

GoTriangle Response to 11/26 PD Subcommittee Questions:

Good Afternoon Paul and Jay,

I wanted to follow up on the discussions that occurred during the PD meeting yesterday on the funding requests for the FY26 Wake Transit Work Plan submitted for GoTriangle.

For the following projects, the PD requested follow-up information on the following projects:

- TO005-B Route 300 Improvements: PD requested information for ridership and justification for increased frequency. As outlined, the Bus Plan does not include the frequency increase of 30 minute service for Sunday. It has it staying at 60 minute service for Sunday.

We see the request for 30-minute Sunday service as a cost-effective opportunity to expand transit access in Wake County on Sundays, grow ridership to support future BRT investments, and be responsive to rider feedback. We understand that this request exceeds the programmed service level in the Bus Plan and appreciate consideration of the additional scope included in the FY26 project request. The scope change is about a 12.5% increase over the amount programmed for FY26 in the FY25 workplan.

In FY24, Sunday ridership on Route 300 was 19,470 trips or 22.5 passengers per hour, which is 2.8 times the Sunday service performance metric of 8 passengers per hour for regional service. For comparison, in FY24, Saturday service, which includes 30-minute service until 7pm, had 23.8 passengers per hour or 29,601 annual trips. We believe increased service on Sunday will yield additional ridership mirroring the ridership growth from the 30-minute Saturday service funded by the Wake Transit Plan. Ridership growth along Route 300 will continue to build the market for successful implementation of Western BRT, which will have equivalent or higher Sunday frequencies.

GoTriangle has received several requests for 30-minute Sunday service on Route 300 through Wake Transit related engagement, on-board customer surveys, and through online and call center requests. 30-minute service will help riders along Route 300 benefit from increases in Sunday frequency on the GoRaleigh network. It will also provide timed connections to GoCary Routes 3 and 5, which depart and arrive, respectively, on the half-hour on Sundays. Additionally, in FY26, GoTriangle plans to implement transit plan funded 30-minute Sunday Service to all other core routes that have 30-minute service on Monday-Saturday. If this request is not approved, Route 300 would become the only core route with 60-minute Sunday service, limiting regional transit access.

- TO005-BR Route ZWX Improvements: Similarly, provide justification for the requested funding for the increase in span for the hours between 7pm-9pm, as this was not prescribed in the Bus Plan.

It looks like the Bus Plan and the Appendix F GoTriangle Wake SRTP differ. We think that the span should be 7-9pm based on the following:

- The GoTriangle section of the Bus Plan, on page 23, identifies all day service on Route ZWX. This is consistent with language on page 22 that the plan is responsive to requests from public and stakeholders in Wendell and Zebulon.
- All day service is defined by the Bus Plan Service Guidelines as having a minimum span of 14 hours on weekdays for a regional route, which would set a minimum span of 6am – 8pm. We think it would be inconsistent to program a new expansion that does not meet the guidelines.
- The Bus Plan financial model shows 2 hours of evening span starting at 6pm and an additional hour of late span from 8-9pm, for a total of 15 hours of span.
- The requested revenue hours are consistent with the multi-year operating plan in the adopted FY25 program, which is programmed based on the Bus Plan financial model.

In any case, if funding partners and stakeholders would prefer to reduce the span based on Appendix F, we can submit a revised project sheet.

Bus Plan, Page 23

Route	Route Type	Service Change Description	Net Annual Operating Cost, Wake County Portion (FY23\$)
Route 305 Holly Springs-Apex-Raleigh Phase 3	Regional	All trips will serve Holly Springs, with 30-minute peak weekday frequency and 60-minute off-peak and weekend frequency.	\$1,194,000
Route 311 Apex - RTC	Regional	Reinstated route between Apex and RTC with hourly peak period service.	\$439,000
Route ZWX Zebulon-Wendell-Raleigh	Regional	Route realigned to extend to new stops in Zebulon and Wendell. Hourly, all-day service introduced.	\$805,000

Bus Plan Financial Model, Sheet: GoTriangle Route Data

	A	B	I	J	K	L	M	N	O
1	Route Input Data								
2			Hours by Time Period						Total
3	ROUTE ID	ROUTE NAME	Early	AM Pea	Midda	PM Pea	Evenin	Late	Hours
124	T-ZWX	Zebulon-Wendell-Raleigh Express	0	3	6	3	2	1	15

- TO005-F: PD requested information for non-Wake Transit vs. Wake Transit costs regarding bus routes utilizing RUS Bus. My takeaway is that they are looking for a proportional cost share that could be agreed upon if not all routes are 100% Wake Transit funded. There was also questioning as to whether or not contracting was considered for the 2 FTEs for cost reduction.

All GoTriangle routes that will serve RUS Bus include Wake Transit funding. We will provide a breakdown of revenue hours by funding source to include the presentation materials on the 17th.

In addition, the primary justification for RUS Bus is that it is a facility necessary to serve the substantial expansion of Wake Transit funded bus service, relieving capacity constraints at GoRaleigh station resulting from expanded service. But for the Wake Transit expansion, a second bus facility would not be necessary to provide additional capacity. We think it is appropriate that Wake Transit would pay 100% of the facility's operating and maintenance costs, consistent with other Wake Transit Plan capital projects.

Contracted staffing was considered and is included in the staffing plan for the facility. The request would provide funding for a combination of employees and contracted staffing to provide the full suite of services necessary to operate the facility including facilities operations and custodial services, customer information and support, and site security. This is consistent with existing operations at GoTriangle's Regional Transit Center, which includes a mix of on-site GoTriangle customer information and facilities operations employees and on-site contracted security and custodial services.

- TO005-BH GoTriangle Complimentary ADA Services: Continue to provide updated funding amounts for funding for routes eligible for the 15% complimentary ADA services funding.

Noted, we can revise based on decisions for projects TO005-B and TO005-BH

The following project was agreed upon by PD for removal from consideration of the draft FY26 Wake Transit Work Plan:

- TO005-TBD Transit Service Planning Tools, for the reasoning that there have not been any preliminary recommendations coming out of the regional technology plan that recently kicked off. PD has advised to continue to wait to see what the recommendations coming out of the study are.

Noted and understood.