

Attachment A

WAKE COUNTY TRANSIT PLAN Transit Planning Advisory Committee

TPAC Regular Meeting via WebEx • December 8, 2021 • 9:30am- 12:00pm

Minutes

- I. **Welcome and Introductions** David Eatman, TPAC Vice Chair, welcomed attendees to the December meeting.

12/8/21 TPAC Attendance			PV= Primary Voting Member, VA= Voting Alternate, OA= Other Alternate, MG= Meeting Guest										
Agency/Org	Role	Name	PV	VA	OA	MG	Agency/Org	Role	Name	PV	VA	OA	MG
Raleigh (Vice Chair)	Primary	David Eatman	1				Raleigh	Alternate	David Walker		1		
CAMPO	TPAC Admin.	Stephanie Planchich				1	Raleigh	Alternate	Shavon Tucker			1	
Apex	Alternate	Jenna Shouse		1			Raleigh	Alternate	Mila Vega			1	
CAMPO	Primary	Shelby Powell	1				Raleigh	Alternate	Andrea Epstein			1	
CAMPO	Alternate	Bret Martin		1			Raleigh	Guest	Kristen Treadway				1
CAMPO	Alternate	Bonnie Parker			1		Raleigh	Guest	Mathew Van Hoeck				1
CAMPO	Guest	Evan Koff				1	Raleigh	Guest	Meghan Finnegan				1
Cary	Primary	Kelly Blazey	1				Raleigh	Guest	Morgan Simmons				1
Cary	Alternate	Christine Sondej		1			Raleigh	Guest	Ryan Boivin				1
Cary	Alternate	Kevin Wyrauch			1		Rolesville	Primary	James Carter		1		
Cary	Guest	Mark MacDougal				1	RTF	Primary	Travis Crayton		1		
Fuquay-Varina	Alternate	Allison Wylie		1			RTF	Guest	Ayden Cohen				1
GoTriangle	Primary	Michelle Peele	1				Wake County	Primary	Akul Nishawala		1		
GoTriangle	Primary	Saundra Freeman	1				Wake County	Primary	Tim Gardiner		1		
GoTriangle	Alternate	Liz Raskopf			1		Wake County	Guest	Tyler Daniel				1
GoTriangle	Alternate	Steven Schlossberg			1		Wake Forest	Alternate	Dylan Bruchhaus		1		
GoTriangle	Guest	Burgetta Wheeler				1	Wake Up Wake Co.	Guest	Nathan Spencer				1
GoTriangle	Guest	David Jerrido				1	Wendell	Primary	Bryan Coates		1		
GoTriangle	Guest	Jennifer Hayden			1		Wendell	Guest	Mathew Burns				1
GoTriangle	Guest	Jenny Green			1		Zebulon	Primary	Aaron Chaulker		1		
GoTriangle	Guest	Katie Urban				1	GoTriangle/CAMPO	Guest	Will Allen III				1
GoTriangle	Guest	Sharon Chavis			1		Community Action Network	Guest	Frances Bisby				1
GoTriangle	Guest	Suzanne Clyburn				1	Atkins Global	Guest	Adam Howell				1
Holly Springs	Primary	Emmily Tiampati	1				Mott MacDonald	Guest	Paul Worley				1
Knightdale	Primary	Andrew Spiliotis	1				Wake County	Guest	Christian Banks				1
Morrisville	Primary	Danielle Kittredge	1					Guest	David Bass				1
Morrisville	Alternate	Caleb Allred			1								
NCSU	Alternate	Than Austin		1		1							
NCSU	Guest	Connor Jones				1							

Note: The TPAC presentation was uploaded to the CAMPO website the morning of the meeting. The complete slide deck has now been saved along with the meeting agenda and attachments at:
<https://www.campo-nc.us/about-us/committees/wake-county-transit-planning-advisory-committee-pac/archives>.

- II. **Adjustments to the Agenda** - None

- III. **General Public or Agency Comment** (David Eatman, TPAC Vice Chair)

Nathan Spencer – Thanked everyone for all the work done in 2021, especially while still in pandemic situations. Dec. 17th is the “Regional Investments in Regional Growth” event. Encourage planning staff and other technical staff to attend but ask the TPAC members to share the information with their executive leadership and elected officials. The lineup of speakers and topics of discussion were selected to address planned regional transit investments, including commuter rail, coming to the Triangle. Purpose is to educate on the benefits of regional planning to get local decision-makers geared up

TPAC ADMINISTRATIVE ITEMS

- IV. **TPAC Meeting Minutes**

(Action Item: David Eatman, TPAC Vice Chair, 5 minutes) **Attachment A & B**

Motion to approve the September and October 2021 TPAC meeting minutes made by Michelle Peele. Second by Saundra Freeman. No comments. Passed unanimously.

V. 2022 TPAC Chair & Vice Chair Nominations

(Information Item: Stephanie Plancich, TPAC Administrator, 5 minutes)

Each January, TPAC members elect a Chair and Vice Chair to serve for the new calendar year. Stephanie opened nominations for the 2022 term and informed the TPAC that the election will take place at the next monthly TPAC meeting. She asked that anyone interested in learning more about what the responsibilities of the Chair and Vice Chair are and/or submitting a nomination email her at stephanie.plancich@campo-nc.us.

Received as information.

PLANNING AND PROGRAMMING ITEMS

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



(Action Item: Bret Martin, CAMPO, 10 minutes) **Attachment C**

At its October regular meeting, the TPAC recommended approval of a number of period of performance extensions to project funding agreements that tie to project funding allocations authorized in the FY2018 and the FY2019 Wake Transit Work Plans. This action also included re-encumbrances of the remaining balance of funds originally allocated to the same projects that were not expended before the expiration of the corresponding project funding agreements. The Wake Transit governing boards subsequently approved these period of performance extensions and re-encumbrances of funds to the applicable projects at their October regular meetings. Following this action, three (3) additional project funding agreements that tie to project funding allocations originally authorized in the FY2018 Wake Transit Work Plan and that expire on December 31, 2021, have been identified, and period of performance extensions are being requested for each of these project funding allocations. However, in the case of these three (3) agreements, there is not a need to take action to re-encumber the remaining balance of funds originally allocated if action is taken by the TPAC and the Wake Transit governing boards before they expire.

Per the Wake Transit Governance Interlocal Agreement, the project funding agreements that tie to project funding allocations in Wake Transit Work Plans are a component of the Work Plan that the CAMPO Executive Board and GoTriangle Board of Trustees must approve/adopt each year. The agreement periods of performance are a key piece of the decision the boards make to allocate funds to projects, as the duration funds are made available to projects is an essential element for maintaining overall program control. Even though the

currently adopted Wake Transit Work Plan Amendment Policy is silent on the issue, CAMPO staff has determined that extending the periods of performance for project funding agreements effectively amounts to being a Wake Transit Work Plan amendment that requires consideration and approval by the TPAC and the Wake Transit governing boards. Bret reviewed each of the three project included in this 1-year period of performance extension request listed in Attachment C.

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



The only opportunity the Wake Transit governing boards will have to consider approval of these extensions before the corresponding agreements expire will be the boards' December regular meetings. To fast-track consideration of these period of performance extensions, the CAMPO Technical Coordinating Committee (TCC) will consider recommending approval to the CAMPO Executive Board at its December 2nd regular meeting. The TPAC will then consider recommending approval to the Wake Transit governing boards at its December 8th regular meeting. While it is definitely not preferable to process Wake Transit Work Plan amendments in a fast-tracked manner that does not comport with the specific protocols established in the

adopted Wake Transit Work Plan Amendment Policy, time is of the essence to get this done to ensure the corresponding agreements do not expire. The TPAC, in cooperation with CAMPO as the lead agency, is currently revisiting the Wake Transit Work Plan Amendment Policy to establish more concrete policies and expectations for this type of amendment to get ahead of the issue well before agreements that tie to applicable projects expire.

Motion to recommend approval of the period of performance extensions for FY2018 Wake Transit Work Plan project funding allocations as detailed in Attachment C to the Wake Transit governing boards made by Shelby Powell. Second by Kelly Blazey. No other comments. Passes unanimously.

VII. Progress Update on FY2023 Wake Transit Work Plan Development (Information Item: Bret Martin, CAMPO, 10 minutes)

The TPAC and its assigned lead agencies (CAMPO and GoTriangle) are responsible for the development of all components of annual Wake Transit Work Plans. This includes:

- Annual Operating and Capital Budgets;
- Multi-Year Operating Program;
- Multi-Year Capital Improvement Plan (CIP);
- Update of the Wake Transit Financial Plan and financial model assumptions; and
- Project-Level Operating and Capital Funding Agreements.

Bret first reviewed the Work Plan development schedule, then provided an overview of the operating and capital funds programmed for the FY23 Work Plan against what was requested to be included in the upcoming Work Plan. Just looking at FY23, he noted that the requests came in under budget for several reasons, so the budget looks positive. However, what was programmed and what is now being requested through the end of the current FY30 planning horizon reveals a large funding gap that must be addressed.

There have been significant increases in project cost assumptions for bus infrastructure and BRT projects. That combined with lower federal contribution estimates have contributed to the capital cost increases. Initial reviews show that we have a funding gap of over \$178 million in the capital budget and almost \$23 million in the operating budget. As the funding gap was revealed Steve and other GoTriangle staff began reviewing the data more closely and have concluded that we have a \$249 million dollar gap between our revenue assumptions through FY2030 and what has been requested to date.

Bret noted that most project sponsors have done a great job reviewing existing projects to identify cost savings. But he asked them to do more to see if we are able to mitigate some of the gap before we will have to consider choices and trade-offs. He asked transit providers and project sponsors to:

1. Dive deeper into projects that could be “double dipping” for example, does the CRT project cover some of the same project components that have been included in the scope of the downtown Cary multimodal center.
2. Review operating expenses to align them better with actual expenditures reported in previous years.
3. For projects that have completed feasibility studies, he asked for those expenses to be adjusted to reflect the updated cost assumptions.
4. Review projects and adjust timelines to be more realistic, especially if later phases will not likely move forward within the current planning horizon.

The joint B&F and P&P Subcommittee meeting scheduled on December 17th will begin to discuss funding scenarios. The TPAC will need to make choices over the course of the next month to develop a fiscally constrained Work Plan to go out for public review. It is anticipated that the Draft FY23 Wake Transit Work Plan will be considered for release by the TPAC at its February 9th regular meeting.

Will Allen noted that cost-share discussions with Durham and Wake County officials is underway for the commuter rail project. He asked if the CRT project would be impacted by needed cuts and if he would need to discuss potential impacts at those discussions.

Bret replied that we will be using a combination of tactics to discuss choices and trade-offs. A main source of guidance will be the adopted project prioritization policy which identifies project types and sets tiers for investment priority. Higher priority items need to be considered first, but we will need to balance those priorities with the overarching needs and goals of the Plan. For example, the lowest priority tier is expanding bus services,

but we cannot cut all bus service expansion because some is designed to support new services like BRT and CRT or are to use facilities that are currently being designed and constructed. We must be sensitive to the support needs of the larger projects. The TPAC and governing boards will ultimately make that decision. Will closed his comment with a warning to ensure that we are not changing what we are saying will be the launch of CRT "in 2030".

Received as information.

VIII. FY2021 Wake Transit Progress Report and Annual Comprehensive Financial Report
(Information Item: Michelle Peele, GoTriangle, 15 minutes) **Attachment D & E**

Developing and presenting the annually audited Wake Transit Fund financial statement and the annual Wake Transit Progress Report is a task assigned to GoTriangle in Article IX of the Wake County Transit Governance Interlocal Agreement. The Annual Comprehensive Financial Report (ACFR) assesses Wake Transit's fiscal health coming out of the previous year and documents the Wake Transit Fund's economic outlook for current and future years. The FY2021 ACFR was prepared by GoTriangle's finance team. The final report, Attachment E, includes information for Wake, Durham and Orange Counties. Michelle Peele noted that overall FY21 Wake Transit revenue collections came in about 8% higher than earlier estimates. Bus ridership was down about 13%. Our sales tax collections did not reduce despite ongoing COVID-19 impacts on the community.

Bret noted that CAMPO does not agree with GoTriangle's numbers and use of Article 43 funds as reported in the ACFR. That the lead agencies are working together to discuss and resolve the issue. Jennifer Hayden responded that when GoTriangle was preparing the ACFR they had also submitted a reimbursement request from Wake Transit. Portions of the request are being discussed with CAMPO. She noted that a statement was added to the ACFR that certain expenses were under review and that any adjustments to the balances would be reflected in the FY2022 ACFR.

The annual Wake Transit Progress Report, Attachment D, reports on progress toward reaching the goals of the Wake County Transit Plan in the previous fiscal year. Program highlights and accomplishments are documented in the report with a focus on Wake Transit Work Plan implementation elements. Readers will view transit operations updates as well as major milestones, completion notices and other capital project highlights. The revenue and expenditure findings from the ACFR are displayed numerically and graphically within the Progress Report for easy reference.

Bret and Stephanie both thanked Michelle and other GoTriangle staff for the efforts put into drafting the annual progress report. Bret noted that he thinks that it is a good resource for multiple audiences. CAMPO had submitted comments for some needed edits, and a few did not make it into the revised draft. CAMPO staff will follow up on those items after the meeting.

TPAC members were asked to submit any questions or comments on the ACFR and annual progress report to MPeele@gotriangle.org by EOD on 12/10/21.

Received as information.

IX. Wake Bus Plan Update – Phase 1 Engagement Results and Findings
(Information Item: Jennifer Green, GoTriangle, 10 minutes)

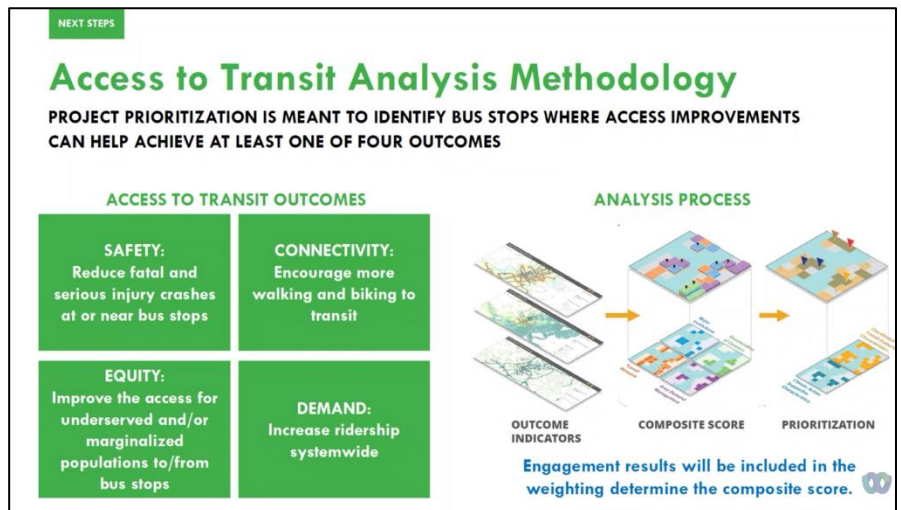
The first phase of public engagement for the Wake Bus Plan Update was held from October 11th to November 8th. The purpose was to collect feedback that would be used to guide where capital project investments should be prioritized to improve getting safely to and from bus stops and transit centers in Wake County.

Nelson\Nygaard and Public Private Partnerships presented preliminary results at the Wake Bus Plan Update Engagement Team meeting on November 18th. Jenny provided a summary of the process and findings to the TPAC.

Three methods were used to collect community input: an online survey, paper surveys and polling stations. Participation was driven through social media, email blasts, transit ads, flyers and yard signs.

Of the 679 participants in the online survey about half answered some of the optional demographic questions. 55% have an annual household income of \$50,000 or less and 32% were non-white. Efforts will be made in later phases to get higher participation from transit users, the primary target audience for the effort.

Overall, a high percentage of respondents reported feeling safe getting to and from transit services. When asked how safety and access could be improved, adding/improving sidewalks was the overwhelming top response.



Jenny noted that there were some notable differences between online survey takers and in-person poll takers. For example, only 1 person stated they use a wheelchair on the online survey where over 40 included wheelchair use on the polling boards. There was also a difference in priority investment types.

Direct emails and social media drove traffic to the online survey the best, but the respondents didn't reflect target audiences as well as the polling stations did. GoTriangle staff intend to try some additional tactics in phase 2 to drive more participation of target audiences and the traditional underserved populations.

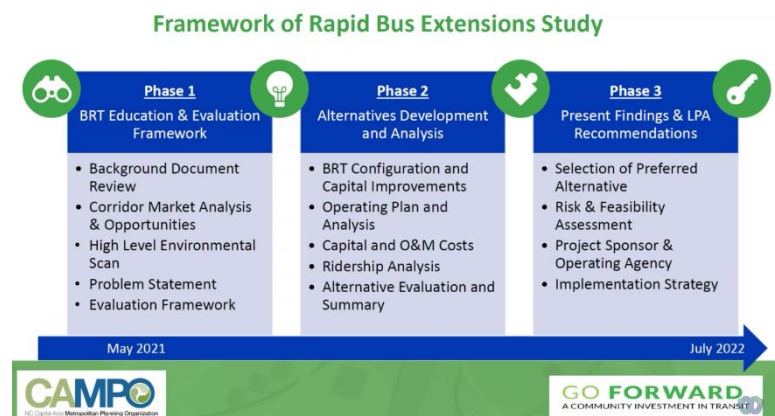
Engagement team will meet tomorrow, 12/9 to review and discuss the findings in more depth. The results of the phase 1 engagement effort will be incorporated into the bus service prioritization methodology for access to transit improvements.

Shelby Powell expressed appreciation for the effort that was put into the phase 1 outreach. CAMPO appreciates the focus on incorporating "access to transit" into the planning process in a meaningful way and thanked Jenny for sharing some of the results.

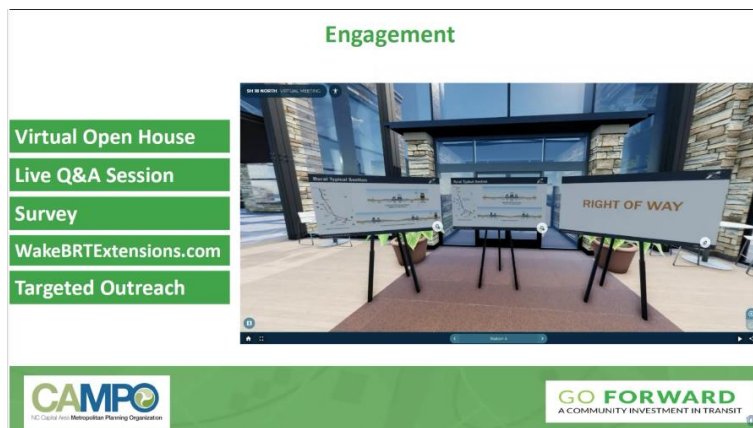
Received as information.

X. **Progress Update on the Wake BRT Rapid Bus Extensions Study** (Information Item: Bret Martin, CAMPO, 10 minutes)

CAMPO staff provided a progress update on the Wake Bus Rapid Transit (BRT): Rapid Bus Extensions Study. Bret reviewed the development schedule and reminded the TPAC members of the 3 phases of the study. Staff are nearing completion of phase 1 which included our first touchpoint with the community. Phase 2, which includes alternatives identification and analysis will become a heavy focus in January/February with the second touchpoint planned in March.



He then informed the TPAC of the various data mapped to help determine current and future transit propensity within the study areas along both extension corridors. This included travel patterns, numerous demographic data sets, and other community characteristics that are likely to drive the need and desire for new rapid bus transit services.



CAMPO used a wide variety of engagement methods to connect with community members in each study area. WakeBRTExtensions.com is the project website. 887 users visited the new website during the active engagement period. More have visited since.

163 Western and 186 Southern surveys were completed. The surveys asked respondents to select their top priorities from a list of options under each of 4 rapid bus service goals.

Participation drivers included social media posts, emails, press releases, e-blasts, printed fliers, etc. We met with the stakeholder group to engage them in the planning process, get their input on the 4 goals and to get support for the community involvement activities planned in phase 1.

Community Survey Results (For Both Extensions)

On the project website, we built a virtual open-house room that included pre-recorded presentation videos, and to we held live Q&A sessions and conducted pop-up events within the corridor to capture input from targeted audiences in each corridor study area. There were slight differences in the demographic profile of the respondents from each study area but the resulting selectin of priorities was the same for both corridors.

163 Western
Survey
Responses

186
Southern
Survey
Responses

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

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

Goal: Improve access to transit services.

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

Goal: Ensure safety and compatibility with the surrounding environment.

- Transit-specific infrastructure to improve service speed and reliability

Goal: Develop an efficient and sustainable service.

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

Will asked for clarity on the finances for this project. He asked if this presentation was just a curtesy to the TPAC stating that he thought the money for the project was coming from the state and not Wake Transit. Bret clarified that state funds are assumed to cover the capital investments for this project, but TPAC could be asked to include some operating costs in the Wake Transit budget. This project is included in the Wake Transit Plan so CAMPO staff will provide progress updates as milestones re met. Stephanie clarified that the study is being funded by Wake Transit, so reporting progress to the TPAC is appropriate from that perspective as well.

Will then asked for Bret to confirm that Wake Transit will not pay for these new services. Bret confirmed that the state funds are assumed to cover the capital investment costs, but it is also assumed that Wake Transit would contribute to the Western Corridor's operating expenses, but those decisions and specifics have yet to be determined. The study will help us understand what those funding needs may be.

It was also clarified that the proposed rapid bus extensions are not standalone projects. Any construction or implementation of the service is dependent on the completion of the core Western and Southern BRT corridors.

Received as information.

XI. Launch of the Morrisville Smart Shuttle Service (Information Item: Caleb Allred, Morrisville, 10 minutes)

On October 2, 2021, the Town of Morrisville launched its first transit service. The Smart Shuttle is a free, node-based, on-demand transit service that is operated by GoCary. Caleb provided an overview of the development of the service and shared feedback from its first month of operation.

The TPAC recommended funding of the study and operations through the Community Funding Area Program. The Wake Transit governing boards, GoTriangle and CAMPO, approved the funding request as part of the FY2020 Wake Transit Work Plan. VIA was the technical consultant for the project and GoCary is the operator.

Community engagement was a key component of the design and development process. Stakeholders were engaged early and continued to be involved through the Smart Shuttle's launch. Marketing and education efforts are ongoing

Infrastructure



The service has unique branding that is included on stop signage and on both shuttle buses. The town made special effort to post a lot of information at each node. They did not want people to show up and wait for a bus not knowing that they must call and request pick up.

Initial data:

Ridership has been consistent on each day of the week and at similar times per day. The town also collects two categories of data specific to each node: ride data and individual rider data.

The 1st month of operation was exciting with 768 rides given, with an average ridership of 148 per node.

Staff are continuously asking riders and the general community for feedback about the service with an eye to improve and expand the service. They send emails to riders, set-up tables in the community, etc.

Evan asked if there is a way for them to track multiple riders coming onto the shuttle bus for the same ride. Ex. Book one trip to the doctor but it's a mom and 2 kids taking the ride. Individual riders are captured.

Quick Stats

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



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

Bret noted that ridership looks very successful and promising, as the first service of this type in our community. He credits the extensive amount of marketing and outreach done by the Town for its successful launch.

David Jerrido asked when the service started. Answer is Oct. 2nd.

Received as information.

XII. Launch of the GoWake SmartRide NE Service

(Information Item: Christian Banks, Wake County, 10 minutes)

A new GoWake SmartRide NE transit service is launching in Wake County.

Christian called the Morrisville Smart Shuttle service the “big brother” of Microtransit service in Wake County. Thanked the town's staff for their efforts to pave the way. He then explained that the SmartRide NE service will be operated within a “geo fence” zone/perimeter that includes several communities in NE Wake County. The service area includes Zebulon, Wendell, Rolesville, Riley Hill, Hopkins, Lizard Lick and Eagle Rock. Similar to Uber's pool service, users can request pick up near their homes and be dropped at any location within the service area.

Wake County received an FTA Integrated Transportation Grant to launch the service. The Goal is to provide connectivity for first/last 5 miles to existing regional transit services. There is a population of 21k in service area; 38% are transportation disadvantaged in some way. They hope to keep the wait time under 30 minutes, will offer real-time trip tracking, will use transit vans, and riders will use a route match/Uber type app to request a ride and find other transit service information.

The County is offering free app training classes, targeting seniors, to ensure they have the app and know how to request a ride. Registration is due January 7th. Will hold classes in January and in February.

Stephanie asked for clarification on ride costs. Christian confirmed that all rides are now free – website information and the current flier are outdated. The change from a charged service to free was just approved on Monday so materials are being updated.

Brian asked for social media posts, copies of fliers, etc. so they can be promoting the service locally. Christian will send them when they are updated and ready to go out.

Received as information.

XIII. **Progress Update on Town of Cary Facility Projects** (Information Item: Kelly Blazey, Cary, 10 minutes)

Kelly provided a project overview and update presentation for the Bus Operations and Maintenance Facility and the Downtown Multi-Modal Center. She informed the TPAC that the purpose of the Bus Operations and

Bus Operations & Maintenance Facility

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

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

Maintenance facility (BOMF) project is to replace an obsolete, aged facility to better meets current needs and future growth of our transit system. The current facility is over 40 years old, lacks amenities and access for employees, lacks ADA accessibility and other efficiency and code requirements. In 2019, a Space and Programming Needs Analysis was completed. The BOMF location on Tower View Court was recommended as part of that study process. In 2020, the Town completed a mini-site evaluation which included a cost and

amenity comparison. Tower Court was confirmed as the best site for the facility, despite known challenges that will need to be addressed. The current timeline anticipates that construction documents will be complete in about 18 months, with the award of a construction contract in early FY2025. They hope to be occupying the facility by January 2025.

The Downtown Cary Multi-Modal Center project is needed because the current facility, Cary Depot, barely meets current needs and it definitely will not meet projected needs once the investments programmed through the Wake Transit Plan come to fruition.

The new facility will be a true multimodal center used by travelers going to and through Cary. The Locally Preferred Alternative (LPA) location was selected through a feasibility study and is just west of the current facility. It was approved by the Cary Board in 2020 and CAMPO Board in 2021. It has been and will continue to develop with heavy involvement of numerous partners. The planned opening date is the Summer of 2026, in advance of the launch of the Western BRT service.

Downtown Multi-Modal Center

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

Received as information.

XIV. Progress Update on the City of Raleigh's Bus Stop, Transfer Point and Facility Projects

(Information Item: David Walker, Ryan Boivin & Mathew Van Hoeck, Raleigh, 20 minutes)

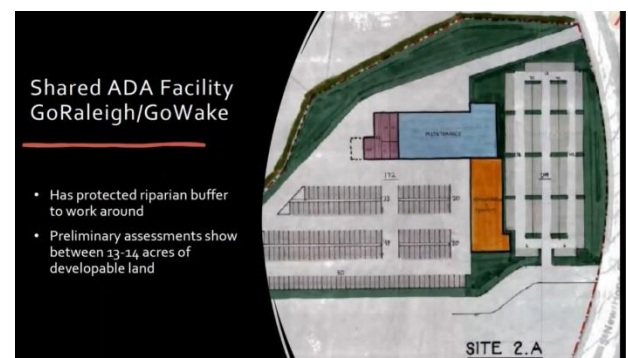
City of Raleigh staff provided an update on numerous Wake Transit-funded projects including planning for a new ADA facility, improvements at several transfer points, and on the implementation of the City's systemwide bus stop improvement program.

David Walker kicked off the City of Raleigh's presentation by providing an update on the development of new and enhanced transit center sites. He showed a sample image of a U-shape transit center facility that is very similar to the designs being considered for local implementation. The City's real estate department has been working with local property owners, but have run into challenges in the current high-cost, fast-moving real estate market.



The city plans to develop the New Hope Road facility in two phases. Phase one will be the construction of a large portion of the planned park-and-ride lot, the second phase will be to construct a saw-tooth design transit center facility and remaining parking spaces. They expect to close on the property within the next 60-days and RFQ's are in the works for the project.

He next talked about the shared GoRaleigh-GoWake Access ADA Facility. They have run into a lot of trouble buying property because the required federal buying process takes time and available land is being bought up quickly. They met with FTA yesterday on another available parcel. Near the existing facility The city will have to address a couple of final questions but expect to receive the DCE from FTA soon. The city has completed initial Title VI and engagement activities and they received all positive feedback for the site selected.

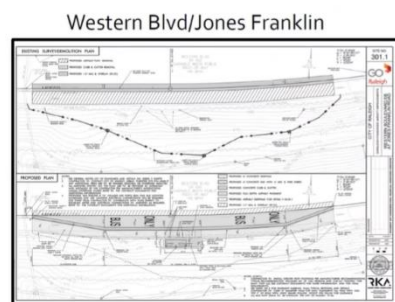


The site is about 17 acres total with 14 acres of it being developable. Biggest issues to date are escalating construction costs, a need for more federal and Wake Transit funds, but they are completing more cost and schedule evaluation to reduce the ask of Wake Transit as much as possible.

Ryan then presented an update on their enhanced transfer point projects noting that these projects are at locations outside of downtown Raleigh that serve more than one route. The need to improve facilities was identified in the original Wake Transit Plan. Enhancements include larger shelters with seating options, ADA accessibility, real-time arrival displays, bike racks, improved lighting and connectivity improvements.

There are 6 locations, evenly distributed around the city, that are at or near final design and will go into construction in early 2022. With an additional 4 sites entering design in winter of 2022.

Design Examples



Challenges noted for these projects include COVID-19 impacts on supply chains, unforeseen added requirements in the design and construction requirements and needing a large number of easements from property owners.

Opportunities and best practices include getting cost estimates with preliminary design, coordination with other agencies who need access to the facility, thinking

forward for future planned uses at the site (for example, future BRT/CRT services), working with design studio to include CPTED design features to prevent crime at and near the facilities and adding the transit improvements into other planned roadway projects.

Mathew next discussed the city's progress implementing its bus stop improvement program. To date, Wake Transit funds have been used to improve 93 bus stops and to pour 57 landing pads to improve access on and off of the buses. The city has used other funds to improve additional locations. Part of the improvement process is to tie into existing sidewalks, install curb ramps, and other efforts to support better access to transit as discussed in the Bus Plan presentation earlier today.

Completed Site Examples

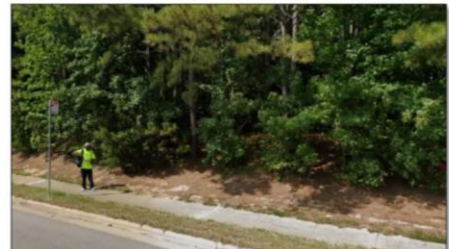


Before



After

Rt 26, Edwards Mill Rd at Trinity Rd



Rt 18, Poole Rd at Old Poole Rd

In Progress

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

raleighnc.gov/busmap



Raleigh has 67 additional bus stops in or entering the improvement process.

They have also recently developed and published a bus stop map that includes a complete inventory of all of their stops but also notes which ones have been updated, are in design or planned for upgrades in the future. Anyone interested can click to view inventory information and see their improvement status.

Looking ahead, the city has funding available to build or improve another 33 stops above those already being planned. Looking out through FY2030, they anticipate receiving additional funding for up to 400 shelters.

Received as information.

XV. Subcommittee Report: Attachment F

Subcommittee meeting agendas and materials are posted online at least 3 days in advance of scheduled meetings at <https://www.campo-nc.us/about-us/committees/wake-county-transit-planning-advisory-committee-tpac/subcommittee>.

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

XVI. Other Business

Calendar Reset for 2022

All TPAC and subcommittee meetings will be cancelled and reuploaded before the 1st of the year. This will clean up calendar invitations, incorporate recent system updates, and reset us for 2022.

Mark MacDougal – Introduced by Christine as new Cary staff member.

XVII. Adjourn

The next TPAC meeting is scheduled to be held virtually on January 12th, 2022.