WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

December 13, 2023

9:30AM - 12:00PM



1. Welcome and Introductions

David Eatman, TPAC Chair



2. Adjustments to the Agenda

David Eatman, TPAC Chair



3. General Public or Agency Comment

Reminder: Public comments are limited to 3 minutes.

David Eatman, TPAC Chair



4. 2024 Administrative Tasks for January Action

Ben Howell, TPAC Program Manager



4a. TPAC Chair/Vice Chair Nominations Are Open

Each January, TPAC members elect a Chair and Vice Chair to serve for the new calendar year. Nominations for the 2024 term open on December 13th and the vote to elect next year's leadership team will be included on the January 17th TPAC meeting agenda.

Primary voting members interested in serving as the TPAC Chair or Vice Chair or nominations for other primary voting members to be considered should be emailed to stephanie.plancich@campo-nc.us by January 5th, 2024.



4b. 2024 Monthly Meeting Schedule

In January, the TPAC will set its 2024 meeting schedule.

Last year's schedule included three pre-set in-person meetings that aligned with major Work Plan decision points.

Staff are requesting members' feedback on how they feel that this schedule is working, what changes they'd prefer in the upcoming year, and other thoughts. A draft schedule will then be compiled and presented for TPAC review and adoption in January.

4c. Subcommittee Work Task Lists and Elections

- The subcommittee election process kicked off on November 16th when the nominations period opened at a special joint subcommittee meeting. The Chairs of each subcommittee have also been actively drafting their February July Work Tasks List for review and adoption.
 - Program Development (PD) subcommittee will vote at its meeting on December 19th.
 - Community Engagement (CE) Subcommittee will vote at its meeting on January 11th.
 - TPAC will review vote to endorse the subcommittee result on January 17th.



4. 2024 Administrative Tasks for January Action

Requested Action:

Receive as information



5. Wake Transit Baseline Revenue Assessment

Ben Howell, CAMPO & Alpesh Patel, Cambridge Systematics







Transit Baseline Revenue Assessment

Preliminary Gap Analysis Findings

presented to

TPAC

presented by

Cambridge Systematics, Inc.

Planning Communities

Agenda

- Introductions
- Gap Analysis and Interviews
 - » Overview
 - » Research to Date
 - » Key Findings
- Opportunities
- Next Steps
- Discussion



Overview

- Gap Analysis (ongoing) intended to identify inconsistencies and gaps in policies and procedures related to baseline revenue assessment.
 - Conducted thorough review of existing files and data library.
 - » Currently, preparing findings and themes.
- Interviews (completed) intended to solicit perspectives from agencies to comply with baseline requirements.
- Feedback from the Gap Analysis/Interviews form the basis to develop project recommendations.



Research to Date

Reviewed sources related to WTP Baseline Policy:

- » Policy documents and draft documents
- » Reimbursement requests by agency
- » Bus Operating Plan Model and financial models
- » TPAC presentations and minutes

Conducted seven interviews:

- » GoWake Access
- » GoTriangle Tax District
- » GoTriangle Service Planning
- » City of Raleigh
- Town of Cary
- » CAMPO
- » Wake County



Source: <u>GoTriangle</u>



Key Finding – Agencies Respond Differently

- The status quo is not consistent among stakeholders.
- Reimbursement is ambiguous, and stakeholders have had to chart their own course.
 - » Agencies are unclear whether to account by revenue hours, platform hours, operating dollars, at a route level, at a system level, etc.
 - » Agencies are unclear what costs to include in cost per hour calculations
 - » Due to lack of guidance, agencies are developing their own individual methodologies for submitting reimbursement requests.
 - This has led to inconsistency between how agencies handle reimbursement requests.



Key Finding – No Ground Truth for Baseline Policy

- There is an overall lack of documentation about the Baseline Policy and reimbursement procedure.
 - » No clear, centralized Baseline Policy definitions and requirements.
 - » No consolidated reimbursement instructions.
 - » No example of best practice reimbursement requests.
 - » No direction for providing backup documentation.



Source: GoRaleigh



Key Finding – No Ground Truth for Baseline Policy

- Existing documentation and instructions do not record service characteristics.
 - » Without backup documentation, reviewers cannot judge whether service is supplementing or supplanting.
 - » More questions are required to comprehensively respond and complete Reimbursements
 - » Reviewers are financial professionals, and not expected to hold advanced service planning expertise.

Existing documentation and instructions include:

- » Wake Transit Work Plan Reimbursement Request and Financial Report
- » Wake Bus Operating Plan Model
- » Summary of Existing Funds for Public Transportation Systems in Wake County
- » Baseline Transit Funding Documentation memorandum
- » Baseline Transit Funding Interpretation memorandum
- » TPAC Guidance on Financial Model and Multi-Year Operating Program Assumptions for Baseline Pre-Wake Transit Services
- » General Operating Funding Agreement for Bus Operations
- » Draft policy and proposed methodology documents
- » Intent of Service documents



Key Finding – Baseline Policy Is Not Applied Consistently

- Policy needs to be flexible to change.
 - » Changing travel patterns may necessitate service adjustments to a pre-WTP route.
 - » Unclear about how to account for route shifting between providers.
 - The assumed 2.5% annual cost inflation from 2016 has undershot actual cost inflation for operations.
 - Program Development Subcommittee reviewing adjustments to 2.5%



Source: City of Raleigh



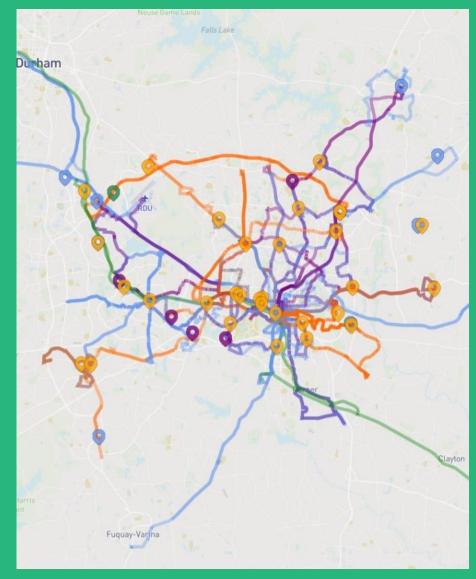
Key Findings – Interviews

- Agencies report that the definition of Baseline Policy is unclear.
- Agencies desire a clear, comprehensive written policy.
 - » No complete record of policy exists.
 - » Existing policy documentation is fragmented over multiple memos and spreadsheets.
- Policy should address issues such as:
 - » Cost increases / inflation
 - » Covid-19 impacts
 - » Driver shortages
 - » Route transfers between providers
 - » Changes in service models
 - Ensuring the mission of the WTP is fulfilled



Opportunities

- Simplify the process
- Enhance documentation
- Implement standards and guidance



Source: Wake Transit Performance Tracker



Next Steps

- Upcoming meetings
 - » Today TPAC briefing
 - » Mid-January Working Group briefing
 - February 21 TPAC briefing
- December complete Gap Analysis & Interview synthesis
- Mid-February draft recommendations



Discussion





5. Wake Transit Baseline Revenue Assessment

Requested Action:

Receive as Information



6. Wake Bus Plan Service Standards & Performance Guidelines and ADA Funding Policy Attachment B & C

Michelle Peele, GoTriangle





ADA Funding Policy

TPAC

December 2023



ADA Funding Policy

- ADA Funding Policy directive:
 - Recommend a process for budgeting funds for ADA related expenses
 - Recommend a process for reimbursing ADA funds associated with Wake Transit Plan

- Budget and Reimbursement Policy goals:
 - Be simple to understand, easy to use and replicate, and reward efficient operations.
 - Balance differences among the Wake transit providers and be consistent.

WTP ADA Budgeting

- ADA costs estimated on system-wide basis, based on fixed route investments
 - Percentage estimated for network overall (not assigned to individual operators)
 - Approach used in FY18 and FY19
- ADA costs budgeted as part of specific fixed route costs
 - ADA costs assigned to specific projects
 - o GoRaleigh's Northwest Route Additions: \$4.4m fixed route, ADA costs estimated at \$357,000 (rounded)
 - Used in FY20
- ADA costs budgeted as a single line item
 - Estimate for each provider's ADA costs. Budget also included a "reserve fund" for ADA service.
 - FY21 FY23

Methods to Budget and Reimbursement

- 1. GIS/spatial analysis to identify ADA paratransit trip growth associated with specific Wake Transit Plan investments.
- 2. A ridership and cost-trend analysis using data from prior years to develop a baseline of ADA costs and use increases above this baseline to estimate costs attributable to Wake Transit Plan investments.
- 3. A budget and reimbursement analysis that uses spending on fixed-route service as a proxy for ADA costs.

Approach to Reimbursing for ADA

- Allow individual transit agencies to receive 15% of their Wake Transit Plan fixed route costs for ADA paratransit trips
- 15% established as a cap / ceiling
- Allow agencies to request higher reimbursements with justification
 - Significant increases in the number of eligible riders
 - Increased trips taken per rider
 - Higher service delivery costs

Policy Revisions

- Text changes made to reflect comments received
- Approval process for reimbursements over 15%

Reimbursements Over 15%

The ADA funding policy recommends that individual transit providers may request reimbursement for costs incurred beyond 15% if they are able to provide justification for the additional costs. The method each provider uses should reflect access to internal data and be consistently applied each year. Examples include increases in the number of eligible riders, increased trips taken per rider, or higher service delivery costs that are greater than previous trends.

If a request for reimbursement is more than 15%, the provider must request approval by TPAC. Upon approval by TPAC, the Tax District Administration may authorize the release of funding to the requestor.

Insertion of text excluding CFA projects from the policy

This policy applies to the providers that provide the three Wake Transit Plan transit agencies, GoTriangle, GoRaleigh, and GoCary. It is not applicable to ADA paratransit services available outside of Wake County. ADA complementary services required by fixed route transit service funded through Wake Transit. This policy does not apply to providers who received funding from the Community Area Funding Program.

Questions



Service Guidelines and Performance Measures Wake Bus Plan



Service Guidelines and Performance Measures

- Establish a framework and rationale for the operation and investment in transit services in Wake County
- <u>Service design guidelines</u> set consistent standards by service type, so that similar types of service are implemented the same way across the county
- <u>Performance measures</u> track and report on the productivity of individual services and the overall network.

Combined framework is intended to communicate a clear, consistent, and equitable investment strategy that is understandable to the Wake Transit Bus Plan's stakeholders, including transit riders, transit operators, elected officials, and taxpayers.

Performance Measures

Current

- Operating Cost per Passenger Boarding
- Passenger Boardings Per Hour
- Farebox Recovery
- On-Time Performance

Proposed

- Service Quality
 - On-time performance
- Service Effectiveness
 - Cost per rider
 - Riders per hour/trip
- Service Impact
 - Reduction in standards for routes with increased impact

Communities of Concern

Strengths

- Existing, relatively simple measure
- Used in CAMPO and DCHC MTP
- Measured by block group
 - Relative measure
 - Block groups "score" if they are in the top 25% (having concentration of each demographic characteristic)
 - Disproportionate amounts of older adults, racial minorities or limited vehicle ability, etc.
 - Scores a "point" if the block of CAMPO average

Weakness

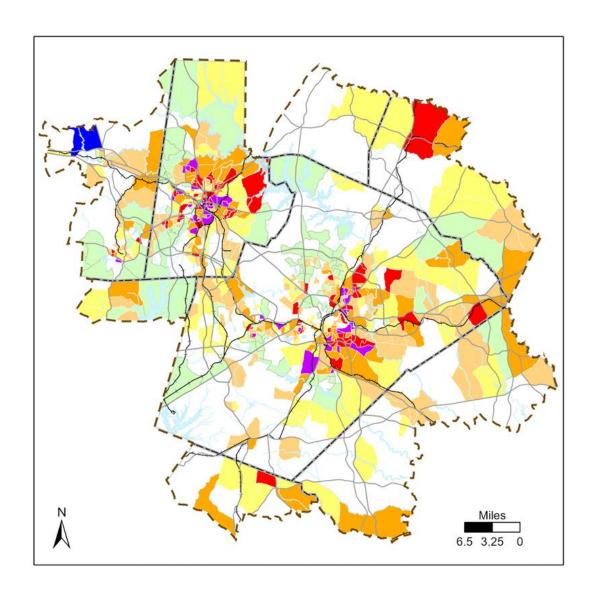
 Includes all CAMPOs and DCHC area jurisdiction (not Wake only)

Communities of Concern is based on Six Demographic Characteristics

- Race (non-white)
- 2. Ethnicity (Hispanic or Latino origin)
- 3. Poverty (below 150% of the poverty line)
- 4. Age (70+)
- 5. Vehicle Availability (zero-car households)
- English Proficiency (limited or no English proficiency)

Service Impact (Proposed)

- Reduction in standards for bus routes with higher community impact
 - Service historically disadvantaged communities
 - Measured as area scoring 4 or higher on CAMPO
 "Communities of Concerns" scale
- Bus routes that categorized as "higher community impact" meaning that 50% of the route's stops serve 4 or more communities of concern, qualify for a service impact benefit of 80% standard for riders per hour / riders per trip and 120% of the standard for cost per rider.
 - This is the same adjustment allowed for bus services operating between FY17 and FY21.



Service Impact Benefit (Option for Discussion)

- Bus routes with a "moderate community impact" meaning that 25% of the route's stops serve 4 or more communities of concern, qualify for a 5% reduction in that year's standard for riders per hour/riders per trip and 5% increase of the standard for cost per rider.
- This adjustment would be variable; dependent on the standard for non-qualifying routes.

Fiscal year	Performance Standard	Performance Standard-	Service Impact Benefit-	
	(Wake Transit Routes)	(Cost Effectiveness)	(Equity Routes- 50%)	(Equity Routes- 25%)
FY2017-2023	80% of service targets	120% of cost targets	80% / 120%	80% / 120%
FY2024-2026	90% of service targets	110% of cost targets	80% / 120%	85% / 115%
FY2027 and beyond	100% of service targets	100% of cost targets	80% / 120%	95% / 105%

Fixed Benefit Qualifying Routes (14)

GoRaleigh - 13 Routes 1, 5, 7L, 15, 15L, 17, 18, 19, 20A, 20B, 22, 24L, 33 GoTriangle ZWX

Variable Benefit Qualifying Routes (15)

GoRaleigh 2, 10, 11L, 12, 13, 21, 23L, 25L, 55X GoTriangle 300, DRX GoCary 1, 4, 5, 6

Reporting Requirements

Existing standard calls for quarterly reports — submitted to TPAC

- Report on performance by route for each standard
- Identify the number of consecutive quarters the route has over- or under performed relative to standards
- The TPAC will not be taking action on the routes on a quarterly basis, but transit providers will make the information available on a quarterly basis.

Engagement

 \triangleright November 6 – 20

17 written comments

- Improvements on bus service timeliness
- Bus cleanliness
- Full bike racks
- Additional bus stop needs
- Ensure budget appropriations to provide more bus service
- Extended hours needed for fixed route and paratransit

Facebook GoTriangle	Instagram GoTriangle	X GoTriangle	X @waketransit
Nov. 6: Impressions = 122	Nov. 6: Impressions = 175	Nov. 9: Impressions = 756	Nov. 6: Impressions = 354
Nov. 9: Impressions = 247	Nov. 13: Impressions = 129	Nov. 13: Impressions = 369	Nov. 9: Impressions = 145
Nov. 13: Impressions = 83	Nov. 18: Impressions = 81	Nov. 18: Impressions = 290	Nov. 14: Impressions = 73
Nov. 18: Impressions = 60		Nov. 20: Impressions = 116	Nov. 17: Impressions = 44
			Nov. 20: Impressions = 52

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
254	25	89	17	2

Email GoTriangle	GoForward Website
Nov. 6: Open Rate 68%	Views: 70
Nov. 16: Open Rate 66%	Total Users: 58

6. Wake Bus Plan Service Standards & Performance Guidelines and ADA Funding Policy

Requested Action:

Recommend the FY2025-2030 Wake Bus Plan: Service Standards and Performance Guidelines and ADA Funding Policy to the Wake Transit governing boards for approval.



ROLL CALL VOTE:

FUQUAY-VARINA KNIGHTDALE ROLESVILLE WAKE COUNTY(2) APEX
GARNER
MORRISVILLE
RT FOUNDATION
ZEBULON

CAMPO (2) GOTRIANGLE (2) NCSU WAKE FOREST CARY (2) HOLLY SPRINGS RALEIGH (2) WENDELL



7. FY2023 Wake Transit Progress Report and Financial Statement Attachment D & E

Michelle Peele & Jennifer Hayden, GoTriangle



Wake Transit Progress Report

FISCAL YEAR 2023

Wake County Progress Report

The Wake County Progress Report, included within GoTriangle's Annual Report, highlights activities that occurred throughout the fiscal year and provides a financial summary for the year as reported in the Annual Comprehensive Financial Report.

Content

FISCAL YEAR 2023

Year End Review

- Accomplishments
 - Service Improvements by Providers
 - Capital Projects by Project Sponsor
 - Planning Projects by Project Sponsor
- Wake Transit Revenues and Expenditures

FISCAL YEAR 2024

Next Steps

- Planned Service Improvements by Providers
- Planned Capital Projects by Project Sponsor

FY2023 Highlights

- Wake Bus Plan
- ➢ GTCR
- > BRT
- > RUS Bus
- ➤ GoApex Route 1
- Morrisville Smart Shuttle
- Wake Tracker Update and Progress Toward Goals



WAKE COUNTY TRANSIT PLAN

Progress continued during FY2023 toward achieving the goals outlined in the Wake County Transit Plan. This planning document is collaboratively developed and provides a vision for improving the overall mobility of Wake County residents by improving and expanding the county's public transportation network. The vision includes increasing and diversifying travel choices so as to improve access to jobs, education, community services, shopping, entertainment and other activities. The goals of the Wake Transit Plan – known as the Four Big Moves – are to connect the region; create frequent, reliable urban mobility; connect all Wake County communities; and enhance access to transit.







CONNECT ALL WAKE



CREATE FREQUENT, RELIABLE URBAN MOBILITY



TO TRANSIT

HIGHLIGHTS

In FY2023, the technical work for Phase 2 of the Greater Triangle Commuter Rail Feasibility Study was completed. The feasibility study results and technical appendices are available at readyforrailnc.org. Public engagement to share and gather input on the results was completed in early 2023 and included thousands of survey responses from participants across the region. Despite the challenges described in the feasibility study summary report, more than 80% of survey respondents expressed support for continued planning of commuter rail. The Capital Area Metropolitan Planning Organization, known as CAMPO, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization created subcommittees to facilitate the ongoing decision-making process regarding whether or how to move forward with commuter rail project development in the Triangle, Construction began

on the 1.76-acre site for the Raleigh Union Station Bus Facility, known as RUS Bus. This facility will be part of a vibrant, integrated, joint development in the Warehouse District of downtown Raleigh. RUS Bus will weave together a street-level bus facility with bike- and pedestrian-friendly spaces. Private development will include 420 multifamily residential units, including 10% dedicated for affordable housing opportunities, as well as retail space, in one central hub.



Included in the Report are Accomplishments and What Can be Expected Next Year

ACCOMPLISHMENTS

SERVICE IMPROVEMENTS

GOTRIANGLE

- Increased annual ridership by 8% from FY2022.
- Reinstated the CRX and DRX routes after a short canceling of service due to the driver shortage.
- Realigned Routes 310 to be more efficient route and to improve safety.

CITY OF RALEIGH

Increased ridership by 17.8%. O C

NOTE: Due to the operator shortage, planned service improvements for FY2023 remained on hold. Once GoRaleigh has the necessary staff, improvements will be implemented.

WAKE COUNTY

- Added weekend hours for GoWake SmartRide NE.
- Added a fourth service vehicle to microtransit fleet.

TOWN OF A PEX

Launched service on July 30, 2022, for GoApex Route 1, the town's first free, local circulator, as well
as for GoApex Door to Door, the free complementary ADA paratransit service to GoApex Route 1.

TOWN OF CARY

Collaborated with Apex on launching GoApex Route 1. GoCary serves as operator of the fixed-route service.

TOWN OF MORRISVILLE

Continued successful service of the Morrisville Smart Shuttle.

APITAL PROJECTS

GOTRIANGLE

- Completed the technical work for Phase II of the Greater Triangle Commuter Rail Feasibility Study.
 Completed public engagement regarding the feasibility study results, which included surveying thousands of participants from across the region.
- Began construction on the 1.76-acre site for Raleigh Union Station Bus Facility with remediation and demolition of three former warehouse buildings.
- Purchased six electric buses. O C
- Executed contract for design for 56 bus stops in Wake County, including Americans with Disabilities Act improvements and amenities to enhance passenger safety and comfort. O O

CITY OF RALEIGH

- Improved 15 bus stops with shelters and installed 21 ADA-compliant landing pads to comply with the Americans with Disabilities Act and to improve safety. A further 127 bus stop improvements are in design.
- Completed the design for seven enhanced transfer point sites. An additional four enhanced transfer point sites are near final design.
- Began construction on the Poole Road Park-and-Ride facility. The facility will provide more than 200 parking spaces (12 will have electric vehicle chargers) and bus stop amenities.
- Completed the federal Title VI Equity Analysis for site selection and identified a preferred site for the GoRaleigh/GoWake ACCESS Paratransit Operations & Maintenance Facility. The National Environmental Policy Act process was completed for this site, which received a Documented Categorical Exclusion. City staff completed the Title VI and NEPA in-house — a significant cost savings to the Wake Transit Plan. The city's Real Estate Division has submitted an offer for the property and anticipates acquisition in second quarter of FY2024. City staff applied for a 2023 RAISE grant to help offset rising costs in the construction industry and \$9.9 million was awarded toward construction or the ADA Facility.
- Began design work on the East Raleigh Park-and-Ride and future transit facility. The preferred site was purchased in FY2023. ♥ □

NEXT STEPS SERVICE IMPROVEMENTS

GOTRIANGLE

- Finalize planning to add mid-day service for the Route 305.
- Continue to plan for route restorations.

CITY OF RALEIGH

- Implement the Route 5: Bilthore Hills high-frequency route package in FY2024. This package will see the
 elimination of GoRaleigh's Routes 13 and 22, while realigning Route 5 to include some areas previously
 covered by the eliminated routes. The new Route 5 will operate at 15-minute frequencies and Route 20 will
 be expanded to include weekend service. 9
- Implement Rolesville Microtransit in FY2024 as an alternative to the under-performing 401X route.
- Finalize route path for the Hillsborough high-frequency route package and implement service. Due to the
 ongoing operator shortage, the service is planned to go online in FY2024. This route will connect downtown
 Raleigh with Meredith College, North Carolina State University and Plaza West shopping center.

WAKE COUNTY

- Implement new scheduling software, Ecolane.
- Onboard new operations vendor, RATP-Dev.
- Roll out SmartRide service enhancements to include weekends.

TOWN OF CARY

In FY2025, GoCary plans to begin service on Routes 11 and 12. Route 11 will serve East Cary and connect
GoCary to the NC State campus for the first time. Route 12 is an expansion of the current Apex-Cary Express
providing all-day, local service between the two municipalities. ○

TOWN OF MORRISVILLE

· No future service improvements to report at this time.

CAPITAL PROJECTS

GOTRIANGLE

- Continue construction for the RUS Bus facility in anticipation of opening in 2025. ∅ ♥
- Begin construction on 56 bus stop improvements in Wake County.

CITY OF RALFIGH

- Begin construction of Set 7 bus stop improvements.
- Complete construction of Poole Road Park-and-Ride facility.
- Complete design and begin construction of enhanced Transfer Points at WakeMed North Hospital, Pleasant Valley Shopping center and Hillsborough/Gorman streets. Continue designing eight more sites.
- Complete design and start construction of the East Raleigh Park-and-Ride. Purchase property and begin

design work on GoRaleigh/GoWake Access ADA/Paratransit Operations & Maintenance Facility.

Acquire four replacement vehicles for the GoRaleigh Access paratransit program, seven vehicles for the GoRaleigh shuttle and maintenance fleet (four replacement, three expansion) and three new low no-emission buses for GoRaleigh's fixed-route operations (two replacement, one expansion).

OWN OF CARY

- Complete design and start construction of Phase 3 of the GoCary Bus Stop Improvement Project, which includes bus stops for upcoming Route 11, Route 12, Route 1 realignment, as well as improving existing bus stops in the system up to ADA compliance.
- Complete final design of the Bus Operations and Maintenance Facility project and begin the bidding process for construction.
- Review responses from the RFQ issued for developing town-owned land in downtown Cary, including master
 planning of the Multimodal Center site. The Town of Cary continues with land acquisition for the Multimodal
 Center site.

TOWN OF APEX

- Begin planning for bus stop improvements including amenities and accessibility improvements.
- . Begin planning for Saunders and Hinton Street sidewalk improvements.

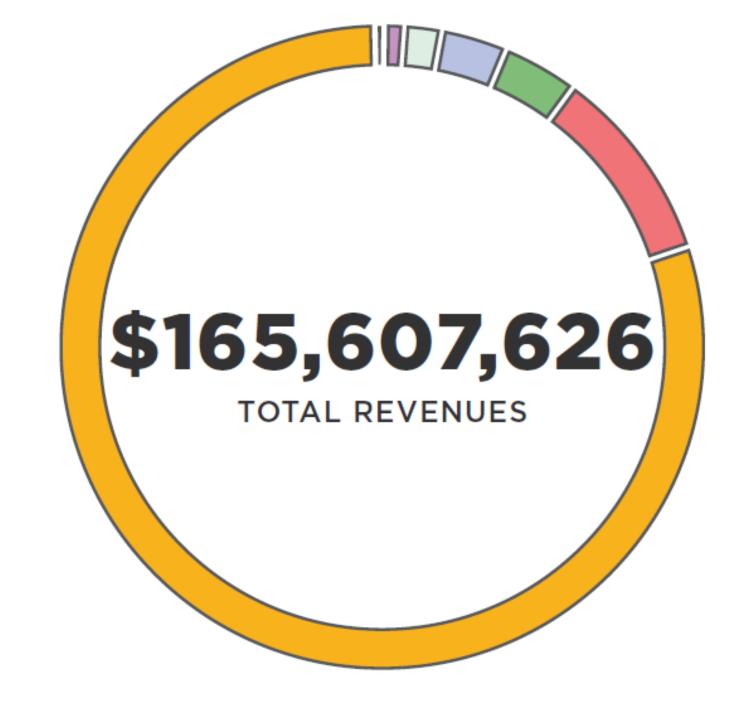
Schedule

- Contact Partners for Input (complete)
 - Wake County Check In
- Draft Development (complete)
- October 2023: CE Subcommittee
 - Presentation of Progress Report (No Financial Information To Be Included)
- November 2023: Joint CE Subcommittee Meeting
 - Presentation of Progress Report (Financial Information To Be Included)
- December 2023: TPAC
 - Presentation of Progress Report (Financial Information To Be Included)
- January 2023: Governing Boards Presentation of Progress Report

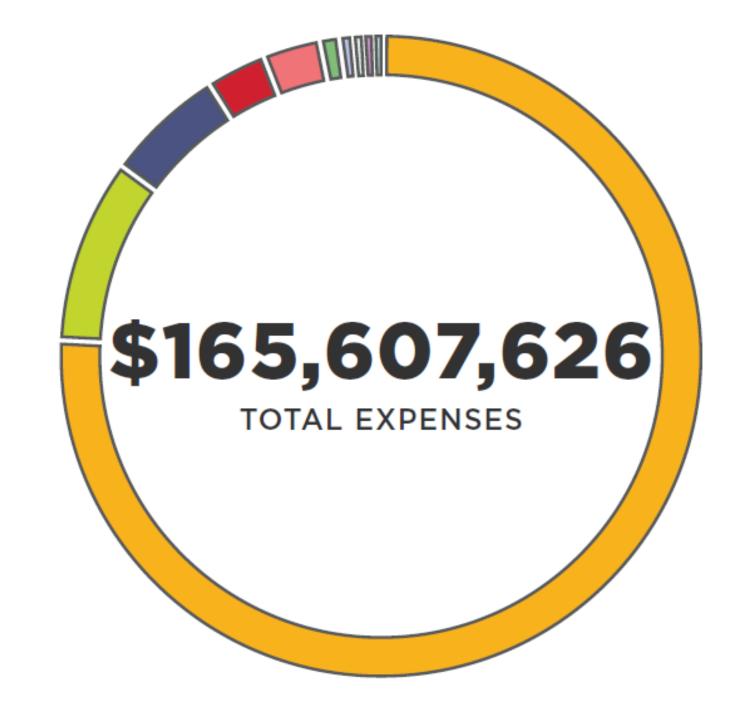
Wake Transit Financial Report

FISCAL YEAR 2023

- ☐ \$132,807,068 Half Cent Sales Tax
- \$17,437,460 Investment Income
- ☐ \$6,819,400 \$7 DMV Registration Tax
- □ \$5,056,042 Vehicle Rental Tax
- \$2,921,493 \$3 DMV Registration Tax
- \$795,699 Other Revenue
- -\$229,536 Unrealized Investment Loss



- \$126,123,932 Allocation to Fund Balance
- \$15,969,679 Transit Services
- □ \$9,580,649 Bus Rapid Transit
- □ \$5,644,833 Bus Infrastructure
- \$4,546,288 Transit Plan Administration
- □ \$1,518,311 Community Funding Area
- \$660,644 Capital Planning
- \$533,496 Commuter Rail Transit
- ☐ \$528,612 Vehicle Acquisition
- ☐ \$501,182 Tax District Administration



TRANSPORTATION AUTHORITY NORTH CAROLINA





2023

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED JUNE 30, 2023

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY Balance Sheet Governmental Funds June 30, 2023

Major Funds Major Funds	<u> </u>	
Triangle Triangle Triangle Major Triangle Triangle Triangle Triangle Triangle Tax District - Orange Special General Fund Durham Operating Tax District Orange Operating Tax District Wake Operating Tax District Make Operating Tax District Tax District Tax District Wake Operating Tax District Tax District Fund Durham Capital Orange Capital Wake Capital	Non-Major Governmental Fund	Total Governmental Funds
ASSETS		
Cash and cash equivalents \$ 2,531,640 \$ 2,072,643 \$ 5,207,099 \$ 1,193,968 \$ 2,491,228 \$ 19,544,112 \$ - \$ 10,798,075 \$ - \$ - \$	- \$ -	\$ 43,838,765
Taxes receivable, net:		
Vehicle registration taxes 1,693,220 433,503 185,781 203,217 87,093 1,735,860 743,670 -	-	5,082,344
Refundable sales tax 335,152	-	335,152
Local option sales tax - 10,887,996 - 3,242,814 - 33,498,660	-	47,629,470
Governmental agencies 325,758 20,836 - 6,341 302	-	353,237
Rental tax - 3,115,530 - 1,521,538 - 9,853,769 - 821,965	-	15,312,802
Accrued interest 81,712 154,356 1,045,183 - 184,959	-	1,466,210
Prepaid items 73,815	-	73,815
Due from other funds 16,237,652	- 63,230	16,300,882
Other Miscellaneous 1,489,501 12,000 24,012	-	1,525,513
Investments 12,404,669 71,294,399 - 1,532,131 - <u>28,475,310</u> 33,307,727 55,967,658 8,558,475 <u>46</u> 7,153,		678,694,059
Total assets 35,173,119 87,991,263 5,392,880 7,700,009 2,578,321 94,152,894 743,670 45,137,040 55,967,658 8,558,475 467,153,	63,230	810,612,249
	_	
LIABILITIES		
Accounts payable and accrued liabilities 140,174 1,781,162 - 1,293,702 - 5,279,625 743,670 14,532,375	- 110,080	23,880,788
Due to other funds 63,230 1,598,705 - 480,334 - 202,166 - 6,736,861	-	9,081,296
Accrued wages and benefits 345,961 35,177 - 10,329 - 66,424		457,891
Total liabilities 549,365 3,415,044 - 1,784,365 - 5,548,215 743,670 21,269,236	110,080	33,419,975
DESCRIPTION WITHOUT ONE OF PERCURSES		
DEFERRED INFLOWS OF RESOURCES Leases 21,147		21,147
	-	21,147
Total deferred inflows of resources		21,147
FUND BALANCES		
Nonspendable		
Prepaid flems 73,815	-	73,815
Restricted - Stabilization by State Statute 20,162,995 14,624,221 185,781 4,973,910 87,093 46,133,472 743,670 1,010,091	- 63,230	87,984,463
Restricted - Enabling Legislation - 66,565,820 5,207,099 - 2,491,228 31,854,293 - 22,836,566 20,428,637 7,279,497 316,382,		473,045,304
Restricted Interlocal Agreement - 3,386,178 - 941,734 - 9,285,667 35,539,021 1,278,978 150,771,		201,203,104
Restricted - Community Funding Area Program	-	1,331,247
Unassigned 14,386,944 <u> (743,670) </u>	- (110,080)	13,533,194
Total fund balances 34,623,754 84,576,219 5,392,880 5,915,644 2,578,321 88,604,679 - 23,846,657 55,967,658 8,558,475 467,153, Total flabilities and fund balances 35,173,119 \$87,991,263 \$5,392,880 \$7,700,009 \$2,578,321 \$94,152,894 \$743,670 \$45,137,040 \$55,967,658 \$8,558,475 \$467,153,		777,171,127 \$ 810.612,249

Wake Operating

- ☐ Revenues = \$34,865,275
- ☐ Expenditures = \$22,013,412
- Other Financing Sources = \$2,969,090
- ☐ Increase to Fund Balance = \$15,820,953

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

Triangle Tax District - Wake Operating

Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual For The Fiscal Year Ended June 30, 2023

								rlance with
		Budget	ıts			Positive		
		Original		Final	Ac	tual Amount	(Negative)
REVENUES								
Special sales tax revenue	\$	15,590,485	\$	15,680,152	\$	19,276,792	\$	3,596,640
Vehicle rental tax		3,800,000		3,800,000		5,056,042		1,256,042
\$7 Vehicle registration tax		6,940,000		6,940,000		6,819,400		(120,600)
Investment Income		-		-		2,917,342		2,917,342
Miscellaneous revenue		497,000		497,000		795,699		298,699
Total revenues		26,827,485		26,917,152		34,865,275		7,948,123
				_				
EXPENDITURES		554 374		554 374		504.400		450 400
Tax District Administration (GoTriangle)		551,371		651,371		501,182		150,189
Transit Plan Administration								
GoTrlangle		2,432,842		2,547,842		2,133,218		414,624
Capital Area Metropolitan Planning Organization		623,366		713,033		439,861		273,172
City of Raleigh		1,560,406		1,560,406		1,090,517		469,889
Town of Cary		862,779		944,625		882,692		61,933
Community Funding Area								
Town of Wake Forest		375,235		375,235		370,160		5,075
Town of Apex		408,534		408,534		289,364		119,170
Town of Morrisville		347,270		347,270		336,739		10,531
Reserve		902,963		902,963		-		902,963
Bus Operations								
GoTriangle		4,916,826		4,916,826		2,819,899		2,096,927
City of Raieigh		13,734,165		13,734,165		10,087,086		3,647,079
Town of Cary		2,426,426		2,426,426		2,416,769		9,657
Wake County		644,425		644.425		644.425		_
Town of Wendell		4.636		4.636		1,500		3.136
Town of Zebulon		6.241		6.241		.,000		6,241
Total expenditures		29,797,485		30,183,998		22,013,412		8,170,586
•								
Revenues over (under) expenditures		(2,970,000)		(3,266,846)		12,851,863		16,118,709
OTHER FINANCING SOURCES (USES)								
Transfers from other funds'		2.970.000		2.970.000		2.921,493		(48,507)
Lease liabilities issued		2,570,000		2,570,000		2,794		
		-		-				2,794
IT subscription arrangement	_					44,803		(45.747)
Total other financing sources (uses)		2,970,000	_	2,970,000	_	2,969,090	_	(45,713)
Appropriation from fund balance		-		296,846		-		(296,846)
Excess (deficiency) of revenues and other financing								
sources over expenditures and other financing (uses)	\$		\$			15,820,953	\$	15,776,150
Fund balance, beginning						72,783,726		
Fund balance, ending					\$	88,604,679		

Wake \$3 DMV Registration Tax

☐ Revenues = \$2,921,493

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY Wake Special Tax District

Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual For The Fiscal Year Ended June 30, 2023

	Budget Amounts Original Final				Act	ual Amount	Variance with Final Budget Positive (Negative)		
REVENUES	-	0.070.000	_	0.070.000	_	0.004.403	-	440.507	
\$3 Vehicle registration tax	5	2,970,000	5	2,970,000	\$	2,921,493	5	(48,507	
Total revenues		2,970,000		2,970,000		2,921,493		(48,507	
EXPENDITURES									
Total expenditures				-		-		-	
Revenues over (under) expenditures		2,970,000		2,970,000		2,921,493		(48,507	
OTHER FINANCING SOURCES (USES)									
Transfers (to) other funds		(2,970,000)		(2,970,000)		(2,921,493)		48,507	
Total other financing sources (uses)		(2,970,000)		(2,970,000)		(2,921,493)		48,507	
Excess (deficiency) of revenues and other financing									
sources over expenditures and other financing (uses)	\$	_	5	_		-	Ş	-	
Fund balance, beginning									
Fund balance, ending					5	_			

Wake Capital

- ☐ Revenues = \$127,820,858
- **□** Expenditures = \$17,470,282
- ☐ Increase to Fund Balance = \$110,350,576

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

Triangle Tax District - Wake Capital

Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual For The Fiscal Year Ended June 30, 2023

		Final Budget	A	ctual Amount		ariance with inal Budget Positive (Negative)
REVENUES						
Special sales tax revenue	\$	91,819,847	\$	113,530,276	\$	21,710,429
Investment income				14,290,582		14,290,582
Total revenues		91,819,847	_	127,820,858	_	36,001,011
EXPENDITURES						
Capital Planning						
GoTriangle		1,122,471		499,534		622,937
Capital Area Metro Planning Organization		176,110		161,110		15,000
Community Funding Area						
Town of Apex		197.487		194,073		3,414
Town of Fuquay-Varina		50.000		48.253		1.747
Town of Knightdale		23,553		23,488		65
Town of Morrisville		153,754		13,495		140.259
Research Triangle Foundation		242,739		242,739		110,200
Bus Infrastructure		212,700		212,700		
GoTriangle		34.787.278		1.985.250		32.802.028
City of Raleigh		32.275.595		2.076.475		30,199,120
Town of Carv		56,573,827		1.583.108		54,990,719
Reserve		3,121,600		1,000,100		3.121.600
Commuter Rail		3,121,000		-		3,121,000
GoTriangle		2,040,446		533,498		1,506,950
Reserve		24.610.371		333,480		24.610.371
Bus Acquisition		24,010,371		-		24,010,3/1
		4 220 240		478.572		0.754.747
City of Raleigh		4,230,319				3,751,747
GoTriangle		3,503,046		50,040		3,453,006
Bus Rapid Transit				0.500.040		70.070.045
City of Raleigh		88,253,964		9,580,649		78,673,315
Allocation to Wake Capital Fund Balance		28,173,694				28,173,694
Total expenditures		279,536,254	_	17,470,282	_	262,065,972
Revenues over (under) expenditures	_	(187,716,407)	_	110,350,576		(226,064,961)
Appropriated fund balance		187,716,407		-		(187,716,407)
Excess (deficiency) of revenues and other financing						
sources over expenditures and other financing (uses)	\$			110,350,576	\$	110,350,576
Fund balance, beginning				356,803,114		
			•			
Fund balance, ending			ş	467,153,690		

See additional capital outlay information on Table 15 in the Statistical Section

Note 11 - Stewardship Compliance and Accountability

☐ Wake Transit Plan

11. STEWARDSHIP COMPLIANCE AND ACCOUNTABILITY

Wake Transit Plan

The Transit Governance Interlocal Agreement requires certain restrictions be imposed on resources for future use in Wake County. These are shown as Restricted – Interlocal Agreement. \$1,331,247 is restricted in the Triangle Tax District – Wake Operating Fund to fund expenditures budgeted for the Community Funding Area Program. \$24,816,433 in the Triangle Tax District – Wake Capital Fund is a restriction of 25% of the estimated local option sales tax revenue budgeted for Fiscal Year 2024. The Triangle Tax District-Wake Operating Fund has the same 25% restriction, in the amount of \$7,369,435.

Table 12 – Demographics and Economic Statistics

Demographic and Economic Statistics Last Ten Years

	Population	Personal Income (thousands	Per Capita Personal		
Year	Estimates 1	of dollars) 2	Income 3	School Enrollment 4	Unemployment Rate 5
2014	974,289	50,257,552	50,835	153,039	4.9%
2015	998,691	53,028,913	53,625	155,000	4.7%
2016	1,024,198	56,592,270	54,549	156,644	4.2%
2017	1,046,791	60,216,950	56,162	158,374	3.6%
2018	1,072,203	64,461,643	59,014	160,429	3.6%
2019	1,092,305	69,222,569	62,264	160,471	3.9%
2020	1,111,761	74,107,214	65,450	161,907	7.1%
2021	1,129,410	81,900,659	71,205	157,673	4.1%
2022	1,150,204	•	•	158,761	3.4%
2023	1,175,021	•	•	158,412	3.1%

^{*} Information not yet available

¹⁰ U.S. Census Bureau, previous calendar year

[©] Bureau of Economic Analysis Regional, Economic Information System - Bureau of Economic Analysis November 2022.

⁽⁹⁾ Bureau of Economic Analysis Regional Economic Account - computed using Census Bureau midyear population estimates available as of November 2022.

¹⁶ North Carolina Department of Public Instruction, 2022-2023 Wake County Public Schools District Facts.

⁽⁵⁾ Employment Security Commission of North Carolina; 2022-2023 - North Carolina Department of Commerce-Labor & Economic Analytics Division.

Table 13 – Principal Employers in Wake County

Principal Employers Current Year and Nine Years Ago

2023 2014* Percentage of Total Percentage of Total County Employer Employees 1 Employment 2 Employees 1 County Employment Rank Rank 5.01% State of North Carolina 3.84% 24,083 24,083 17,000 17,572 3.66% Wake County Public School System 2 2.71% 2 Wal-Mart 16,800 2.68% WakeMed Health & Hospitals 10,307 1.65% 8,423 4 1.68% Food Lion 9,037 1.44% North Carolina State University 9,019 1.44% 8,080 5 1.75% Target 8,400 1.34% 7,700 UNC Rex Healthcare 1.23% 5,400 7 1.12% Harris Teeter 5,300 0.85% 5,100 10 Lenovo 0.81% SAS Institute, Inc. 5,159 8 1.07% IBM Corporation 3 10,000 2.08% GlaxoSmithKline, Inc. 4,140 10 0.86% Wake County Government 4,341 9 0.90% Cisco Systems 5,500 1.15% 112,746 17.99% 92,698 19.28%

FY18-FY21: Top 10 Employers included the Triangle Regional Area

⁽¹⁾ Source: Wake County Economic Developmet / Greater Raleigh Chamber of Commerce

⁽³⁾ Source: North Carolina Department of Commerce

For Wake, Durham and Orange Countles Principal Auto Rental Agencies For the Current Ficoal Year and Earliest Available Ficoal Year

Table 14

		2023		2014						
			Percentage	(Percentage				
	Vehicle		of	Vehicle		of				
Vendors	Rental Tax	Rank	Total Sales	Rental Tax	Rank	Total Sales				
Enterprise Rent A Car	\$ 7,386,448	1	50.07%	\$ 4,548,059	1	47.50%				
Hertz Corporation	2,323,152	2	15.75%	1,826,887	2	19.08%				
Avis Rent A Car System	1,708,213	3	11.58%	1,056,760	3	11.04%				
Budget Rent A Car Systems	1,539,863	4	10.44%	739,793	4	7.73%				
DTG Operations	1,078,963	5	7.31%	548,735	5	5.73%				
U-Haul	491,503	6	3.33%	216,800	7	2.26%				
Payless Car Rental, Inc	36,182	7	0.25%	-	-	-				
Capital Ford	32,819	8	0.22%	-	-	-				
Herc Rentals, Inc.	31,904	9	0.22%	-	-	-				
Van Products	27,459	10	0.19%	-	-	-				
Triangle Rent A Car	-	-	-	272,433	6	2.85%				
Simply Wheelz, LLC	-	-		91,672	8	0.96%				
University Ford Isuzu	-	-	-	23,913	9	0.25%				
ZipCar, Inc	-	-	-	13,338	10	0.14%				
Other	96,934	N/A	0.66%	236,685	N/A	2.46%				
Total	\$ 14,753,440		100.00%	\$ 9,575,075	_	100.00%				

Notes: The 1997 session of the General Assembly enacted legislation permitting a regional public transportation authority to levy a 5% tax on motor vehicle rental receipts in its multi-county service area. Following a public hearing, a tax levy of 5% on motor vehicle rental receipts was approved by the Special Tax Board, the Boards of County Commissioners of Wake, Durham, and Orange counties; and the GoTriangle Board of Trustees. GoTriangle began collection of the tax on January 1, 1998.

This table is prepared based on actual cash receipts. Accrual adjustments have been made for the financial statements.

Table 14 – Principal Auto Rental Agencies

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

Triangle Tax District - Wake Capital

Schedule of Cumulative Capital Project Effort

From Inception to the Fiscal Year Ended June 30, 2023

		Cumulative Amounts		Act	tual Amounts		Cumi	riance From dative Amounts Positive
	of	All Projects	Prior Years		FY23	 Total		(Negative)
REVENUES Special Sales Tax	\$	455,735,842	\$ 449,970,115	\$	113,530,276	\$ 563,500,391	\$	107,764,549
Investment Income Total revenues			 (7,080,954)		14,290,582	7,229,628		7,229,626
Total revenues		455,735,842	 442,909,161		127,820,858	 570,730,019		114,994,177
EXPENDITURES								
Capital Planning								
GoTriangle		4,305,000	2,188,408		400,534	2,685,940		1,620,059
City of Raleigh		425,000	422,943			422,943		2,057
CAMPO		740,000	482,074		181,110	643,184		98,818
Wake County Community Funding Area		30,000	30,000			30,000		-
Town of Apex		207,000	9,513		194,073	203,588		3,414
Town of Fuguey-Varina		63,750	9,000		48,253	57,253		8,497
Town of Garner		50,000	47,782			47,782		2,218
Town of Knightdale Town of Morrisville		50,000 248,000	28,448 94,248		23,488 13,495	49,938 107,741		64 140.259
Town of Rolesville		16,500	11.517		15,495	11.517		4.983
Research Triangle Foundation		263,463	20.724		242.730	263,463		4,400
Commuter Reil								
GoTriengie		4,798,982	5,199,059		533,496	5,732,555		(935,593)
Reserve		41,663,409				-		41,683,409
Bus Repid Transit								
City of Raleigh		103,955,545	15,701,581		9,580,649	25,282,230		78,673,315
Bus Infrastructure		12 200 000	A 0.00 000		4 000 000	4.004.000		00 700 044
GoTriangle		41,108,233 37,728,522	6,385,972		1,985,250	8,371,222 6,164,027		32,735,011
City of Raleigh Town of Carv		57,728,522 58,909,110	4,087,552 2.313.080		1,583,108	3,898,168		55,012,942
Town of Holly Springs		55,000	48.634		1,000,100	48.834		8.366
Reserve		5.161.600	40,000			40,004		5.161.600
Bus Acquisition		a, 101,000						a, ratifacta
GoTriengle		10,000,000	6,496,954		50,040	6,546,994		3,453,008
City of Raleigh		47,432,500	42,534,580		479,572	43,013,153		4,419,357
Reserve		1,200,000	-			-		1,200,000
Allocation to Wake Capital Fund		227,562,299	 358,803,114		110,350,576	 467,153,690		(239,591,391)
Total expenditures		585,970,901	 442,909,161		127,820,858	 570,730,019		15,240,882
Revenues over expenditures		(130,235,059)	 -			 -		(130,235,059)
OTHER FINANCING SOURCES (USES)								
Allocation from Wake Capital Fund Balance		130,235,059			1=1			130,235,059
Total other financing sources		130,235,050	-		-			130,235,050
Excess of revenues over expenditures	8		\$ 	\$		\$ -	8	_

Table 15 – Wake Capital Schedule of Cumulative Capital Project Effort

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

Triangle Tax District - Wake Funds Fund Balance Against Inter-local Agreement Benchmarks June 30, 2023

Fund Balances:	TTD - Wake Operating		TTD - Wake Capital
Restricted - Stabilization by State Statute	\$ 46,133,472	\$	-
Restricted - Enabling Legislation	31,854,293		316,382,164
Restricted - Interlocal Agreement	9,285,667		150,771,526
Restricted - Community Funding Area Program	 1,331,247		
Total fund balances	\$ 88,604,679	\$	467,153,690
Article 43, Local Option Sales Tax budgeted in FY 2024 At 25% Excess / (Deficit) Coverage	\$ 26,519,260 6,629,815 81,974,864	\$	98,480,740 24,620,185 442,533,505
FY 2024 Operating Expenditures	\$ 37,658,538		NA
90 Days Operating Cash Requirement	9,285,667		NA
Excess / (Deficit) Coverage	\$ 79,319,012	_	NA

Table 16 – Wake Fund Balance Against Interlocal Agreement Benchmarks

7. FY2023 Wake Transit Progress Report and Financial Statement

Requested Action:

Receive as Information



8. 2023 Onboard Customer Survey Results Attachment F

Liz Raskopf, GoTriangle



Onboard Customer Satisfaction Surveys Project Update

Liz Raskopf, GoTriangle

Onboard Customer Satisfaction Surveys: Purpose



- 1. Compliance
- 2. Ridership demographics
- 3. Customer satisfaction

Onboard Customer Satisfaction Surveys: History

2017-2018

- Survey added to Transit Plans
- Agencies create common questionnaire

Fall 2018 & Fall 2019

- Survey conducted onboard buses

Onboard Customer Satisfaction Surveys: History

Fall 2020 & 2021

- Survey suspended due to COVID19

Fall 2022 & Spring 2023

- Survey resumes collection

Onboard Customer Satisfaction Surveys: Deliverables

- 4 Individual Reports
 - GoCary, GoRaleigh,
 GoTriangle, GoDurham

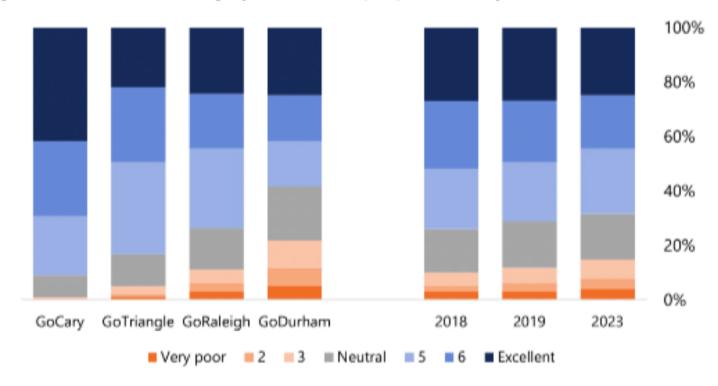
- 1 Regional Report
 - All systems

Onboard Customer Satisfaction Surveys: Sample Size

Combined Sample Size: 4,098 Weighted by total ridership

Onboard Customer Satisfaction Surveys: Overall Satisfaction





Onboard Customer Satisfaction Surveys: Major Changes

Metric	2018	2019	2023	Change
Multi-System Travel	19%	44%	40%	More than doubled
Work Status: Unemployed	6%	7%	14%	More than doubled
Race/Ethnicity: African American/Black	58%	58%	63%	+5%
Race/Ethnicity: Caucasian/White	21%	22%	14%	-7%
Race/Ethnicity: Asian	7%	8%	10%	+3%
Vehicle Availability	33% (GoRaleigh) 64% (GoTriangle) 37% (GoCary)	35% 70% 51%	24% 40% 35%	-9% -24% -2%

Q&A

For more information, contact Liz Raskopf, Public Engagement Manager, GoTriangle

919-939-0679 / eraskopf@gotriangle.org

8. 2023 Onboard Customer Survey Results

Requested Action:

Receive as Information



9. Wake Transit-Funded Project Updates

- A. Wake Forest
- B. Apex
- C. Cary
- D. GoTriangle (Bus Stops)



9a. Wake Forest Transit Update (Emma Linn)



December 13, 2023



Wake Forest Public Transit Update

Presented by Emma Linn, Planner II

Public Transit in Wake Forest

2

3

Exsisting Conditions & Performance

Wake Forest's current service is a bidirectional loop that serves primarily central Wake Forest and a portion of the Raleigh/Wakefield area.

Wake Forest Public Transit Plan

The plan recommends
realigning the current service
and implementing a
Southern Wake Forest
microtransit service.

What's Next?

Share how we are working toward implementing the recommendations of the Transit Plan.

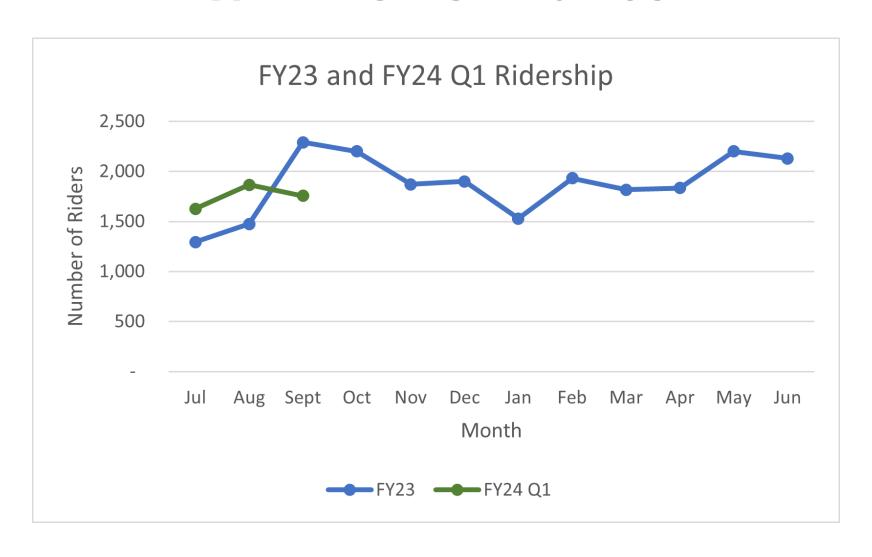
Proposed S-Line Station S-Line Station Area Weekday Ridership Density (WFL, 2022) **Existing Transit Routes** Wake Forest Loop (WFL) Wake Forest-Raleigh Express (WRX) Triangle Town Center Connector (25L) Rolesville Express (401X)

Exsisting Conditions

The Wake Forest Loop (WFL) is a bidirectional circulator service that currently serves Wake Forest and a small portion of Raleigh/Wakefield.

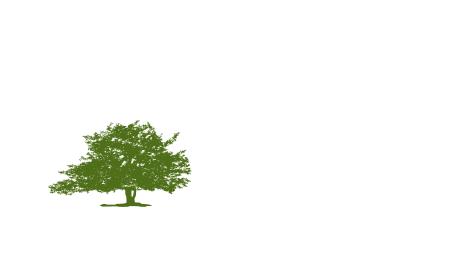


WFL Performance



Public Transit Plan Adopted

On October 3, 2023, the Wake Forest Board of Commissioners voted to adopt the Wake Forest Public Transit Plan.





Eight engagement activities were held by the project team to gather feedback from the community and stakeholders from October 2022 through July 2023.



Activity Center Proposed S-Line Station S-Line Station Area Alternative B2 Microtransit Zone Microtransit Nodes East Loop West Loop

Preferred Option

Following the various outreach and engagement opportunities, a preferred transit option was identified.

The preferred option recommends the realignment of existing circulator routes and a southern Wake Forest microtransit zone.



Circulator Realignment

The exsisting circulator will be realigned to create two separate loops; East Loop and West Loop.

The proposed realignment removes a portion of the existing service between NC 98 and Ligon Mill Rd and Heritage Lake Rd and Rogers Rd.



ROUTE ALIGNMENT AND ZONE

CIRCULATORS

The project team recommends operating the East Loop in the clockwise direction and the West Loop counterclockwise. There are fewer infrastructure improvements needed to install bus stops when travelling in the clockwise direction in the East Loop and counterclockwise operation in the West Loop avoids challenging left-turn movements.

The East and West loops would provide access to several destinations. Key destinations include:

East Loop

- Downtown Wake Forest Historic District
- Flaherty Park and Community Center*
- Joyner Park and Community Center*
- Kiwanis Park
- Retail and restaurants at E Roosevelt Avenue and Brooks Street
- Shopping Center at Gateway Commons Circle and Dr Calvin Jones Highway
- Envision Science Academy*

- United States Postal Service at S White Street and E Holding Avenue
- Wake Forest Community Library
- Wake Forest Historical Museum
- Wake Forest Reservoir*
- Wake Forest Sprayground
- Wake Forest Crossing Shopping Center
- Wake Forest High School

West Loop

- Downtown Wake Forest Historic District
- Forest Pines Elementary School
- Shopping Center at Dr Calvin Jones Highway and Ligon Mill Road*
- Kiwanis Park
- Northeast Regional Library
- North Forest Pines Elementary School
- North Wake College and Career Academy
- Shoppes at Wake Forest Shopping Mall
- Shopping Center at Forest Pines Drive and Common Oaks Drive

- Shops and Restaurants at S Main Street and Carter Street
- Shops at Ligon Mill Road (Dr Calvin Jones Highway to S Main Street)*
- Shops at Retail Drive
- Wakefield Commons Shopping Center
- Wake Forest Community Library
- Wake Forest Crossing Shopping Center
- Wake Forest High School
- Wake Forest Historical Museum
- Wake Forest Sprayground

The new circulators will provide access to six additional key destinations compared to the WFL. Existing bus stops will serve the locations that are currently served by the WFL, however, new stops will be needed for the new destinations. The project team identified the need for 15 new potential bus stops. Before the new circulators are implemented, bus stops will need to be installed to serve these destinations, and evaluation of sidewalks, bus pads, and safe crossings is needed to determine final stop locations.

^{*} new destinations that the WFL does not serve currently

Activity Center Proposed S-Line Station S-Line Station Area Alternative B2 Microtransit Zone Microtransit Nodes East Loop

Southern Wake Forest Microtransit Operations

The Wake Forest Public Transit
Plan identified the general area
where a microtransit system
may serve. Southern Wake
Forest is less dense and consists
largely of choice riders.



What's Next?

With the guidance from the recommendations in the Wake Forest Transit Plan, the Town is aiming to launch the new circulators and microtransit services by FY25.



CFAP Application

Staff will be applying for CFAP funding for new circulators and associated capital needs for bus stop amenities (shelter, bench trash can, ADA etc.)

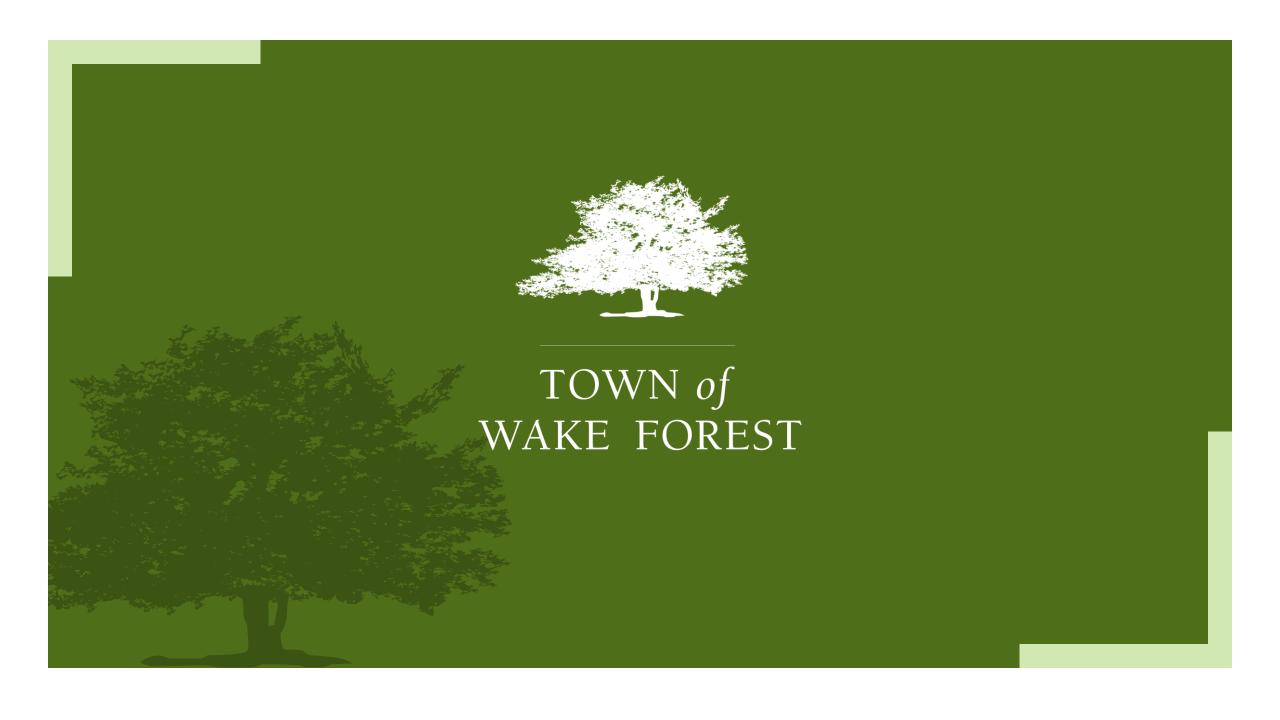
RFP for Microtransit

A Request for Proposals was issued on November 16, 2023, for the Southern Wake Forest Microtransit Operations. The submission deadline is December 15, 2023.

Implementation

Prepare, plan, and market the launch of the new circulators and microtransit services.





9b. GoApex Program Update (Katie Schwing)







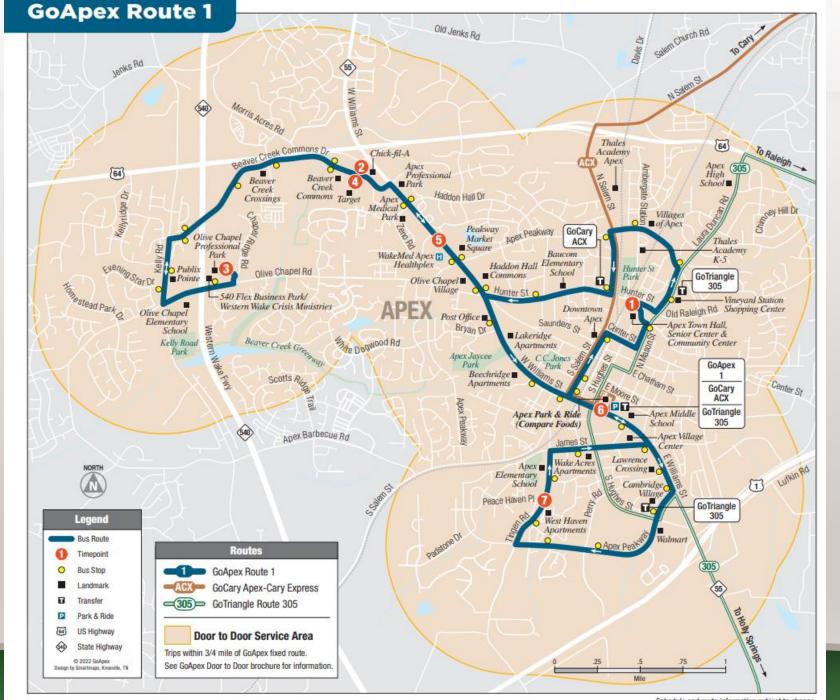
GoApex Updates

Wake Transit TPAC Wednesday, December 13th, 2023

Wake Transit Projects – Town of Apex

- Operating
 - TO005-BF: GoApex Operating
- Capital
 - TC002-BE: Bus Stop Improvements for GoApex Route 1 (FY21)
 - TC002-BJ: Saunders and Hinton Streets Pedestrian Improvements (FY24)
 - TC002-BK: GoApex Route 1 Bus Stop Enhancements (FY24)
 - TC003-V: Future Transit Prioritization Study (CFA Planning) (FY24)



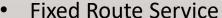


Operating: TO005-BF GoApex









 Operated through a service agreement with GoCary

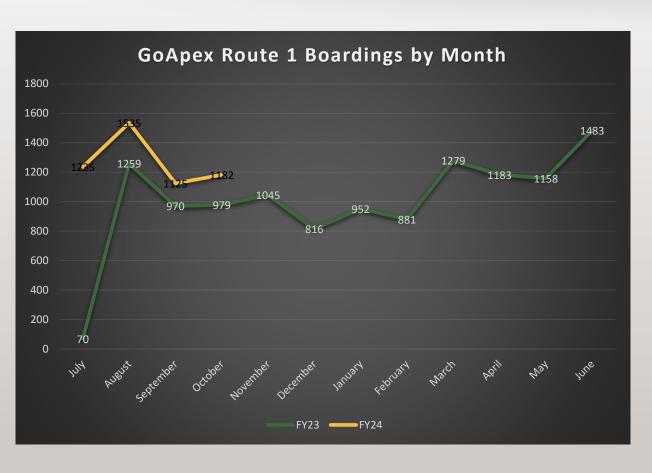


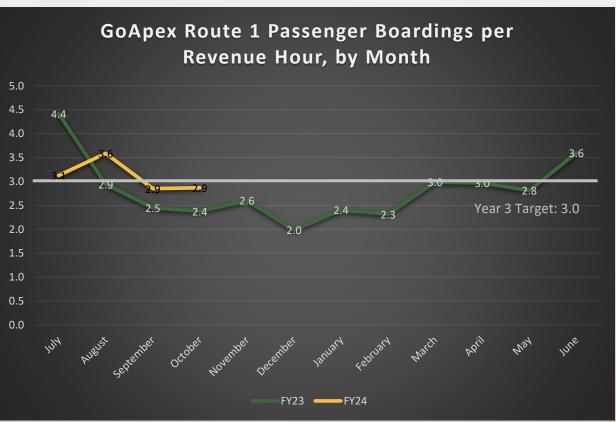
- ADA Paratransit Service
- Operated through a service agreement with GoWake Access



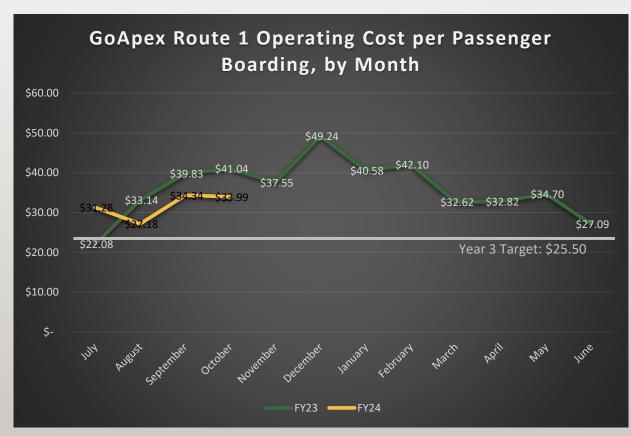
This project also includes 0.5 FTE Transit Planner, Marketing and Outreach, and other supporting administrative costs

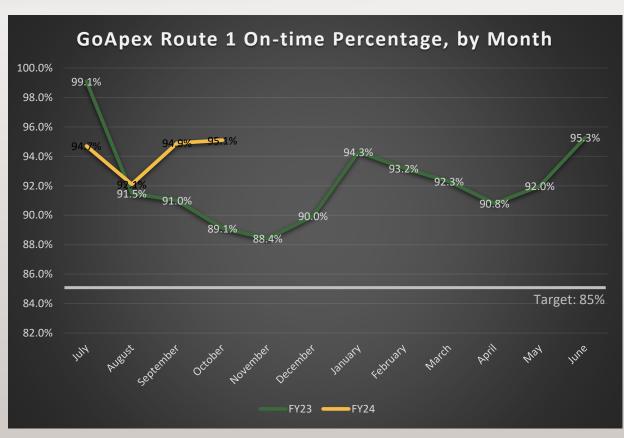








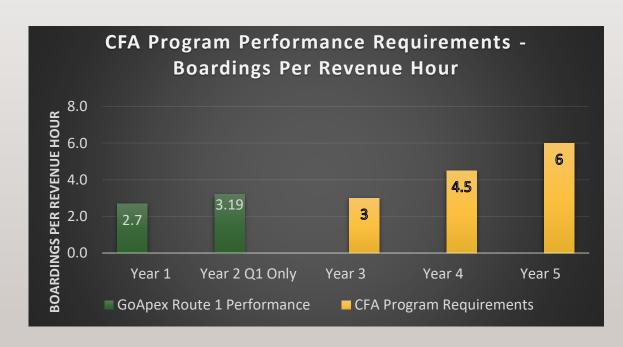


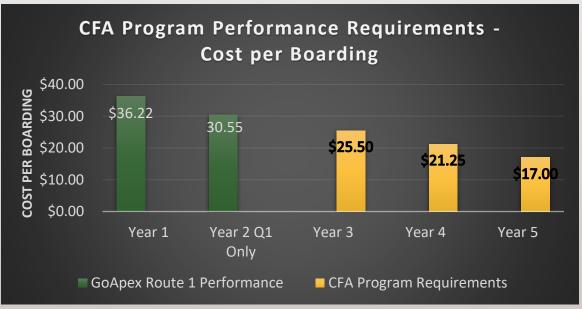


*based on Fixed Route costs only –
does not include ADA paratransit or staffing/administrative costs



FY23 Fixed Route Service Summary





*based on Fixed Route costs only – does not include ADA paratransit or staffing/administrative costs



FY23 GoApex Door to Door Service Summary

Statistic	FY23 Totals
Total Vehicle Revenue Hours Amount of time a customer was being transported in a vehicle or a vehicle was traveling directly between two GoApex Door to Door Trips	26.8
Total Vehicle Revenue Miles	332
Total Unlinked Passenger Trips Individual passengers plus any personal care attendants or guests	154
Vehicles operated in Maximum Service	1





Expense Summary, FY23	Amount	
Applicable Project Budget	\$825,136	
Work Plan Amount (50% of Project Budget)	\$412,568	
Actual Spent	\$587,709	
Amount Covered by Town	\$293,936	
Amount Requested for WT Reimbursement	\$292,042	

- Why did we only spend 71% of our FY23 budget?
 - $_{\circ}$ We only operated for about 11 months (start date July 30^{th})
 - ADA Paratransit service had low number of trips, which we expect to increase over time
 - lower maintenance costs and regional technology integration costs in first year of service



Capital: TC002-BE Bus Stop Improvements for GoApex Route 1 (FY21)

Installation of new bus stops for GoApex

- Joint LAPP and CFA project
- Installed 38 new stops including bus stop signs and ADA landing pads plus some other improvements
- Purchased and installed 12 benches, 7 trash receptacles, and 4 bike racks
- Project is complete
- Project Budget: \$645,000
- CFA Portion: \$207,000





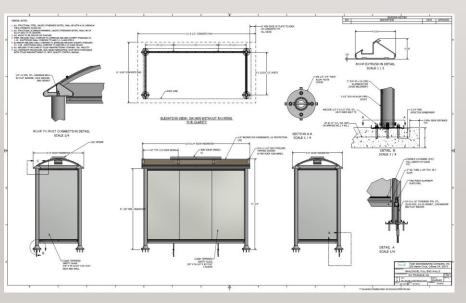
Capital: TC002-BK GoApex Route 1 Bus Stop Enhancements (FY24)

- Benches, shelters, trash receptacles, bike racks... oh my
- Apex recently developed a Bus Stop Improvement Policy (approved October 24, 2023) to prioritize improvements
- We are working through the final scoping based on the new policy and in light of PROWAG ruling. We will likely not have funding to complete all improvements this year.
- Project Budget: \$200,000
- CFA Portion: \$100,000







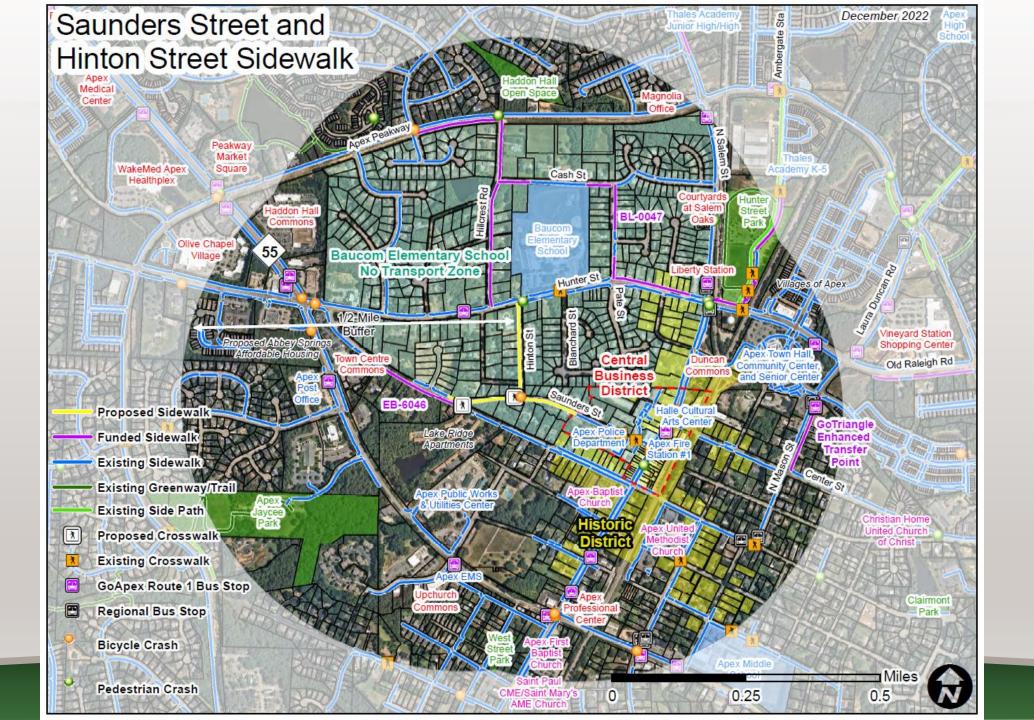




Capital: TC002-BJ Saunders and Hinton Street Sidewalk Improvements (FY24)

- New sidewalk and crosswalks connecting to GoApex service, as well as Baucom Elementary school and Apex's historic downtown
- Project Budget: \$1,120,000
- CFA Portion: \$268,800
- As of September 2023:
 - Apex Technical Review Committee approved construction plans
 - o 65% plans and Categorical Exclusion documentation was submitted to NCDOT for review.
- As of 11/29/2023: NCDOT: PE funding pending





Planning: TC003-V Future Transit Prioritization Study (FY24)

• Objective: inform project and funding requests in the next 1-4 years

Recommendations could also include Transit Plan Map amendments or further planning

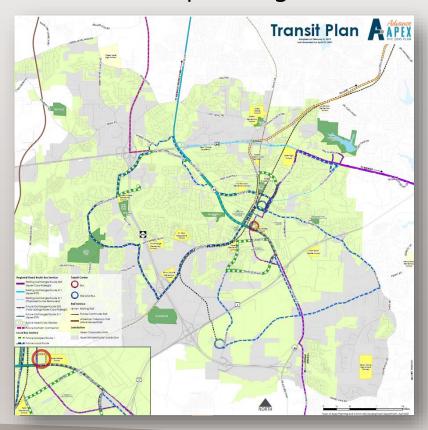
initiatives

 Public survey with an onboard and online option planned for Spring 2024

 Secured subscription to Remix Software to complete high level cost and service comparisons

• Project Budget: \$44,500

• CFA Portion: \$22,250





Thank You & Questions

Katie Schwing
Senior Transit Planner, Town of Apex
919-249-1043
katie.schwing@apexnc.org

9c. Cary Project Progress (Kelly Blazey)

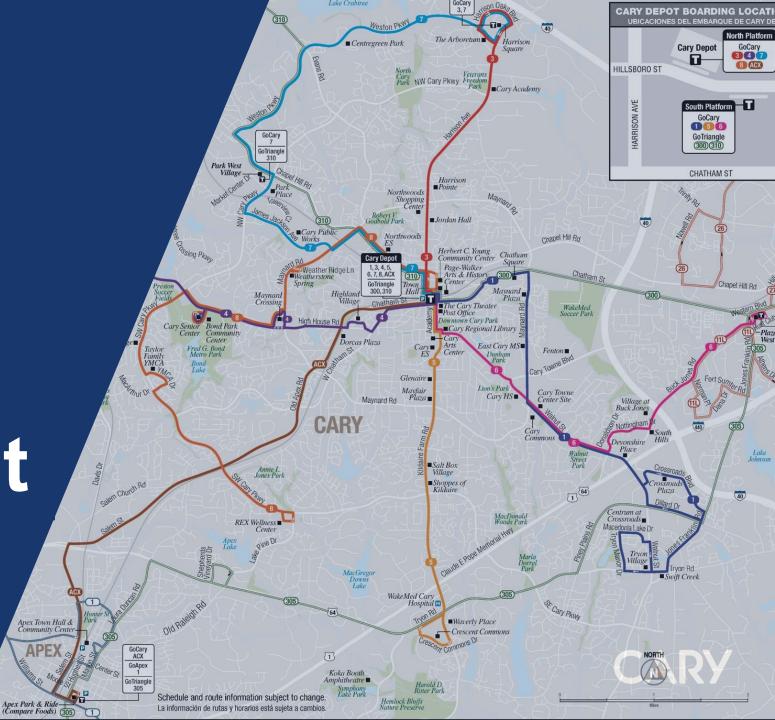






Cary

Wake Transit
Updates



Operations



Bus Ridership



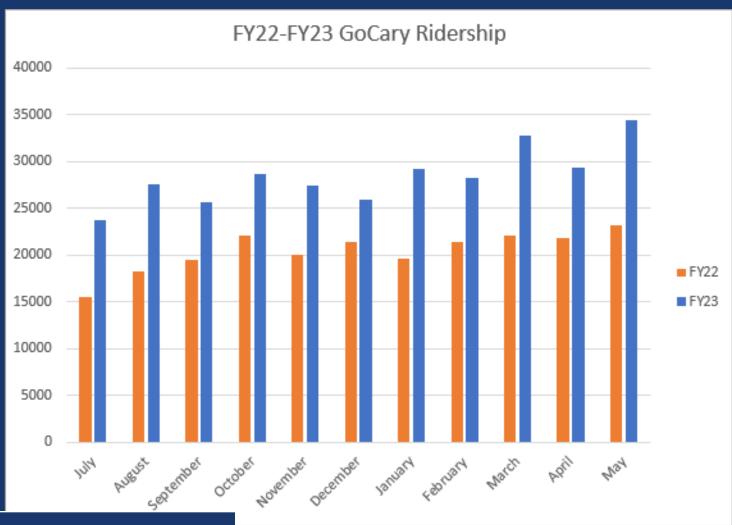
40.34%

FY23 vs. FY22



66.34%

FY23 vs. FY18



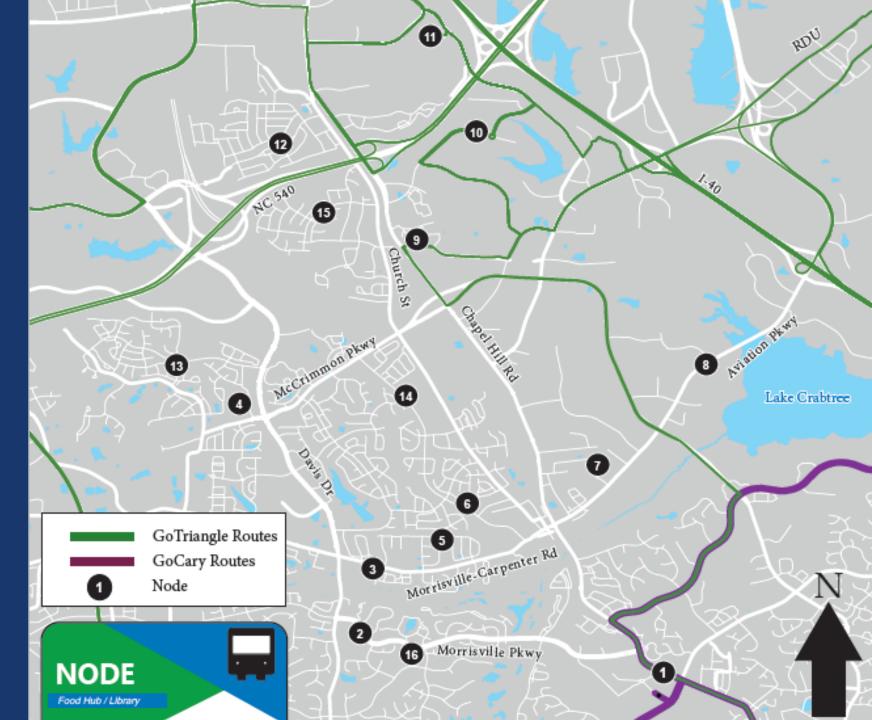
Fixed Route Ridership

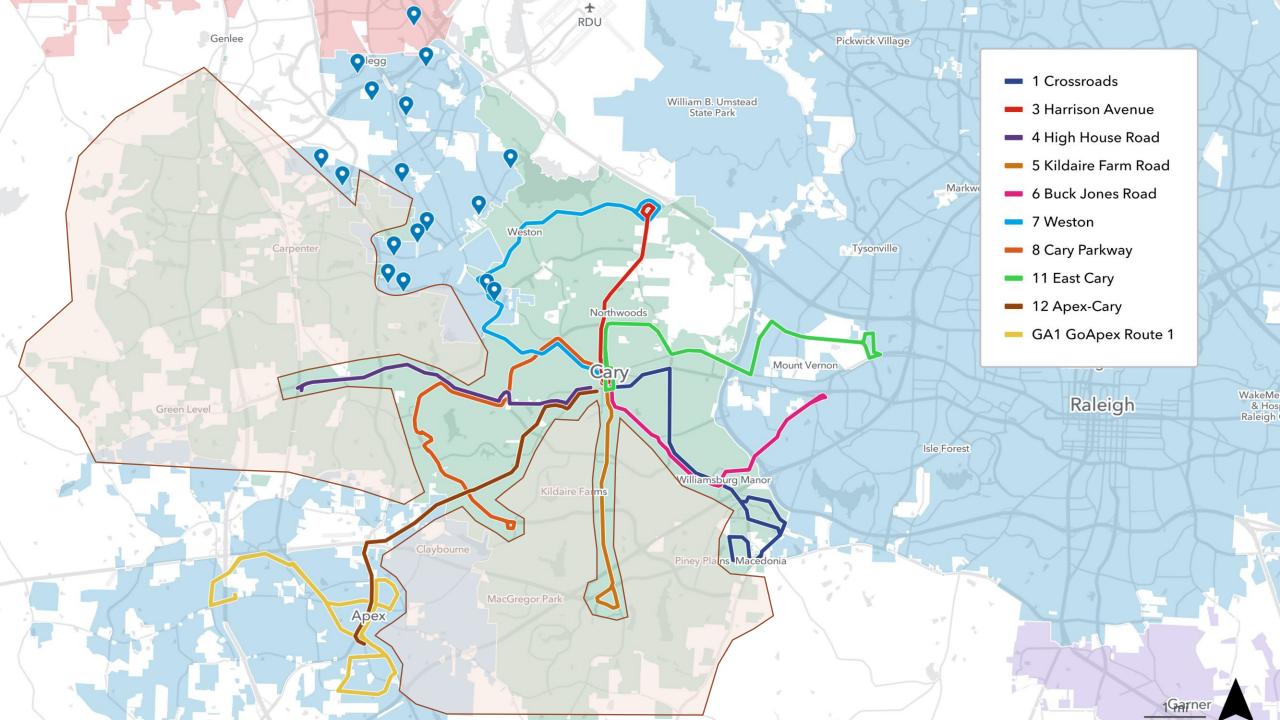
FY18	FY19	FY20	FY21	FY22	FY23
209,563	225,261	204,866	187,881	248,381	348,590



Microtransit Study

- Fill in the gaps
- Node based travel
- Morrisville Smart Shuttle



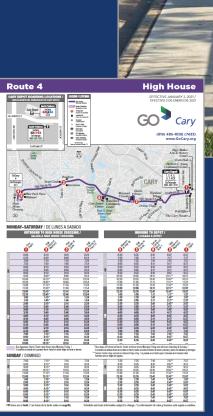


Capital



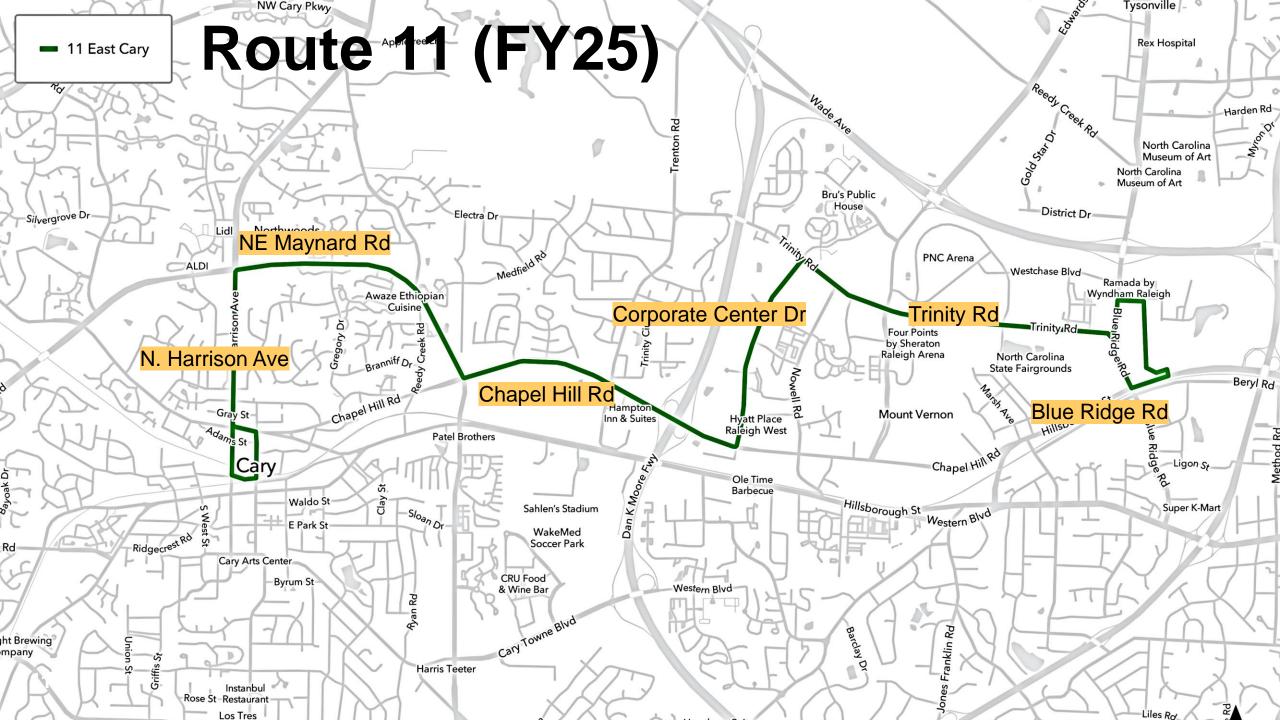
Bus Stop Improvements

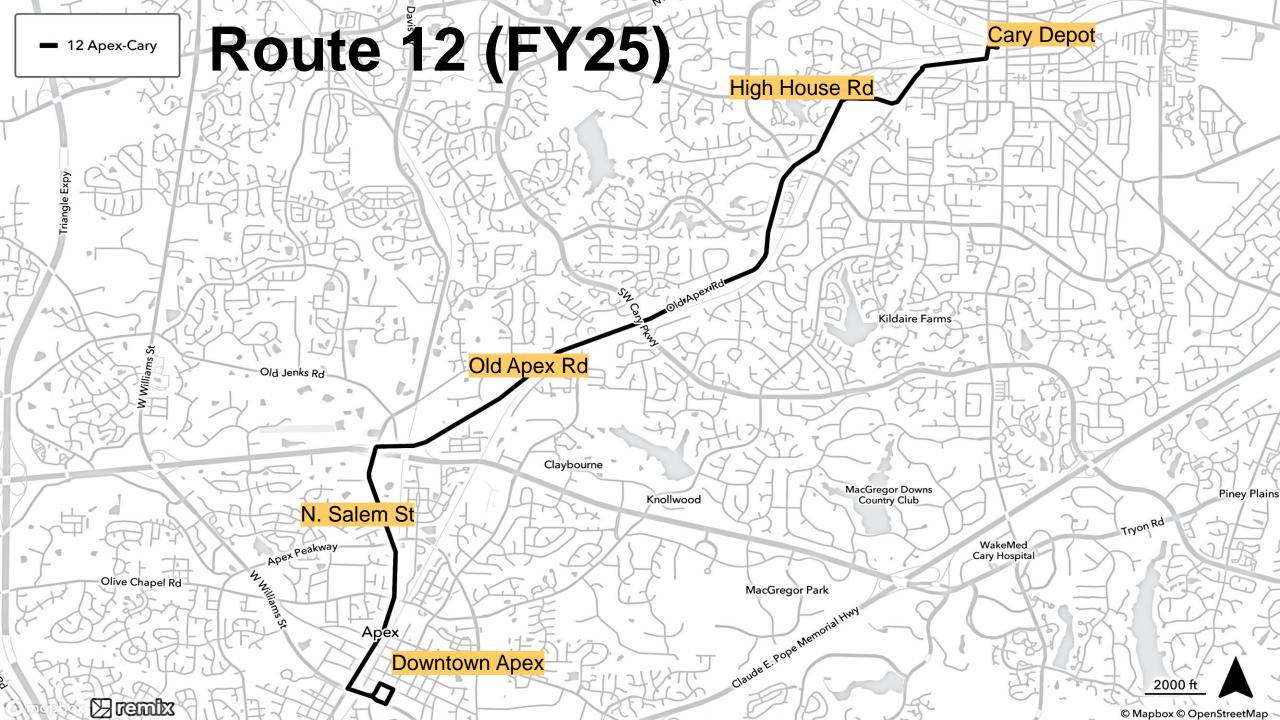




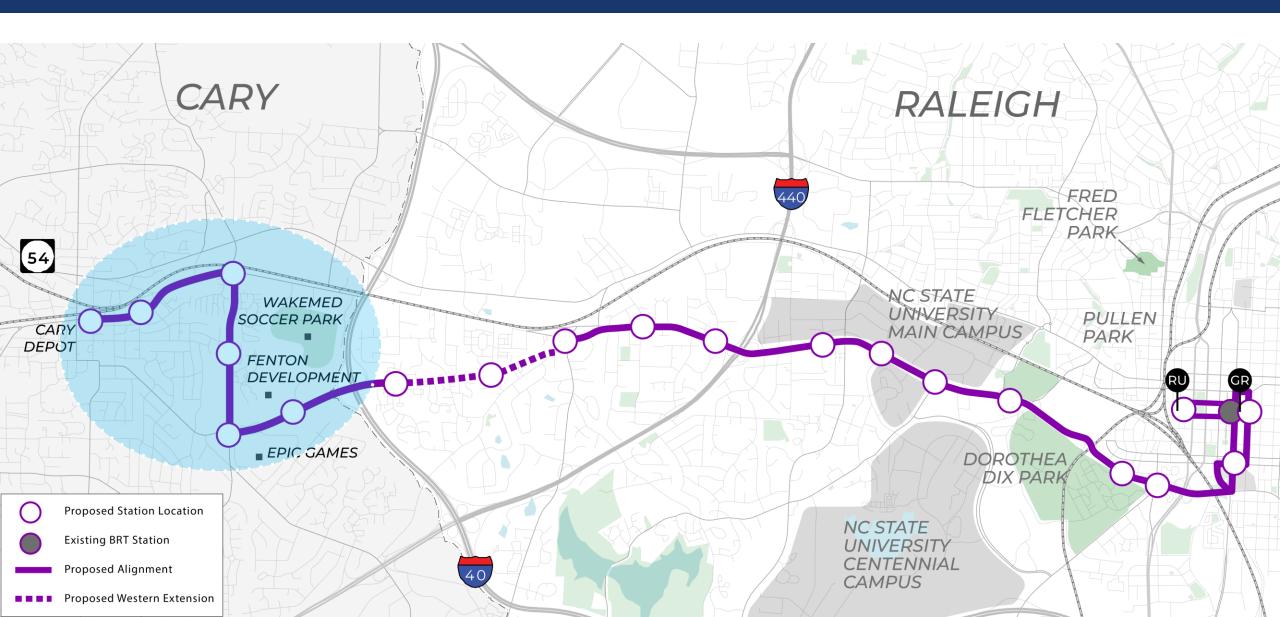


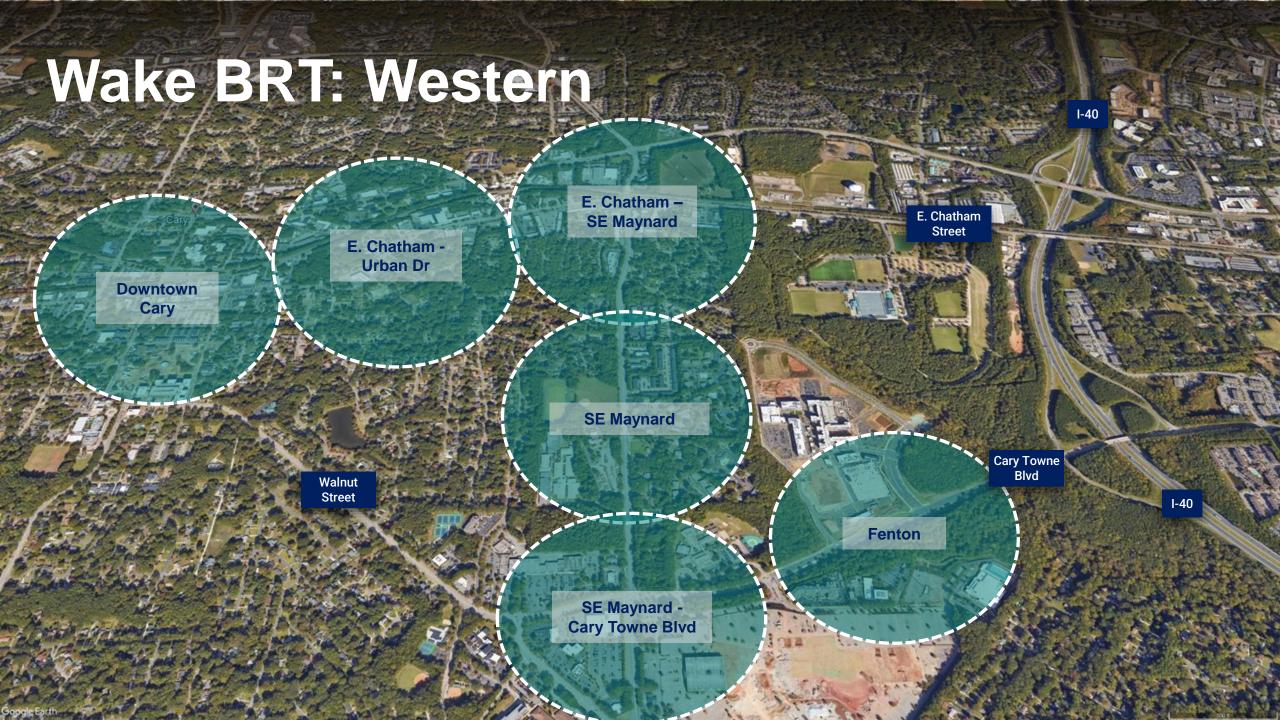






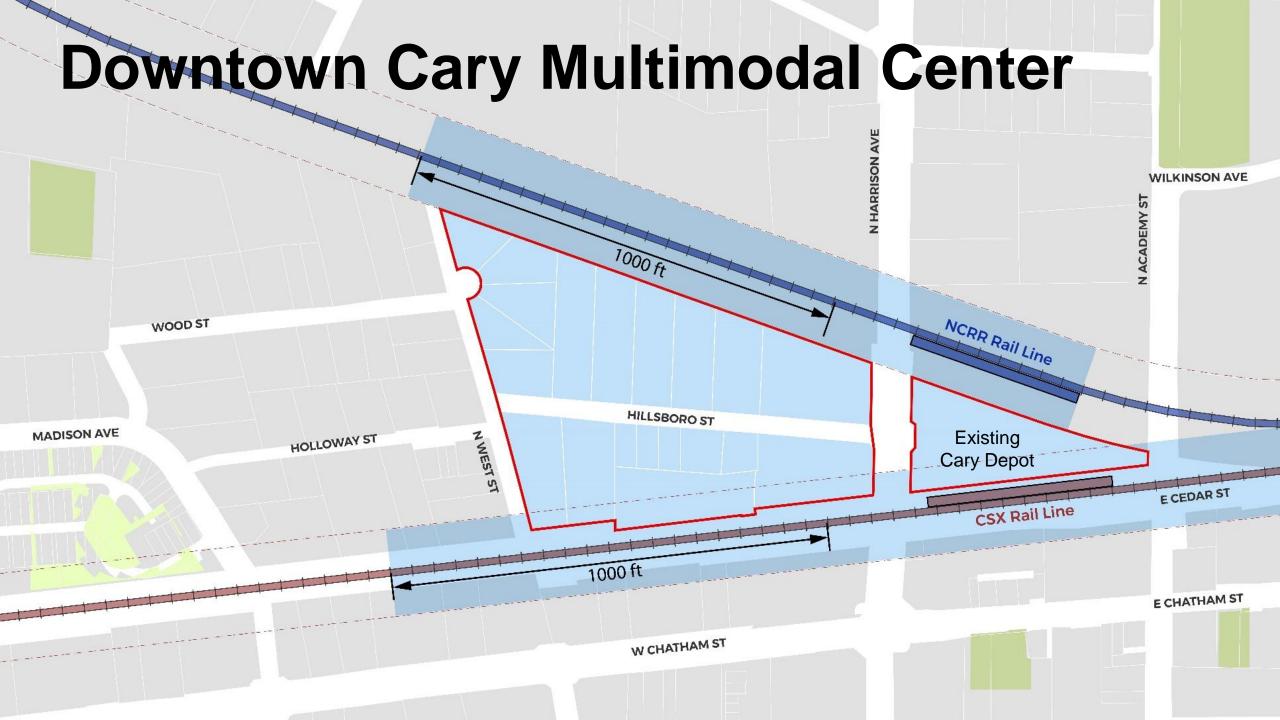
Wake BRT: Western











Downtown Cary Multimodal Center













Transit Oriented Development (TOD)















GoCary.org



9d. GoTriangle Bus Stop Improvement Program





Wake Transit

Bus Stop Improvement Finances

Program is currently 72 stops

FY	Complete	Construction/Bid	Design
2016 LAPP	2	4	
2020 (100% WT Funded)	10		
2021 LAPP			13
2022 LAPP			25
2024 (LAPP Pending Flex)			17

Schedule FY 21 and 22 Stops

Old FY 2021 Milestones and Dates	Milestone for FY 21 and 22		
(also applies to FY 2022 now)	stops	Old	New
50% Design to FTA for NEPA review	Preliminary Design	N/A	Jun-24
NEPA approval: July 2020	NEPA approval	Jul-20	Dec-24
Local design approval: August 2020	Local design approval	Aug-20	Jan-25
ROW acquisition start-completion: September 2020-October 2020	ROW acquisition start	Sep-20	Feb-25
	ROW acquisition completion	Oct-20	Mar-25
Contract docs completion: Dec 2020	Contract docs completion	Dec-20	May-25
Bid advertisement: Feb 2021	Bid advertisement	Feb-21	Jul-25
Bid opening: Feb 2021	Bid opening	Feb-21	Jul-25
Construction start- completion: April 2021- Dec 2021	Construction start	Apr-21	Sep-25
	Construction complete	Dec-21	May-26
Closeout: Dec 2021	Closeout	Dec-21	Nov-26

Two Primary Accounts (plus ancillary Park&Ride)

• TC002-M: New Bus Stops

• Email from Ben Howell 11/21/2023 defines these as new stops—not existing stops with improved service. Only 5 stops in the queue meet this criterion.

TC002-Y: Existing Bus Stop Improvements

• The same email defines these as existing stops with identification of route and whether it is an accessibility only or seating/shelter stop

• TC002-K: Existing Park and Ride Improvements

 Bus stop improvements that serve park and ride lots are eligible to use this funding source. Only 4 stops are in this category.

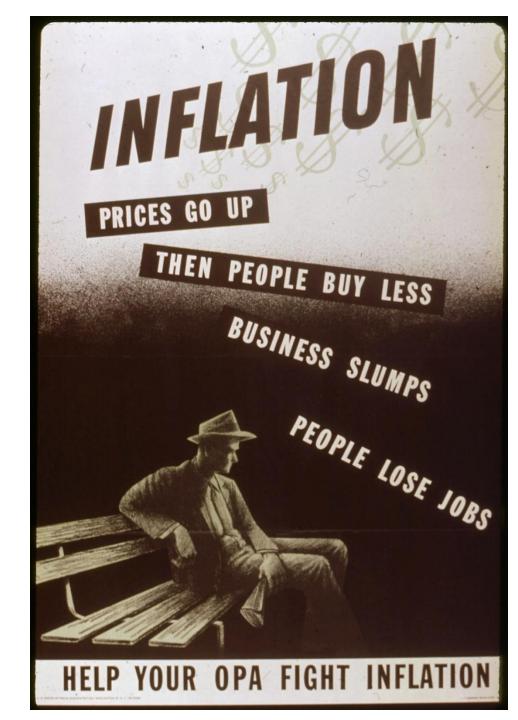


Caveat for upcoming slides

 The local match need is based on cost assumptions <u>AT THE TIME</u>

 However, costs escalated dramatically since the original estimates

• Therefore, the "local match need" is going to be more than shown



TC002-M New Stops

	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Authorized	\$425,000	\$494,000	\$0	\$0	\$1,289,993	\$577,910
Authorized Cumulative	\$425,000	\$919,000	\$919,000	\$919,000	\$2,208,993	\$2,786,903
Actual	\$0	-\$17,015	-\$139,670	-\$194,000	-\$48,605	-\$316
Actual Cumulative	\$0	-\$17,015	-\$156,685	-\$350,685	-\$399,290	-\$399,606
Difference	\$425,000	\$511,015	\$139,670	\$194,000	\$1,338,598	\$578,226
Difference Cumulative	\$425,000	\$901,985	\$762,315	\$568,315	\$1,809,703	\$2,387,297
Current budgeted LAPP	match					\$27,980
Remaining Carry Over						\$2,359,317

TC002-Y Existing Stop Improvements

	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Authorized	\$0	\$250,000	\$64,800	\$0	\$551,616	\$292,465
Authorized Cumulative	\$0	\$250,000	\$314,800	\$314,800	\$866,416	\$1,158,881
Actual	\$0	-\$4,542	-\$49,875	-\$110,755	-\$5,423	-\$147
Actual Cumulative	\$0	-\$4,542	-\$54,417	-\$165,172	-\$170,595	-\$170,742
Annual Difference	\$0	\$245,458	\$14,925	-\$110,755	\$546,193	\$292,318
Difference Cumulative	\$0	\$245,458	\$260,383	\$149,628	\$695,821	\$988 ,1 39
Current need based on	LAPP m	atch				<u>\$461,020</u>
Remaining Carry Over						<u>\$527,119</u>

TC002-K Existing Park & Ride Improvements

These will be moved to -Y and then TC002-K will be closed out



In FY 25 we have

- 7 Apex Stops at around \$0.5 million total (10% inflation applied)
- All of these would be in the –Y Existing Stop category
- Transit LAPP submittals competitive-may need to fund 100% local



Additional Stops on the Horizon

- ZWX addition of Wendell Falls stops and Zebulon route reconfigure
- Revival of the 311

These will be new requests next FY



Should we be federalizing bus stops?

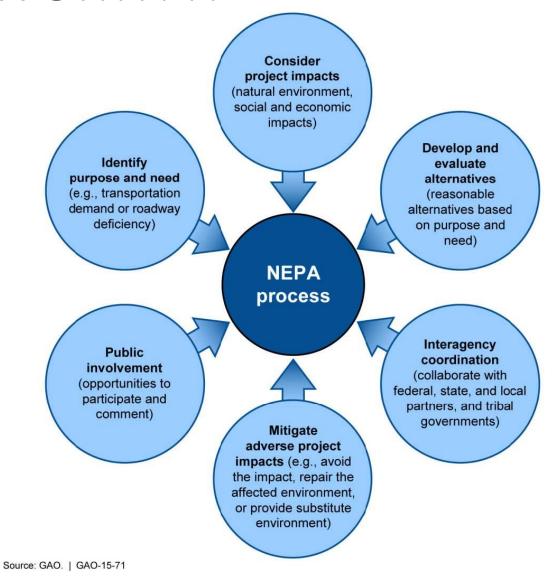
- Construction Group A in 2020: 100% Wake Transit stops complete.
 - Ten stops completed in under or around 2 years!
- Federal Stops: 46 on the books prior to FY 23 (16, 21, 22)
 - Only Two stops completed



COST ESCALATION NOT WORTH IT

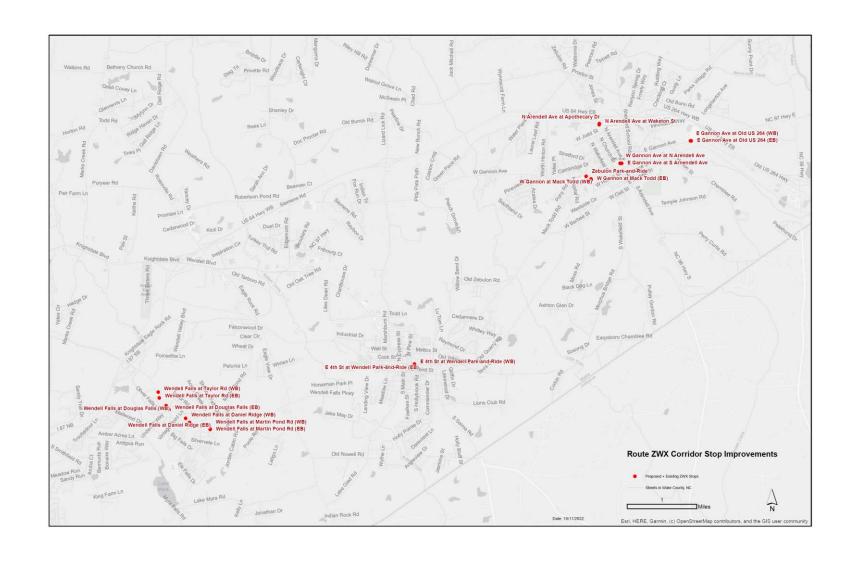
- The flex process + NEPA add 2+ years to the process
- Opportunity cost + inflation negate utility on average stops

 Could still be useful for expensive, complex stops with a long lead time regardless of funding



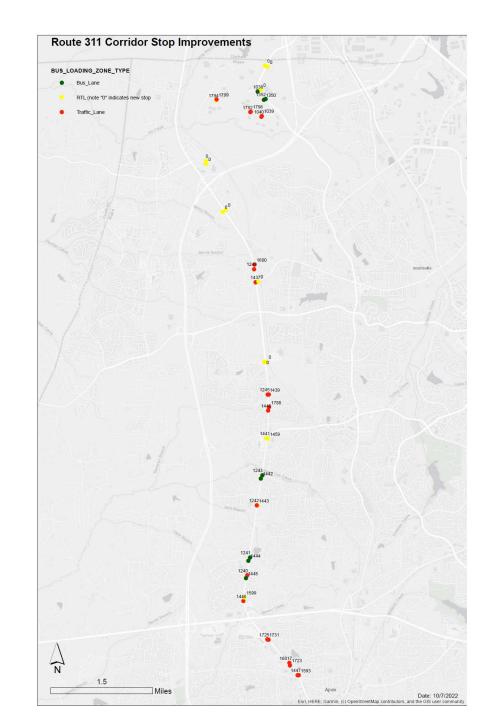
ZWX Potential Stop Improvements

- New Stops in Zebulon and Wendell Falls
- Wendell Falls will likely start as a single stop pair



311 Revival

- Around 3-dozen stops
- Arterial stops with new crossings \$\$\$



Takeaways

- Federal Funding may not be worth the delays-costs grow during wait
- We have carry over to fund improvements even with inflation
- Reinterpretation of New vs Existing = need to move \$ from M to Y?
- May seek 100% Wake Transit for ZWX and 311 stops



9. Wake Transit-Funded Project Updates

Requested Action:

Receive as Information



IX. TPAC Subcommittee Update

Upcoming Subcommittee Meetings:

Subcommittee	Program Development Community Engagement	
Chair(s)	Kevin Wyrauch, Town of Cary	R. Curtis Hayes, GoTriangle
Vice Chair(s)	Shavon Tucker, City of Raleigh	Bonnie Parker, CAMPO
Next Meeting	Tuesday, 12/19 (1:30-4:00pm)	Thursday, 1/11 (1:30-3:00pm)



waketransit.org



RUS Bus Demonstrates Wake Transit Progress and Partnerships

By RCH | Oct 31, 2023

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

The morning's bus commute started aboard GoTriangle Route 300 from Cary Depot and ended with a short walk from a stop along Salisbury Street to the site of the Raleigh Union Station Bus Facility (RUS Bus). The day's groundbreaking ceremony was entertaining, informational, and meaningful to the Wake Transit community. About 100 project partners and stakeholders were on hand to celebrate a significant milestone in the forward progress of this infrastructure investment. A media presence helped inform the public of the event.

RUS Bus became a reality in 2018 when GoTriangle was awarded a \$20 million BUILD grant from the U.S. Department of Transportation. State and local funds also support the project. RUS Bus is a critical project for going forward with Wake Transit's Four Big Moves of connecting the region, connecting all Wake County communities, creating frequent and reliable urban mobility, and enhancing access to transit.

GoTriangle is a Wake Transit lead agency and partner; it is also serving as project sponsor of RUS Bus. The project will weave together a street-level bus facility with bike- and pedestrian-friendly spaces. The multimodal RUS Bus facility will provide seamless connections between Amtrak rail, as well as local and regional bus services, and Bus Rapid Transit.







FY 2024 Q3 Wake Transit Work Plan Amendment Requests

goforwardnc.org/getinvolvedwake



Amending the Work Plan

During the fiscal year, there may be a need for changes in scope or budget for approved Wake Transit Work Plan projects, or there may be a need for projects to be added or removed from the Work Plan. In these cases, the annual Work Plan may be amended.

Two amendments of the Wake Transit Work Plan open for review

Two (2) Wake Transit Work Plan amendment requests were submitted for consideration in the FV 2024 3rd quarter amendment cycle. Per the Wake Transit Amendment Policy, both are "Najor" amendments having an impact on the Wake Transit financial model and/or requiring a project scope modification. One (1) is an operating budget request, and one (1) is a capital budget request. Wake Transit partners, members of the community, transit stakeholders, and other interested parties are encouraged to review the FY 2024 3rd Quarter Wake Transit Amendment Request Review Packet, which includes detailed information about each request.

Available for public review and comment from

Friday, December 8, 2023 - Friday, January 5, 2024.

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

Draft FY 2025 Wake Transit Work Plan





GO FO

Communications Materials (Print-to-Pixel)

Initial Results (CE Sub)

December 7 — February 22

February 26 — March 26

March 28

Survey (Comment Period)



X. Workgroup Updates

Fare Workgroup

Technology Workgroup



XI. Other Business

• The FY24/Q1 Wake Transit Quarterly Progress Report is complete and has been posted to the Wake Transit SharePoint site.

Any other news or updates from TPAC members?



XII. Adjourn

Next TPAC Meeting:

January 17th, 2024 (Virtual) 3rd week of the month

