

ATTACHMENT B
FY 2024 Wake Transit Work Plan Recommended Funding Requests

Project ID in FY 24 Draft Work Plan	Project Sponsor	Project Title	Modification	FY 24 Financial Impact	Page
TO005-BF*	Town of Apex	GoApex Route 1: Fixed-Route Circulator	This increase to \$440,607 in FY24 is based on: (1) an increase in GoCary's hourly service rate increasing from \$97.50 to \$105.00; (2) a reduction of trip level hours by 0.25; and (3) rightsizing of the allowable reimbursements for reimbursable employer paid benefits for Senior Transit Planner FTE.	+\$18,340	04
TO005-BG*	Town of Morrisville	Operation of Node-Based Smart Shuttle	This increase to \$375,012 in FY24 is based on an increase in GoCary's hourly service rate increasing from \$97.50 to \$105.00	+\$19,060	09
TO005-AA*	Town of Wake Forest	Wake Forest Loop: Reverse Circulator	This increase to \$415,457 in FY24 is based on an increase in GoRaleigh's hourly service rate increasing from \$96.59 in FY 2023 to \$109.39 in FY 2024.	+\$30,841	14
TC002- TBD*	Town of Apex	Saunders Street & Hinton Street Pedestrian Improvements	New Project: This access to transit project is located along Saunders Street and Hinton Street near downtown Apex. It will include the construction of approximately 2,065 linear feet of 5-foot, concrete sidewalk; the installation of approximately 1,285 feet of curb and gutter along the sidewalk; and with addition of two (2) high visibility crosswalks if NCDOT agrees that they fall under allowable LAPP reimbursable features.	+\$294,800	New CFAP Project
TC002- TBD*	Town of Apex	GoApex Route 1: Bus Stop Enhancements	New Project: This project will construct targeted bus stop improvements along the GoApex Route 1 alignment, which include: shelters, benches, trash cans, bike racks, and crosswalks, along with any grading, paving, or ADA accessibility improvements needed.	+\$110,000	New CFAP Project
TC003- TBD*	Town of Apex	Future Transit Prioritization Study	New Project: This study will set a path for the Town's future transit service growth, with the majority to be completed in house. The requested funding will purchase a 1-year subscription to Remix by Via and some consultant work to enhance technical aspects of the study and provide public outreach support.	+\$24,475	New CFAP Project
TC002- TBD*	Town of Knightdale	Knightdale Boulevard Corridor Pedestrian Improvements	New Project: This project includes sidewalk and crosswalk enhancements along Knightdale Boulevard and Old Knight Road, specifically along the Route 33 alignment. Specifically, this includes: four (4) crosswalk legs at three (3) intersections and 1,255 feet of sidewalk gaps.	+\$232,660	New CFAP Project

*Denotes a Community Funding Area Project

Note: No Funding Request Forms are included for New CFAP Projects (Saunders Street & Hinton Street Pedestrian Improvements, GoApex Route 1: Bus Stop Enhancements, Future Transit Prioritization Study, and Knightdale Boulevard Corridor Pedestrian Improvements).

ATTACHMENT B
FY 2024 Wake Transit Work Plan Recommended Funding Requests

Project ID in FY 24 Draft Work Plan	Project Sponsor	Project Title	Modification	FY 24 Financial Impact	Page
TO005-Z*	CAMPO	Community Funding Area Program Reserve	This is a net zero expenditure. The reserve funding is reducing to \$837,785 to accommodate the expenses of the Community Funding Area Program's updated operating projects, and its new capital and planning projects.	-\$730,176	Admin. Adjust
TC002-B	GoTriangle	Expansion of Bus Operations and Maintenance Facility (Wake County share)	This funding request delays the final allocation of funding year from FY 2026 to FY 2028. It decreases the amount of Wake Transit funding going to construction by \$3,645,160, while increasing the amount of funding going to design by \$1,645,000. The impact to funding in FY 2024 is reduced by \$280,000 and the overall reduction of the burden on Wake Transit is \$2,000,160. This funding request also increases the proportional funding burden of Wake County compared to Orange and Durham counties from 40% to 55%, based upon the proportional fleet requirement estimated in the Recommended Wake Transit Bus Plan.	-\$280,000	21
TC002-N	GoTriangle	New Regional Transit Center (Wake County share)	This updated funding request for GoTriangle's new Regional Transit Center is net zero over the course of the CIP. It delays construction from FY 2024 to FY 2025 and spreads the allocations over four (4) fiscal years, as opposed to three (3). The original FY 2024 allocation of \$4.9M is instead featured in FY25's \$1.4M and FY 26's \$3.5M.	-\$4,900,000	28
TO005-AC	GoTriangle	Improvements to Route 305: Holly Springs-Apex-Raleigh	<p>This funding request moves the funding schedule in line with the expectations laid out in the Wake Transit Recommended Bus Plan's Short Range Transit Plan for GoTriangle. Currently, the 305 is funded to serve all-day, all week service from Raleigh to Holly Springs via Apex, but due to staffing constraints is only serving weekday peak service.</p> <p>Rightsizing for operator capacity this funding request provides FY2024 funding to realign the service for bi-directional travel on Main Street in Holly Springs during peak times with 60-minute all-day service to Apex. In FY2025, weekend service will be added and introduced at 60-minute frequency. In FY2027, all trips will increase frequency to 30-minute peak weekday and 60-minute off peak and weekend frequency.</p>	-\$1,089,563	33

*Denotes a Community Funding Area Project

Note: No Funding Request Form is included for TO005-Z -- Community Funding Area Program Reserve Administrative Adjustment

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FY 2024 Wake Transit Work Plan Recommended Funding Requests

Project ID in FY 24 Draft Work Plan	Project Sponsor	Project Title	Modification	FY 24 Financial Impact	Page
TO005- <i>TBD</i>	Wake County	Northeast Wake County Microtransit Service	<u>New Project:</u> This operating project is to provide continued microtransit service in the current Northeast Wake County SmartRide service area through the completion of FY 2024. After FY 2024, this service will continue as a CFAP funded project with local match, given a successful application during the FY 2025 CFAP Call for Projects.	+\$400,000	38

*Denotes a Community Funding Area Project

REQUEST #
TO005-BF

FY 2024
Wake Transit Work Plan
Request Form
Operating and/or Capital

FY START DATE
Jul 2023
Total Project Cost
\$ -

Project Name	Requesting Agency	Project Contact	Wake Transit Estimated Operating Cost	
GoApex Route 1	Town of Apex	Katie Schwing, katie.schwing@apexnc.org, 919-249-1043	Base Year	\$ 440,607
			FY 2025	\$ 451,622
			Cumulative	\$ 3,325,452
Estimated Start Date	Estimated Completion	Notes	Wake Transit Estimated Capital Cost	
Ongoing	Ongoing		Base Year	\$ -
			Cumulative	\$ -
Project Description/Scope	Enter below a summary of the project that may later be used to inform the project scope in the FY 2024 Work Plan.			
In October 2022, Apex submitted a FY24 work plan request for this project for \$422,267. We'd like to update that request based on the following changes to cost assumptions: - Apex staff received the updated GoCary hourly service rate for FY24, which increased from \$97.50 per hour to \$105.00 per hour - reduced trip-level hours in cost assumptions from 16.65 to 16.4 based on previous GoCary analysis - assumed GoWake Access fixed costs stay the same (correspondence with GoWake Access), but assumed a GoWake Access hourly rate increase of 2.5% (increase is likely, but amount is unknown at this time as a new vendor is coming onboard), \$50.56*1.025 = \$51.82 - updated cost assumption of partial salary reimbursement to include employer paid benefits, not just salary, per previous correspondence with CAMPO (increased from \$46,500 to \$70,000) This updated cost then carries forward through FY30 at an increase of 2.5% per year.				
Project Justification / Business Case		Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Not Applicable (N/A) as appropriate.		

1. Is this a New Project, Scope Change or Financial Change? New ☐ Scope ☐ Financial ☒

See Instructions for definitions

1a. If Scope Change or Financial Change - Indicate previous project ID TO005-BF

2. Is this project Operating, Capital or Both? Operating ☒ Capital ☐ Both ☐

3. Is this a one-time request? Yes ☐ No ☒

4. What is the timeframe for the request? Are you requesting a full year of funds in FY24 or a partial year to be annualized in future fiscal years?

A full year of operating funds are requested for FY24.

5. Where is this project located, who will this project serve and how will it improve service or overall implementation of the Wake Transit Plan?

This project is located within the Town of Apex, will serve residents, workers, and visitors to the Town and will connect to regional routes. It is consistent with the objectives of the Community Funding Area Program.

6. Is this project programmed in the adopted FYs 2024-2030 Multi-Year Operating Program or CIP? Yes ☐ No ☐

6a. If yes, how does this request relate to what was envisioned in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan? Specify which component(s) of the Multi-Year Operating Program, CIP, or Wake Transit Plan the request supports.

This project is consistent with and originated through the Wake Transit Community Funding Area program.

6b. If no, is this project in addition to projects and services included in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan or in lieu of projects and services included in those programs/plans?

This project is not replacing any projects in the CIP, multi-year operating program, or Wake Transit Plan.

7. Is the request identified in the Wake Bus Plan, Fixed Guideway Corridors MIS, any other Wake Transit governing board-adopted plans, or any other TPAC-endorsed plans or studies?

<input checked="" type="checkbox"/>	<input type="checkbox"/>
Yes	No

7a. If yes, how does this request relate to what was envisioned in these adopted or TPAC-endorsed plans or studies? Specify which component(s) of these plans or studies the request supports. If this request involves a capital or bus operating project, please include a map showing the location of the project as an attachment to this form.

This request is consistent with the Community Funding Area Program envisioned in the Wake Transit Plan.

8. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

The increased funding (\$4,135) will allow the Town of Apex and Wake County to continue a partnership to provide FTA-required ADA complementary paratransit service (branded as GoApex Door to Door) for GoApex Route 1.

9. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)

n/a

b)

n/a

c)

n/a

10. Does the project funding request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

11. Are you requesting to use Wake Transit tax revenues for art on the project?

Yes☐No☒

11a. Are you requesting funds to cover an artist retention fee for the design phase of the subject project?

Yes☐No☒

11b. If you are requesting funds to cover an artist retention fee for the design phase of the subject project, how much are you requesting (up to \$30,000)?

\$

-

11c. Are you requesting art construction funds for the project at this time?

Yes☐No☒

11d. If you are requesting art construction funds, what is the total construction cost estimate for the project?

\$

-

11e. If you are requesting art construction funds, what are the anticipated funding sources and respective shares of those anticipated funding sources for supporting the construction phase of the project?

Funding Source	Share

12. For bus operating projects, please provide:

a) Target Start Date		Ongoing		
b) Assets Used (Vehicles, etc.)		Vehicles		
c) Geographic Termini		Mason Street, Town of Apex (loop) plus associated ADA paratransit service area (3/4-mile around fixed routing)		
d) Major Destinations Served		Downtown Apex, Apex Community Center, Apex Senior Center, Beaver Creek Commons, Publix Pointe, Western Wake Crisis Ministry, WakeMed Healthplex, Apex Jaycee Park, the NC 55 Corridor, Apex Middle School, Walmart, and planned affordable housing.		
e) Annualized Revenue Hours		4,992		
f) Span of Service		Weekday	Saturday	Sunday
		6:00 AM - 10:00 PM	6:00 AM - 10:00 PM	N/A
g) Frequency	TIME PERIOD	Weekday	Saturday	Sunday
	AM Peak	60 MIN	60 MIN	N/A
	Midday	60 MIN	60 MIN	N/A
	PM Peak	60 MIN	60 MIN	N/A
	Evening	60 MIN	60 MIN	N/A

13. If this is a bus operating project, which organization will operate the service?

Town of Cary (GoCary) is the operator for the fixed route service and Wake County (GoWake Access) is the operator for the complementary ADA paratransit service.

14. If applicable, describe proposed responsibilities and duties for new staffing requests. Provide each major intended function, and the percentage of time devoted to each function.

N/A

15. List any other relevant information not addressed.

N/A

16. Please enter estimated revenues below. If there are other revenues besides Wake County Tax Revenue to support this request, please enter the anticipated revenue amounts next to the appropriate funding source for each fiscal year shown below.

Revenue							
Tax Revenue	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Wake County Tax Revenue (Operating)	440,607	451,622	462,913	474,486	486,348	498,507	510,969
Farebox	-	-	-	-	-	-	-
Operating Revenue Subtotal	440,607	451,622	462,913	474,486	486,348	498,507	510,969
Wake County Tax Revenue (Capital)	-	-	-	-	-	-	-
Other Revenue							
Federal	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Other	440,607	451,622	462,913	474,486	486,348	498,507	510,969
Subtotal Other	440,607	451,622	462,913	474,486	486,348	498,507	510,969
TOTAL REVENUE	881,214	903,245	925,826	948,972	972,696	997,013	1,021,939

17. For Non-Wake County Tax Revenue (federal, state, other), who is the proposed recipient(s) and who will be in charge of applying for those funds? Please provide status of other revenues (Application submitted, Committed, Awarded, Other).

Town of Apex local match funds included in the Town's annual budget.

18. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts	440,607	451,622	462,913	474,486	486,348	498,507	510,969
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour							
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-

Subtotal: Bus Operations	-	-	-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	440,607	451,622	462,913	474,486	486,348	498,507	510,969

19. Please enter Operating category that best represents the project above (This will be reviewed during Work Plan development)

Bus Operations ☐ Transit Plan Administration ☐ Tax District Administration ☐

20. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design							
Construction	-	-	-	-	-	-	-
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

21. For multi-phase capital projects, please indicate the respective fiscal quarter and fiscal year each phase will begin and end using the timeline structure provided below.

	Fiscal Quarter and Fiscal Year Begin	Fiscal Quarter and Fiscal Year End
Design		
Construction		
Equipment		
Land - Right of Way		
Other		

22. Please enter Capital category that best represents the project above (This will be reviewed during workplan development)

Bus Infrastructure ☐ Bus Acquisition ☐ BRT ☐ CRT ☐ Other ☐

Assumptions for Costs and Revenues Above:

23. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

See explanation in main summary. The 2.5% growth factor was applied to estimate an annual increase through 2030.

REQUEST #

TO005-BG

FY 2024

Wake Transit Work Plan

Request Form

Operating and/or Capital

FY START DATE

Jul

2023

Total Project Cost

\$750,025

Project Name	Requesting Agency	Project Contact	Wake Transit Estimated Operating Cost	
Morrisville Smart Shuttle	Town of Morrisville	Caleb Allred, Planner II - Transportation	Base Year	\$375,012
			FY 2025	\$384,387
			Cumulative	\$2,830,377
Estimated Start Date	Estimated Completion	Notes	Wake Transit Estimated Capital Cost	
Jul-23	Jun-24	This request is based on the updated GoCary cost of service for FY24 at \$105.01 (7.7% increase from FY23).	Base Year	\$-
			Cumulative	\$-
Project Description/Scope	Enter below a summary of the project that may later be used to inform the project scope in the FY 2024 Work Plan.			
The Town of Morrisville has just received the updated hourly rate to operate the Morrisville Smart Shuttle from GoCary during FY24. This hourly rate is \$105.01, constituting a 7.7% increase from FY23. This budget request is to accommodate this rate increase. No other changes to service will occur.				
Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Not Applicable (N/A) as appropriate.			

1. Is this a New Project, Scope Change or Financial Change?

See Instructions for definitions

New☐Scope☐Financial☒

1a. If Scope Change or Financial Change - Indicate previous project ID

TO005-BG

2. Is this project Operating, Capital or Both?

Operating☒Capital☐Both☐

3. Is this a one-time request?

Yes☐No☒

4. What is the timeframe for the request? Are you requesting a full year of funds in FY24 or a partial year to be annualized in future fiscal years?

This request is to update the FY24 base budget for the Morrisville Smart Shuttle based on updated hourly rates from GoCary.

5. Where is this project located, who will this project serve and how will it improve service or overall implementation of the Wake Transit Plan?

The Morrisville Smart Shuttle operates 16 nodes around Morrisville and one at the RTC. The Town had previously not been well served by transit, but with the support of Wake Transit's CFAP funding the Town was able to launch the smart shuttle in October of 2021. There will be no change to the structure of the service with this request.

6. Is this project programmed in the adopted FYs 2024-2030 Multi-Year Operating Program or CIP?

Yes☒No☐

6a. If yes, how does this request relate to what was envisioned in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan? Specify which component(s) of the Multi-Year Operating Program, CIP, or Wake Transit Plan the request supports.

The Town of Morrisville was allotted \$355,952 as the base budget in the Wake Transit Plan for FY24. However, given the GoCary annual increase of 7.7%, the Town is now requesting an additional \$19,060 to operate the smart shuttle. The total request is \$375,012.48.

6b. If no, is this project in addition to projects and services included in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan or in lieu of projects and services included in those programs/plans?

7. Is the request identified in the Wake Bus Plan, Fixed Guideway Corridors MIS, any other Wake Transit governing board-adopted plans, or any other TPAC-endorsed plans or studies?

<input checked="" type="checkbox"/>	<input type="checkbox"/>
Yes	No

7a. If yes, how does this request relate to what was envisioned in these adopted or TPAC-endorsed plans or studies? Specify which component(s) of these plans or studies the request supports. If this request involves a capital or bus operating project, please include a map showing the location of the project as an attachment to this form.

The Town of Morrisville was allotted \$355,952 as the base budget in the Wake Transit Plan for FY24. However, given the GoCary annual increase of 7.7%, the Town is now requesting an additional \$19,060 to operate the smart shuttle. The total request is \$375,012.48.

8. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

The outcome will be to operate the smart shuttle service as it exists today. Without this funding the smart shuttle service will need to be reduced.

9. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)

b)

c)

10. Does the project funding request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

11. Are you requesting to use Wake Transit tax revenues for art on the project?

Yes☐No☒

11a. Are you requesting funds to cover an artist retention fee for the design phase of the subject project?

Yes☐No☒

11b. If you are requesting funds to cover an artist retention fee for the design phase of the subject project, how much are you requesting (up to \$30,000)?

\$

-

11c. Are you requesting art construction funds for the project at this time?

Yes☐No☒

11d. If you are requesting art construction funds, what is the total construction cost estimate for the project?

\$

-

11e. If you are requesting art construction funds, what are the anticipated funding sources and respective shares of those anticipated funding sources for supporting the construction phase of the project?

Funding Source	Share

12. For bus operating projects, please provide:

a) Target Start Date		1-Jul-23		
b) Assets Used (Vehicles, etc.)		A maximum of two GoCary shuttle buses.		
c) Geographic Termini		16 nodes around the Town of Morrisville and one at the regional transit center (RTC).		
d) Major Destinations Served		Park West Village, McCrimmon Corners, Grace Park, Town Hall, MAFC Campus, CFCC Campus, Wake Tech Campus, RTC, etc.		
e) Annualized Revenue Hours				
f) Span of Service		Weekday	Saturday	Sunday
		7AM-9PM	8AM-8PM	8AM-7PM
g) Frequency	TIME PERIOD	Weekday	Saturday	Sunday
	AM Peak	1 vehicle	1 vehicle	1 vehicle
	Midday	2 vehicles	1 vehicle	1 vehicle
	PM Peak	2 vehicles	1 vehicle	1 vehicle
	Evening	1 vehicle	1 vehicle	1 vehicle

13. If this is a bus operating project, which organization will operate the service?

GoCary

14. If applicable, describe proposed responsibilities and duties for new staffing requests. Provide each major intended function, and the percentage of time devoted to each function.

N/A

15. List any other relevant information not addressed.

16. Please enter estimated revenues below. If there are other revenues besides Wake County Tax Revenue to support this request, please enter the anticipated revenue amounts next to the appropriate funding source for each fiscal year shown below.

Revenue							
Tax Revenue	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Wake County Tax Revenue (Operating)	375,012	384,387	393,997	403,847	413,943	424,292	434,899
Farebox	-	-	-	-	-	-	-
Operating Revenue Subtotal	375,012	384,387	393,997	403,847	413,943	424,292	434,899
Wake County Tax Revenue (Capital)	-	-	-	-	-	-	-
Other Revenue							
Federal	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Other	375,012	393,763	413,451	434,123	455,829	478,621	502,552
Subtotal Other	375,012	393,763	413,451	434,123	455,829	478,621	502,552
TOTAL REVENUE	750,024	778,150	807,448	837,970	869,773	902,913	937,451

17. For Non-Wake County Tax Revenue (federal, state, other), who is the proposed recipient(s) and who will be in charge of applying for those funds? Please provide status of other revenues (Application submitted, Committed, Awarded, Other).

CFAP requires a local match. We are using Town funds for this match. Note: projected future FY's include annual 2.5% increase.

18. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts (Via Transportation)	22,428	22,428	22,989	23,563	24,153	24,756	25,375
Bus Operations:							
Estimated Hours	6,929	6,929	6,929	6,929	6,929	6,929	6,929
Cost per Hour	105	108	110	113	116	119	122
Estimated Operating Cost	727,570	745,759	764,403	783,513	803,101	823,179	843,758
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	727,570	745,759	764,403	783,513	803,101	823,179	843,758
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	749,998	768,187	787,392	807,077	827,254	847,935	869,133

19. Please enter Operating category that best represents the project above (This will be reviewed during Work Plan development)

Bus Operations ☒ Transit Plan Administration ☐ Tax District Administration ☐

20. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
---------------	------	------	------	------	------	------	------

Design							
Construction	-	-	-	-	-	-	-
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

21. For multi-phase capital projects, please indicate the respective fiscal quarter and fiscal year each phase will begin and end using the timeline structure provided below.

	Fiscal Quarter and Fiscal Year Begin	Fiscal Quarter and Fiscal Year End
Design		
Construction		
Equipment		
Land - Right of Way		
Other		

22. Please enter Capital category that best represents the project above (This will be reviewed during workplan development)

Bus Infrastructure☐

Bus Acquisition☐

BRT☐

CRT☐

Other☐

Assumptions for Costs and Revenues Above:

23. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Assumed service hours and vehicle revenue hours stay the same every year. Also assumed Via and GoCary will remain our partners.

REQUEST #
TO005-AA

FY 2024
Wake Transit Work Plan
Request Form
Operating and/or Capital

FY START DATE
Jul 2023
Total Project Cost
\$ -

Project Name	Requesting Agency	Project Contact	Wake Transit Estimated Operating Cost	
Wake Forest Loop (Reverse Direction Service/ Loop B)	Town of Wake Forest	Brad West, bwest@wakeforestnc.gov, 919-435-9542	Base Year	\$ 415,457
			FY 2025	\$ 425,180
			Cumulative	\$ 3,074,231
Estimated Start Date	Estimated Completion	Notes	Wake Transit Estimated Capital Cost	
Ongoing	Ongoing		Base Year	\$ -
			Cumulative	\$ -
Project Description/Scope	Enter below a summary of the project that may later be used to inform the project scope in the FY 2024 Work Plan.			
The Town of Wake Forest would like to request a project funding amount of \$415,457 based on the following changes to cost assumptions: - In March 2023, Town of Wake Forest staff received updated GoRaleigh estimated hourly transit service rates for FY 2024-FY 2028. - The estimated hourly transit service rate increases from \$96.59 in FY 2023 to \$109.39 in FY 2024. - The request assumes current service hours are maintained year-to-year. - FY 2029 and FY 2030 estimates assume a 2.5% increase in costs, as currently, GoRaleigh does not have estimated hourly transit service costs for those fiscal years.				
Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Not Applicable (N/A) as appropriate.			

1. Is this a New Project, Scope Change or Financial Change? New ☐ Scope ☐ Financial ☒
See Instructions for definitions
- 1a. If Scope Change or Financial Change - Indicate previous project ID TO005-AA
2. Is this project Operating, Capital or Both? Operating ☒ Capital ☐ Both ☐
3. Is this a one-time request? Yes ☐ No ☒
4. What is the timeframe for the request? Are you requesting a full year of funds in FY24 or a partial year to be annualized in future fiscal years?

A full year of operating funds are requested for FY24.

5. Where is this project located, who will this project serve and how will it improve service or overall implementation of the Wake Transit Plan?

This project is located within the Town of Wake Forest. The project will serve residents, workers, and visitors to the Town and will connect to regional routes. It is consistent with the objectives of the Community Funding Area Program.

6. Is this project programmed in the adopted FYs 2024-2030 Multi-Year Operating Program or CIP? Yes ☒ No ☐
- 6a. If yes, how does this request relate to what was envisioned in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan? Specify which component(s) of the Multi-Year Operating Program, CIP, or Wake Transit Plan the request supports.

This project is consistent with and originated through the Wake Transit Community Funding Area program.

6b. If no, is this project in addition to projects and services included in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan or in lieu of projects and services included in those programs/plans?

This project is not replacing any projects in the CIP, multi-year operating program, or Wake Transit Plan.

7. Is the request identified in the Wake Bus Plan, Fixed Guideway Corridors MIS, any other Wake Transit governing board-adopted plans, or any other TPAC-endorsed plans or studies?

<input checked="" type="checkbox"/>	<input type="checkbox"/>
Yes	No

7a. If yes, how does this request relate to what was envisioned in these adopted or TPAC-endorsed plans or studies? Specify which component(s) of these plans or studies the request supports. If this request involves a capital or bus operating project, please include a map showing the location of the project as an attachment to this form.

This request is consistent with the Community Funding Area Program envisioned in the Wake Transit Plan.

8. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

The increased funding (\$30,841) will allow the Town of Wake Forest and GoRaleigh to continue a partnership to provide fixed-route transit service for residents, workers, and visitors within the Town. The increased funding amount will also continue to allow local transit service connections to regional transit routes.

9. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)

n/a

b)

n/a

c)

n/a

10. Does the project funding request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

11. Are you requesting to use Wake Transit tax revenues for art on the project?

Yes ☐ No ☒

11a. Are you requesting funds to cover an artist retention fee for the design phase of the subject project?

Yes ☐ No ☒

11b. If you are requesting funds to cover an artist retention fee for the design phase of the subject project, how much are you requesting (up to \$30,000)?

\$ -

11c. Are you requesting art construction funds for the project at this time?

Yes ☐ No ☒

11d. If you are requesting art construction funds, what is the total construction cost estimate for the project?

\$ -

11e. If you are requesting art construction funds, what are the anticipated funding sources and respective shares of those anticipated funding sources for supporting the construction phase of the project?

Funding Source	Share

12. For bus operating projects, please provide:

a) Target Start Date		Ongoing		
b) Assets Used (Vehicles, etc.)		Vehicles		
c) Geographic Termini		Wake Forest Loop		
d) Major Destinations Served		Downtown Wake Forest, Wake Forest Post Office, Northern Wake Regional Center/Library, Wake Forest Senior Center, Gateway Commons Shopping Center/Lowes Foods, Heritage Middle School, Rogers Road retail corridor, Wake Forest Middle School, S. Main Street retail corridor/Walmart, Rex Healthcare, Northeast Regional Library, Forest Pines Elementary, Retail Drive retail corridor/Target, Wake Forest Crossing shopping Center/Lowes Foods, Wake Forest High School, Southeastern Baptist Theological College (Old Wake Forest University).		
e) Annualized Revenue Hours		4576 (Loop B)		
f) Span of Service		Weekday	Saturday	Sunday
		5:45 AM - 8:00 PM	8:00 AM - 9:00 PM	N/A
g) Frequency	TIME PERIOD	Weekday	Saturday	Sunday
	AM Peak	75 MIN	65 MIN	N/A
	Midday	65 MIN	65 MIN	N/A
	PM Peak	75 MIN	75 MIN	N/A
	Evening	75 MIN	75 MIN	N/A

13. If this is a bus operating project, which organization will operate the service?

GoRaleigh

14. If applicable, describe proposed responsibilities and duties for new staffing requests. Provide each major intended function, and the percentage of time devoted to each function.

N/A

15. List any other relevant information not addressed.

N/A

16. Please enter estimated revenues below. If there are other revenues besides Wake County Tax Revenue to support this request, please enter the anticipated revenue amounts next to the appropriate funding source for each fiscal year shown below.

Revenue							
Tax Revenue	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Wake County Tax Revenue (Operating)	415,457	425,180	437,979	435,358	442,270	453,327	464,660
Farebox	-	-	-	-	-	-	-
Operating Revenue Subtotal	415,457	425,180	437,979	435,358	442,270	453,327	464,660
Wake County Tax Revenue (Capital)	-	-	-	-	-	-	-
Other Revenue							
Federal	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Other	415,980	425,715	438,530	435,907	442,828	453,899	465,246
Subtotal Other	415,980	425,715	438,530	435,907	442,828	453,899	465,246
TOTAL REVENUE	831,437	850,895	876,509	871,265	885,098	907,226	929,906

17. For Non-Wake County Tax Revenue (federal, state, other), who is the proposed recipient(s) and who will be in charge of applying for those funds? Please provide status of other revenues (Application submitted, Committed, Awarded, Other).

Town of Wake Forest local match (Loop A) funded by the Town's annual budget.

18. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors						2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts	415,457	425,180	437,979	435,358	442,270	453,327	464,660
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour							
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-

Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	415,457	425,180	437,979	435,358	442,270	453,327	464,660

19. Please enter Operating category that best represents the project above (This will be reviewed during Work Plan development)

Bus Operations ☐
 Transit Plan Administration ☐
 Tax District Administration ☐

20. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design							
Construction	-	-	-	-	-	-	-
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

21. For multi-phase capital projects, please indicate the respective fiscal quarter and fiscal year each phase will begin and end using the timeline structure provided below.

	Fiscal Quarter and Fiscal Year Begin	Fiscal Quarter and Fiscal Year End
Design		
Construction		
Equipment		
Land - Right of Way		
Other		

22. Please enter Capital category that best represents the project above (This will be reviewed during workplan development)

Bus Infrastructure ☐
 Bus Acquisition ☐
 BRT ☐
 CRT ☐
 Other ☐

Assumptions for Costs and Revenues Above:

23. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

See explanation in main summary. The 2.5% growth factor was applied to estimate an annual increase for FY 2029 and FY 2030.

ESTIMATED COST FOR FY24 WAKE FOREST CIRCULATOR

(Based on numbers from latest Jan 2023 GoRaleigh Invoice and GoRaleigh Cost Projections)

DESCRIPTION	ESTIMATED MONTHLY SERVICE HOURS (FY 24)	ESTIMATED COST PER HOUR (FY 24)	EST. MONTHLY TOTALS	EST. YEARLY TOTALS	Minus City of Raleigh Portion (17%)
Loop A Weekday	324.62	\$109.39	\$35,510.18	\$426,122.18	\$353,681.41
Loop A Saturday	57.18	\$109.39	\$6,254.92	\$75,059.04	\$62,299.01
			\$41,765.10	\$501,181.22	\$415,980.42
Loop B Weekday (CFA funded)	323.82	\$109.39	\$35,422.67	\$425,072.04	\$352,809.79
Loop B Saturday (CFA funded)	57.5	\$109.39	\$6,289.93	\$75,479.10	\$62,647.65
			\$41,712.59	\$500,551.14	\$415,457.44
Monthly Total	763.12		\$83,477.70	\$1,001,732.36	\$831,437.86

ESTIMATED COST FOR FY25 WAKE FOREST CIRCULATOR

(Based on numbers from latest Jan 2023 GoRaleigh Invoice and GoRaleigh Cost Projections)

DESCRIPTION	ESTIMATED MONTHLY SERVICE HOURS (FY 25)	ESTIMATED COST PER HOUR (FY 25)	EST. MONTHLY TOTALS	EST. YEARLY TOTALS	Minus City of Raleigh Portion (17%)
Loop A Weekday	324.62	\$111.95	\$36,341.21	\$436,094.51	\$361,958.44
Loop A Saturday	57.18	\$111.95	\$6,401.30	\$76,815.61	\$63,756.96
			\$42,742.51	\$512,910.12	\$425,715.40
Loop B Weekday (CFA funded)	323.82	\$111.95	\$36,251.65	\$435,019.79	\$361,066.42
Loop B Saturday (CFA funded)	57.5	\$111.95	\$6,437.13	\$77,245.50	\$64,113.77
			\$42,688.77	\$512,265.29	\$425,180.19
Monthly Total	763.12		\$85,431.28	\$1,025,175.41	\$850,895.59

ESTIMATED COST FOR FY26 WAKE FOREST CIRCULATOR

(Based on numbers from latest Jan 2023 GoRaleigh Invoice and GoRaleigh Cost Projections)

DESCRIPTION	ESTIMATED MONTHLY SERVICE HOURS (FY 26)	ESTIMATED COST PER HOUR (FY 26)	EST. MONTHLY TOTALS	EST. YEARLY TOTALS	Minus City of Raleigh Portion (17%)
Loop A Weekday	324.62	\$115.32	\$37,435.18	\$449,222.14	\$372,854.38
Loop A Saturday	57.18	\$115.32	\$6,594.00	\$79,127.97	\$65,676.22
			\$44,029.18	\$528,350.11	\$438,530.59
Loop B Weekday (CFA funded)	323.82	\$115.32	\$37,342.92	\$448,115.07	\$371,935.51
Loop B Saturday (CFA funded)	57.5	\$115.32	\$6,630.90	\$79,570.80	\$66,043.76
			\$43,973.82	\$527,685.87	\$437,979.27
Monthly Total	763.12		\$88,003.00	\$1,056,035.98	\$876,509.86

ESTIMATED COST FOR FY27 WAKE FOREST CIRCULATOR

(Based on numbers from latest Jan 2023 GoRaleigh Invoice and GoRaleigh Cost Projections)

DESCRIPTION	ESTIMATED MONTHLY SERVICE HOURS (FY 27)	ESTIMATED COST PER HOUR (FY 27)	EST. MONTHLY TOTALS	EST. YEARLY TOTALS	Minus City of Raleigh Portion (17%)
Loop A Weekday	324.62	\$114.63	\$37,211.19	\$446,534.29	\$370,623.46
Loop A Saturday	57.18	\$114.63	\$6,554.54	\$78,654.52	\$65,283.25
			\$43,765.73	\$525,188.81	\$435,906.71
Loop B Weekday (CFA funded)	323.82	\$114.63	\$37,119.49	\$445,433.84	\$369,710.09
Loop B Saturday (CFA funded)	57.5	\$114.63	\$6,591.23	\$79,094.70	\$65,648.60
			\$43,710.71	\$524,528.54	\$435,358.69
Monthly Total	763.12		\$87,476.45	\$1,049,717.35	\$871,265.40

ESTIMATED COST FOR FY28 WAKE FOREST CIRCULATOR

(Based on numbers from latest Jan 2023 GoRaleigh Invoice and GoRaleigh Cost Projections)

DESCRIPTION	ESTIMATED MONTHLY SERVICE HOURS (FY 28)	ESTIMATED COST PER HOUR (FY 28)	EST. MONTHLY TOTALS	EST. YEARLY TOTALS	Minus City of Raleigh Portion (17%)
Loop A Weekday	324.62	\$116.45	\$37,802.00	\$453,623.99	\$376,507.91
Loop A Saturday	57.18	\$116.45	\$6,658.61	\$79,903.33	\$66,319.77
			\$44,460.61	\$533,527.32	\$442,827.68
Loop B Weekday (CFA funded)	323.82	\$116.45	\$37,708.84	\$452,506.07	\$375,580.04
Loop B Saturday (CFA funded)	57.5	\$116.45	\$6,695.88	\$80,350.50	\$66,690.92
			\$44,404.71	\$532,856.57	\$442,270.95
Monthly Total	763.12		\$88,865.32	\$1,066,383.89	\$885,098.63

REQUEST #

TC002-B

FY 2024

Wake Transit Work Plan

Request Form

Operating and/or Capital

FY START DATE

Jul

2023

Total Project Cost

\$ -

Project Name	Requesting Agency	Project Contact	Wake Transit Estimated Operating Cost	
Expansion of Bus Operations and Maintenance Facility (Wake County share)	GoTriangle	Jay Heikes jheikes@gotriangle.org	Base Year	\$ -
			FY 2025	\$ -
			Cumulative	\$ -
Estimated Start Date	Estimated Completion	Notes	Wake Transit Estimated Capital Cost	
Jul-20	Jun-28	This cost is assumed to cover design, land acquisition, and construction.	Base Year	\$ 3,000,000
			Cumulative	\$ 39,500,000
Project Description/Scope	Enter below a summary of the project that may later be used to inform the project scope in the FY 2024 Work Plan.			
REV 3/15/23: Updated cost information from 15% schematic design. Proposed cost share for FY24 forward proposed based on split of transit plan revenue hours in FY20, FY24, and FY30 (estimate from the draft bus plan) - Wake: 55%, Durham 30%, and Orange 15%. The ongoing fleet and facilities study is evaluating constraints and needs for maintenance, storage, fueling and servicing capacity as well as work-flow efficiency at the GoTriangle Nelson Road bus operations and maintenance facility. The outcome of this study will include site selection, schematic design, and cost estimates for a new and/or expanded facility. The study includes a regional coordination element to identify opportunities for shared facilities for vehicle storage, servicing and/or repairs. The study has identified onsite expansion and renovation of the current Nelson Road facility as the most cost effective option to address current needs and provide opportunity to address future fleet needs over the course of the useful life of the renovated facility: 40+ years. The completed study will include phases and associated costs of handling the fleet required to operate the services identified in the Bus Plan. The GoTriangle Operations and Maintenance Facility at 5201 Nelson Rd. Morrisville, NC was originally constructed in 1998. In 2006, the facility was updated to add space for administrative functions. GoTriangle is currently operating near capacity of the existing facility. GoTriangle’s Regional Fleet and Facilities Study recommends the design, renovation, and expansion of their Nelson Road Operations and Maintenance Facility. This capital improvement will add the needed capacity required to accommodate GoTriangle’s projected fixed-route fleet of 120 buses, including vehicles needed for operations in Orange and Durham Counties, through 2050. The renovation and expansion will also include updates to better accommodate the facility’s administrative functionality. The Regional Fleet and Facilities study has also projected the need to relocate GoTriangle’s paratransit maintenance and servicing to a new facility to reach full build-out, the funding for which is not included in this project’s design and construction allocation.				
Project Justification / Business Case		Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Not Applicable (N/A) as appropriate.		

1. Is this a New Project, Scope Change or Financial Change?

New

☐

Scope

☐

Financial

☒
- See Instructions for definitions

1a. If Scope Change or Financial Change - Indicate previous project ID

TC002

B
2. Is this project Operating, Capital or Both?

Operating

☐

Capital

☒

Both

☐
3. Is this a one-time request?

Yes

☐

No

☒
4. What is the timeframe for the request? Are you requesting a full year of funds in FY24 or a partial year to be annualized in future fiscal years?

Full year request for FY24

5. Where is this project located, who will this project serve and how will it improve service or overall implementation of the Wake Transit Plan?

The project location is the existing Bus Maintenance and Operations Facility located at 5201 Nelson Rd. Morrisville, NC.

This project is of critical importance as the region programs additional revenue miles. GoTriangle is exceeding the current capacity of its existing bus operations and maintenance facility as a result of transit plan funding of both new routes and additional revenue hours and miles on existing routes, including increased midday and weekend service. These service expansions necessitate more transit vehicles on the road for more miles, simultaneously reducing the availability of vehicles for servicing while increasing wear and tear, both of which increase the need for servicing and maintenance facility capacity. GoTriangle may be limited in its ability to deploy additional expanded service without bringing additional fleet and maintenance capacity online or identifying other mitigation strategies. GoTriangle service will benefit from planning for passenger facility enhancements and expansion on a timeline that will prepare for construction tied to deployment of expansion of service.

6. Is this project programmed in the adopted FYs 2024-2030 Multi-Year Operating Program or CIP?

Yes

☒

No

☐

6a. If yes, how does this request relate to what was envisioned in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan? Specify which component(s) of the Multi-Year Operating Program, CIP, or Wake Transit Plan the request supports.

The Wake Transit Plan and Multi-Year CIP identify funding for expanded maintenance facility for GoTriangle.

6b. If no, is this project in addition to projects and services included in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan or in lieu of projects and services included in those programs/plans?

7. Is the request identified in the Wake Bus Plan, Fixed Guideway Corridors MIS, any other Wake Transit governing board-adopted plans, or any other TPAC-endorsed plans or studies?

Yes

☒

No

☐

7a. If yes, how does this request relate to what was envisioned in these adopted or TPAC-endorsed plans or studies? Specify which component(s) of these plans or studies the request supports. If this request involves a capital or bus operating project, please include a map showing the location of the project as an attachment to this form.

The Facility is identified in the Wake Bus Plan.

8. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

If this request is funded, GoTriangle will prepare to acquire land, design, and construct an expanded operations and maintenance facility. If the request is unfunded, GoTriangle will continue to operate out of the existing operations and maintenance facility until funding is identified for land acquisition, design, and construction.

9. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)

b)

c)

10. Does the project funding request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

11. Are you requesting to use Wake Transit tax revenues for art on the project?

Yes☐

No☒

11a. Are you requesting funds to cover an artist retention fee for the design phase of the subject project?

Yes☐

No☒

11b. If you are requesting funds to cover an artist retention fee for the design phase of the subject project, how much are you requesting (up to \$30,000)?

\$

-

11c. Are you requesting art construction funds for the project at this time?

Yes☐

No☒

11d. If you are requesting art construction funds, what is the total construction cost estimate for the project?

\$

-

11e. If you are requesting art construction funds, what are the anticipated funding sources and respective shares of those anticipated funding sources for supporting the construction phase of the project?

Funding Source	Share

12. For bus operating projects, please provide:

a) Target Start Date				
b) Assets Used (Vehicles, etc.)				
c) Geographic Termini				
d) Major Destinations Served				
e) Annualized Revenue Hours				
f) Span of Service		Weekday	Saturday	Sunday
g) Frequency	TIME PERIOD	Weekday	Saturday	Sunday
	AM Peak			
	Midday			
	PM Peak			

	Evening			
--	---------	--	--	--

13. If this is a bus operating project, which organization will operate the service?

14. If applicable, describe proposed responsibilities and duties for new staffing requests. Provide each major intended function, and the percentage of time devoted to each function.

15. List any other relevant information not addressed.

16. Please enter estimated revenues below. If there are other revenues besides Wake County Tax Revenue to support this request, please enter the anticipated revenue amounts next to the appropriate funding source for each fiscal year shown below.

Revenue							
Tax Revenue	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Wake County Tax Revenue (Operating)	-	-	-	-	-	-	-
Farebox	-	-	-	-	-	-	-
Operating Revenue Subtotal	-	-	-	-	-	-	-
Wake County Tax Revenue (Capital)	1,650,000	1,925,000	2,750,000	7,700,000	7,700,000	-	-
Other Revenue							
Federal	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Other (Durham + Orange)	-	-	-	-	-	-	-
Subtotal Other	1,350,000	1,575,000	2,250,000	6,300,000	6,300,000	-	-
TOTAL REVENUE	3,000,000	3,500,000	5,000,000	14,000,000	14,000,000	-	-

17. For Non-Wake County Tax Revenue (federal, state, other), who is the proposed recipient(s) and who will be in charge of applying for those funds? Please provide status of other revenues (Application submitted, Committed, Awarded, Other).

GoTriangle will submit applications for discretionary federal funding opportunities, including 5339 (c) Fleet and Facilities. Other funding sources will include Durham and Orange county transit tax revenues.

18. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%

Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour							
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

19. Please enter Operating category that best represents the project above (This will be reviewed during Work Plan development)

Bus Operations ☐ Transit Plan Administration ☐ Tax District Administration ☐

20. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design	3,000,000	3,500,000					
Construction			5,000,000	14,000,000	14,000,000	-	-
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	3,000,000	3,500,000	5,000,000	14,000,000	14,000,000	-	-

21. For multi-phase capital projects, please indicate the respective fiscal quarter and fiscal year each phase will begin and end using the timeline structure provided below.

	Fiscal Quarter and Fiscal Year Begin	Fiscal Quarter and Fiscal Year End
Design	FY23 Q4	FY25 Q4
Construction	FY26 Q1	FY28Q4
Equipment		
Land - Right of Way		
Other		

22. Please enter Capital category that best represents the project above (This will be reviewed during workplan development)

Bus Infrastructure ☐ Bus Acquisition ☐ BRT ☐ CRT ☐ Other ☐

Assumptions for Costs and Revenues Above:

23. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Costs based on 15% schematic design. Proposed cost share based on FY20, FY24 (draft work program), and FY30 (draft bus plan) revenue hours funded by transit plans: Wake-55%, Durham-30%, and Orange-15%.

GoTriangle Expansion Revenue Hours by County Transit Plan

	Orange	Durham	Wake	Total
FY20 Budget Transit Plan Hours (Pre-COVID suspensions)	7,314	11,924	18,116	37,355
FY20 Percentage of Transit Plan Hours	19.6%	31.9%	48.5%	
FY23 Budget Transit Plan Hours (full authorized service level)	7,334	11,741	30,296	49,372
FY23 Percentage of Transit Plan Hours	14.9%	23.8%	61.4%	
FY30 Recommended Bus Plan released for comment	12,720	19,693	39,018	71,432
FY30 Percentage of Transit Plan Hours	17.8%	27.6%	54.6%	
Proposed Cost Share based on Expansion Revenue Hours	15%	30%	55%	

FY 2020 Actuals

[illegible]

=Contracted

=Contracted

Rougemont Vanpool	FY20 Cost	\$ 66,960.00
Uber/Lyft/TNC	FY20 Cost	\$ 455,400.00

14

Contracted	12,163.10	11,640.37
Directly Operated	131,802.94	133,420.43
Total	143,966.04	145,060.80

Contracted	-	3,458.51	8,704.59
Directly Operated	40,419.59	29,611.82	61,676.54
Total	40,419.59	33,070.33	70,381.13

these totals do not include State Fair

		FY20		FY21	
		Durham			
		Orange			
Orange					
Directly Operated	7,314.30	22,297.52	29,611.82		
	Total Expend	Existing Service	Total		
Wake	18,116.27	43,560.27	61,676.54		
Durham	11,924.09	28,495.50	40,419.59		

Agency	Cost Per Hour
GoTriangle	\$ 125.00
CHT	\$ 118.00
GoCary	\$ 88.54
GoRaleigh	\$ 90.00

FY 2023

FY23	ALL HOURS				EXISTING SERVICE (General Fund)				EXPANSION SERVICE (Tax District)			
BUDGET	Wake	Durham	Orange	TOTAL	Wake	Durham	Orange	TOTAL	Wake	Durham	Orange	TOTAL
Contracted	10,713	0	5,271	15,983	8,509	0	5,271	13,780	2,204	0	0	2,204
Directly Operated	53,452	40,483	29,755	123,690	43,503	28,742	22,421	93,666	10,949	11,741	7,334	30,024
	64,164	40,483	35,026	139,673	52,012	28,742	27,692	107,446	13,153	11,741	7,334	32,228

THE FOLLOWING SCENARIO SUMMARIZES THE SERVICE LEVEL THAT CAN BE IMPLEMENTED ONCE WE HAVE A FULL WORKFORCE.

FY23	ALL HOURS				EXISTING SERVICE (General Fund)				EXPANSION SERVICE (Tax District)			
	Wake	Durham	Orange	TOTAL	Wake	Durham	Orange	TOTAL	Wake	Durham	Orange	TOTAL
Contracted	10,713	0	5,271	15,983	8,509	0	5,271	13,780	2,204	0	0	2,204
Directly Operated	72,723	40,483	29,755	142,961	43,956	28,742	22,421	95,119	28,768	11,741	7,334	47,843
Total	83,436	40,483	35,026	158,945	52,465	28,742	27,692	108,899	30,972	11,741	7,334	50,046

CALENDAR	Weekday	Sat	Sun	Closed	Total
FY23	254	50	59	2	365

Daily Service Hours										Base Rate by Country				Daily Service Hours by Fund										Annual Hours				Annual General Fund Hours				Annual Tax District Hours			
FTE										Base Rate by Country				Base (General Fund)										Annual Hours				Annual General Fund Hours				Annual Tax District Hours			
City	Route	Cost Basis	Rev Hrs	Plat Hrs	Base Rev Hrs	Base Plat Hrs	Waste %	Durham %	Orange %	Hr. Hrs.	General Fund	Waste	Orange	Days	Total Hours	Waste	Durham	Orange	Days	Total Hours	Waste	Durham	Orange	Days	Total Hours	Waste	Durham	Orange	Days	Total Hours	Waste	Durham	Orange	Days	Total Hours
Wreckley	100	Revenue	43.25	47.95	41.08	41.08	100%	0%	0%	0%	2.37	41.08	2.37	254	10,886	10,886	0	0	254	10,886	10,886	0	0	254	10,886	10,886	0	0	254	10,886	10,886	0	0	254	10,886
Wreckley	100	Revenue	43.25	47.95	41.08	41.08	100%	0%	0%	0%	2.37	41.08	2.37	254	10,886	10,886	0	0	254	10,886	10,886	0	0	254	10,886	10,886	0	0	254	10,886	10,886	0	0	254	10,886
Wreckley	110	Revenue	33.75	36.67	0	0	100%	0%	0%	0%	33.75	33.75	33.75	254	1,131	8,152	0	0	254	1,131	8,152	0	0	254	1,131	8,152	0	0	254	1,131	8,152	0	0	254	1,131
Wreckley	120	Revenue	32.25	35.00	0	0	100%	0%	0%	0%	32.25	32.25	32.25	254	8,152	8,152	0	0	254	8,152	8,152	0	0	254	8,152	8,152	0	0	254	8,152	8,152	0	0	254	8,152
Wreckley	700	Revenue	25.34	30.86	25.25	25.25	0%	100%	0%	0%	6.09	25.25	6.09	254	7,452	7,452	2,452	2,351	254	7,452	7,452	2,452	2,351	254	7,452	7,452	2,452	2,351	254	7,452	7,452	2,452	2,351	254	7,452
Wreckley	800	Revenue	54.50	60.15	2	39.50	100%	0%	0%	50%	14.77	39.50	14.77	254	13,805	13,805	6,002	5,902	254	13,805	13,805	6,002	5,902	254	13,805	13,805	6,002	5,902	254	13,805	13,805	6,002	5,902	254	13,805
Wreckley	NHX	Revenue	33.00	33.00	2	8.25	100%	0%	0%	0%	3.28	8.25	3.28	254	4,213	2,413	0	0	254	4,213	2,413	0	0	254	4,213	2,413	0	0	254	4,213	2,413	0	0	254	4,213
Wreckley	1315	Revenue	12.00	12.00	0	0	100%	0%	0%	0%	12.00	12.00	12.00	254	3,008	3,008	0	0	254	3,008	3,008	0	0	254	3,008	3,008	0	0	254	3,008	3,008	0	0	254	3,008
Wreckley	1315	Revenue	17.50	21.34	4	37.88	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17.50	19.57	0	15.07	100%	0%	0%	0%	17.50	17.50	17.50	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409	4,409	0	0	254	4,409
Wreckley	1315	Revenue	17																																

FY23	ALL HOURS				BASE SERVICE (General Fund)				EXPANSION SERVICE (Tax District)			
	Wake	Durham	Orange	TOTAL	Wake	Durham	Orange	TOTAL	Wake	Durham	Orange	TOTAL
Contracted	10,713	0	5,271	15,983	8,509	0	5,271	13,780	2,204	0	0	2,204
Directly Operated	72,723	40,483	29,755	142,961	43,956	28,742	22,421	95,119	28,768	11,741	7,334	47,843
Total	83,436	40,483	35,026	158,945	52,465	28,742	27,692	106,898	30,972	11,741	7,334	50,046

Agency	Cost Per Hour
GoTriangle	\$ 136.91
OHT	\$ 118.00
GoCarry	\$ 93.02
GoRaleigh WRX	\$ 124.00
GoRaleigh ZWX	\$ 129.00
GoRaleigh FRX	\$ 135.00
GoRaleigh	
KRX FY20	\$ 127.00
GoRaleigh 102	
FY20	\$ 115.00
Route 201 FY20	\$ 125.00

FY 2030

Route Input Data		Hours by Time Period																				Headways by Period																				One-Way Travel Times by Period																				Vehicles by Period																				Trips by Period																				Daily Statistics										Annual Statistics										Base General	Total Transit						Peak	Off-Peak	Orange
ROUTE ID	ROUTE NAME	Status	Route Network	Package	One-Way	Distance	Service Day	Early	AM Peak	Midday	PM Peak	Evening	Late	Total Hours	Early	AM Peak	Midday	PM Peak	Evening	Late	Total Hours	Early	AM Peak	Midday	PM Peak	Evening	Late	Early	AM Peak	Midday	PM Peak	Evening	Late	Early	AM Peak	Midday	PM Peak	Evening	Late	Total Trips	GTFS Buses	Revs. Miles	In-Serv. Hours	Rev. Hours	Rev. Miles	Rev. Miles																																																																																					
T-RDU	Airport Shuttle (Exist)	Existing	Ridership	Durham-Raleigh Exist	Y	7.98	M-F	0	3	6	3	0	0	12	0	30	30	30	30	0	0	30	0	25	25	25	25	0	19.2	0.0	1.0	1.0	1.0	0.0	0	6	12	6	0	0	24	24	1.0	19.15	10.0	12.0	48,838	3,600																																																																																			
T-RDU	Airport Shuttle (Exist)	Existing	Ridership	Durham-Raleigh Exist	Y	7.98	Sat	0	1.5	6	3	0.5	0	11	0	30	30	30	30	0	0	30	0	25	25	25	25	0	19.2	0.0	1.0	1.0	1.0	0.0	0	3	12	6	1	0	22	22	1.0	17.65	9.2	11.0	9,129	572																																																																																			
T-RDU Ph 1	Airport Shuttle (Phase 1)	Proposed	Ridership	Durham-Raleigh Ph 1	Y	7.98	M-F	0	3	6	3	2	0	14	0	30	30	30	30	0	0	30	0	25	25	25	25	0	19.2	0.0	1.0	1.0	1.0	0.0	0	6	12	6	4	0	28	28	1.0	23.4	11.7	14.0	56,977	3,570																																																																																			
T-RDU Ph 1	Airport Shuttle (Phase 1)	Proposed	Ridership	Durham-Raleigh Ph 1	Y	7.98	Sat	0	1.5	6	3	0.5	0	11	0	30	30	30	30	0	0	30	0	25	25	25	25	0	19.2	0.0	1.0	1.0	1.0	0.0	0	3	12	6	1	0	22	22	1.0	17.65	9.2	11.0	9,129	572																																																																																			
T-RDU Ph X	Airport Shuttle (Phase 1) - Do Not Use	Proposed	Ridership	Durham-Raleigh Ph X	Y	7.98	M-F	0	3	6	3	2	0	14	0	30	30	30	30	0	0	30	0	25	25	25	25	0	19.2	0.0	2.0	2.0	2.0	0.0	0	4	12	6	4	0	26	26	0.0	20.75	10.8	26.0	12,034	1,508																																																																																			
T-RDU Ph X	Airport Shuttle (Phase 1) - Do Not Use	Proposed	Ridership	Durham-Raleigh Ph X	Y	7.98	Sun	0	2	6	3	2	0	14	0	30	30	30	30	0	0	30	0	25	25	25	25	0	19.2	0.0	1.0	1.0	1.0	0.0	0	6	12	6	4	0	28	28	0.0	22.34	11.7	14.0	56,977	3,570																																																																																			
T-RDU Ph X	Airport Shuttle (Phase 1) - Do Not Use	Proposed	Ridership	Durham-Raleigh Ph X	Y	7.98	Sat	0	1.5	6	3	0.5	0	11	0	30	30	30	30	0	0	30	0	25	25	25	25	0	19.2	0.0	1.0	1.0	1.0	0.0	0	6	12	6	0	0	24	24	0.0	19.15	10.0	12.0	9,959	624																																																																																			
T-RDU Ph X	Airport Shuttle (Phase 1) - Do Not Use	Proposed	Ridership	Durham-Raleigh Ph X	Y	7.98	Sun	0	2	6	3	2	0	14	0	30	30	30	30	0	0	30	0	25	25	25	25	0	19.2	0.0	2.0	2.0	2.0	0.0	0	4	12	6	4	0	26	26	0.0	20.75	10.8	26.0	12,034	1,508																																																																																			
T-100	Raleigh-RDU Airport-Regional Transit Center	Existing	Ridership	Durham-Raleigh Exist	N	14.55	M-F	0	3	6	3	0	0	12.5	0	30	30	30	60	60	0	0	35	30	35	30	30	24.9	0.0	2.5	2.0	2.5	1.0	1.0	0	12	24	12	1	0	49	49	2.5	71.30	26.5	27.5	181,802	7,013																																																																																			
T-100	Raleigh-RDU Airport-Regional Transit Center (Airport	Existing	Ridership	Durham-Raleigh Exist	N	17.85	M-F	0	3	6	3	0	1.5	3	4.5	0	0	0	0	60	60	0	0	45	40	0	0	43	43	0.0	0.0	0.0	0.0	1.5	1.5	0	0	0	0	3	6	9	9	0	160.7	6.5	6.8	40,966	1,721																																																																																		
T-100	Raleigh-RDU Airport-Regional Transit Center (Airport	Existing	Coverage	Durham-Raleigh Exist	N	17.85	Sat	0	1	6	3	1.5	2	13.5	0	30	30	30	60	60	0	0	45	45	45	45	40	23.8	0.0	3.5	3.5	3.5	2.0	2.0	0	4	24	12	3	4	47	32	0.0	839.0	34.9	42.0	43,625	1,844																																																																																			
T-100	Raleigh-RDU Airport-Regional Transit Center (Airport	Existing	Coverage	Durham-Raleigh Exist	N	17.85	Sat	0	1	6	3	1.5	2	13.5	0	30	30	30	60	60	0	0	45	45	45	45	40	23.8	0.0	3.5	3.5	3.5	2.0	2.0	0	4	24	12	3	4	47	32	0.0	839.0	34.9	42.0	43,625	1,844																																																																																			
T-100 Ph X	Raleigh-RDU Airport-Regional Transit Center (Phase 0	Proposed	Ridership	Durham-Raleigh Ph X	N	28.53	M-F	0	3	6	3	3.5	1.5	4	18	0	30	30	30	60	60	0	68	68	68	68	68	25.0	0.0	5.0	5.0	5.0	2.5	2.5	0	12	24	14	3	8	61	5.0	1,740.0	69.1	76.3	443,706	15,944																																																																																				
T-100 Ph X	Raleigh-RDU Airport-Regional Transit Center (Phase 0	Proposed	Ridership	Durham-Raleigh Ph X	N	28.53	Sat	0	3	6	3	2	2	3	17	0	30	30	30	60	60	0	68	68	68	68	68	25.0	0.0	5.5	5.5	5.5	6.0	6.0	0	12	24	12	8	6	62	0.0	1,768.6	70.3	86.0	91,965	4,472																																																																																				
T-100 Ph X	Raleigh-RDU Airport-Regional Transit Center (Phase 0	Proposed	Ridership	Durham-Raleigh Ph X	N	28.53	Sun	0	2	6	3	2	2	15	0	30	30	30	60	60	0	68	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	8	24	12	8	4	56	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph X	Raleigh-RDU Airport-Regional Transit Center (Phase 1	Proposed	Ridership	Durham-Raleigh Ph X	N	28.53	M-F	0	3	6	3	3.5	1.5	4	18	0	30	30	30	60	60	0	68	68	68	68	68	25.0	0.0	5.0	5.0	5.0	2.5	2.5	0	12	24	14	3	8	61	5.0	1,740.0	69.1	76.3	443,706	15,944																																																																																				
T-100 Ph 1	Raleigh-RDU Airport-Regional Transit Center (Phase 1	Proposed	Ridership	Durham-Raleigh Ph 1	N	28.53	Sat	0	3	6	3	2	2	3	17	0	30	30	30	60	60	0	68	68	68	68	68	25.0	0.0	5.5	5.5	5.5	5.5	5.5	0	12	24	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																				
T-100 Ph 1	Raleigh-RDU Airport-Regional Transit Center (Phase 1	Proposed	Ridership	Durham-Raleigh Ph 1	N	28.53	Sun	0	2	6	3	2	2	15	0	30	30	30	60	60	0	68	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	8	24	12	8	4	56	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	M-F	0	3	6	3	3.5	1.5	4	18	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	9.5	9.5	9.5	5.0	5.0	0	24	48	28	6	8	114	9.5	3,251.9	129.2	136.3	829,222	34,744																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sat	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	5.5	5.5	5.5	5.5	5.5	0	24	48	12	8	6	62	0.0	1,768.6	70.3	86.0	91,965	4,472																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2	3	17	0	15	15	15	15	30	60	68	68	68	68	25.0	0.0	6.0	6.0	6.0	6.0	6.0	0	24	48	12	8	6	62	0.0	1,597.4	63.5	84.0	92,649	4,872																																																																																					
T-100 Ph 2	Raleigh-RDU Airport-Regional Transit Center (Phase 2	Proposed	Ridership	Durham-Raleigh Ph 2	N	28.53	Sun	0	3	6	3	2	2																																																																																																																						

Not including Orange County routes M-F	416	Total	71,432	54.6%	27.6%	17.8%
Sat	154	Percentage				
Sun	100					
M-Th	32					
w/o 105, 301, 311 M-F	382					
Sat	154					
Sun	100					
M-Th	32					

REQUEST #
TC002-N

FY 2024
Wake Transit Work Plan
Request Form
Operating and/or Capital

FY START DATE	
Jul	2023
Total Project Cost	
\$	-

Project Name	Requesting Agency	Project Contact	Wake Transit Estimated Operating Cost	
New Regional Transit Center (Wake County share)	GoTriangle	Jay Heikes jheikes@gotriangle.org	Base Year	\$ -
			FY 2025	\$ -
			Cumulative	\$ -
Estimated Start Date	Estimated Completion	Notes	Wake Transit Estimated Capital Cost	
Jul-20	Dec-27	This cost is assumed to cover design, land acquisition, and construction.	Base Year	\$ -
			Cumulative	\$ 28,000,000
Project Description/Scope	Enter below a summary of the project that may later be used to inform the project scope in the FY 2024 Work Plan.			
<p>3/15/23 update: anticipated construction schedule updated. No longer requesting FY24 funds. FY24 design activities to be funded by FY23 carry-over. The current feasibility study includes an evaluation of the current facility and identification of necessary passenger amenities and infrastructure improvements, and a feasibility study to evaluate the potential new locations for the RTC, taking into consideration current and future planned routes, land use, supply, and price. This study will be used to inform the location and design of phase II. The current feasibility study is funded by county transit plans in Wake, Durham, and Orange counties.</p> <p>The GoTriangle Regional Transit Center (RTC) is the primary hub for GoTriangle regional bus services connecting Wake, Durham, and Orange Counties. This study includes an evaluation of the current facility and identification of necessary passenger amenities and infrastructure improvements, and a feasibility study to evaluate the potential new locations for the RTC, taking into consideration current and future planned routes, land use, supply, and price. The current location of the RTC on Slater Road in Durham creates overlapping routes leading to inefficiency, and is not proximate to I-40 which causes delays and reduced reliability during peak commuting times. The feasibility study is evaluating location options that improve operating efficiency and reliability, connections to planned BRT and CRT, as well as potential for transit-oriented development.</p>				
Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Not Applicable (N/A) as appropriate.			

1. Is this a New Project, Scope Change or Financial Change?

See Instructions for definitions

New

Scope

Financial
- 1a. If Scope Change or Financial Change - Indicate previous project ID

TC002N
2. Is this project Operating, Capital or Both?

Operating

Capital

Both
3. Is this a one-time request?

Yes

No
4. What is the timeframe for the request? Are you requesting a full year of funds in FY24 or a partial year to be annualized in future fiscal years?

Full Year FY24 request

5. Where is this project located, who will this project serve and how will it improve service or overall implementation of the Wake Transit Plan?

The feasibility study identified a preferred location to the northwest quadrant of NC 54 and the NCRR overpass in RTP. Relocation of the Regional Transit Center (RTC) will provide the opportunity to address existing operational and safety challenges stemming from the mixing of bus and other traffic at the current RTC, provide for enhanced passenger amenities, improve operating efficiency and reliability of existing and future bus service, and provide connections to planned BRT and possibly also CRT. The relocation would also create the possibility to locate adjacent to transit-supportive development, maximizing the number of potential transit users located adjacent to the transit center and increasing the number of destinations that can be accessed via transit.

6. Is this project programmed in the adopted FYs 2024-2030 Multi-Year Operating Program or CIP?

Yes

No

6a. If yes, how does this request relate to what was envisioned in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan? Specify which component(s) of the Multi-Year Operating Program, CIP, or Wake Transit Plan the request supports.

The Wake Transit Plan contemplates improving connectivity across the region. This project would connect multiple routes across the region and provide a primary hub for GoTriangle's regional bus services across three counties. The Regional Transit Center is currently included in the multi-year CIP.

6b. If no, is this project in addition to projects and services included in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan or in lieu of projects and services included in those programs/plans?

7. Is the request identified in the Wake Bus Plan, Fixed Guideway Corridors MIS, any other Wake Transit governing board-adopted plans, or any other TPAC-endorsed plans or studies?

Yes

No

7a. If yes, how does this request relate to what was envisioned in these adopted or TPAC-endorsed plans or studies? Specify which component(s) of these plans or studies the request supports. If this request involves a capital or bus operating project, please include a map showing the location of the project as an attachment to this form.

The Wake Bus Plan identified the RTC in the CIP.

8. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

If this request is funded, GoTriangle will acquire land, design, and ultimately construct a new RTC. If the request is unfunded, GoTriangle will continue to operate service at the existing regional transit center until funding is identified for land acquisition, design, and construction.

9. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)

b)

c)

10. Does the project funding request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

11. Are you requesting to use Wake Transit tax revenues for art on the project?

Yes☐

No☒

11a. Are you requesting funds to cover an artist retention fee for the design phase of the subject project?

Yes☐

No☒

11b. If you are requesting funds to cover an artist retention fee for the design phase of the subject project, how much are you requesting (up to \$30,000)?

Yes☐

No☒

\$

-

11c. Are you requesting art construction funds for the project at this time?

Yes☐

No☒

11d. If you are requesting art construction funds, what is the total construction cost estimate for the project?

Yes☐

No☒

\$

-

11e. If you are requesting art construction funds, what are the anticipated funding sources and respective shares of those anticipated funding sources for supporting the construction phase of the project?

Funding Source	Share

12. For bus operating projects, please provide:

a) Target Start Date				
b) Assets Used (Vehicles, etc.)				
c) Geographic Termini				
d) Major Destinations Served				
e) Annualized Revenue Hours				
f) Span of Service		Weekday	Saturday	Sunday
g) Frequency	TIME PERIOD	Weekday	Saturday	Sunday
	AM Peak			
	Midday			
	PM Peak			
	Evening			

13. If this is a bus operating project, which organization will operate the service?

14. If applicable, describe proposed responsibilities and duties for new staffing requests. Provide each major intended function, and the percentage of time devoted to each function.

15. List any other relevant information not addressed.

16. Please enter estimated revenues below. If there are other revenues besides Wake County Tax Revenue to support this request, please enter the anticipated revenue amounts next to the appropriate funding source for each fiscal year shown below.

Revenue							
Tax Revenue	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Wake County Tax Revenue (Operating)	-	-	-	-	-	-	-
Farebox	-	-	-	-	-	-	-
Operating Revenue Subtotal	-	-	-	-	-	-	-
Wake County Tax Revenue (Capital)	-	1,400,000	3,500,000	9,800,000	4,900,000	-	-
Other Revenue							
Federal	-					-	-
State	-	-	-	-	-	-	-
Other (Durham + Orange)	-	600,000	1,500,000	4,200,000	2,100,000	-	-
Subtotal Other	-	600,000	1,500,000	4,200,000	2,100,000	-	-
TOTAL REVENUE	-	2,000,000	5,000,000	14,000,000	7,000,000	-	-

17. For Non-Wake County Tax Revenue (federal, state, other), who is the proposed recipient(s) and who will be in charge of applying for those funds? Please provide status of other revenues (Application submitted, Committed, Awarded, Other).

GoTriangle will apply for discretionary federal grants for this facility using a 60% federal, 40% local cost share. If awarded, the project sheet will be amended for each county. DCHC MPO submitted this project for funding in SPOT 6.0; however, state funding is assumed to be unavailable given the cancellation of SPOT 6.0. Cost share is split between the counties as follows, based on the ratio of jobs and population served by GoTriangle in each county relative to the total. Wake = 70%; Durham = 20%; Orange = 10%

18. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour							
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

19. Please enter Operating category that best represents the project above (This will be reviewed during Work Plan development)

Bus Operations ☐ Transit Plan Administration ☐ Tax District Administration ☐

20. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design							

Construction		2,000,000	5,000,000	14,000,000	7,000,000	-	-
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	-	2,000,000	5,000,000	14,000,000	7,000,000	-	-

21. For multi-phase capital projects, please indicate the respective fiscal quarter and fiscal year each phase will begin and end using the timeline structure provided below.

	Fiscal Quarter and Fiscal Year Begin	Fiscal Quarter and Fiscal Year End
Design	Q1 FY24	Q2 FY25
Construction	Q3 FY25	Q2 FY28
Equipment		
Land - Right of Way	FY25	FY25
Other		

22. Please enter Capital category that best represents the project above (This will be reviewed during workplan development)

Bus Infrastructure☒

Bus Acquisition☐

BRT☐

CRT☐

Other☐

Assumptions for Costs and Revenues Above:

23. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

UPDATE 3/16/23: Revenues updated to show 70-20-10 split between Wake - Durham - Orange to reflect that federal funds have not been awarded.

Assumed costs for land acquisition, design, and construction were based on a preliminary site layout accommodating 12 full sized bus bays, including two that can be expanded to accommodate 60-foot vehicles, 5 30-foot bus bays, canopy fully covering all bus bays, electric bus charging infrastructure, access improvements to and along NC 54, 200 parking spaces, 5000 square foot multi-purpose building, and a pad for future 25,000 SF floorplate. Design assumed at 10% of construction costs and included. Land assumed at \$250,000/acre X 14 acres. (Design and ROW funded in prior year).

REQUEST #
TO005-AC

FY 2024
Wake Transit Work Plan
Request Form
Operating and/or Capital

FY START DATE	
Jul	2023
Total Project Cost	
\$	1,577,463

Project Name	Requesting Agency	Project Contact	Wake Transit Estimated Operating Cost	
Improvements to Route 305 – Apex-Raleigh (all day and weekend service) with peak period extension to Holly Springs	GoTriangle	Philip Johnson	Base Year	\$ 487,900
			FY 2025	\$ 680,805
			Cumulative	\$ 10,309,521
Estimated Start Date	Estimated Completion	Notes	Wake Transit Estimated Capital Cost	
Jul-21	Jun-27		Base Year	\$ -
			Cumulative	\$ -
Project Description/Scope	Enter below a summary of the project that may later be used to inform the project scope in the FY 2024 Work Plan.			
Route 305 is a regional route, which pre-existing the Wake Transit Plan, provided weekday peak commuter service between the Lake Pine area of Apex and Raleigh with three (3) to four (4) trips in each direction in the morning and afternoon on weekdays. Building upon the Route 305 extension of hourly peak service southwestward to Holly Springs in FY 21, GoTriangle has received and will continue to receive funding authorization for an expansion of Route 305 by adding: 1) 30- minute service during the peak between Holly Springs and Raleigh; 2) hourly service during the midday between Apex and Raleigh; 3) extended service in the evening between Apex and Raleigh; and 4) all day hourly service on Saturdays and Sundays between Apex and Raleigh. The project improves the span, days of service, and frequency. Currently the route operates on weekday peak hours only. The project will increase frequency to every 30 minutes, add 60-minute service during off-peak hours, and add weekend service in a phased approach. The Recommended FY 2025-2030 Wake Bus Plan identifies the following phase approach for Route 305: FY2024 - The route will be realigned to travel bi-directionally on Main Street in Holly Springs with all day service to Apex. In FY2025 - Weekend service will be added and introduced at 60 minute frequency. In FY2027 - All trips will increase frequency to 30 minute peak weekday and 60 minute off peak and weekend frequency. Phase I will begin 7/1/2023, Phase II will begin 7/1/2025, and Phase III on 7/1/27.				
Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Not Applicable (N/A) as appropriate.			

1. Is this a New Project, Scope Change or Financial Change? New ☐ Scope ☐ Financial ☒

See Instructions for definitions

1a. If Scope Change or Financial Change - Indicate previous project ID TO005-AC

2. Is this project Operating, Capital or Both? Operating ☒ Capital ☐ Both ☐

3. Is this a one-time request? Yes ☐ No ☒

4. What is the timeframe for the request? Are you requesting a full year of funds in FY24 or a partial year to be annualized in future fiscal years?

5. Where is this project located, who will this project serve and how will it improve service or overall implementation of the Wake Transit Plan?

Route 305 connects Raleigh, Apex and Holly Springs

6. Is this project programmed in the adopted FYs 2024-2030 Multi-Year Operating Program or CIP? Yes ☒ No ☐

6a. If yes, how does this request relate to what was envisioned in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan? Specify which component(s) of the Multi-Year Operating Program, CIP, or Wake Transit Plan the request supports.

The project supports the Wake Transit Plan's goal to connect the region across county lines.

6b. If no, is this project in addition to projects and services included in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan or in lieu of projects and services included in those programs/plans?

7. Is the request identified in the Wake Bus Plan, Fixed Guideway Corridors MIS, any other Wake Transit governing board-adopted plans, or any other TPAC-endorsed plans or studies?

☒

☐

Yes

No

7a. If yes, how does this request relate to what was envisioned in these adopted or TPAC-endorsed plans or studies? Specify which component(s) of these plans or studies the request supports. If this request involves a capital or bus operating project, please include a map showing the location of the project as an attachment to this form.

Route 305 will continue to provide connections for riders on the South South-Western corridor, WakeMed, GoApex, GoRaleigh, and GoTriangle riders alike

8. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

Continued all day transit between Apex,Holly Springs and Raleigh. If the request for increased funding is not granted, service would need to be reduced to match available funding.

9. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)

b)

c)

10. Does the project funding request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

11. Are you requesting to use Wake Transit tax revenues for art on the project?

Yes☐

No☐

11a. Are you requesting funds to cover an artist retention fee for the design phase of the subject project?

Yes☐

No☒

11b. If you are requesting funds to cover an artist retention fee for the design phase of the subject project, how much are you requesting (up to \$30,000)?

\$

-

11c. Are you requesting art construction funds for the project at this time?

Yes☐

No☒

11d. If you are requesting art construction funds, what is the total construction cost estimate for the project?

\$

-

11e. If you are requesting art construction funds, what are the anticipated funding sources and respective shares of those anticipated funding sources for supporting the construction phase of the project?

Funding Source	Share

12. For bus operating projects, please provide:

a) Target Start Date		7/1/2023 and 7/1/2027 (Phase III - All trips will serve Holly Springs, with 30-minute peak weekday frequency and 60- minute off-peak and weekend frequency)		
b) Assets Used (Vehicles, etc.)		GoTriangle		
c) Geographic Termini		GoRaleigh Station, NCSU, Holly Springs		
d) Major Destinations Served		Downtown Holly Springs, Ting Park, Apex, Cary Crossroads, NC State University, Downtown Raleigh		
e) Annualized Revenue Hours		3832.08		
f) Span of Service		Weekday	Saturday	Sunday
		5:30 AM - 9:30 PM	5:30 AM - 8:30 PM	6:30 AM - 7:30 PM
g) Frequency	TIME PERIOD	Weekday	Saturday	Sunday
	AM Peak	30 minutes	30 minutes	60 minutes
	Midday	60 mins	60 mins	60 mins
	PM Peak	30 minutes	30 minutes	60 minutes
	Evening	60 mins	60 mins	60 mins

13. If this is a bus operating project, which organization will operate the service?

GoTriangle

14. If applicable, describe proposed responsibilities and duties for new staffing requests. Provide each major intended function, and the percentage of time devoted to each function.

N/A

15. List any other relevant information not addressed.

16. Please enter estimated revenues below. If there are other revenues besides Wake County Tax Revenue to support this request, please enter the anticipated revenue amounts next to the appropriate funding source for each fiscal year shown below.

Revenue							
Tax Revenue	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Wake County Tax Revenue (Operating)	\$ 487,900	\$ 680,805	\$ 697,825	\$ 2,033,223	\$ 2,084,054	\$ 2,136,155	\$ 2,189,559
Farebox							
Operating Revenue Subtotal							
Wake County Tax Revenue (Capital)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Revenue							
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL REVENUE	\$ 487,900	\$ 680,805	\$ 697,825	\$ 2,033,223	\$ 2,084,054	\$ 2,136,155	\$ 2,189,559

17. For Non-Wake County Tax Revenue (federal, state, other), who is the proposed recipient(s) and who will be in charge of applying for those funds? Please provide status of other revenues (Application submitted, Committed, Awarded, Other).

18. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours							
Cost per Hour							
Estimated Operating Cost	\$ 487,900	\$ 680,805	\$ 697,825	\$ 2,033,223	\$ 2,084,054	\$ 2,136,155	\$ 2,189,559
Bus Leases							
Park & Ride Lease							
Other							
Other			\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal: Bus Operations	\$ 487,900	\$ 680,805	\$ 697,825	\$ 2,033,223	\$ 2,084,054	\$ 2,136,155	\$ 2,189,559
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 487,900	\$ 680,805	\$ 697,825	\$ 2,033,223	\$ 2,084,054	\$ 2,136,155	\$ 2,189,559

19. Please enter Operating category that best represents the project above (This will be reviewed during Work Plan development)

Bus Operations ☒ Transit Plan Administration ☐ Tax District Administration ☐

20. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design							

Construction	-	-	-	-	-	-	-
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

21. For multi-phase capital projects, please indicate the respective fiscal quarter and fiscal year each phase will begin and end using the timeline structure provided below.

	Fiscal Quarter and Fiscal Year Begin	Fiscal Quarter and Fiscal Year End
Design		
Construction		
Equipment		
Land - Right of Way		
Other		

22. Please enter Capital category that best represents the project above (This will be reviewed during workplan development)

Bus Infrastructure☐

Bus Acquisition☐

BRT☐

CRT☐

Other☐

Assumptions for Costs and Revenues Above:

23. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

REQUEST #
TO005-G3

FY 2024
Wake Transit Work Plan
Request Form
Operating and/or Capital

FY START DATE
Jul 2023
Total Project Cost
\$ -

Project Name	Requesting Agency	Project Contact	Wake Transit Estimated Operating Cost	
GoWake SmartRide NE	Wake County/GoWake Access	Anita Davis-Haywood/anita.davis@wake.gov	Base Year	\$ 400,000
			FY 2025	\$ -
			Cumulative	\$ 400,000
Estimated Start Date	Estimated Completion	Notes	Wake Transit Estimated Capital Cost	
Jul-23	Jun-24		Base Year	\$ -
			Cumulative	\$ -
Project Description/Scope	Enter below a summary of the project that may later be used to inform the project scope in the FY 2024 Work Plan.			
<p>A growing number of public transportation providers have begun operating service with an on-demand, e-hailing component. These services, called microtransit, use smaller vehicles and mobile technology to provide dynamic routing and curb-to-curb or corner-to-corner service. Customers use a smartphone application (app) to schedule and/or pay for a ride within a specific geofenced zone.</p> <p>Microtransit service can provide more flexibility to customers than traditional fixed route and demand response service. Riders can individualize service by selecting both their pick-up and drop-off locations, while dynamic routing capabilities allow drivers to quickly adjust pick-up locations to provide more efficient service.</p> <p>In 2020, Wake County was awarded the Federal Transit Administration’s (FTA) Integrated Mobility Innovation (IMI) Grant to implement the Northeastern Wake County Rural Microtransit Service. The proposed service will go beyond the traditional first mile/last mile and provide trips up to 5 or 7 miles away from major trip generators and connections to other transit services. Goals of the Northeastern Wake County Rural Microtransit Service: 1) Exceed in tripling the number of residents in the zone that utilize public transit; 2) Decrease average one-way passenger trip cost by at least 25%. The pilot runs from 3/22-3/31/23. Wake County is requesting operating funds to continue operating the service for Fy24. The towns will prepare the CFA Application packed in the fall of FY24 to assume financial responsibility of the SmartRide service starting in FY25. This project will continue service started and funded 100% with a competitive federal grant in FY 2023 until a replacement project, potentially funded as part of the Wake Transit Community Funding Area program, can be developed for FY 2025. In FY 2024, it is expected that GoWake Access will work with the partner agencies of Knightdale, Rolesville, Wendell and Zebulon to continue to develop and adjust service to best serve key origins and destinations and improve mobility options. During FY 2024, GoWake Access will also be working to right size the number of vehicles and optimize the user interface and vehicle scheduling software. GoWake Access and the partner agencies of Knightdale, Rolesville, Wendell and Zebulon will also continue to explore the right size of the geofenced area for the project. This effort will be coordinated with the Wake Forest/ Rolesville microtransit project expected to begin service around FY 2025. Wake County and GoWake Access will appropriate at least \$144,000 from ARP/CRRSA or other Federal operating support funds to cover the county jurisdictional areas. Wake County and GoWake Access may appropriate additional ARP/CRRSA funds to this project. These additional funds will be allocated to the project before Wake Transit funds are allocated.</p>				
Project Justification / Business Case		Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Not Applicable (N/A) as appropriate.		

1. Is this a New Project, Scope Change or Financial Change? New ☒ Scope ☐ Financial ☐

See Instructions for definitions

1a. If Scope Change or Financial Change - Indicate previous project ID

2. Is this project Operating, Capital or Both? Operating ☒ Capital ☐ Both ☐

3. Is this a one-time request? Yes ☒ No ☐

4. What is the timeframe for the request? Are you requesting a full year of funds in FY24 or a partial year to be annualized in future fiscal years?

Full year

5. Where is this project located, who will this project serve and how will it improve service or overall implementation of the Wake Transit Plan?

Northeast Wake County, including the towns of Rolesville, Wendell, and Zebulon, was identified for this pilot project through multiple planning efforts. The pilot project is derived from the goals, opportunities, and recommendations from the Wake County Coordinated Human Service Public Transportation Plan in addition to the Wake Transit Plan. FY24 will include all of the original boundaries. This is due to the City of Raleigh Wake Forest/Rolseville project will not be implemented until Fy25, therefore we did not want to leave the Rolseville are without any transportation. The microtransit pilot project focuses on service expansion for the most transit dependent population groups in the most under served transit area in Wake County. The IMI Grant provides service enhancements including quicker and easier trip scheduling via a smartphone app or by phone. Microtransit will make short trips convenient and enhance connections to employment opportunities. In northeast Wake County, the service has tremendous potential to increase transit ridership and expand opportunities for area residents. The project is

6. Is this project programmed in the adopted FYs 2024-2030 Multi-Year Operating Program or CIP?

Yes

☐

No

☒

6a. If yes, how does this request relate to what was envisioned in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan? Specify which component(s) of the Multi-Year Operating Program, CIP, or Wake Transit Plan the request supports.

N/A

6b. If no, is this project in addition to projects and services included in the adopted Multi-Year Operating Program, CIP, or Wake Transit Plan or in lieu of projects and services included in those programs/plans?

7. Is the request identified in the Wake Bus Plan, Fixed Guideway Corridors MIS, any other Wake Transit governing board-adopted plans, or any other TPAC-endorsed plans or studies?

Yes

☐

No

☒

7a. If yes, how does this request relate to what was envisioned in these adopted or TPAC-endorsed plans or studies? Specify which component(s) of these plans or studies the request supports. If this request involves a capital or bus operating project, please include a map showing the location of the project as an attachment to this form.

N/A

8. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

To date, NE SmartRide has provided 7,682 rides to over 10,000 riders in the geofenced area. Those are riders who live, work, and play in areas not sufficiently served by fixed-route service. They are people who make connections to GoTriangle routes, patients traveling to health clinics, students going to school, and other destinations. Current metrics indicate that on average riders wait 20 minutes for a ride, spend an additional 20 minutes on a vehicle, and the average cost per rider is \$22.36. With each month, program KPIs regarding matched and completed trips improve, increasing the quality of the service. Continuing this forward momentum requires planning for an additional vehicle to meet peak time demands in the afternoon rush hour. The residents made it clear that they rely on this service to meet many of their daily needs. The denial of funds would leave users with no alternative modes of transportation due to a lack of fixed-route service and minimal walking and biking facilities in the area.

9. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	Ridership
b)	Revenue Hours
c)	Passenger Boardings per Revenue Hour

10. Does the project funding request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

11. Are you requesting to use Wake Transit tax revenues for art on the project?

Yes☐No☒

11a. Are you requesting funds to cover an artist retention fee for the design phase of the subject project?

Yes☐No☒

11b. If you are requesting funds to cover an artist retention fee for the design phase of the subject project, how much are you requesting (up to \$30,000)?

\$

-

11c. Are you requesting art construction funds for the project at this time?

Yes☐No☒

11d. If you are requesting art construction funds, what is the total construction cost estimate for the project?

\$

-

11e. If you are requesting art construction funds, what are the anticipated funding sources and respective shares of those anticipated funding sources for supporting the construction phase of the project?

Funding Source	Share

12. For bus operating projects, please provide:

a) Target Start Date		Jul-23		
b) Assets Used (Vehicles, etc.)		staff		
c) Geographic Termini		Zebulon, Wendell, Rolesville, Knightdale Express Stop		
d) Major Destinations Served		Anywhere in the geofenced zone (Zebulon, Wendell, Rolesville, Knightdale)		
e) Annualized Revenue Hours		4,692 projected for FY23		
f) Span of Service		Weekday	Saturday	Sunday
		6am-7pm	n/a	n/a
g) Frequency	TIME PERIOD	Weekday	Saturday	Sunday
	AM Peak	22		
	Midday	16		

	PM Peak	7		
	Evening	N/A		

13. If this is a bus operating project, which organization will operate the service?

GoWake Access

14. If applicable, describe proposed responsibilities and duties for new staffing requests. Provide each major intended function, and the percentage of time devoted to each function.

n/A

15. List any other relevant information not addressed.

GoWake SmartRide will no longer use the Uber software as of 7/1/23. The change is due to a signed contract with a new vendor that will include new software for our Demand Response Program and Microtransit. Additionally, Uber will no longer support Saas in FY24.

16. Please enter estimated revenues below. If there are other revenues besides Wake County Tax Revenue to support this request, please enter the anticipated revenue amounts next to the appropriate funding source for each fiscal year shown below.

Revenue							
Tax Revenue	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Wake County Tax Revenue (Operating)	400,000	-	-	-	-	-	-
Farebox	-	-	-	-	-	-	-
Operating Revenue Subtotal	400,000	-	-	-	-	-	-
Wake County Tax Revenue (Capital)	-	-	-	-	-	-	-
Other Revenue							
Federal	144,000	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
Subtotal Other	144,000	-	-	-	-	-	-
TOTAL REVENUE	544,000	-	-	-	-	-	-

17. For Non-Wake County Tax Revenue (federal, state, other), who is the proposed recipient(s) and who will be in charge of applying for those funds? Please provide status of other revenues (Application submitted, Committed, Awarded, Other).

Wake County GoWake access is the subrecipient of ARP/CRRSA Funds. The City of Raleigh is the pass through agency for receiving these federal funds. Funds have been approved by City of Raleigh Council. GoWake Access is will be taking this item to be approved by the Board of Commissioners in April 2023.

18. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts	272,013		-	-	-	-	-
Bus Operations:							
Estimated Hours	6,120		-	-	-	-	-
Cost per Hour	44						
Estimated Operating Cost	272,013	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	272,013	-	-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	544,027	-	-	-	-	-	-

19. Please enter Operating category that best represents the project above (This will be reviewed during Work Plan development)

Bus Operations ☒ Transit Plan Administration ☐ Tax District Administration ☐

20. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design							
Construction	-	-	-	-	-	-	-
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

21. For multi-phase capital projects, please indicate the respective fiscal quarter and fiscal year each phase will begin and end using the timeline structure provided below.

	Fiscal Quarter and Fiscal Year Begin	Fiscal Quarter and Fiscal Year End
Design		
Construction		
Equipment		
Land - Right of Way		
Other		

22. Please enter Capital category that best represents the project above (This will be reviewed during workplan development)

Bus Infrastructure ☐ Bus Acquisition ☐ BRT ☐ CRT ☐ Other ☐

Assumptions for Costs and Revenues Above:

23. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

The above operating costs are based on assumptions from July 1st, 2022 to date expenditures and the expectation of an additional vehicle through our contracted vendor.