

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

March 10, 2021

9:30 AM

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome and Introductions

Ben Howell, TPAC Chair

II. Adjustments to the Agenda

Ben Howell, TPAC Chair

III. General Public or Agency Comment

Ben Howell, TPAC Chair

IV. Approve TPAC Meeting Minutes

Attachment A & B

Requested Action:

Consider approval of the January and February TPAC meeting minutes

Ben Howell, TPAC Chair

V. Assignment of the Art & Culture Work Task to a Lead Agency

Stephanie Plancich, TPAC Administrator

Notes for Review:

A specialized task to **“Develop funding guidelines for incorporating art and culture elements into Wake Transit capital projects.”**

The task was included on the February-July B&F Work Task List endorsed by the TPAC last month.

Action today would formally assign responsibility and oversight of the task to GoTriangle

No change in the development schedule or scope of the project is anticipated at this time.

V. Assignment of the Art & Culture Work Task to a Lead Agency

Requested Action:

Endorse the designation of GoTriangle as the lead agency for the task to develop a Wake Transit art funding policy

Stephanie Plancich, TPAC Administrator

VI. Wake County Transit Plan Update- Final Plan Update Document Attachment C

Bret Martin, CAMPO

Wake Transit Plan Update Next Steps

DATES	TASK
February 19 th	Begin 40-Day Public Comment Period
February 24 th	GoTriangle Board Received Plan Update as Information
March 4 th	CAMPO TCC Received Plan Update as Information
March 10 th	TPAC Considers Action on Plan Update
March 17 th	CAMPO Executive Board Receives Plan Update as Information and Holds Joint Public Hearing with GoTriangle Board
March 31 st	End 40-Day Public Comment Period
April 1 st	CAMPO TCC Considers Recommendation of Adoption
April 14 th	DCHC MPO Board Receives Plan Update as Information
April 21 st	CAMPO Executive Board Considers Adoption
April 28 th	GoTriangle Board of Trustees Considers Adoption

Engagement Analytics To-Date

Web and Social

- GoForwardNC.org/wakeinput: 651 unique views
- Twitter: 18 posts / 15,721 impressions
- Facebook: 5 posts / 1,720 impressions
- Social Media Geo-Targeting: 5 targeted campaigns / 11,975 impressions
- RALtoday: Combined engagement announcement / 41k subscribers

Closing Gaps in Participation

- Non-white populations
- Ages 13-25
- Incomes <\$50k
- Women

Comments

- WTP: 23 comments, 328 views
- FY22WP: 3 comments, 169 views
- CE Policy: 0* comments, 60 views

**1 WTP comment requested to apply to CE Policy*



GoTriangle
March 1 at 1:05 PM · 🌐

¡Wake Transit quiere su opinión! Puede brindar su opinión sobre las tres áreas en goforwardnc.org/wakeinput. La actualización sobre el plan a largo plazo, la política de participación comunitaria revisada y el plan de trabajo para año fiscal 2022 que describe las inversiones del próximo año ya están listos para que los revise.

Wake Transit wants your opinion! You can give your opinion on the three areas at goforwardnc.org/wakeinput. The update on the long-term plan, revised Community Participation Policy and the Work Plan for Fiscal Year 2022 that describes next year's investments are already ready for you to review.
Translated

3 OPORTUNIDADES PARA BRINDAR SU OPINIÓN SOBRE EL **TRANSPORTE PÚBLICO DE WAKE**

- ✓ ACTUALIZACIÓN DEL PLAN DE TRANSPORTE PÚBLICO DE 10 AÑOS DE WAKE
- ✓ PLAN DE TRABAJO DE TRANSPORTE PÚBLICO DE WAKE PARA EL AÑO FISCAL 2022
- ✓ POLÍTICA DE PARTICIPACIÓN COMUNITARIA

GOFORWARDNC.ORG/WAKEINPUT

👍 2



Wake Transit @WakeTransit · Mar 4

The 10-year Wake Transit Plan is being updated and extended through 2030. The plan outlines the long-term vision for public transportation investment in Wake County. A virtual public hearing about the plan will be March 17. More info, sign up to speak: ow.ly/yGQI50DQ9ki

March 17, 2021
NOTICE OF VIRTUAL PUBLIC HEARING
FY 2021-2030 Wake Transit Plan Update

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

🗨️ 3 🍷 3 📤

TPAC Partner / Community Organization	Engagement Method
City of Raleigh	Weekly newsletter, commute Smart Monthly Newsletter, social media
Town of Apex	Email, social media
Town of Wendell	Focus Group: March 9, 7pm Monthly newsletter, social media
Town of Wake Forest	300 flyers, hand sanitizers
Town of Zebulon	Department webpage update, social media
Dorcas Ministries	"All on the Bus" Bilingual Virtual Training Session w/ GoCary: March 18, 10am 20 flyers, swag bags
Habitat for Humanity of Wake County	Email, social media
League of Wake Women Voters	Email to members
NC Society of Hispanic Professionals	Virtual Student Session (3 Wake Co. High Schools): March 10, 3pm 45 flyers, swag bags
Oak City Baptist Church	Email to congregation
Wake Tech Community College, Eastern Wake Education Center	Email to colleagues
Western Wake Crisis Ministry	150 flyers, hand sanitizers

Public Comments Received

- **Overall**
 - **Bus service should be just for the poorest communities; light rail is a waste of money**
 - **Plan implementation needs to move faster**
 - **Build multimodal community with human-scale infrastructure and end car-centricity; plan is too slow and small-minded**
 - **What about COVID impacts on market projections?**
 - **Every bus seen is empty → why improve transit when current ridership is low?**
- **Bus Service-Specific Comments**
 - **Liked enhancing GoRaleigh Route 6 and 70X**
 - **Want Route 305 expansion to all day service and on weekends**
 - **Not enough new or expanded service in Garner, Knightdale, Wendell, and Zebulon**
 - **Need either longer Route 23L running time or safe way to cross Glenwood/Lead Mine Rd**
 - **Need service on S. New Hope Road between Rock Quarry and East Raleigh Transit Center**
 - **Plan will improve service in many areas, but service needs not adequately addressed in SE Raleigh, no service improvement planned**
 - **Like extra extents of frequent network; would like N. Raleigh to have frequent service, perhaps on Falls of Neuse route**
 - **Want Wendell express route to operate on Wendell Pkwy**

Public Comments Received

- **Commuter Rail**
 - Remove rail from the plan
 - Add frequent rail (as opposed to commuter rail)
 - Some comments suggesting need for LRT
 - Need more updates/transparency on progress of commuter rail – opening date is always shifting back with no movement, unlike BRT
- **Bus Rapid Transit**
 - Keep going on BRT
 - Extend northern BRT further up Capital Blvd as opposed to extending BRT to Clayton
 - Need better connections to outer suburbs → southern BRT to Fuquay-Varina, why are roads being built without sidewalks? Why not LRT?
- **Bus Infrastructure**
 - Like establishing more park-and-rides
 - Important to consider improving bus stops and access (Liked)

VI. Wake County Transit Plan Update- Final Plan Update Document

Requested Action:

Recommend approval of the FY2021-2030 Wake County Transit Plan Update to CAMPO and GoTriangle governing boards.

TPAC Member Roll Call Vote:

Action Item #1:

Approve the January & February draft TPAC Meeting Minutes

Action Item #2:

Endorse GoTriangle as the art & culture policy development lead agency

Action Item #3:

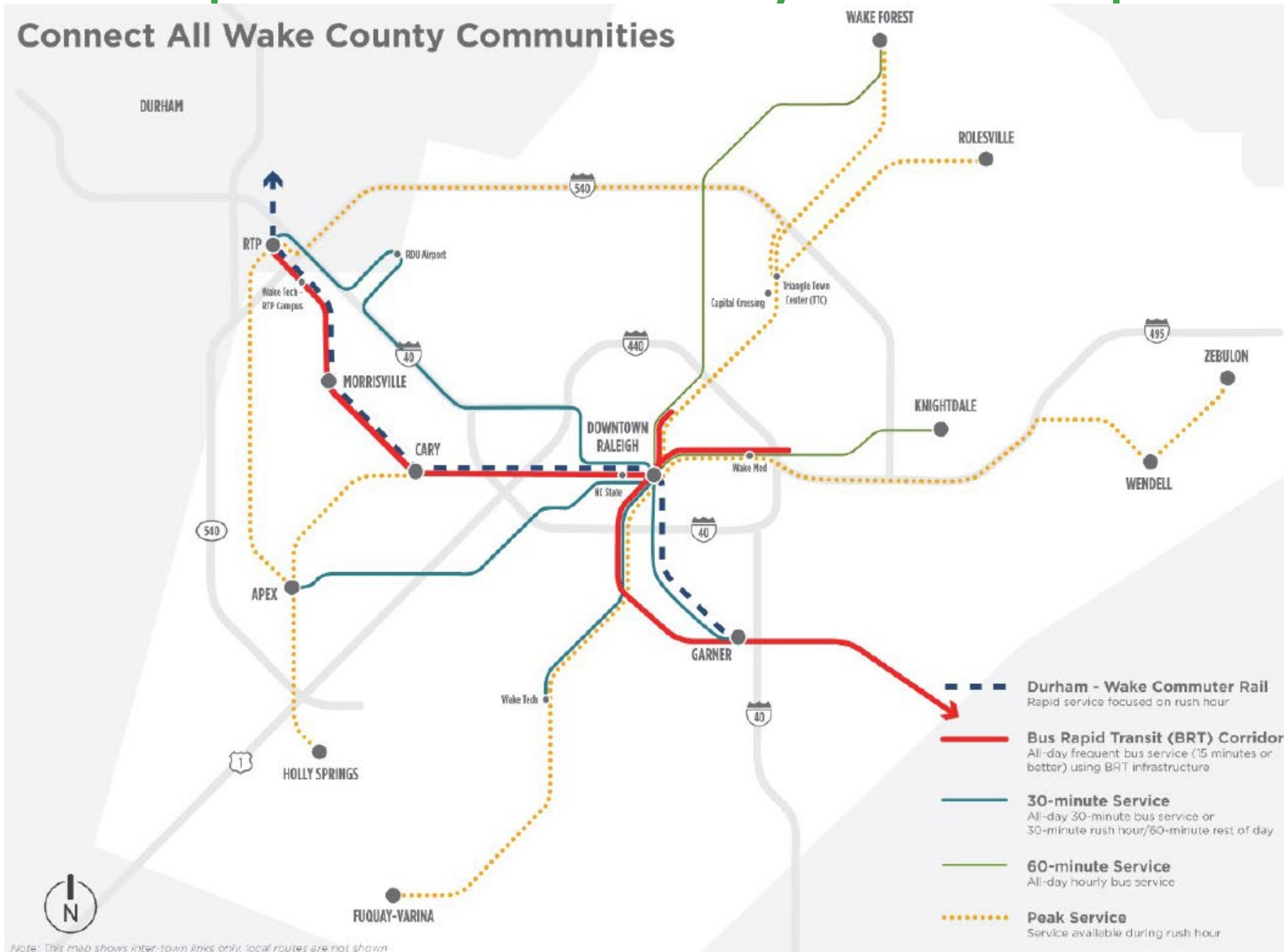
Recommend approval of the FY21-30 Wake Transit Plan Update to governing boards

VII. Bus Rapid Transit (BRT) Extensions Major Investment Study and Alternatives Analysis Attachment D & E

Bret Martin, CAMPO

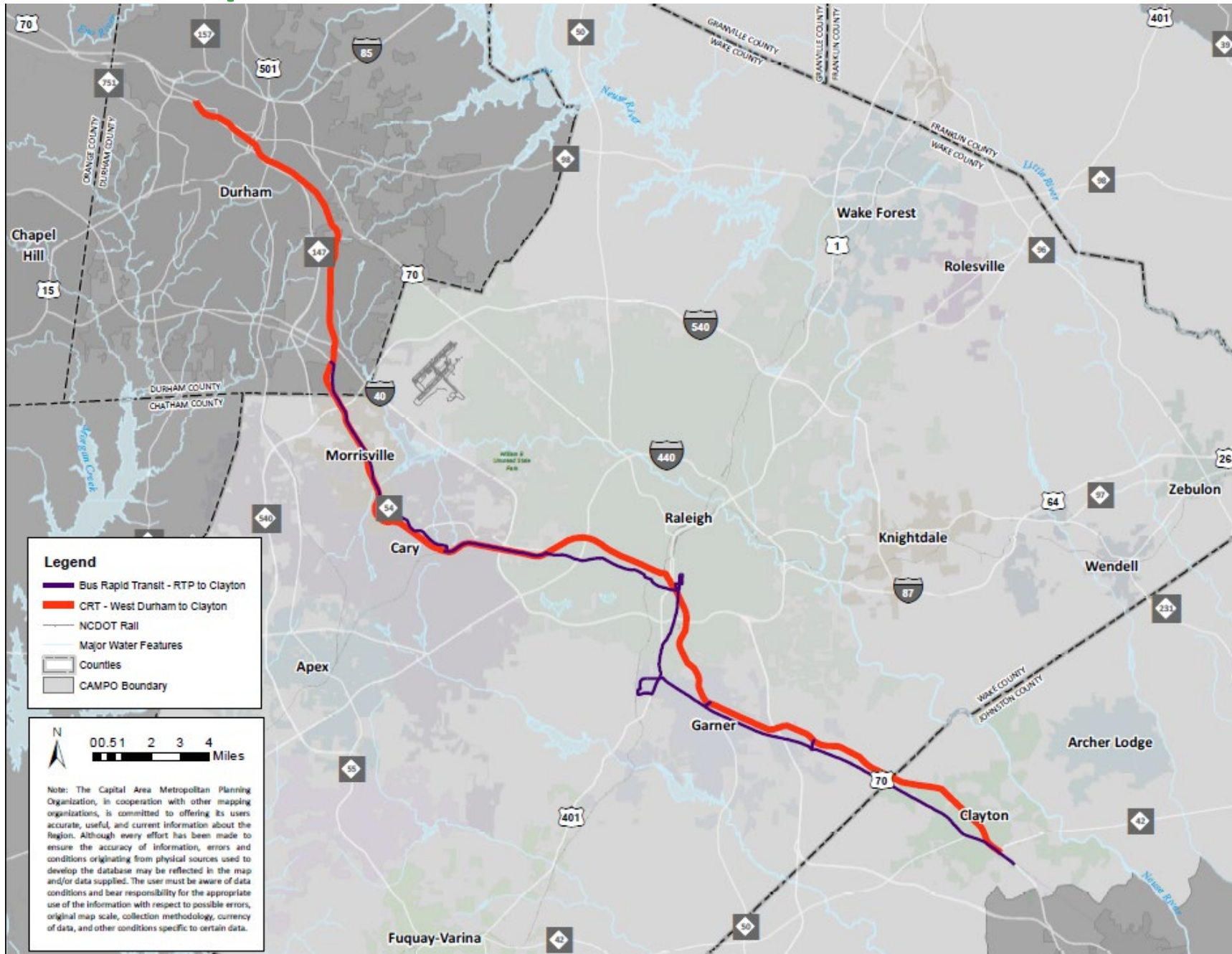
Bus Rapid Transit in Wake County Transit Plan Update

Connect All Wake County Communities

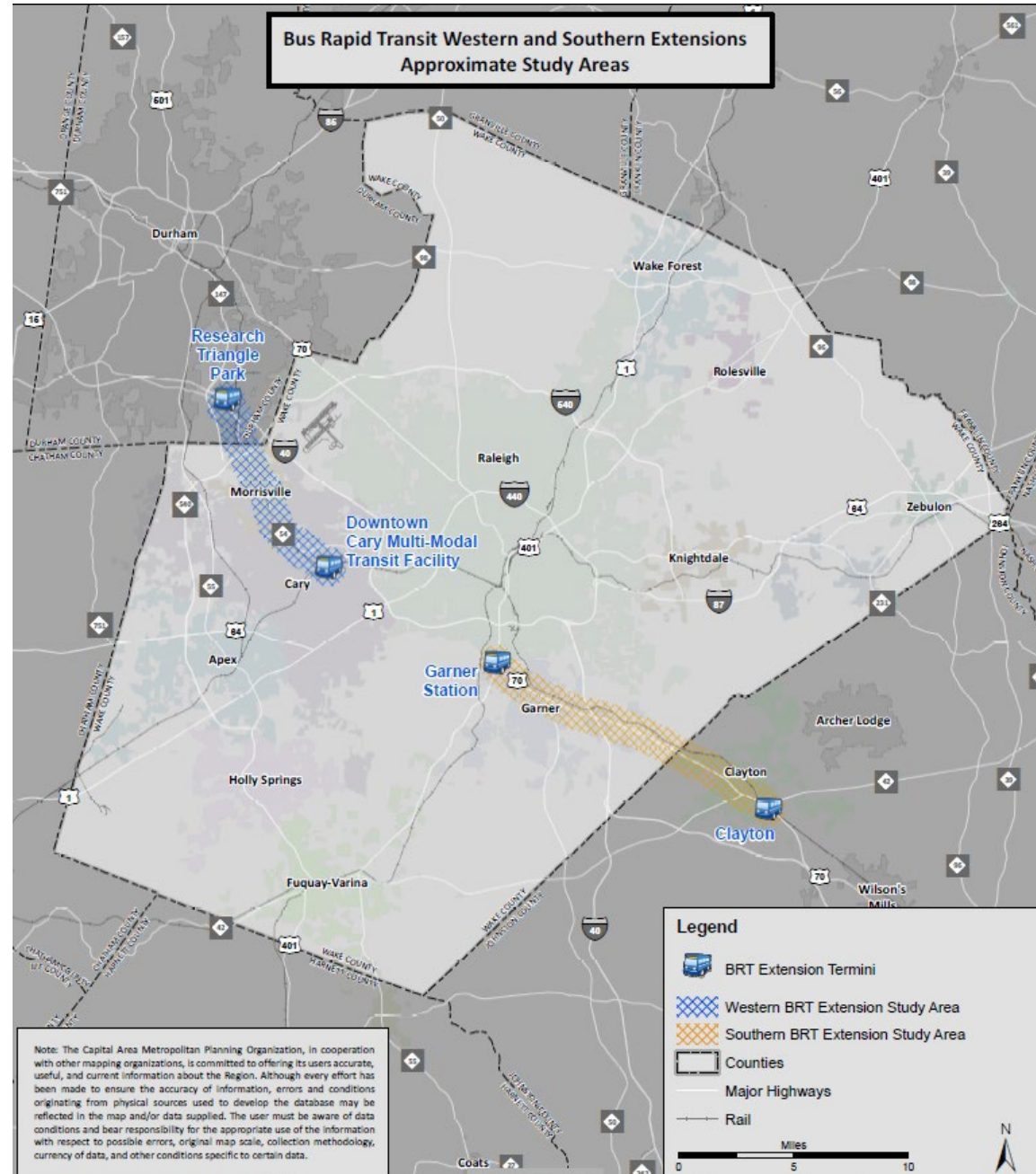


Note: This map shows inter-town links only, local routes are not shown

Bus Rapid Transit and Commuter Rail in 2045 MTP



Bus Rapid Transit Extensions Study Areas



What Do We Mean By Bus Rapid Transit (BRT)?



Typical Characteristics:

- Dedicated/Unobstructed Runningway
- High Frequency
- Traffic Signal Priority
- Off-Board Fare Payment
- Enhanced Stops/Stations
- Specialized Vehicles
- Distinct Branding

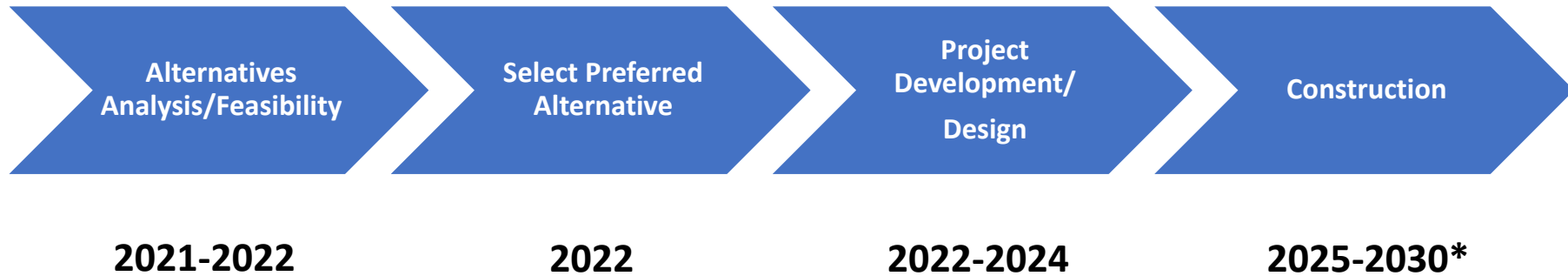
But Could Involve:

- Operating Plan That Best Serves the Market
- Infrastructure Improvements in the Right Places to Achieve Certain Travel Benefits
- Appropriate Investment in Corridors at the Right Time
- Express Bus and Lower Stop Densities Where Appropriate

Background on BRT Extensions

- **\$115M in State Funding for Supporting Infrastructure/Vehicles for Entire Corridor**
- **Funding Currently Programmed in FYs 25-31 (in TIP)**
- **Must Integrate with Other BRT Corridors Under Development**

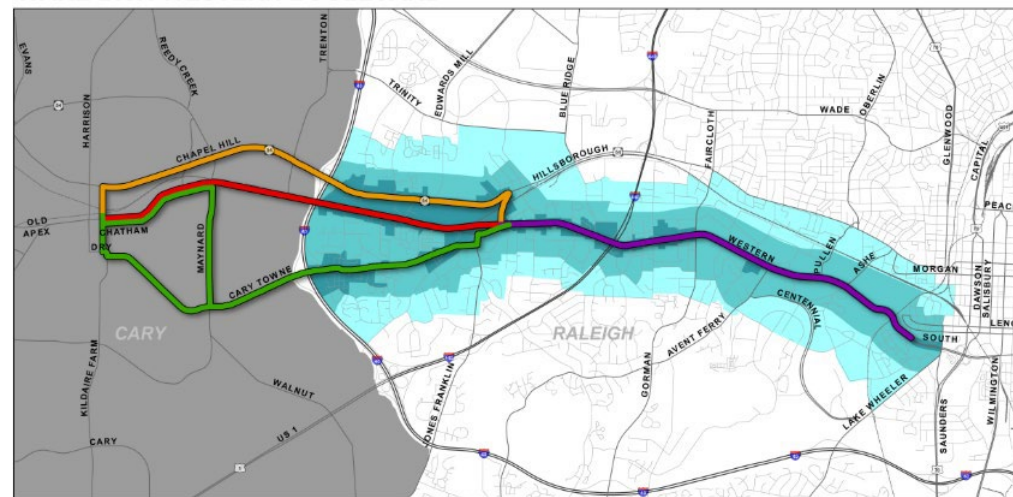
High-Level Project Schedule



***Projects cannot be constructed before Raleigh – Garner and Raleigh-Cary segments and State funding must be available**

Major Investment Study – 2021/2022

- Travel Market Analysis/Ridership Forecasting
- Short- and Long-Term Operating Plans and Costs
- Alternatives Identification, including Alignments and Station Areas
- Develop Evaluation Framework
- Alternatives Evaluation and Cost Estimates
- Short- and Long-Term Runningway Configuration and Signal Priority Needs (Conceptual Level)
- Environmental Constraints Identification
- Public/Stakeholder Engagement



Western BRT Corridor Alignments
Western Blvd
Chapel Hill Rd Alternative
Chatham St / Hillsborough Rd Alternative
Cary Towne Blvd / Maynard Rd Alternative
Walnut St Alternative

City of Raleigh Study Area
Frontage Properties
Quarter-Mile Properties
Half-Mile Properties



Other Important Scope Elements

- **Assessment of Future Roadway/Transit Network Conditions to Identify Opportunities**
- **Risk Assessment for Project Cost and Schedule Challenges**
- **Feasibility of Federalizing Corridors**
- **Preferred Alternative(s) Recommendation**
- **Project Sponsor Identification**
- **Coordination with 2 Core Technical Teams**
- **Prepare Us for Consideration of Locally Preferred Alternative(s) and to Advance to Project Development**



**Federal Transit
Administration**



Core Technical Teams

Garner-Clayton BRT Extension

- NCDOT
- Johnston County
- Town of Clayton
- Wake County
- Town of Garner
- City of Raleigh
- Regional Transportation Alliance

Cary-RTP BRT Extension

- NCDOT
- TJCOG
- Wake County
- Durham County
- City of Durham
- DCHC MPO
- Research Triangle Foundation
- Town of Morrisville
- Town of Cary
- City of Raleigh
- GoTriangle
- Regional Transportation Alliance

VII. Bus Rapid Transit (BRT) Extensions Major Investment Study and Alternatives Analysis

Requested Action:

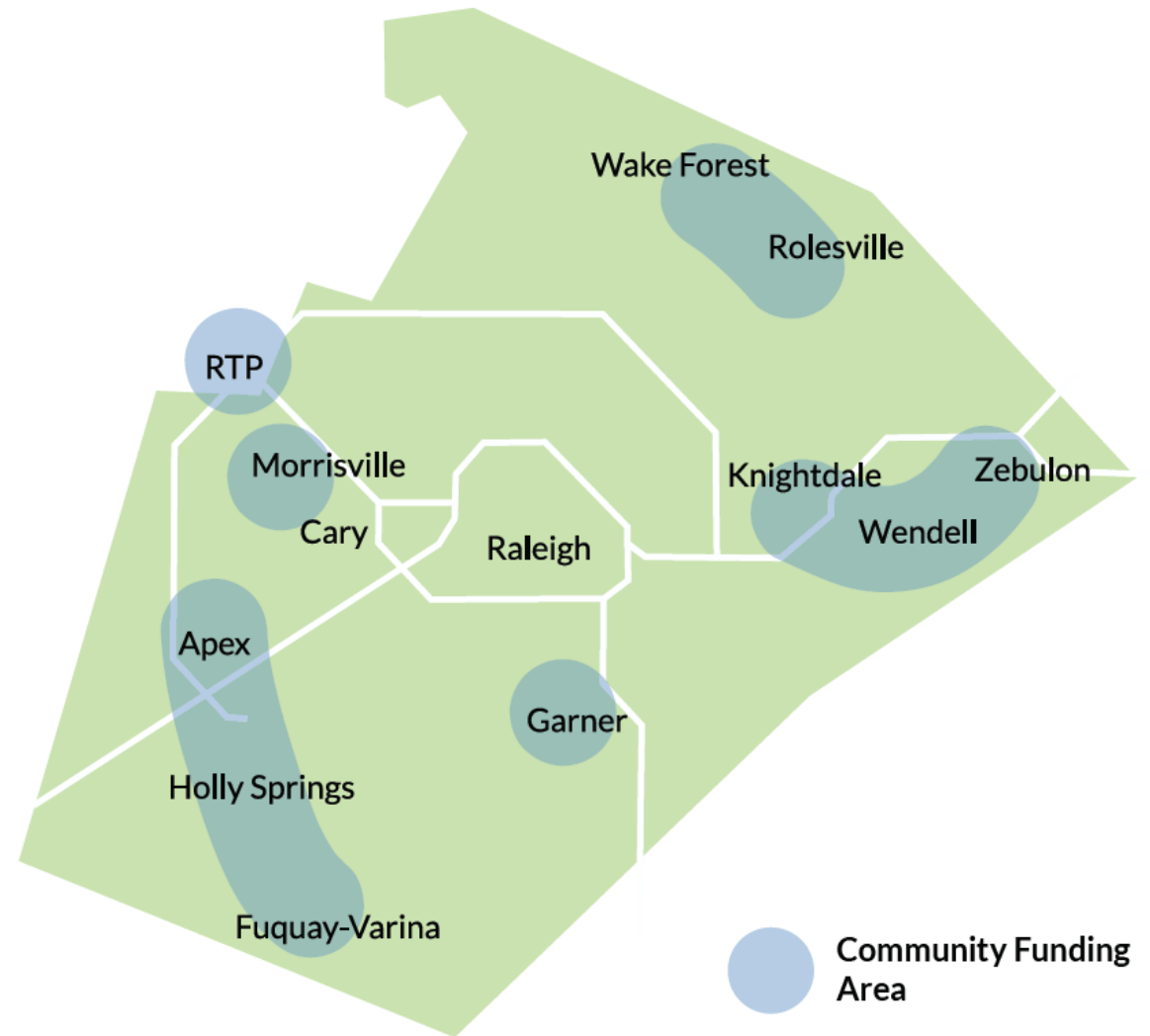
Receive as Information

VIII. FY2022 Community Funding Area Program Update

Evan Koff, CAMPO

Community Funding Area Program Overview

- Envisioned as part of the Wake Transit Plan - Big Move #4: Enhanced Access to Transit
- A competitive program providing an opportunity to receive match funding for planning, capital, operating, or combined capital / operating transit projects



Community Funding Area FY 2022 Program Timeline

Action	Date
Project Incubation Meetings	Late Sept 2020
Call for Projects (Opens)	Oct 26, 2020
Applicant Training	Oct 29, 2020
Pre-Submittal Review Meetings:	
Town of Knightdale	Dec 08, 2020
Towns of Rolesville and Wake Forest	Dec 10, 2020
Research Triangle Park	Dec 11, 2020
Town of Garner	Dec 11, 2020
Call for Projects (Closes)	Jan 8, 2021
CAMPO Staff Scores Submissions	Jan 1, 2021 – Jan 29, 2021
Selection Committee Convenes	Feb 09, 2021 Feb 26, 2021
Committee Recommendation Presentations:	
Transit Planning Advisory Committee	Mar 10, 2021
Technical Coordinating Committee	Apr 1, 2021
Executive Board	Apr 21, 2021
TPAC recommends Projects in Work Plan	Apr 21, 2021
FY21 Work Plan Adoption	By June 30, 2021



Previously Funded Projects

Planning

Town of Apex (FY19)

Town of Morrisville (FY19)

Town of Garner (FY20)

Town of Fuqua-Varina
(FY20)

Town of Rolesville (FY20)

Capital

Town of Apex (FY21)

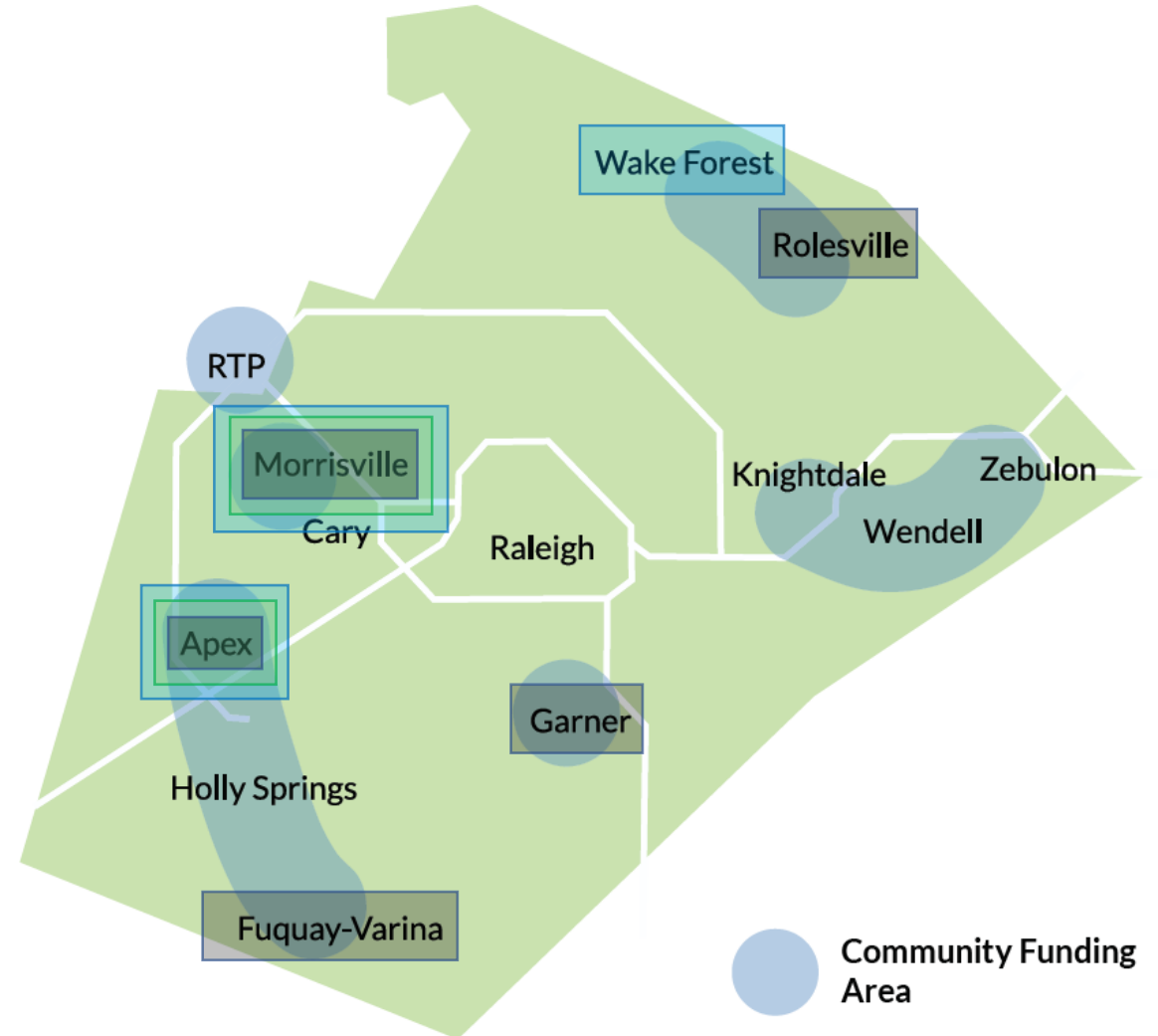
Town of Morrisville (FY21)

Operating

Town of Wake Forest (FY20)

Town of Apex (FY21)

Town of Morrisville (FY21)



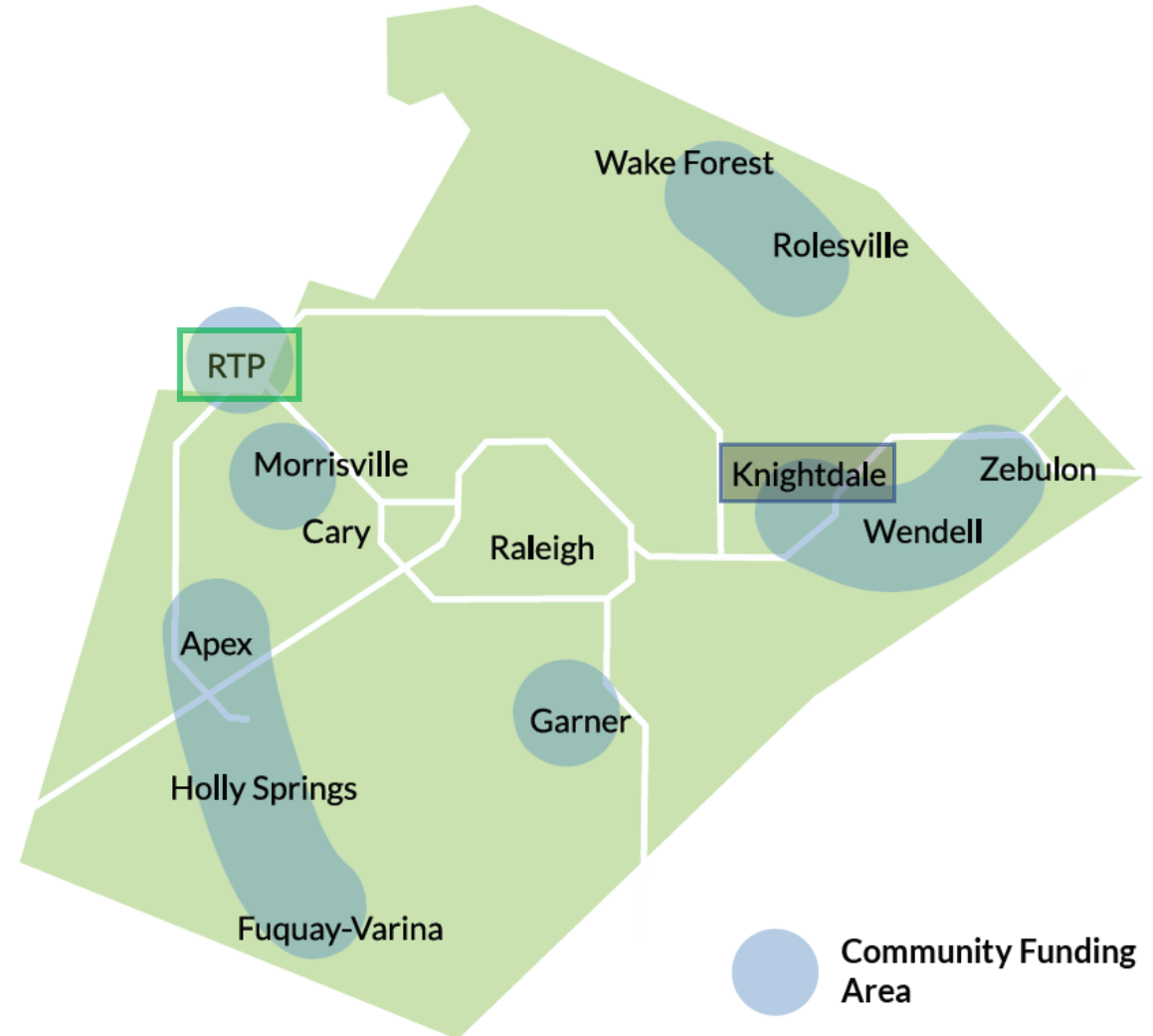
Submitted Applications

Planning

Town of Knightdale (FY22)

Capital

Research Triangle Park (FY22)



Scoring Planning Studies/ Technical Assistance

Category	Criterion	Description	Points Awarded	Justification
Geographic Balance	Last Time Applicant Awarded CFAP Funds for Planning	Last time applicant was awarded CFAP funds for a planning study.	20: None within last 10 years	Prioritizes first-time planning study applicants and favors at least a five-year gap between funded planning studies/technical assistance grants.
			10: Within last 5 to 10 years	
			0: Within last 5 years	
Planning Study Readiness	Clear and Compelling Scope of Work	Applicant must provide a scope of work for the proposed planning document requesting CFAP funds with required content.	15	This is a requirement of all applications to demonstrate applicant has a focused scope of work that fits within the CFAP funding constraints.
	Estimated Planning Study End Date	Timeframe within which the results of the planning study are expected to be completed	10: Within 12 months	Prioritizes planning studies that can be finished within one funding cycle, so they can be used to support operations/planning projects proposed during the next funding cycle.
			0: Over 12 months	
	Local Match	Amount of total planning study paid for with local funds*	5: >80%	Prioritizes planning studies that are funded with a higher than minimum 50% local match.
			4: 76-80%	
3: 71-75%				
2: 61-70%				
1: 51-60%				
0: 50%				

Scoring Capital Projects

Category	Criterion	Description
Geographic Balance	Last Time Applicant Awarded CFAP Funds for Capital/Operating	Last time applicant was awarded CFAP funds for capital/operating projects.
Local/Regional Benefits	Fixed-route Wake Transit Plan investments supported	Number of fixed-route bus/rail connections within ½ mile of project area.
	Population density within service area	Population density (in people per square mile) within 1/2 mile of project area.
	Employment density within service area	Employment density (in jobs per square mile) within 1/2 mile of project area.
Transit Need	Population with Transit Need	Percent of population with high propensity to use transit (including residents living below the poverty line, older adults age 65 and above, total households with zero vehicles, individuals with disabilities) within ½ mile of project area.
	Activity Generators and Community Connections	Number of activity generators and community connections within ½ mile of project area. Activity generators and community connections include medical facilities, senior centers/community centers, retail centers, major employers (100+ employees), schools, and government centers.

Scoring Capital Projects (Continued)

Category	Criterion	Description
Cost Effectiveness	Operating and Capital Cost per Boarding	Operating and capital cost per boarding opening year.
	Project Readiness	<p>A score is assigned based on the number of the following project readiness indicators that have been completed by the time the project application is submitted:</p> <ol style="list-style-type: none"> 1) Project needed: Has a need for the proposed project been documented in other relevant planning documents? 2) Project study completed: Has a planning study for the proposed project been completed and deemed feasible and is the proposed project aligned with the study recommendation? 3) Title VI analysis / ADA assessment complete: Has a Title VI/ADA assessment been completed? 4) Realistic Cost and Timeframe: Does the project reflect a realistic cost and implementation timeframe (see Appendix F for definition of realistic cost and implementation timeframe)?
Project Readiness	Estimated Opening Year	Estimated opening year of project (for capital projects, how long until project is expected to be completed; for operations projects, how long until operation begins?)
	Best Practices	Does project follow published best practices from elsewhere within the country or region? Applicant must cite best practice research.
	Local Match	Amount of total project cost paid for with local funds

Scoring - Summary for Planning & Capital Projects

	Geographic Balance	Local / Regional Benefits	Transit Need	Cost Effectiveness	Project Readiness	Total Score
FY20 Wake Forest (Reference)	20	5	20	5	14	64
FY21 Apex (Reference)	20	15	20	0	28	83
FY21 Morrisville (Reference)	20	16	20	0	25	81
FY22 Research Triangle Park	20	10	10	0	24	64

	Geographic Balance	Planning Study Readiness	Total Score
FY19 Morrisville (Reference)	20	27	47
FY19 Apex (Reference)	20	25	45
FY20 Fuquay-Varina (Reference)	20	25	45
FY 2020 Garner (Reference)	20	25	45
FY 2020 Rolesville (Reference)	20	25	45
FY22 Town of Knightdale	20	25	45

Program Funds - Additional Cost Considerations

10%

The CFA Program Management Plan allows the potential of up to a 10% overage on project costs, with additional match dollars from the project sponsor. This 10% cannot go above any other program caps, such as the \$50,000 planning maximum

30%

The Budget & Finance and Planning & Prioritization Subcommittees made the following recommendation: No project can use more than 30% of total annual CFA program budget on **operating** expenses without TPAC approval

Program Funds - CFA Operating Funding: FY22 to FY27

CFAP:	FY22	FY23	FY24	FY25	FY26	FY27
Total Allocation	\$1.75M	\$1.31M	\$1.52M	\$1.64M	\$1.68M	\$1.72M
30% Project Cap	\$525k	\$394k	\$456k	\$493k	\$506k	\$518k
TO005-Z:	FY22	FY23	FY24	FY25	FY26	FY27
CFA Funding Reserve	\$685k	\$221k	\$401k	\$497k	\$510k	\$523k
*Includes Costs of all currently funded operating projects	↓	↓	↓	↓	↓	↓
CFA Applications	FY22	FY23	FY24	FY25	FY26	FY27
Knightdale +10%	\$50k	Add \$372k of remaining	-	-	-	-
RTP +10%	\$263k		-	-	-	-
Remaining	\$372k	\$593k	\$401k	\$497k	\$510k	\$523k

Research Triangle Park: Capital funding for Enhanced Mobility Hub

Review of Applications

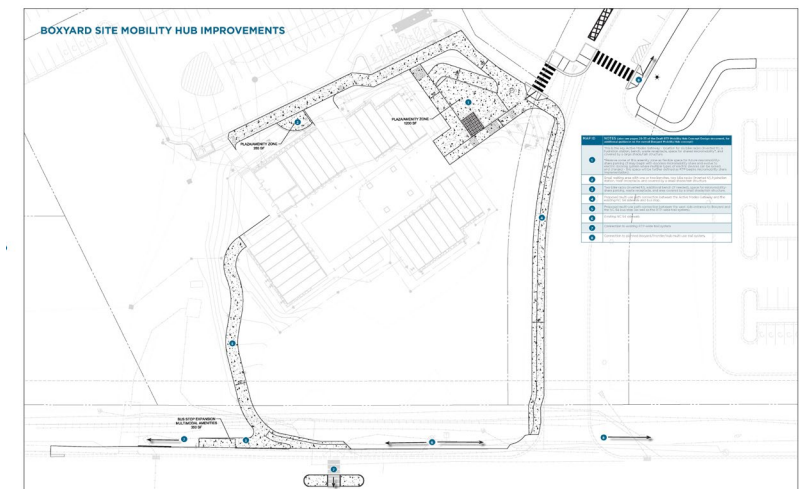
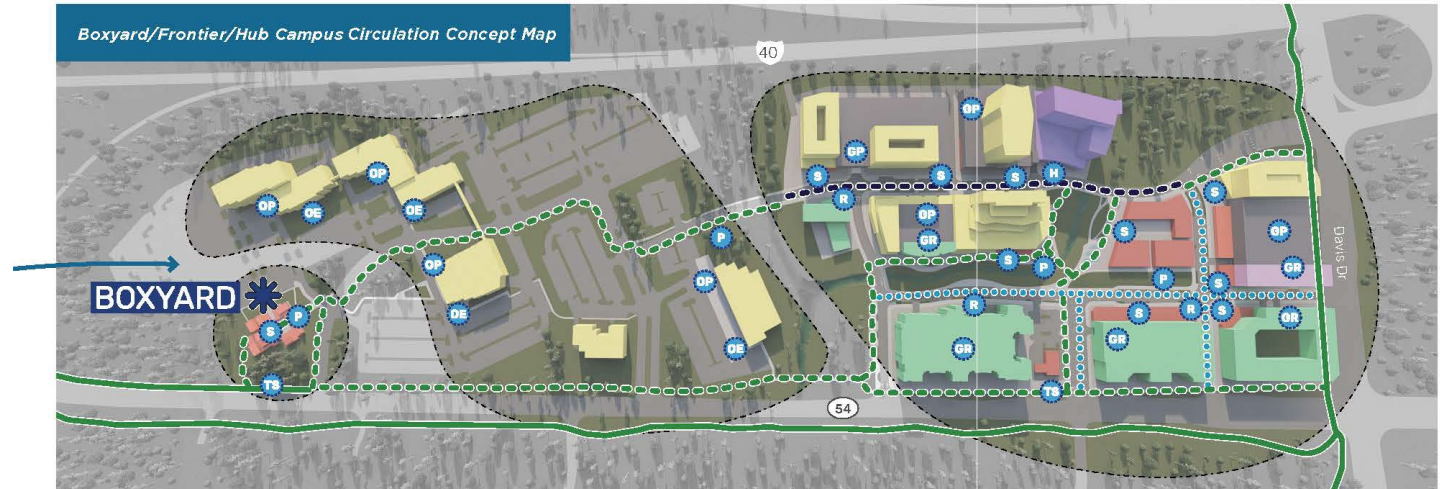


Project Description:

Mobility hubs provide an integrated suite of mobility services, amenities, and technologies to bridge the first and last mile distance (the symbolic distance between destinations and transit service).

Service Details:

- Enhances pathways connecting campuses of HUB RTP, Boxyard, & Frontier via active transportation and micro-mobility
- Enhances RTP trail network connectivity
- Situated next to pre-existing transit service
- Access to new Regional Transit Center
- Mobility Hub Amenities: Hydrations Stations; Benches; Shade Structure; Bike Racks; Trash/Recycling Receptacles; Wayfinding
- Expected Completion date: October 2021



Town of Knightdale:

Planning Funds for CTP Transit Section Enhancements

Review of Applications

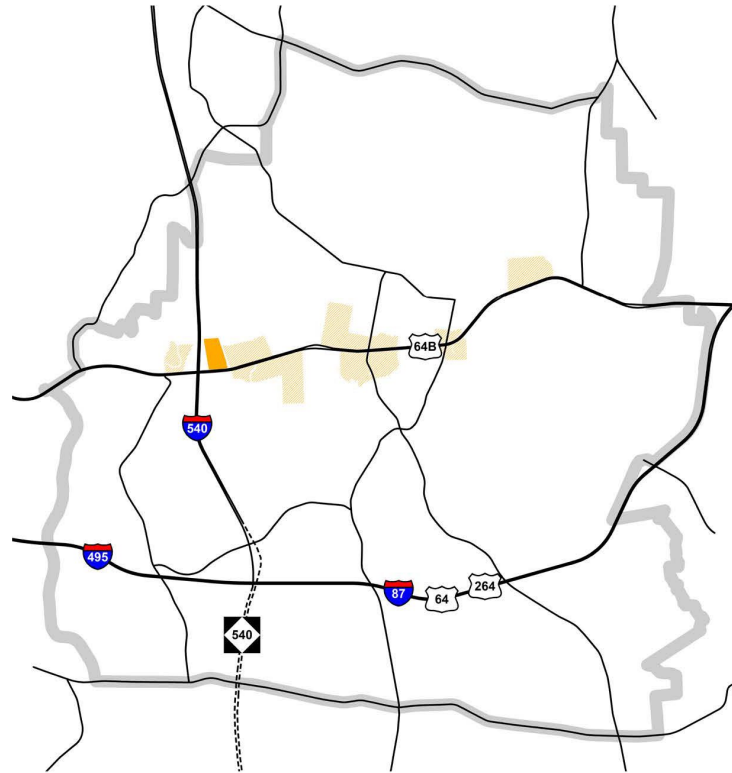


Project Description:

The Town of Knightdale is looking to expand the scope of its upcoming Comprehensive Transportation Plan by incorporating an in-depth analysis of future transit needs and opportunities.

Plan Details:

- Frequent/Local Transit Network accessibility
- BRT expansion
- Bicycle Connectivity
- Pedestrian Connectivity
- Microtransit accessibility
- Micromobility alternatives



Funding Recommendations:

CFA Selection Committee



Funding: The CFAP Selection Committee recommends **Full Funding**

Conditions: None



Funding: The CFAP Selection Committee recommends **Full Funding**

Conditions: None

Funding Recommendations:

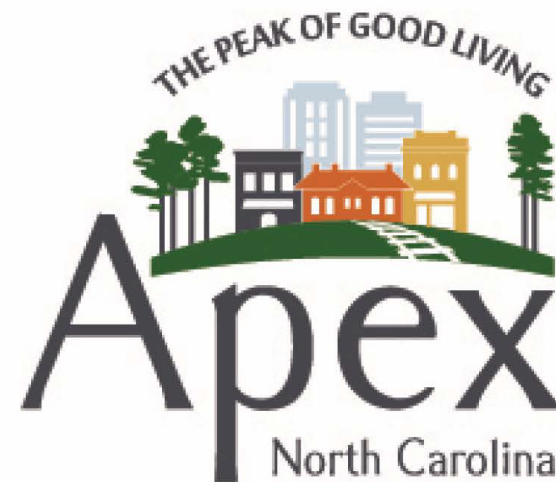
FY22 CFA Projects in Wake Transit Work Plan

There will be a Project ID # with a corresponding line item and project sheet for each funded implementation element as occurred with the now-funded FY21 Apex and Morrisville projects

Project ID	TC002-BE	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements
Project Description:				Project at a Glance	
As part of the Community Funding Area Program, the Town of Apex will design and construct up to 40 bus stops throughout the community to support the Town's GoApex Route 1 fixed-route circulator. The improvements will be supported by a mixture of funding sources, including Wake Transit funds, CAMPO LAPP funds, and local funds.				Project Title	Bus Stop Improvements for GoApex Route 1
				Agency	Town of Apex
				FY 2021 Costs	\$207,000
				Funding Source	Wake Transit Tax Proceeds, Local Match, and Federal Funds (LAPP)
				Start Date	July 2020

TC002 Bus Infrastructure

Agency	Project ID	Project	Prior Years	FY 2021	FY 2022 Programmed
Bus Stop Improvements				Subcategory Total	\$455,000
<i>Town of Apex</i>				<i>Agency Subtotal</i>	<i>\$207,000</i>
	TC002-BE	Bus Stop Improvements for GoApex Route 1		\$207,000	
<i>Town of Morrisville</i>				<i>Agency Subtotal</i>	<i>\$248,000</i>
	TC002-BF	Bus Stop/Node Improvements for Smart Shuttle		\$248,000	
				Bus Infrastructure Total	\$455,000

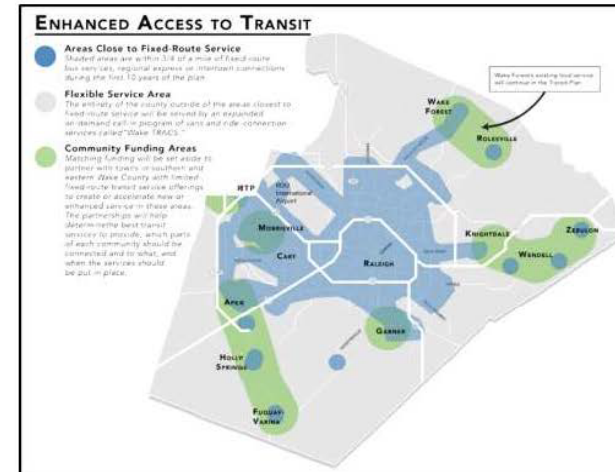


Funding Recommendations:

FY21 CFA Projects in Wake Transit Work Plan

The TO005-Z (Community Funding Area Program Reserve) balance for FY22 will be adjusted to reflect the newly funded implementation elements

Project ID	TO005-Z	Project Category	Bus Operations	Project Subcategory	Other Bus Service												
Project Description:				Project at a Glance													
<p>Community Funding Area (CFA) Program funding will be used to support community-based public transportation projects through planning, capital, or operating projects. Eligible municipalities or organizations function as project sponsors under the program and will determine the best investments for their communities, entering their projects for scoring consideration via a CFA application as described in the CFA Program Management Plan.</p> <p>This project places in reserve the designated CFA funding for FY22, which will be assigned to selected projected sponsors by April of 2021.</p>				<table border="1"> <tr> <td>Project Title</td> <td>Community Funding Area Program Reserve</td> </tr> <tr> <td>Agency</td> <td>Capital Area MPO</td> </tr> <tr> <td>FY 2022 Costs</td> <td>\$685,781</td> </tr> <tr> <td>FY 2023 Programmed Cost</td> <td>\$221,264</td> </tr> <tr> <td>Funding Source</td> <td>Wake Transit Tax Proceeds</td> </tr> <tr> <td>Start Date</td> <td>July 2021</td> </tr> </table>		Project Title	Community Funding Area Program Reserve	Agency	Capital Area MPO	FY 2022 Costs	\$685,781	FY 2023 Programmed Cost	\$221,264	Funding Source	Wake Transit Tax Proceeds	Start Date	July 2021
Project Title	Community Funding Area Program Reserve																
Agency	Capital Area MPO																
FY 2022 Costs	\$685,781																
FY 2023 Programmed Cost	\$221,264																
Funding Source	Wake Transit Tax Proceeds																
Start Date	July 2021																



Capital Area MPO		Agency Subtotal	\$685,781	\$221,264
TO005-Z	Community Funding Area Program Reserve		\$685,781	\$221,264

Any Questions?



VIII. FY2022 Community Funding Area Program Update

Requested Action:

Receive as Information

IX. GoTriangle Bus Stop Improvement Program

Erin Convey, GoTriangle



BUS STOP
IMPROVEMENTS

AGENDA

- Progress Update
- Bus Stop Improvement Process
- Next Steps



WAKE TECH SOUTH PARK AND RIDE

PROGRESS UPDATE

Total		65
Completed		3
Under Construction		2
Out for Bid		12
Real Estate Acquisition		4
In Design (Stakeholder Coordination)	In Review with NCDOT	2
	In Review with NCSU	3
	In Review with NCRR	2
Planning Pipeline (design to begin Spring-Summer '21)		37

INTERACTIVE MAP

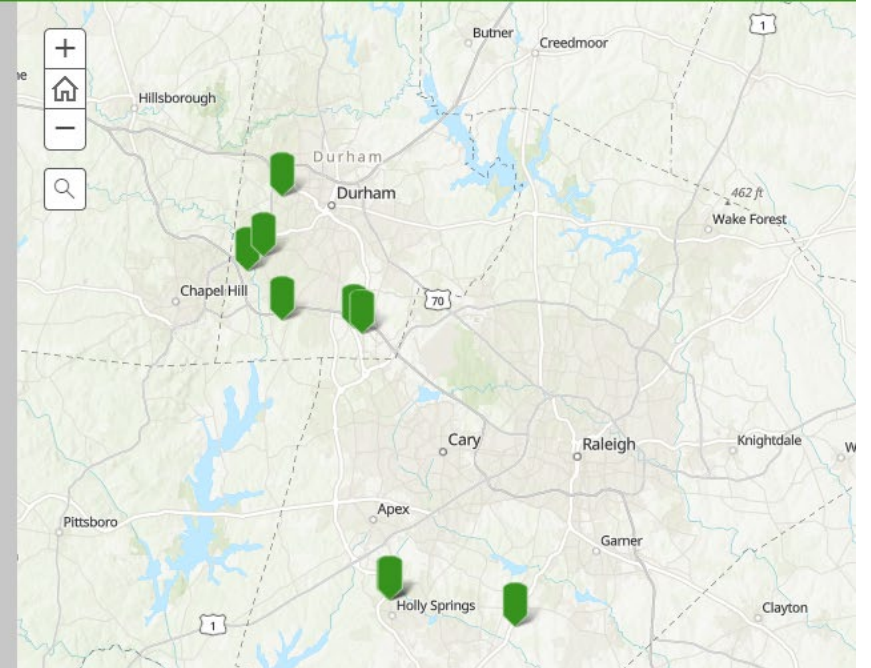
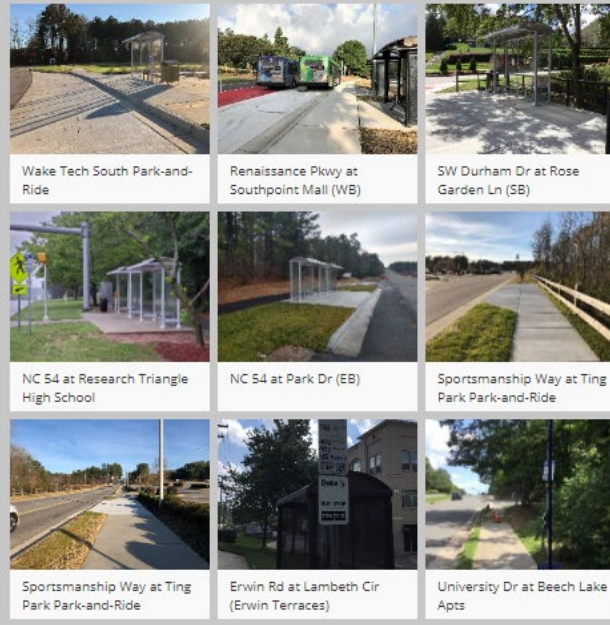
GoTriangle Bus Stop Improvement Map

This is a map showing stop improvements since 2018. Photos under the "in-progress" tab show bus stop conditions prior to construction.



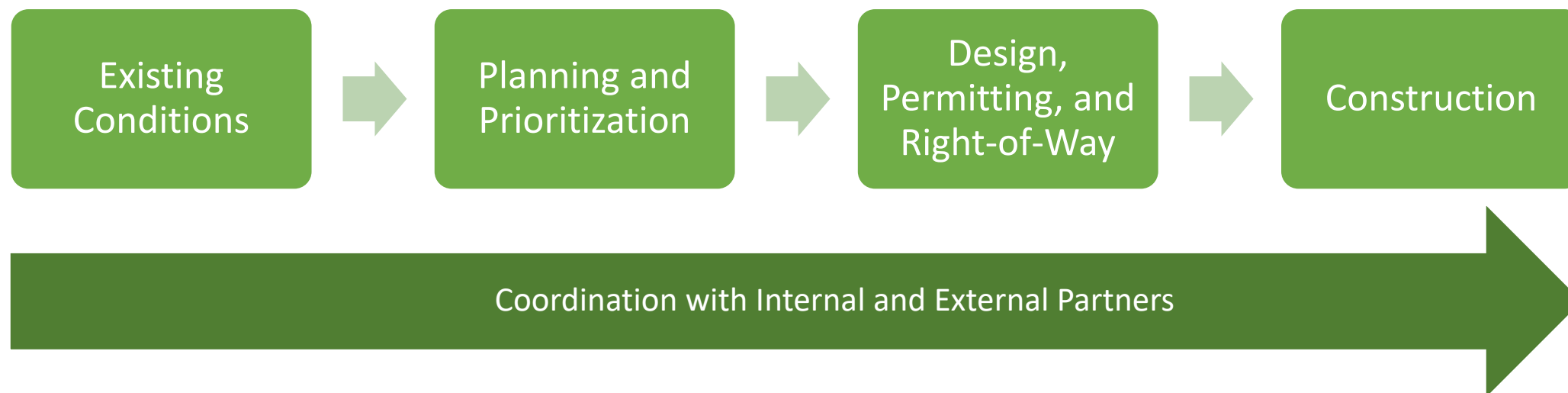
Completed (9)

In-Progress (17)



[GOTRIANGLE.ORG/STOPS](https://gotriangle.org/stops)

BUS STOP IMPROVEMENT PROCESS



EXISTING CONDITIONS

- 2020 Field Inventory
 - Location
 - Amenities
 - Conditions
 - Accessibility
- Identifying Needs
 - Basic Accessibility
 - Amenities Thresholds



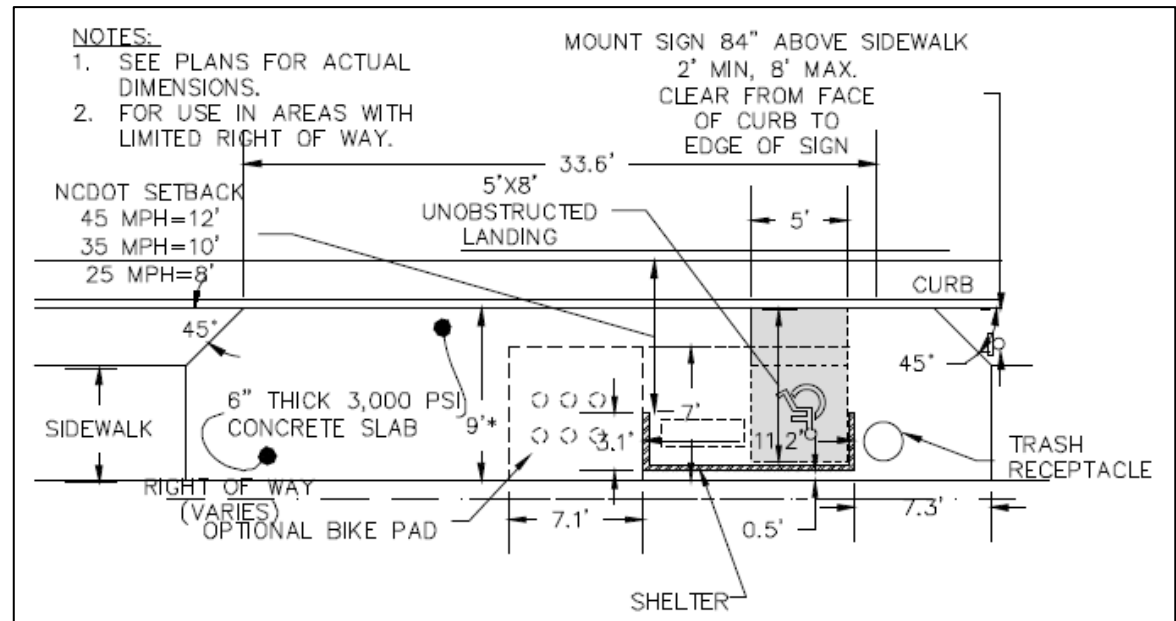
PLANNING & PRIORITIZATION

- Prioritization factors:
 - Ridership
 - Accessibility
 - New and Existing Stops
- Scoping and Feasibility
 - Staff working group
 - Opportunities and Constraints Analysis
 - Coordination with partner municipalities and agencies



DESIGN & ENGINEERING

- Survey and Design
- Permitting and Approvals
- Right-of-Way Acquisition



BUS STOP IMPROVEMENT PROCESS

CONSTRUCTION

- Construction-related permits
- Contractor oversight
- Quality assurance and inspections



WHAT'S NEXT?

- FY22 Work Plan funding requests
- FY22 LAPP funding for 24 stops in Wake County
- Downtown Apex Transfer Point
- Existing Park and Ride Improvements
- Standard technical details update
- Continued coordination with partner municipalities and agencies

QUESTIONS?



SPORTSMANSHIP WAY AT TING PARK PARK-AND-RIDE



IX. GoTriangle Bus Stop Improvement Program

Requested Action:

Receive as Information

X. Transforming Rail Corridors: The S-Line Opportunity

Jason Orthner, NCDOT Rail Division



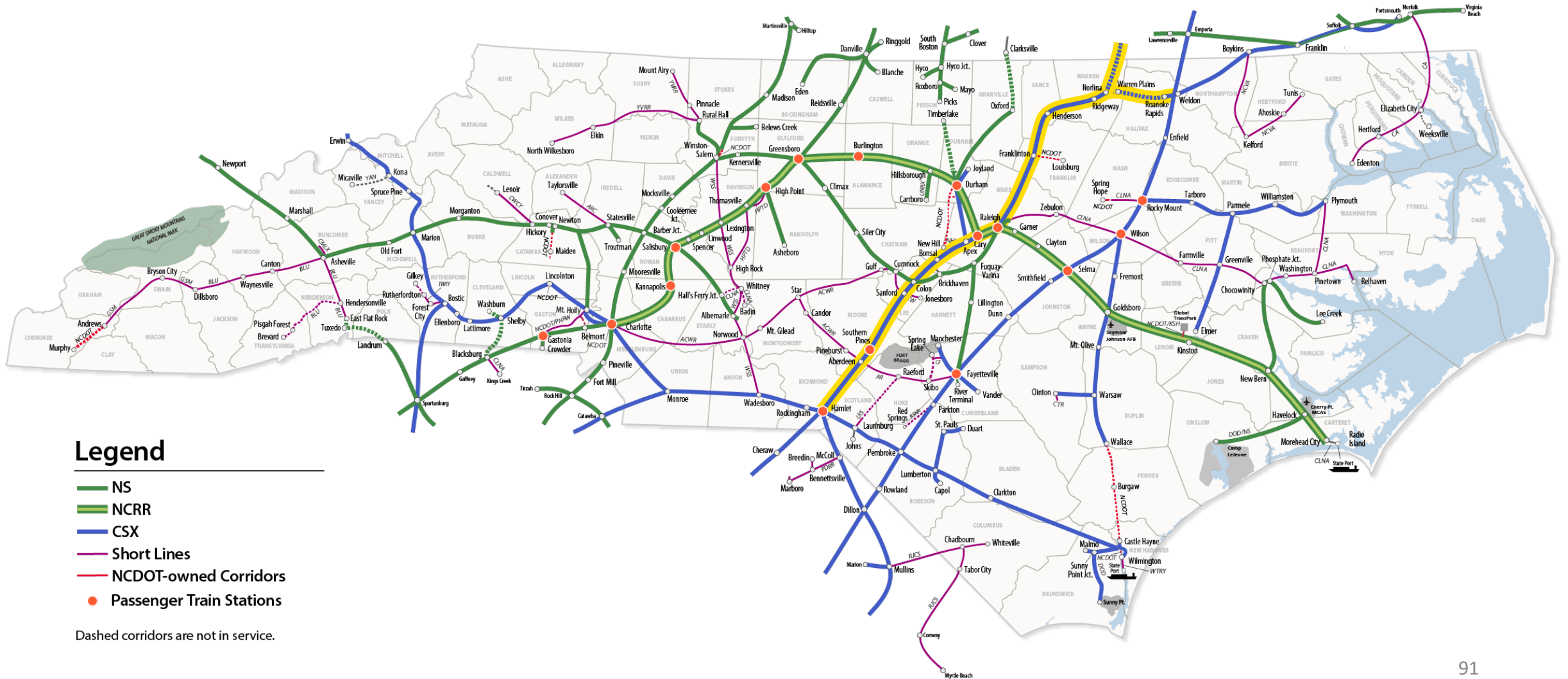
NORTH CAROLINA Department of Transportation



Expanding Rail in North Carolina: The S-Line Opportunity

Jason Orthner, P.E.
Rail Division Director

North Carolina Railroad System



History of the S-Line

The S-Line was once a primary rail route.



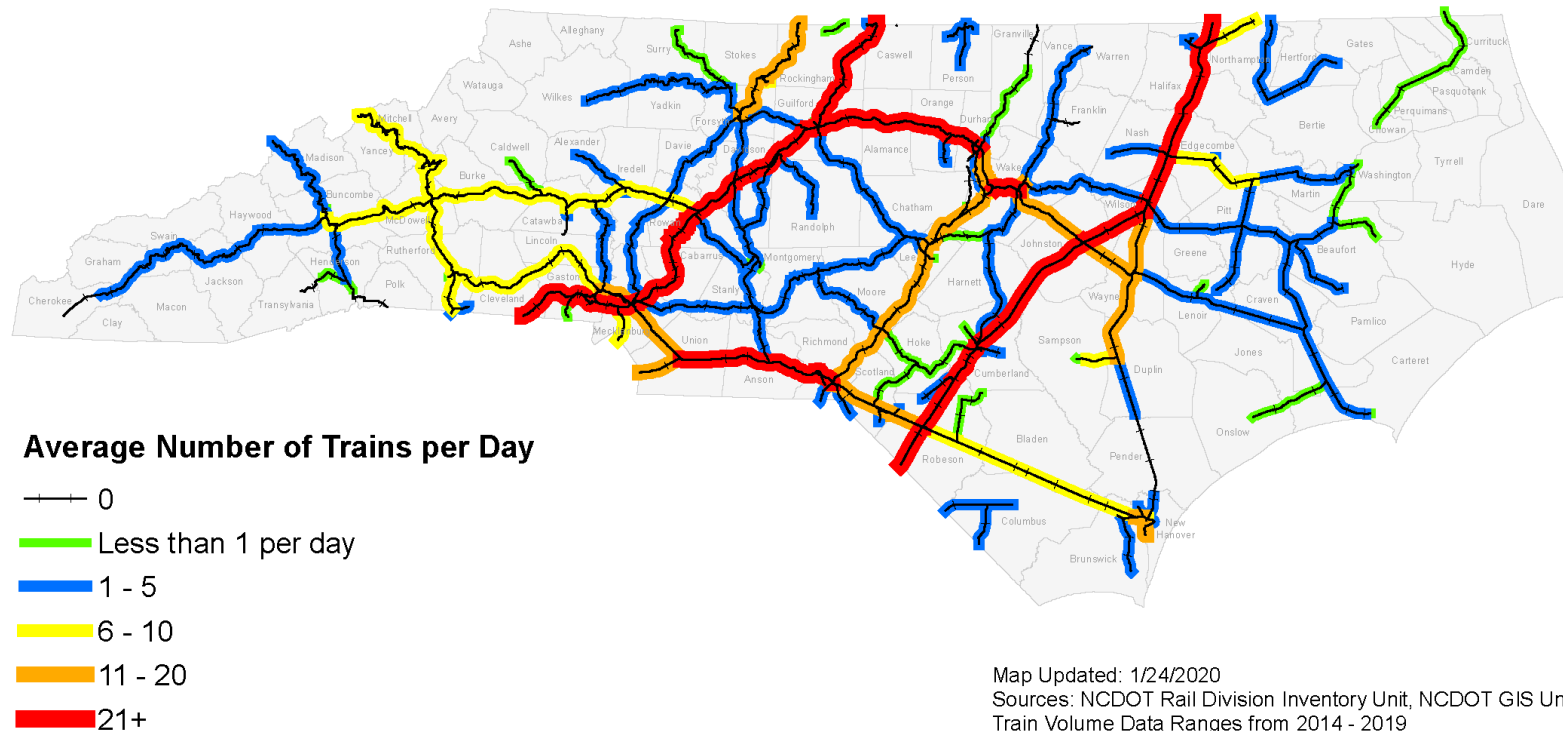
Passenger train in Sanford, NC



Freight train north of Franklinton, NC

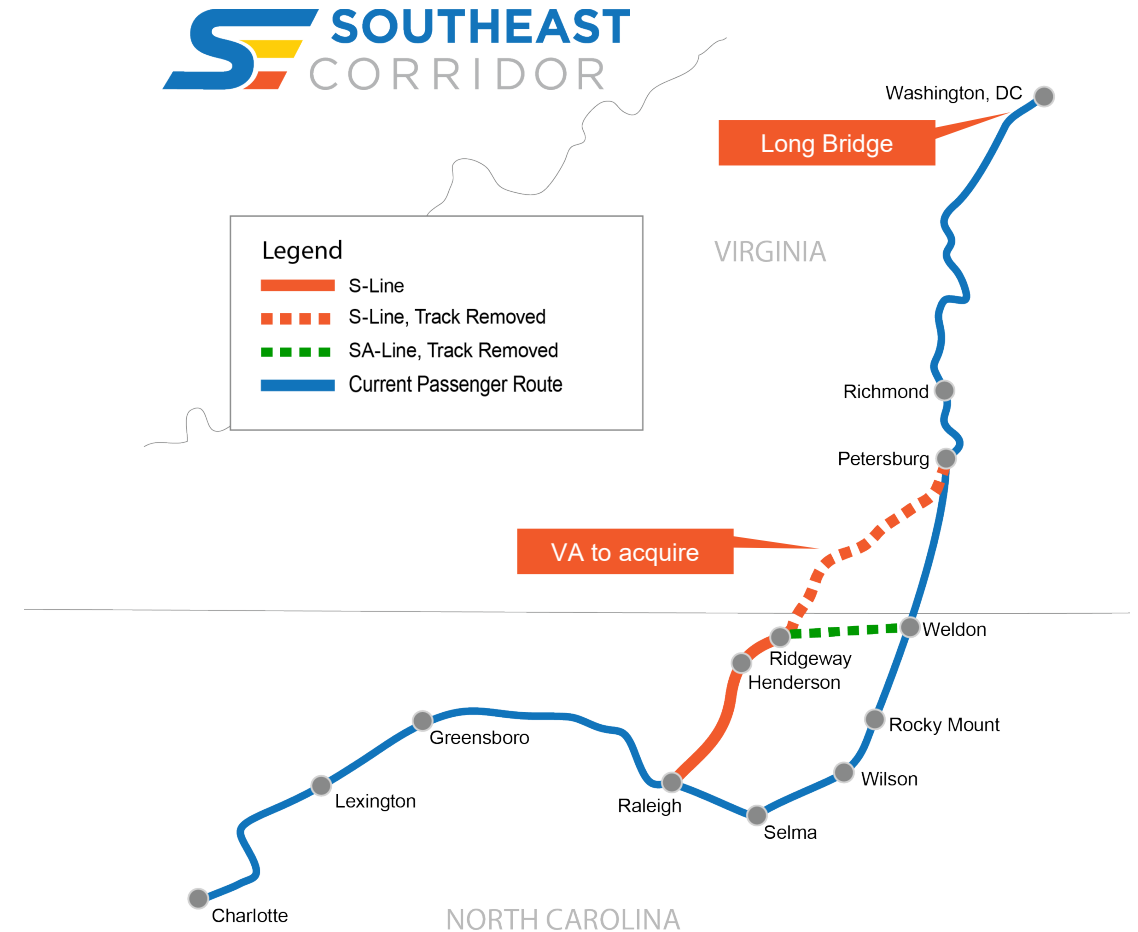
Class I Railroads “Rationalizing” Their Networks

- Focusing on core routes that carry large volumes of through freight trains
- Selling off stub ended and redundant rail corridors
- Lower-volume lines need to be preserved to serve existing and prospective industries and provide passenger rail expansion opportunities



Virginia & CSX Landmark Rail Agreement – December 2019

- VA in process of purchasing 350 miles of railroad right of way and 225 miles of track
- State ownership benefits:
 - Aligns with investment in freight and passenger improvements
 - Supports timing for development of the Southeast Corridor
 - Allows for implementation of future technologies
 - Supports economic development opportunities
 - Expands eligibility for grants

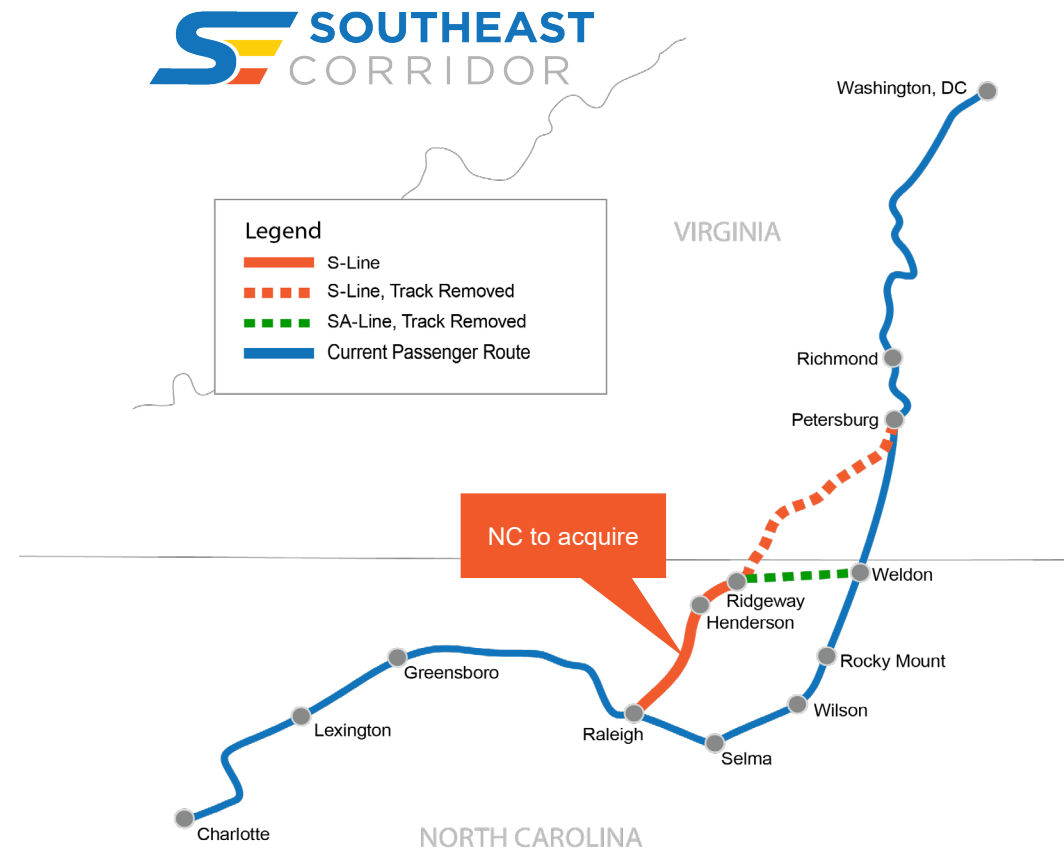


\$47.5M

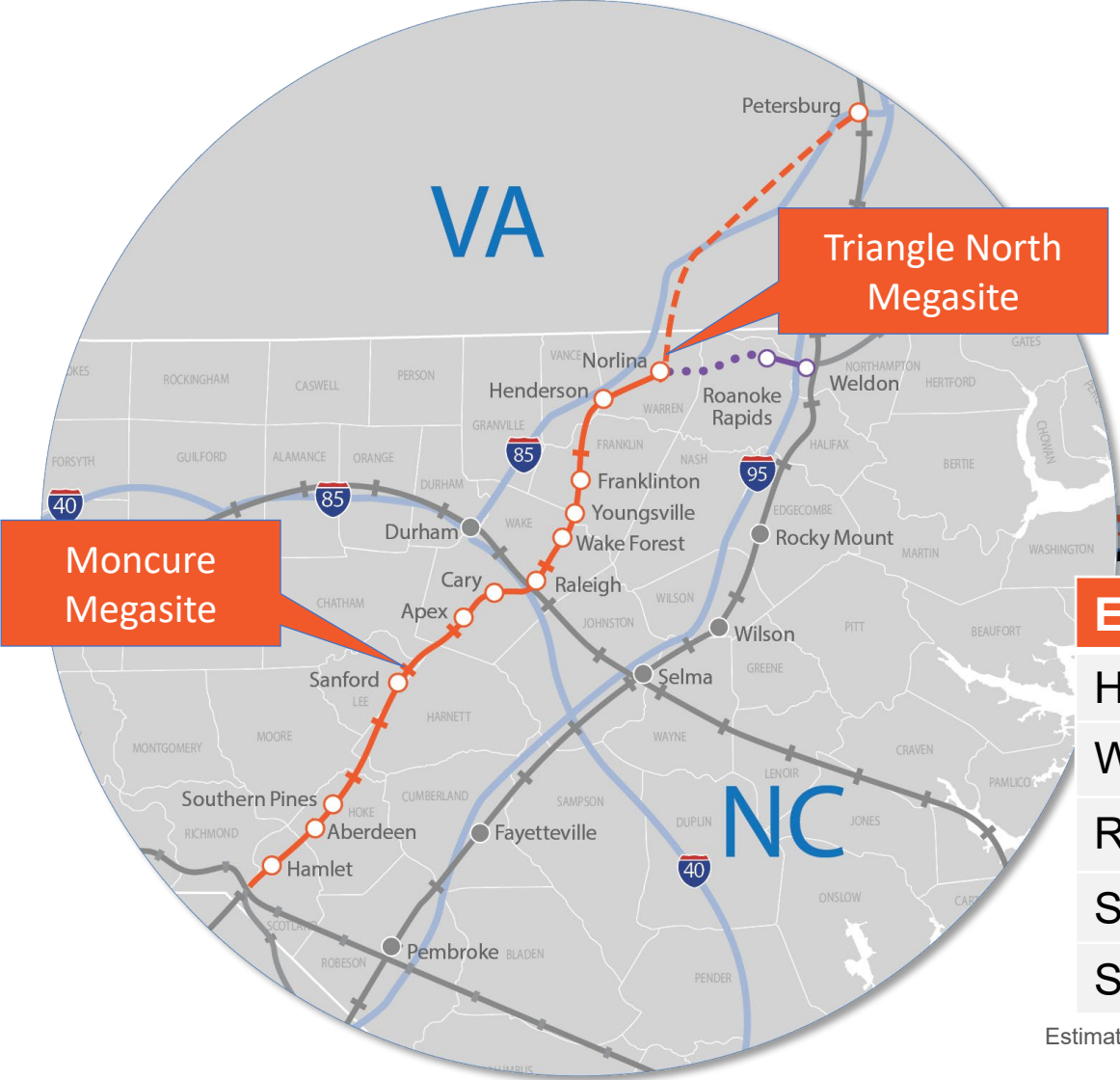
NCDOT received grant to purchase S-Line ROW – September 2020

Critical for Southeast Corridor buildout

- Will reduce passenger trip times and improve on-time performance
- Will increase north-south freight capacity and rail network resiliency
- Will connect manufacturing and job centers to population centers



S-Line Acquisition Opportunity



- Connect rural and urban communities
- Expand access for freight and megasites
- Provide economic development opportunities



Estimated Travel Times

Henderson-Raleigh	40 minutes
Wake Forest-Raleigh	20 minutes
Raleigh-Roanoke Rapids	90 minutes
Sanford-Raleigh	40 minutes
Southern Pines-Cary	58 minutes

Estimated time subject to further analysis.

\$900K

FTA Transit-Oriented Development Planning Grant for the S-Line

Raleigh Mayor Mary-Ann Baldwin said:

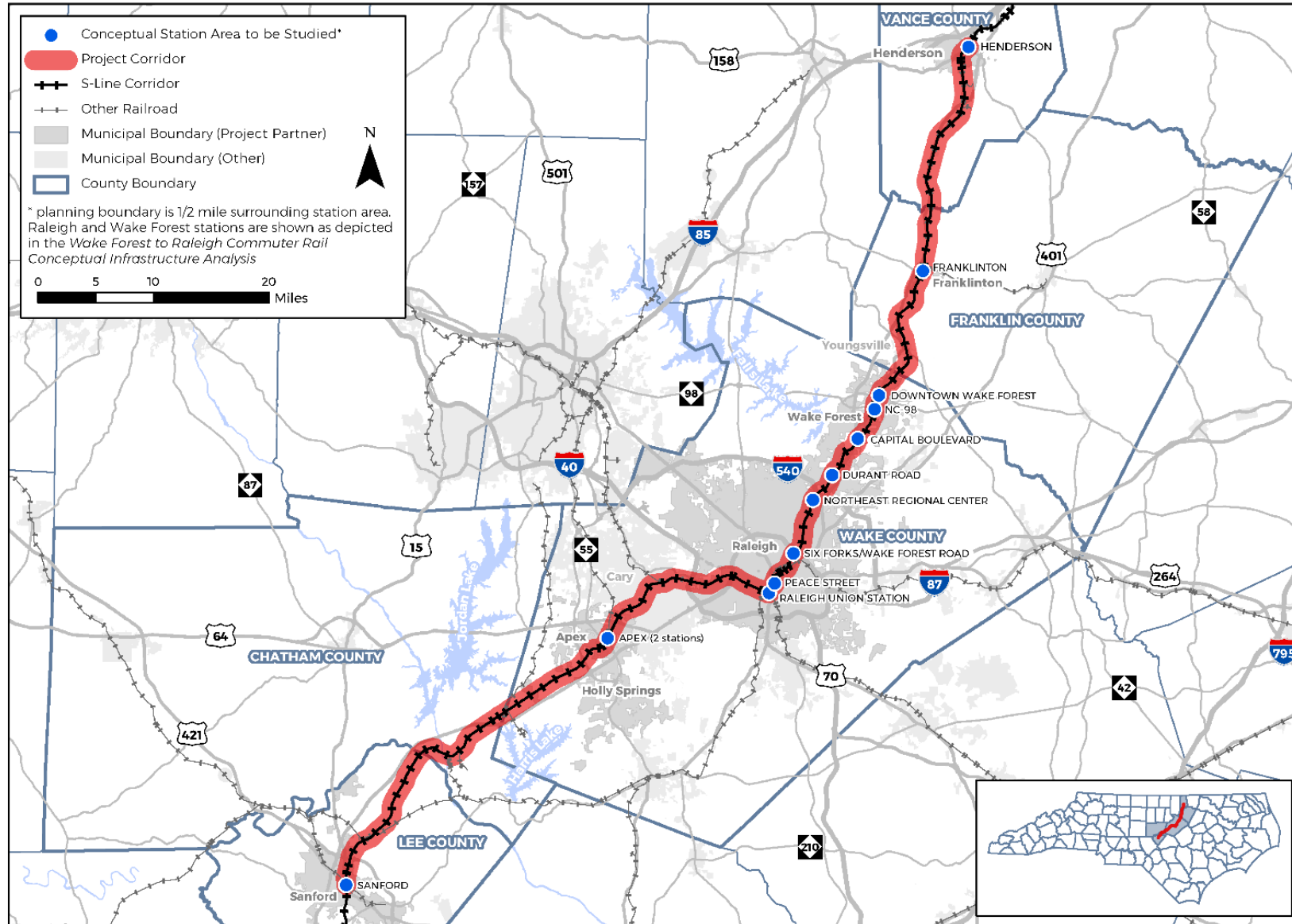
“This grant is crucial to moving the S-Line project ahead and restoring passenger rail service between Raleigh and Richmond. In the long-term, the S-Line will improve mobility and reduce congestion, not only in Raleigh, but across the region. I am thrilled to continue working with everyone involved in this project, and deeply appreciate FTA’s support.”

- Opportunity for value capture in rural and urban areas
- 13 potential station locations for TOD planning
- Community partners are providing **local match and strong support: \$370K**
 - Wake Forest: \$90K
 - Franklinton: \$30K
 - Raleigh: \$150K
 - Apex: \$40K
 - Sanford: \$30K
 - Henderson: \$30K
 - ...and growing!

Connecting Rural and Urban Triangle Communities Through Equitable Transit Oriented Development

Greater Research Triangle Region, North Carolina

Raleigh and Wake Forest study areas are shown as depicted in the *Wake Forest to Raleigh Commuter Rail Conceptual Infrastructure Analysis*



- Grant will deliver corridor wide planning as well as potential station area plans
 - **Corridor Wide Planning Effort** – community engagement, corridor wide shared vision, corridor wide market study, etc.
 - **Station Area Planning** – town specific planning for the potential station area

Next Steps

Ready to Build



1

Continue partnership with MPOs, RPOs, communities, and private developers to progress corridor development and planning

2

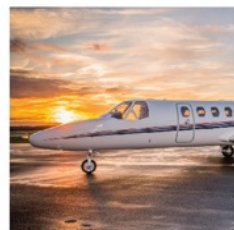
Secure additional funding for rail infrastructure improvement projects

- STI and other federal discretionary grants
- Potential economic stimulus packages



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Questions

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Requested Action:

Receive as Information

XI. Subcommittee Chair Reports

Budget & Finance

New meeting Time: 1:30-3:00pm on 3rd Thursday

March meeting moved to April 1st. Will include action items.

Joint meeting with P&P– April 6th 2:30-4:30pm

Planning & Prioritization

Joint meeting with B&F – April 6th 2:30-4:30pm

Community Engagement

New Name: Community Engagement Subcommittee

New meeting Time: 1:30-3:00pm on 4th Thursday

XII. Other Business

1. Request for Partner Support

Please help ensure the people in your organization and your communities are aware of the three active engagement efforts. Share/post the fliers, forward on email notification, repost links on social media, etc.

- Draft FY22 Wake Transit Work Plan runs through March 21st
- Draft FY21-30 Wake Transit Plan Update runs through March 31st
- Draft Wake Transit Community Engagement Policy runs through April 5th

2. Notice of Public Hearing: Wake Transit Plan Update

- A copy of the notice was posted and emailed last week.
- Joint hearing with the CAMPO and GoTriangle governing boards
- March 17th at 4:00pm, at start of the regular CAMPO Executive Board meeting
- Speakers must sign-up in advance, link is in notice and at GoForwardNC.org/WakeInput

XIV. Adjourn

Next TPAC Meeting:

April 21, 2021 @ 9:30am

* Note: Occurs in 3rd week of April