

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

January 12, 2022

9:30AM – 12:00PM

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome and Introductions

Gaby Lawlor, TPAC Chair

II. Adjustments to the Agenda

Gaby Lawlor, TPAC Chair

III. General Public or Agency Comment

Reminder: Public comments are limited to 3 minutes.

Gaby Lawlor, TPAC Chair

IV. 2022 TPAC Chair and Vice Chair Elections

Requested Action:

Nominate and elect a TPAC Chair and Vice Chair to serve for the 2022 Term.

Stephanie Plancich, TPAC Administrator

V. 2022 TPAC Meeting Schedule

Stephanie Plancich, TPAC Administrator

2022 TPAC Meeting Schedule

January	12 th	April	* 20 th	July	13 th	October	12 th
February	9 th	May	11 th	August	10 th	November	9 th
March	9 th	June	8 th	September	14 th	December	14 th

V. 2022 TPAC Meeting Schedule

Requested Action:

Confirm the 2022 TPAC meeting schedule.

VI. 2022 TPAC Weighted Voting Structure

Attachment A

Stephanie Plancich, TPAC Administrator

Section 8 – Weighted Voting:

When weighted voting is invoked by any member, it must be seconded by another voting member representing a separate agency from that of the invoking member. Each member agency, regardless of population, receives a minimum of one (1) weighted vote.

Weighted Vote Assigned By Population

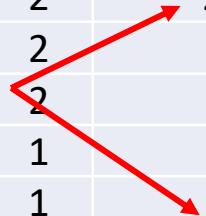
For the purposes of weighted voting, weight shall be assigned to each member county and municipal government based upon the most recent Certified Population Estimates released by the North Carolina Office of State Budget and Management (NCOSBM) utilizing a vote weighting formula of one vote for each 50,000 in population, or portion thereof. A municipality shall only receive weight based on the population within its respective corporate boundaries within Wake County. Wake County's population used to determine its weight is the most recent county population estimate released by the NCOSBM less the population of the Wake County portions of the municipalities otherwise represented on the TPAC. This includes the populations of municipalities' extraterritorial jurisdictions that are not included within municipalities' corporate limits. The Research Triangle Regional Public Transportation Authority and CAMPO shall each retain the same weighted vote assigned to Wake County based on population.

Additional Weighted Vote Assigned For Transit Service Provision

An additional weighted vote shall be assigned to each member agency that contributes local discretionary funding toward a daily fixed-route transit service (operated a minimum of five days per week) at a minimum frequency of hourly and a minimum span of 10 hours per day.

TPAC Weighted Voting Structure (Updated January 2022)

MEMBER ORGANIZATION	MEMBERS	JURISDICTION POPULATION	WEIGHTED VOTE BASED ON POPULATION AND ILA PARTIES WITH EQUAL VOTE	TOTAL WEIGHTED VOTE W/ ADDITIONAL WEIGHTED VOTE FOR PROVIDING DISCRETIONARY FUNDING FOR TRANSIT SERVICE	PERCENTAGE OF TOTAL WEIGHTED VOTE
Apex	1	59,368	2	2	4.3%
Cary	2	171,911	4	5	10.6%
Fuquay-Varina	1	34,604	1	1	2.1%
Garner	1	31,306	1	1	2.1%
Holly Springs	1	41,711	1	1	2.1%
Knightdale	1	19,656	1	1	2.1%
Morrisville	1	29,717	1	1	2.1%
Raleigh	2	467,411	10	11	23.4%
Rolesville	1	9,639	1	1	2.1%
Wake Forest	1	46,550	1	2	4.3%
Wendell	1	9,901	1	1	2.1%
Zebulon	1	6,969	1	1	2.1%
Wake County	2	206,081	5	5	10.6%
CAMPO	2	--	5	5	10.6%
GoTriangle	2	--	5	6	12.8%
Research Triangle Foundation	1	--	1	1	2.1%
NC State University	1	--	1	2	4.3%
Total		1,134,824	1	47	100%



VI. 2022 TPAC Weighted Voting Structure

Requested Action:

Receive as information

VII. TPAC Membership Update

Attachment B

Handout #1

Stephanie Plancich, TPAC Administrator

TPAC Membership Update

2022

TPAC MEMBER ROSTER COMPONENTS

PARTNER AGENCY NAME

TPAC PARTICIPANT'S ROLE

TPAC PARTICIPANT'S NAME

PHONE NUMBER

EMAIL ADDRESS

PROFESSIONAL TITLE

SUBCOMMITTEE ASSIGNMENT(S)

TPAC/Subcommittee Member Allowances and Guidelines (TPAC Document Library)

Primary Members = Number of TPAC Votes

5 Member Agencies have 2 TPAC votes: CAMPO, GoTriangle, Wake County, Raleigh and Cary
All other member agencies can designate one primary voting members.

Alternate Members = Unlimited

There is no struct limit on the number of alternates that can be named to the TPAC.
Agencies that have designated more than 1 or 2 have typically done so to ensure that appropriate staff were eligible to serve as Chair or Vice Chair of a TPAC Subcommittee.

Subcommittee Members = Unlimited

There is no limit on the number of people who can attend subcommittee meeting from any particular agency. Each attending member agency has one vote on subcommittee action items. Chairs and Vice Chairs must be designated TPAC primary or alternat members.

TPAC Primary and Alternate Member Designation Form

New TPAC Member Designation(s):

TPAC Member Role: Primary Voting Member Alternate Voting Member
Subcommittee Designation: Planning & Prioritization Budget & Finance Community Engagement

Full Name: _____ Job Title: _____

Phone #: _____ Email Address: _____

TPAC Member Role: Primary Voting Member Alternate Voting Member
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Subcommittee Designation: Planning & Prioritization Budget & Finance Community Engagement

Full Name: _____ Job Title: _____

Phone #: _____ Email Address: _____

Member Removal: Are you removing a primary or alternate member from the TPAC roster?

Name: _____

Member Role Shift: Is a current member changing their voting role?

Name: _____ Change role to Primary Alternate

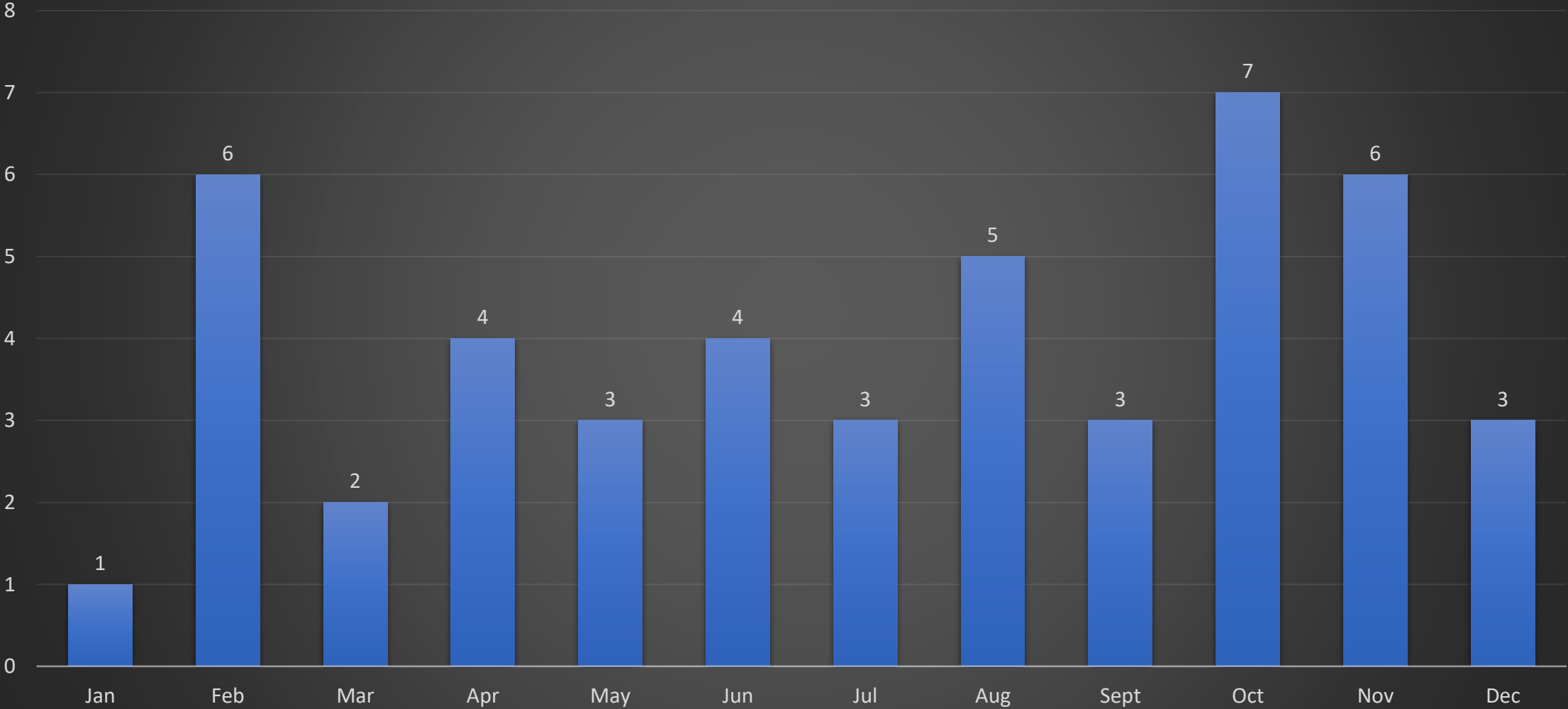
Name: _____ Change role to Primary Alternate

Name: _____ Change role to Primary Alternate

Name: _____ Role: _____

Signature: _____ Date: _____

TPAC Roster Changes by Month in 2021



Hellos, Goodbyes, Musical Chairs and Celebrations

Glad You Are Here

Hello

- Michelle Peele – GoTriangle Primary
- Katie Urban – GoTriangle Stakeholder
- Danielle Kittredge-Morrisville Primary
- Caleb Allred-Morrisville Alternate
- Michele Stegall-Morrisville Alternate
- Travis Crayton – RTF Primary
- Scott Levitan – RTF Alternate
- Ayden Cohen – RTF Stakeholder
- Allison Wylie – Fuquay-Varina Alternate
- Sara Warren – Raleigh Stakeholder
- Andrew Spiliotis – Knightdale Primary
- Kevin Lewis – Knightdale Alternate
- Aaron Chalker – Zebulon Primary
- James Carter – Rolesville Primary
- Meredith Gruber– Rolesville Alternate
- Mark MacDougall – Cary Stakeholder
- Sean Ryan – Holly Springs Stakeholder

Glad You Stayed

- Brad West was added as a Morrisville alternate and later changed to a Wake Forest Stakeholder
- Connor Jones was added as Zebulon's primary and later changed to an NCSU Stakeholder
- Jason Brown returned and is now representing as a stakeholder for the Town of Knightdale

Goodbye!

Good Bye and Thank You

- Ben Howell (TPAC Chair)
- Eric Lamb (Retired)
- Danny Johnson (Retired)
- Darcy Downs
- Brittany Goode
- Meade Bradshaw
- Brian Kurrilla
- Hank Graham
- Allyson Coltrane
- Chris Hills
- Antony Wambui
- Julie Spriggs
- Shelly Blake-Curran
- Johnathan Jacobs
- Hannah Lundy
- Emmily Tiampati
- Anne Galamb

January

***Mila Vega
Bret Martin***

Member Moments



Member Moments

Katherine Eggleston (GoTriangle)
welcomed baby girl Iris.

Born in January 2021.



Member Moments



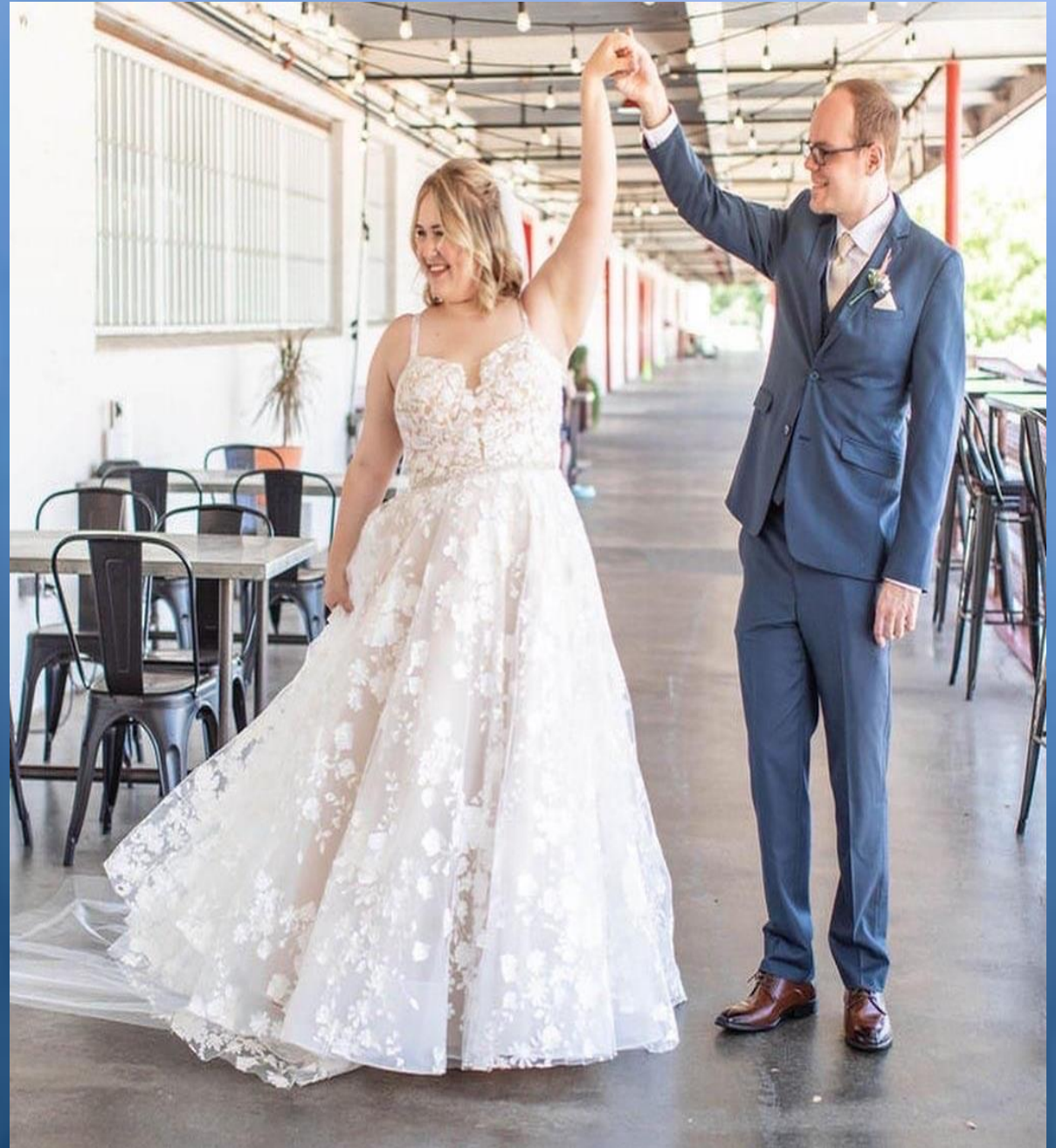
Allyssa Stafford is
now Mrs. Holman
(Fuquay-Varina)



Member Moments



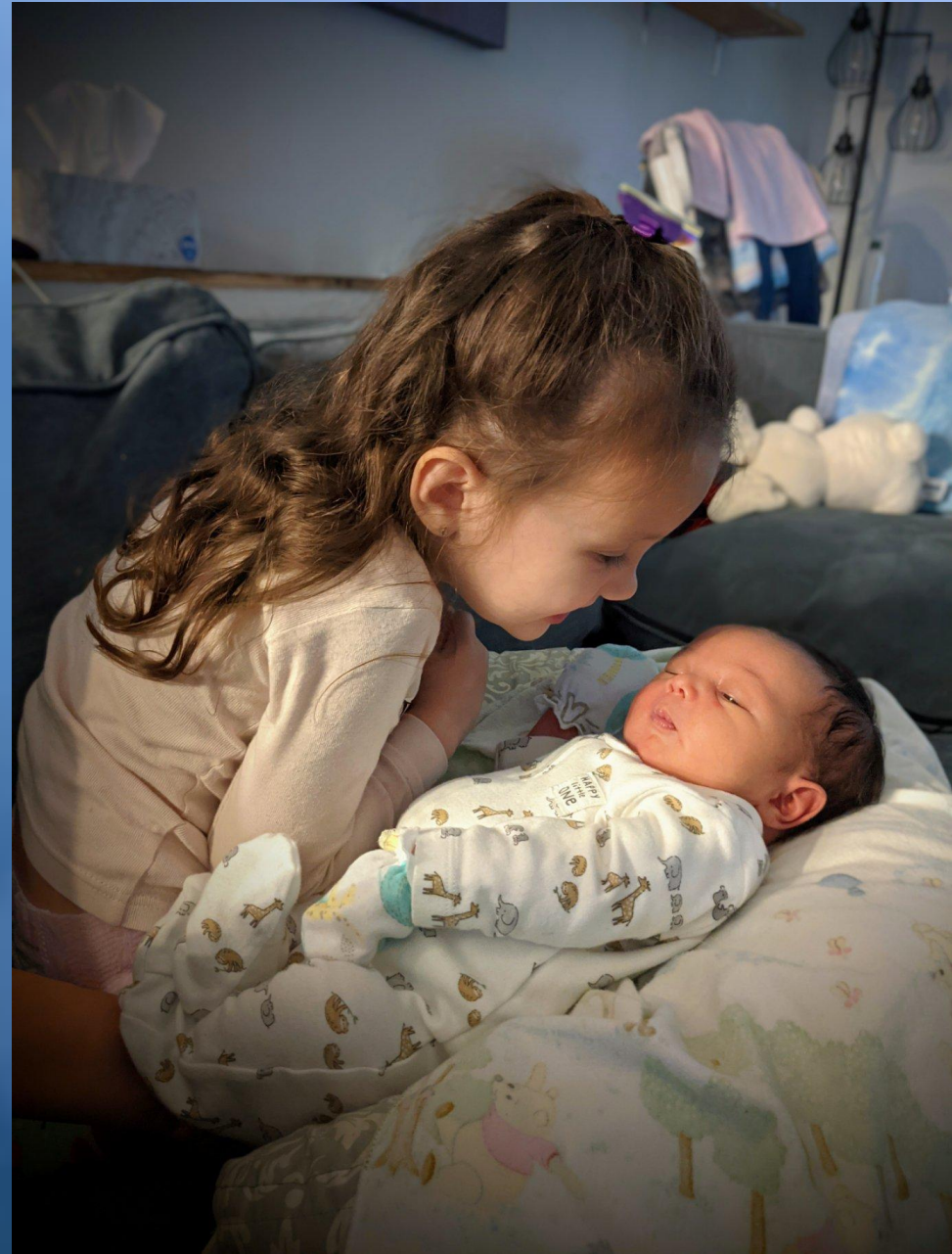
Allison Wright is now Mrs. Wylie
(Fuquay-Varina)



Member Celebrations

Gaby Lawlor (Garner)
welcomed baby boy Sebastian.

Born in October 2021.



Member Celebrations

Het Patel (Raleigh)
welcomed baby girl Ruhi.

Born in December 2021.



Happy New Year TPAC!

2022

VII. TPAC Membership Update

Requested Action:

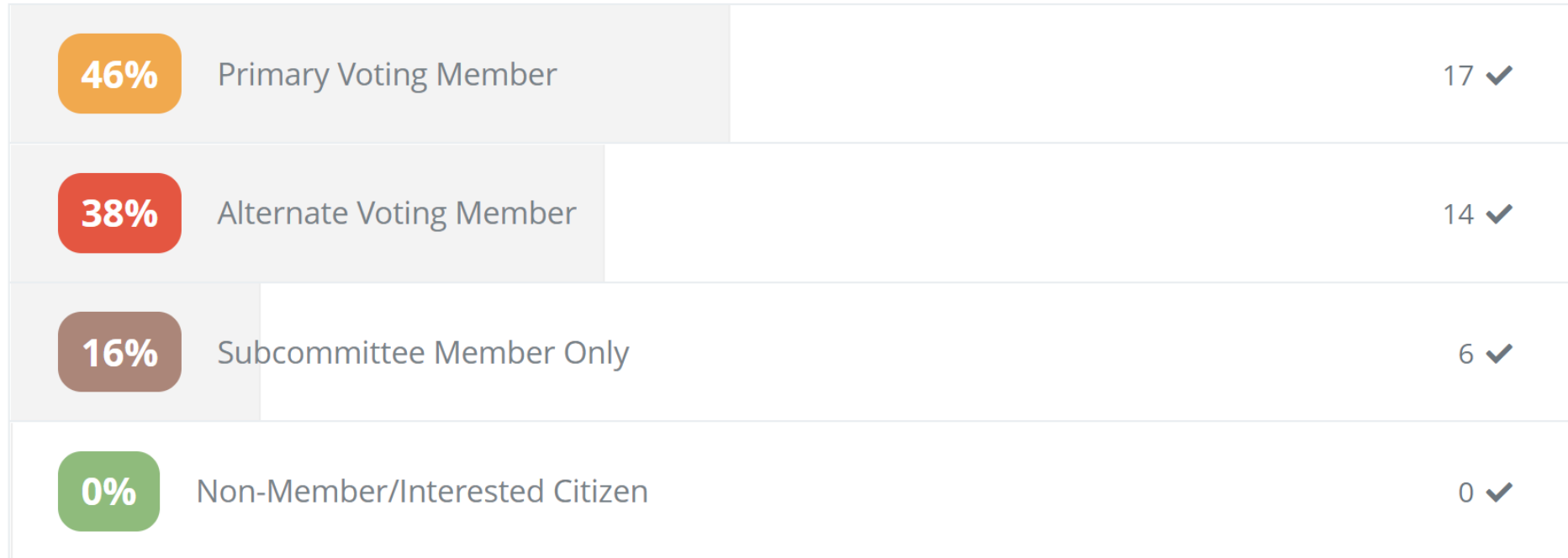
Receive as information

VIII. TPAC Member's Survey

Stephanie Plancich, TPAC Administrator

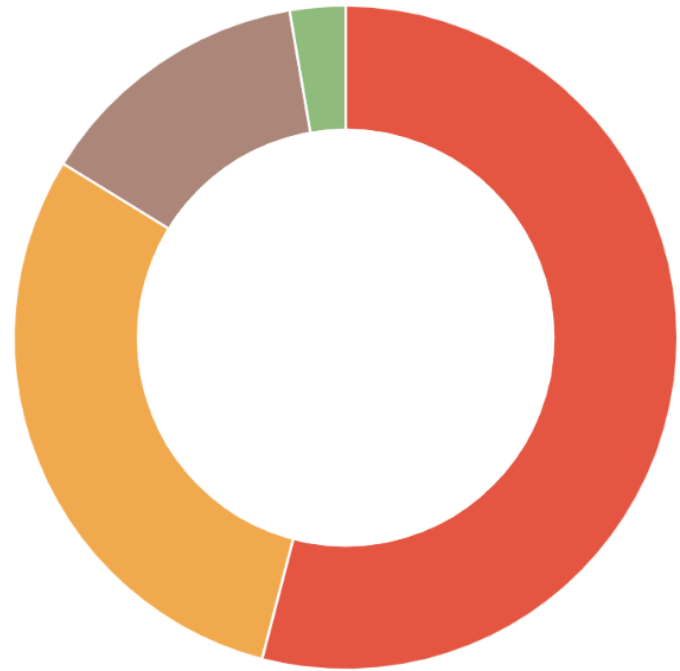
TPAC Member's Survey

* What is your current role with the TPAC?



37 Respondents

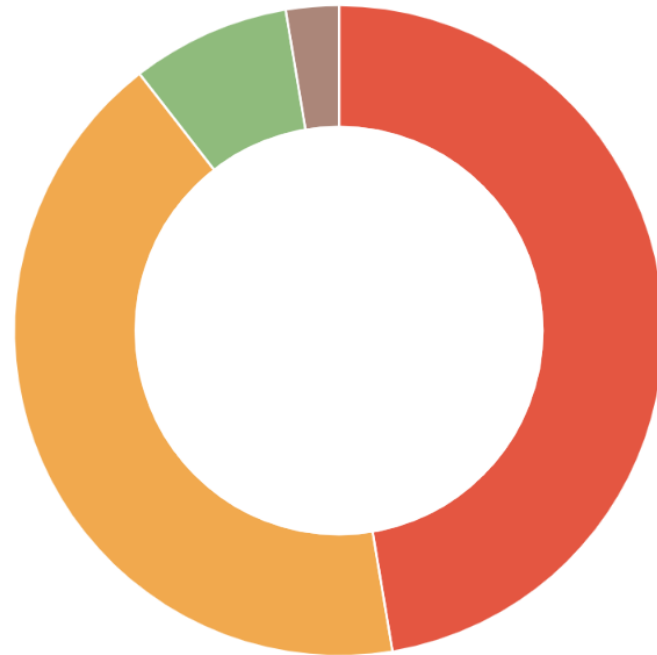
* How do you feel about a TPAC meet-and-greet event to be held in 2022? This event could be a couple of hours long and be set up to allow members to spend a little time reconnecting or getting to know each other, to meet and interact with Wake Transit lead agency staff, to talk about activities in the upcoming year, and could include a transit-related presentation or educational activity.



- 54% Sounds like a good idea, but it makes me a little nervous with COVID concerns. Health and safety protocols will be important for me to participate.
- 30% Sounds like a great idea for Wake Transit/TPAC staff, members and partners to get a little bit of face time with each other and to welcome all of the new members into the fold.
- 14% Can we meet and greet in a virtual way? Ex. Include a couple member bios with each TPAC agenda.
- 3% Other

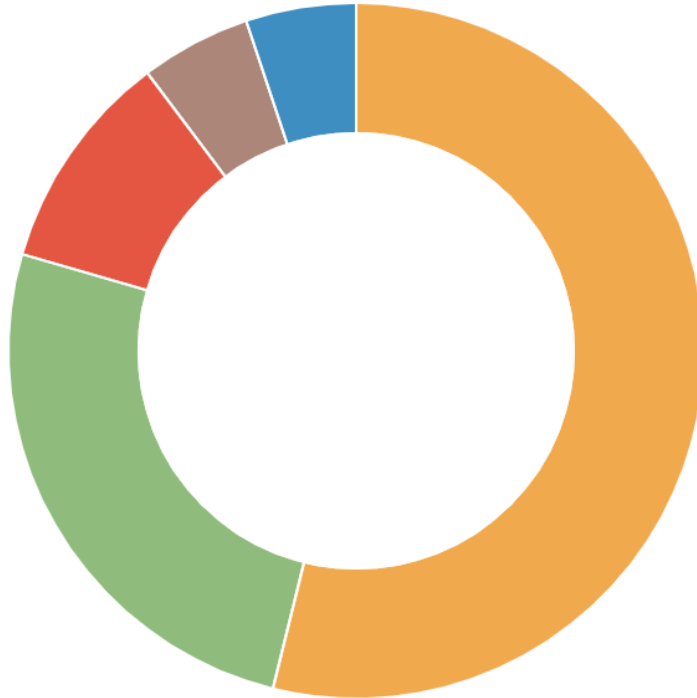
TPAC Member's Survey

* Thinking about our meeting format for 2022, what is your preference?



- 47% Keep virtual for now but revisit the option to meet in person if COVID risks reduce more.
- 42% Continue hosting TPAC meetings virtually. I believe we have and will continue to conduct business at a high level of quality and see benefit in keeping our regular meetings online.
- 8% I'd like to keep the regular meetings virtual but think the meet and greet event is important for at least one face-time opportunity.
- 3% I'd like to see us begin to return to meeting in-person regularly. Every month or maybe once per quarter.

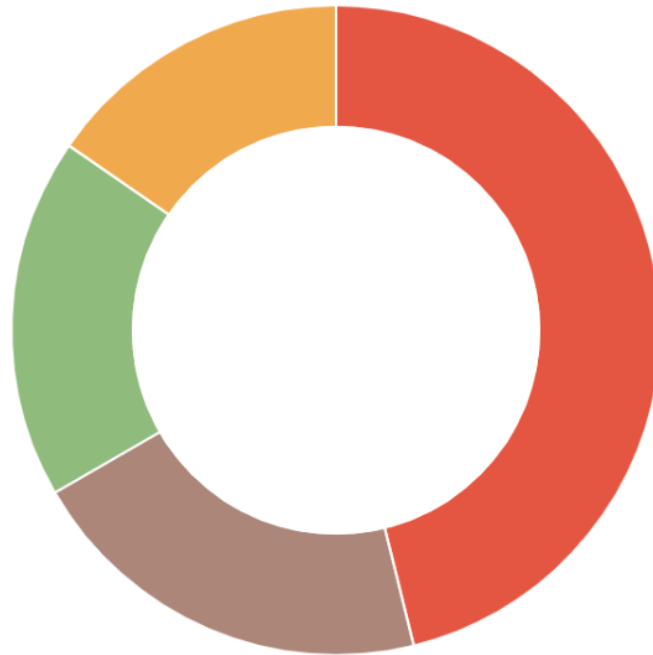
* The TPAC's regular monthly meeting is scheduled from 9:30am-12:00pm on the 2nd Wednesday of each month. Most months, we do not use the full 2.5-hour time slot. On average, our meetings end between 11:15am and 11:30am, but some continue to noon. Over the past year, we have noted a drop in attendance at meetings that go longer than 11:00am. We'd like to understand why that is so we can improve agenda planning and better engage members in planned discussions. Please let us know how you typically plan your mornings on TPAC meeting days.



- 54% I keep the full 9:30am-12:00pm time slot blocked on my calendar each month.
- 26% I need to move, eat, go to the bathroom; I feel burnt out; or I am just not paying attention by 11:30am.
- 10% I regularly have other meetings scheduled to begin between 11:00-11:30am on TPAC meeting days.
- 5% I regularly have other meetings scheduled to begin between 11:30am-12:00pm on TPAC meeting days.
- 5% I don't feel that the informational items at the end of the agenda need my participation, I read them on the agenda itself.

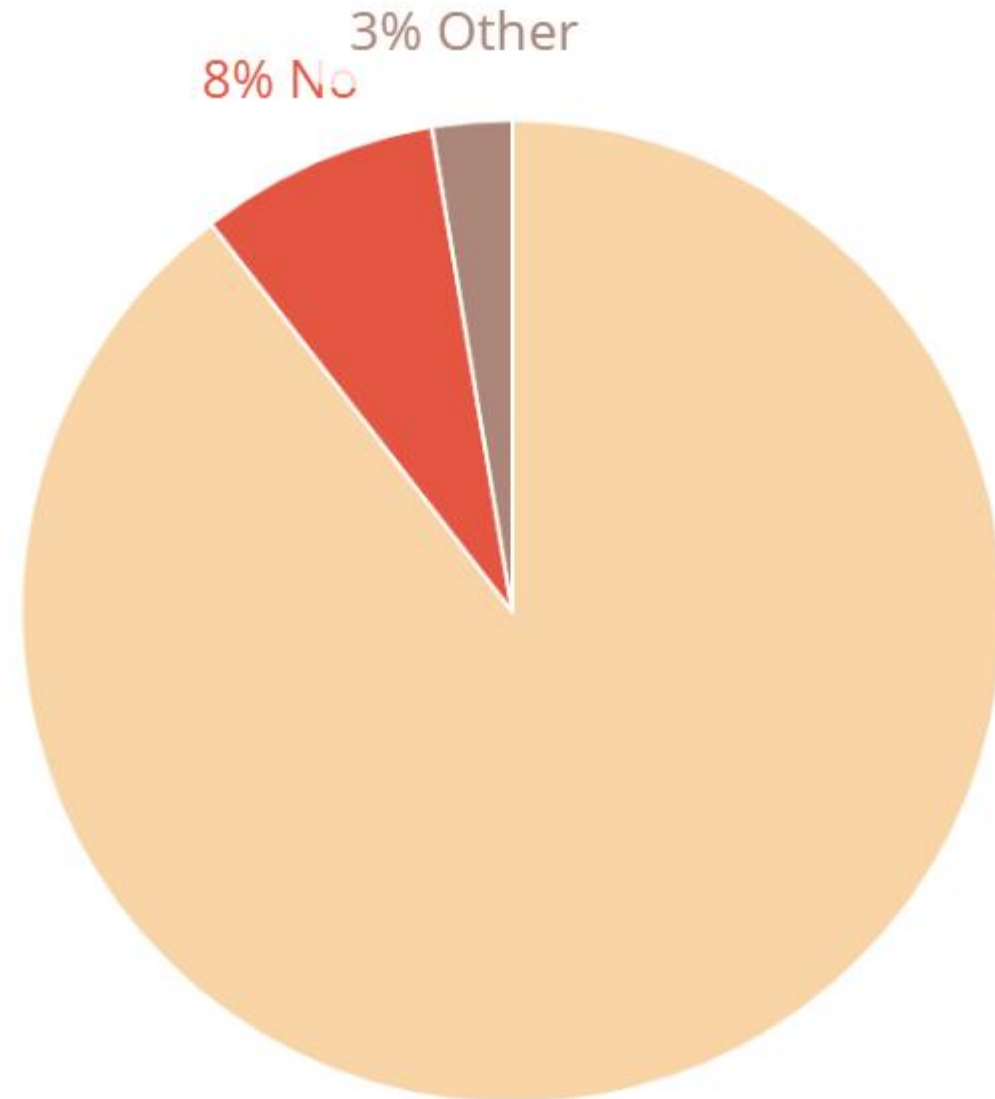
TPAC Member's Survey

* Every TPAC agenda packet includes materials posted for member review. Member input that informs program-level planning efforts, as well as components of larger-impact projects, is a critical role of the TPAC. How often are you able to review posted materials in advance of the meetings.



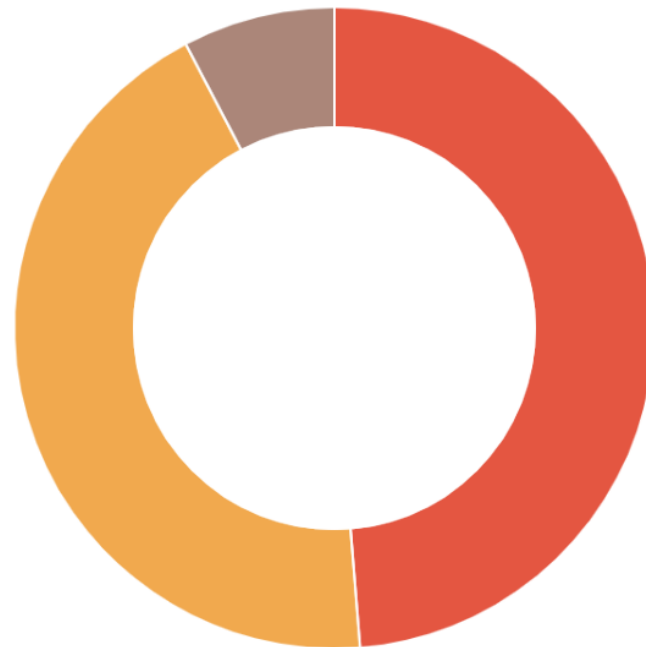
- 46% I try to make time to review at least the action item materials to be voted upon at the next meeting.
- 21% I review only the materials that I find the most interesting and/or relevant to my organization.
- 18% I rarely have time to review the posted materials and rely on agenda blurbs and presentations to stay informed.
- 15% I set aside time to review the TPAC meeting agenda and attachments prior to each meeting.

TPAC Member's Survey



TPAC Member's Survey

* Overall, how would you rank TPAC-related communications with you? For example meeting invitations, subcommittee meetings, web posts, emails and other methods of communication.



- 49% 2-Pretty good
- 44% 1-Doing great
- 8% 3-Could be improved

TPAC Member's Survey

An important responsibility of TPAC and subcommittee members is to disseminate Wake Transit information back to their organization's leadership team, planning and public relations staff, and to share public-facing notices with their community members. Do you need anything else from staff to better prepare you to communicate with your audiences? *Click the button to submit your responses.*

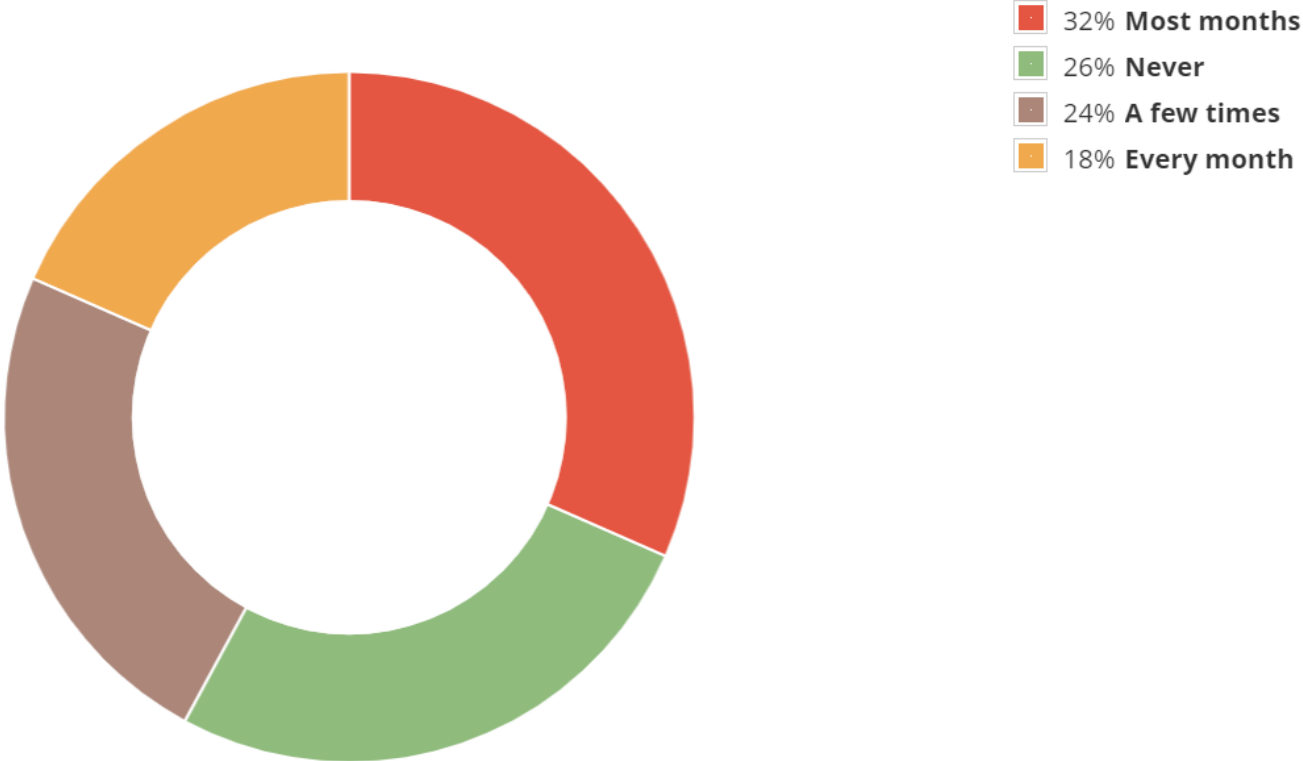


Best Response

Constant reminders that as a TPAC member/alternate receiving information it is my responsibility to share info with my agency/org's staff and to collaborate internally to communicate with one voice back on any items needing a response/feedback.

TPAC Member's Survey

* Each month, a brief summary report of subcommittee activities is posted as part of the TPAC meeting agenda packet. How often have you opened and read the report in the past year?



TPAC Member's Survey

At this point in time, we plan to keep all TPAC subcommittee meetings virtual. Do you have a concern or comment about this plan? *Click the button to submit your responses.*

Do you have any suggestions to improve subcommittee meeting participation, procedures, etc? *Click the button to submit your responses.*

Wake Transit 101 – Member’s Prioritization of Training Topics



Top 2 topics for community member outreach



Top 2 topics for leadership/elected official outreach

Annual Wake Transit Work Plan development and organization

The roles and responsibilities of the TPAC, TPAC subcommittees, core technical teams, and other workgroups

Development and updates to Wake County's Transit Plan (Wake Transit Plan)



TPAC member involvement in project planning and overview of projects and their current status

Developing and updating Wake Transit implementation plans (e.g., bus plan, staffing plan, fixed-guideway corridors MIS, etc.)

Wake Transit program management and control tools (e.g., Community Funding Area Program Management Plan, Community Engagement Policy, Project Prioritization Policy, Service Guidelines and Performance Measures, and other policies)

The role of the Wake Transit governing boards and lead agencies



Wake Transit enabling legislation, public transportation expansion taxing authority, the Interlocal governance agreement and other controlling agreements

Project sponsor responsibilities: A compiled reference guide

The community's role in Wake Transit Plan implementation



Thank You

to everyone who share their input on the
TPAC Member's Survey

If you have any additional thoughts, please email
stephanie.Plancich@campo-nc.us

VIII. TPAC Member's Survey

Requested Action:

Receive as information

IX. FY22/Q3 Wake Transit Work Plan Amendment Requests Attachment C

Bret Martin, CAMPO

IX. FY 2022, Q3 Work Plan Amendment Requests

Summary of Amendment Requests

- **Reductions to FY 22 Budgeted Amounts for Various Operating Projects**
 - Unencumbering funds that will not be used on FY 22 operating projects
 - ~\$2.9 million back to fund balance to be used for other needed expenditures
- **Reductions to Capital Project Allocations Made in Prior Fiscal Years**
 - Unencumbering funds that will not be used on applicable projects
 - ~\$946K back to fund balance to be used for other needed expenditures
- **New Operating Project Funding Allocation for CAMPO Administrative Expenses**
 - Legal, Technical Support, and Financial Review Services
 - \$20K in FY 22, \$35K in FY 23

IX. FY 2022, Q3 Work Plan Amendment Requests

Summary of Amendment Requests (Continued)

- **Add \$15 million to Downtown Cary Multimodal Transit Center to Previous FY 2019 Design/Land Acquisition Allocation**
 - For land acquisition to accommodate planned facility
 - Planned to serve Wake BRT: Western Corridor, commuter rail, intercity passenger rail, and bus service expansion
- **Add \$30K to Each of the Western Corridor BRT and Raleigh Union Station Bus Facility Design Allocations**
 - Artist retention fees
 - Consistent with adopted Art Funding Eligibility Policy

IX. FY 2022, Q3 Work Plan Amendment Requests

Other Important Notes

- **No Public Comments Received**
- **Changes to Project Budgets and Addition of Project Appropriate for Continued Implementation of Transit Plan and the Subject Projects**
- **Changes to Project Budgets Do Not Involve Unwarranted Use or Re-appropriation of Funds**
- **Subcommittee Discussion → Concern Over Cost of Cary Multimodal Center and Dependency of Other Projects on Facility**

ACTION	DATE
Released for Public Comment	December 10 th – January 9 th
Joint Subcommittee Meeting to Review and Render Disposition	December 17 th
TPAC Considers Recommendation on Amendment Requests	January 12 th
CAMPO TCC Considers Recommendation on Amendment Requests	February 3 rd
CAMPO Executive Board Considers Action	February 16 th
GoTriangle Board of Trustees Considers Action	February 23 rd

IX. FY22/Q3 Wake Transit Work Plan Amendment Requests Attachment C

Requested Action:

Consider recommending approval of the FY22, 3rd Quarter Wake Transit Work Plan amendment requests to the Wake Transit governing boards.

X. TPAC Guidance on Financial Model and Multi-Year Operating Program Assumptions for Baseline Pre-Wake Transit Services

Bret Martin, CAMPO

Supplementation Vs. Supplantation

NCGS 105-508.2(b):

A special district must expend the net proceeds distributed to it **in accordance with its financial plan adopted pursuant to G.S. 105-508.1** and use the net proceeds only for financing, constructing, operating, and maintaining public transportation systems. The special district **shall use the net proceeds to supplement and not to supplant or replace existing funds or other resources for public transportation systems.**

Wake Transit Master Participation Agreement

5.03 The most recently audited and reported local fiscal year prior to the Effective Date of the ½ percent local option sales and use tax as defined by N.C.G.S. 105-508 shall be the baseline for comparison of annual budgets for all Parties for the Term of the Agreement.

Establishment of Expenditures Baseline

Summary of Existing Funds for Public Transportation Systems in Wake County

	GoTriangle	Town of Cary	City of Raleigh	Wake County (TRACS)	Wake Forest	Wendell	Knightdale	Zebulon
FY 2016 Operating Baseline Expenditure	\$ 6,591,568	\$ 3,531,656	\$ 25,111,968	\$ 5,201,334	\$ 280,179	\$ 3,000	\$ 17,972	\$ 5,516

FY 2016 Operating Baseline Expenditure Allocated by Revenue Source

Federal	\$408,820	\$1,551,645	\$ -	\$139,648	\$ -	\$ -	\$ -	\$ -
State	\$782,793	\$290,715	\$2,650,401	\$730,599	\$ -	\$ -	\$ -	\$ -
Local	\$4,054,891	\$1,352,528	\$17,103,097	\$ -	\$ 280,179	\$3,000	\$17,972	\$5,516
Farebox	\$584,410	\$336,768	\$4,330,379	\$74,884	\$ -	\$ -	\$ -	\$ -
Other	\$760,654	\$ -	\$1,028,091	\$4,256,203	\$ -	\$ -	\$ -	\$ -
Total Allocated Revenue	\$ 6,591,568	\$ 3,531,656	\$ 25,111,968	\$ 5,201,334	\$ 280,179	\$ 3,000	\$ 17,972	\$ 5,516

Revenue Hours

Fixed Route	40,008	35,879	212,715	0	0	0	0	0
Demand Response	16,829	24,736	468,427	118,545.84	0	0	0	0
Vanpool	8,413	0	0	0	0	0	0	0
Contracted Services	7,827	0	0	0	0	0	0	0
Total Revenue Hours	73,077	60,615	681,142	118,545.84	0	0	0	0

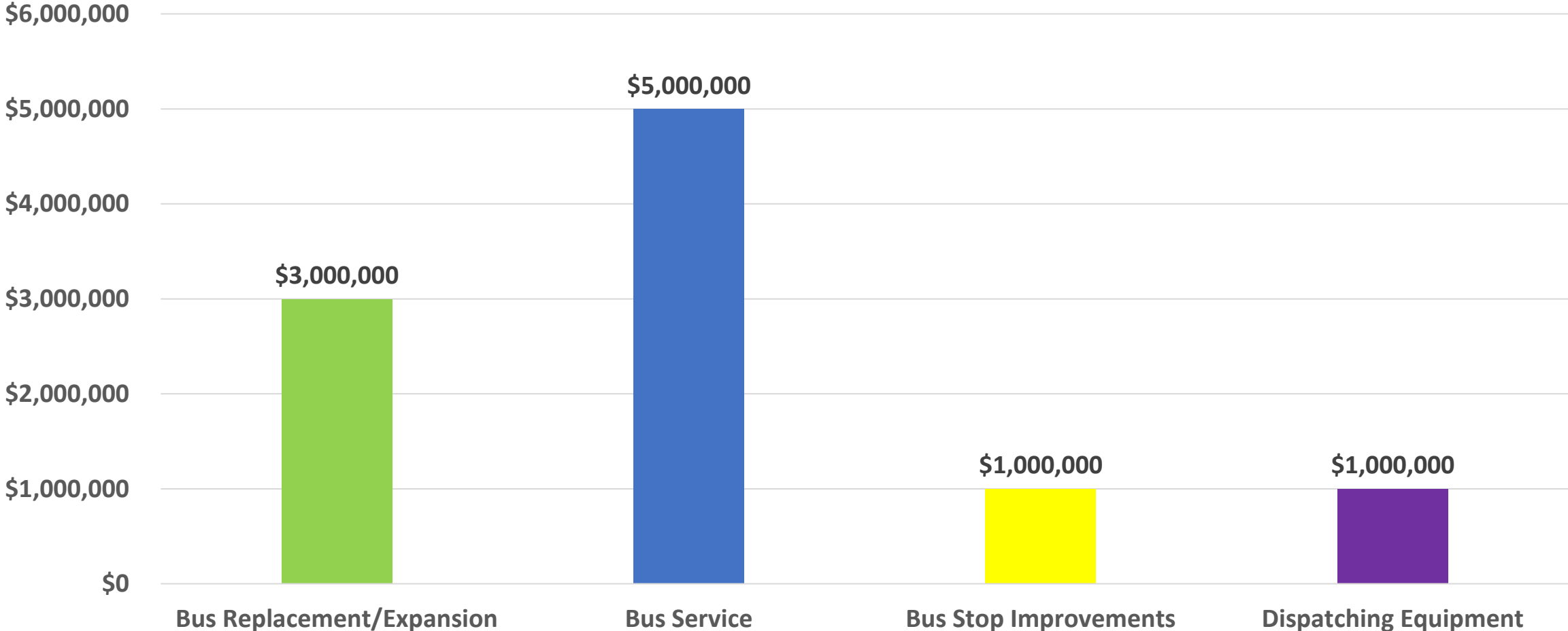
	GoTriangle	Town of Cary	City of Raleigh	Wake County (TRACS)	Wake Forest	Wendell	Knightdale	Zebulon
Capital Baseline Expenditure (FY 2012 - FY 2016 Annual Average)	\$ 949,036	\$ 114,679	\$ 7,249,124	\$ 509,545	\$ 1,429	\$ 989	\$ -	\$ -

Capital Baseline (FYs 2012 - FY 2016 Annual Average) Allocated by Revenue Source

Federal	\$ -	\$ 86,642	\$ 5,759,658	\$ 98,993	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$535,240	\$253,282	\$ -	\$ -	\$ -	\$ -
Local	\$673,667	\$26,127	\$954,226	\$ -	\$ 1,429	\$ 989	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$275,369	\$1,910	\$ -	\$157,269	\$ -	\$ -	\$ -	\$ -
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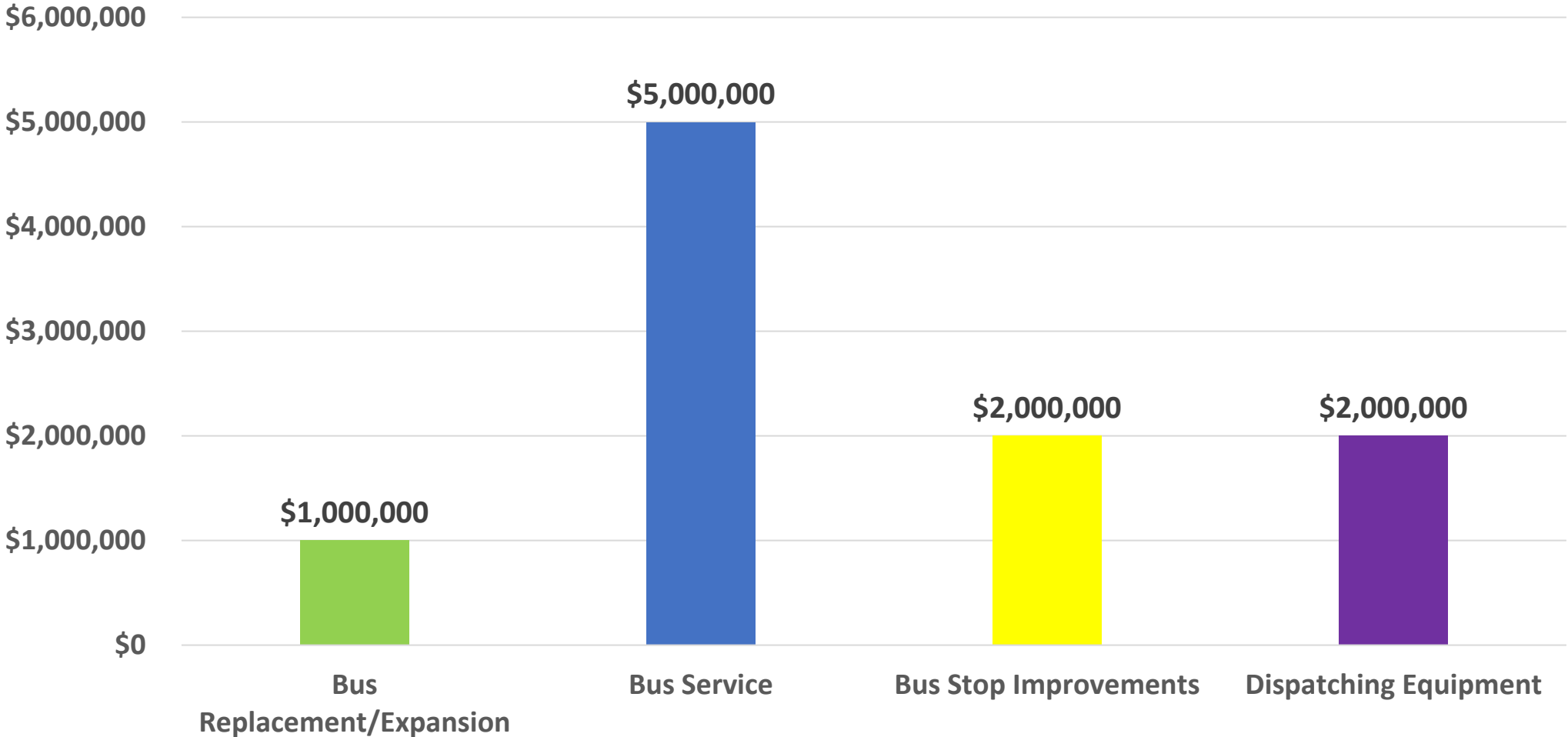
Spending Scenarios Compared to Baseline Expenditures

2016 Baseline Expenditures



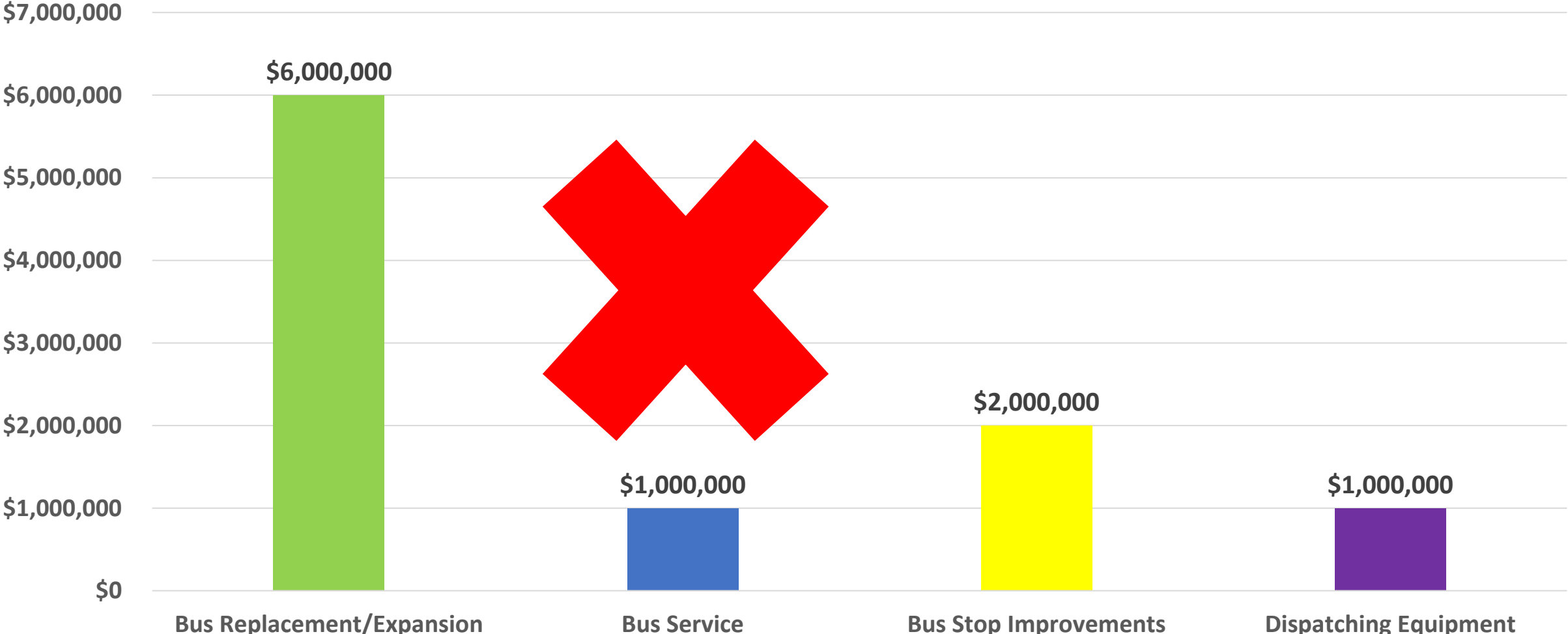
Spending Scenarios Compared to Baseline Expenditures

2021 Expenditures – Scenario 1



Spending Scenarios Compared to Baseline Expenditures

2021 Expenditures – Scenario 2



Establishment of Expenditures Baseline

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Maintenance of Effort Requirement for Bus Service Expansion – Adopted Bus Plan

AutoSave Off Copy of Wake Bus Plan Operating Model 2018-11-28 - BAM Search Martin, Bret MB

File Home Insert Draw Page Layout Formulas Data Review View Help Acrobat

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J10 CONT

	A	B	C	D	E	I	J	P	AA	AB	AC	AD
1	New Route # (that is connected most closely to item)								FY 2023 Cost	FY 2024 Cost	FY 2025 Cost	FY 2026 Cost
2	Capital BRT	Capital BRT	BRT?	Item ID	Item Name	Implement	Discontin	Operator	Change from Existing	Change from Existing	Change from Existing	Change from Existing
3			Y	NR-1-0H	Begin Capital BRT	2024	CONT	GoRaleigh		\$ 4,617,435	\$ 4,732,871	\$ 4,851,193
15									2023	2024	2025	2026
16	2	Falls of Neuse		NR-18-0H	Begin Route 2 Falls of Neuse	2023	CONT	GoRaleigh	\$ 2,411,201	\$ 2,471,481	\$ 2,533,268	\$ 2,596,599
17	2	Falls of Neuse		NR-18-0G	Replace Route 2 Falls of Neuse	2023	CONT	GoRaleigh	\$ (1,407,675)	\$ (1,442,867)	\$ (1,478,939)	\$ (1,515,913)
18	3	Glascock		NR-6-0H	Begin Route 3 Glascock	2026	CONT	GoRaleigh				\$ 2,596,599
19	3	Glascock		NR-6-0G	Replace Route 3 Glascock	2026	CONT	GoRaleigh				\$ (582,753)
20	4	Rex Hospital		NR-5-0H	Begin Route 4 Rex Hospital	2019	CONT	GoRaleigh	\$ 1,880,669	\$ 1,927,686	\$ 1,975,878	\$ 2,025,275
21	4	Rex Hospital		NR-5-0G	Replace Route 4 Rex Hospital	2019	CONT	GoRaleigh	\$ (1,603,572)	\$ (1,643,661)	\$ (1,684,753)	\$ (1,726,872)
22	5	Biltmore Hills		NR-29-0H	Begin Route 5 Biltmore Hills	2024	CONT	GoRaleigh		\$ 2,471,481	\$ 2,533,268	\$ 2,596,599
23	5	Biltmore Hills		NR-20-0G	Replace Route 5 Biltmore Hills	2024	CONT	GoRaleigh		\$ (626,532)	\$ (642,195)	\$ (658,250)
24	5	Biltmore Hills		NR-20-0G	Replace Route 13 Chavis Heights	2024	CONT	GoRaleigh		\$ (421,731)	\$ (432,274)	\$ (443,081)
25	5	Biltmore Hills		NR-29-0G	Replace Route 22 State Street	2024	CONT	GoRaleigh		\$ (479,608)	\$ (491,598)	\$ (503,888)
26	6	Glenwood		NR-7-0H	Begin Route 6 Glenwood	2024	CONT	GoRaleigh		\$ 2,471,481	\$ 2,533,268	\$ 2,596,599
27	6	Glenwood		NR-7-0G	Replace Route 6 Crabtree	2024	CONT	GoRaleigh		\$ (1,093,292)	\$ (1,120,923)	\$ (1,148,640)
28	7	South Saunders		NR-13-0H	Begin Route 7 South Saunders	2026	CONT	GoRaleigh				\$ 726,975
29	8	Six Forks Midtown		NR-12-0H	Begin Route 8 Six Forks Midtown	2024	CONT	GoRaleigh	\$ 1,581,713	\$ 3,242,512	\$ 3,323,575	\$ 3,404,638
30	8	Six Forks Midtown		NR-12-0G	Replace Route 8 Six Forks	2024	CONT	GoRaleigh	\$ (555,916)	\$ (1,139,627)	\$ (1,168,118)	\$ (1,200,000)

Bethany_Greg_email Expense Summary Fare Revenue 2017 vs 2027 GoRaleigh GoTriangle GoCary Proposed Svc Impl Items Vehicles Changes from ...

Ready Circular References: A13

7:27 PM 1/11/2022

Maintenance of Effort Requirement for Bus Service Expansion – Adopted Bus Plan

Figure 11 GoTriangle Year-By-Year Service Changes

Service Change	Route Type	Net Annual Revenue Hours	Net Annual Operating Costs	Net Peak Vehicles
Fiscal Year 2019				
Route 100 Raleigh-RTC extended Sunday service	Core Regional	212	\$26,352	0
Route 300 Cary-Raleigh extended Sunday service	Core Regional	67	\$8,345	0
Route CRX Chapel Hill-Raleigh Express improved frequency	Express	426	\$52,896	2
Route DRX Durham-Raleigh Express improved frequency	Express	1,701	\$211,028	2
Subtotal		2,274	\$282,194	4
Fiscal Year 2020				
Route 310 Cary-Morrisville-RTC service begins	Core Regional	6,280	\$798,313	1
Route 311 Apex-RTC alignment change and frequency reduction	Express	(272)	(\$34,616)	(1)
Subtotal		6,008	\$763,697	0
Fiscal Year 2021				
Route 305 Apex-Raleigh all-day and weekend service	Core Regional	13,706	\$1,785,969	3
Route 301 Cary-Raleigh eliminated	Express	(4,267)	(\$556,006)	(4)

Maintenance of Effort Requirement for Bus Service Expansion – Adopted Bus Plan

Service Change	Route Type	Net Annual Revenue Hours	Net Annual Operating Costs	Net Peak Vehicles
Subtotal		9,439	\$1,229,963	(1)
Fiscal Year 2022				
Route 100 extended service hours	Core Regional	14,084	\$1,881,105	1
Subtotal		14,084	\$1,881,105	1
Fiscal Year 2024				
Route 300 Raleigh-Cary eliminated	Core Regional	(10,030)	(\$1,407,475)	(2)
Subtotal		(10,030)	(\$1,407,475)	(2)
Fiscal Year 2025				
Route 310 Cary-Morrisville-RTC all-day and weekend service	Core Regional	14,666	\$2,109,425	1
Subtotal		14,666	\$2,109,425	1
Fiscal Year 2026				
Route NRX North Raleigh Express added trips	Express	5,642	\$831,782	2
Subtotal		5,642	\$831,782	2
Fiscal Year 2027				
Route 105 Raleigh-RTC eliminated*	Express	(4,593)	(\$694,105)	(3)
Route CRX Chapel Hill-Raleigh Express eliminated*	Express	(3,978)	(\$601,147)	(7)
Route DRX Durham-Raleigh Express eliminated*	Express	(4,902)	(\$740,715)	(6)
Subtotal		13,473	\$2,035,967	(16)

Maintenance of Effort Requirement for Bus Service Expansion – MYOP and Financial Model

TO003, TO004, TO005 - BUS OPERAT						
Fixed Route Bus Service						
Project Sponsor	Project ID	Project	FY 2021	FY 2022	FY 2023	
GoTriangle	TO005-A	Route 100 Frequency and Sunday Span Improvements	\$ 541,893	\$ 555,440	\$ 569,326	
	TO005-B	Route 300 Improvements	\$ 648,753	\$ 664,972	\$ 681,596	
	TO003-A	Fuquay-Varina Express Route	\$ 285,871	\$ 293,120	\$ 300,448	
	TO005-C	Additional Trips for Durham-Raleigh Express	\$ 245,055	\$ 288,110	\$ 295,313	
	TO005-D	Reliability Improvements for Chapel Hill-Raleigh Express	\$ 61,424	\$ 62,960	\$ 64,534	
	TO005-X	New Route 310: RTC-Cary	\$ 1,147,001	\$ 1,272,233	\$ 1,304,039	
	TO005-AC	Improvements to Route 305 – Apex-Raleigh (all day and weekend service) with peak period extension to Holly Springs	\$ 857,511	\$ 1,501,452	\$ 1,538,988	
	TO005-AF	Route 100 Improvements (full route buildout with extended service hours)	\$ -	\$ -	\$ -	
	TO005-AQ	Route 310 Improvements (all day and weekend service)	\$ -	\$ -	\$ -	
	TO005-AS	Route NRX Improvements (replacement of Route 201, added trips, full buildout)	\$ 313,200	\$ 321,030	\$ 329,056	
	TO005-BH	GoTriangle Complementary ADA Services	\$ 187,285	\$ 468,385	\$ 480,095	
	Western BRT Replace Route 300			\$ -	\$ -	\$ -
	Savings from Replacement of Existing GoTriangle Service			\$ (615,104)	\$ (615,104)	\$ (615,104)
	GoTriangle Subtotal			\$ 3,672,989	\$ 4,812,598	\$ 4,948,291
Town of Cary	TO004-A	Sunday and Holiday Service on All Pre-Existing Routes (Prior to FY 2018)	\$ 453,807	\$ 418,291	\$ 428,748	
	TO004-B	Increase Midday Frequencies on Pre-Existing Routes	\$ 475,000	\$ 490,377	\$ 502,636	
	TO005-H	New Route – Weston Parkway	\$ 758,874	\$ 946,908	\$ 970,581	
	TO005-BE	Apex-Cary Express	\$ 129,114	\$ 148,038	\$ 151,739	
	TO005-AG	Route 9B - Buck Jones Span Improvements	\$ -	\$ -	\$ 443,590	
	TO005-AK	New Route: 9A Hillsborough-Trinity	\$ -	\$ -	\$ 1,226,063	
	TO005-BI	GoCary Complementary ADA Services	\$ 125,000	\$ 132,360	\$ 135,669	
Town of Cary Subtotal			\$ 1,941,795	\$ 2,135,974	\$ 3,859,027	

CAMPO's Position and the Reason the Policy Exists

- As a matter of adopted policy, there is a maintenance of effort requirement built into our financial assumptions for bus service expansion
- Deviating from this requirement in financial planning cannot be done unilaterally and administratively by either lead agency or applied to one project sponsor but not others
- Changing this requirement takes an action of the governing boards and should be informed by a TPAC recommendation
- Deviating from the requirement severely undermines the ability to achieve a number of major goals of the Wake Transit Plan: Bus service X 3, Proximity of jobs + population to frequent service, Proximity of all-day FR service to jobs + population
- Why?: Because without it, operators can use Wake Transit funds to completely backfill previous financial contributions and only maintain service hours previously provided
- Impact → \$40.7 million

Illustration of How Maintenance of Effort Requirement Works in Practice

Year	Total Service/Revenue Hours	Cost Per Hour	Total Cost of Service/Revenue Hours	Wake Transit Revenue Hours	Wake Transit Financial Responsibility	Project Sponsor Responsibility
2016	10,000	\$100	\$1,000,000	--	--	\$1,000,000
2017	10,000	\$102.50	\$1,025,000	--	--	\$1,025,000
2018	12,000	\$105.06	\$1,260,750	2,000	\$210,125	\$1,050,625
2019	14,000	\$107.69	\$1,507,647	4,000	\$430,756	\$1,077,891

- **It all comes down to a certain number of revenue hours and how much those revenue hours cost**
- **Wake Transit is only responsible for revenue hours associated with services approved in Work Plans that also collectively represent a certain # of net additional revenue hours above the 2016 baseline**

Why is This In Front of You Today?

- Difference in lead agency interpretation and application of maintenance of effort requirement can result in huge impacts to financial planning
- We cannot assume revenue will be available for bus service expansion if it is going to be made available for pre-existing service (i.e., service/revenue hours previously provided)
- Will put future assumptions of revenues and expenditures for other projects on shaky ground
- Impacts financial planning for FY 23 and beyond with development of FY 23 Work Plan
- Impacts financial planning for bus service expansion in Wake Bus Plan Update
- Need for policy that establishes consistent expectation over time, which we have done with current policy
- Cannot apply requirements differently to project sponsors
- If desire to change → Understand impacts and the danger, develop recommendation for governing boards to change current policy (**not recommended**)

X. TPAC Guidance on Financial Model and Multi-Year Operating Program Assumptions for Baseline Pre-Wake Transit Services

Requested Action:

Receive as information and provide a program policy recommendation regarding a financial maintenance of effort requirement for bus service expansion.

Roll Call Vote

Action #1: Election of the TPAC's 2022 Chair and Vice Chair

Action #2: Confirm the 2022 TPAC Meeting Schedule

Action #3: Recommend approval of FY22/Q3 Amendment Requests

XI. Proposed Updates to Adopted Wake Transit Work Plan Amendment Policy and Process

Bret Martin, CAMPO

Work Plan Amendment Policy Updates - Consideration Timeline

ACTION	DATE
Presented Draft Changes to Planning & Prioritization Subcommittee	December 17
Receive Feedback from Subcommittee Members/TPAC Member Agencies	January 12
CAMPO Staff Distributes Updated Draft to Subcommittee After Consideration of Feedback	January 18
Planning & Prioritization Subcommittee Considers Recommendation to TPAC	January 25
TPAC Considers Recommendation to Governing Boards	February 9
Wake Transit Work Plan Amendment Requests Due for Q4, FY 2022 Cycle	February 25
Governing Boards Consider Approval of Changes/Updates	March 16 and 23
TPAC 's 1 st Consideration of Amendment Requests After Updated Policy Adoption	April 20

Proposed Changes to Work Plan Amendment Policy

- Addition of potential Work Plan amendment scenarios in policy introduction
- Which scenarios are proposed to be incorporated that aren't already? **(All categorized as Minor):**
 - Changes to adopted financial model assumptions;
 - Changes to periods of performance/implementation schedules for project funding agreements;
 - Changes in reporting requirements/deliverables for projects/implementation elements;
 - Changes in scope or funding amounts for projects/implementation elements programmed in future years;
 - Encumbrances of operating funds from annual Work Plans to a subsequent-year Work Plan;
 - Transfers between/among implementation elements in separate bus infrastructure funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements)

Proposed Changes to Work Plan Amendment Policy - Continued

- Encourages operating project budget reductions when it is known that the budget will not be fully used
- Amendment list to be grouped primarily by operating vs. capital rather than major vs. minor
- Remaining question on respective subcommittee review and disposition for these additions to amendment requests categorized as minor

XI. Proposed Updates to Adopted Wake Transit Work Plan Amendment Policy and Process

Requested Action:

Receive as information

XII. FY23 Wake Transit Work Plan: Development Update

Bret Martin, CAMPO

FY 2023 Work Plan Development Schedule - Important Dates

ACTION	DATE
Planning & Prioritization/Budget & Finance Subcommittees Recommended FY 23 Investments to Include in Draft Work Plan	December 17, 2021
Planning & Prioritization/Budget & Finance Subcommittees Discuss and Select a Future-Year Programming Solution	January 13, 2022
TPAC Receives Draft Work Plan for Review	January 26, 2022
TPAC Remits Any Feedback to CAMPO Staff	By February 1, 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 & Finance Subcommittees Discussion on Changes to Draft Work Plan	March 28 – April 1, 2022
TPAC Considers Recommending Work Plan for Adoption	April 20, 2022

Wake Transit Work Plan – FY23 Modeled Revenues

(in millions)

FY23 MODELED Tax District Revenues

Local

½ Cent Local Option Sales Tax	101,920
Vehicle Rental Tax	2,917
\$7.00 Vehicle Registration Tax	6,803
\$3.00 Vehicle Registration Tax	<u>2,870</u>
Total FY 2023 Local Revenue	114,511

No change in Local Revenue compared to TPAC kick-off meeting
FY22- ½ Cent Sales Tax Two months Actuals received - \$18.8M (19% of Budget)

Increasing 1/2-cent Sales Tax Assumption to \$104 Million

FYs 23-30 Financial Model Tolerance and Steps Taken to Resolve

- \$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**
- Result = \$19 million funding gap reduction, so new gap is \$230 million
- Develop programming scenarios to test model's tolerance for big picture changes

Expectations Setting and Important Points

- A \$230 million funding gap is a big problem to solve and is not easy
- Permutations of scenario details/assumptions can seemingly be infinite
- Any solution will represent a snapshot in time (February 2022) based on the best information we have at that time
- Details will change with new information as it becomes available
- Start big picture with scenarios and refine details after selecting a preferred big picture solution
- We do not have a single solvent and optimal scenario that can be considered the silver bullet
- The FY 23 budget requires the most timely attention
- Your ownership in decision-making is necessary

No Palatable Solvent Scenario Without Delaying CRT and/or a BRT Project

XII. FY23 Wake Transit Work Plan: Development Update

Requested Action:

Receive as information

XIII. FY23 Wake Transit Work Plan: Engagement Update

Attachment D & E

Liz Raskopf, GoTriangle

• Draft FY23 Work Plan Engagement

Reviewed on 12/2 by CE Subcommittee:

- Draft strategy
- Draft work plan news release template
- Draft and recommended graphics templates
- Email campaign template

In process:

- News release update w/ FY23WP information
- Email campaign update
- Social media schedule
- Meetings with community organizations
- Comment box
- Website content draft



- Engagement Activities

Activity	Date
Direct outreach to 65 organizations	December
Raleigh Housing Authority	Meeting 1/12/22
Consulado de Mexico	Tabling beginning 2/14/22
Crosby-Garfield Advocacy Group	Attending March meeting
Wake County	2/14/22 email and print distribution
Farmers markets	Tabling 2/14 – 3/16
Transit hubs	Tabling 2/14 – 3/16

- **FY23 Work Plan: Adoption Schedule**

Date	Activity
2/9/2022	TPAC considers draft work plan for public release
2/14/2022	TPAC opens 30-day public comment period
3/16/2022	TPAC closes 30-day public comment period
4/13/2022	TPAC considers recommended work plan for public release
4/29/2022	GoTriangle & CAMPO open joint 30-day comment period
5/29/2022	GoTriangle & CAMPO close joint 30-day comment period
6/15/2022	CAMPO Executive Board considers recommended work plan for adoption
6/22/2022	GoTriangle Board of Trustees considers recommended work plan for adoption
6/30/2022	By June 30 th : adoption by governing boards

XIII. FY23 Wake Transit Work Plan: Engagement Update

Requested Action:

Receive as information

XIV. Progress Update: Greater Triangle Commuter Rail Feasibility Study (Phase II)

Katherine Eggleston, GoTriangle

JANUARY 12, 2022

GREATER TRIANGLE COMMUTER RAIL:

STUDY UPDATE

Study Partners



Study funding partners

Oversee the Triangle's transportation planning and funding activities

Project sponsor

Sponsors intercity passenger rail on the corridor and has other rail-highway safety mandates

Owns and leases the rail corridor

EXISTING RAIL CORRIDOR

Freight Rail – Heavy Rail

- Freight operation constitutes the movement of goods and cargo in freight rolling stock (e.g., boxcars, flatcars), which are typically hauled by diesel-powered locomotives.
- The North Carolina Railroad Company (NCR) owns the 317-mile corridor and Class I freight rail provider Norfolk Southern operates and maintains the railroad through a long-term lease with NCR



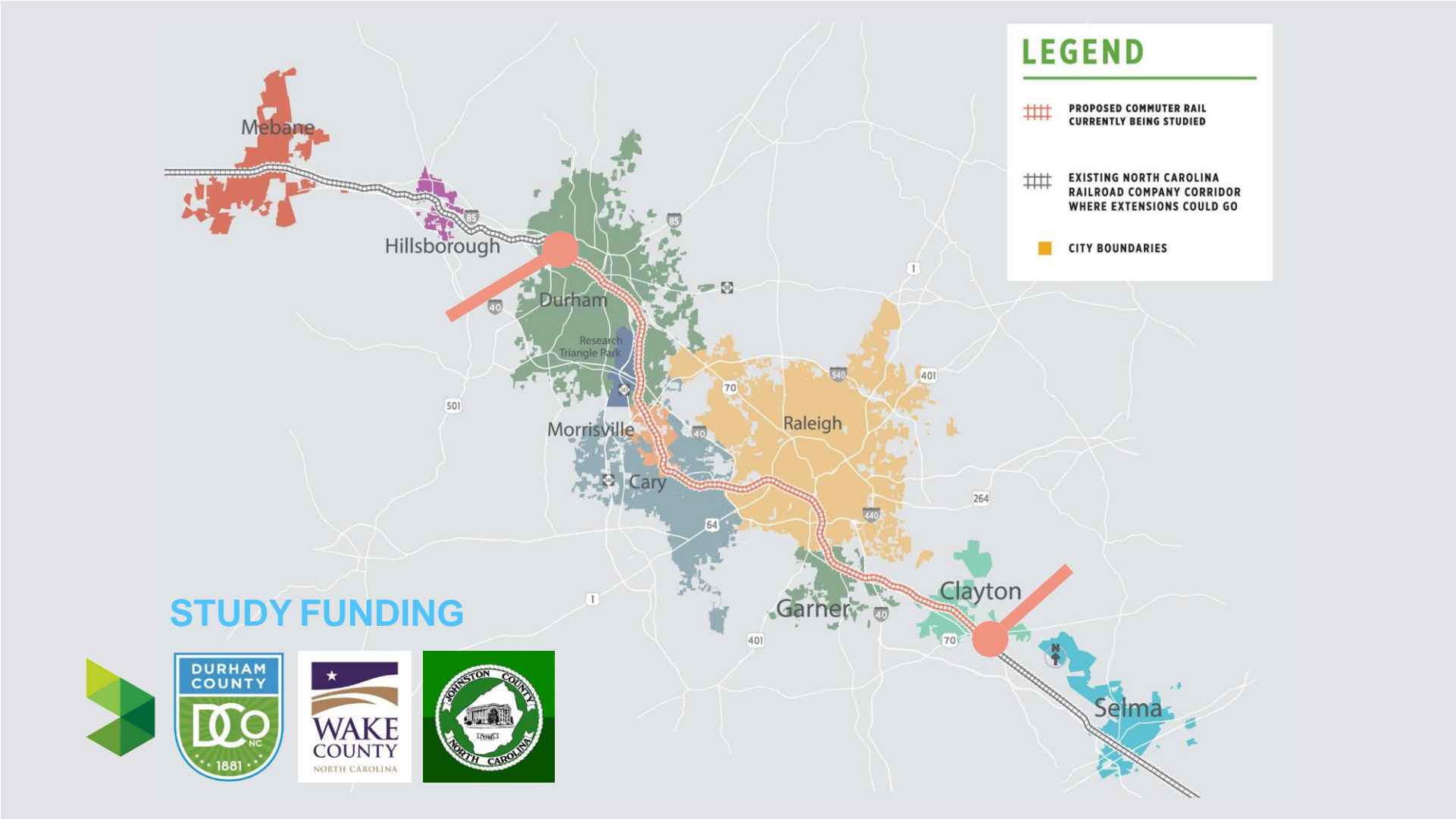
Intercity Rail – Heavy Rail, Shared Track

- Intercity transit mode services covering longer distances than commuter or regional trains
- The main provider of intercity passenger rail service in the U.S. is Amtrak
- Four intercity passenger service routes run on the North Carolina Railroad including the Carolinian and the Piedmont which are sponsored by NCDOT



The North Carolina Railroad is built for the service it currently offers

Added capacity, including commuter rail, would require additional infrastructure, including added tracks



LEGEND

-  PROPOSED COMMUTER RAIL CURRENTLY BEING STUDIED
-  EXISTING NORTH CAROLINA RAILROAD COMPANY CORRIDOR WHERE EXTENSIONS COULD GO
-  CITY BOUNDARIES

STUDY FUNDING



Feasibility Study Phase 2 Objectives



REFINE THE PROJECT
CONCEPT



ESTIMATE BENEFITS



UPDATE COST ESTIMATES
AND POTENTIAL FOR FTA
FUNDING



DOCUMENT RISKS

Preliminary Cost Share Analysis

Wake Transit Plan	%	%	Durham Transit Plan
Currently adopted within Transit Plan.	67%	33%	Requires prioritization of current and future available funding
Requires adjustments to the financial policy and possible prioritization of current and future available funding	80%	20%	<p>Currently adopted within Transit Plan.</p> <p>Able to achieve current adopted plan and commits future available funding (FY17*)</p>

*New Durham Transit Plan is under development

Concept Refinement | *Service*

- Stations
- Train schedule
 - Retained assumptions from MOU
 - **Refined the train schedule** to improve timing of bus service at Regional Transit Center in Durham
 - **Provided train schedule to Norfolk Southern for simulation**

8-2-8-2 = 40 trains per day:

- 8 round trips in the morning peak (16 trains)
- 2 mid-day round trips (4 trains)
- 8 round trips in the afternoon peak (16 trains)
- 2 evening round trips (4 trains)

Concept Refinement | *What to Build/Buy*

- An additional track within existing right-of-way
- 14 stations in Durham and Wake Counties
- Comply with Americans with Disabilities Act (ADA) requirements
- Train storage and maintenance facility
- Trains (rolling stock)

- 40 miles of track
- More than 40 bridges to widen
- 34 at-grade crossings to modify

Concept Refinement | *Durham Goals*

- Add required track capacity
 - Improve clearance under rail bridges
 - Improve pedestrian/cyclist mobility
 - Preserve connection between Transit Center and train station
-
- Minimize impacts to roadway, traffic, historic structures
 - Comply with Norfolk Southern and NCDOT requirements



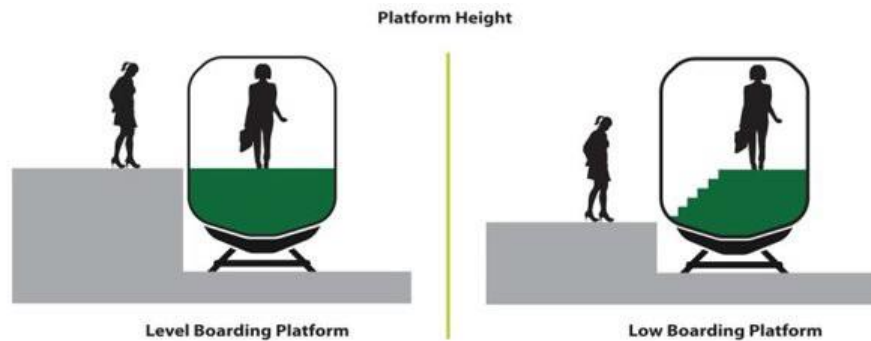


Concept Refinement | Cary Goals

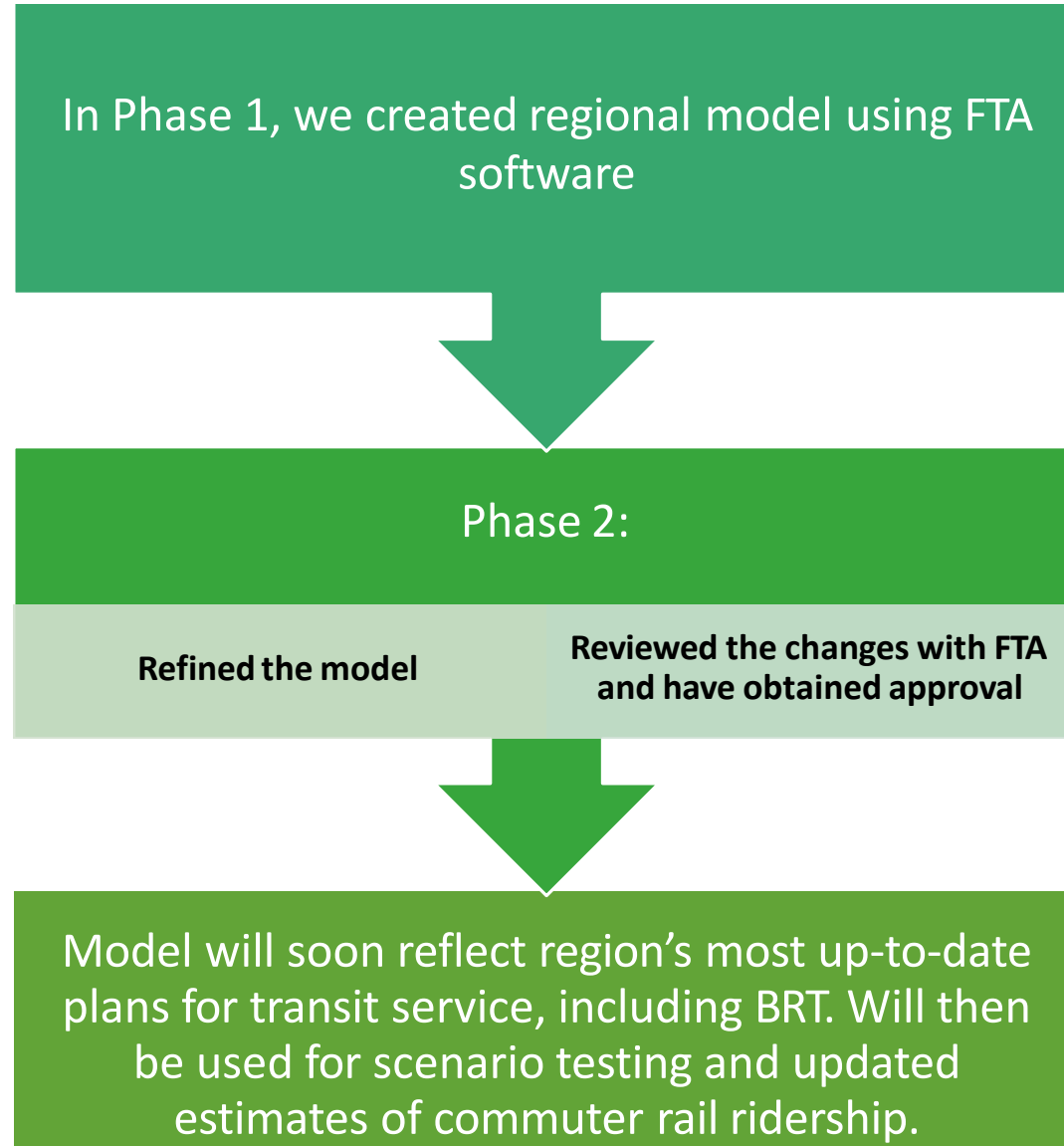
- Add required track capacity
- Provide compatibility with plans for new multimodal facility
- Improve pedestrian/cyclist mobility
- Minimize impacts to roadways, traffic, historic structures
- Comply with Norfolk Southern, CSX, and NCDOT requirements

Service and Infrastructure Refinement

- Evaluating feasibility of alternatives to 8-2-8-2 service
- Comparing approaches to ADA compliance



Estimating
Benefits |
Ridership



Estimating Economic Benefits

Using industry-standard software to measure potential impact of commuter rail on:

- § Quality of life
- § Employment connectivity
- § Smart development
- § Job growth

The News & Observer

Apple is coming to the Triangle sooner, investing millions in a temporary Cary office

 Raleigh News & Observer

Chicago-based precision medicine company plans 200-job expansion into RTP

**TRIANGLE
BUSINESS JOURNAL**

Cree LED inks deal for new headquarters space in Research Triangle Park

Google to create engineering hub in Durham, add 1,000+ jobs



Thursday, March 18, 2021

CLOSE TO HOME

AN AFFORDABLE HOUSING ANALYSIS OF THE
TRIANGLE'S PASSENGER RAIL CORRIDOR



27%

OF THE REGION'S AFFORDABLE
HOUSING EXISTS WITHIN A
MILE OF THE RAIL CORRIDOR



DURHAM

WAKE

JOHNSTON

57%

56%

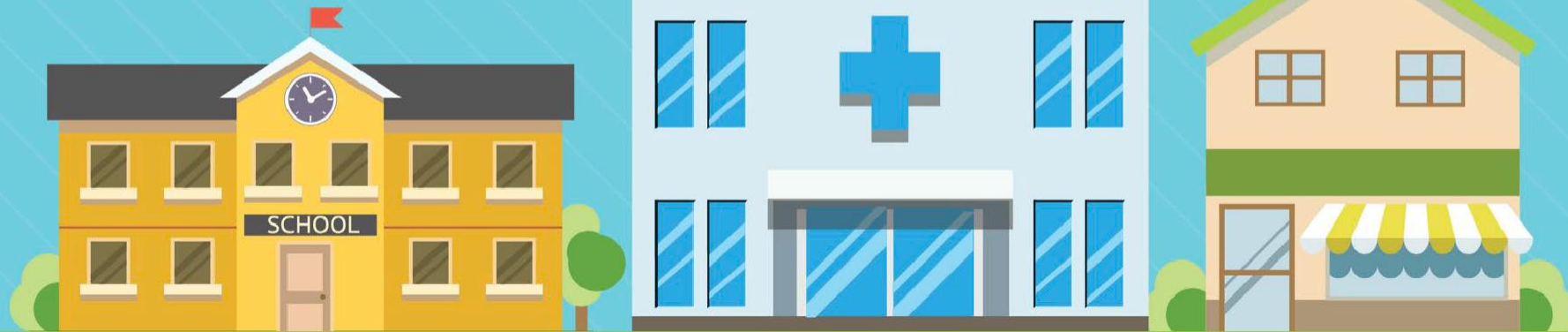
53%

AVERAGE HOUSEHOLD INCOME SPENT ON HOUSING AND TRANSPORTATION.

HOUSEHOLDS THAT SPEND MORE THAN 45 PERCENT OF THEIR INCOME ON HOUSING, UTILITY AND TRANSPORTATION ARE CONSIDERED COST-BURDENED UNDER MOST GUIDELINES

ACCESS TO JOBS, SCHOOL, MEDICAL CENTERS


HOSPITAL



NS modeling → infrastructure requirements
→ capital costs



Capital cost and ridership →
Potential for FTA funding



Opportunity analysis (TJCOG) will round
out the information

Putting It All Together

QUESTIONS?

XIV. Progress Update: Greater Triangle Commuter Rail Feasibility Study (Phase II)

Requested Action:

Receive as information

IX. TPAC Subcommittee Report

A brief activities update was published on the 1/12/22 meeting agenda.

Note: Each subcommittee will vote to adopt their February-July Work Task Lists, confirm their 2022 meeting schedules and will elect their 2022 Chair and Vice Chair at their upcoming January meetings. The TPAC will be asked to confirm those actions at its February 9th regular meeting.

Upcoming Subcommittee Meetings:

Subcommittee	Joint B&F/P&P Meeting	Budget & Finance	Planning & Prioritization	Community Engagement
Chair	David Walker & Steve Schlossberg	Steven Schlossberg, GoTriangle	David Walker, City of Raleigh	Andrea Epstein, City of Raleigh
Vice Chair		Shavon Tucker, City of Raleigh	Kevin Wyrauch, Town of Cary	Bonnie Parker, CAMPO
Next Meeting	1/13 – 10:30am-12:00pm	1/20 – 1:30-3:00pm	1/25 – 1:30-3:30pm	1/27 – 1:30-3:00pm

X. Other Business

Any other new or old business to discuss?

XII. Adjourn

Next TPAC Meeting:

February 9, 2022