

# WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

December 8, 2021

9:30AM – 12:00PM

**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

# I. Welcome and Introductions

David Eatman, TPAC Vice Chair

## II. Adjustments to the Agenda

David Eatman, TPAC Vice Chair

### III. General Public or Agency Comment

Reminder that public comments are  
limited to 3 minutes.

David Eatman, TPAC Vice Chair



## IV. TPAC Meeting Minutes

### Attachment A & B

#### Requested Action:

Consider approving the September and October 2021  
draft TPAC meeting minutes.

Stephanie Plancich, TPAC Administrator

## V. 2022 TPAC Chair and Vice Chair Nominations for the 2022 Calendar Year Term



**Chair and Vice Chair Nominations Being Accepted  
December 8th, 2021– January 12<sup>th</sup>, 2022  
Submit to [Stephanie.Plancich@campo-nc.us](mailto:Stephanie.Plancich@campo-nc.us)**

# VI. Wake Transit Work Plan Project Period of Performance Extensions – FY2018

Bret Martin, CAMPO

## FY 2018 Project Funding Agreement Period of Performance Extensions (Proposed)

Project Sponsor	Project ID	Project Name	Original FY 2018 Allocation	Funds Remaining in Project Funding Allocation	Recommen ded Extension
Town of Cary	TC002-C	ADA Bus Stop Improvements	\$495,000	\$261,177	1 year (12/31/22)
	TC002-E	Design of Bus Operations and Maintenance Facility	\$1,000,000	\$710,680	
GoTriangle	TC002-B	Design for Expansion of Bus Operations & Maintenance Facility (Wake County Share)	\$200,000	\$104,520	
TOTAL				\$1,076,377	--

# Consideration and Approval Timeline

ACTION	DATE
TCC Considers Recommendation of Approval to Executive Board	December 2, 2021
TPAC Considers Recommendation of Approval to Wake Transit Governing Boards	December 8, 2021
Executive Board Considers Approval	December 8, 2021
GoTriangle Board of Trustees Considers Approval	December 15, 2021
Execution of New Agreements	Before December 31, 2021

- Process does not comport with protocols established in adopted Wake Transit Work Plan Amendment Policy
- Wake Transit Work Plan Amendment Policy currently silent on this issue
- Time is of the essence → Minimize gap between agreements
- TPAC revisiting Amendment Policy to address issue before expiration of future agreements

## VI. Wake Transit Work Plan Project Period of Performance Extensions – FY2018

### Requested Action:

Consider recommending approval of the period of performance extensions for FY2018 Wake Transit Work Plan project funding allocations as detailed in Attachment C to the Wake Transit governing boards.

# VII. Progress Update on FY2023 Wake Transit Work Plan Development

Bret Martin, CAMPO

## FY 2023 Work Plan Development Schedule - Important Dates

ACTION	DATE
Planning & Prioritization/Budget and Finance Subcommittees Discussion on Investments to Include in Draft Work Plan	December 17, 2021
TPAC Receives Draft Work Plan for Review	January 26, 2022
TPAC Remits Any Feedback to CAMPO Staff	By February 2, 2022
TPAC Considers Draft Work Plan for Public Release	February 9, 2022
30-Day Public Comment Period	February 14 – March 16, 2022
Updated/Modified Work Plan Funding Requests Due	By March 25, 2022
Planning & Prioritization/Budget and Finance Subcommittees Discussion on Changes to Draft Work Plan	March 28 – April 1, 2022
TPAC Considers Recommending Work Plan for Adoption	April 20, 2020



# Operating Requests Vs. Programmed

Budget Category	Programmed for FY 23	Requested for FY 23	Change
Bus Operations	\$28,466,012	\$23,782,803	-\$4,683,209
Tax District Admin	\$513,871	\$513,871	--
Transit Plan Admin	\$4,602,249	\$5,351,813	+\$749,564
<b>TOTAL</b>	<b>\$33,582,132</b>	<b>\$29,648,487</b>	<b>-\$3,933,645</b>

## Notes:

- Transit Plan Admin: 4 new FTEs, new Raleigh marketing expenses, new CAMPO administrative expenses, some assumed budget reductions for staff, and removal of one very small project
- Bus Operations: 3 programmed bus service improvements delayed, removal of unallocated ADA and bus infrastructure maintenance funding no requested, increase in cost per service hour assumption for GoCary and GoApex, Reduction/removal of small programmed funding allocations

## Capital Requests Vs. Programmed (FYs 23 and 24)

Budget Category	Programmed for FY 23	Requested for FY 23	Change
Vehicle Acquisition	\$5,371,340	\$3,652,840	-\$1,718,500
Bus Infrastructure	\$61,997,834	\$34,271,713	-\$27,726,121
Other Capital	\$2,163,200	\$2,163,200	--
BRT	\$54,000,000	\$7,630,000	-\$46,370,000
CRT	\$61,334,000*	--**	-\$61,334,000
<b>TOTAL</b>	<b>\$184,866,374</b>	<b>\$47,717,753</b>	<b>-\$137,148,621</b>

\*Modeled but not programmed

\*\*Assumes use of leftover FY 20 reserve

**Notes:** Less immediate need for paratransit replacement vehicles and funding for GoTriangle vehicle repowering; bus infrastructure construction expenditures delayed, Western BRT delayed, CRT delayed

## Funding Requests Vs. Programmed (FYs 23-30)

Budget Category	Programmed for FYs 23-30	Requested for FYs 23-30	Change
Bus Operations	\$310,109,454	\$309,042,797	-\$1,066,657
Tax District Admin	\$4,489,236	\$4,489,236	--
Transit Plan Admin	\$40,205,769	\$45,425,808	+\$5,220,039
CRT Operations	\$40,604,283*	\$13,645,702	-\$26,958,581
BRT Operations	\$61,320,513*	\$61,320,513	--
<b>TOTAL</b>	<b>\$456,729,255</b>	<b>\$433,924,056</b>	<b>-\$22,805,199</b>

\*Modeled but not programmed

**Notes:** Small reduction in operating expenditures through the 2030 horizon

Budget Category	Programmed for FYs 23-30	Requested for FYs 23-30	Change
Vehicle Acquisition	\$102,982,182	\$97,900,682	-\$5,081,500
Bus Infrastructure	\$131,139,284	\$231,373,977	+\$100,234,693
Other Capital	\$7,241,694	\$7,241,694	--
BRT**	\$152,006,120*	\$245,228,590	+\$93,222,470
CRT**	\$577,950,500*	\$567,618,679	-\$10,331,821
<b>TOTAL</b>	<b>\$971,319,780</b>	<b>\$1,149,363,622</b>	<b>+\$178,043,842</b>

\*Modeled but not programmed

\*\*Local share only

**Notes:** Significant increases in project cost assumptions for bus infrastructure facilities and BRT and a decrease in assumption of % federal share for BRT

## Financial Model Tolerance and Next Steps

- **\$249 million gap to reconcile**
- **Identify any duplication of cost assumptions (e.g., CRT and downtown Cary transit facility)**
- **Budget tightening for already encumbered funding allocations**
- **Tighten programmed amounts for future operating allocations based on track record of actual expenditures**
- **Change assumed capital expense timing to be more realistic with most recent feasibility findings**
- **Smooth the timing of significant capital expenses**
- **Use combination of adopted project prioritization policy/guidance and project performance to determine necessary cuts**

## VII. Progress Update on FY2023 Wake Transit Work Plan Development

### Requested Action:

Receive as information

# VIII. FY2021 Wake Transit Progress Report and Annual Comprehensive Financial Report

Michelle Peele, GoTriangle



FY 2021  
Annual Report-  
Wake County





## Wake County transit plan

This report reflects the progress made toward achieving the goals outlined in the Wake County Transit Plan in fiscal year 2021. Included is a listing of Wake Transit partner programming and planning accomplishments as well as a look at planned future investments in Wake County's transit network.

In spring 2021, the two Wake Transit governing boards – the Capital Area Metropolitan Planning Organization's Executive Board and GoTriangle's Board of Trustees – adopted an updated Wake Transit Plan covering fiscal years 2021 through 2030. The update process included:

- Completing a transit market reassessment.
- Updating the 10-year financial assumptions.
- Evaluating cost and schedule feasibility for major capital projects.
- Reprioritizing and reprogramming investments into the new financial constraint.
- Confirming the community's transit investment goals called the "Four Big Moves."

Several notable bus service expansions occurred in FY2021. We celebrated the accomplishment of the first "Big Move" to connect all 12 Wake County municipalities with fixed-route transit service with the extension of peak service on GoTriangle Route 305 to the Town of Holly Springs. The Apex-Cary Express Route, connecting riders with other regional transit services from the Cary Depot, began operation.

GoRaleigh Route 21: Caraleigh is now operating with increased frequency and expanded hours. In addition, transit providers received funding to support complementary Americans with Disabilities Act/ paratransit services on Wake Transit-funded, fixed routes across the system.

The Community Funding Area Program, which sets aside a portion of Wake Transit revenues to support the development of community-based transit services in communities with limited access to the fixed-route network, continued to expand. In FY2021, the Town of Wake Forest used CFA program funds to support the operation of its bidirectional circulator and to add Saturday service on Wake Forest Loop B. The Town of Morrisville completed planning for its node-based Smart Shuttle service set to launch in fall 2021 and the Town of Apex continued developing GoApex Route 1, the town's first fixed-route service anticipated to launch in mid-2022.

Other FY2021 Wake Transit Program highlights include advancing the New Bern Avenue Bus Rapid Transit project into the final design phase. The Federal Transit Administration recommended this project for funding through its Small Starts program, and its Wake Transit funding allocation was extended to cover construction and project completion costs.

In addition, alternatives analyses were completed and locally preferred alternatives selected for the Western and Southern bus rapid transit corridors as well as for the Downtown Cary Multimodal Center. Transit

centers, transfer points, bus stops and park-and-ride lots were improved throughout the transit network, and several new facilities entered or continued through the project development process.

Several studies continued or were launched during the year:

- Wake County coordinated a Northeast Area Microtransit Planning Study.
- The Capital Area Metropolitan Planning Organization began a major investment study on two rapid bus extensions.
- GoTriangle continued early project development activities in support of the Greater Triangle Commuter Rail Project.
- The process to update the Wake Bus Plan – including developing short-range transit investment plans for the four Wake County transit providers – began.

The Wake Transit Performance Tracker, developed during FY2021, puts Wake Transit project and program information at the fingertips of partners and community members. This new online resource includes two core components: the map and the dashboard. The interactive map shares detailed information on service and infrastructure investments that have been completed, are in progress or are programmed to be funded in future years. The performance dashboard tracks and reports on our progress toward accomplishing the Four Big Moves and other program goals.

There are 17 performance measures tracked including annual ridership, revenue and expenditure totals, service expansion to outlying Wake County communities, progress building onto the frequent network, progress expanding the fixed-route network and progress toward developing commuter rail and bus rapid transit services. Information about the tracker can be found at [waketranstracker.com](http://waketranstracker.com). Throughout most of the fiscal year, stay-at-home and safer-at-home safety protocols were in place to mitigate COVID-19 health risks. Wake Transit Program staff and partners quickly adapted to conducting business and community engagement virtually. The result was a successful year, moving our community closer to reaching the goals of the Wake Transit Plan. View the current (FY2021-2030) Wake Transit Plan at [goforwardnc.org/county/wake-county/the-plan](http://goforwardnc.org/county/wake-county/the-plan).

The following pages identify transit agency accomplishments and plans for future investments as they relate to the Wake Transit Plan, which is guided by the Four Big Moves. Each item is categorized by which move it serves to complete. Wake Transit staff and partners work throughout the year to learn from and involve Wake County community members in the transit planning and decision-making process. You can sign up to receive email notifications for public events and activities or view notices and announcements online at [goforwardnc.org/wakeinput](http://goforwardnc.org/wakeinput).

## The four big moves



Connect the region.



Create frequent, reliable urban mobility.



Connect all Wake County communities.



Enhance access to transit.



## Accomplishments

### Service improvements

#### GOCARY

- Implemented new Route 7 along Weston Parkway. 🟢
- Implemented new Apex-Cary Express (ACX) from Apex to the Cary Depot. 🟢🟢

#### GORALEIGH

- Increased frequency for Route 21: Caraleigh with 30-minute service all day on weekdays from 6 a.m. to 7 p.m. 🟢
- Continued implementation of the Loop B Circulator in Wake Forest and expanded service to Saturdays. 🟢

#### GOTRIANGLE

- Extended Route 305 to downtown Apex and Holly Springs. 🟢🟢
- Extended Route 310 to connect the Regional Transit Center, Wake Technical Community College Research Triangle Park campus and Morrisville to Cary Depot with service every 30 minutes at peak hours and hourly service in the middle of the day and evenings Monday through Friday. 🟢🟢🟢
- Made significant changes in the Raleigh/Raleigh-Durham International Airport/Regional Transit Center corridor – including realigning Route 100, creating an RDU Shuttle and suspending Route 105 – to achieve productivity and improve travel times. The change was temporary but could be extended as part of the Wake Bus Plan. 🟢

#### GOWAKE ACCESS

- Continued service-level improvements in the call center while answering 83,847 calls, representing a less than 1% increase compared with the prior fiscal year.
- Increased trips provided to the rural residents of Wake County by 30% since FY2019. 🟢

### Capital projects

#### GOCARY

- Completed Phase I design work and initiated construction of 57 bus stops. 🟢
- Began Phase 2 design work to improve 54 existing bus stops. 🟢
- Continued preliminary design for GoCary's Bus Operations and Maintenance Facility. 🟢
- Continued feasibility study for the Downtown Cary Multimodal Center with work related to site selection and the federal National Environmental Policy Act process. 🟢🟢🟢
- Improved bus stops to comply with the Americans with Disabilities Act. 🟢

#### GORALEIGH

- Improved 29 bus stops to comply with the Americans with Disabilities Act and improved safety. 🟢
- Finalized construction on 24 bus shelters and 18 concrete strips for existing and new Wake Transit routes. 🟢
- Bought and received five electric buses funded by WTP and a federal No or Low Emission grant award of \$1.65 million. 🟢🟢🟢
- Completed charging infrastructure for up to six electric buses, expandable for up to 10. 🟢🟢🟢
- Bought four paratransit vehicles and eight compressed natural gas buses. 🟢🟢🟢
- Submitted and awarded CAMPO Locally Administered Projects Program grant of \$787,000 for four enhanced transit stops. 🟢

#### GORALEIGH

- Complete construction of Poole Road Park-and-Ride facility in FY2023. 🟢
- Build the four transfer points that were in planning or design during FY2020. 🟢🟢
- Design and build enhanced transfer points at WakeMed North, Pleasant Valley Shopping center and Capital Boulevard/Millbrook Road. 🟢🟢
- Continue design of ADA/Paratransit Operations and Maintenance Facility, a joint project of GoRaleigh Access and GoWake Access. 🟢
- Continue design of East Raleigh transit center. 🟢🟢🟢
- Build and install charging infrastructure for five electric buses. 🟢🟢

#### GOTRIANGLE

- Procure six buses. 🟢🟢
- Advance design of the Raleigh Union Station Bus Facility. 🟢🟢
- Initiate preliminary engineering for the relocated Regional Transit Center and new Wake park-and-ride lots. 🟢🟢🟢
- Continue to work with partners to develop and launch a regional mobile ticketing program. 🟢

#### TOWN OF APEX

- Continue building the 41 planned bus stops to serve GoApex Route 1. 🟢

### Planning projects

#### GORALEIGH

- Continue preliminary design phase and federal National Environmental Policy Act documentation for the Wake BRT: Western Boulevard corridor and the Wake BRT: Southern Corridor. 🟢
- Continue to advance final design phase for the Wake BRT: New Bern Avenue Corridor. 🟢
- Continue providing project updates with additional public engagement and outreach through the use of virtual BRT open houses. 🟢

#### GOTRIANGLE

- Continue Phase 2 of the Greater Triangle Commuter Rail Feasibility Study to further define the project concept, build consensus among stakeholders and engage the community. 🟢
- Continue the Regional Fleet and Facilities Study to evaluate fleet, maintenance facility expansion or relocation and electric vehicle-charging needs for GoTriangle's fleet as well as opportunities for coordination among transit service providers. 🟢🟢

#### GOWAKE ACCESS

- Continue the Northeastern Microtransit Planning Study. The study plan was approved in March 2021. GoWake Access is finalizing operations and technology contracts with Uber and expects to launch the new GoWake SmartRide NE service in the late fall. 🟢
- Continue and finalize rapid bus extensions study for CAMPO.

**TOTAL REVENUE**  
**\$118,214,325**

**OTHER REVENUE**  
**\$1,330,249**

**VEHICLE REGISTRATION TAX \$3**  
**\$2,914,392**

**VEHICLE RENTAL TAX**  
**\$3,119,546**

**VEHICLE REGISTRATION TAX \$7**  
**\$6,803,069**

**HALF-CENT SALES TAX**  
**\$104,047,069**

**TOTAL EXPENDITURES**  
**\$118,214,325**

**TAX DISTRICT ADMINISTRATION**  
**\$356,134**

**CAPITAL PLANNING**  
**\$393,351**

**COMMUNITY FUNDING AREA**  
**\$425,013**

**TRANSIT PLAN ADMINISTRATION**  
**\$2,922,388**

**COMMITTEE RAIL TRANSIT**  
**\$3,118,048**

**BUS INFRASTRUCTURE**  
**\$3,609,233**

**VEHICLE ACQUISITION**  
**\$4,858,571**

**BUS RAMP TRANSIT**  
**\$6,299,316**

**ALLOCATION TO WAKE  
OPERATING FUND BALANCE**  
**\$11,162,106**

**TRANSIT SERVICES**  
**\$12,878,663**

**ALLOCATION TO WAKE  
CAPITAL FUND BALANCE**  
**\$72,191,502**

# VIII. FY2021 Wake Transit Progress Report and Annual Comprehensive Financial Report

## Requested Action:

Receive as information

# IX. Wake Bus Plan Update

## Phase 1 Engagement Results and Findings

Jenny Green, GoTriangle



# Wake Bus Plan Phase 1 Engagement Update

TPAC Meeting

Dec 8, 2021

**N NELSON**  
NYGAARD

**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

# Phase 1 Outreach Overview

# Phase One Outreach Purpose

- Audience: Transit Riders
- Feedback will help guide analysis of where capital investments should be prioritized to improve getting safely to and from bus stops and transit centers in Wake County
- Get an understanding of:
  - How people get to the bus
  - Level of safety: in general and at specific locations
  - Understanding what types of improvements are higher priority for helping transit riders
- Outcome: rank potential access improvement projects with community-supported factors



# Phase One Data Collection

- Online Survey
  - October 11<sup>th</sup> – November 8<sup>th</sup>
- Paper Comment Forms
  - Distributed 628 Forms:
    - 12 Apartment Communities
    - 1 Community Organization
- Polling Boards
  - October 15<sup>th</sup> – November 9<sup>th</sup>
  - 28 locations

**HELP US IMPROVE ACCESS TO THE BUS | AYÚDENOS A MEJORAR EL ACCESO AL AUTOBÚS**

**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

Use the stickers to answer the questions below.  
Usa los círculos de abajo.

**1 How do you most typically get to the bus in Wake County?**  
¿De qué manera suele usted trasladarse hacia una parada de autobús en el Condado Wake?

Place a sticker on one option.  
Coloque un sticker en una opción.

**2 What would help most improve your trip to the bus in Wake County?**  
¿Qué mejoraría su traslado hacia la parada de autobús en el Condado Wake?

Place stickers for the top three that matter to you.  
Coloque stickers en las tres opciones más importantes para usted.

**3 If you cycle or would consider cycling to transit, what would most help your bike ride to the bus?**  
Si pedalea o consideraría pedalear hacia el transporte público, ¿qué mejoraría su traslado en bicicleta hacia la parada de autobús?

Place stickers for the top three that matter to you.  
Coloque stickers en las tres opciones más importantes para usted.

**TAKE THE FULL SURVEY BY NOV. 8<sup>TH</sup>**  
[publicinput.com/WBPA4](https://publicinput.com/WBPA4)

**RESPONDA LA ENCUESTA COMPLETA ANTES DEL 8 DE NOV.**

**CONTACT INFORMATION**  
INFORMACIÓN DE CONTACTO  
publicengagement@gotriangle.org  
512-980-8850 Project Code: 3743



# Phase One Advertising

- Yard Signs
  - 30 locations
- Transit Ads
- Email and Social Media
  - Distributed by 24 Community Partners
- Flyers
  - Distributed 45 hard copies to COR PRCR



**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

**WHAT WOULD HELP MOST TO IMPROVE YOUR WALK, BIKE, OR ROLL TO THE BUS?**  
**¿CÓMO HACER QUE CAMINAR, PEDALEAR O RODAR HACIA LA PARADA DE AUTOBÚS SEA MEJOR?**

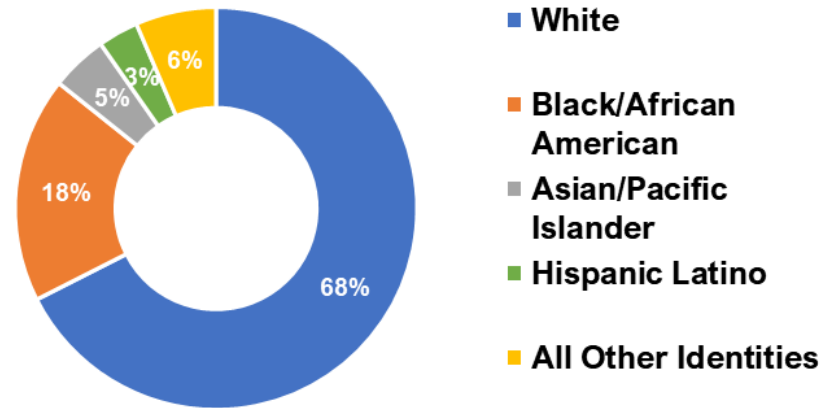
Take the survey by Nov. 8  
Responda la encuesta antes del 8 de nov.  
**publicinput.com/WBPA2**

# Outreach and Response Metrics

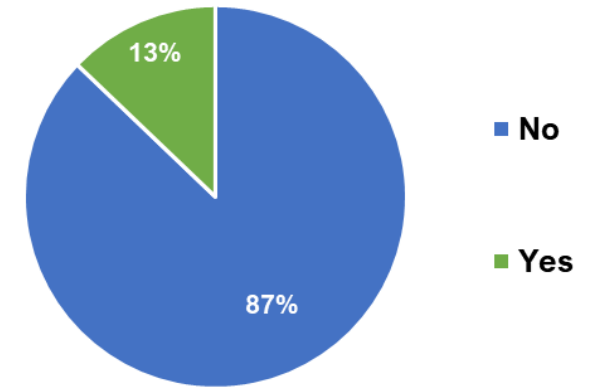
# Response Metrics

Online Survey: 679 Participants

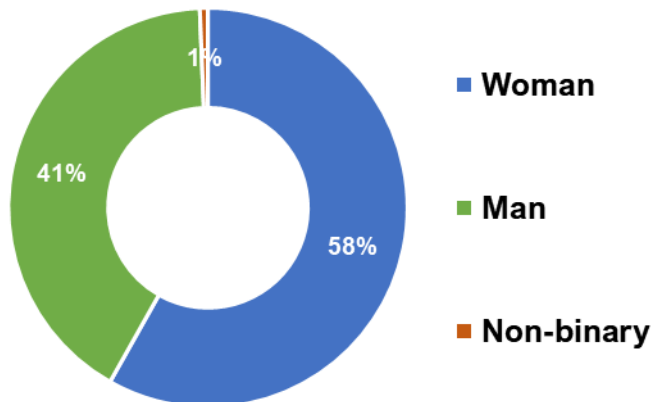
Racial Identity (n=312)



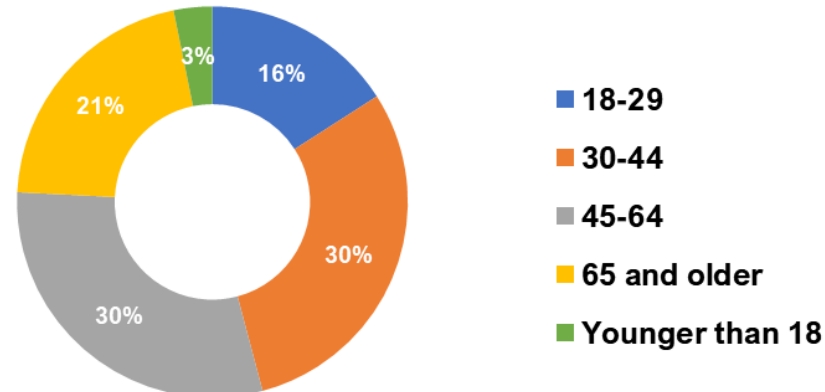
Disability (n=311)



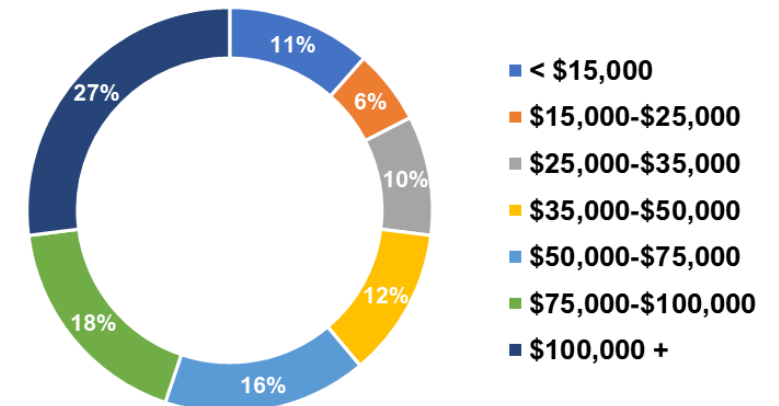
Gender Identity (n=306)



Age (n=314)



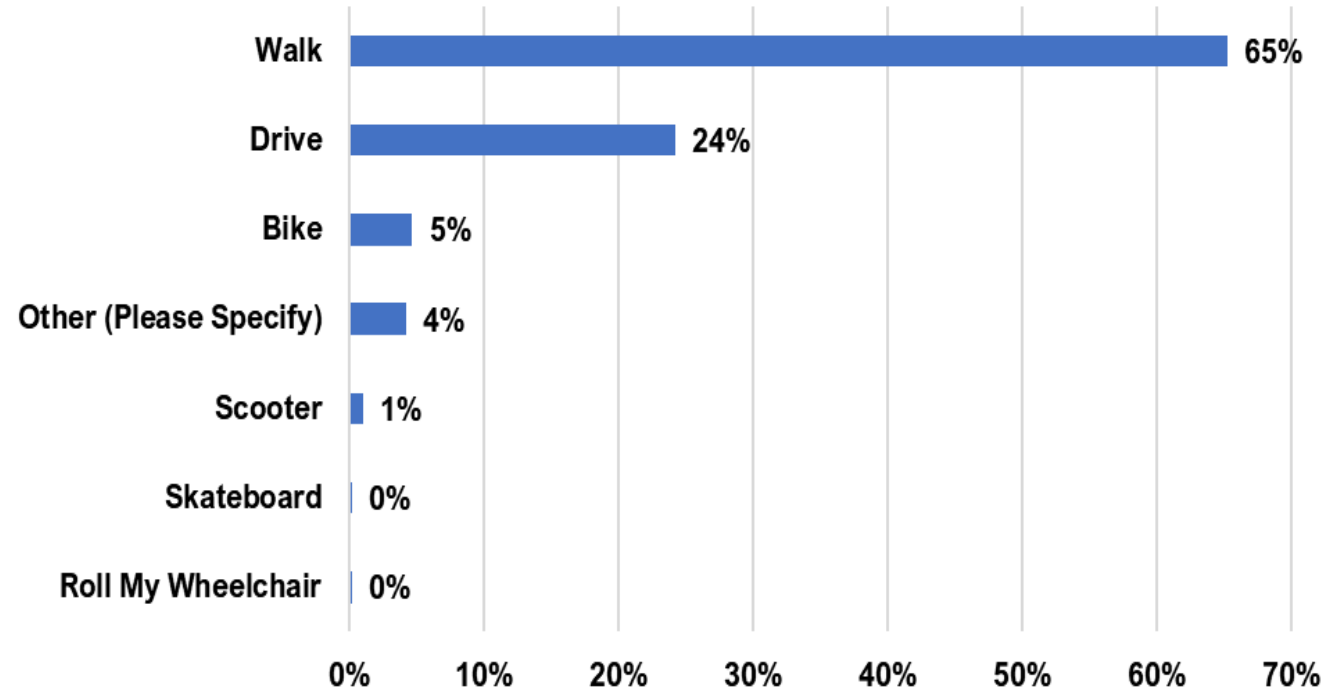
Annual Household Income (n=252)



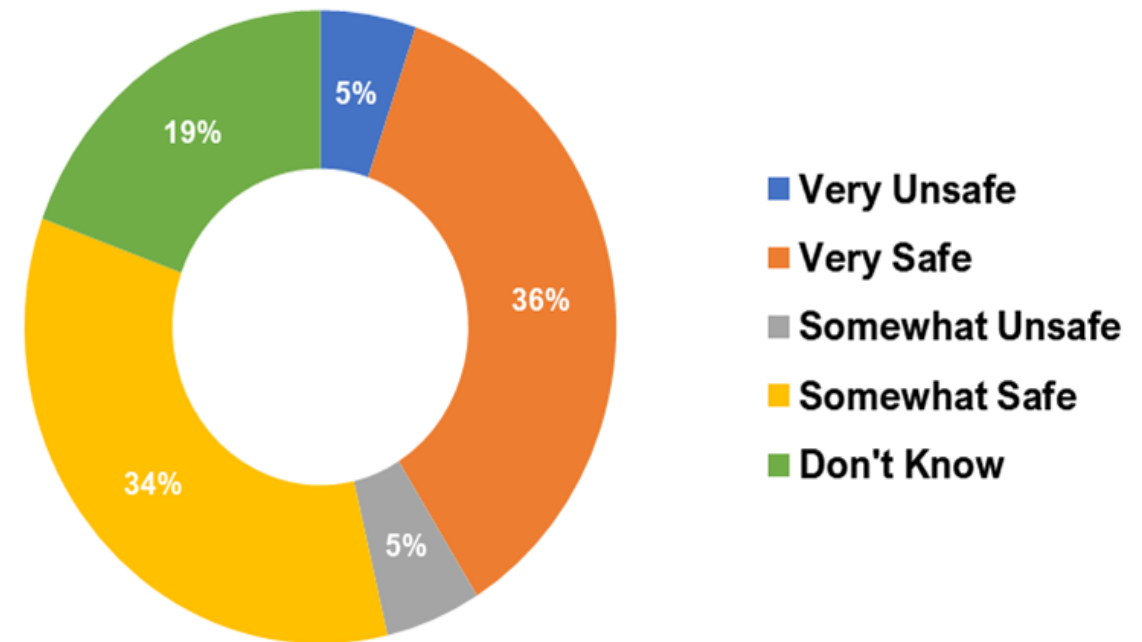
# **Access to Transit: Preliminary Findings**

# Access to Transit Survey

How do you most typically get to the bus in Wake County? (n =470)

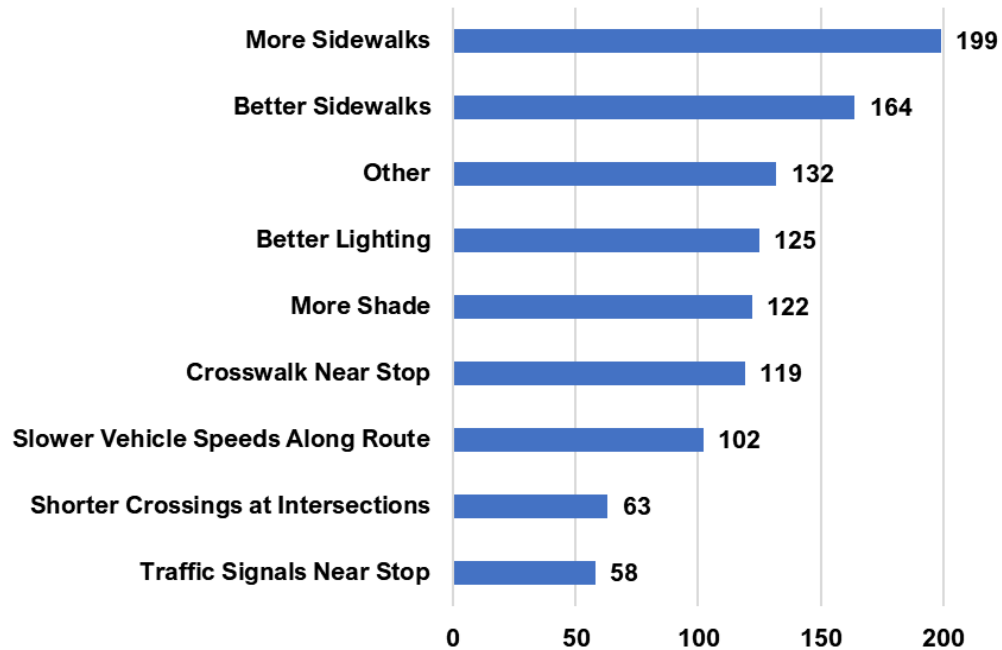


How safe do you consider your trip to and from the bus to be? (n=535)



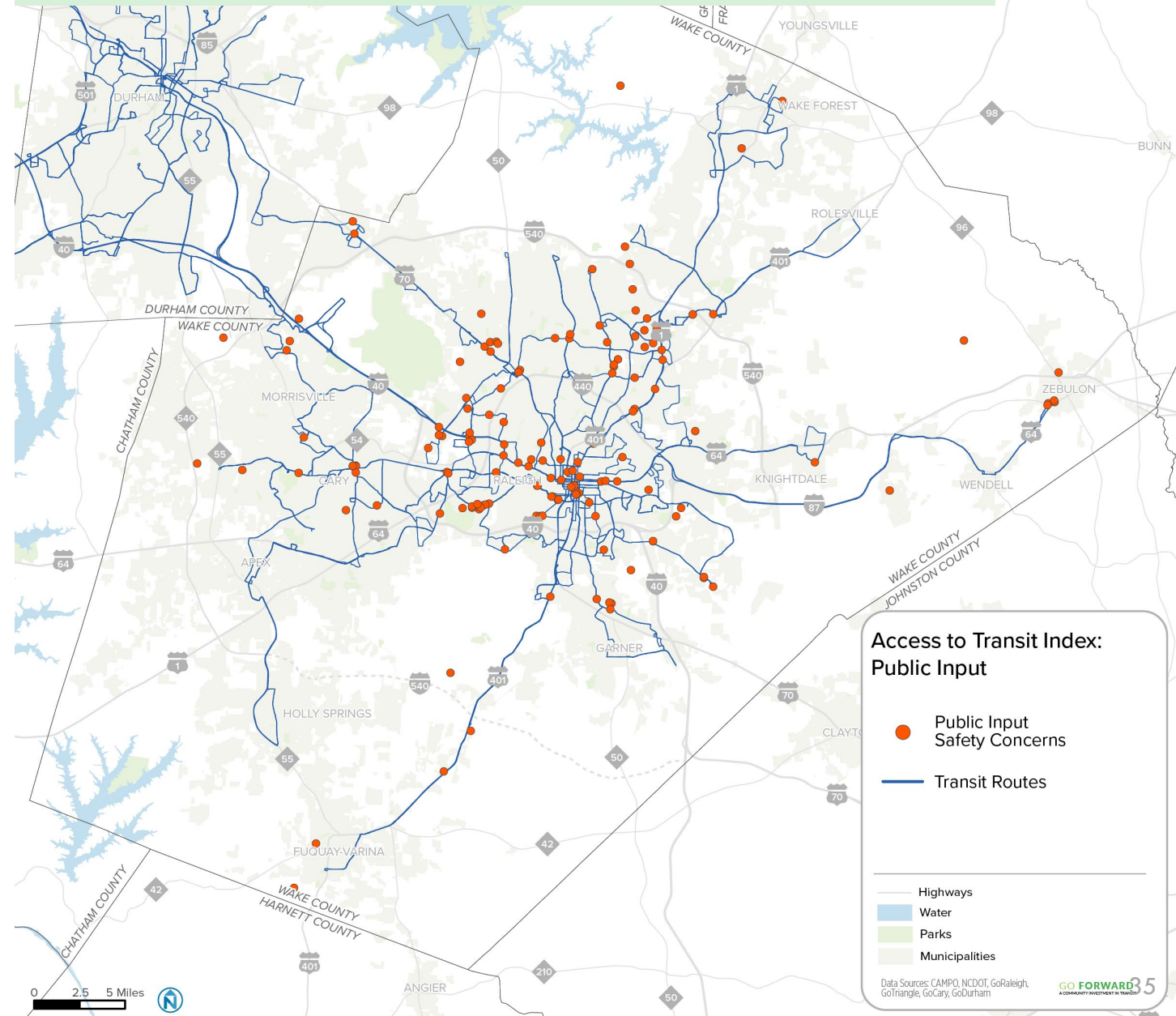
# Survey: Safety Concerns

What would help most to improve your trip to the bus in Wake County? (n=437)



*In addition, the analysis will consider comments from engagement efforts in 2017-2021 that identify location of safety or infrastructure needs to get to the bus stop.*

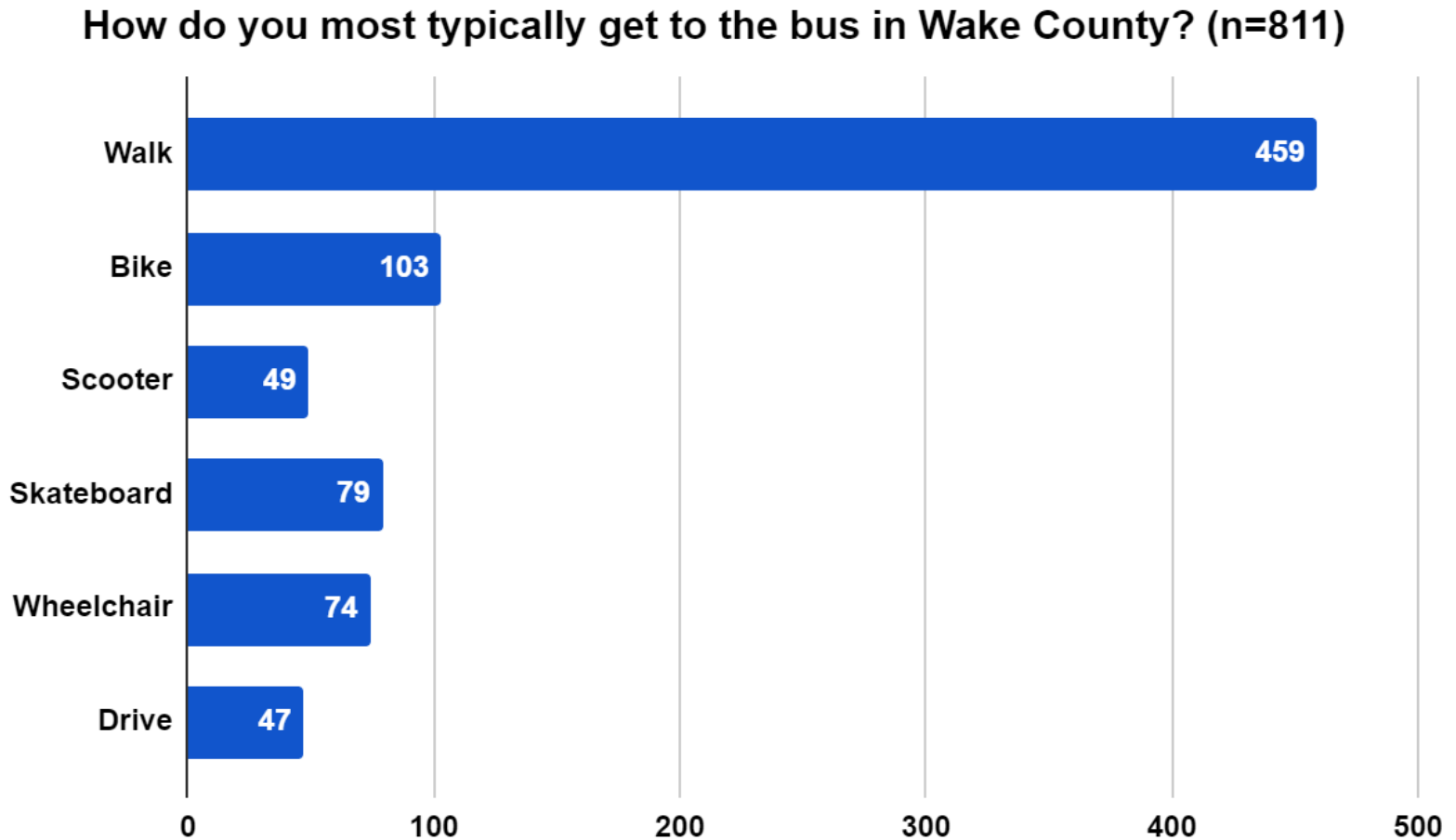
Red dots show where residents of the County pinpointed safety concerns (83 users drew 159 points)





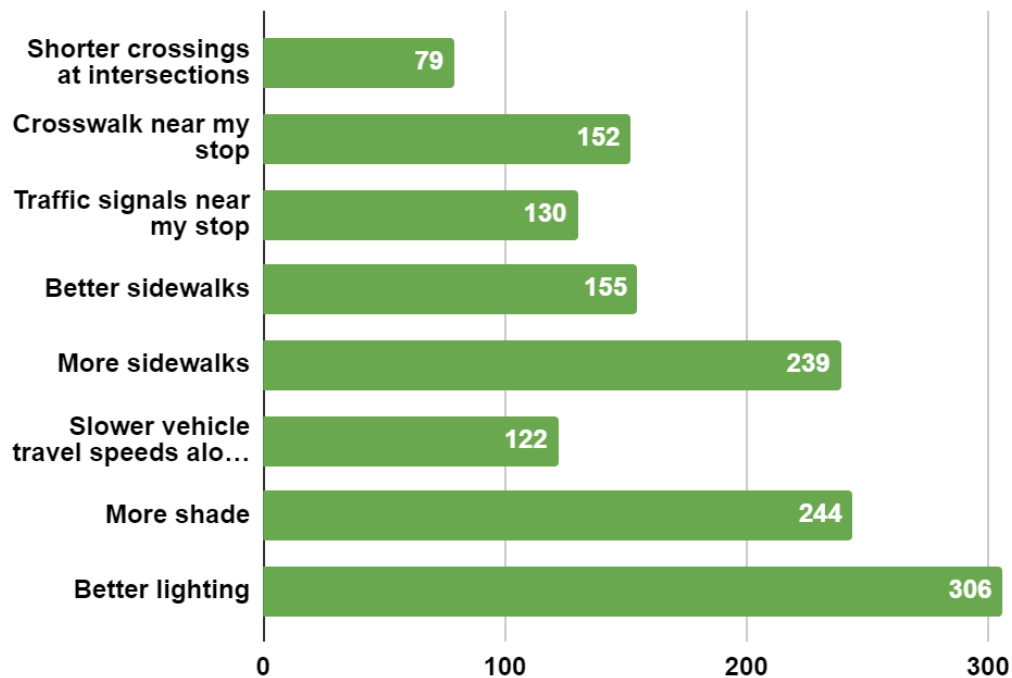
# Access to Transit Polling Boards

2,630 Responses

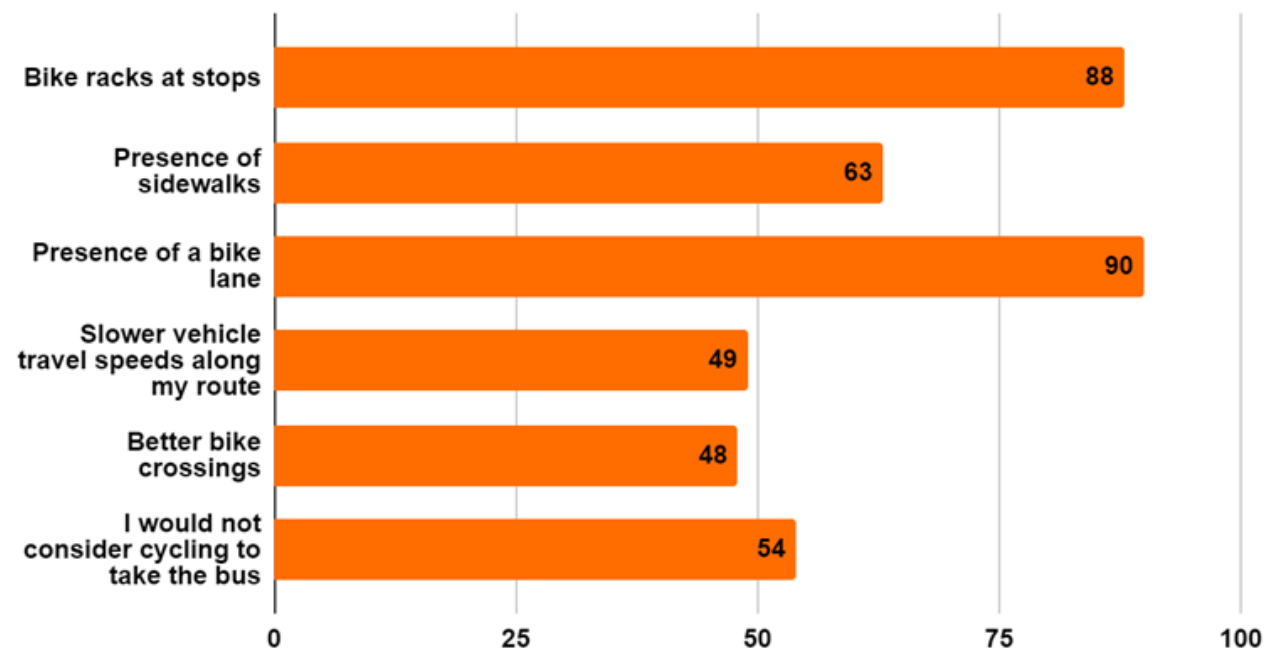


# Access to Transit Polling Boards

What would help most improve your trip to the bus in Wake County? (n=1,427)



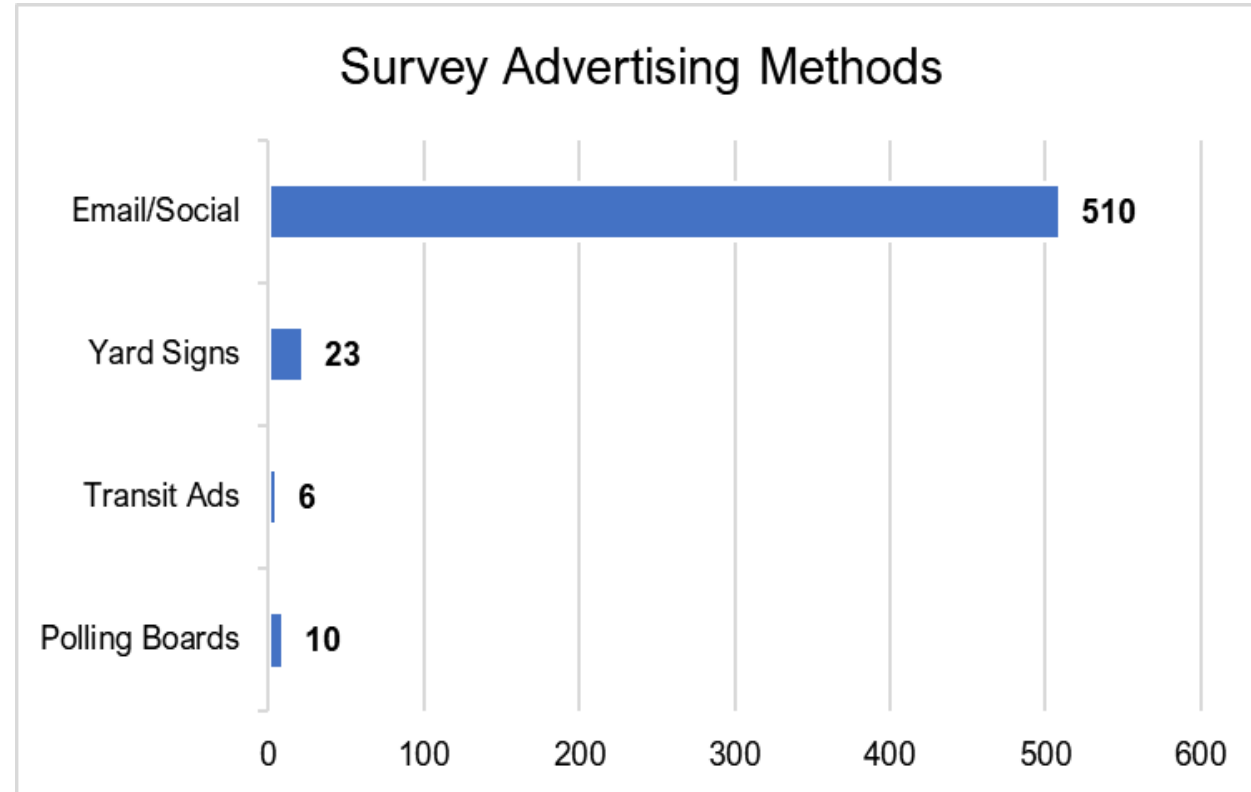
If you cycle or would consider cycling to transit, what would most help your bike ride to the bus? (n=392)





# Lessons Learned from Phase One

- Most Effective Outreach Methods
  - Targeted Community Partner Emails/Calls
  - Polling Boards
- Most Effective Advertising Methods
  - Email and Social Media Posts
- For next phase, allow & encourage Engagement Team partners to directly reach out to their contacts to disseminate information



**Next Steps**

# Access to Transit Analysis Methodology

PROJECT PRIORITIZATION IS MEANT TO IDENTIFY BUS STOPS WHERE ACCESS IMPROVEMENTS CAN HELP ACHIEVE AT LEAST ONE OF FOUR OUTCOMES

## ACCESS TO TRANSIT OUTCOMES

### SAFETY:

Reduce fatal and serious injury crashes at or near bus stops

### CONNECTIVITY:

Encourage more walking and biking to transit

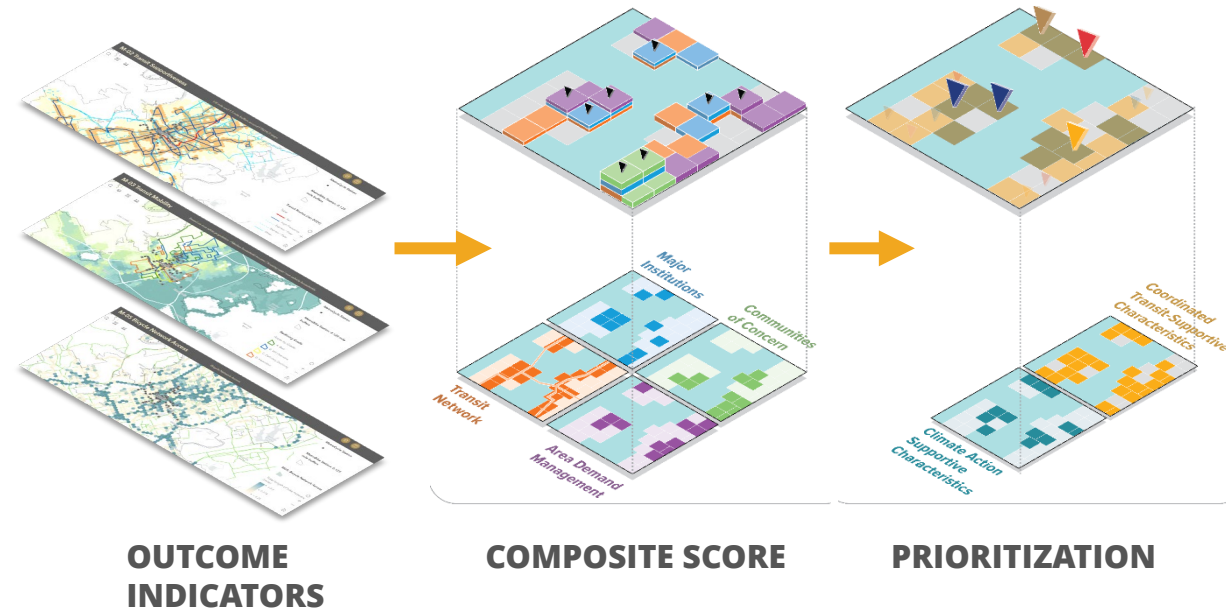
### EQUITY:

Improve the access for underserved and/or marginalized populations to/from bus stops

### DEMAND:

Increase ridership systemwide

## ANALYSIS PROCESS



Engagement results will be included in the weighting determine the composite score.

## Next Steps

- Receive a report of full findings at Engagement Team meeting on 12/9
- Prioritization methodology for access to transit improvement projects
- Prepare for next round of engagement in Spring 2022 on draft plans

# Thank you!

Jennifer Green

[jgreen@gotriangle.org](mailto:jgreen@gotriangle.org)

# IX. Wake Bus Plan Update

## Phase 1 Engagement Results and Findings

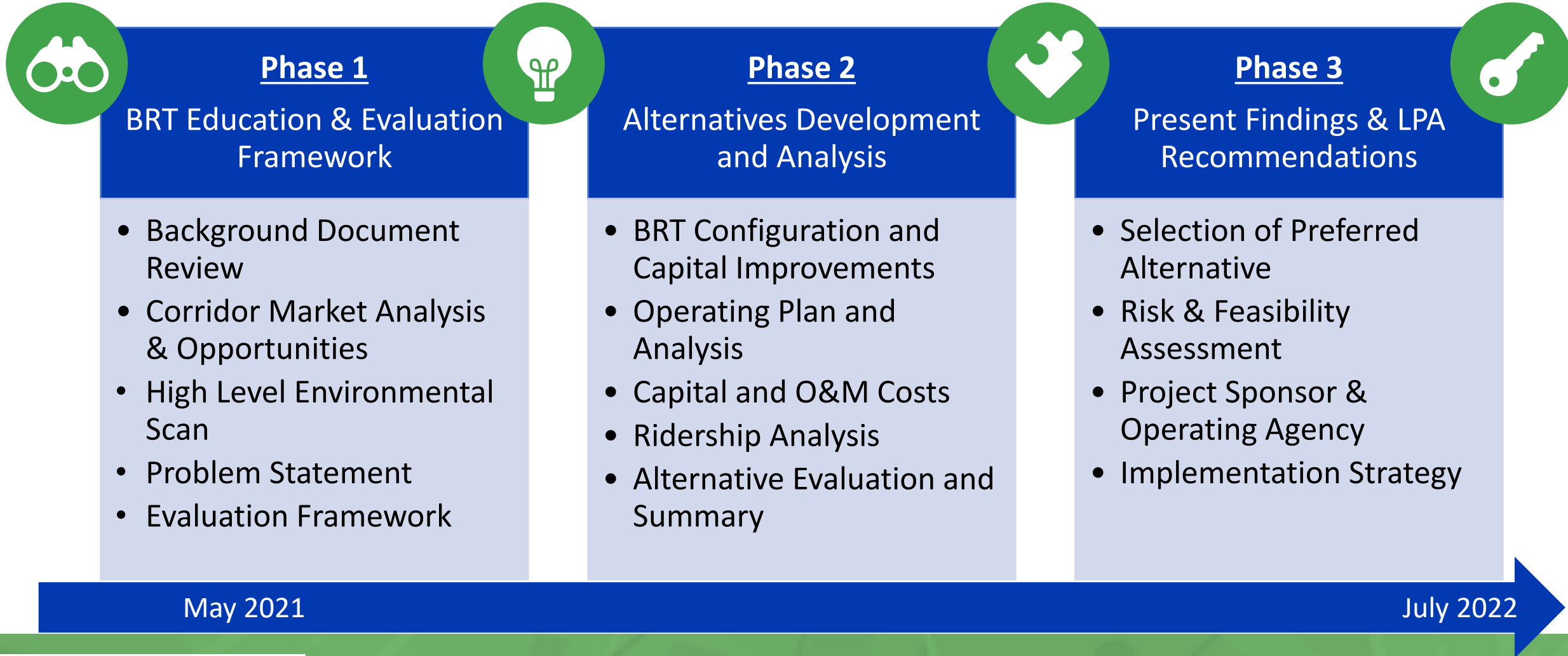
### Requested Action:

Receive as information

# X. Progress Update on the Wake BRT Rapid Bus Extensions Study

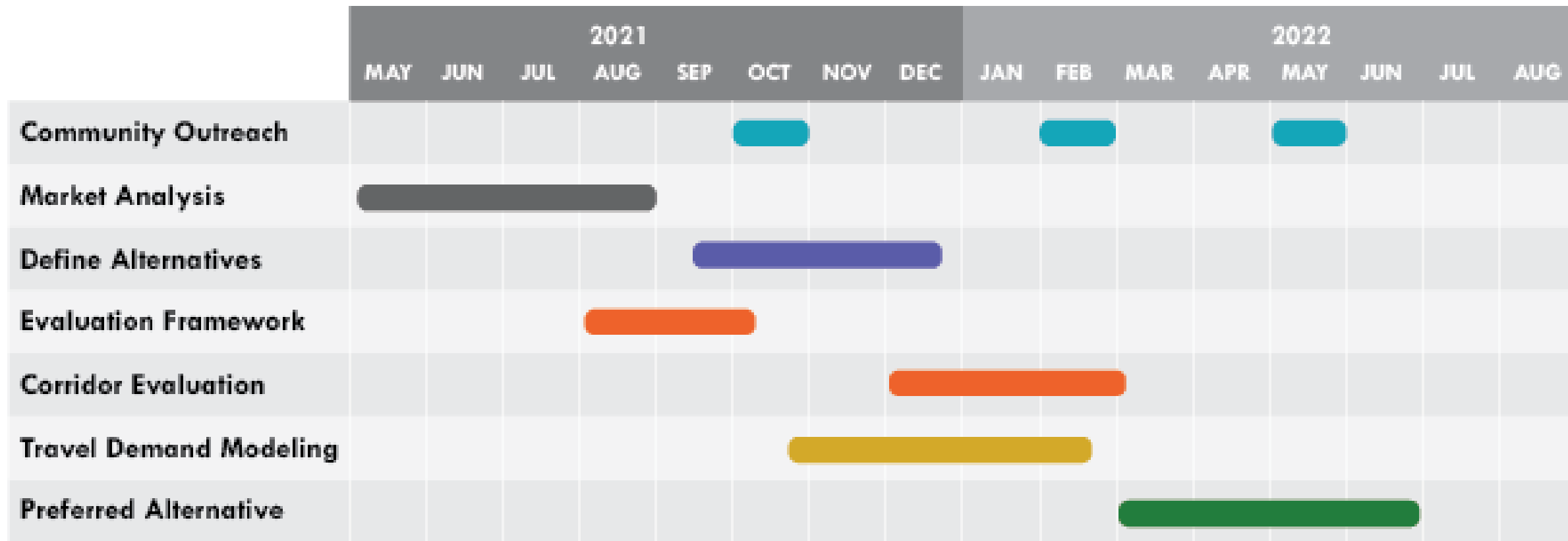
Bret Martin, CAMPO

# Framework of Rapid Bus Extensions Study

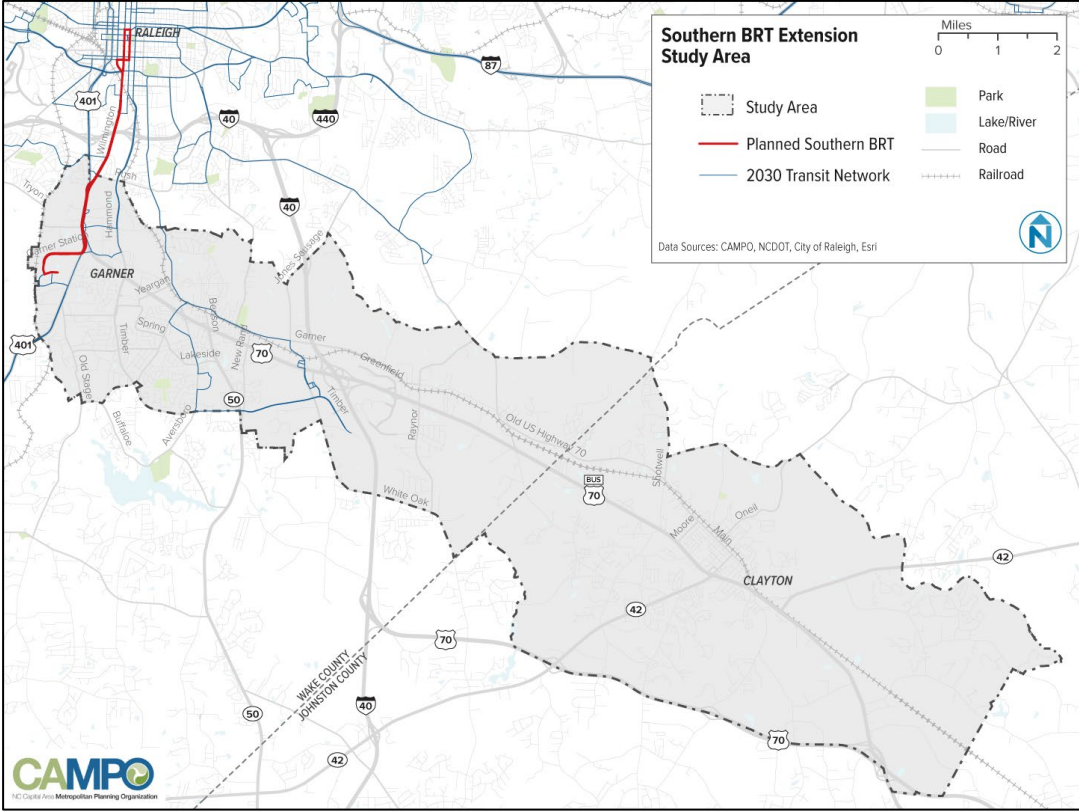
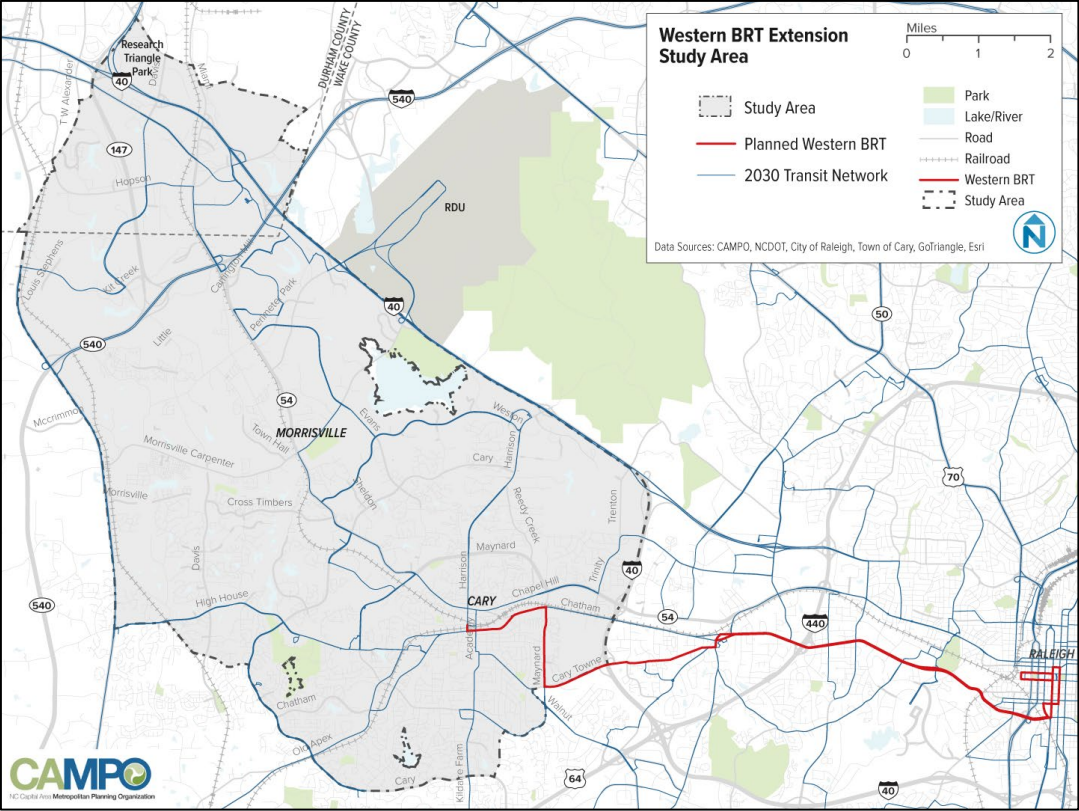




# Workflow Schedule



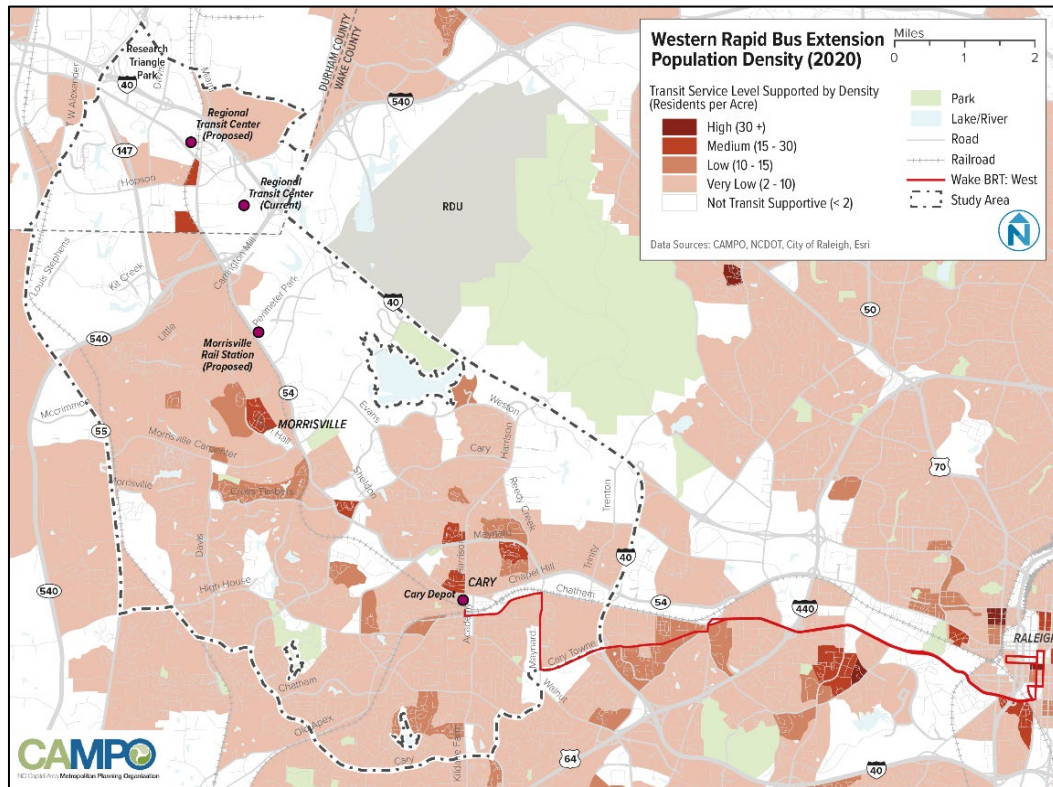
# Study Areas



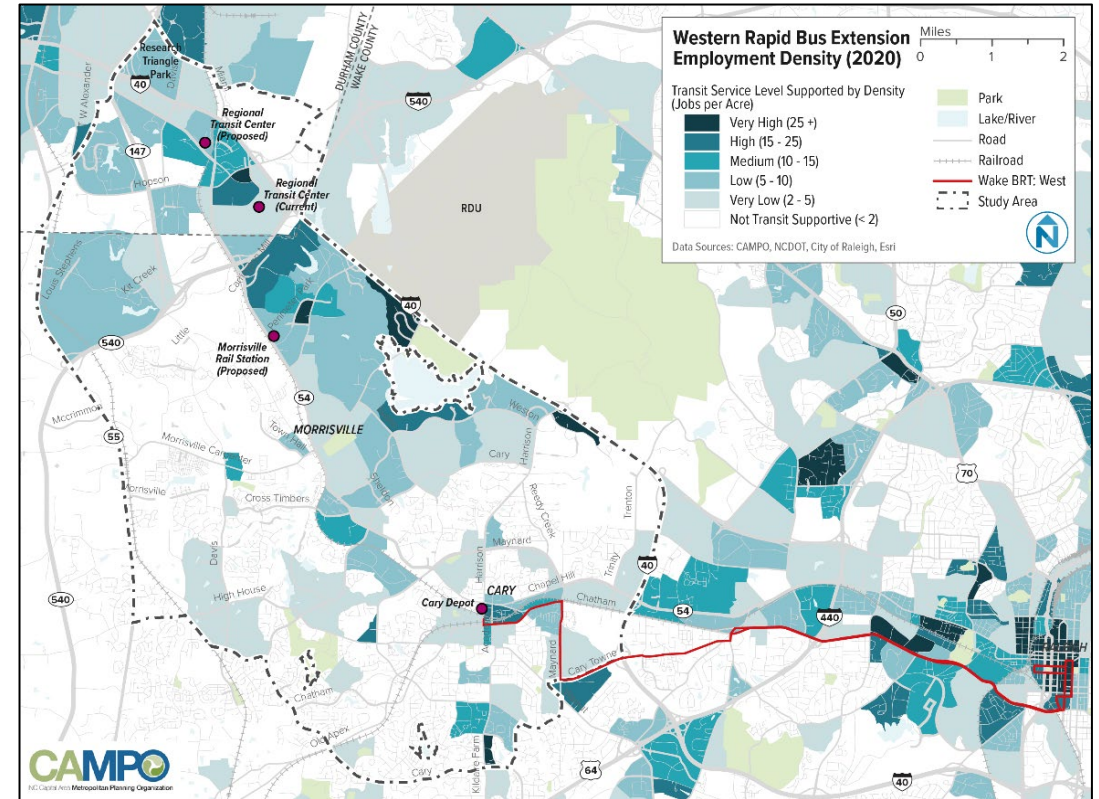


# Western Extension Population and Employment Density (2020)

## Population Density



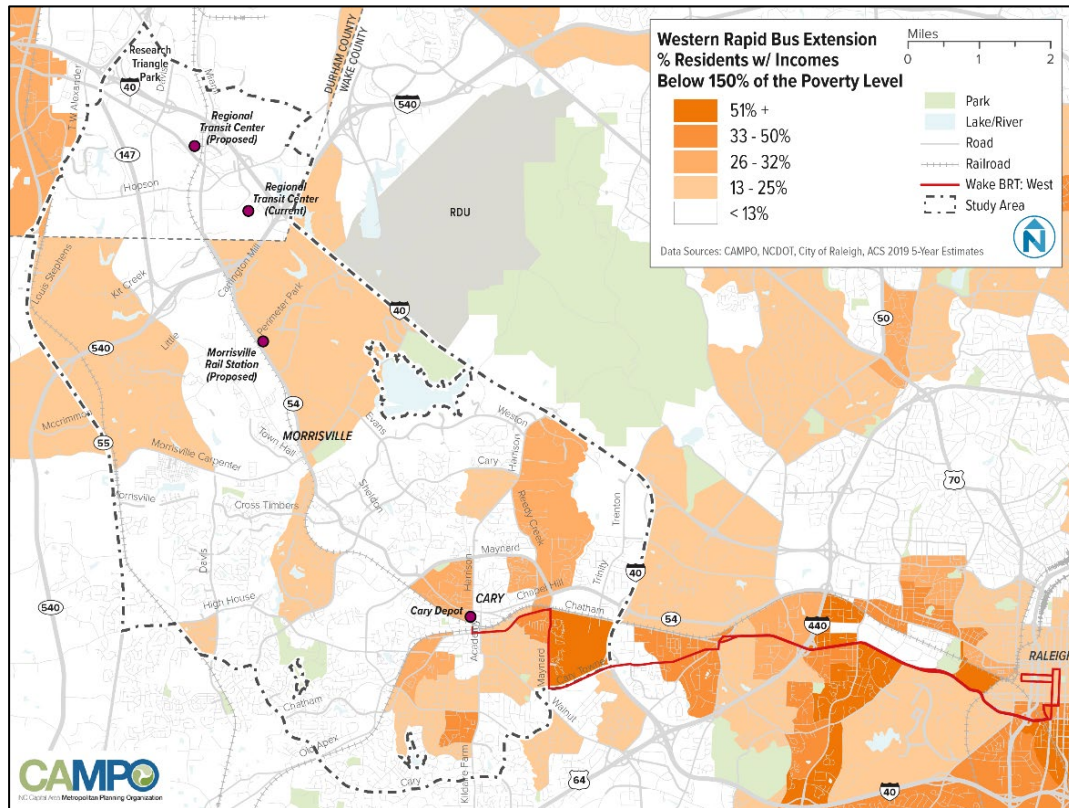
## Employment Density



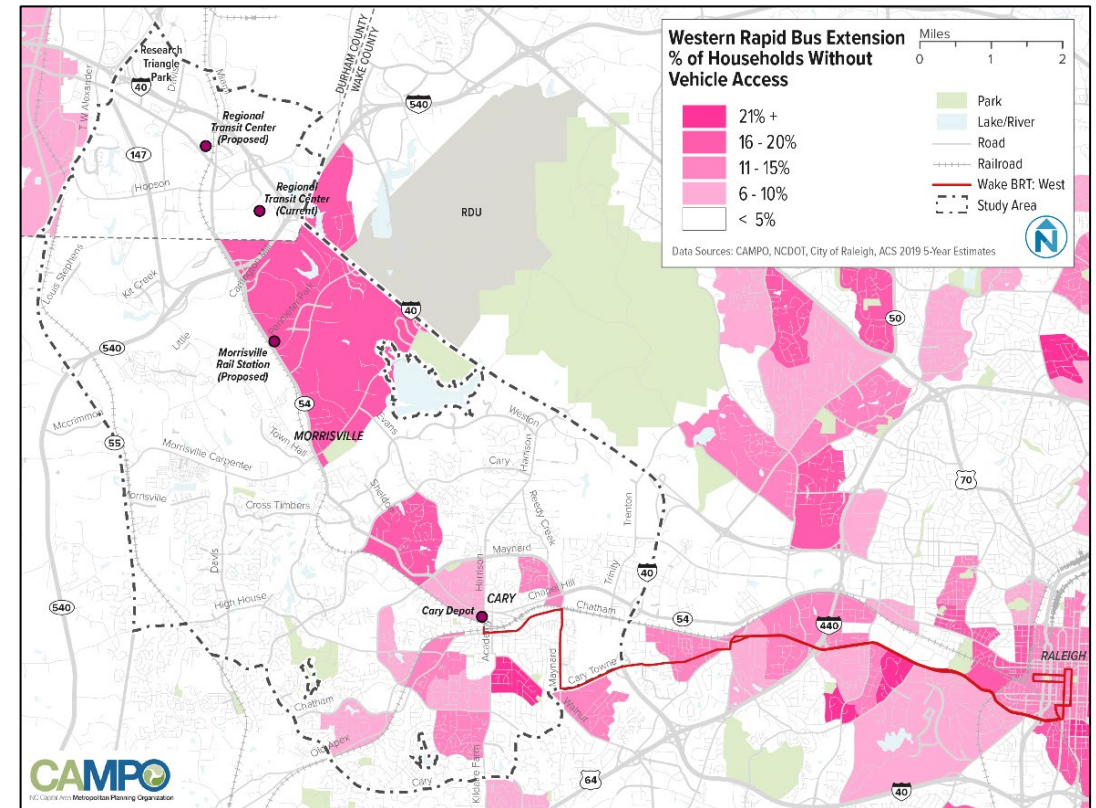


# Western Extension Environmental Justice Screening

## Low Income Households



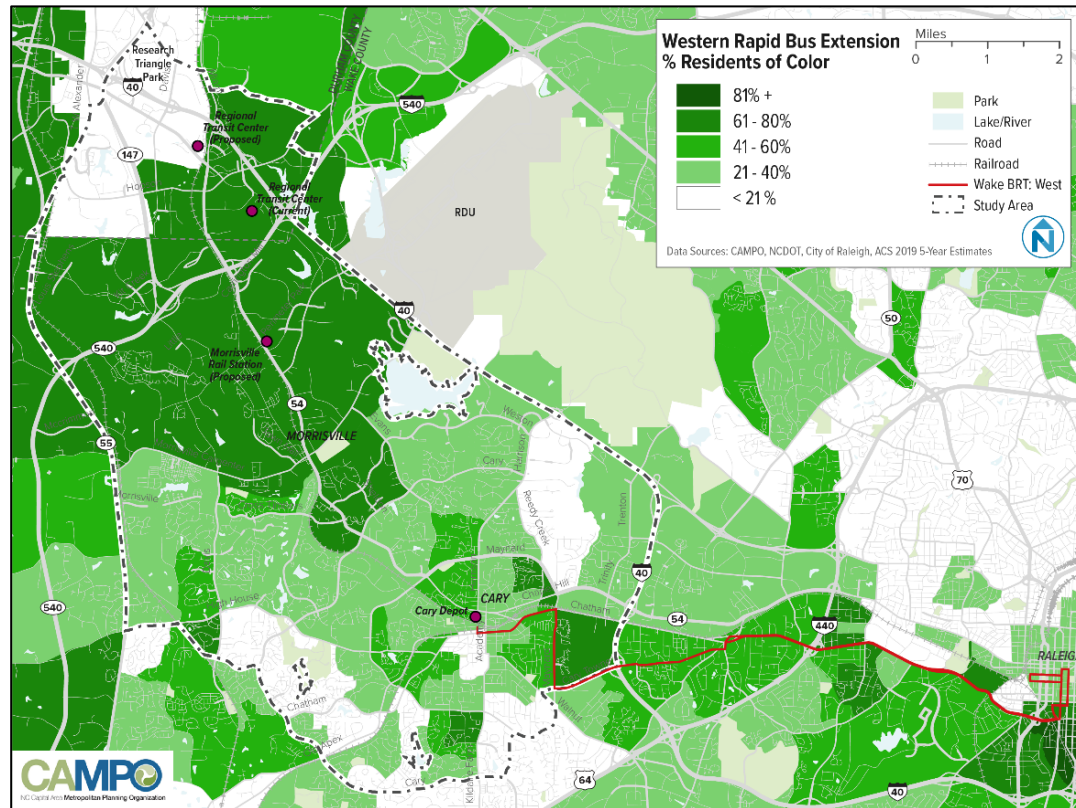
## Zero Car Households



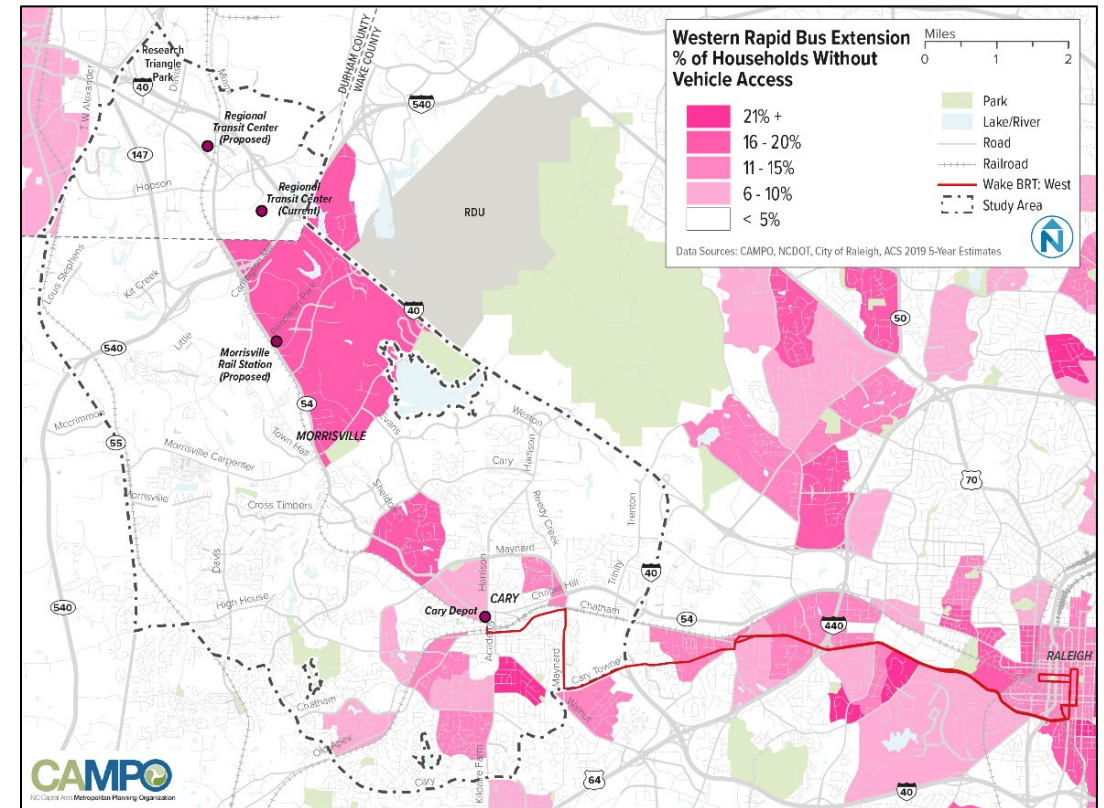


# Western Extension Environmental Justice Screening

## Residents of Color

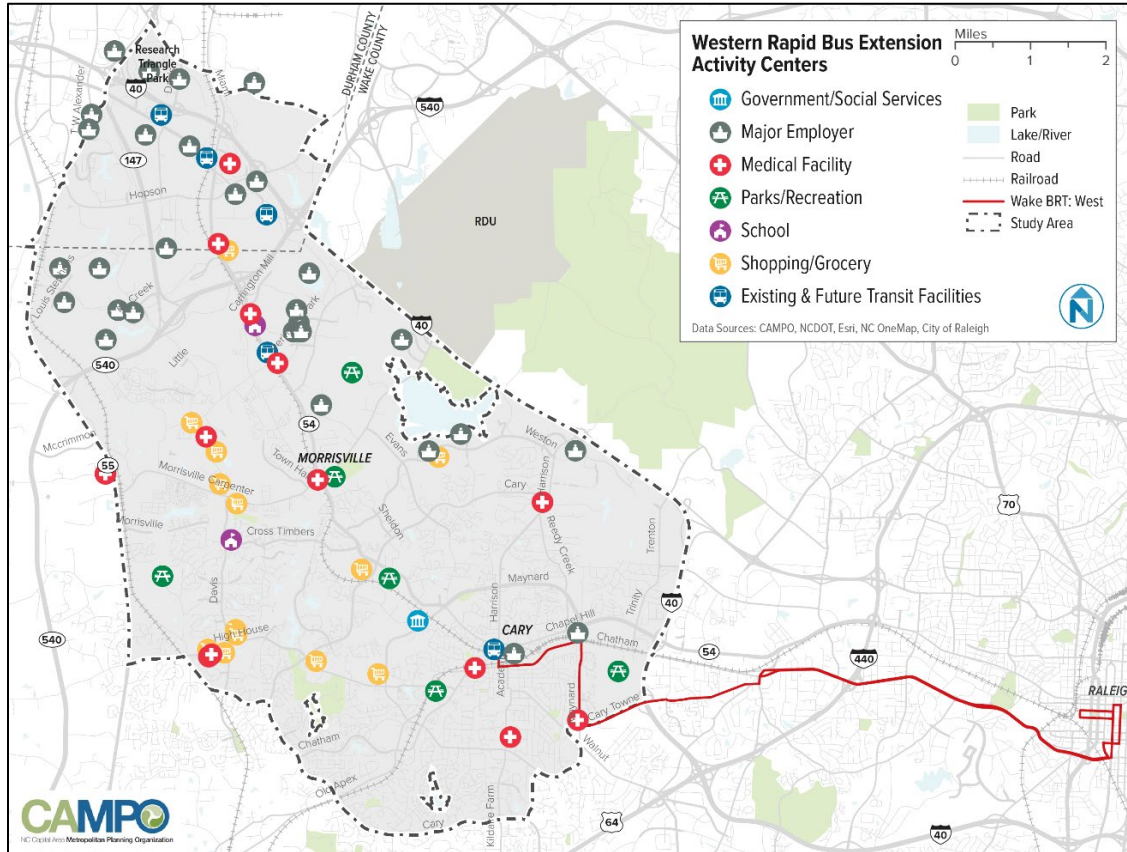


## Zero Car Households

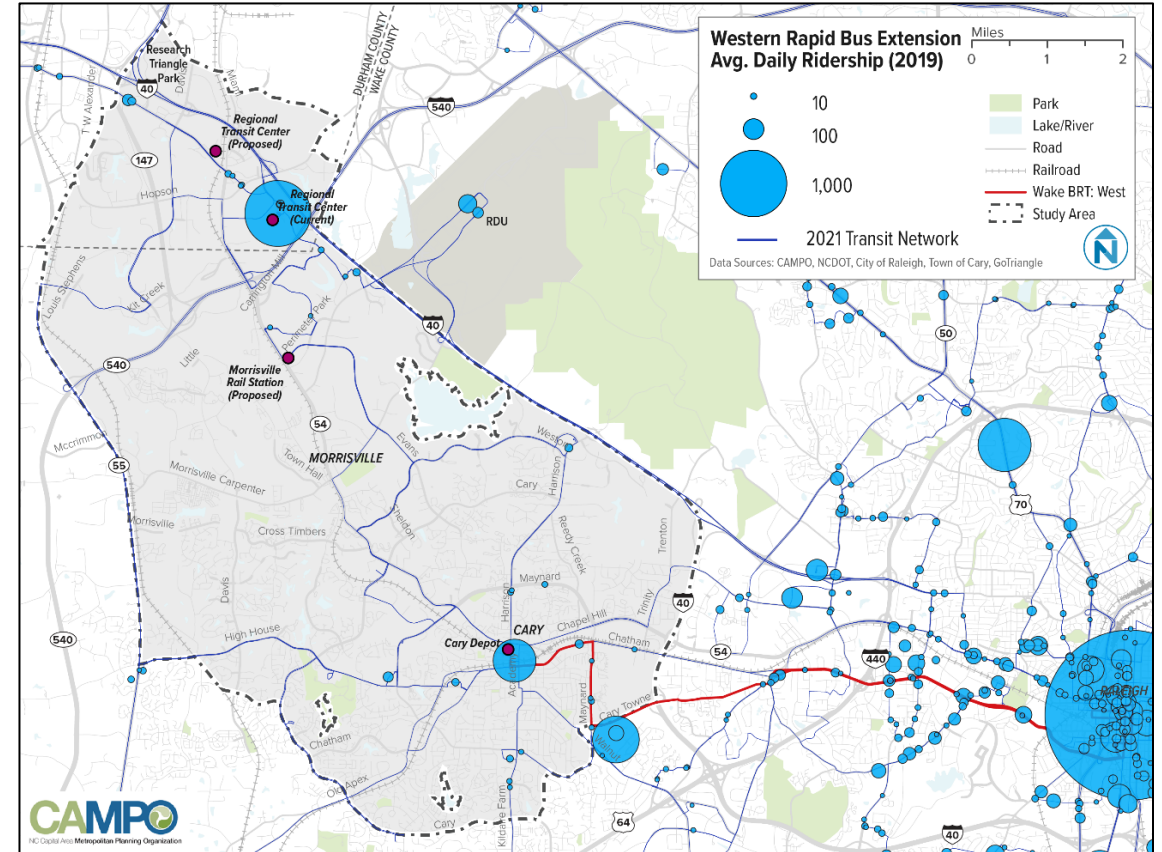


# Western Extension Activity Centers and Existing Ridership

## Activity Centers



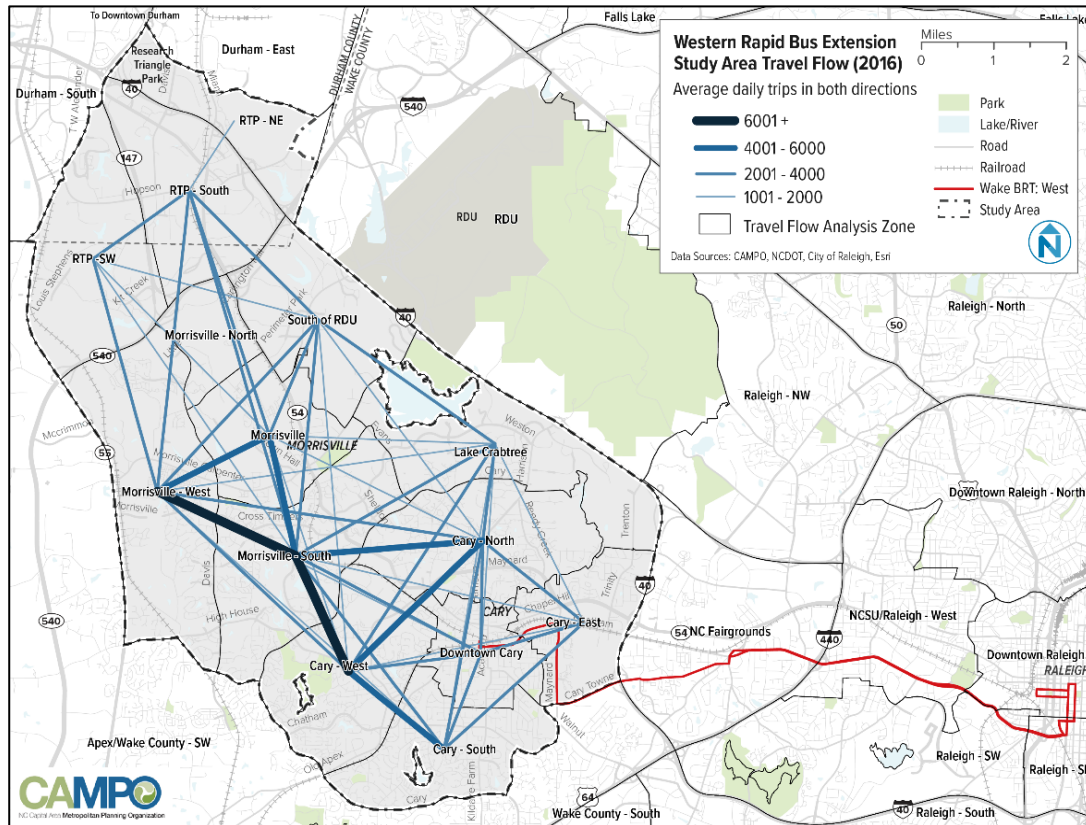
## Existing Ridership (2019)



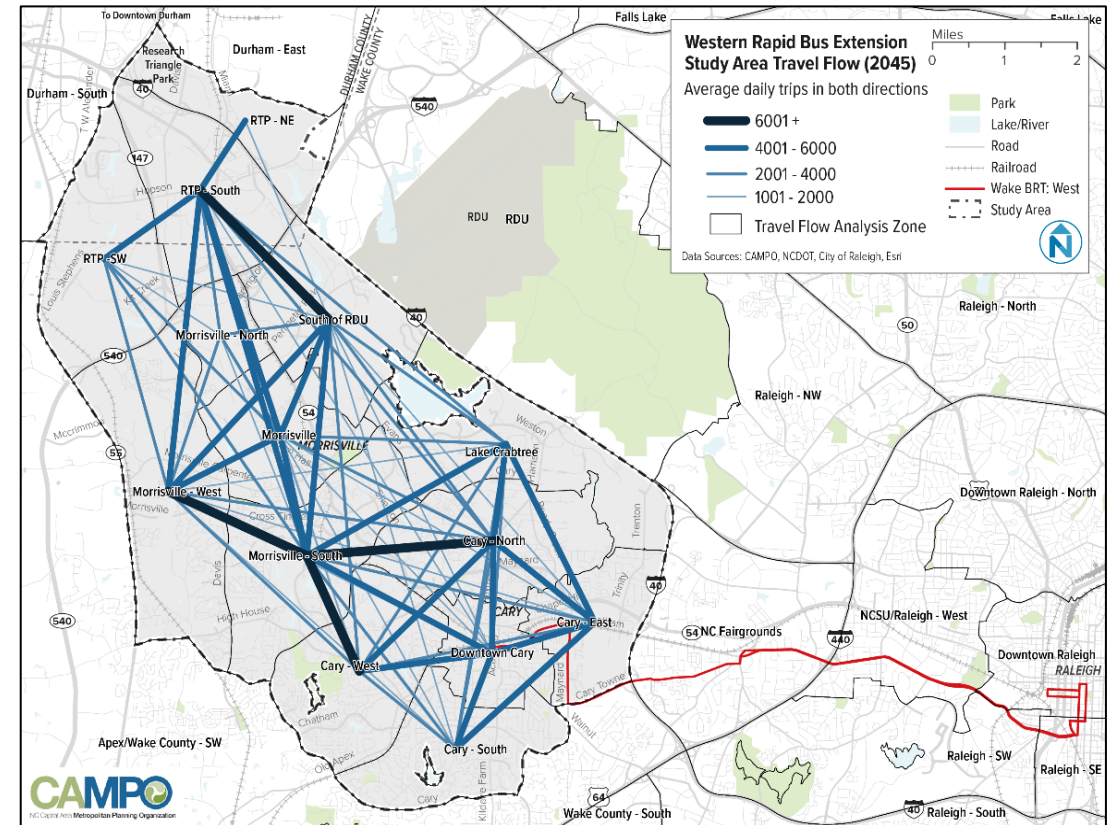


## Western Extension Travel Market Conditions (within the corridor)

# 2016

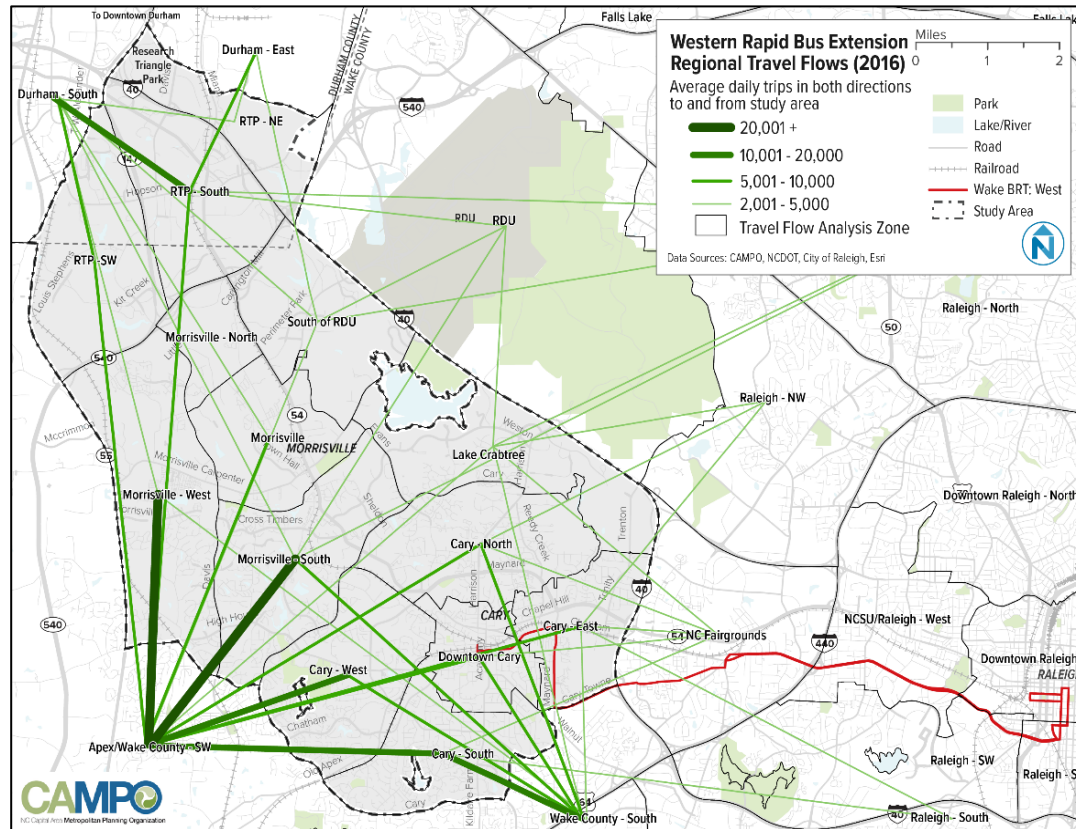


2045

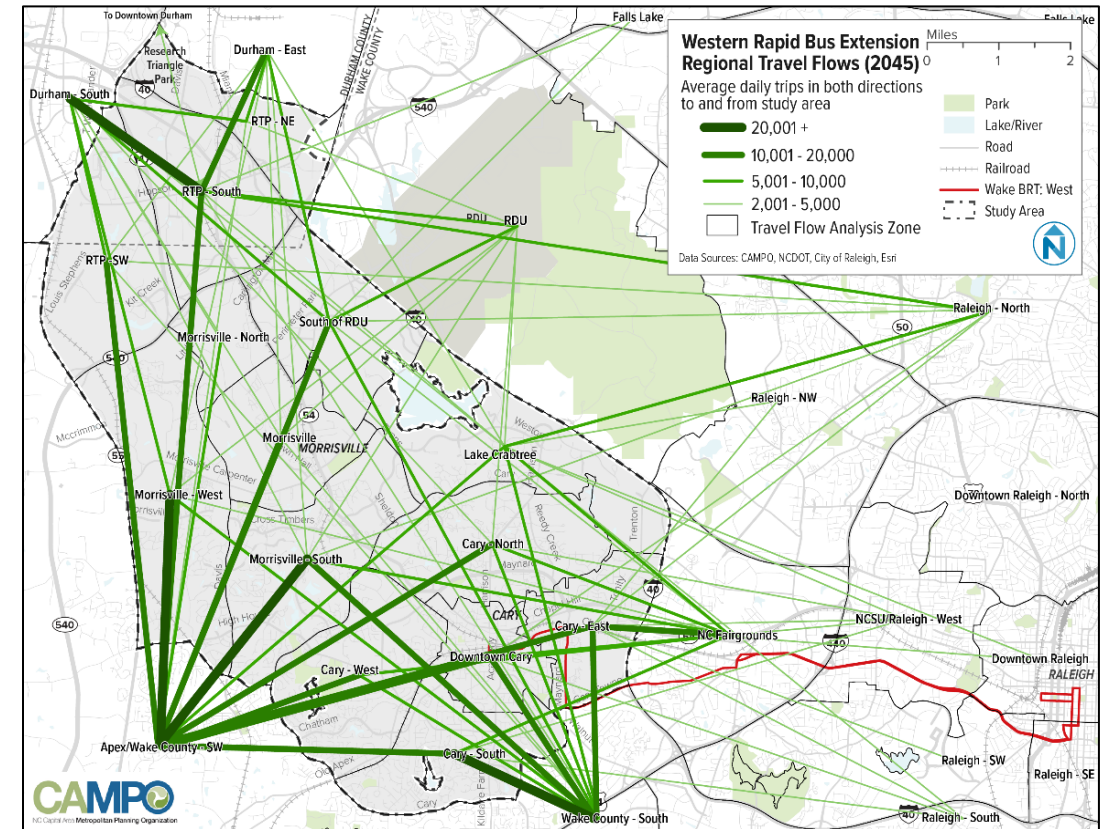


# Western Extension Travel Market Conditions (regional trips)

2016



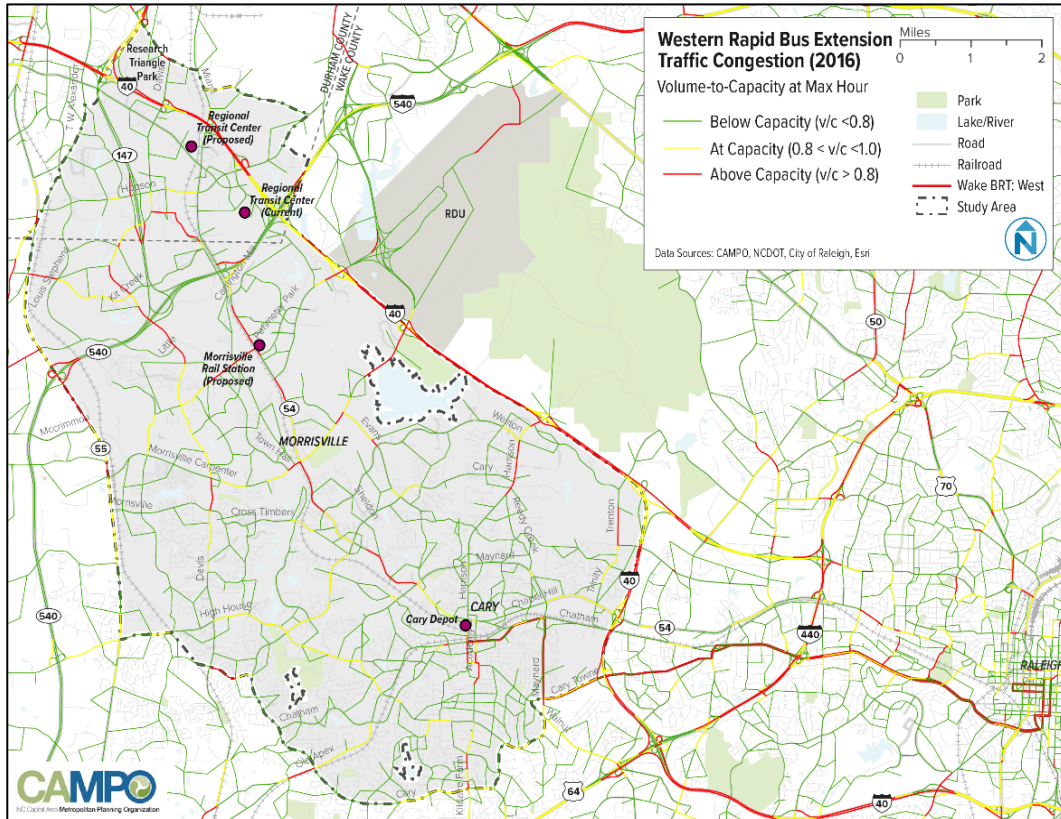
2045



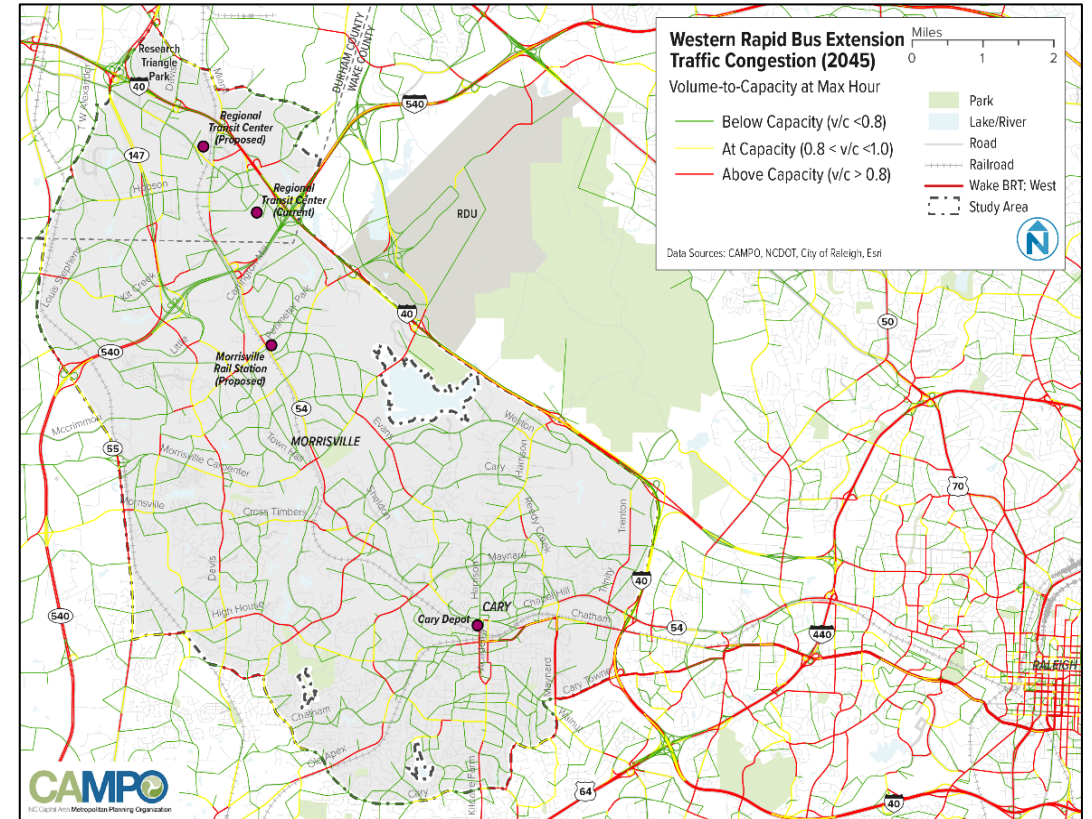


# Western Extension Traffic Congestion

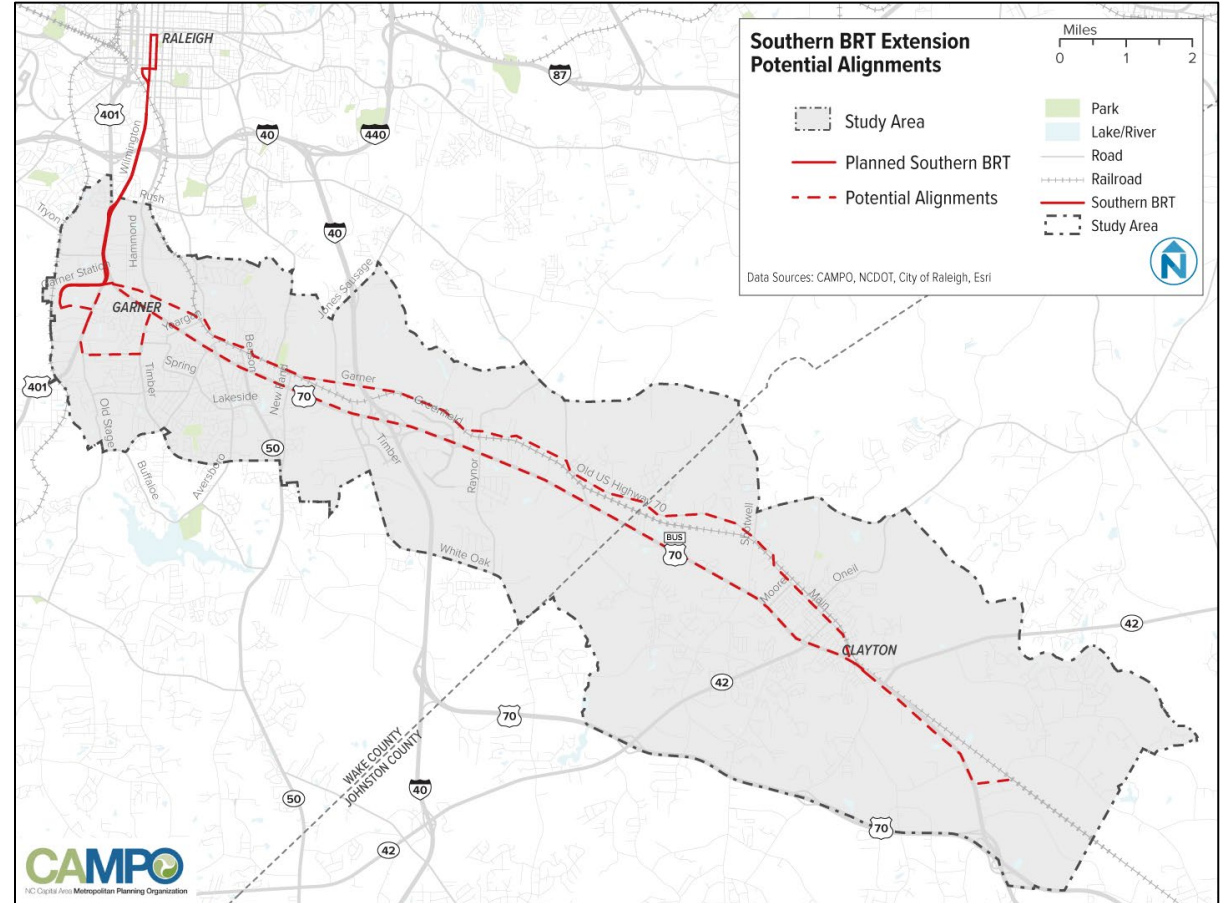
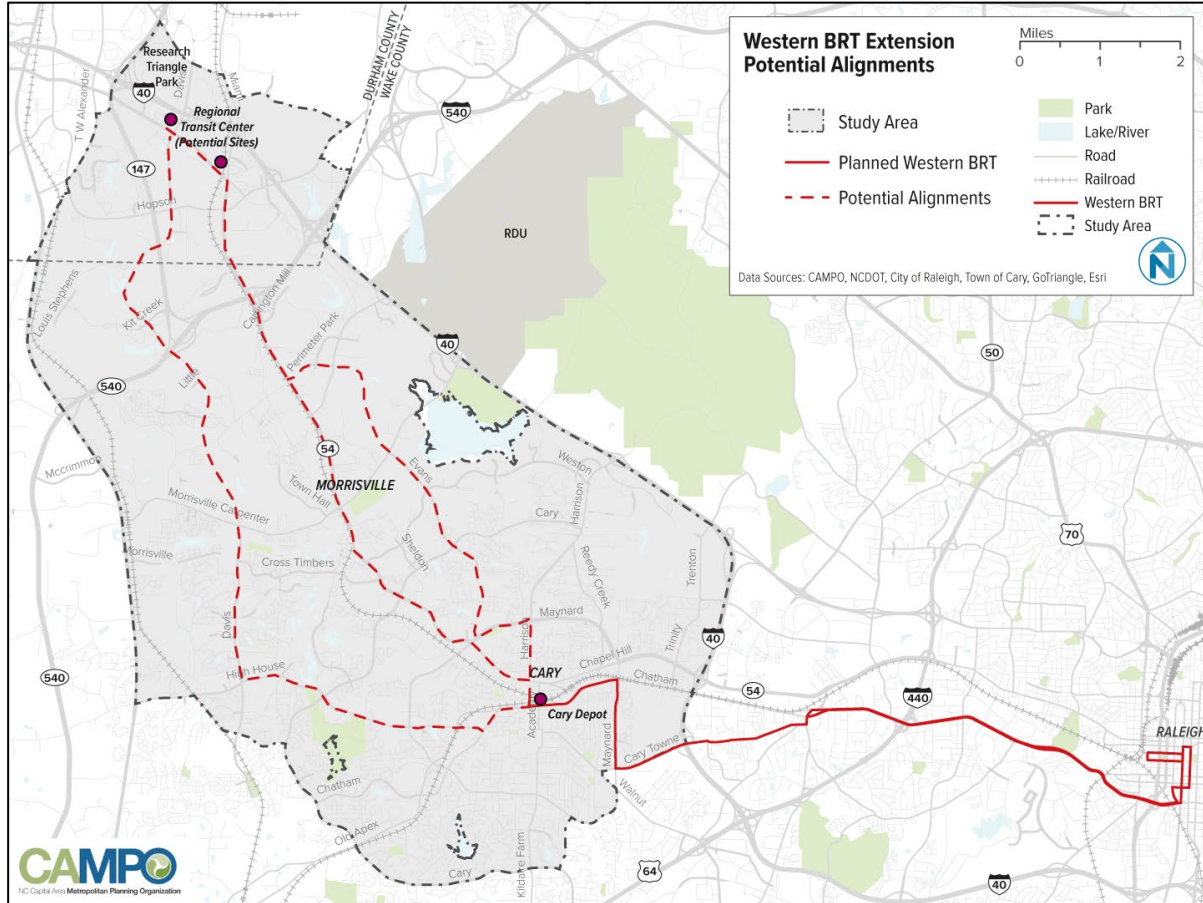
2016



2045



# BRT Network Opportunities



# Phase I Engagement

## Wake BRT: Western Corridor Rapid Bus Extension

Introduce the Wake BRT:  
Rapid Bus Extension  
Study

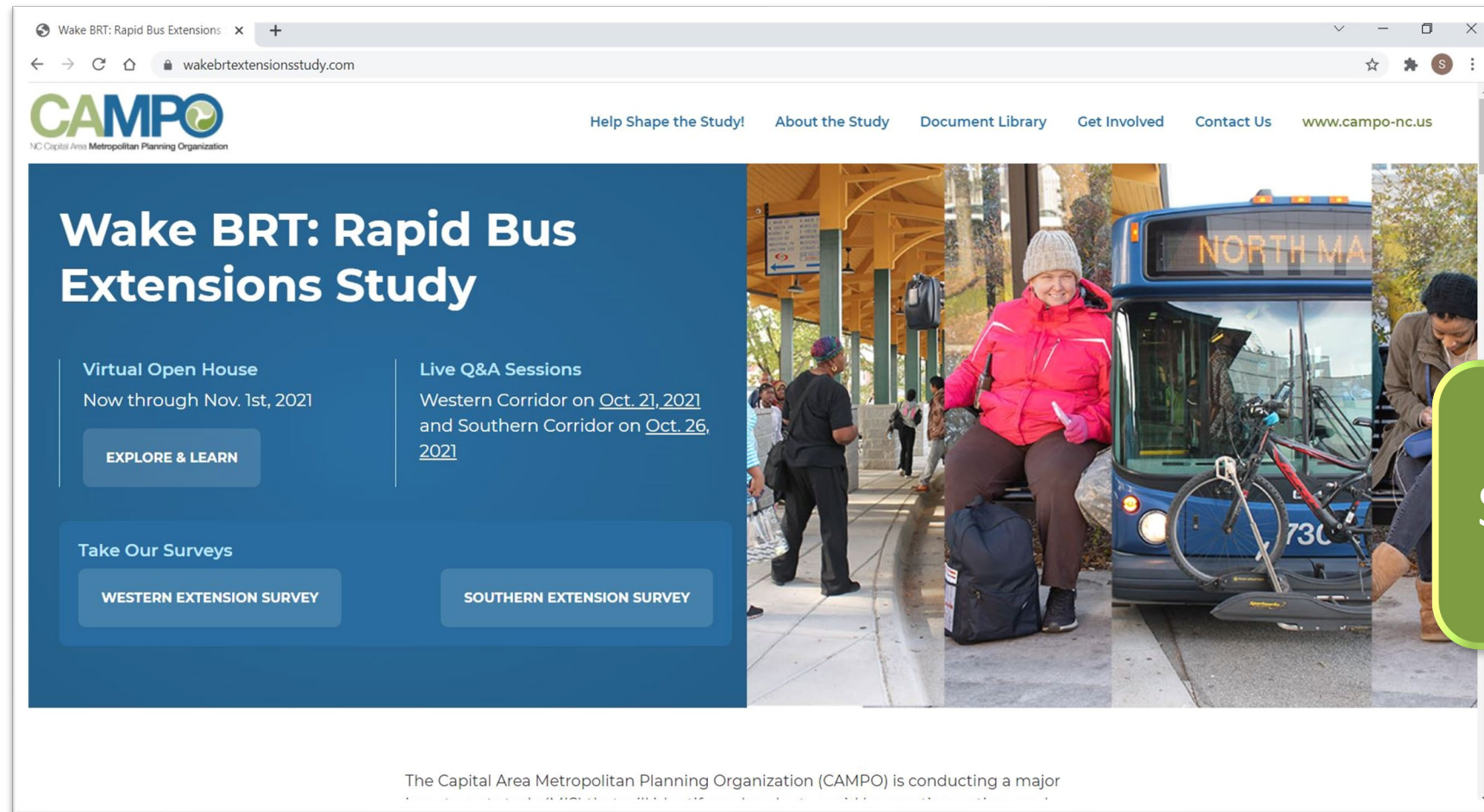
Educate the public about  
rapid bus and BRT

Educate the public about  
the study purpose and  
importance for the  
region

Seek input on the vision  
for the corridor and  
regional and community  
transportation goals and  
needs



# Project Website – WakeBRTExtensionsStudy.com



887 Users from  
Sept. 30<sup>th</sup> Launch  
– Nov. 1<sup>st</sup>

# Promotional Materials

Social Media

Flyer

E-blast

Press Release

CTT Networks

## RAPID BUS IS EXPANDING!

CAMPO is studying an extension of the Wake Bus Rapid Transit (BRT) Southern Corridor from Garner to Clayton



CAMPO is studying an extension of the Wake Bus Rapid Transit (BRT) Western Corridor from Garner to Clayton! What are your transit priorities in this corridor? What should CAMPO plan for? Provide your input in the survey to help shape the study.



**TAKE THE ONLINE SURVEY  
BY NOVEMBER 1, 2021**

¿Hable español? ¡La encuesta está disponible en español!

**WEBSITE.com**  
Or text "keyword" to  
#####

email@publicinput.com

website.com

@NCCapitalAreaMPO

@CapitalAreaMPO

RE & TAKE  
Y AT  
OM  
E  
A SESSION  
@ 6pm



## RAPID BUS IS EXPANDING!

The Capital Area Metropolitan Planning Organization (CAMPO) is conducting a major investment study (MIS) for a proposed rapid bus corridor extension.

This rapid bus extension would span between **Garner and Clayton** and would build upon and extend the Wake BRT: Southern Corridor, which is currently under development as a separate project.

This study will identify and evaluate potential alignments for a rapid bus extension and transit priority treatments between Garner and Clayton. The study will also evaluate appropriate transit service levels. The outcome of this process will be a recommendation for a preferred alternative, along with phased implementation and potential program funding opportunities.

### Here are three ways you can get involved:



Learn about the study and review study materials at [website.com](http://website.com)



Attend the live virtual public meeting on Oct 26 @ 6pm via (Zoom/WebEx)  
[Add meeting info here]



Provide your input on the online survey by Nov 1  
Visit the website or text "keyword" to #####

email@publicinput.com

website.com

@NCCapitalAreaMPO

@CapitalAreaMPO

QR



# Engagement

Virtual Open House

Live Q&A Session

Survey

WakeBRTExtensions.com

Targeted Outreach





# Popup Engagement Events

RTP Box Yard

Cary Depot

Clayton  
Harvest  
Festival

Latin  
American  
Festival



# Survey Participation Demographics

## Western Survey Respondents

- 21% non-white
- 15% < \$50K income
  - 41% non-male
  - 16% age 18-29
  - 39% age 30-44
  - 35% age 45-64
  - 10% age 65+

## Southern Survey Respondents

- 24% non-white
- 18% < \$50K income
  - 55% non-male
  - 14% age 18-29
  - 35% age 30-44
  - 40% age 45-64
  - 11% age 65+



# Community Survey Results (For Both Extensions)

163 Western  
Survey  
Responses

## Goal: Provide access to local and regional destinations and major activity centers.

- Connect to daily activities (grocery, retail, healthcare, and education facilities)
- Connect to transfer opportunities between different travel modes (other bus routes, trains, airplanes, etc.)
- Support economic development through connectivity with planned land-uses and transit-oriented development

## Goal: Improve access to transit services.

- Locate stations and stops in areas to reach a wide range of potential transit users

## Goal: Ensure safety and compatibility with the surrounding environment.

- Transit-specific infrastructure to improve service speed and reliability

## Goal: Develop an efficient and sustainable service.

- Provide a reliable, convenient and competitive alternative to driving
- Provide rapid bus solutions that are scalable/can grow with future needs

186  
Southern  
Survey  
Responses

# Stakeholder Oversight Team

**Who:** Local, regional and state agencies and key community stakeholder representatives

**What:** Forum for feedback on project goals, evaluation criteria, and tradeoffs on alternatives to help guide project

**What:** Share information to expand reach

**When:** Meet at 3 key milestones 1-2 weeks ahead of each public touchpoint launch

# Western Corridor: SOT Meeting #1

## Participant Priorities for Project Goals

- **Connections to daily activities and access to local employment within study area (top 2 choices and very close)**
- **Locate stations in areas to reach wide range of potential transit users (top choice)**
- **Station area and travel safety by all modes (top choice by far)**
- **Provide a reliable, convenient, and competitive alternative to driving (tie)**
- **Provide rapid bus solutions that are scalable and can grow with future needs (tie)**

# Southern Corridor: SOT Meeting #1

## Participant Priorities for Project Goals

- **Connect to regional employment centers outside the study area**
- **Connect communities without access to transit**
- **Transit-specific infrastructure to improve speed and reliability**
- **Provide a reliable, convenient, and competitive alternative to driving**

# X. Progress Update on the Wake BRT Rapid Bus Extensions Study

## Requested Action:

Receive as information

# XI. Launch of the Morrisville Smart Shuttle Service

Caleb Allred, Morrisville

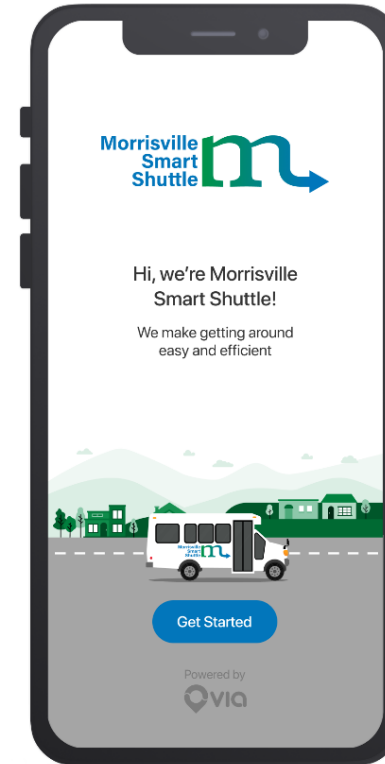
# Morrisville Smart Shuttle

December 8, 2021

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# Smart Shuttle Highlights

- On Demand, app-based service
- Serving 15 locations around the Morrisville area
  - Amenities at a few nodes
- Service 7 days a week
  - Monday through Friday: 7AM-9PM
  - Saturday: 8AM-8PM
  - Sunday: 8AM-7PM
- Fare Free!





# History/Timeline

- 2019 Public Transit Study Recommends Smart Shuttle
  - System Flexibility
  - Low Cost – High Benefit
  - Easily Scalable
- Planning from November 2019 – October 2021
  - Planning with Partners
  - Coordinating with Property Owners
  - Creating Unique Branding



# Partners and Logistics

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Powered by  **via**

  *Cary*

  *Triangle*

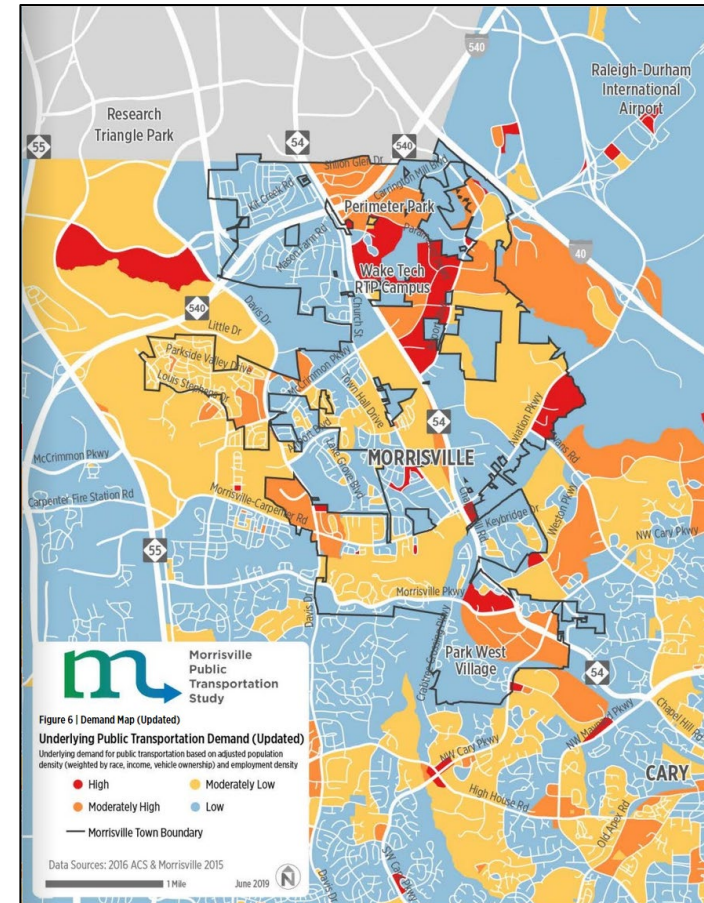
  
NC Capital Area **Metropolitan Planning Organization**



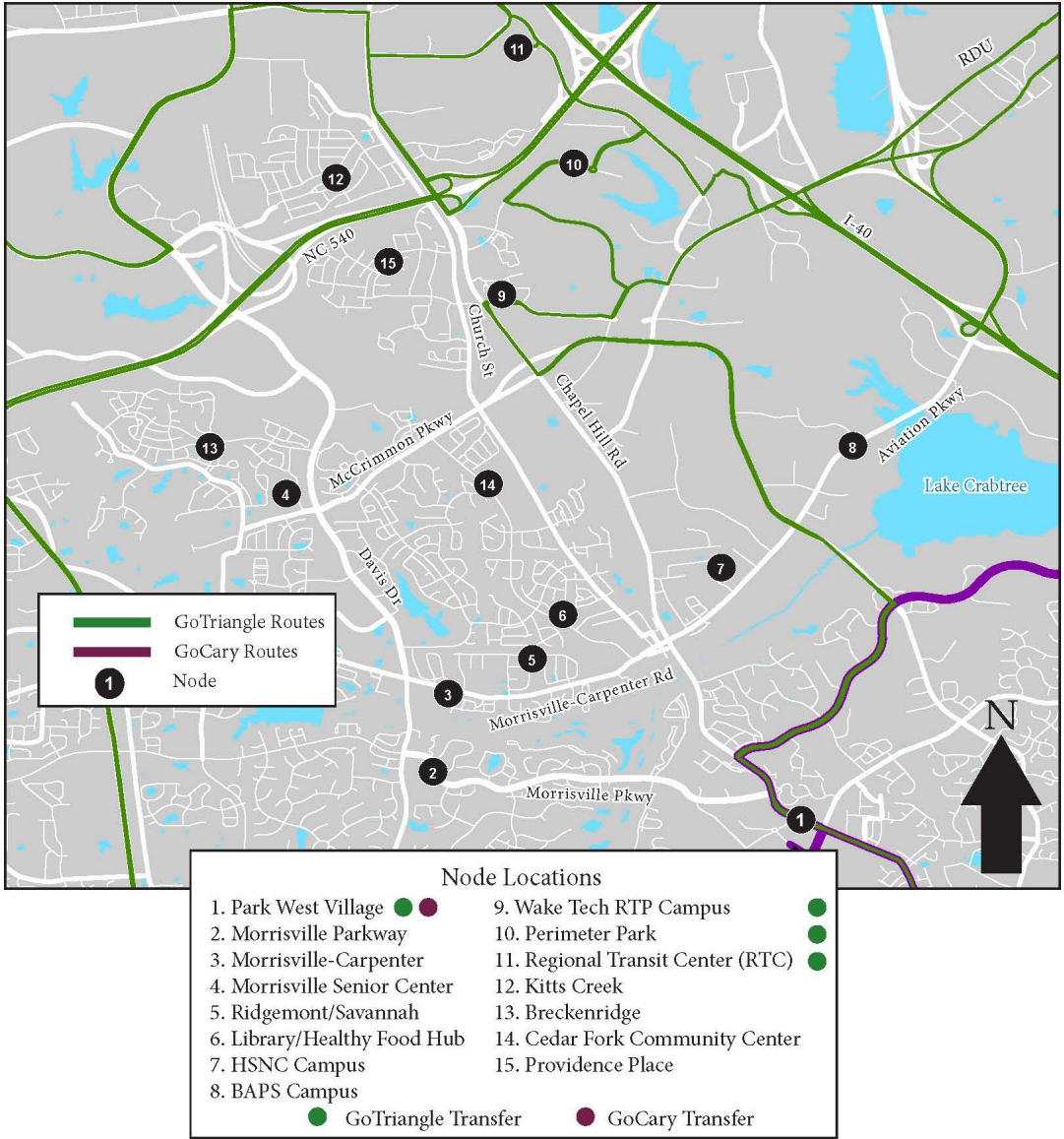
# Node Selection Criteria

The Public Transit Study Looked at:

- Population and Employment Density
- Half Mile Walkshed
- Demographic Characteristics



# Smart Shuttle Node Map





# Implementation

- Engaging Stakeholders and Partners Early/Often
- Educating Community Members about Service



# Infrastructure





# Marketing and Branding



## NODE

Food Hub / Library

Morrisville Smart Shuttle



PLAN YOUR TRIP



TownOfMorrisville.org/SmartShuttle  
919-485-RIDE (7433)

Powered by





Morrisville  
Live connected. Live well.





# Next Steps

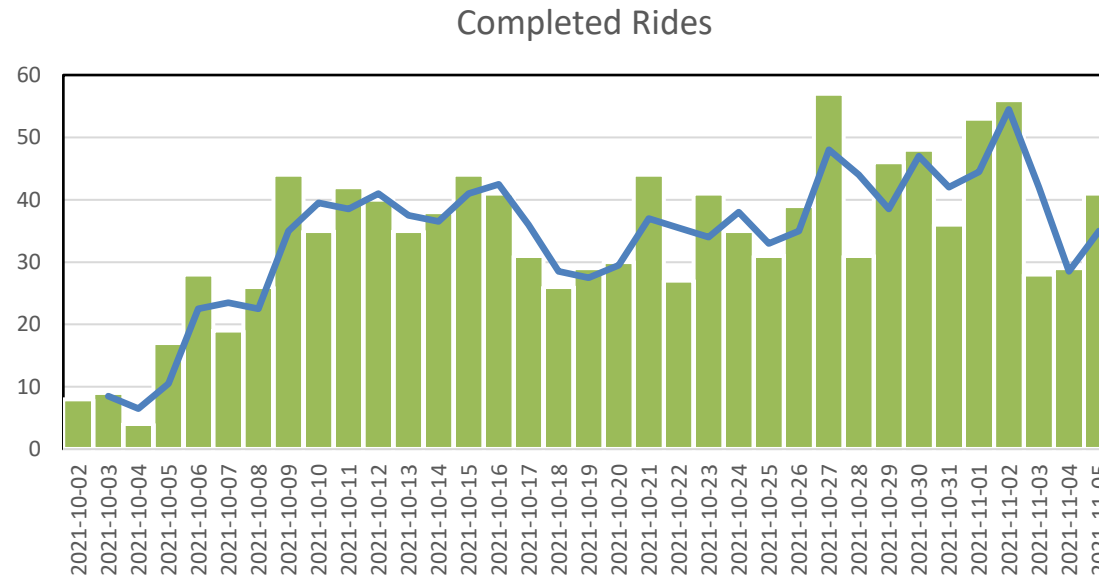
- **Monitoring** the data
- **Reporting** the data
- **Reevaluating** the service





# Quick Stats

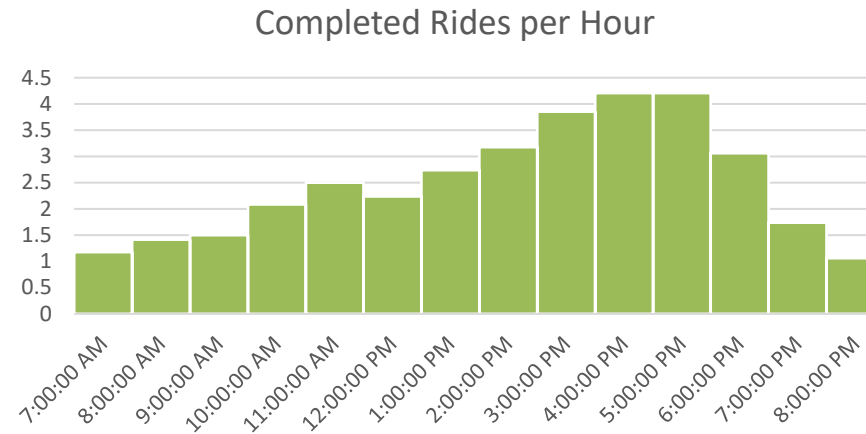
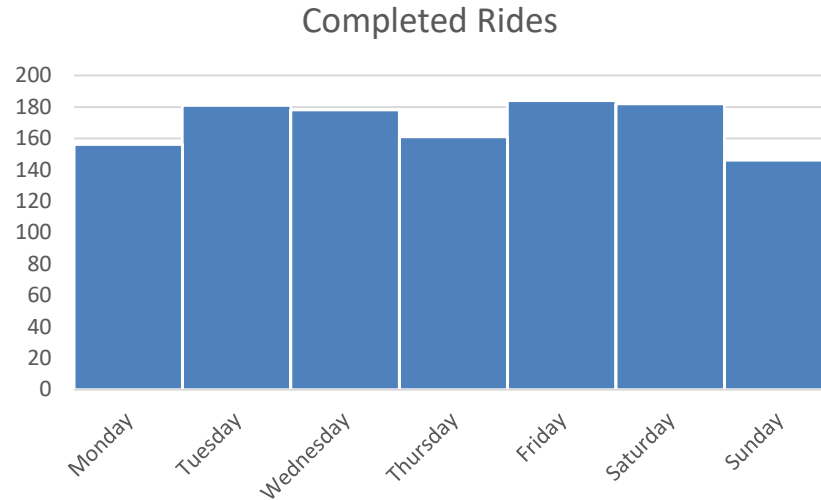
- Apps downloaded: 474 accounts created
- Average rides per day: 33 completed rides
- Average trip duration: 11.4 minutes
- Average pickup wait time: 13 minutes



All data has been collected from 10/2/2021 to 11/5/2021



# Ridership by Date/Time



5 All data has been collected from 10/2/2021 to 11/5/2021



# Node Data

Individual riders = how many individuals are using each node. Also known as “unique riders”

- Top 3 nodes (by unique riders):
  - Park West Village 2 (105 riders)
  - Morrisville-Carpenter (90 riders)
  - Park West Village 1 (73 riders)
- Bottom 3 nodes (by unique riders):
  - Perimeter Park North (5 riders)
  - Perimeter Park South (5 riders)
  - CFCC North (17 riders)
- Total unique riders: 768

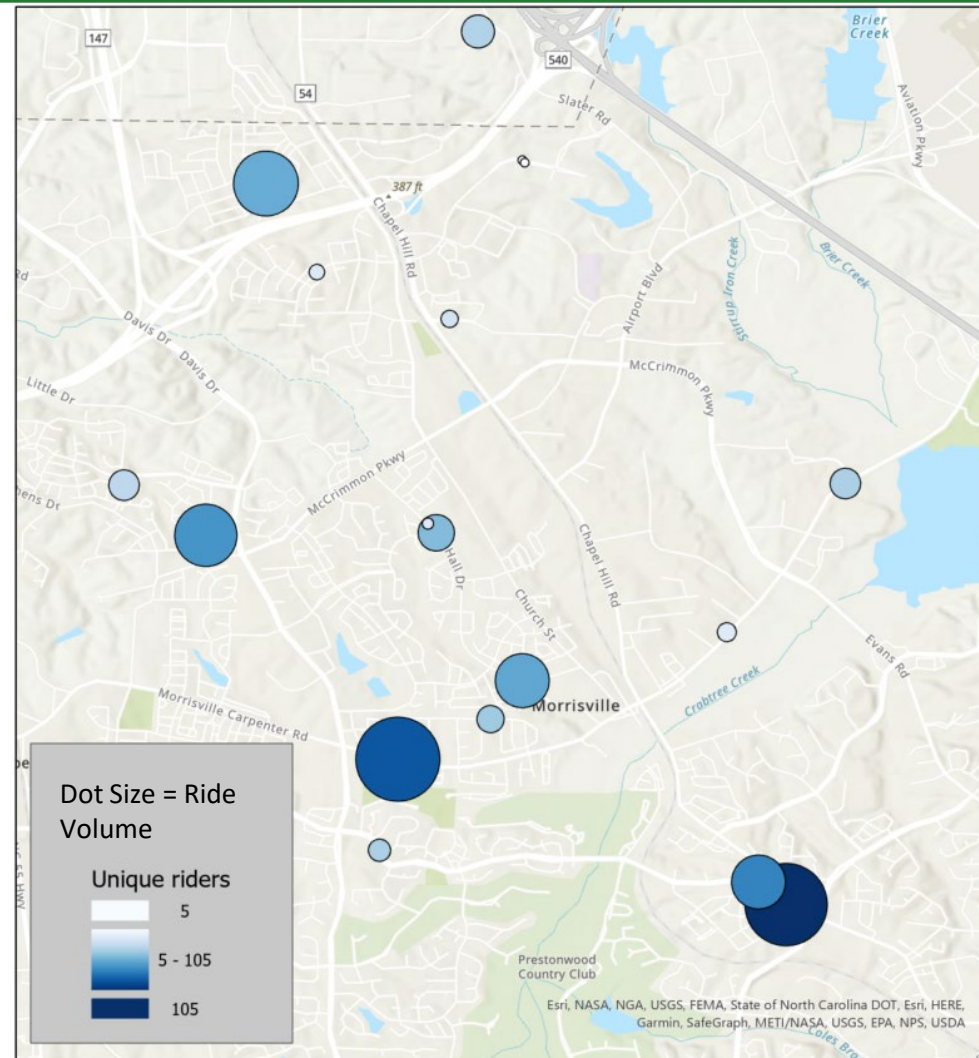
Rides = How many total trips were completed per node. Otherwise known as “ridership”

- Top 3 nodes (by ridership):
  - Morrisville-Carpenter (353 riders)
  - Park West Village 2 (344 riders)
  - Kitts Creek (270 riders)
- Bottom 3 nodes (by ridership):
  - Perimeter Park North (25 riders)
  - Perimeter Park South (26 riders)
  - CFCC North (39 riders)
- Average ridership per node: 148 riders

All data has been collected from 10/2/2021 to 11/3/2021



# Node Data Map



# Rider Feedback

## Types of Feedback Collected

- Email/verbal/Engagement Platform
  - Maintained in an internal document for review.
  - Looking for overall trends i.e. future node locations, reoccurring service issues, etc.
- Demographic Survey (Sent out in November 2021, date TBD)
  - Links to survey sent by email, push notification, and in-app
  - Looking to understand who our users are and why they use this program
- Future Survey (Sent out 2022, date TBD)
  - Looking to understand ridership experience
- Post Ride Feedback (in-app)
  - Rating from 1-5
  - Average rating – 4.9



# Questions?

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# XI. Launch of the Morrisville Smart Shuttle Service

## Requested Action:

Receive as information

## XII. Launch of the GoWake SmartRide NE

Christian Banks, Wake County





## COMING FALL 2021

There's a new, easy way to catch a ride coming to Northeast Wake County! **GoWake SmartRide NE** will be launching later this year and will offer low-cost rideshare options.

## How will it work?

- 1** Request a ride via the Uber app or call the GoWake Access call center for same-day or future service.  
Rides usually available within 30 minutes of requesting.
- 2** Meet the vehicle at the designated spot (the closest corner to your location).
- 3** Head to your destination!

## Who can ride?

Residents who live or work near:

**Zebulon  
Wendell  
Rolesville  
Riley Hill**

**Hopkins  
Lizard Lick  
Eagle Rock**

## **\$2 rides**

Some opportunities for free rides are available.

Vehicles comply with American Disabilities Act and Title VI Anti-discrimination Act.

[wakegov.com/SMARTRIDE](https://wakegov.com/SMARTRIDE)

**919-212-7005**

## XII. Launch of the GoWake SmartRide NE

### Requested Action:

Receive as information

# XIII. Progress Update on Town of Cary Facility Projects

Kelly Blazey, Cary

# Town of Cary

## Wake Transit Capital Project Updates





# Bus Operations & Maintenance Facility



## BOMF Timeline (Estimated)

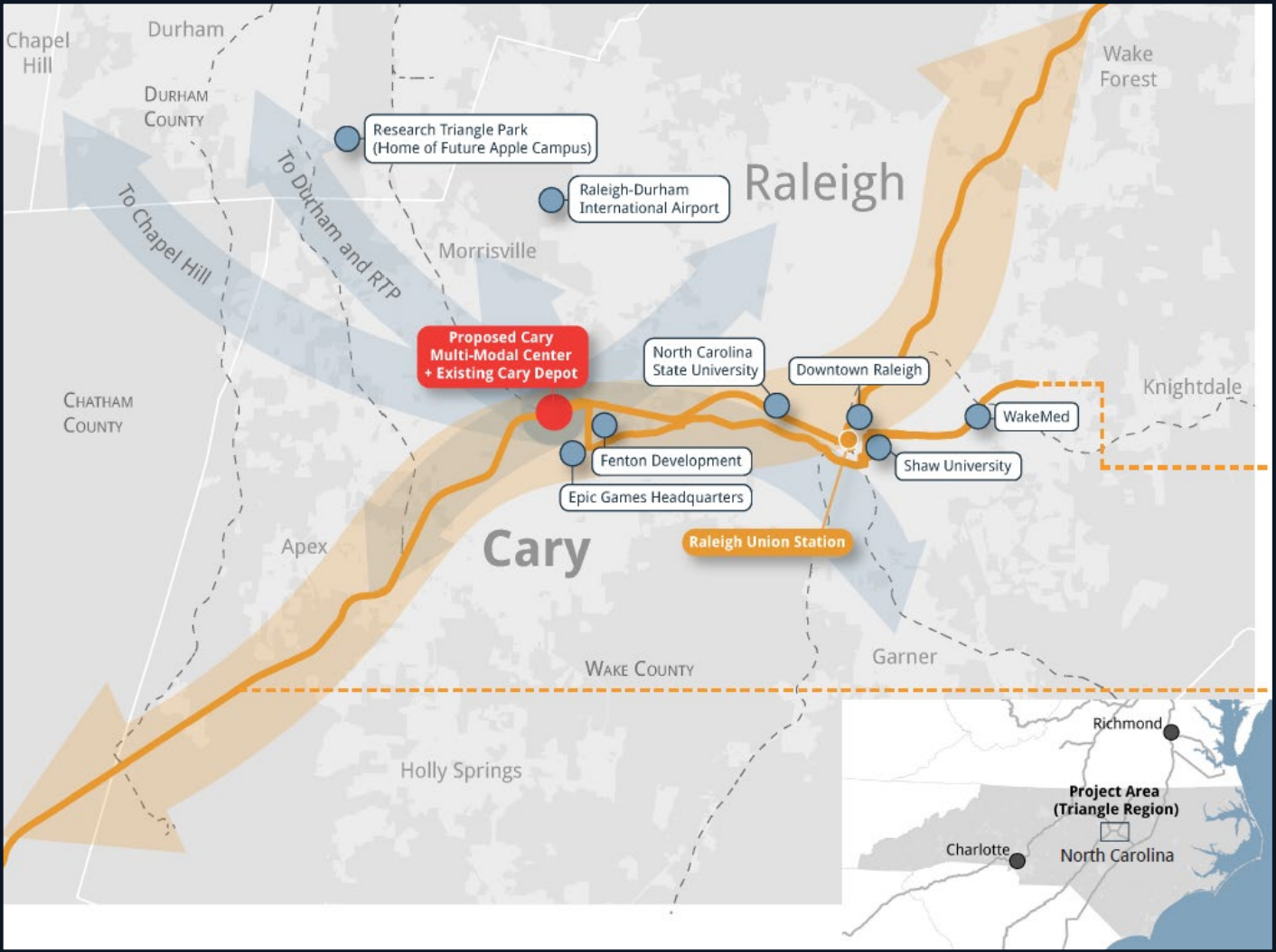
NEPA & Planning Work	Early Summer 2022
Construction Documents Complete	Spring 2023
Construction Procurement	Spring 2023
Award of Construction	Early Summer 2023
Construction Complete	Winter 2024
Certificate of Occupancy	Early 2025

Program Element	Existing Facility	Current/Future Needs
Site Acreage	3.09	7.2
Facility Square Footage	17,920	50,260
Circulation	2,895	84,680
Fleet Vehicle Spaces	32	72
Employee Parking Spaces	20	123
Visitor Parking Spaces	5	10





# Downtown Multi-Modal Center



MMC Timeline (Estimated)	
NEPA & Planning Work	Summer 2022
Land Acquisition Complete	Spring 2024
Construction Documents Complete	Winter 2023
Award of Construction	Spring 2024
Construction Complete	Spring 2026
Certificate of Occupancy	Early Summer 2026

# XIII. Progress Update on Town of Cary Facility Projects

## Requested Action:

Receive as information

# XV. Progress Update on City of Raleigh Bus Stop, Transfer Point and Facility Projects

David Walker, Ryan Boivin, Mathew Van Hoeck - Raleigh

# TPAC December 2021 City of Raleigh Project Updates



# City of Raleigh Project Updates

- ❑ East Raleigh Park and Ride and future Transit Center
- ❑ Shared GoRaleigh – GoWake Access ADA facility
- ❑ Enhanced Transit Stops
- ❑ Bus Stop Improvement program

# East Raleigh Transit Center

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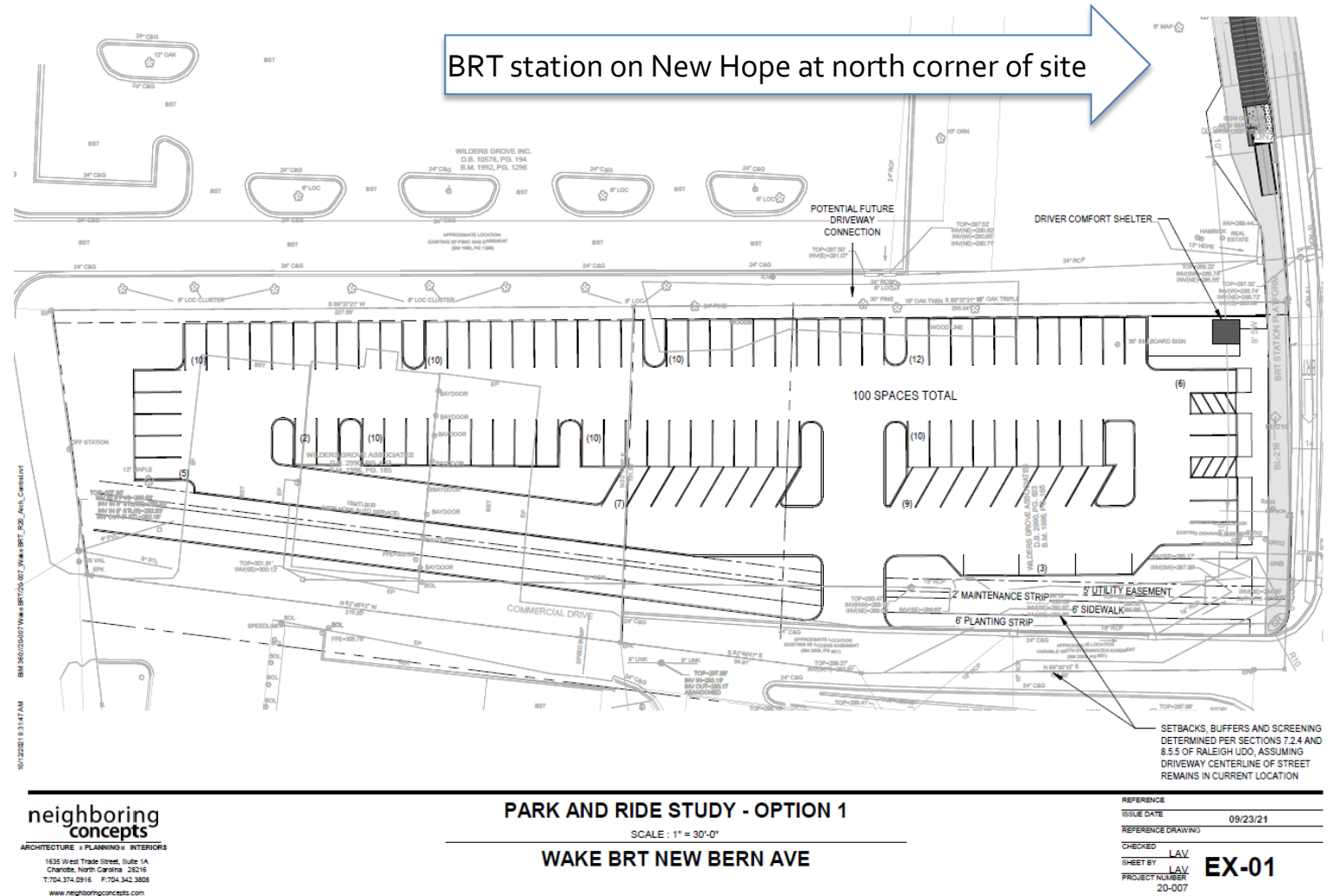




# East Raleigh Transit Center/Park & Ride

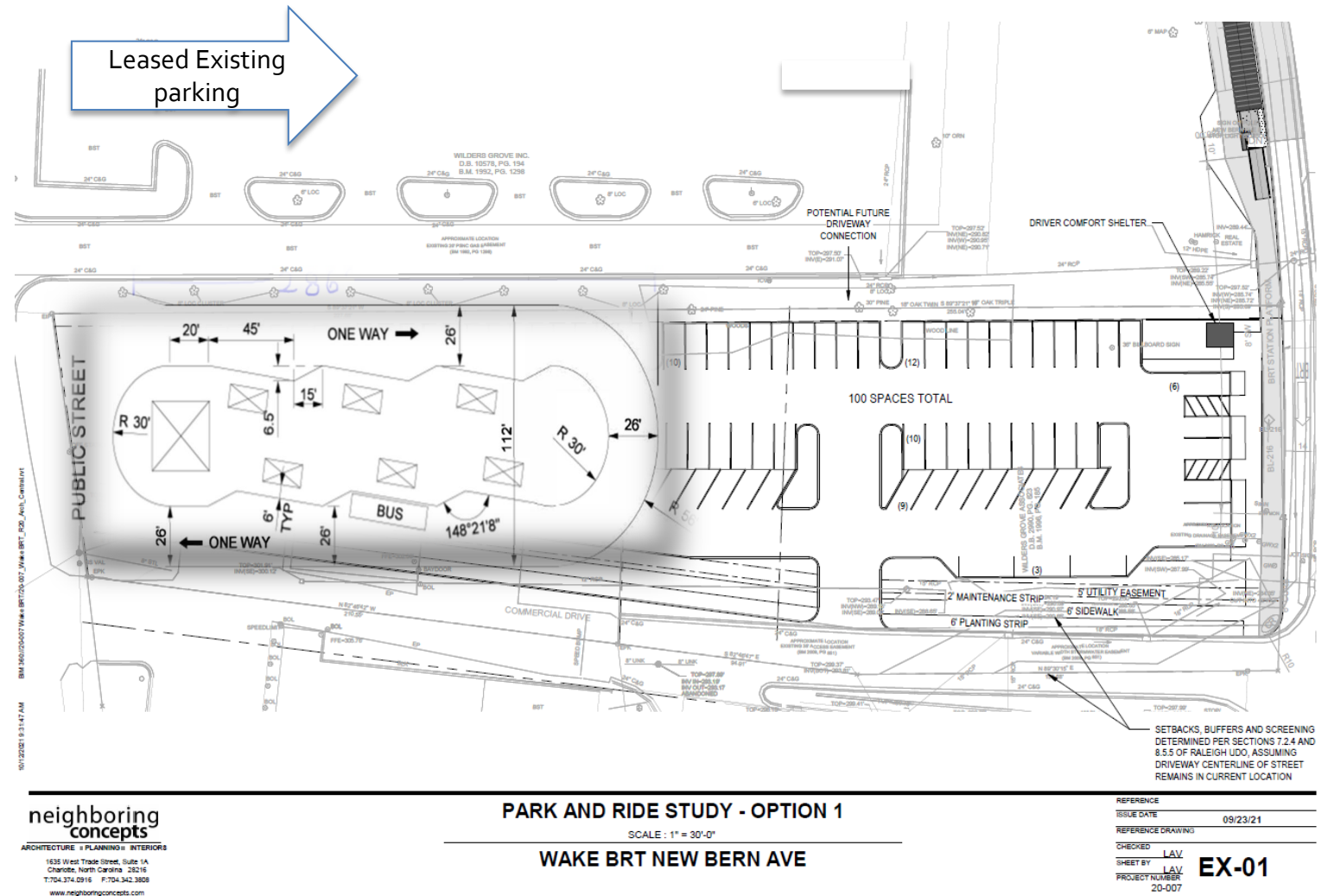
- City of Raleigh real estate staff in negotiations with property owners
  - Site located at New Bern/New Hope Road
  - Challenging real estate market
- Appraisals have been completed
- NEPA for the site approved by FTA
- 2 phased approach on construction
  - Initial work to be park and ride for BRT station
  - Transit Center construction in 2<sup>nd</sup> phase as later WTP routes begin service (FY27 and FY29)

# Phase 1 [draft]



Wouldn't build out all of the shown parking spaces in phase 1

# Phase 2 [draft]



Phase 2 adds a 4-6 bay sawtooth station for additional WTP services  
Potential for additional leased parking if needed to north of property

# East Raleigh Transit Center/Park & Ride

## Next Steps

- Real Estate hopes to close on property in next 60 days
- Staff is preparing an RFQ for design services

# GoRaleigh/GoWake Shared Paratransit Facility

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# Shared ADA Facility GoRaleigh/GoWake

- City of Raleigh real estate & planning staff performed exhaustive searches for property
  - Market is challenging
  - Properties sell quickly
  - FTA Funding, Title VI and NEPA docs required prior to in-depth conversations with owners (nothing financial)
  - Preferred site has been selected
    - Location near GoRaleigh's Fixed Route facility on Poole Road
- NEPA initiation checklist submitted to FTA
- Title VI report completed and submitted to FTA for review
- Waiting on NEPA classification to begin negotiations with property owners



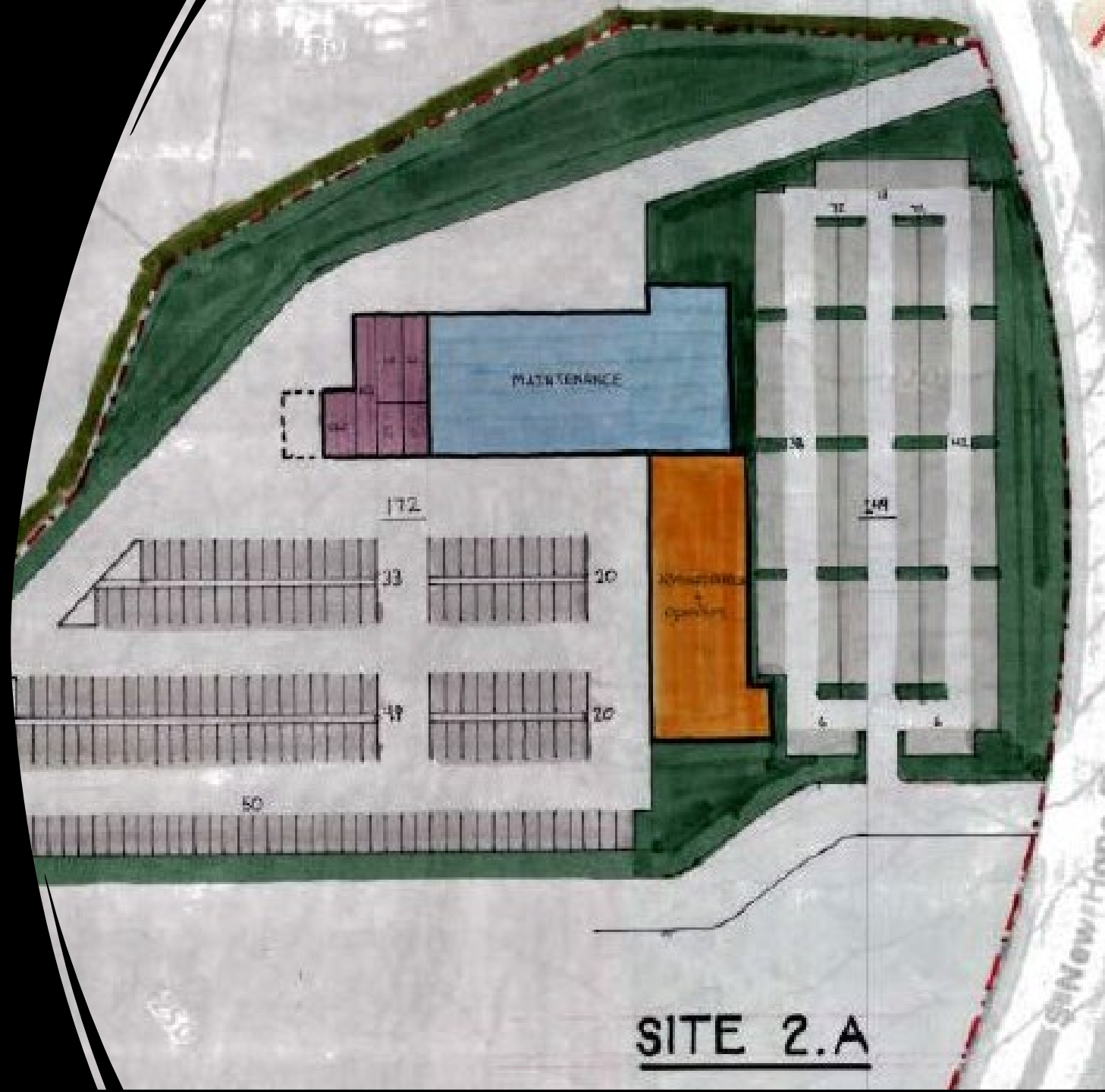
# Shared ADA Facility GoRaleigh/GoWake

- Preferred site was one of original sites considered in 2018 when preliminary work was completed
- Title VI engagement efforts received only positive comments for this location. Mailers sent to all property owners/tenants within ¼ mile
- Site is not without challenges, may need additional environmental review
- Great location
  - Located in census block zoned mostly industrial uses
  - One of largest, yet lowest populated blocks in City of Raleigh/Wake County
  - Easy Access to I-40, I-440 and I-87
- Site 'fit test' schematic already completed in preliminary report

# Shared ADA Facility GoRaleigh/GoWake

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- Has protected riparian buffer to work around
- Preliminary assessments show between 13-14 acres of developable land



# Shared ADA Facility GoRaleigh/GoWake

- Biggest Issue to date –
  - Construction cost estimate
  - Potential need for more Federal funds
  - Additional WTP investment needed
  - This estimate was for an alternate site with more challenging topo (potential savings)

CCS International, Inc. Project: Raleigh Para-Transit ROM Estimate <b>PROJECT RECAP &amp; SUMMARY - UNIFORMAT</b> 7/26/2021				
Description	SQFT	OPTION 1	OPTION 2	OPTION 3
		550,773	628,332	605,066
**** A10 FOUNDATIONS		\$795,853	\$875,925	\$789,038
**** A20 SUBGRADE ENCLOSURES				
**** A40 SLABS ON GRADE		\$838,340	\$905,701	\$807,537
**** A90 SUBSTRUCTURE RELATED ACTIVITIES				
**** B10 SUPERSTRUCTURE		\$5,950,791	\$7,102,772	\$6,461,173
**** B20 EXTERIOR VERTICAL ENCLOSURES		\$3,116,279	\$3,037,051	\$3,305,634
**** B30 EXTERIOR HORIZONTAL ENCLOSURES		\$1,090,156	\$1,337,763	\$1,199,237
**** C10 INTERIOR CONSTRUCTION		\$2,278,311	\$2,243,660	\$2,000,040
**** C20 INTERIOR FINISHES		\$1,948,383	\$2,028,108	\$1,829,113
**** D10 CONVEYING				
**** D20 PLUMBING		\$1,823,682	\$2,043,988	\$1,817,812
**** D30 HVAC		\$3,814,400	\$4,204,896	\$3,778,796
**** D40 FIRE PROTECTION		\$715,852	\$775,934	\$709,480
**** D50 ELECTRICAL		\$3,662,546	\$4,074,555	\$3,642,579
**** D60 COMMUNICATIONS		\$454,618	\$468,316	\$441,053
**** D70 ELECTRONIC SAFETY AND SECURITY		\$376,593	\$424,345	\$375,614
**** D80 INTEGRATED AUTOMATION		\$514,954	\$565,582	\$509,482
**** E20 FURNISHINGS		\$187,140	\$182,382	\$182,382
**** F20 FACILITY REMEDIATION				
**** F30 DEMOLITION				
**** G10 SITE PREPARATION		\$5,582,532	\$3,829,397	\$3,139,635
**** G20 SITE IMPROVEMENTS		\$4,651,317	\$4,824,603	\$4,195,255
**** G30 LIQUID AND GAS SITE UTILITIES		\$1,588,084	\$1,335,881	\$1,370,028
**** G40 ELECTRICAL SITE IMPROVEMENTS		\$2,470,026	\$2,746,642	\$2,664,896
**** G50 SITE COMMUNICATIONS				
<b>Total Construction Costs (CC):</b>		<b>\$42,046,995</b>	<b>\$43,189,882</b>	<b>\$39,401,167</b>
Project Add-Ons				
CxA	1.50%			
Art in Architecture				
Total Project Add-ons:				
<b>Estimated Cost of Construction at Award (ECCA)</b>		<b>\$42,046,995</b>	<b>\$43,189,882</b>	<b>\$39,401,167</b>
Project Soft Costs (PSC)				
Design Costs	12.50%	\$5,255,874	\$5,398,735	\$4,925,146
Other Costs( Fees)	10.00%	\$4,204,700	\$4,318,988	\$3,940,117
<b>Estimated Total Project Cost (ETPC):</b>		<b>\$51,507,569</b>	<b>\$52,907,606</b>	<b>\$48,266,429</b>
Cost Per SQFT		\$94	\$84	\$80

# Shared ADA Facility GoRaleigh/GoWake

## Next Steps

- Hope to receive NEPA classification in the next 45-60 days
- Would move quickly on property once received
- Staff working on RFQ for design services



# Enhanced Transfer Points

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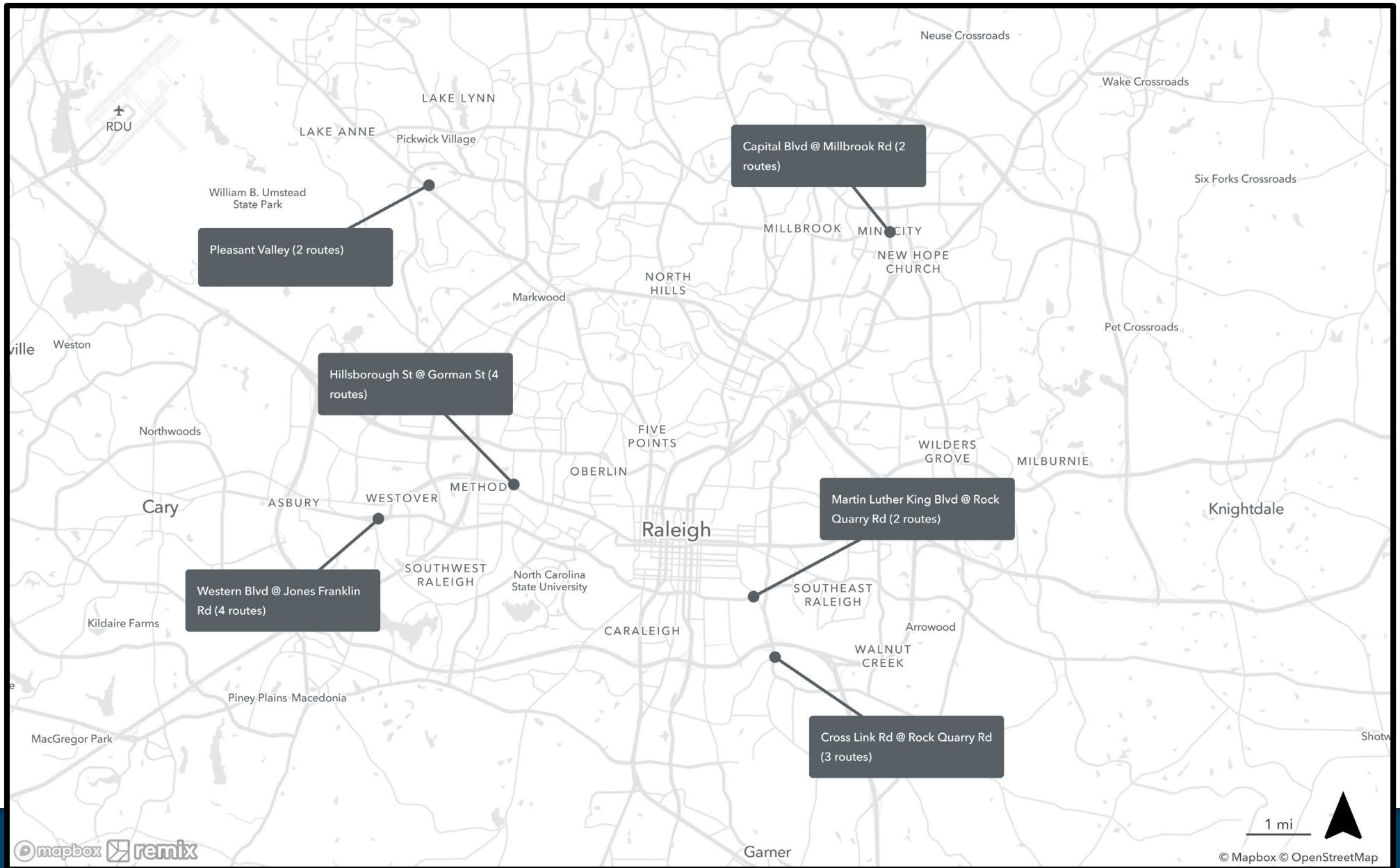


# Enhanced Transfer Points

- Identified in the original Wake Transit Plan
- Locations outside downtown Raleigh where one or more routes (local and/or regional) converge
- Enhanced level of stop amenities
  - Large shelter w/ seating (benches, lean bars, etc.)
  - ADA Accessibility
  - Real-time arrival displays
  - Bike racks
  - Improved lighting
  - Connectivity improvements



# Designed Facilities

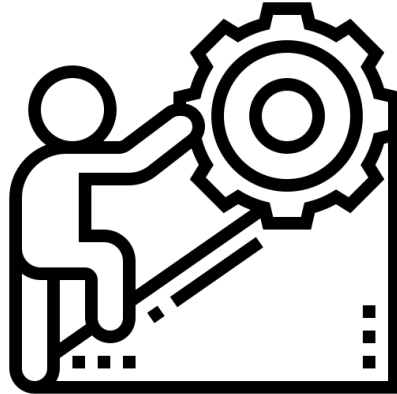


# Western Blvd/Jones Franklin



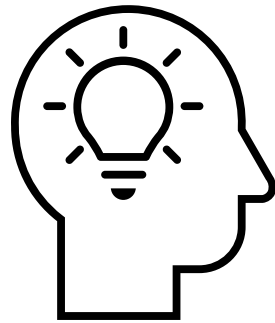
# Challenges

- COVID-19 Pandemic slowed down design (especially surveying) and equipment procurement
- New larger shelters
  - NCDOT product approval
  - Extensive footer requirements
- Land Acquisition (Easements) and NCDOT Encroachments



# Opportunities

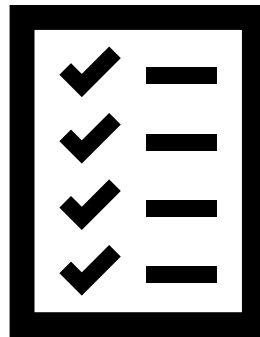
- Receive cost estimate with preliminary design
- Coordination with other agencies
- Synergy with future BRT stations
- Incorporating CPTED concepts
- Additional facilities through roadway projects





# Next Steps

- Six (6) projects in a construction set in late winter/early spring 2022
- Four (4) new LAPP-funded sites in design winter 2022



# Bus Stop Improvement

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# Completed

- 93 bus shelters added with Wake Transit funding
- 57 landing pads added with Wake Transit funding
- Additional sites completed through City roadway projects and UDO requirements





# Completed Site Examples



Before



After



Rt 26, Edwards Mill Rd at Trinity Rd

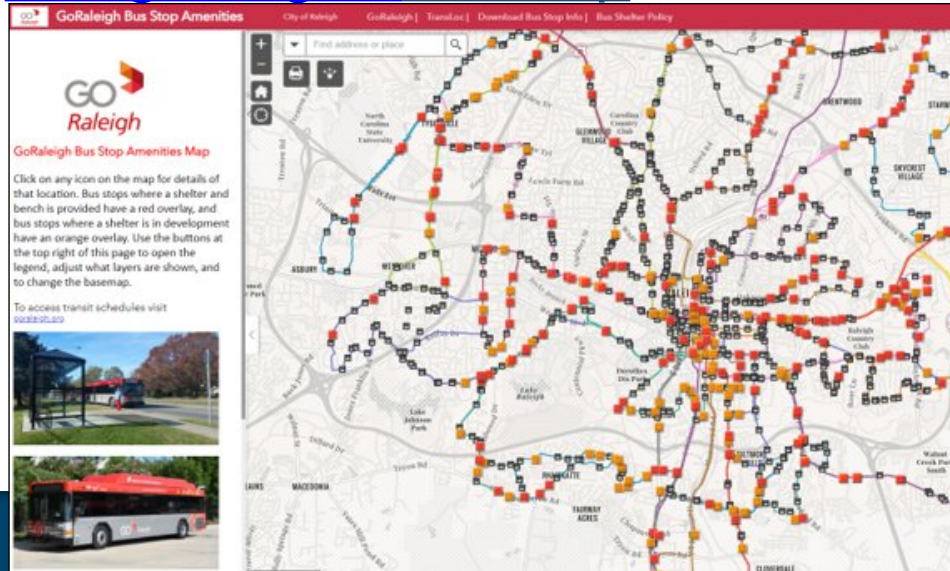
Rt 18, Poole Rd at Old Poole Rd



# In Progress

- 67 sites in progress
  - 12 ready for construction bid planned for March 2022
  - 15 sites awaiting transit and/or construction easements
  - Remaining in stages of surveying, preliminary design, NCDOT coordination, or utility coordination

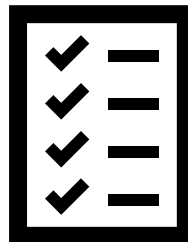
[raleighnc.gov/busmap](https://raleighnc.gov/busmap)





# Planned

- Prior and current year funding available will build ~100 shelters
  - Considering sites in design that allows 30 additional sites to be started at this time
- Funding FY23 to FY30 will provide ~400 shelters
  - Current policy prioritizes 10+ boardings, at current ridership ~70 bus stops remain
  - Includes funding for bus stops in new service areas
- Continued coordination on roadway projects and private development



# Questions/Discussion?

Requested Action – Receive as Information

## XV. Progress Update on City of Raleigh Bus Stop, Transfer Point and Facility Projects

### Requested Action:

Receive as information

# IX. TPAC Subcommittee Report - Attachment F

## Last meeting of 2021

<b>Subcommittee</b>	<b>Joint P&amp;P and B&amp;F</b>
<b>Co-Chairs</b>	<b>David Walker, City of Raleigh &amp; -Steven Schlossberg, GoTriangle</b>
<b>Meeting Date</b>	<b>Friday, 12/17 (9:30am -12:30pm)</b>
<b>Agenda Items</b>	<b>FY22/Q3 Work Plan Amendment Request Reviews, Draft Work Plan Amendment Policy Update, Draft FY23 Work Plan development incl. choices and trade-offs as well as other discussion and decisions.</b>

## X. Other Business

- Calendar Reset for 2022

Stephanie will be cancelling all TPAC and subcommittee recurring meetings from calendar and will reset them all for 2022.

- Any other old or new business to bring to the TPAC members?



## XII. Adjourn

Next TPAC Meeting:

January 12, 2022