

ATTACHMENT B

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

From: Evan Koff, Wake Transit Senior Planner, Capital Area MPO

To: Wake County Transit Planning Advisory Committee (TPAC)

Date: 10/18/2023

Re: Summary of Requested FY 2024, 2nd Quarter Work Plan Amendments

A total of seven (7) amendments to the fiscal year (FY) 2024 or a prior year Wake Transit Work Plan have been requested by various project sponsors, including City of Raleigh, GoTriangle, Town of Cary, Wake County, and CAMPO for consideration by the TPAC in the 2nd quarter of FY 2024. The amendment requests were reviewed by CAMPO staff to determine the appropriate amendment type classifications (major versus minor) as outlined in the Wake Transit Work Plan Amendment Policy. All amendment requests were categorized as 'Major Amendments' for at least one of the following reasons:

- 1) Amendment request involves a significant change in scope;
- 2) Amendment request involves a financial impact requiring a change in fund balance; or
- 3) Amendment request involves a project requested to be removed from a Work Plan.

The amendment requests were released for public comment between September 1, 2023, and September 30, 2023. Thirty-two (32) public comments were received in response to the amendment requests.

Attached to this memorandum are the following:

- Proposed FY 2024 Q2 Amendment List (released for public comment) and Financial Disposition
- Completed Amendment Request Forms for Amendment Requests (released for public comment)
- Program Development Subcommittee Disposition Memo and Voting Record
- Engagement Summary for FY2024 Q2 Amendments

A scope and financial disposition for the amendment requests was developed by the Program Development Subcommittee and unanimously recommended to the TPAC at its meeting held on September 26th, with the following findings:

- The proposed contract safety and security services are appropriate for the continued implementation of services through the GoRaleigh Transit Center;
- The proposed creation of a Safety and Security Director is appropriate to manage the hiring, retention, and oversight of safety and security services throughout the GoRaleigh services, including but not limited to the GoRaleigh Transit station;
- After presenting GoTriangle's request for an additional 0.5 FTE for their Transit Plan Administration, TO002-BD, a motion was not brought forward to vote on whether to recommend this request to TPAC;
- The proposed inclusion of funds requested by Wake County and GoTriangle is appropriate to support the participation of several regional partners in the development of NCDOT's Freeway And Street-based Transit (FAST) Study. This was unanimously determined with the stipulation that a presentation of the scope of the FAST Study be presented to the TPAC at their October 2023 meeting;

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WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

- The proposed change in budget to add \$10,000,000 in Wake Transit funding is appropriate to allow for the purchasing of the required parcels, relocation of the current tenants, and part of the master planning for the Town of Cary's new downtown multimodal transit facility;
- The proposed change in budget to add \$130,000 to the FY24 Work Plan and program an additional \$150,000 in the FY25 Work Plan for the Wake Transit Vision Plan Update is appropriate, based on a refined scope and incorporating TC003-T (Community Funding Area Program Management Plan Update) into the Wake Transit Vision Plan Update;
- The proposed change in budget for the RUS Bus Project to add \$11,000,000 to allow for the project's Phase II construction of the private overbuild of the publicly funded component to remain on schedule according to the requirements of GoTriangle's federal BUILD grant is appropriate if that funding is returned to the Wake Transit Program by GoTriangle's current or future private development partner.

FY 2024, Quarter 2, Requested Wake Transit Work Plan Amendments

REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	FY 23 Original Funding Allocation	FY 24 Original Funding Allocation	FY 24 Requested Funding Allocation	FY 24 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests							
TBD	City of Raleigh	Contract Safety & Security Services	\$ -	\$ -	\$ 261,360	\$ 261,360	Major Amendment: New implementation element to fund the contracting two shifts of two additional safety and security personnel at the GoRaleigh transfer station, and to assist with non destination riders on buses and non transit related use of bus shelters and amenities. The requested FY25 impact is \$714,384.
TBD	City of Raleigh	1.0 FTE: Director of Safety & Security	\$ -	\$ -	\$ 75,000	\$ 75,000	Major Amendment: New implementation element to fund a one (1) director level FTE specializing in safety and security. This position's duties will focus on providing oversight of off duty officers working at GoRaleigh station, recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area, and coordinate closely with local authorities in Raleigh. The requested FY25 impact is \$153,750.
TO002-BD	GoTriangle	Transit Plan Administration Staffing	\$ 1,873,530	\$ 2,190,000	\$ 2,227,500	\$ 37,500	Major Amendment: This is a request to increase the allocation of the Transit Plan Administration Staffing implementation element by 0.5 FTE. The increased funding is meant to provide support for majority project level work including: planning efforts, funding optimization for Wake Transit projects, construction and inspection of bus stop improvements in Wake County, efforts to re-instate fares, pass program implementation, and other service planning needs. The requested FY25 impact is \$76,875; out of the total requested FY25 funding allocation of \$2,321,625.
Total Operating Funding Impact						\$ 373,860	
Capital Budget Amendment Requests							
Project ID #	Agency	Project Title	Original Funding Allocation		Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TBD	Wake County	Wake County and GoTriangle Participation in NCDOT/RTA FAST Study	\$ -	\$ -	\$ 135,000	\$ 135,000	Major Amendment: This amendment request accounts for the local contribution to the Freeway And Street-based Transit (FAST) Study managed by RTA and NCDOT. The goals of this study are to 1) Make our freeways and regional boulevards "transit ready", 2) Elevate and identify one or more BRT corridors that directly link with RDU Airport, 3) Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors. There are currently no plans for impact to FY25.
TC002-F	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$ 17,508,861	\$ 17,508,861	\$ 27,508,861	\$ 10,000,000	Major Amendment: To account for: the cost of purchasing the required 21 parcels in downtown Cary plus a 30% contingency (Total = 27,390,480); the Uniform Act requirement of relocation assistance and moving expenses (Total = \$3,280,000); and an increase to the cost of master planning and design work (Total = \$6,329,520); the Town of Cary is requesting an additional \$10,000,000 from the Wake Transit Program to support the Town's contribution of \$10,000,000 to the project. There is no requested impact to the FY25 programmed allocation.
TC003-F / TC003-T	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & Community Funding Area Program Management Plan Update	\$ 170,000	\$ 170,000	\$ 300,000	\$ 130,000	Major Amendment: This is a request to address increasing costs based on refinement of the scoping deliverables as defined in the Work Plan's project description. This amendment request also includes incorporating the scope and costs of updating the Community Funding Area Program Management Plan. The requested FY25 impact is \$150,000.
TC002-A	GoTriangle	New Raleigh Union Station Bus Facility (RUS Bus)	\$ 19,800,000	\$ 19,800,000	\$ 30,800,000	\$ 11,000,000	Major Amendment: In prior fiscal years the Wake Transit Program has provided \$19.8M in funding for Design, Artist Retention, Art Installation, and Construction. \$12.49M was provided for construction, of which \$8.86M will be returned to the Wake Transit Program upon distribution of funds to GoTriangle by the NCDOT STIP unit from FY25 through FY28. The RUS Bus is a Public-Private Partnership. The publicly funded portion of Phase II of construction, which includes the ground floor transit center, is scheduled to begin in fall 2023. According to GoTriangle staff, there are \$10.8M worth of improvements in Phase II's private overbuild that are also integral to the delivery of the transit center. These improvements must be completed by September 2025, the sunset date of the project's federal BUILD grant. Phase II construction of the private overbuild is delayed due to financial market challenges. As a result, GoTriangle staff are requesting that the Wake Transit Program pre-fund the improvements in question to maintain project schedule integrity. GoTriangle has pledged to return the pre-funded amount to the Wake Transit program upon securing private financing.
Total Capital Funding Impact						\$ 21,265,000	

Distributed for Public Comment on 09/01/2023

Public Comments Accepted Through 09/30/2023

Submit all comments to Evan Koff, Senior Wake Transit Planner - evan.koff@campo-nc.us

Wake Transit Project ID #
NEW

FY 2024
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2023

Type of Amendment Minor ☐ Major ☒

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Contract Safety Security service	City of Raleigh	David Walker	Base Year	\$ 261,360
		david.walker@raleighnc.gov	Recurring	\$ 4,563,297
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
March 2024	Recurring		Base Year	\$ -
			Cumulative	\$ -
Project Description		Enter below a summary of the project amendment and impact on approved plan.		
The City of Raleigh/GoRaleigh is requesting recurring funding to provide additional safety and security personnel at our GoRaleigh transfer station. These personnel would also be available to assist with non destination riders on buses and non transit related use of bus shelters and amenities. Funding request is to support officers with jurisdictional authority in Raleigh.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
NA					
TOTAL			\$ -	\$ -	

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
NA					
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs				
From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.		Estimated Operating Cost	Current Year	\$ -
			Recurring	\$ -
		Estimated Capital Cost	Base Year	\$ -
			Cumulative	\$ -

Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.
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4. Is this New/Amended project Operating, Capital or Both? Operating ☒ Capital ☐ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

Approval is needed by FY24 Q3 in order to be operational in or before Q4. Future funding will be recurring full year requests.
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6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

These security and safety personnel will provide a safe environment for our customers and bus operators. Budget is set to support 2 shifts with 2 officers per shift 7 days a week. Without adding security staff GoRaleigh will continue to experience non destination riders and persons hanging out in GoRaleigh station. This creates an uninviting environment for our riders that are there to actually use the system.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	Staffing report with hours provided
b)	Will provide quarterly updates on security and safety improvements
c)	

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

The Covid - 19 pandemic changed the environment in and around our transit system and facilities. In order to provide our current and future customers a secure and safe environment, this service will become a needed recurring operating cost.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other	261,360	714,384	732,244	750,550	769,313	788,546	808,260
Other			-	-	-	-	-
Subtotal: Bus Operations	261,360	714,384	732,244	750,550	769,313	788,546	808,260
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	261,360	714,384	732,244	750,550	769,313	788,546	808,260

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Wake Transit Project ID #
NEW

FY 2024
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2023

Type of Amendment Minor ☐ Major ☒

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Safety and Security Director	City of Raleigh	David Walker	Base Year	\$ 75,000
		david.walker@raleighnc.gov	Recurring	\$ 982,115
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
January 1, 2024	Recurring		Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
The City of Raleigh/GoRaleigh will hire a Director level Safety/Security position to provide oversight of the GoRaleigh transit services. This position will provide oversight of off duty officers working at GoRaleigh station. They will be responsible for recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area. This staff person will coordinate closely with local authorities in Raleigh to work towards a safe, comfortable and efficient transportation system.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
NA					
TOTAL			\$ -	\$ -	

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
NA					
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs			
From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ -
		Recurring	\$ -
	Estimated Capital Cost	Base Year	\$ -
		Cumulative	\$ -

Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.
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4. Is this New/Amended project Operating, Capital or Both? Operating ☒ Capital ☐ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

This will be for 6 months in FY24 and then as a recurring full year request moving forward.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

This professional security staff position will work to provide a safe environment for our employees and everyday riders.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	Status of Hire
b)	Quarterly staff highlights
c)	

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes	75,000	153,750	157,594	161,534	165,572	169,711	173,954
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	75,000	153,750	157,594	161,534	165,572	169,711	173,954

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Wake Transit Project ID #
TO002-BD

FY 2024
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2023

Type of Amendment Minor ☐ Major ☒

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Transit Plan Administration	GoTriangle	Katharine Eggleston	Base Year	\$ 2,227,500
			Recurring	\$ 14,829,929
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
1/1/2024		The amendment request is for an incremental increase of \$37.5K.	Base Year	\$ -
			Cumulative	\$ -
Project Description		Enter below a summary of the project amendment and impact on approved plan.		

This amendment request will add an additional 0.5 FTE to transit plan administration. The 0.5 FTE will fall under transit project and program administration. GoTriangle will employ additional staff time to direct and implement activities for Wake Transit program and project activities and ensure all tasks are completed in accordance to Wake Transit policies and procedures. This additional staff will participate in planning and project delivery within the following key areas: grant strategy and seeking for Wake Transit projects, planning, construction and inspections of bus stop improvements in the County, service planning support focusing on reinstatement of fares, route restoration rider pass program implementation, and impacts of operator shortage planning (program support to assist with persistent issues of changing labor availability). The FY24 work includes TO002-BD, allocating \$2,190,000 for transit plan administration. This amendment request would increase the total by \$37,500 for a total of \$2,265,000.

1. Enter Wake Transit Project ID(s) to Increase

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TO002-BD	Transit Plan Administration		\$ 37,500	FY25-\$153,750/2 (increasing 2.5% per year after)	The amount showing is the incremental amount for FY24.
TOTAL			\$ 37,500	\$ -	

2. Wake Transit Project ID(s) to Reduce

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ 37,500
		Recurring	\$ = 153750/2 + 2.5%
	Estimated Capital Cost	Base Year	\$ -
		Cumulative	\$ -

Project Justification / Business Case Provide responses to EACH of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? Operating ☒ Capital ☐ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

Requesting partial years fund to start January 2024.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

If the request is not funded, progress on Wake Transit could be slowed due to lack of available staff.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	Status of hire
b)	Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff
c)	

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes	\$ 2,227,500	2,321,625	2,379,666	2,439,157	2,500,136	2,562,640	2,626,706
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	2,227,500	2,321,625	2,379,666	2,439,157	2,500,136	2,562,640	2,626,706

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Anticipated start date of 1/1/24. The request is for an incremental \$37.5K for FY24 with a full year FY25 incremental impact of \$153,750/2 growing at 2.5% per annum. GoTriangle will review the cost and make adjustments upon hiring and project review. The total amount of the project increased from an Adopted \$2,190,000 to a recommended \$2,227,500

Wake Transit Project ID #
New

FY 2024
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2023

Type of Amendment Minor ☐ Major ☒

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Wake County / GoTriangle Participation in Fast Study	Wake County	Tim Gardiner, tim.gardiner@wake.gov	Base Year	\$ -
			Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
October 2024	June 2024	Funding should be allocated to a single agency, Wake County, to allow payment to NCDOT	Base Year	\$ 135,000
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			

Several regional partners are planning to participate in and provide funding for the NCDOT/ Regional Transportation Alliance (RTA) Freeway And Street-based Transit (FAST) Study. Wake County and GoTriangle are requesting Wake Transit funds to meet the funding match due to demands on other resources. The Goals of the FAST Study are: 1) Make our freeways and regional boulevards "transit ready", 2) Elevate and identify one or more BRT corridors that directly link with RDU Airport, 3) Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors

1. Enter Wake Transit Project ID(s) to Increase

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

2. Wake Transit Project ID(s) to Reduce

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ -
		Recurring	\$ -
	Estimated Capital Cost	Base Year	\$ 135,000
		Cumulative	\$ -

Project Justification / Business Case Provide responses to EACH of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? Operating ☐ Capital ☒ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

This request is anticipating the full \$135,000 in FY24 for budgeting purposes. The actual spending amount and spending timeframe wil depend on NCDOT invoices. It is anticipated that NCDOT will fund the costs of the project and then request reimbursement from the partner agencies. NCDOT and RTA have already developed a scope for this work and NCDOT has assigned one of its on-call consultants to complete the work.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

Key outcomes of this study from a Wake Transit perspective are: 1) Coordinated work with key partners to better understand the potential scope and cost of freeway and street based transit infrastructure, 2) An expanded list of projects that can be considered during the Wake Transit Vision Update in FY25, 3) A regional assessment of potential transit supporting infrastructure that is not specifically tied to funding. 4) Buy-in from key partners on where transit infrastructure could be useful and what the modifications would likely cost. If this request is not funded the FAST study might continue with fewer resources and a lesser scope. This scope may not provide Wake Transit with as much new information for use in the Wake Transit Vision Update. If this request is not funded and the partners decide not to continue the FAST study without it, it is likely that Wake Transit will need to complete many of the tasks contemplated by the FAST study at full Wake Transit expense as part of the Wake Transit Vision Update.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	Details and costs of specific freeway and street based transit solutions
b)	Strategies to rank or prioritize projects within the study
c)	

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ 135,000	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	135,000	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

NCDOT and RTA determined the needed matches from each agencies. Wake County was asked to contribute \$100,000. GoTriangle was asked to contribute \$50,000. The \$35,000 requested represents an approximately 70% share of the total. It is expected that Durham and Orange County will fund the remaining \$15,000.

Wake Transit Project ID #
TC002-F

FY 2024
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2023

Type of Amendment Minor ☐ Major ☒

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2022), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2022.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Downtown Multimodal Center Design & Land Acquisition	Town of Cary	Kelly Blazey, Transit Director	Base Year	\$ -
		kelly.blazey@carync.gov	Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
7/1/23	6/30/24		Base Year	\$ 17,508,861
			Cumulative	\$ 37,508,861

Project Description Enter below a summary of the project amendment and impact on approved plan.

The Town of Cary currently has a project budget of \$17,508,861 for feasibility study, design and land acquisition for this project. We have received appraisals for the 21 parcels that make up the project area for the Downtown Multimodal Center. The approved appraisal amount with 30% contingency is \$27,390,480.00. In addition to the purchase of the property, the Uniform Act requires relocation assistance and moving expense reimbursement. This cost depends on whether it is a residential or commercial property. This is currently estimated at \$3,280,000, for a total estimate of \$30,670,480.00 for land acquisition, although this may increase if condemnation is filed on any of the properties. We are also increasing our estimate for master planning and design work to \$6,329,520. This brings the total project estimate to \$37,508,861. The Town of Cary is contributing \$10,000,000 to this project and we are asking for an amendment of \$10,000,000 to cover the additional budget needed.

Feasibility Study: \$ 508,861 (100% Wake Transit, completed)
Land Acquisition: \$30,670,480 (\$10M Town of Cary, \$20,670,480 Wake Transit)
Master Planning & Design: \$ 6,329,520 (100% Wake Transit)

Total: \$37,508,861 (\$10M Town of Cary, \$27,508,861 Wake Transit)

1. Enter Wake Transit Project ID(s) to Increase

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TC002-F	Downtown Multimodal Center Design & Land Acquisition	Bus Infrastructure (Capital)	\$ 10,000,000		
TOTAL			\$ 10,000,000	\$ -	

2. Wake Transit Project ID(s) to Reduce

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.			Estimated Operating Cost	Current Year	
				Recurring	\$ -
					\$ -
			Estimated Capital Cost	Base Year	\$ 17,508,861
				Cumulative	\$ 37,508,861

Project Justification / Business Case Provide responses to EACH of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? Operating ☐ Capital ☒ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

This is a one-time request for a full year of funds. It is not recurring.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

If this request is funded we will be able to continue acquiring the properties needed for the Downtown Multimodal Center project without any delay to the project. If the request is not funded it will significantly impact the timeline for the project.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)

b)

c)

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

A Real Property Justification form was previously submitted as part of the Q3 Amendment process in FY22. I am including an update to that justification with this request.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2023 and the estimated annualized cost in FY 2024 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2024 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2024 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Design/NEPA	\$ 508,861	6,329,520	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	30,670,480	-	-	-	-	-
TOTAL CAPITAL COSTS	508,861	37,000,000	-	-	-	-	-

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

The capital expenses is based on actual appraisals for the 21 properties in the project area, along with estimated costs for relocation and moving expenses. These were provided by Carolina Land Acquisitions, the consultant that is assisting us with this process. We included \$6,329,520 for master planning and design work.

Town of Cary

**Q2 Amendment Request for TC002-F, Downtown Multi-Modal Center Design & Land Acquisition
Originally submitted with Q3 Amendment Request in FY22, Updated 08.24.23**

Any project sponsor proposing the use of Wake Transit Tax Revenue for the acquisition of real property applicable to this policy framework shall submit information to sufficiently answer the following questions in or with the applicable Wake Transit Work Plan project funding request form or amendment request form:

1) Necessity:

a. Why is acquiring title to the property(ies) a better alternative than leasing or other arrangements?

There are 21 parcels in the Multi-Modal Center project area. It is a mix of residential and commercial, as well as owner-occupied and leased. The nature of this project is not suitable for leasing or other arrangements.

b. Can the project proposed to make use of the property(ies) still move forward without acquiring title?

No

c. What is the useful life of the project that is proposed to make use of the subject property(ies)?

40 Years+

2) Location and Size:

a. If available, what is the location (address or other descriptive information to understand the general location of the property) and size of the subject property?

See Next Page

#	Parcel PIN	Address	Deed Acres	Total Assessed Value (1/14/21)	Total Approved Appraisal (2023)
1	0764410876	203 N Harrison Ave	0.96	\$2,381,550.00	\$4,282,100.00
2	0764319920	213 Hillsboro St	0.17	151,654.00	435,000.00
3	0764329104	214 Hillsboro St	0.6	1,089,586.00	1,835,275.00
4	0764317890	215 Hillsboro St	0.85	492,452.00	1,249,600.00
5	0764318940	217 Hillsboro St	0.22	160,774.00	340,000.00
6	0764317961	219 Hillsboro St	0.12	98,376.00	340,000.00
7	0764317911	221 Hillsboro St	0.12	95,560.00	340,000.00
8	0764316961	223 Hillsboro St	0.12	89,161.00	305,000.00
9	0764315876	227 Hillsboro St	0.63	367,024.00	910,450.00
10	0764327116	222 Hillsboro St	0.58	332,161.00	867,100.00
11	0764326146	226 Hillsboro St	0.46	265,193.00	687,700.00
12	0764324121	304 N West St	0.15	485,000.00	555,000.00
13	0764325157	230 Hillsboro St	0.63	357,224.00	941,850.00
14	0764421008	301 N Harrison Ave	1.01	2,091,934.00	4,117,725.00
15	0764328102	220 Hillsboro St	0.52	294,463.00	735,800.00
16	0764323337	316 N West St	0.28	210,193.00	400,000.00
17	0764324333	314 N West St	0.34	248,117.00	435,000.00
18	0764324243	312 N West St	0.36	225,913.00	396,000.00
19	0764323197	310 N West St	0.26	214,723.00	371,000.00
20	0764324036	300 N West St	0.2	485,000.00	550,000.00
21	0764314876	212 N West St	0.65	372,547.00	975,000.00
			9.23		
				\$10,508,605.00	\$21,069,600.00
			Contingency	30%	30%
			Contingency amount	\$3,152,581.50	\$6,320,880.00
			Estimated total cost	\$13,661,186.50	\$27,390,480.00

b. If a single property has not been selected, what feasible locations, described in general terms, have been identified as options/finalists?

N/A

3) Property Value(s):

a. What is the appraised value of the subject property(ies) or of those properties identified as options/finalists (per applicable county tax assessor)? A range of value may be provided.

See 2a for appraised values of each property.

b. If a more recent appraisal than that of the applicable county tax assessor has been performed by the project sponsor, what is the appraised value according to the most recent appraisal?

\$21,069,600.00

4) Funding Source(s):

a. Will any share of the cost for the subject property(ies) to be acquired come from funding sources other than Wake Transit Tax Revenue?

Yes

b. If so, disclose any other revenue sources and the projected respective shares of each.

The Town of Cary is contributing \$10,000,000.00.

5) Title Issues:

If applicable and known, what other interests in title to the subject real property(ies) are there or will there be that are relevant to the TPAC's consideration of funding acquisition of the property (e.g., liens, significant easement interests, etc.)?

N/A

6) Environmental Issues:

a. If applicable and known, what environmental issues exist on the subject property(ies)?

A gas station located at 301 N. Harrison will likely need environmental remediation.

b. Does acquisition of the property involve environmental remediation, significant grading, or demolition of pre-existing structures?

	Residential	Commercial	Vacant	Total
Total Properties	16	4	1	21
Total Units	17	23		40
Owner Occupied	7	1		8
Tenant Occupied	8	19		27
Vacant	2	3		5

Environmental remediation will likely be needed on 301 N. Harrison. Demolition will be required on all properties.

7) Displacements:

a. How many parcels are affected by the acquisition?

21

b. If applicable and known, would residents of businesses be displaced and need to be relocated from the subject property or any of the properties identified as options/finalists?

Yes

8) Incidental Uses:

a. What other potential uses are there for the subject property beyond the most immediate intended use?

Transit Oriented Development

b. Would acquisition of the subject property help meet other goals of Wake County Transit Plan implementation that are unrelated to the specific immediate intended use?

The properties to be acquired will support the Downtown Multi-Modal Center, Bus Rapid Transit, Rapid Bus Expansion, Commuter Rail, and the expansion of local and regional bus transit routes. This location will also support high-speed commuter rail proposed by NCDOT for the CSX S-Line.

Wake Transit Project ID #
TC003-F and TC003-T

FY 2024
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2023

Type of Amendment Minor ☐ Major ☒

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000
- f. Any change that requires a change in budgeted reserves or fund balance

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Extension of Planning Horizon for Wake Transit Vision Plan	CAMPO	Ben Howell - Wake Transit Program Manager	Base Year	\$ -
			Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
11/1/2023	11/1/2025		Base Year	\$ 300,000
			Cumulative	\$ 600,000
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
Increase the Vision Plan Budget to account for increased costs and inclusion of CFAP Management Plan Update into Vision Plan contract. Project will begin in mid-FY24 and is expected to be completed by early FY26. While the overall scope has not changed from that included in the FY24 Work Plan, CAMPO has been in discussions with the consultant to further define the scope. The draft scope provided by the consultant includes significant public and stakeholder engagement (similar to the effort from the original Wake Transit Vision Plan), updating the Wake Transit branding and creating a Wake Transit Dictionary, creating a State of the Wake Transit Plan Analysis, updating the market analysis and inventorying the transit needs and opportunities for future transit investment in Wake County, updating the goals and priorities of the Vision Plan, updating the Community Funding Area Program Management Plan, development Guidelines for establishing future Microtransit service, and preparing 3-5 transit investment scenarios that will be vetted with the Core Technical Team, Stakeholders and the Public. As previously submitted, the project cost will be split over two fiscal years - FY24 and FY25.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TC003-F	Extension of Planning Horizon for Wake Transit Vision Plan	Other Capital	\$ 300,000	\$ -	Increased cost based on consultant scope and inclusion of CFAP Management Plan Update into Vision Plan contract
TOTAL			\$ 300,000	\$ -	

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TC003-T	Community Funding Area Program Management Plan Update	Other Capital	\$ (20,000)	\$ -	Move project funds into TC003-F to include as part of the Vision Plan Update.
TOTAL			\$ (20,000)	\$ -	

3. Impact on Transit Plan Project Costs				
From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.		Estimated Operating Cost	Current Year	\$ -
			Recurring	\$ -
		Estimated Capital Cost	Base Year	\$ 300,000
			Cumulative	\$ 600,000

Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.
---------------------------------------	---

4. Is this New/Amended project Operating, Capital or Both? Operating ☐ Capital ☒ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

The project is expected to kick off in November 2023, and be completed by late FY25 or early FY26.
--

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

The Vision Plan Update will extend the Wake Transit Vision Plan horizon from 2030 to 2035, and will incorporate the further investments that have been identified as needs. If the amendment request is not funded, the full envisioned scope for the Vision Plan may not be able to be completed, potentially leaving important tasks and projects out of the Vision Plan Update process.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	
b)	
c)	

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

--

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	300,000	300,000	-	-	-	-	-

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Total cost based on initial scope and budget from selected consultant for the Vision Plan Update.

Wake Transit Project ID #
TC002A-2

FY 2024
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2023

Type of Amendment Minor ☐ Major ☒

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
RUS Bus: Prefunding of early private overbuild activities	GoTriangle	Katharine Eggleston	Base Year	\$ -
			Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
12/23/2023	6/30/2029	This request is zero impact on the Wake Transit Plan	Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
Phase II construction of the RUS Bus project is scheduled to begin in fall 2023. Phase II construction of the private overbuild is delayed due to financial market challenges. Proceeding with the publicly funded component of the project (the ground-floor bus facility) is critical due to the sunset date of the project's federal BUILD grant funds in September 2025. There are elements of the private overbuild that are integral to the construction of the transit project that will need to start at the same time as the transit facility construction begins (grading, foundations including piles and pile caps and the parking garage ramp). The associated cost for these limited integral elements is approximately \$10.8 million. This request is to prefund those activities with Wake Transit dollars to maintain the schedule for the public project. These funds will be reimbursed upon the developer's receipt of financing and commencement of the overbuild. If the current developer is ultimately unable to secure financing, GoTriangle would seek to recoup these dollars from a future developer and reimburse the Wake Transit Plan at that time.				
1. Enter Wake Transit Project ID(s) to Increase				

1. Enter Wake Transit Project ID(s) to Increase

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

2. Wake Transit Project ID(s) to Reduce

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ -
		Recurring	\$ -
	Estimated Capital Cost	Base Year	\$ 11,000,000
		Cumulative	\$ -

Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.
---------------------------------------	---

4. Is this New/Amended project Operating, Capital or Both? Operating ☐ Capital ☒ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

Request is for all funds to be committed in FY24

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

Funding this request will result in the RUS Bus project being able to proceed with Phase II construction as scheduled this fall. Failure to fund this request would jeopardize the project's \$20M federal grant and delivery of the project.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	Date reimbursement agreement executed between GoTriangle and Developer
b)	Date of completion of construction of early private overbuild activities
c)	Date of reimbursement

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
Construction	11,000,000						
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Funding request based on developer/contractor estimate



Wake County Transit Planning Advisory Committee TPAC Program Development

Financial Disposition: September 26, 2023

Discussion:

The Budget Amendment process requires the review and provision of a financial disposition of all Major/Minor amendments that are submitted by the Transit Planning Advisory Committee (TPAC) Budget and Finance Subcommittee.

All minor and major budget amendments must be approved by the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and GoTriangle Board of Trustees.

Requested Items for Committee Disposition:

Major Amendment – Seven (7) Amendments

- 1) **Contract Safety & Security Services** – City of Raleigh is requesting recurring funding to provide additional safety and security personnel at GoRaleigh transfer stations. Personnel would also be available to assist with non-destination riders on buses and non-transit related use of bus shelters and amenities.
- 2) **1.0 FTE: Director of Safety & Security** – City of Raleigh is requesting a Director level Safety/Security position to provide oversight of the GoRaleigh transit services. This position will provide oversight of off duty officers working at GoRaleigh station. The Director will be responsible for recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area.
- 3) **Transit Plan Administration Staffing** – GoTriangle is requesting an additional 0.5 FTE that will fall under transit project and program administration. The additional staff time will be used to direct and implement activities for Wake Transit program and project activities and ensure all tasks are completed in accordance to Wake Transit policies and procedures. This additional staff will participate in planning and project delivery within the following key areas: grant strategy and seeking for Wake Transit projects, planning, construction and inspections of bus stop improvements in the County, service planning support focusing on reinstatement of fares, route restoration rider pass program implementation, and impacts of operator shortage planning.
- 4) **Participation in NCDOT/RTA FAST Study**– Wake County and GoTriangle are requesting funds to participate in in the NCDOT/ Regional Transportation Alliance (RTA) Freeway And Street-based Transit (FAST) Study. The Goals of the FAST Study are: 1) Make our freeways and regional boulevards “transit ready”, 2) Elevate and identify one or more BRT corridors that directly link with RDU Airport, 3) Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors.

- 5) **New Downtown Cary Multimodal Transit Facility**– Town of Cary currently has a project budget of \$17,508,861 for feasibility study, design and land acquisition. The Town received appraisals for 21 parcels that make up the project area for the Downtown Multimodal Center. The approved appraisal amount with 30% contingency totals \$27,390,480.00. In addition to the purchase of the property, the Uniform Act requires relocation assistance and moving expense reimbursement. The cost depends on whether it is a residential or commercial property. This is currently estimated at \$3,280,000, for a total estimate of \$30,670,480.00 for land acquisition, although this may increase if condemnation is filed on any of the properties. The Town is also increasing the estimate for master planning and design work to \$6,329,520. This increase brings the total project estimate to \$37,508,861. The Town of Cary is contributing \$10,000,000 to the project and requesting a Wake Transit amendment of \$10,000,000 to cover the additional budget needs.
- 6) **Extension of Planning Horizon for Wake Transit Vision Plan & Community Funding Area Program Management Plan Update**– CAMPO is requesting additional funding to address increasing costs based on refinement of the scoping deliverables as defined in the Work Plan's project description. This amendment request also includes incorporating the scope and costs of updating the Community Funding Area Program Management Plan.
- 7) **New Raleigh Union Station Bus Facility (RUS Bus)**– GoTriangle is requesting advance funding to support Phase II construction of the RUS Bus project that is scheduled to begin in fall 2023. Phase II construction of the private overbuild is delayed due to financial market challenges. Proceeding with the publicly funded component of the project is critical due to the sunset date of the project's federal Better Utilizing Investments to Leverage Development (BUILD) grant funds in September 2025. There are elements of the private overbuild to the construction of the transit project that will need to start at the same time as the transit facility construction begins. The associated cost is approximately \$10.8 million. This request is to prefund those activities with Wake Transit dollars to maintain the schedule for the public project. Funds will be reimbursed upon the developer's receipt of financing and commencement of the Overbuild. If the current developer is ultimately unable to secure financing, GoTriangle would seek to recoup these dollars from a future developer and reimburse the Wake Transit Plan at that time.

Financial Impact of Proposed Amendments:

The FY24 City of Raleigh Bus Operations budget will increase \$261,360
The FY24 City of Raleigh Transit Plan Administration budget will increase \$75,000
The FY24 GoTriangle Transit Plan Administration budget will increase \$37,500
The FY24 Wake County Capital Planning budget will increase \$135,000
The FY24 Town of Cary Bus Infrastructure budget will increase \$10,000,000
The FY24 CAMPO Capital Planning budget will increase \$130,000
The FY24 GoTriangle Bus Infrastructure budget will increase \$11,000,000

Net Impact to FY24 Wake Transit Plan = Increase of \$21,638,860

FY24-Q2 Amendment Financial Impact
(as submitted)

Operating Budget Amendment Requests						
Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Contract Safety & Security Services	\$0	\$261,360	\$261,360	\$4,824,657
Transit Plan Administration	City of Raleigh	1.0 FTE: Director of Safety & Security	\$0	\$75,000	\$75,000	\$1,057,115
Transit Plan Administration	GoTriangle	Transit Plan Administration Staffing	\$2,190,000	\$37,500	\$2,227,500	\$17,057,430
Wake Transit Operating Expenditures			\$2,190,000	\$373,860	\$2,563,860	\$22,939,202

Capital Budget Amendment Requests						
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding ¹	Total Project Adopted Wake Transit Plan Funding ¹
Capital Planning	Wake County	Participation in NCDOT/RTA FAST Study	\$0	\$135,000	\$135,000	\$135,000
Bus Infrastructure	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$17,508,861	\$10,000,000	\$27,508,861	\$92,508,861
Capital Planning	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & CFA Program Management Plan Update ²	\$170,000	\$130,000	\$300,000	\$600,000
Bus Infrastructure	GoTriangle	Raleigh Union Station Bus Facility (RUS Bus) ³	\$19,800,000	\$11,000,000	\$30,800,000	\$10,940,000
Wake Transit Capital Expenditures			\$37,478,861	\$21,265,000	\$58,743,861	\$104,183,861
Total Financial Impact - FY24 Wake Transit Work Plan				\$21,638,860		

1 Includes Funding Programmed in the FY24 Adopted Plan CIP

2 Does not include funding from previous version of project (Adopted 4/2021)

3 Financial Model to show return of \$11.0M by FY28; additionally \$8.86M STIP Funding returned in FY25-FY28

FY24-Q2 Amendment Financial Impact

(adjusted without RUS Bus Reimbursement)

Operating Budget Amendment Requests						
Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Contract Safety & Security Services	\$0	\$261,360	\$261,360	\$4,824,657
Transit Plan Administration	City of Raleigh	1.0 FTE: Director of Safety & Security	\$0	\$75,000	\$75,000	\$1,057,115
Transit Plan Administration	GoTriangle	Transit Plan Administration Staffing	\$2,190,000	\$37,500	\$2,227,500	\$17,057,430
Wake Transit Operating Expenditures			\$2,190,000	\$373,860	\$2,563,860	\$22,939,202

Capital Budget Amendment Requests						
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding ¹	Total Project Adopted Wake Transit Plan Funding ¹
Capital Planning	Wake County	Participation in NCDOT/RTA FAST Study	\$0	\$135,000	\$135,000	\$135,000
Bus Infrastructure	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$17,508,861	\$10,000,000	\$27,508,861	\$92,508,861
Capital Planning	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & CFA Program Management Plan Update ²	\$170,000	\$130,000	\$300,000	\$600,000
Bus Infrastructure	GoTriangle	Raleigh Union Station Bus Facility (RUS Bus)	\$19,800,000	\$11,000,000	\$30,800,000	\$21,940,000
Wake Transit Capital Expenditures			\$37,478,861	\$21,265,000	\$58,743,861	\$115,183,861
Total Financial Impact - FY24 Wake Transit Work Plan				\$21,638,860		

1 Includes Funding Programmed in the FY24 Adopted Plan CIP

2 Does not include funding from previous version of project (Adopted 4/2021)

FY 2024 Quarter 2 Amendment Request Package

WAKE COUNTY TRANSIT PLAN

Engagement Summary Report

In accordance with the Wake Transit Amendment Policy and Community Engagement Policy, CAMPO and GoTriangle staff posted the seven (7) requested FY2024 Quarter 2 amendment requests for public review from September 1st-30th, 2023. As part of this process, it was ensured that TPAC members, stakeholders and community members were aware of the opportunity to review and provide comment on the requested amendments by posting the engagement notices on the CAMPO Website, the GoForwardNC webpage dedicated to Wake Transit involvement activities, and all associated social media accounts. Copies of the web posts are included as Appendix A and the engagement report is included in Appendix B.

Those who engaged with the online materials and wanted to provide a comment were given the opportunity to provide input on each of the amendment requests received. There were two (2) amendment requests from the City of Raleigh, two (2) amendment requests from GoTriangle, one (1) amendment request from Wake County, one (1) amendment request from the Town of Cary, and one (1) amendment request from the Capital Area MPO (CAMPO). A total of thirty-three (33) direct comments were received, with some comments directed at two or more projects. Five (5) direct comments addressed the City of Raleigh Amendment Requests, two (2) comments addressed the GoTriangle Amendment Requests, five (5) comments addressed the Town of Cary Amendment Request, one (1) comment addressed the CAMPO Amendment Request, two (2) comments addressed the Wake County Amendment Request, and two (2) comments addressed the amendment requests as an overall package. Lastly, twenty (20) comments addressed issues unrelated to the specific nature of these amendment requests.

All comments were reviewed by CAMPO staff and input was considered in relation to the FY2024 Quarter 2 amendment requests. After consideration of all the comments received, it was decided that no changes were to be made to the amendments. A table including all raw comments can be seen in Appendix C.

CAMPO Public Review of Comment Period Advertisement.

Wake Transit Annual Work Plans

[NOTICE: Public Review of Comment Period September 1st - 30th, 2023](#)
[Wake Transit Work Plan](#)
[FY2024 2nd Quarter Amendment Requests](#)

Seven (7) Wake Transit Work Plan amendment requests were submitted for consideration in the FY2024 2nd quarter amendment cycle. Per the Wake Transit Amendment Policy, all are "Major" amendments having an impact on the Wake Transit financial model and/or requiring a project scope modification. Three (3) are Operating budget requests. The remaining four (4) are for Capital budget requests. Wake Transit partners, members of the community, transit stakeholders, and other interested parties are encouraged to review the [FY2024 2nd Quarter Wake Transit Amendment Request Review Packet](#), which includes detailed information about each request. The public review and comment period runs from September 1st to 30th.

[CLICK HERE](#) to view the FY2024 2nd Quarter Amendment Request Review Packet

[CLICK HERE](#) to submit a question or comment to the planning team

Wake Transit Links

- Wake Transit Plan Implementation
 - Annual Work Plans
 - Community Funding Area Program
 - Wake Transit Concurrence Process
- 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

GoTriangle Public Comment Period Advertisement:

10/2/23, 11:19 AM

Wake Transit FY24 Q2 Amendments Public Comment – GoForwardNC



Menu



NOTICE: Public Review of Comment Period September 1st - 30th, 2023 Wake Transit Work Plan FY2024 2nd Quarter Amendment Requests

Seven (7) Wake Transit Work Plan amendment requests were submitted for consideration in the FY2024 2nd quarter amendment cycle. Per the Wake Transit Amendment Policy, all are "Major" amendments having an impact on the Wake Transit financial model and/or requiring a project scope modification. Three (3) are Operating budget requests. The remaining four (4) are for Capital budget requests. Wake Transit partners, members of the community, transit stakeholders, and other interested parties are encouraged to review the **FY2024 2nd Quarter Wake Transit Amendment Request Review Packet**, which includes detailed information about each request. The public review and comment period runs from **September 1st to 30th**.

[View the FY2024 2nd Quarter Amendment Request Review Packet](#)

We need your feedback!

Please leave your comments regarding the FY2024 Q2 Wake Transit Work Plan Amendment Requests

Comment

Branding

<https://www.goforwardnc.org/wake-archive/24q2/>

1/2

FY2024 Q2 Wake Transit Work Plan Amendment Requests Community Engagement Analytics

<i>Total Comments</i>	Total Web Views	Total Emails Open	Total Social Media Impressions
<u>32 comments</u>	<u>1355</u>	<u>995</u>	<u>4212</u>

<i>GoForward Totals</i>	Views	Entrances	Total Users	Average Duration
<u>9/1 – 9/30</u>	<u>1355</u>	<u>525</u>	<u>100</u>	<u>2m35s</u>

<i>Email GoTriangle Sent Date</i>	# Sent	# Opened	# Clicked
Sept. 1	1355	525	100
Sept. 28	1346	470	56
<u>TOTALS</u>	<u>2701</u>	<u>995</u>	<u>156</u>



<i>X</i> <i>@WakeTransit</i> <i>Totals</i>	Total Impressions	Total Engagements	Total Link Clicks
<u>1724 followers</u>	<u>1279</u>	<u>51</u>	<u>18</u>

<i>X</i> <i>@WakeTransit</i> <i>Post Date</i>	Content	Impressions	Engagements	Link Clicks
September 1	We want to hear from you...	480	21	6
September 6	Your opinion matters...	263	6	2
September 13	We need your input...	316	12	6
September 20	Only 10 days left...	132	11	4
September 29	September 30 is the last...	88	1	0

X @GoTriangle Totals	Total Impressions	Total Engagements	Total Link Clicks
<u>5439 followers</u>	<u>1438</u>	<u>30</u>	<u>15</u>

X @GoTriangle Post Date	Content	Impressions	Engagements	Link Clicks
September 1	We want to hear from you...	246	7	5
September 6	Your opinion matters...	159	3	1
September 13	We need your input...	474	6	4
September 20	Only 10 days left...	232	7	1
September 29	September 30 is the last...	327	7	4



<i>Facebook GoTriangle</i>	Total Users	Total Impressions	Total Engagements	Total Link Clicks
<u>TOTALS</u>	<u>3,900</u>	<u>804</u>	<u>47</u>	<u>24</u>

<i>Facebook GoTriangle Post Date</i>	Content	Impressions	Engagements	Link Clicks
September 1	We want to hear from you...	212	15	8
September 6	Your opinion matters...	197	9	6
September 13	We need your input...	76	4	1
September 20	Only 10 days left...	149	11	5
September 29	September 30 is the last...	170	8	4

<i>Instagram GoTriangle</i>	Total Followers	Total Impressions	Total Engagements	Total Profile Visits
<u>TOTALS</u>	<u>2,836</u>	<u>691</u>	<u>40</u>	<u>7</u>
<i>Instagram GoTriangle Post Date</i>	Content	Impressions	Engagements	Profile Visits
September 1	We want to hear from you...	184	11	5
September 6	Your opinion matters...	168	15	2
September 13	We need your input...	135	9	0
September 20	Only 10 days left...	104	3	0
September 29	September 30 is the last...	100	2	0

Public Comments in Support of the Work Plan Amendments

Comment	Date & Time	Relevant Partner
quit wasting money. More cops are good, scheduling them competently is good. The other bureaucratic stuff like more money because of covid is not needed. Accomplishments can be done by using current funds. Quit wasting money.	9/1/2023 11:26	City of Raleigh
Raleigh's amendments for security enhancements are very welcome. As a regular state employee commuter on the FRX line and occasional 40X rider, I have noticed an uptick in nondestination riders as well as criminal activity (including openly smoking pot) where our downtown bus picks up and drops off riders. Given recent events of physical violence at the corner where Taz's is plus in the bus terminal, I would feel much safer riding the bus and walking to my job. My husband has asked me not to ride the 40X bus until there is more security at the terminal. Likewise, at the Salisbury and Morgan stop, we have been accosted by homeless individuals who are either mentally ill or under the influence of alcohol or other substances. I rely on my bus to help with avoiding traffic and my personal budget. I should feel safe and comfortable on GoRaleigh and GoTriangle vehicles and when waiting or departing. Thank you for this proposal to enhance my and other riders' safety and security.	9/1/2023 16:21	City of Raleigh
This looks fine. Would still love consideration in future planning for a connector between Lynn Road at Creedmoor and the stops at the Grove Barton shopping center (connector traveling down Lynn Road).	9/4/2023 15:36	All Partners
I support RUS Bus Phase 2! I also the Cary Intermodal Center!	9/5/2023 10:19	GoTriangle; Town of Cary
Security help for transit is needed. As well as administration assistance. Art areas could possibly be done on smaller budget. Service level should be of great importance over art being by a high end name.	9/5/2023 16:26	City of Raleigh
great but what about the other issues in moores square ..	9/28/2023 10:27	City of Raleigh

I support the amendments here. Investment in transit is the only hope for the triangle to continue to scale, and on a larger scale the most important thing we can do as a city for our planet.	9/28/2023 11:09	All Partners
A new bus station is a great idea as our current one needs a major makeover and a layout that's safer and more welcoming	9/29/2023 19:43	Town of Cary

Public Comments Against the Work Plan Amendments

Comment	Date & Time	Relevant Partner
Why is such a large area of land needed in Cary for transit? Home owners/renters in that area will not be able to find housing on equal size of land and convenience to services for the proposed amounts that are to be offered at the current prices that land and apartments are being sold in Cary. Other areas of the county are in need of transit funds to get to the level that places such as Cary already have.	9/5/2023 16:22	Town of Cary
A new bus station in downtown Cary now estimated to cost taxpayers \$100M !! What about a partnership with Epic Games on the torn down Mall property? maybe more bus routes out to western Cary, around Maynard or Cary pkwy... at the Raleigh city council meeting Baldwin and Branch said they have excess money in the police budget, why are transit funds being used, use the money already allocated for police... and an expensive study by a MPO that will eventually get thrown in the trash, seems ridiculous ... more bus routes and more frequency on the current bus routes are needed, not pet projects by city/town council members	9/7/2023 17:27	Town of Cary; City of Raleigh; CAMPO

Two comments: 1) The request for increase for transit plan administration related to 'reinstatement of fares' is inappropriate. Fares are a policy decision set by the elected body, not an operational decision to be made by GoRaleigh or GoTriangle. Therefore, it is not justified to request budgetary amendment increases related to a particular policy outcome since it would imply that GoRaleigh has their thumb on the scale of a decision that is not theirs to make. Please adjust the request to reflect reduced costs related to this fact. 2) What is the justification to participate in yet ANOTHER planning study? This time related to FAST, which, as far as I know, has not received official support from local elected bodies. Instead of spending over \$100,000 to contribute to consulting firms yet again, why aren't these funds being used to focus on restoring service and actually implementing the Wake Transit Plan that was endorsed by voters 7 years ago? The public deserves what was promised and it is incredibly disappointing to see more delay in the service expansions that were promised. Do not contribute funds to the FAST study until all service has been restored and the frequent bus network has been implemented.	9/12/2023 17:31	GoTriangle; Wake County
It is completely non-sensical to me why you would spend \$135,000 on the FAST study rather than improving existing service to RDU. We had a convenient and fast route from downtown Raleigh and NCSU directly to RDU and you removed it, doubling the transit time to the airport. Please restore this service and begin to rebuild ridership (with a real marketing plan so that people know it is a viable option versus driving and expensive parking). Until you build incremental transit service you the major investments in BRT will not be successful.	9/22/2023 9:07	Wake County
How will the multimodal stations between Raleigh and Cary serve all of Wake county? South and Northeast has more population density than Cary and I think south Raleigh residents might not have resources or time to be bused around to get to their jobs in a timely manner. Could there be smaller multimodal stations so that the service would be available to more passengers. Also, isn't the property in Cary much more expensive for building large facility?	9/28/2023 16:47	Town of Cary

Public Comments Not Related To Current Work Plan Amendments

Comment	Date & Time	Relevant Partner
We need to build a train system rather than just continuing to build more roads. The train system needs to include a stop at the airport	9/1/2023 8:17	Rail
Where is the funding dedicated for commuter rail going? Also, GoTriangle should be disbanded. They have failed at every single project they have attempted. Hundreds upon hundreds of millions of tax dollars have been wasted. Funds should just go to the operators in the county where the funds are generated and the GoTriangle organization should be eliminated.	9/1/2023 8:42	Rail; GoTriangle
Perhaps it may be better to shift some of the \$10 million art budget to the \$10 million build-out overruns, to meet the deadline of 2025 build-out, and create community-based art (from kids / schools / art schools/ art contests) instead of paid artists; then the Bus system can pledge to pay back the Art budget to integrate some really great artists work at a later date. This way, the program can borrow from its own budget rather than taxpayers...	9/1/2023 9:58	GoTriangle
I (and everyone else I know) find it astonishing that Wake County refuses to consider a light-train solution as the primary (and arguably, the only) viable solution to the county's transit challenges. A light-train line that'll connect downtown Raleigh to the airport (with several potential different routes through commercial hubs such as North Hills, the Crabtree Valley Mall, Crossroads Plaza... and several potential "feeder" lines that could be added over the years, e.g., from Wake Forest, Garner, Fuquay-Varina...) would present an incredibly efficient and compelling solution to: our transportation needs, quality-of-life, environment / pollution, safety... let alone offer major budget savings (eliminating or substantially reducing the need for hugely expensive expansions of roads, airport parking...)	9/1/2023 10:45	Rail

I'm a mathematical statistician with many potential tasks and jobs all over the Triangle and, so, moved to Boylan Heights because of plans for a light rail system serving the Triangle. I'm now retiring without ever fulfilling that role. The I-40 commute is too variable and wearing. In Raleigh's development plan was reconstruction of the Martin St. bridge from the west end of Martin St. over the rails to the south end of the Boylan bridge for pedestrians and bicyclists. It could now connect to the train station. What happened to this plan?	9/1/2023 11:00	Rail
As somebody who commutes into Wake County from Orange County, strong support for the CRX route is of primary importance to me. Pre-pandemic, the ridership was strong (full buses). Declining financial support for this route (bus frequency was halved) has meant that it is no longer a viable commuting option for many people who used to ride it. In addition, making sure that there is enough funding to maintain happy bus drivers, bus tracking, and bus maintenance are all key to reliability. Without out reliability (which has also been lacking), it is difficult to trust the buses will be there when we need them. This also contributes to loss of ridership.	9/1/2023 14:17	GoTriangle
We need better, and more comprehensive public transport. Raleigh is growing and it can't create more streets out of thin air.	9/1/2023 16:06	No Specific Partner
find a way to engage the airport, who is afraid of any connection hurting their parking lot income	9/1/2023 20:40	No Specific Partner
No comment	9/3/2023 11:41	No Specific Partner

I would like to see Wake Transit Bus Route not just have a Pick-up at Wake Technical College but also at the Food Lion Shopping Center, Corner of HillTop/Needmore and Hwy 401. With the current building ordinances and an approximate 500 Homes being built in the area, it seems only logical to have this Feature added to the Raleigh/Fuquay Route. Please re-consider this Feature that was removed a couple of years ago and Wake Tech was chosen. I believe by adding the Food Lion Shopping Center back would be very beneficial to the Wake Transit Plan. I have a friend who once used the Bus as transportation to and from work in Raleigh, as well as Fuquay. He is a single Dad/parent and with no transportation of his own, the Transit Bus was an important option for him. However; when the decision to move from the Food Lion Shopping Center to Wake Technical College, his options lessened and he was forced to find another way into Raleigh. It was very difficult for him. Since then, I've learned that by doing that has put a lot of others in a most difficult situation. Please, reconsider your decision and ADD the Food Lion Shopping Center back onto the Daily Route for the Transit Bus / Pick-up and Drop-off destination. Thank you, Jeannette Ferrell 919-614-4569 JFerrell.4569@gmail.com	9/3/2023 16:23	City of Raleigh
This looks fine. Would still love consideration in future planning for a connector between Lynn Road at Creedmoor and the stops at the Grove Barton shopping center (connector traveling down Lynn Road).	9/4/2023 15:36	City of Raleigh
Bus rapid transit (or an express bus) to the airport from Downtown Raleigh is a must! It's disgraceful it takes two buses to get to Raleigh. A BRT extension to Brier Creek is must as well. There's no way to get to downtown outside rush hour, and impossible to get to the nearby airport by transit.	9/13/2023 14:06	No Specific Partner
The driver is terrible! Please change. Bus 1707 friday 5.36pm	9/15/2023 17:36	City of Raleigh

I'm seriously worried that the CRX bus is once again experiencing frequent under-staffing, and bus trips get cancelled when we were relying on them to get us to/from work in time to meet our commitments. The GoTriangle management needs to do a better job of both recruiting and retaining bus drivers, or else it's just too hard for daily commuters to rely on the bus to get to work.	9/20/2023 12:55	GoTriangle
For the GoTriangle CRX bus route, please have the bus route end in downtown Chapel Hill instead of currently at Eubanks Park and Ride Lot. You can have the bus while on Columbia turn on Franklin St and do a loop around the town, then head south towards South Rd.	9/23/2023 16:45	GoTriangle
add light rail	9/28/2023 10:36	Rail
I am extremely disappointed that Raleigh/Triangle has not gotten the support for commuter rail. I was living in Charlotte at the time that their project got under way. I know it is very expensive. The state Politicians in power at the time were totally against it. But the progressive local movers and shakers like Hugh McColl and others got it movingâ€ and look what Charlotte has today and more. Look at their success. But I see that the state politicians that have now gained the majority power have squashed transit progress in the Triangle. As I told McCrory in Charlotte at the time, the concrete, asphalt, and auto industries lobbyist would like to pave the whole state with 8 lane highways. I think that any of these short term measures proposed are just that and donâ€t do anything for the state or our community for the long hall. As a senior living in the suburbs of Raleigh I would love to be able to catch a commuter ride in Cary to downtown Raleigh, have dinner and backâ€.no car.	9/28/2023 10:45	Rail
Hello, please have a train stop on Wake Forest area close to Main Street or 98 on Wake Forest. Thanks!	9/28/2023 11:50	Rail
no comment	9/28/2023 16:42	No Specific Partner

When will the regional rail system and the recommendations of the consultant we paid be implemented?	9/30/2023 18:37	Rail
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WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

Attachment B: Program Development Subcommittee Disposition Memo and Voting Record

Relevant Meeting: The meeting of the Program Development Subcommittee took place on September 26, 2023

Subcommittees' Disposition: The Program Development Subcommittee rendered the following findings for amendment requests:

- 1) The proposed contract safety and security services are appropriate for the continued implementation of services through the GoRaleigh Transit Center;
- 2) The proposed creation of a Safety and Security Director is appropriate to manage the hiring, retention, and oversight of safety and security services throughout the GoRaleigh services, including but not limited to the GoRaleigh Transit station;
- 3) After presenting GoTriangle's request for an additional 0.5 FTE for their Transit Plan Administration, TO002-BD, no motion was brought forward to recommend this request to TPAC;
- 4) The proposed inclusion of funds requested by Wake County and GoTriangle is appropriate to support the participation of several regional partners in the development of NCDOT's Freeway And Street-based Transit (FAST) Study. This was unanimously determined with the stipulation that a presentation of the scope of the FAST Study be presented to the TPAC at their October 2023 meeting;
- 5) The proposed change in budget to add \$10,000,000 in Wake Transit funding is appropriate to allow for the purchasing of the required parcels, relocation of the current tenants, and part of the master planning for the Town of Cary's new downtown multimodal transit facility;
- 6) The proposed change in budget to add \$130,000 to the FY24 Work Plan and program an additional \$150,000 in the FY25 Work Plan for the Wake Transit Vision Plan Update is appropriate, based on a refined scope and incorporating TC003-T (Community Funding Area Program Management Plan Update) into the Wake Transit Vision Plan Update;
- 7) The proposed change in budget for the RUS Bus Project to add \$11,000,000 to allow for the project's Phase II construction of the private overbuild of the publicly funded component to remain on schedule according to the requirements of GoTriangle's federal BUILD grant is appropriate if that funding is returned to the Wake Transit Program by GoTriangle's current or future private development partner.

Discussion: There was a vibrant subcommittee discussion on the amendment requests as follows:.

- 1) The funding for contracted safety and security services, while appropriate for this amendment cycle, may generate a need for a broader discussion among the TPAC and a potential Policy for use of Wake Transit funds on safety and security services.
- 2) The Safety and Security Director position has been proven as a need by the Raleigh staff, and is appropriate for funding through this amendment cycle. There was discussion about whether the position can be filled quickly, and Raleigh staff responded that the plan is for the position to be an employee of their operations contractor, with the costs passed directly to Raleigh, allowing the position to be filled quicker than making the position a City of Raleigh position.
- 3) GoTriangle did not provide enough details on the need of the 0.5 FTE for the PD Subcommittee. The Subcommittee also questioned how many existing FTE's funded by Wake Transit are vacant, and whether some of the duties envisioned for this 0.5 FTE may be able to be completed with existing FTE's.
- 4) The PD Subcommittee had little discussion about the requested funding for the FAST Study, but agreed that a presentation to the TPAC before the amendment was approved would be appropriate.
- 5) The PD Subcommittee asked about the status of the work on the Downtown Multimodal Center, including whether the project may need additional funding for the land acquisition and design phase. Cary staff stated that land acquisition was already underway based on previous funding, and they were comfortable, based on appraisals, relocation estimates and design cost

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WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

estimates, that the additional \$10,000,000 in Wake Transit funds would allow them to complete these phases.

- 6) The PD Subcommittee had little discussion about the requested additional funding for the Wake Transit Vision Plan Update based on CAMPO responses to the Committee questions that were sent out in advance of the meeting. CAMPO staff stated that the additional funding was needed based on a refined scope of the Vision Plan Update, including additional engagement and scenario modeling, and rolling the CFA PMP Update into the Vision Plan Update.
- 7) The PD Subcommittee discussed concerns about repayment of the funds to Wake Transit as referenced in the amendment request, but were satisfied with GoTriangle's response that there would be language in both the Wake Transit agreement and GoTriangle's agreement with the private developer requiring repayment of the Wake Transit funds for the private overbuild portion of the RUS Bus project.

Vote: The subcommittee voted unanimously to forward the disposition, as described above, to the TPAC for the requested amendments.

Voting Organizations:

CAMPO
GoTriangle
Wake County
Raleigh
Cary
NCSU
Apex
Fuquay-Varina
Holly Springs
Morrisville
Knightdale