

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

August 11, 2021

9:30 AM

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome and Introductions

Ben Howell, TPAC Chair

II. Adjustments to the Agenda

1. Add an administrative item to agenda: Open nominations for a September TPAC Chair election

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 May & June 2021
draft TPAC meeting minutes

Ben Howell, TPAC Chair

V. August-January TPAC Subcommittee Work Task Lists

Attachment C

Requested Action:

Consider endorsement of the draft
August-January Work Task Lists

Stephanie Plancich, TPAC Administrator

VI. Community Engagement (CE) Subcommittee Vice Chair Election Results

Requested Action:

Consider confirmation of Bonnie Parker as the CE Subcommittee Vice Chair for the remainder of the 2021 term.

Stephanie Plancich, TPAC Administrator

VII. Change of Lead Agency for the Wake Transit Art Funding Eligibility Policy

Requested Action:

Consider designating CAMPO as the lead agency tasked with completing the Art Funding Eligibility Policy and incorporating it into the overall Wake Transit implementation framework, should adoption of a policy occur.

Stephanie Plancich, TPAC Administrator

VIII. Wake Transit Art funding Eligibility Policy

Attachment D

Bret Martin, CAMPO

Wake Transit Art Funding Eligibility Policy

TPAC Regular Meeting
August 11, 2021

Art Funding Eligibility Policy

Background

- 2020 - TPAC initiated steps toward developing policies and procedures for integrating art into transit projects
- Jan 2021 – Art + Culture Workgroup was formed and tasked with informing development of a draft policy
- May and June 2021 – Draft Policy is handed over to Budget & Finance Subcommittee for review and feedback
- June 2021 – TPAC Received Overview of Draft Policy

Art Funding Eligibility Policy

Workgroup Process

- Peer Review of Art Policies – 11 total (5 local policies)
 - Art policies are common for transit systems
 - 1% funding percentage is typical, though there are ranges
 - Funding sources – percentage of CIP construction costs is most common
 - Scale of art varies, but all kinds are funded

Art Funding Eligibility Policy

- Project types have been selected because they are highly visible, public-facing facilities
- Eligible project types that have been previously funded are still eligible for art funding
- Highly debated section, keeping in mind current financial situation

Section 2 – Eligible Projects

- Project can be eligible to use WT funds for art elements, even if project is funded by multiple local agencies
- Project sponsors are not required to take or use WT funds to incorporate art into their eligible projects
- Capital projects for which art is an eligible expense of Wake Transit tax revenues include:
 1. Fixed Guideway Projects (BRT, CRT)
 2. Transit Centers

Language Added to Section 2 – Eligible Projects

Wake County Transit Plan capital projects for which art is an eligible expense of Wake Transit tax revenues include:

1. Fixed Guideway Projects (BRT, CRT), and
2. Transit Centers, as designated by the Wake Transit Work Plan.

These two (2) project types have been selected because they are highly visible, public-facing facilities that will expose riders and the general community to all of the benefits that accompany the inclusion of art in transit systems. Given the very limited financial constraint of the Wake County Transit Plan at the time of this policy's development and the Wake Transit implementation program's need to meet public expectations and ensure financial solvency for the delivery of key projects, it is important to concentrate investment in artistic elements on planned facilities with the highest likely volume of passenger use, as well as those with the most prominence and permanence throughout the transit network.

Language Added to Section 2 – Eligible Projects

Project sponsors are not required to incorporate art into their eligible projects. However, if they plan to use Wake Transit tax revenues for art to be installed as a component of a completed project and/or temporarily as a required mitigation measure during construction, they must specifically request funding for art through the submission of a project funding request as part of a Wake Transit Work Plan development cycle or as a Wake Transit Work Plan amendment request in conjunction with the corresponding request for the subject project. Projects funded in previous Work Plans are subject to the provisions outlined in Section 4.3 of this policy. Further, artistic elements that are eligible for funding with Wake Transit tax revenues must be physically and/or functionally integrated into the subject capital project. Art should be implemented in accordance with American Public Transportation Association (APTA) Best Practices for Integrating Art into Capital Projects.



Answer to Question Regarding Legality of Using Wake Transit Sales Tax for Artistic Elements

Title VI Evaluation

- Title VI prohibits recipients of Federal financial assistance (e.g., states, local governments, transit providers) from discriminating on the basis of race, color, or national origin in their programs or activities → No discrimination in participation or benefits/impacts from programs, policies, or activities.
- Main Issue → Potential for Disparate Benefits/Impacts and Making Concerted Effort to Prevent Them
- Title VI Implementation = Discriminately Indiscriminate.
- Funding Decisions → Need-Based with Rational Nexus Between Investment and Need That is Agnostic to Race, Color, or National Origin. The need must be directly connected to and proportionate to the advancement of a legitimate public interest.
- In accordance with 49 CFR part 21 and Title VI case law, if an otherwise facially neutral program, policy, or activity will have a discriminatory impact on minority populations, that program, policy, or activity may only be carried out if (1) the recipient can demonstrate a **substantial legitimate justification** for the program, policy, or activity; (2) there are no comparably effective alternative practices that would result in less-disparate impacts; and (3) the justification for the program, policy, or activity is not a pretext for discrimination.
- Much less likely to be Title VI issues or disparate benefits/impacts for minority populations with a narrow scope of eligible projects that can receive art funding, with the eligible projects being those for which art can serve a substantial legitimate justification.

Art Funding Eligibility Policy

Total Construction Cost	Maximum Amount Eligible for Art
Under \$50 million	1%
\$50 million to \$100 million	\$500,000 + 0.50% of the amount over \$50 million
Greater than \$100 million	\$750,000 + 0.25% of the amount over \$100 million

Overall Maximum Impact Using Current CIP = ~\$6.4 million over 10 years

Section 3 – Funding

3.1 – Percent for Art

- Art becomes an allowable expense
- Art funds dedicated to the selection, fabrication and installation of works of public art
- Amount of funding eligible to be used is determined by two factors:
 1. Total construction cost of project
 2. Funding sources contributed toward construction budget

Art Funding Eligibility Policy

	Total Construction Cost	Percent for Art	Maximum Amount Eligible for Art
Project A	\$49 million	1%	\$490,000
Project B	\$100 million	\$500,000 + 0.50% of the amount over \$50 million	\$750,000
Project C	\$1.8 billion	\$750,000 + 0.25% of the amount over \$100 million	\$5 million

Section 3 – Funding

3.2 – Other Funding Notes

- Maximum amount of funding eligible for art is \$5 million per project, regardless of total construction cost.
- But if calculated max amount is more than \$5 million, project’s max amount will be evaluated on a case-by-case basis through Wake Transit Work Plan development cycle or Work Plan amendment request

Art Funding Eligibility Policy

- Purpose of this section is to enable project sponsors to bring artist on board as a member of the design team
- Example: Artist in Residence programs

3.2 Other Funding Notes

The maximum amount of Wake Transit tax revenue funding that is eligible for art shall be \$5 million per eligible project, regardless of the total construction cost. However, if an eligible project's calculated maximum amount eligible for art is in excess of \$5 million (calculated according to Section 3.1), the project's maximum amount of eligible art funding will be evaluated on a case-by-case basis through a Wake Transit Work Plan development cycle or Work Plan amendment request (see Section 4.2). Additionally, the Wake Transit Art Funding Eligibility Policy does not preclude project sponsors (of eligible or non-eligible projects as identified in Section 2) or other potential project funding participants from using their own separate funding sources (e.g., non-Wake Transit tax revenues) to incorporate art into projects that are not eligible under this policy or to add funding to projects that are eligible.

Section 3 – Funding

3.3 – Artist Retention Fee

- All projects eligible for art funding entitled to \$30k lump sum up to 60% design
- Stand-alone allocation, does not count towards funding limitations
- Lump sum would be added to allocation of funds for preliminary design phase

Clarification on Art Funding for Community Funding Area Projects

The final total construction cost used for the purposes of this policy shall mean the cost of construction specifically supported by the sum of Wake Transit tax revenues plus any of the following revenue sources that are used to support the subject project:

- Federal or state formula or discretionary funds that are allocated to the subject project's construction costs for use in Wake County.
- ~~Except in the case of projects funded through the Community Funding Area Program,~~ any other local funds from the project sponsor's general operating or capital funds that are allocated to the subject project's construction costs for use in Wake County.

For any eligible project funded through the Community Funding Area Program, the final total construction cost used to determine the maximum amount of Wake Transit tax revenue that can be used for art shall be limited to the amount specifically contributed as the necessary match from the Community Funding Area Program (CFAP) funding recipient toward the construction budget for the subject project. For example, if a CFAP funding recipient commits a match of local and/or other permissible sources of revenue under the program that totals 70 percent of the construction cost of an eligible project, the amount of Wake Transit tax revenue eligible to use toward art for the subject project will be based on 70 percent of the project's total construction cost.

- **Wake Transit Funding Available for Art Scales with Match Amount Brought By Applicant**
- **Art Funding Will Always Be Based on At Least 50% of Project Construction Cost**
- **Only Applies to CFAP Projects; Transit Centers Not Funded Under the Program Would Be Subject to Normal Rules**

Art Funding Eligibility Policy

New projects,
eligible for use of WT
tax revenue for art



Project funding
request form*



Amendment
request form*

Previously funded
projects, eligible for
use of WT tax
revenue for art



Amendment
request form*

Section 4 – Policy Admin

4.1 – Request for Art Funding

- Project sponsors will request art funding via Wake Transit Work plan project funding request forms or amendment request forms

4.2 – Amendment Policy

- If estimated construction cost increases, project sponsor may submit an amendment request detailing the change and request a recalculation of max amount of funding for art

* TPAC review and consideration

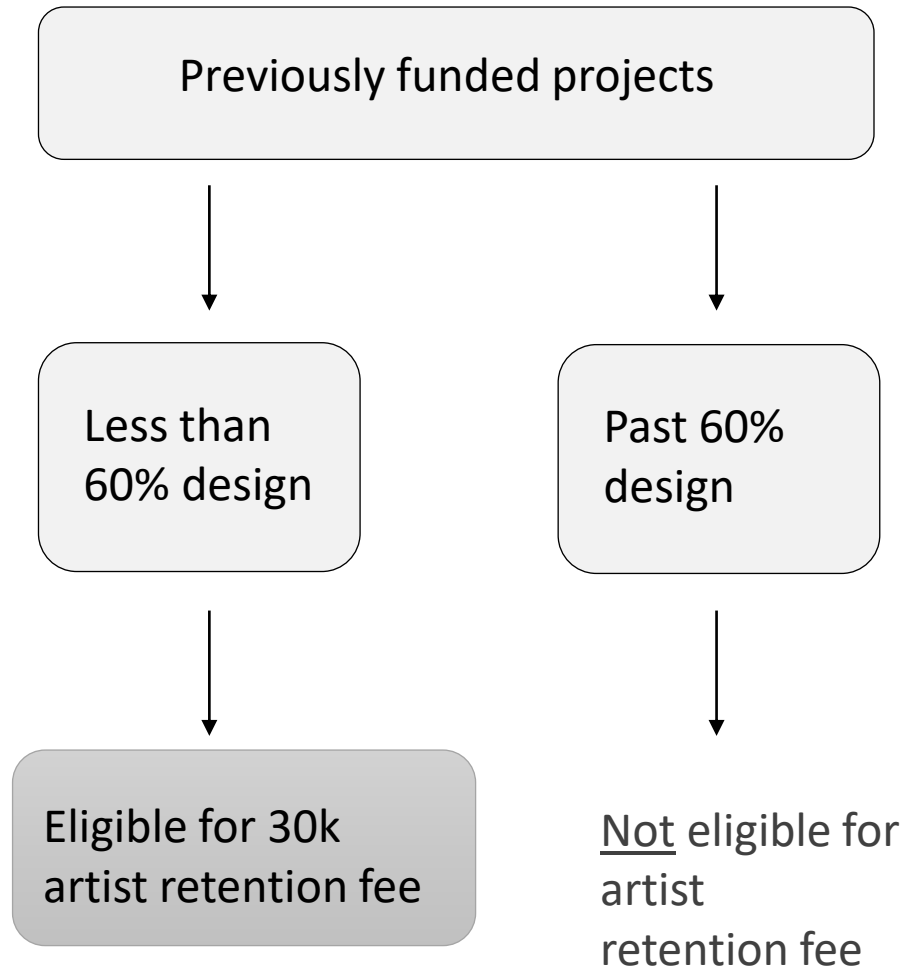
If construction cost increases

Art Funding Eligibility Policy

Section 4 – Policy Admin

4.3 – Retroactivity

- Projects allocated funding prior to this policy are still eligible for art funding, subject to limits set in the policy
- Projects less advanced than 60% design also eligible for 30K artist retention fee



Art Funding Eligibility Policy

Common Question

Reporting?

Reporting built into existing process – no new procedures.

Quarterly reporting forms will include art integration updates & deliverables once policy is adopted. Otherwise, updates given with regular project implementation updates to the TPAC.

Section 5 – Reporting and Reimbursements

5.1 – Quarterly Reporting

- Project activities related to art should be included in “Project Status Updates” section of the quarterly progress report form

5.2 – Reimbursement Requests

- Project sponsors will be required to internally monitor their art funding allocations
- Quarterly reporting to tax district admin

VIII. Wake Transit Art funding Eligibility Policy

Requested Action:

Receive as information and consider recommending approval of the Wake Transit Art Funding Eligibility Policy to the Wake Transit governing boards or consider alternative next steps.

TPAC Member Roll Call Vote:

Action #1: Approve the draft May and June TPAC Meeting Minutes

Action #2: Endorse the TPAC Subcommittee Work Task lists

Action #3: Confirm Bonnie Parker as CE Subcommittee Vice Chair

Action #4: Designate CAMPO as Lead Agency for the Art Funding Eligibility Policy

Action #5: Recommend approval of the Art Funding Eligibility Policy

IX. Community Funding Area Program FY2023 KickOff

Attachment E

Evan Koff, CAMPO

FY23 CFA Program: Available Funds

CFA PROGRAM ACCOUNTING	AMOUNT
Programmed for Planning, Capital, and Operating Projects in FY23	\$1,111,769
Programmed Amount for CFA Reserve (TO005-Z) in FY23	\$553,592
Carryover from FY22 (Apex & Morrisville Operating Projects)	\$136,580
TOTAL FY23 CFA Fund Balance	\$1,801,941
Wake Forest Reverse Circulator (Programmed in FY23)	(\$375,235)
Morrisville Node Based Shuttle (Programmed in FY23)	(\$347,270)
GoApex Route 1 Fixed Route Circulator (Programmed in FY23)	(\$389,264)
Prioritized Funding for Planning Projects in FY23	\$50,000
Available for new Planning, Operating & Capital Projects in FY23	\$640,172

30% Operating Funding Cap for Grantees in FY23 is \$540,582.30

FY22 CFA Program: Implementation Schedule

ACTION	DATE
Project Incubation Meetings (By Request)	September 20 – October 2, 2021
Applicant Training (Combined Session)	Week of October 25, 2021
Call for Projects Opens	October 25, 2021
Pre-Submittal Review Meetings	November 15 – November 19, 2021 & December 6 – December 10, 2021
Call for Projects Closes (Applications Due)	January 7, 2022
CAMPO Staff Scores Submissions	January 10 – January 28, 2022
Selection Committee Review	January 31 – February 25, 2022
TPAC Recommends Projects in FY23 Work Plan	April 20, 2022
FY23 Work Plan Adoption	By June 30, 2022
FY23 Project Kickoff Meetings	July – August 2022
FY23 Project Mid-Year Review Meetings	December 2022 – February 2023
Annual Review for FY23 Projects	Spring/Summer 2023

IX. FY2023 Community Funding Area Program Development Schedule

Requested Action:

Receive as information

X. Wake Transit Work Plan Development, Amendment and Reporting Schedule

Attachment F

Bret Martin, CAMPO

FY 2023 Work Plan Development Schedule-Important Dates

ACTION	DATE
Kickoff at September TPAC Meeting	September 8, 2021
Work Plan Funding Requests Due	October 15, 2021
Planning & Prioritization/Budget and Finance Subcommittees Discussion on Inclusion of Projects in Draft Work Plan	October 26, 2021 – December 17, 2021
Distribute Draft Work Plan to GoTriangle Community Engagement Team	January 5, 2022
Distribute Draft Work Plan to TPAC	January 26, 2022
Share Draft Work Plan Outreach Plan with CE Subcommittee	January 27, 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	March 25, 2022
Planning & Prioritization/Budget and Finance Subcommittees Discussion on Changes to Draft Work Plan	Week of March 28, 2022
Distribute Recommended Work Plan to TPAC	Week of April 6, 2022
TPAC Considers Recommending Work Plan for Adoption	April 20, 2022
Joint CAMPO/GoTriangle 30-Day Public Comment Period	April 29 – May 29, 2022
CAMPO and GoTriangle Boards Consider Work Plan Adoption	By June 2022

FY 2022 and Prior Year Work Plan Amendment Schedule

Quarter	Submission Deadline	TPAC Considers Amendment Request(s)	CAMPO Executive Board Considers Amendment Request(s)	GoTriangle Board of Trustees Considers Amendment Request(s)
2 nd	August 27, 2021	October 13, 2021	November 17, 2021	November 17, 2021
3 rd	December 3, 2021	January 12 or 19, 2022	February 16, 2022	February 23, 2022
4 th	February 25, 2022	April 20, 2022	May 18, 2022	May 25, 2022

X. Wake Transit Work Plan Development, Amendment and Reporting Schedule

Requested Action:

Receive as information

XI. Joint On-Call Transit Planning/ Engineering Service Procurement Attachment G

Bret Martin, CAMPO

On-Call Transit Planning/Engineering Services Procurement

FYs 2017-2021 Arrangement

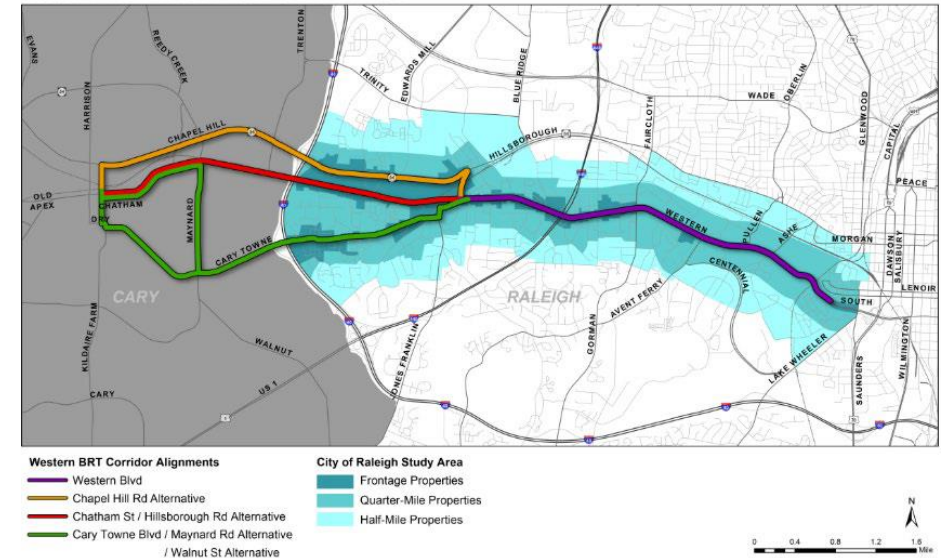


**REQUEST FOR QUALIFICATIONS
FOR
ON-CALL TRANSIT PLANNING SERVICES
(FYs 2017-2019)**

- Parties = CAMPO, City of Raleigh, GoTriangle
- CAMPO → Lead Agency
 - Administer execution of On-Call Request For Qualifications
 - Negotiate contract(s) with selected firm(s)
- City of Raleigh and GoTriangle → Serve on Consultant Selection Team
- Duration of 3 Years, with Option to Renew for Period of Additional 2 Years (May Terminate for Convenience)
- 4 Categories of Services:
 - Planning Services
 - Environmental Services
 - Technology Services
 - Public Outreach Services

More Information on Scope of Services

- **Planning Services = Corridor Studies, Feasibility Studies, Service Plans, Policy Analysis and Development**
- **Environmental Services = Site Assessments, NEPA Documents, Permitting Services, Remediation Plans**
- **Technology Services = Web Mapping, Technology Integration and Deployment Plans, Fare Collection Technology Plans, Website Development**
- **Public Outreach Services = Deploying Marketing Campaigns, Developing and Executing Engagement Plans, Surveying**



Consultant Evaluation and Selection Structure

Experience

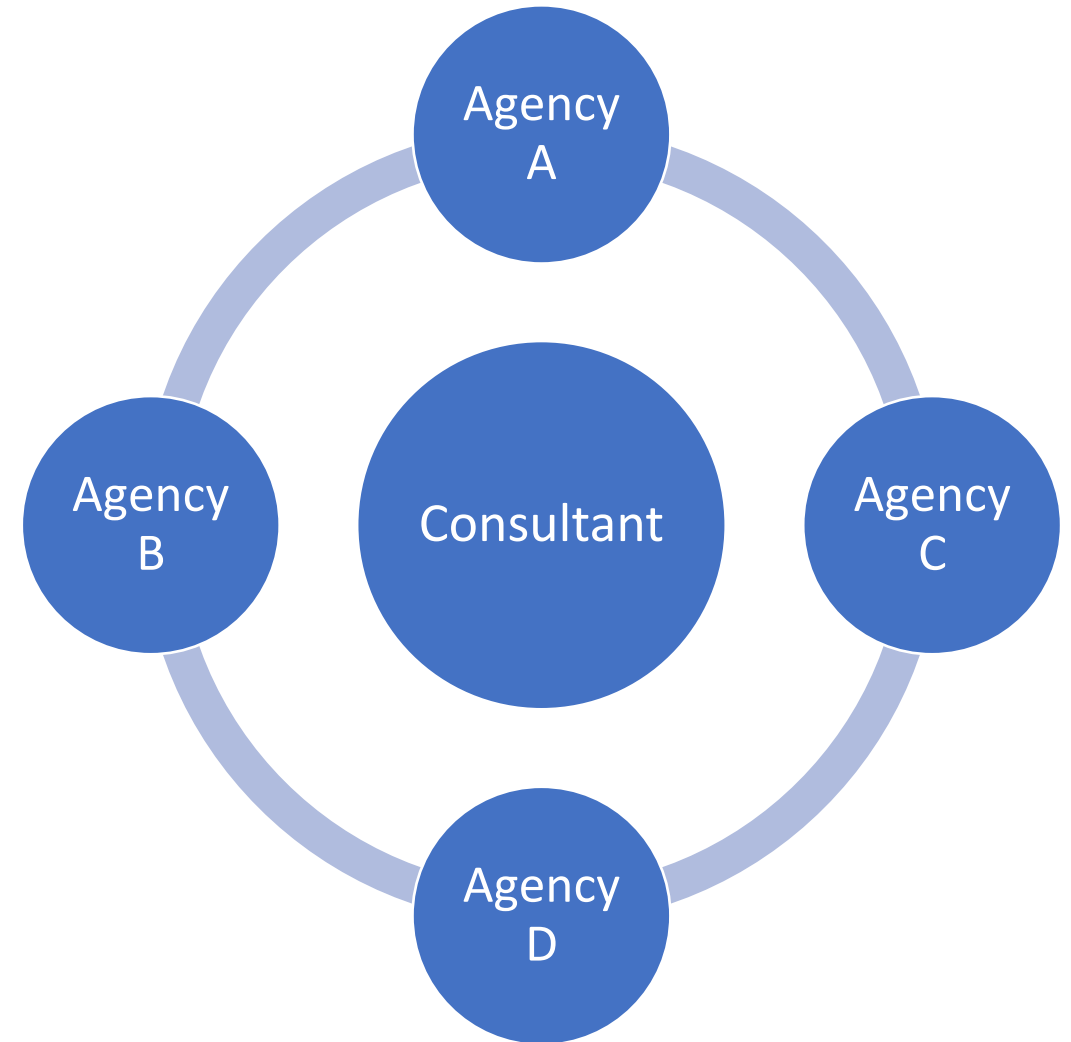
Familiarity with Project Area

Quality of Submission

- Establishment of Specific/Prescribed Selection Criteria
- Submission of SOQs Indicating Categories of Services Available to Perform
- Consultant Selection Committee Comprised of Representative from Each Joint Procurement Agency
- Rank Top 3 Consultants for Each Category of Services
- 1st Consultant on Each List Gets Right of First Refusal to Negotiate Scope, Fee, and Availability
- Go Down the List if Conditions Cannot Be Met with 1st Ranked Consultant

Benefits of Involvement and Joint Procurement

- **Reduces Administrative Burden of Multiple Independent Solicitations**
- **Establishes Relationship of Ongoing Continuity with Select Firms for Agency Projects**
- **Establishes Continuity Across Project Sponsors**
- **Multi-Jurisdictional Ownership Over Selection of Qualified Contractors**
- **Allows for Quicker Start on Execution of Tasks – Very Beneficial to Projects with Timing Urgency**



New Solicitation (FYs 22-26)

- **Who Would Like to Be Involved and at What Level? → Inform Me By August 27th**
 - **Participate in Evaluation and Selection of Consultants**
 - **Piggyback on Solicitation**
- **Develop Schedule for Procurement**
- **Tool(s) (e.g., agreement, MOU, etc.) to Institutionalize Roles/Responsibilities**
- **Discuss Any Necessary Changes to Procurement Structure, Evaluation Criteria, or Selection Process**
- **Discuss Scope of Services to Cover and How to Categorize**
- **Draft Solicitation Document for Review and Ultimate Posting**

XI. Joint On-Call Transit Planning/ Engineering Service Procurement

Requested Action:

Receive as Information

XII. Wake Bus Plan Update: Scope and Schedule

Attachment H

Jenny Green, GoTriangle



Scope of Work and Project Schedule

Wake Bus Plan Update

August 11, 2021

N NELSON
NYGAARD

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Changes from Draft to Final Scope of Work

- The regional service assessment (Task 2) will identify areas that are ready for Community Funding Area projects
- Coordination with bus rapid transit, commuter rail, and community funding area program will occur in stakeholder meetings (Task 1) and in development of service alternatives (Tasks 6, 7, 8) rather than in separate tasks (Tasks 11, 12, 13 in June draft)
- Added seven (7) corridors to Appendix Corridors of interest for GoRaleigh

Scope Overview

Regional

- Regional Service Assessment (Market Analysis, Route Performance, COVID-19 Impact, Regional Service Gaps Analysis)
- Regional Recommendations (Microtransit, Small Capital Projects Design Guidelines, Post-CRT Route Concepts)

Wake Bus Plan

- Wake Community Engagement
- Wake Transit Service Standards
- Project Prioritization Policy
- Wake Operating Plan (ADA Paratransit, Multi-Year Operating)
- Wake Capital Plan (Access to Transit, Capital, Fleet, Stations)
- Short Range Transit Plans (GoRaleigh, GoTriangle, GoCary, GoWake ACCESS)
- Wake Financial Model
- Final Wake Bus Plan

Durham Bus Plan

- Durham Community Engagement
- Durham Transit Service Standards
- Durham Operating Plan (ADA Paratransit, Multi-Year Operating)
- Durham Capital Plan
- Short Range Transit Plans (GoDurham, GoDurham ACCESS)
- Durham Financial Model
- Final Durham Bus Plan

Upcoming Activities

- Project kick off meeting – August 12th 9am-10:30am (virtual)
 - Overview of project scope, schedule, workgroup involvement plan
 - Request for data
 - Approach to developing Wake community engagement plan
 - Approach to conducting technical analysis
 - Regional service assessment
 - Access to Transit Gap Analysis
- Workgroup involvement plan to TPAC (Sept)

Thank You!

Jennifer (Jenny) Rogers Green

Transit Service Planning Supervisor, GoTriangle

Bus Plan Project Manager

jgreen@gotriangle.org

XII. Wake Bus Plan Update: Scope and Schedule

Requested Action:

Receive as Information

XIII. Launch the Wake Transit Performance Tracker

Stephanie Plancich, CAMPO



2021 COMMUNITY LAUNCH OF THE WAKE TRANSIT PERFORMANCE TRACKER

TRACKER DEVELOPMENT PROCESS

PROJECT SPONSOR:

Capital Area MPO - Project Contact (Stephanie.Plancich@campo-nc.us)

CORE TECHNICAL TEAM MEMBER AGENCIES:

- Raleigh
- Apex
- Cary
- CAMPO
- Morrisville
- Wake County
- Wake Forest
- GoTriangle

MAY-JUN 2020

- Scope Finalized
- Consultant Selection
- Begin Data Collection

JULY- DEC 2020

- Convene CTT
- Set Functional Specifications
- Data Collection Website Outlining

JAN-MAR 2021

- Dashboard Development
- CTT Review & Finalization
- Website Drafting

APR-JUN 2021

- Website Draft Completed
- Testing Process
- Site Editing & Finalization

AUG-OCT 2021

- Launch of the new Wake Transit Performance Tracker

“WHERE CAN I VIEW PROGRAM INFORMATION?”

10-YEAR WAKE TRANSIT PLAN
GOFORWARDNC WEBPAGES
CAPITAL IMPROVEMENT PLAN
MULTI-YEAR IMPROVEMENT PROGRAM

COMMUNITY ENGAGEMENT PLAN
CAMP/TPAC WEBPAGES
WAKE BUS PLAN

ANNUAL WAKE TRANSIT WORK PLAN
ANNUAL PROGRESS REPORT
INTERLOCAL GOVERNANCE AGREEMENT

THE WAKE TRANSIT PERFORMANCE TRACKER IS AN ONLINE RESOURCE THAT TRACKS AND REPORTS ON OUR INVESTMENT IN WAKE COUNTY'S TRANSIT NETWORK.



**PROGRAM PERFORMANCE
DASHBOARD**



**INTERACTIVE PROJECT
MAP**

Map Selection Tool

\$ Investment Type

Project Status

☆ Project Sponsor

Boundary Lines

Other Features

[Reset Map](#) [Reset Selections](#)

mapbox

Welcome to the Wake Transit Performance Tracker!

This site is a tool that provides users with a snapshot of the progress being made to build upon and enhance the transit system serving the Wake County, North Carolina community. The Tracker has two core components: a project map and a program performance dashboard.

The most recent update to the site was completed in July 2021.

[Start Navigation Tour](#)

More Performance Tracker Information:

Follow the links in the top right corner of the web page to learn more about the Wake Transit Performance Tracker, how to contact staff, review navigation tips when you need them, and access the glossary of terms used throughout the site.

More Wake Transit Information:

Follow the [GoForwardNC.org/Wake](#) link at the bottom of the page to visit the Wake Transit program website. Learn more about who we are and what we do, view planning documents, and see what community engagement opportunities are available.

 Show this message every time[View PDF Version](#)

Select a category below to view dashboard items.

SERVICE

COVERAGE

FIXED GUIDEWAY

RIDERSHIP

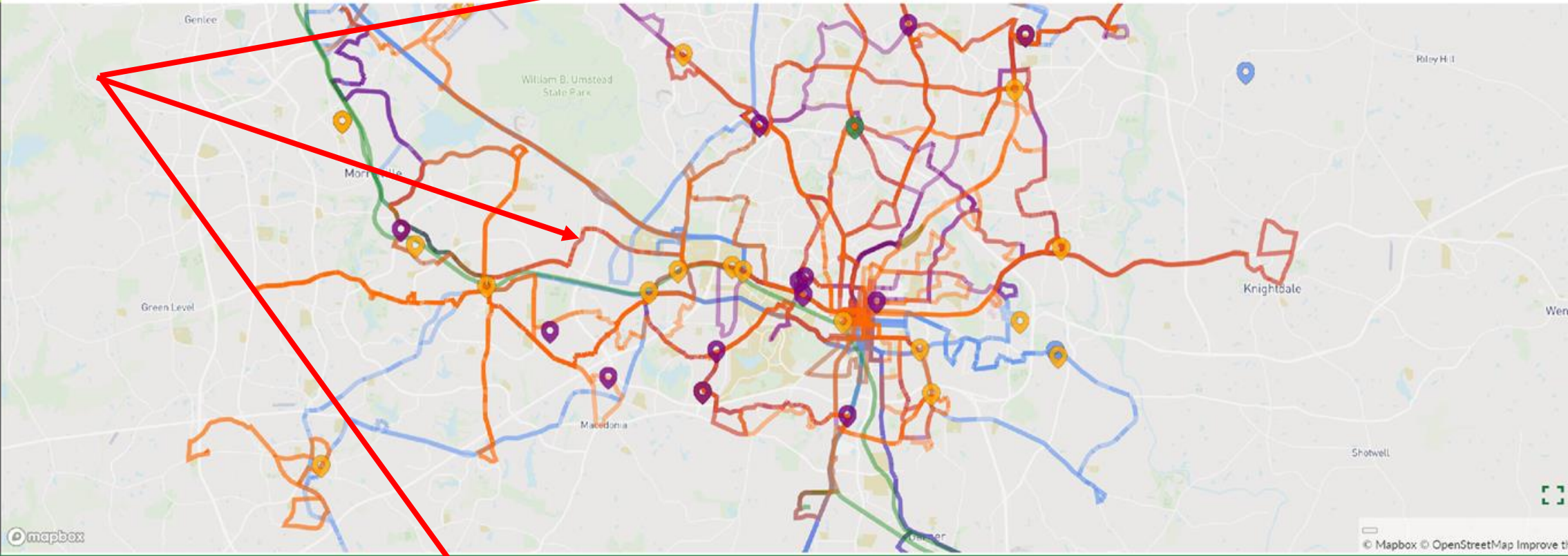
FUNDING

TRACKER OVERVIEW

Map Selection Tool

- Investment Type
- Project Status
- Project Sponsor
- Boundary Lines
- Other Features

[Reset Map](#) [Reset Selections](#)



Program Performance Dashboard

Select a category below to view dashboard items.

- SERVICE
- COVERAGE**
- FIXED GUIDEWAY
- RIDERSHIP
- FUNDING

TRACKER OVERVIEW

GOAL Extend the Western BRT Line from Cary to Research Triangle Park

Planning progress and phase progression

Western BRT Extension

Pre-Planning Study/Planning Preliminary Engineering Final Design Construction

GOAL Extend the Southern BRT Line from Garner to Clayton

Planning progress and phase progression

Southern BRT Extension

Pre-Planning Study/Planning Preliminary Engineering Final Design Construction

© 2021 Submit a Question or Comment GoForwardNC.org/WAKE

GO Raleigh GO Cary GO Triangle GO Wake ACCESS

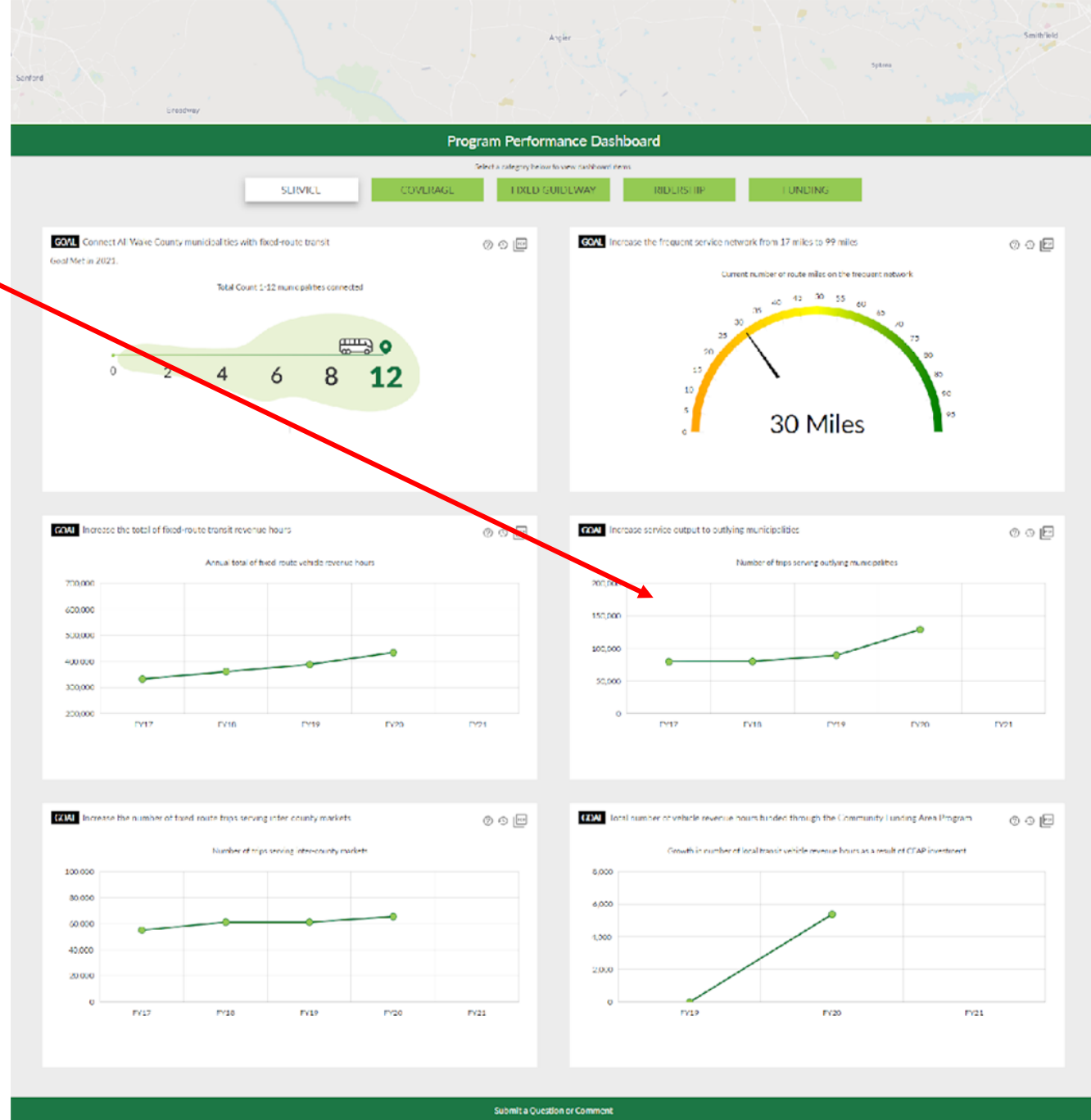
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TRACKER OVERVIEW



How to use The Map and Dashboard



GOAL Increase service output to outlying municipalities



Number of trips serving outlying municipalities



About this goal

Generally, the City of Raleigh and the Town of Cary are considered the urban core of Wake County. A prominent goal of the Wake Transit Plan is to increase connections from the urban core to surrounding towns. We measure progress toward this goal by tracking the total number of fixed-route trips serving those outlying municipalities.

History

Year	Trips
FY17	80,155
FY18	80,545
FY19	89,980
FY20	129,550



GOAL Increase service output to outlying municipalities



Project Map & Performance Dashboard

Service

GOAL Increase service output to outlying municipalities

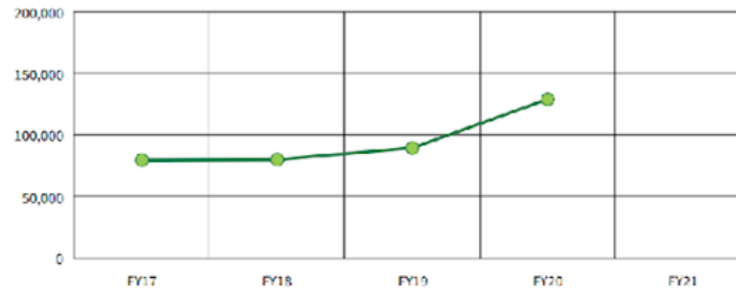
About this goal

Generally, the City of Raleigh and the Town of Cary are considered the urban core of Wake County. A prominent goal of the Wake Transit Plan is to increase connections from the urban core to surrounding towns. We measure progress toward this goal by tracking the total number of fixed-route trips serving these outlying municipalities.

History

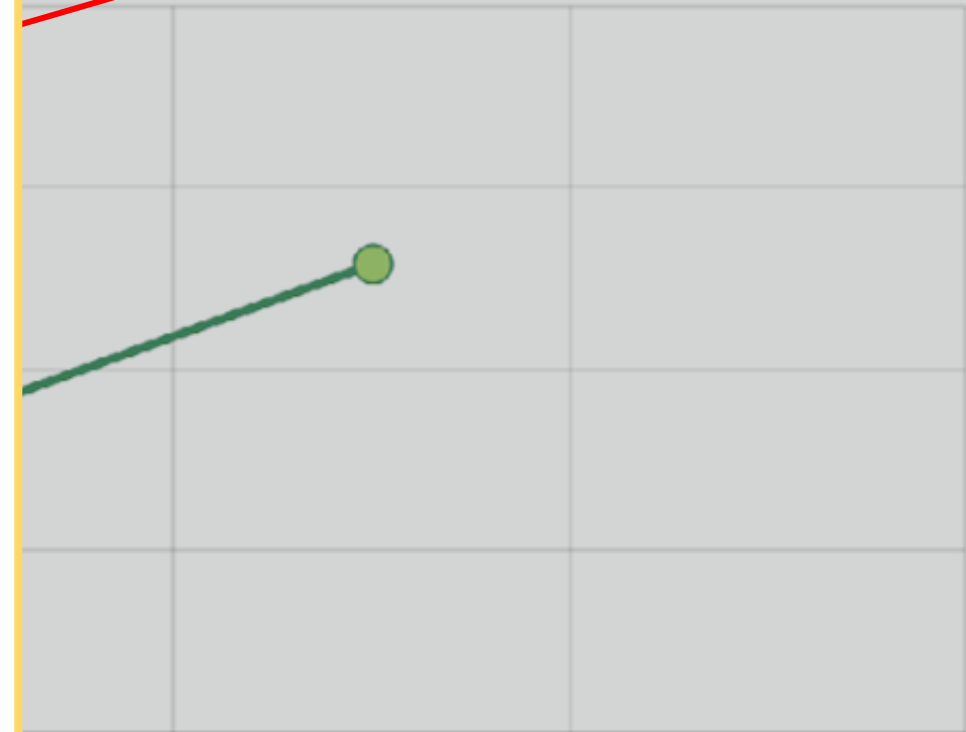
Year	Trips
FY17	80,155
FY18	80,545
FY19	89,980
FY20	129,550

Number of trips serving outlying municipalities



For more information about the Wake Transit Performance Tracker and the data displayed on the project map and program dashboard, please contact the CAMPO planning team at: staff@wake-transit-tracker.com

g municipalities



FY20

FY21

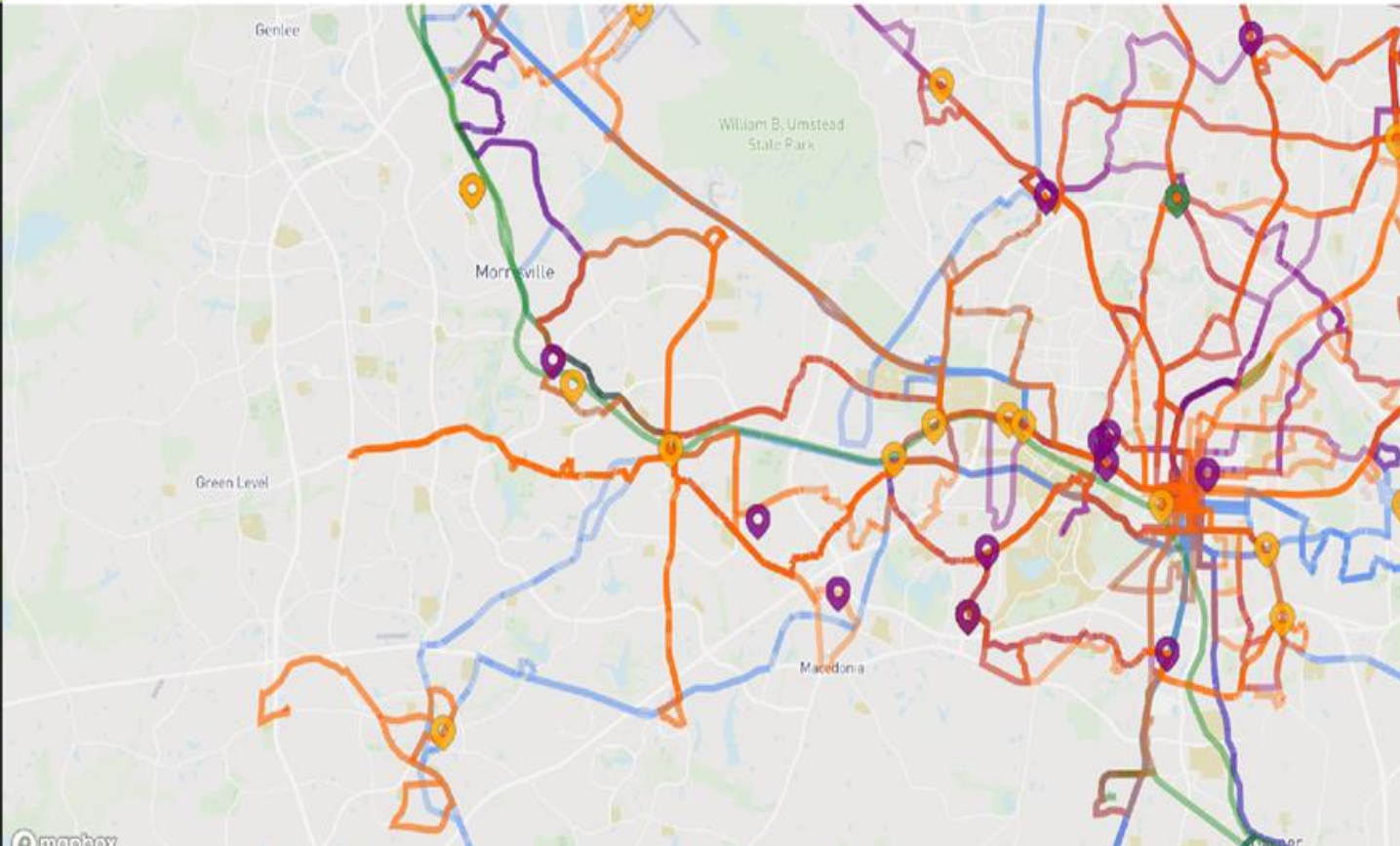


Project Map & Performance Dashboard

Map Selection Tool

- Investment Type
- Project Status
- Project Sponsor
- Boundary Lines
- Other Features

[Reset Map](#) [Reset Selections](#)



■ Planned in Future Years
 ■ In Study Phase
 ■ In Development Phases
 ■ Completed/In Operati

✕
1/2 < >

TO005-I
SE Raleigh Route Package (4 Routes: 17, 18, 18S, 19)

The City of Raleigh will continue to provide local bus services throughout the southeastern area of Raleigh. The Southeast Raleigh Route Package includes services along the following primary corridors: MLK Boulevard...[View Full Description](#)

Project Sponsor	City of Raleigh
Current Year Cost to Wake Transit	\$2,735,060
Funding Sources	Wake Transit Tax Proceeds

[View Project Details PDF](#)

TRACKER OVERVIEW

■ Planned in Future Years
 ■ In Study Phase
 ■ In Development Phases
 ■ Completed/In Operation

Map Selection Tool

- \$ Investment Type
- ↕ Project Status
- ☆ Project Sponsor
- Boundary Lines
- 📍 Other Features

[Reset Map](#) [Reset Selections](#)



Project Map & Performance Dashboard

Infrastructure Investment Project

ID #
TC002-T
Name
New East Raleigh Community Transit Center
Investment Status
In Development Phases

Sponsor
City of Raleigh
Investment Type
Transit Centers / Transfer Points
Investment Description
New Facility

1st Appearance in Work Plan
FY20 (Page 81)
Funding Sources
Wake Transit Tax Proceeds

Fiscal Year	Amount	Phase
FY19	\$350,000	Planning, Design
FY20	\$2,000,000	Planning, Design, Land Acquisition
FY22	\$3,157,530	Construction

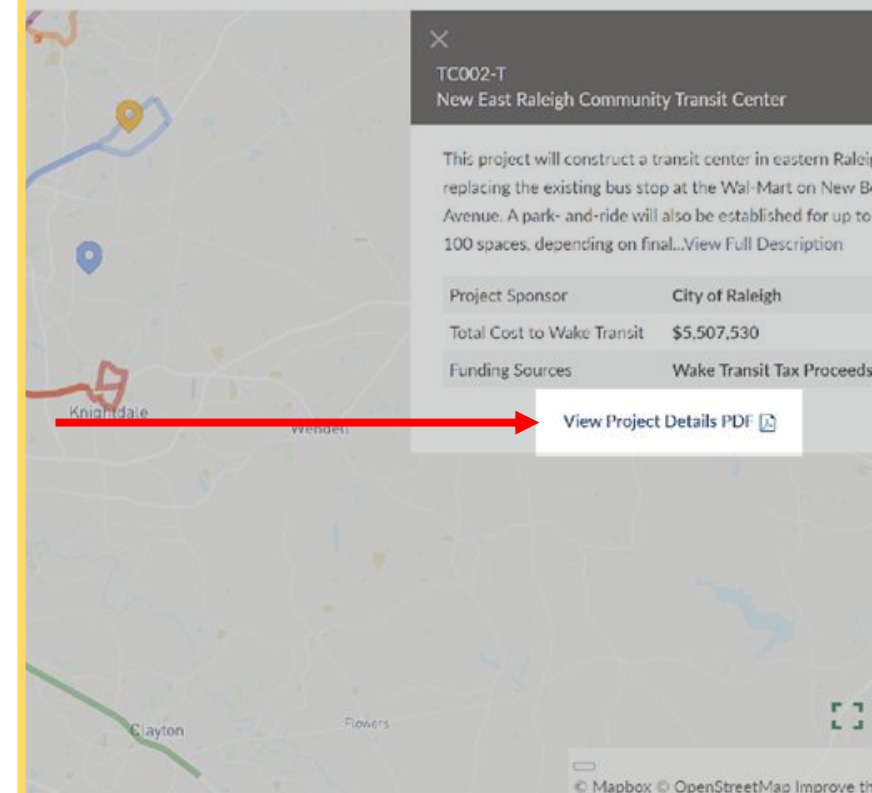
Note: Future year phase schedules and cost estimates are assumed. They are reviewed and updated, as needed, through the Wake Transit Work Plan development and amendment processes.

Total Project Cost
\$5,507,530
Total Cost to Wake Transit
\$5,507,530

Description

This project will construct a transit center in eastern Raleigh, replacing the existing bus stop at the Wal-Mart on New Bern Avenue. A park-and-ride will also be established for up to 100 spaces, depending on final site location. When complete, up to four (4) routes could serve this location.

For more information about the Wake Transit Performance Tracker and the data displayed on the project map and program dashboard, please contact the CAMPO planning team at: staff@waketranstracker.com



FUNDING

BENEFITS OF THE TRACKER TO YOUR ORGANIZATION AND COMMUNITY

Provides planners, elected officials and others with an easily accessible method of finding and communicating Wake Transit investment information to their citizens, the business community, and others

Helps plan projects that will be supported by or benefit from proximity to existing and planned transit services

Provides information that can support and inform land use, transportation, and other study processes

Helps municipalities coordinate various construction and maintenance projects to maximize benefits and minimize disruption to the community

Enables better coordination of community engagement and communications activities and allows organizations to plan ahead to educate and address possible public concerns

Data can be used to enhance a wide variety of grant applications including where support for the project needs to be demonstrated

Supports the creation of required environmental documents, informs community planning and zoning decisions around existing and planned future transit access points.

Sample of a Tracker Benefits Handout

When finalized - these handouts will be saved on the Tracker and GoForward Websites.



BENEFITS OF THE WAKE TRANSIT PERFORMANCE TRACKER

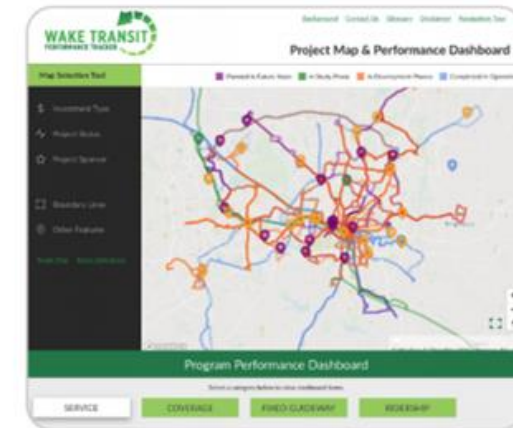
Improve local planning through coordination of construction and maintenance projects with planned transit system enhancements

Community transportation projects are typically designed to maximize benefits, enhance safety, and otherwise improve travel for all users. By aligning local construction and maintenance projects with programmed Wake Transit investments, municipal leaders can ensure the most effective use of limited financial resources, staff time and will mitigate disruptions experienced by community members.

- *If you must tear up the road, do it only once. Plan ahead so all needed improvements can be completed at the same time.*
- *Work to minimize the amount of time and/or how often a business or homeowner's property is impacted by the work being done.*

The Wake Transit Performance Tracker (Tracker) enhances access to information about all projects being funded through the Wake Transit program. Completed operating and infrastructure investments are included on the site's project map. The most relevant information to this benefit is found on the interactive map. Viewing each investment's status informs the reader of the time frame that in-progress and planned future investments are anticipated to enter the construction phase of project development.

The Tracker is a reliable resource providing planners of transportation and other community projects with 24/7 access to Wake Transit investment information. Knowing when transit investments are planned to happen, allows planners to work around or with the Wake Transit project managers to coordinate activities in a way that minimizes community disruption and maximizes investment benefits.



Examples of alignment opportunities include:

- *Coordinating the addition or replacement of a sidewalk with the pouring of new bus stop pads.*
- *Coordinating restriping of a roadway with the addition of a new crosswalk that needs to be marked.*
- *Coordinating traffic signal and lighting improvements with planned transit stops and stations needing those services too.*
- *Designate transit/transportation planning staff to actively participate on the Transit Planning Advisory Committee (TPAC) to ensure local plans are considered in the Wake Transit planning process.*
- *Coordinating site planning of public facing government facilities with existing and planned transit services.*

How You Can Help

We need each of our TPAC members to ensure that their staff, administrators, elected officials and community members are aware of the Tracker, how to access it and how they can use it.

Partner Event:

CAMPO staff will be hosting a Tracker Training Event in early September that will be focused on the final version of this presentation and benefit handouts.

Attendees will be provided with the tools and information they'll need to introduce the Tracker to their own agency or organization staff.

The date/time will be determined soon and will be added to your calendars. We encourage you to attend but the event is not mandatory.

How You Can Help

Add this Wake Transit Performance Tracker hyperlink button to your website, newsletter and other resources provided to staff and the community.

A screenshot of the Wake Transit website content, showing a header image of a city skyline, followed by sections for "Wake Transit Plan", "Wake Transit Links", "Governing Documents", "Tax District / Financial Guidelines", and "Performance Report & Tracking".

Wake Transit Plan

The original 2016 Wake County Transit Plan and associated Interlocal Governance Agreement, which spells out the governance and implementation structure for the plan, were adopted by the CAMPO Executive Board May 18, 2016, the GoTriangle Board of Trustees May 25, 2016, and the Wake County Board of Commissioners June 6, 2016. An update to the original 2016 Wake County Transit Plan was adopted in April of 2021 by the CAMPO Executive Board and GoTriangle Board of Trustees. This update to the plan is available here: [2021 Wake County Transit Plan Update](#).

The execution of the Interlocal Governance Agreement in 2016 made the CAMPO Executive Board and GoTriangle Board of Trustees responsible for ongoing technical and financial decisions related to plan implementation. The execution of the Interlocal Governance Agreement also created the Wake County Transit Planning Advisory Committee (TPAC), a staff-level advisory committee comprised of agencies and local governments with jurisdiction in Wake County charged with coordinating planning and implementation aspects of the Wake County Transit Plan and serving in a structured advisory role to the CAMPO Executive Board and GoTriangle Board of Trustees.

Wake Transit Links

Wake Transit Plan Implementation

- [Wake DRT: Southern Corridor LPA](#)
- [Go Forward Wake County](#)
- [Annual Work Plans](#)
- [Community Funding Area Program](#)
- [Wake Transit Concurrence Process](#)
- [CAMPO Wake Transit Staff](#)

TPAC (Transit Planning Advisory Committee)

- [Meetings](#)
- [Meeting Archives](#)
- [Subcommittees](#)
- [Document Library](#)

CAMPO Transit Programs & Studies

- [Locally Coordinated Human Services Transportation Plan](#)
- [Section 5310 Transit Funding](#)

Governing Documents

- [Wake Transit Governance Interlocal Agreement](#)
- [Master Participation Agreement](#)

Tax District / Financial Guidelines

- [Wake Transit Financial Plan Agreement](#)
- [Wake Transit Financial Policies and Guidelines](#)
- [Baseline Transit Funding Documentation - FY16](#)
- [Agreement for the Administrative Distribution of the Vehicle Registration Tax](#)
 - [Amendment 1](#)

Performance Report & Tracking

A small version of the Wake Transit Performance Tracker logo, which is a green circle with a white recycling symbol and the text "WAKE TRANSIT PERFORMANCE TRACKER" inside.

AUGUST:

Complete the July/August 2021 Tracker Site Update

Finalize the Tracker presentation and benefit handouts

Send invitations for the partner Tracker Training event

SEPTEMBER:

Host the partner Tracker Training event

Launch the communications campaign to the general public

Support partner and stakeholder efforts to promote the Tracker

Next Steps



WakeTransitTracker.com

STAFF@WAKETRANSITTRACKER.COM

XIII. Launch the Wake Transit Performance Tracker

Requested Action:

Receive as Information

XIV. Subcommittee Reports **Attachment I**

Budget & Finance: ~~August 19th, 1:30-3:00pm~~

Meeting Cancelled-Sending Written Update

Planning & Prioritization: August 24th, 1:30-3:30pm

Community Engagement: August 26th, 1:30-3:00pm

XV. Other Business

Any new or old business to discuss?

XVI. Governing Board Activities

June Activities:

- **The Wake Transit governing boards adopted the FY2022 Wake Transit Work Plan in June.**
- **The Wake Transit governing boards adopted the Policy Framework for Use of Wake Transit Funds to Acquire Real Property.**
- **CAMPO adopted the Locally Preferred Alternative for the Wake BRT: Southern Corridor.**
- **CAMPO approved proposed amendments to the Wake Transit Financial Policies and Guidelines.**

XVII. Adjourn

Next TPAC Meeting:

September 8, 2021 @ 9:30am