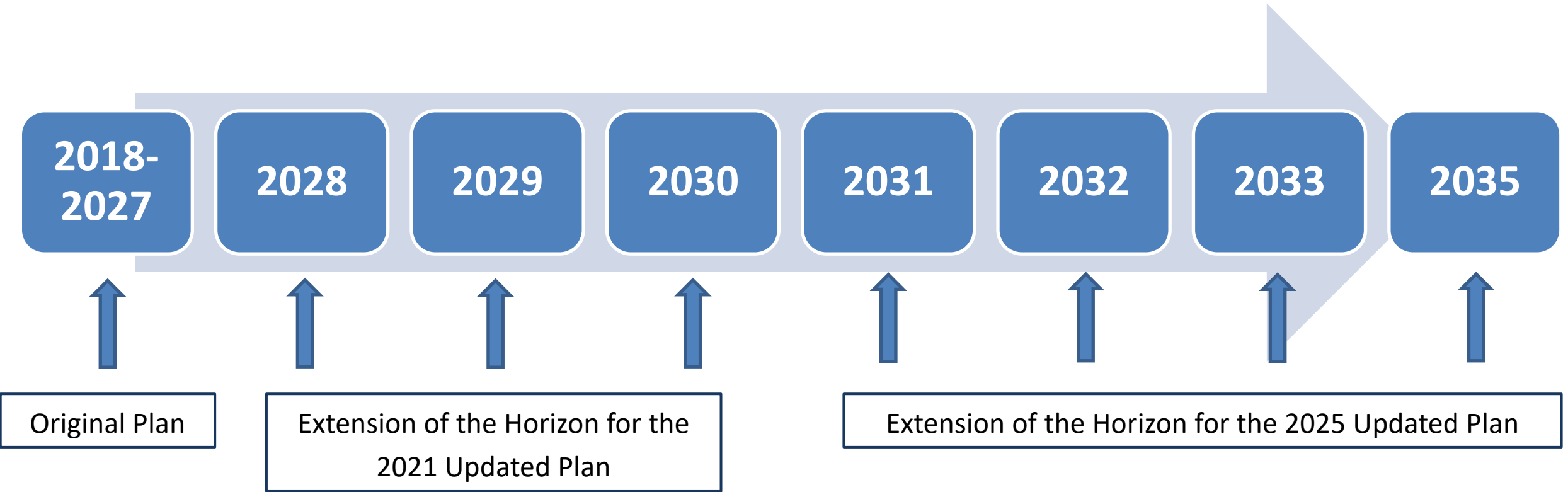


# Greater Triangle Commuter Rail (GTCR)

## GTCR Project in Wake Transit Over Time:

1. Original Wake Transit Plan (2017):
  - Mileage: ~38 miles | Start Date: FY27
2. Wake Transit Plan Update (2021):
  - Mileage: ~38 miles | Start Date: FY29
3. Adopted FY23 Wake Transit Work Plan:
  - Mileage: ~38 miles | Start Date: FY30
4. Draft FY24 Wake Transit Work Plan “Placeholder”:
  - Mileage: ~30 miles | Start Date: FY33 (Phase 1), FY37 (Phase 2)

# Wake Transit Plan Horizon



Questions & Next Steps?