

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

March 15, 2023

9:30AM – 12:00PM

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome and Introductions

David Eatman, TPAC Chair

II. Adjustments to the Agenda

David Eatman, TPAC Chair

III. General Public or Agency Comment

Reminder: Public comments are limited to 3 minutes.

David Eatman, TPAC Chair

IV. TPAC Meeting Minutes

Attachment A

Requested Action:

Consider adoption of the draft February 2023 TPAC meeting minutes.

David Eatman, TPAC Chair

V. GTCR Engagement Summary Report & Next Steps

Attachment B

Elisabeth Raskopf, GoTriangle

Greater Triangle Commuter Rail Project: Public Engagement Report

LIZ RASKOPF, PUBLIC ENGAGEMENT MANAGER, GOTRIANGLE

Public Engagement Overview

- January 5 – February 19, 2023
 - 45 days
 - 20 in-person events
 - 6,034 survey participants
- Feasibility Study results released to the public
- Feedback sought on results and whether or how to move the project forward

Outreach

IN PERSON, PRINT, AND ONLINE

Educational Materials

- Website
- Presentation
- Flyer
- Bookmark
- Letter Campaign
- § Interactive Online Presentation

§ News Release

§ Brochure

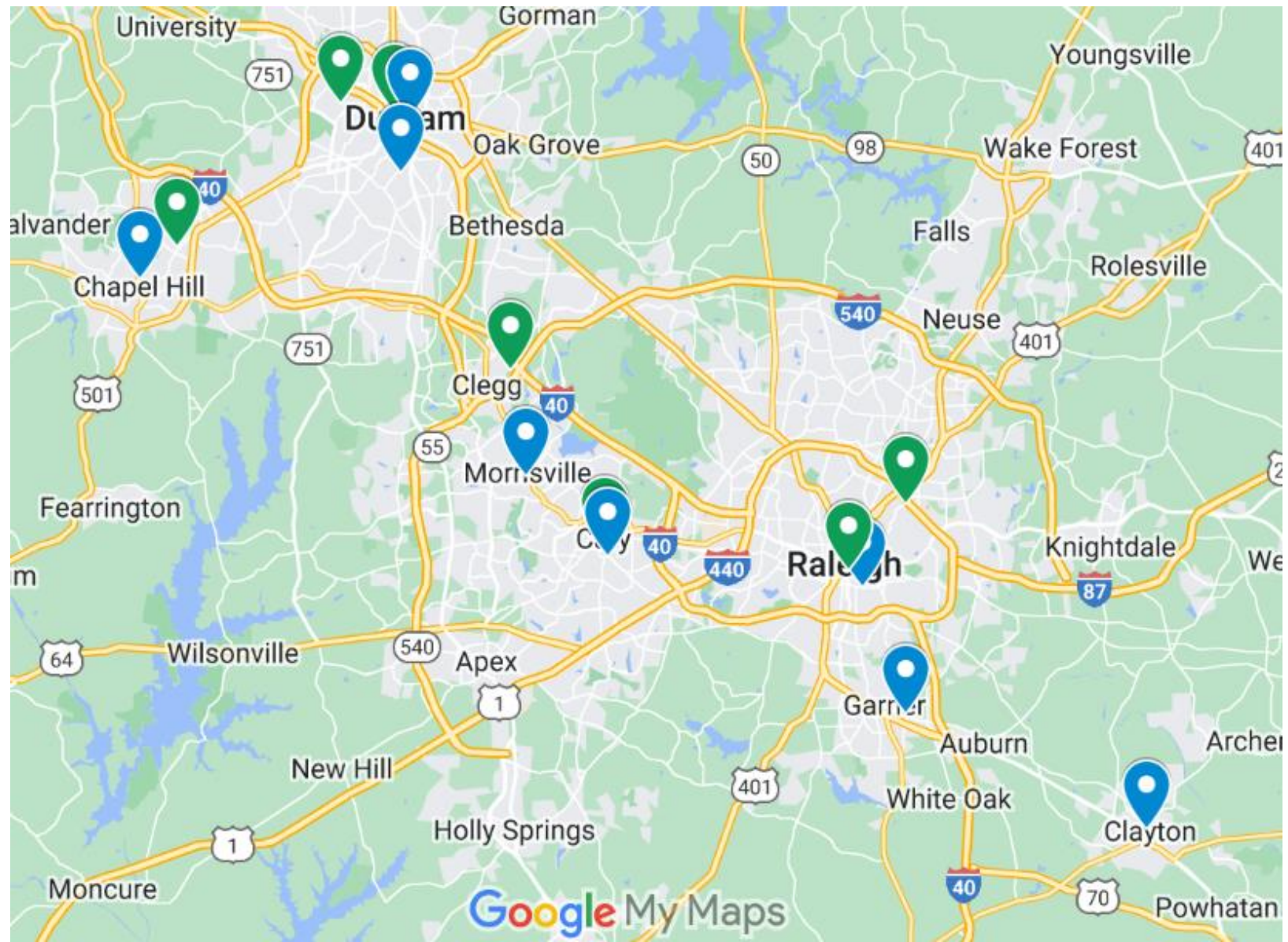
§ Email Campaign



Outreach to African-American & Hispanic Communities

- Letter writing campaign to minority-serving places of worship
- Advertising and article in Que Pasa
- Social media campaigns using census data mapping
- Presentation to Durham Committee on the Affairs of Black People
- Presentation to the Interdenominational Ministerial Alliance of Durham
- Tabling at Durham Station

20
in-person
opportunities
to participate



Tabling Locations



Open House Locations

Organization	Constituents	Action
CAMPO	Franklin, Granville, Harnett, Johnston and Wake Counties	Shared survey info on website & email
City of Raleigh	GoRaleigh transit riders	Posted survey info on social media & website
Dorcas Ministries	Low-income & Spanish-speaking residents	Distributed survey to listserv
Interdenominational Ministry Alliance of Durham and Vicinity	African-American pastors & congregations	Received presentation; distributed survey
Live Well Wake	Wake County residents receiving social services support	Distributed survey to listserv
North Carolina Central University	Historical Black College/University	Distributed survey to faculty & staff
St. Joseph's AME Church	African-American congregation	Distributed info in church bulletin

Online Engagement

WEBSITE, SOCIAL MEDIA, EMAIL & ADVERTISING

A solid green horizontal bar at the bottom of the slide.

ReadyforRailNC.com

28,884

Total Webpage Views

12,361

Unique Views

Top 5 Referral Sources

Direct | 6,069

Facebook | 1,735

Google | 1,318

LinkedIn | 894

Twitter | 420

Que Pasa Ads | 99

Social Media

Platform	#Posts	Impressions	Engagements	Likes
Facebook/Instagram	12	109,482	420	208
Twitter	10	24,049	804	90
LinkedIn	3	3,805	125	117

Email Campaign

11,000+ recipients **40.1% - 61.4%** open rate

Commuter Rail Feasibility Report Released

Public invited to comment on study results and options for moving the region forward



- Non-profit and community leaders
- Transportation Demand Management partners
- Prior survey participants
- Elected officials, municipal and county staff
- Individuals subscribed to commuter rail insider campaign for project updates
- Individuals subscribed to Durham, Orange and Wake Transit Plan updates

Advertising Campaigns – Minority Focus

Que Pasa Digital & Interview

- Digital: 79,865 impressions were delivered
- Social: 89,859 impressions
- 99 referrals to readyforrailinc.com/feasibility webpage

IHeart Media Radio (95.3) & Digital

- On-Air Radio 95.3: 157,400 impressions
- Digital: 78 total spots; 171,301 impressions were delivered
- Mobile: 119,416 (70%) | Desktop: 51,885 (30%)

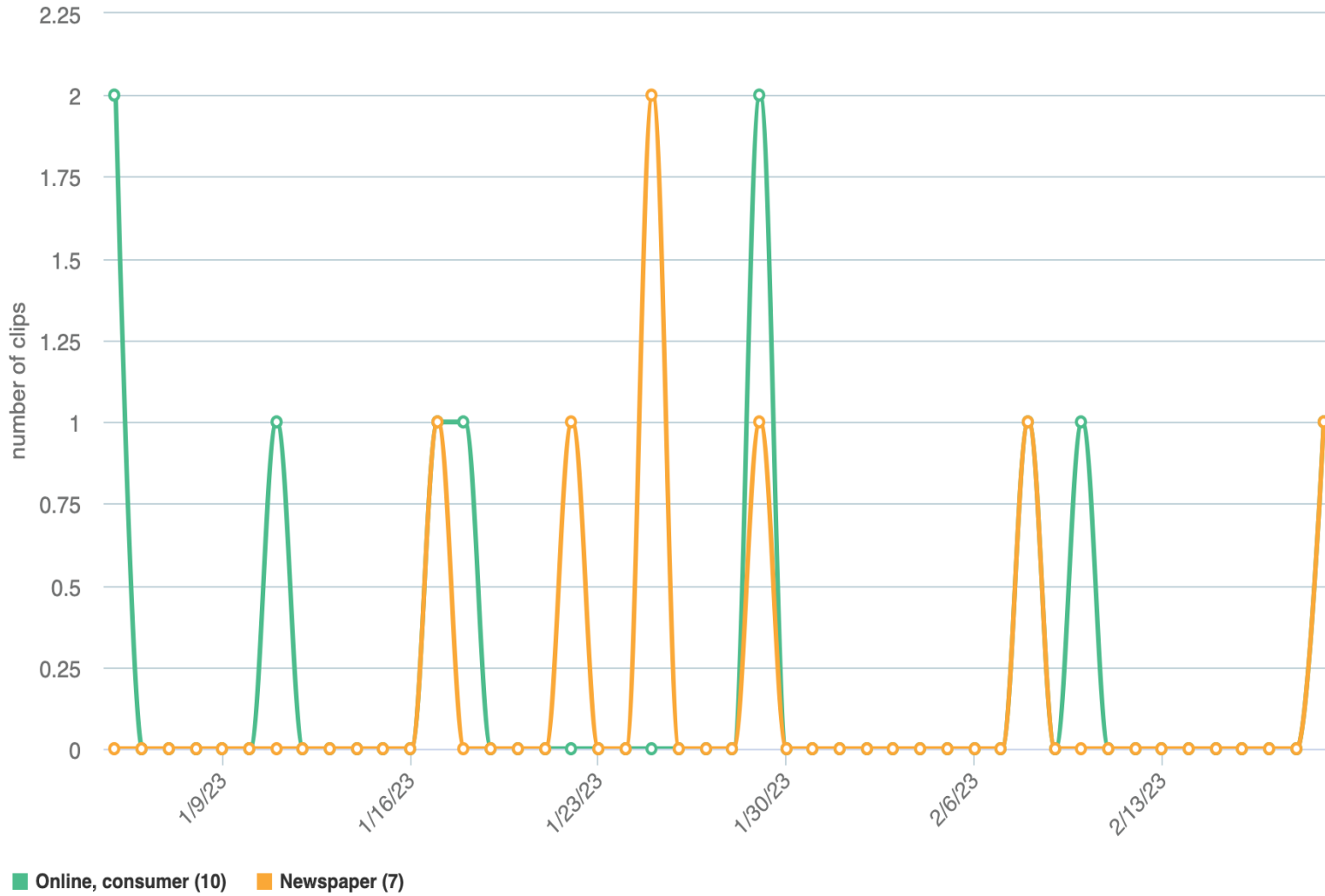
Nextdoor Digital

- Digital: 11,178 impressions; 36 Ad Clicks

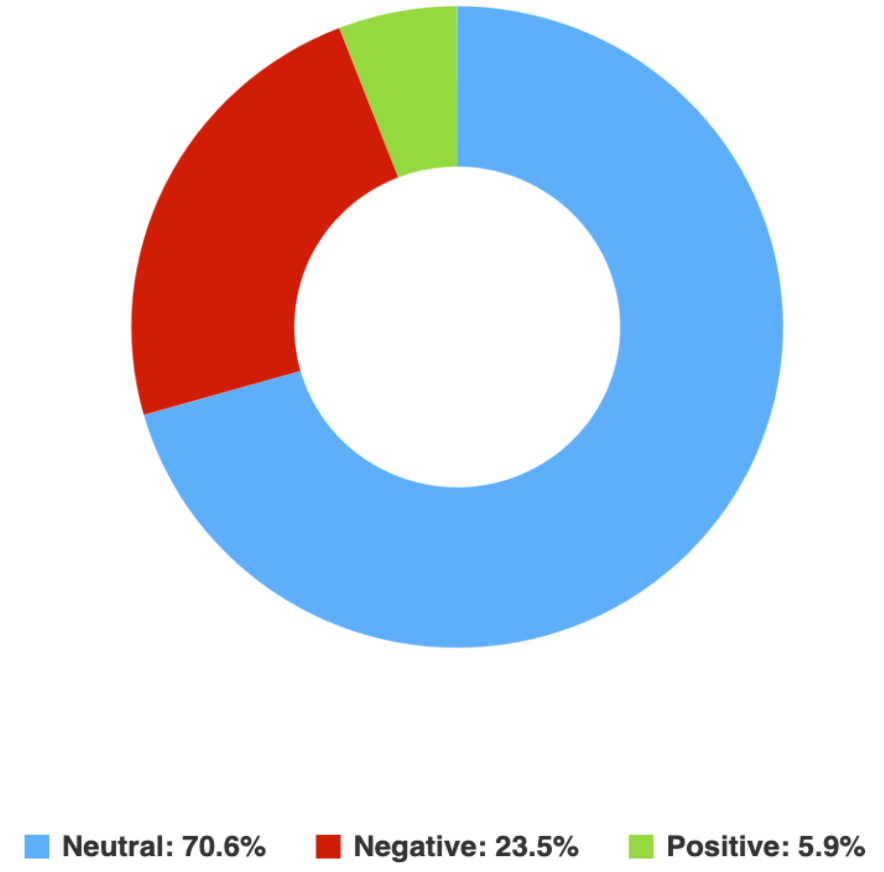
News Coverage

Outlet	Clips	Reach	Publicity Value
News & Observer	5	322,445	\$73,587.50
News & Observer Online	4	4,410,984	\$3,550.84
WRAL-TV Online	2	2,322,214	\$1,068.22
Spectrum News Online	2	1,057,864	\$486.62
News & Record	2	80,146	\$12,790.73
Herald-Sun Online	1	45,468	\$20.92
Que Pasa	1	500	\$0.12

Trend of Coverage by Media Type



Sentiment of News Coverage



If the Triangle commuter rail is built in stages, which section should come first?

BY RICHARD STRADLING

UPDATED JANUARY 17, 2023 10:09 PM



GoTriangle releases study on Durham-Clayton commuter rail line

North Carolina Public Radio | By [Bradley George](#)
Published January 5, 2023 at 1:06 PM EST

'So much traffic': Commuter is ready for rails

BY [RACHEL BOYD](#) | RALEIGH
UPDATED 3:00 PM ET JAN. 17, 2023 | PUBLISHED 1:40 PM ET JAN. 17, 2023

RALEIGH, N.C. — According to GoTriangle, the greater Raleigh-Durham area is expected to grow in the next 30 years by more than one million people, bringing more than one million cars with them. Greater Triangle Commuter Rail is North Carolina's primary solution for the congestion anticipated to follow.



WAKE COUNTY NEWS

Thousands respond to Triangle commuter rail survey, there's still time to make your voice heard

by: [Lillian Donahue](#)
Posted: Jan 18, 2023 / 11:17 PM EST
Updated: Jan 18, 2023 / 11:35 PM EST

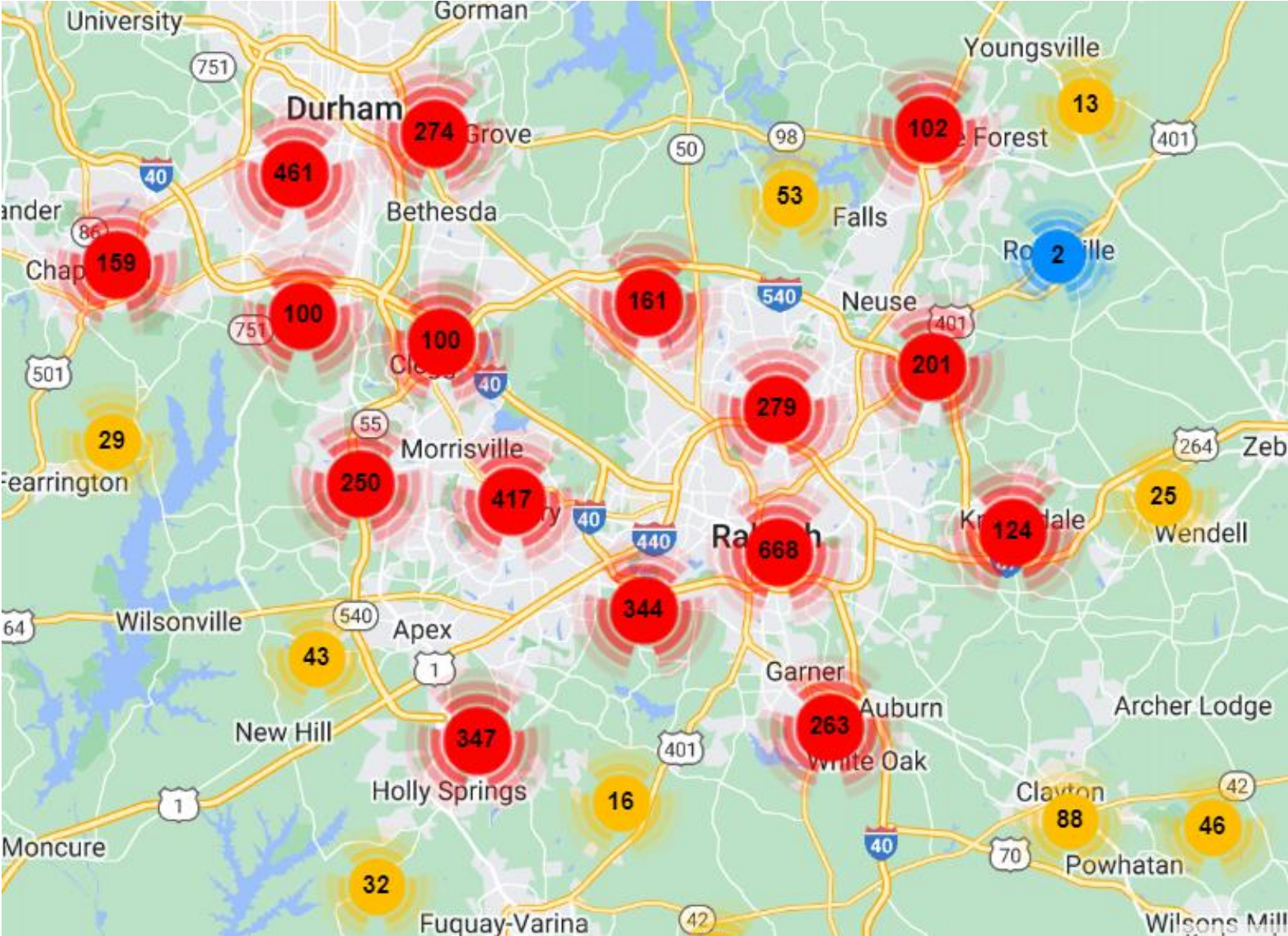


Survey Participants

WHO WE HEARD FROM

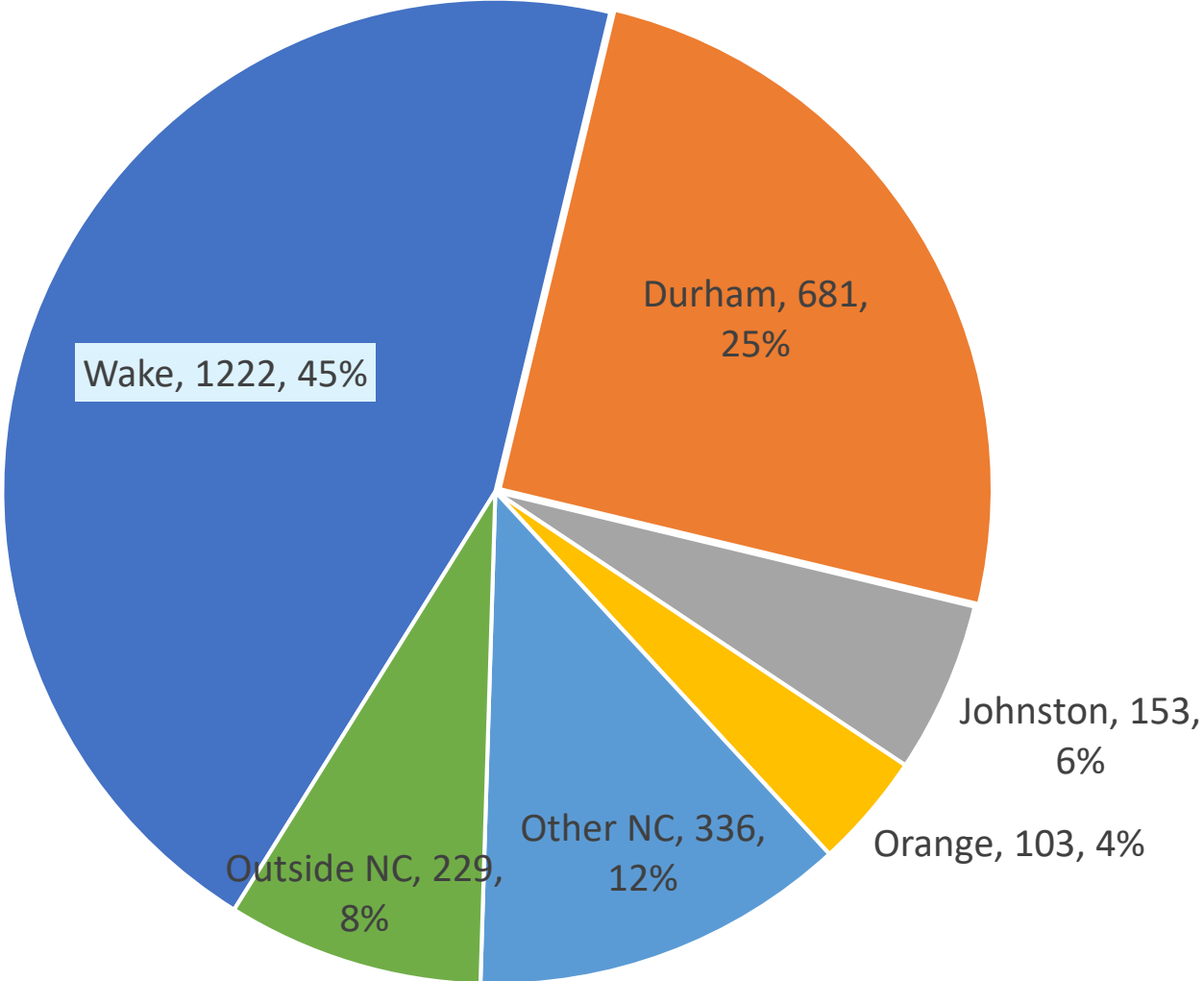
Round II:
January 2023

6,034
Survey
Participants



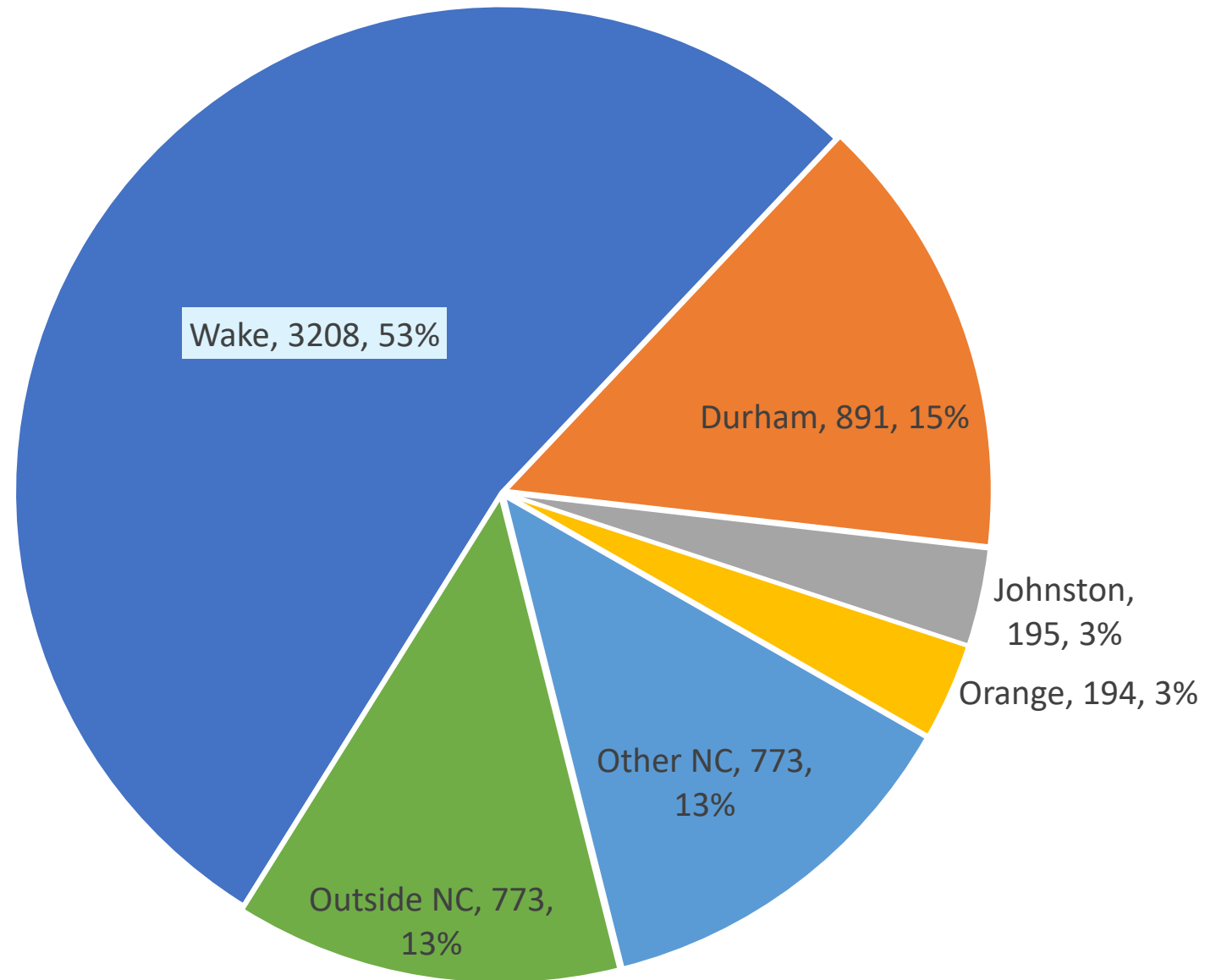
Round I Participation by County

Overall Participation by County - 2020

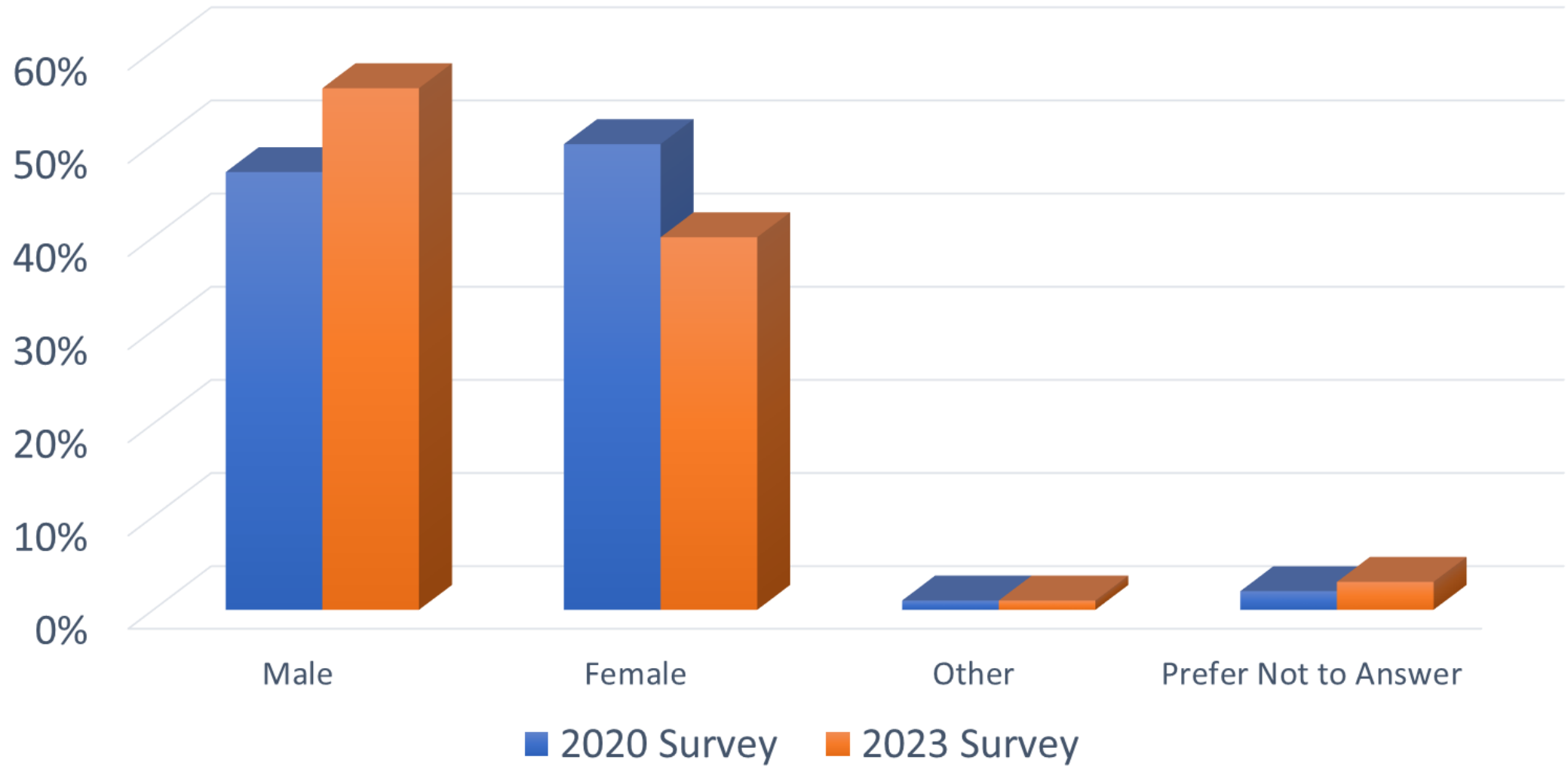


Round II Participation by County

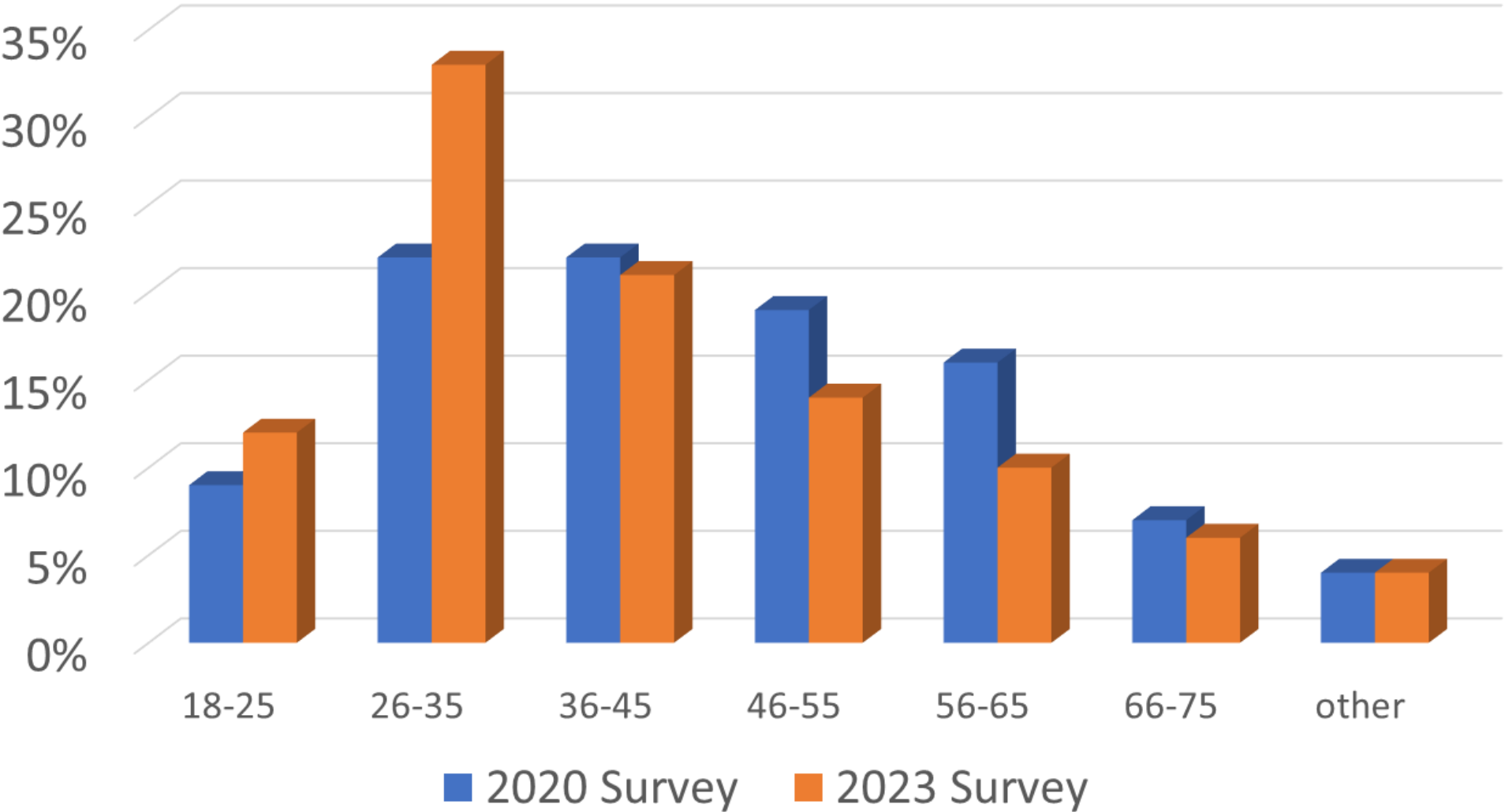
Overall Participation by County - 2023



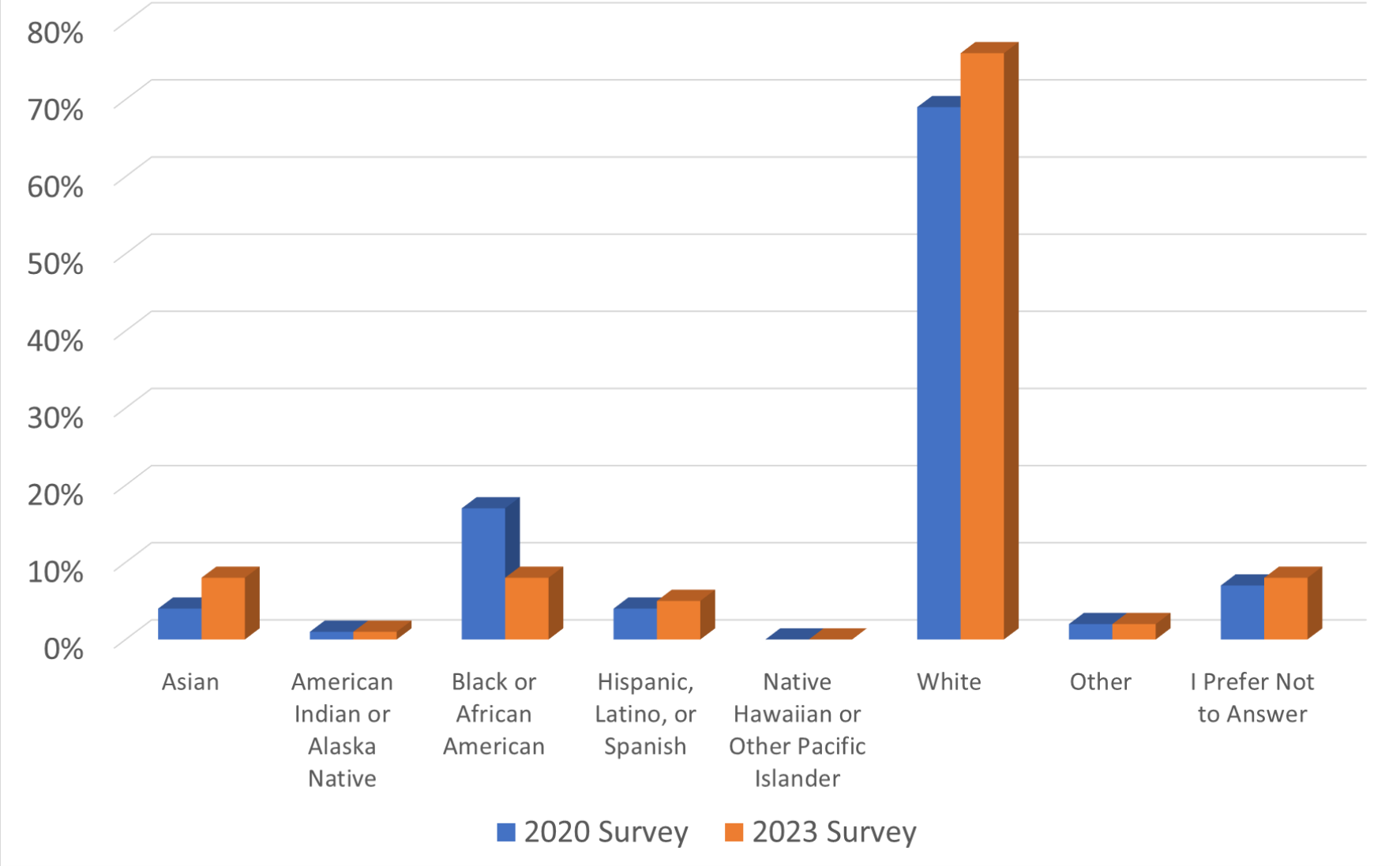
Gender



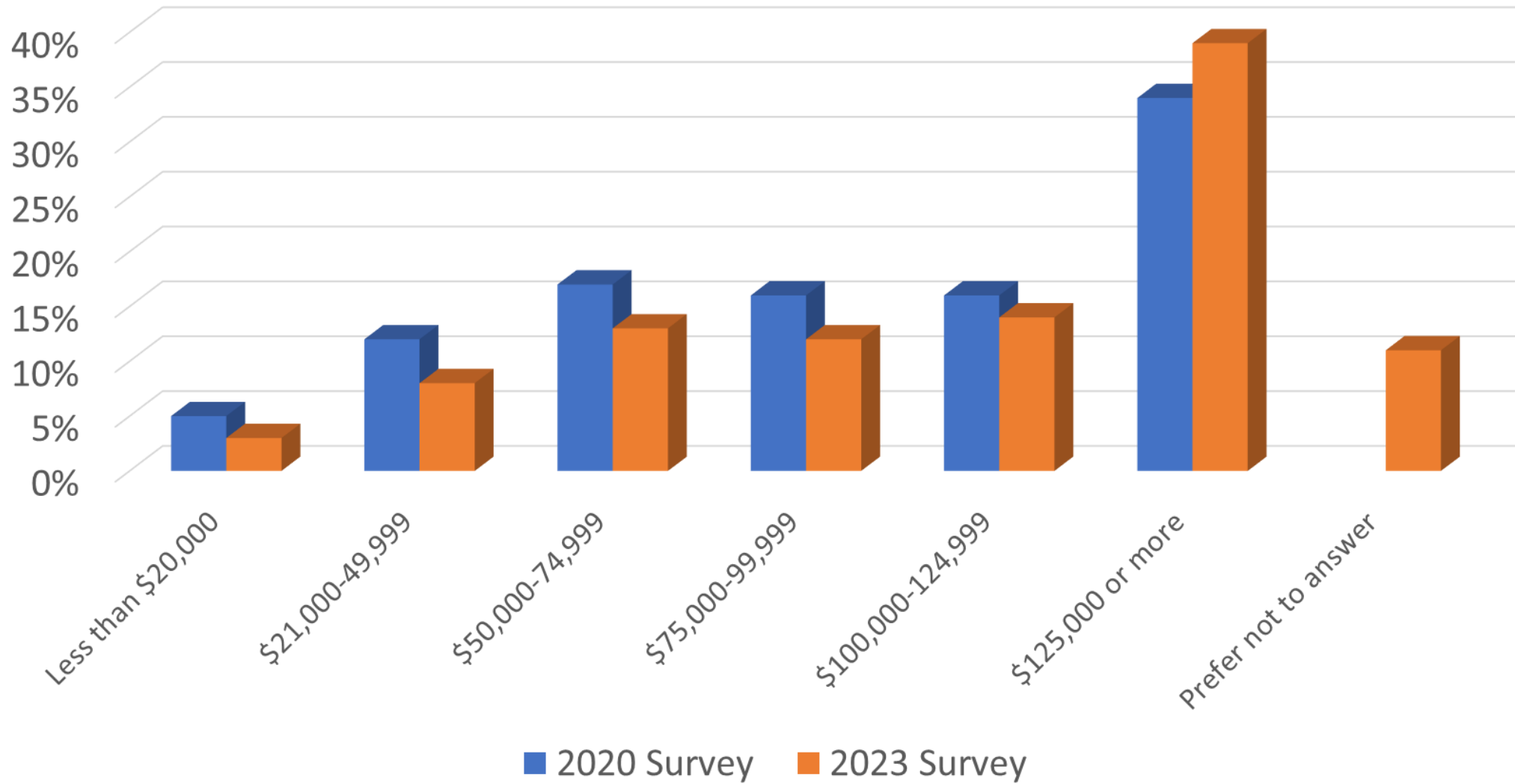
Age



Race/Ethnicity



Annual Household Income

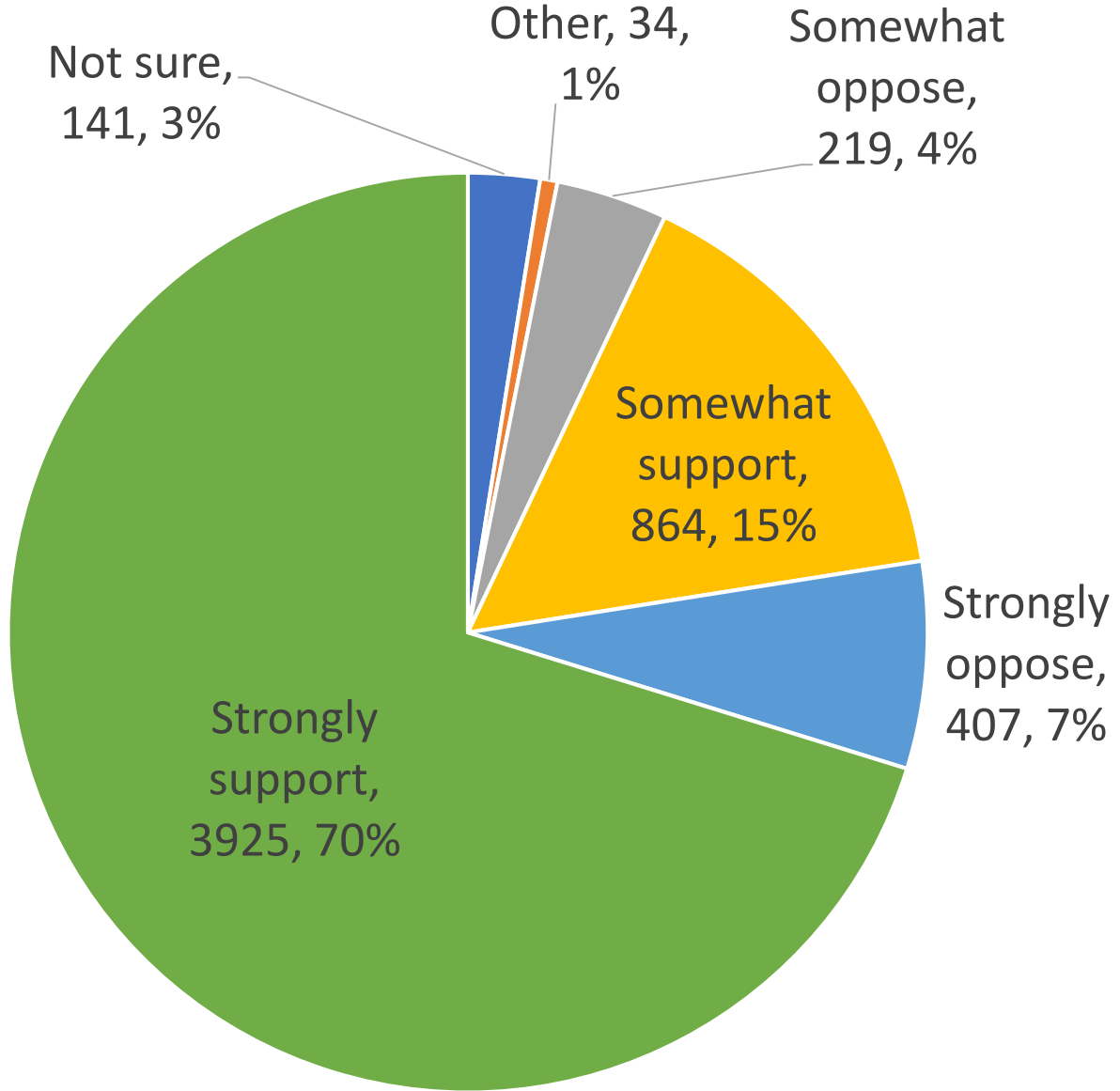


Public Feedback

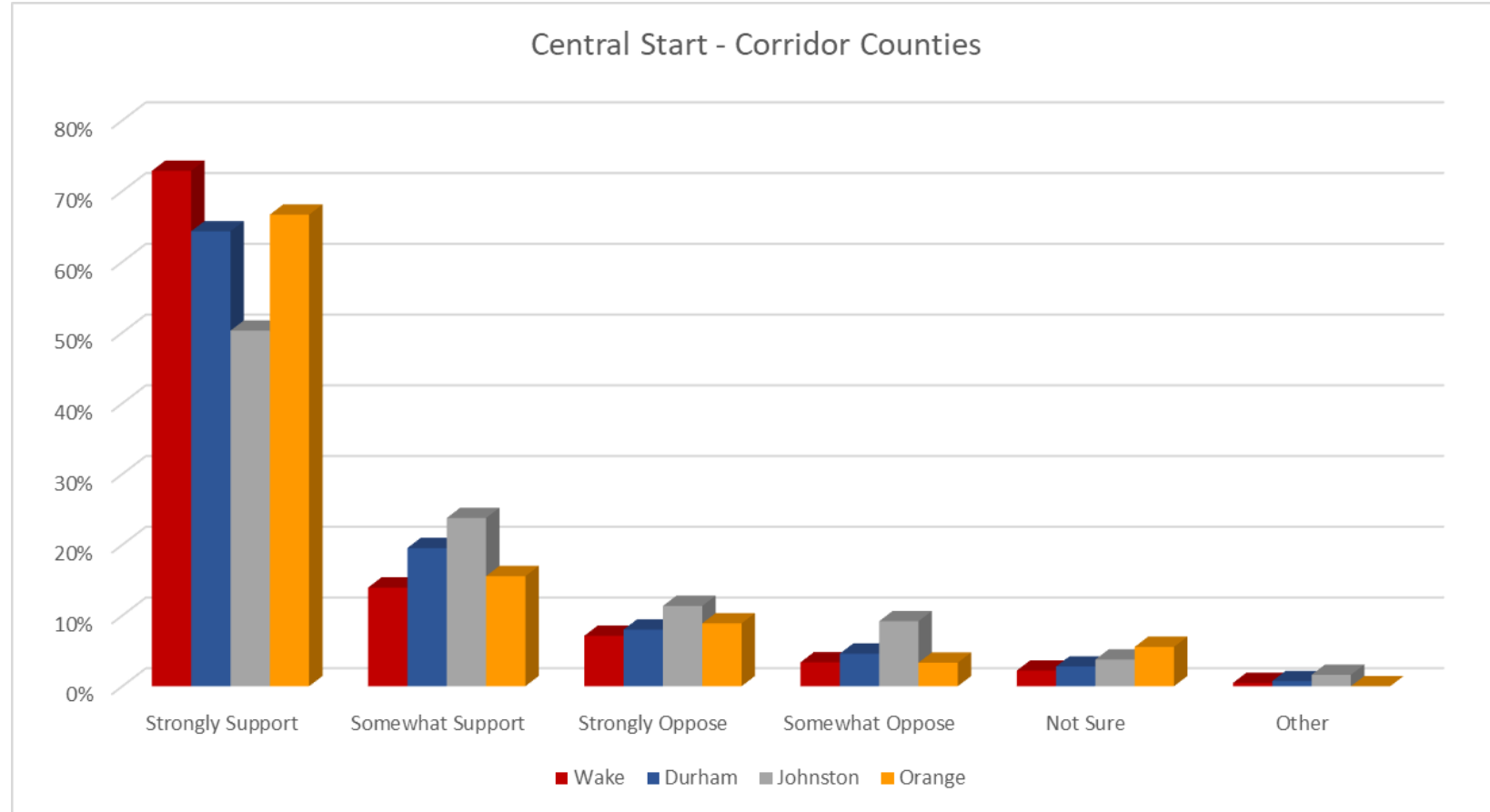
WHAT WE HEARD

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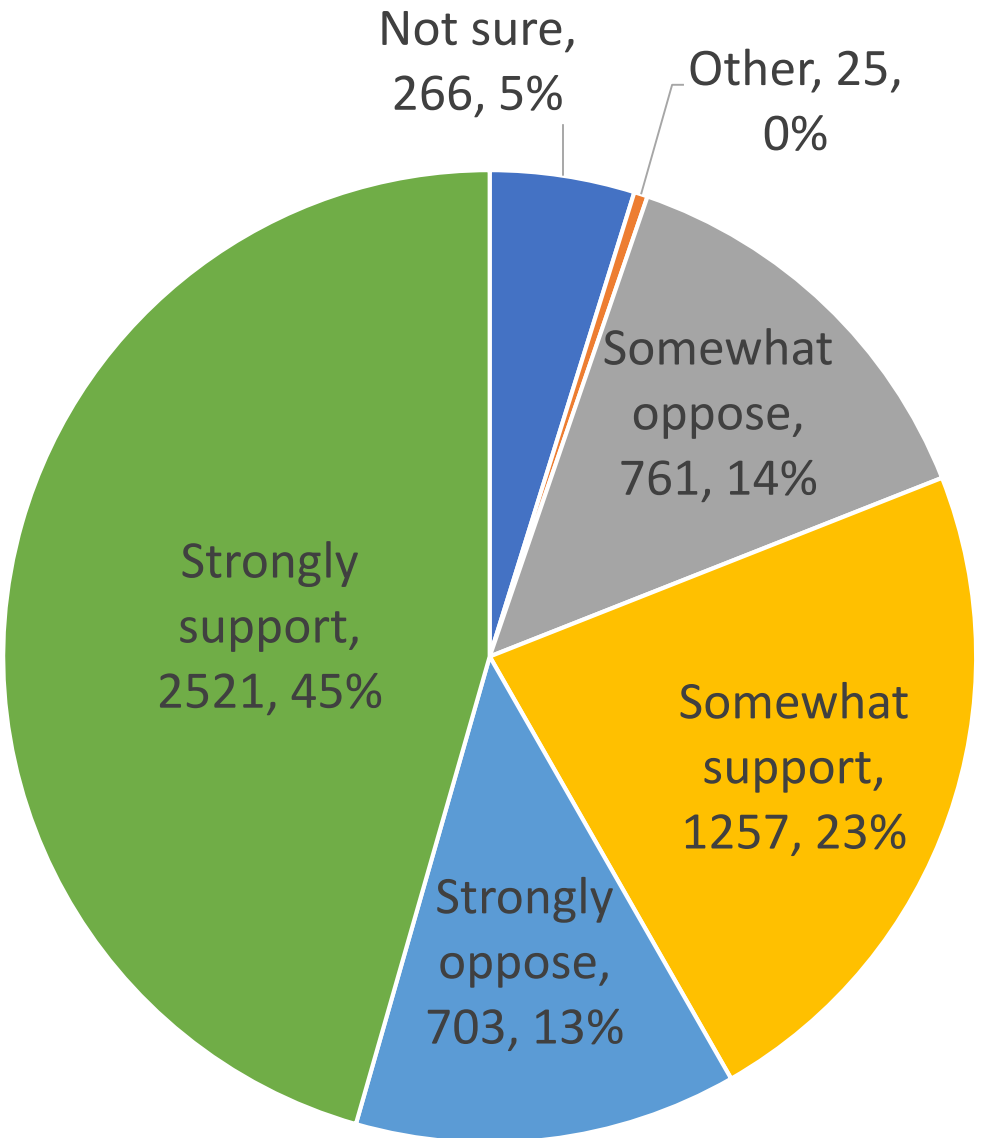
1. Do you support or oppose the first phase of construction beginning with the Central portion of the corridor?



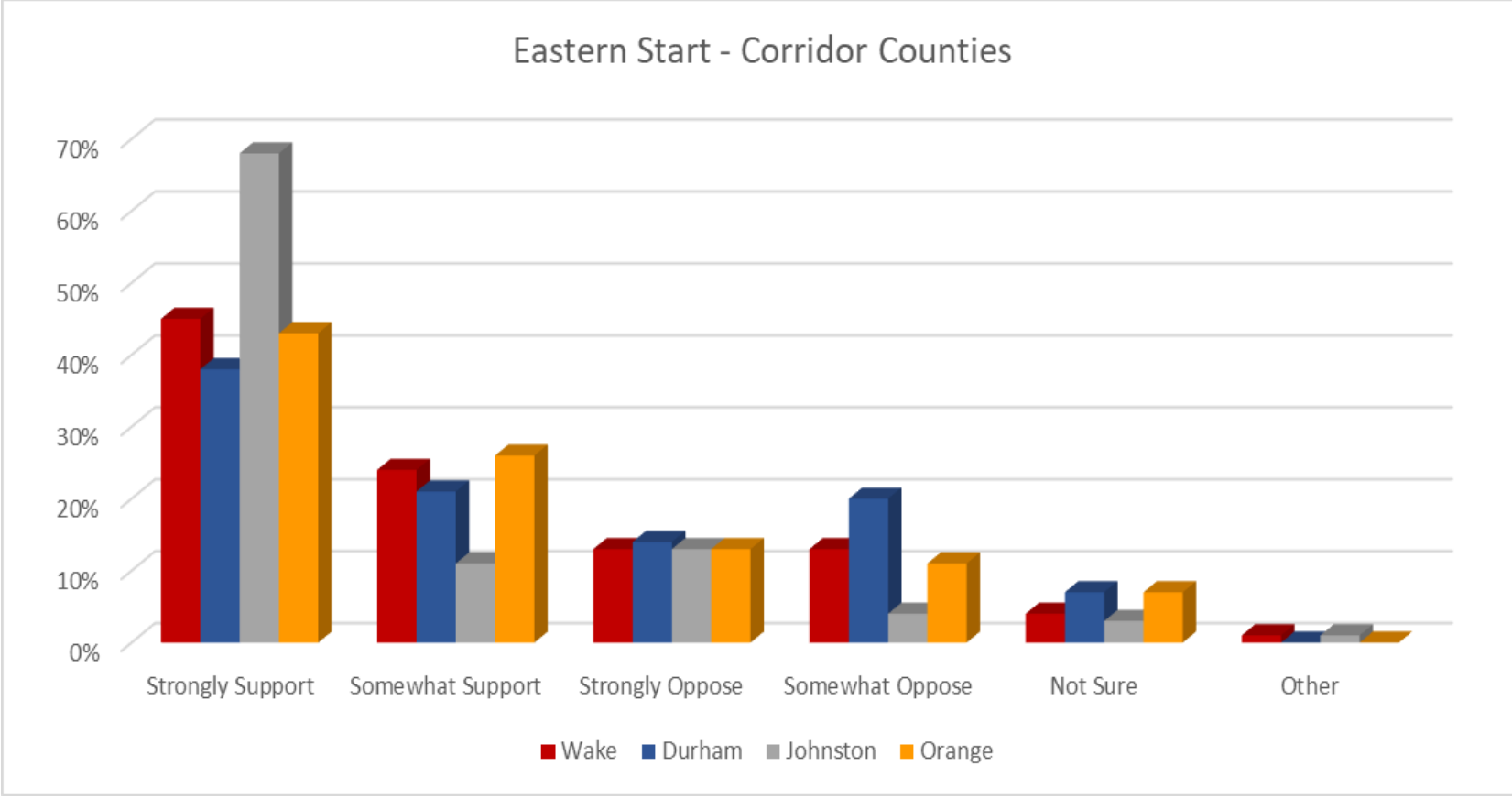
1. Do you support or oppose the first phase of construction beginning with the Central portion of the corridor?



2. Do you support or oppose the first phase of construction beginning with the Eastern scenario?

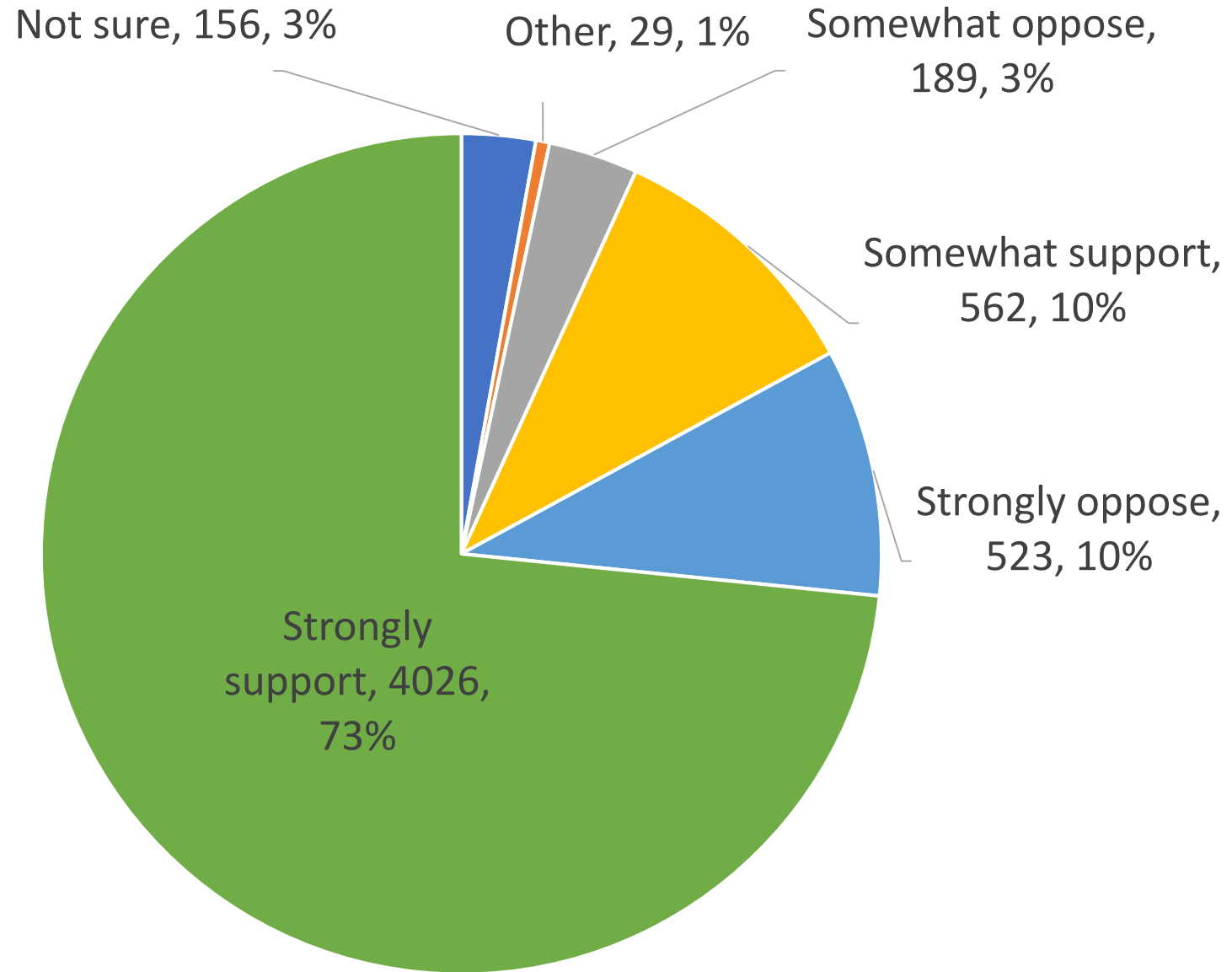


2. Do you support or oppose the first phase of construction beginning with the Eastern scenario?



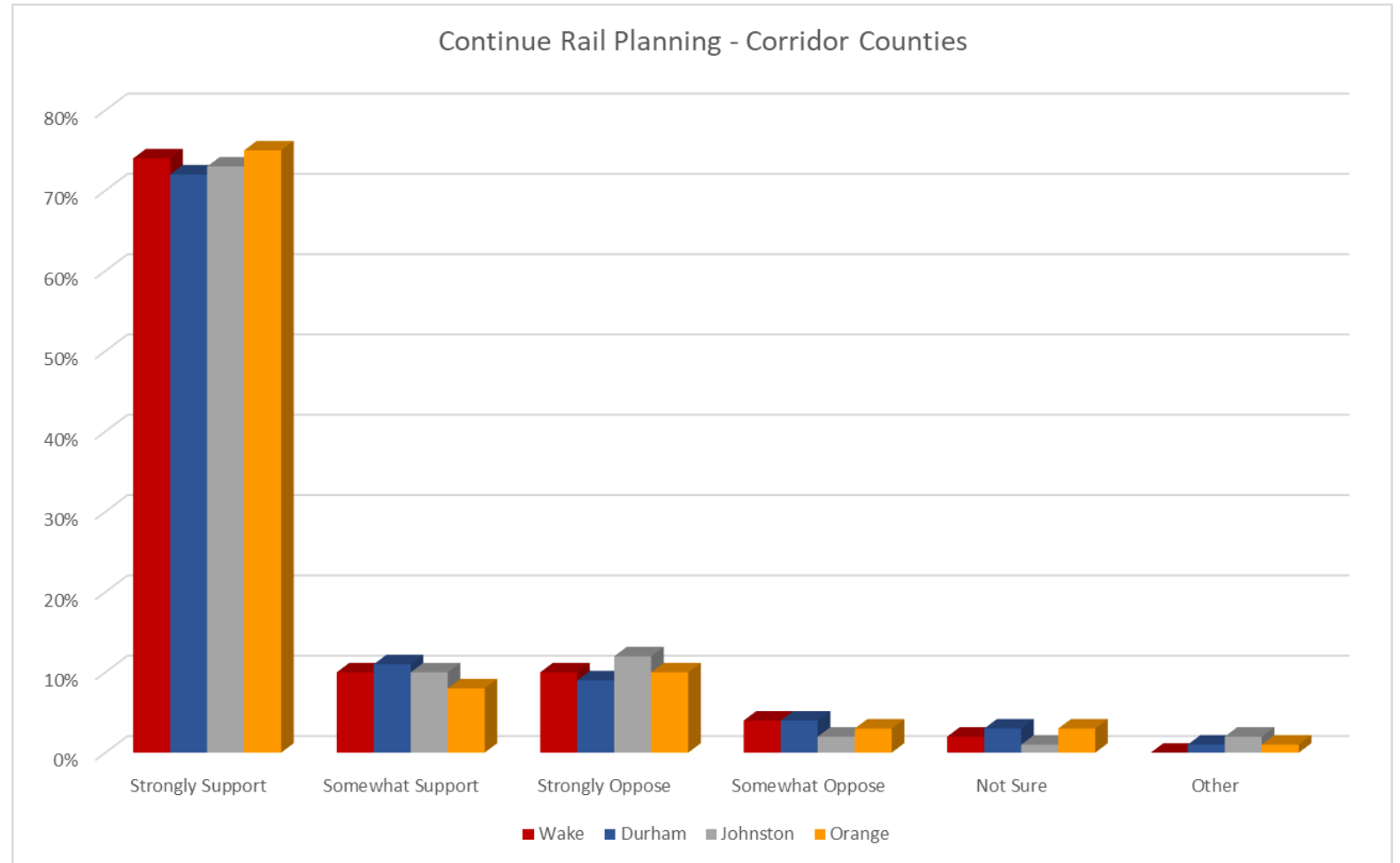
Building the entire 40-mile commuter rail corridor at once, from Garner to West Durham, includes high costs and many technical challenges. Due to those challenges, the project cannot be implemented as a single project as originally planned.

3. Do you support or oppose the continued planning of commuter rail?



Building the entire 40-mile commuter rail corridor at once, from Garner to West Durham, includes high costs and many technical challenges. Due to those challenges, the project cannot be implemented as a single project as originally planned.

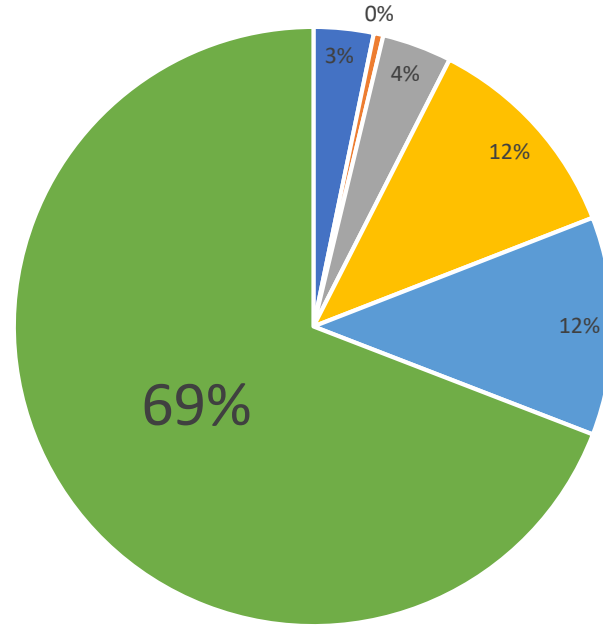
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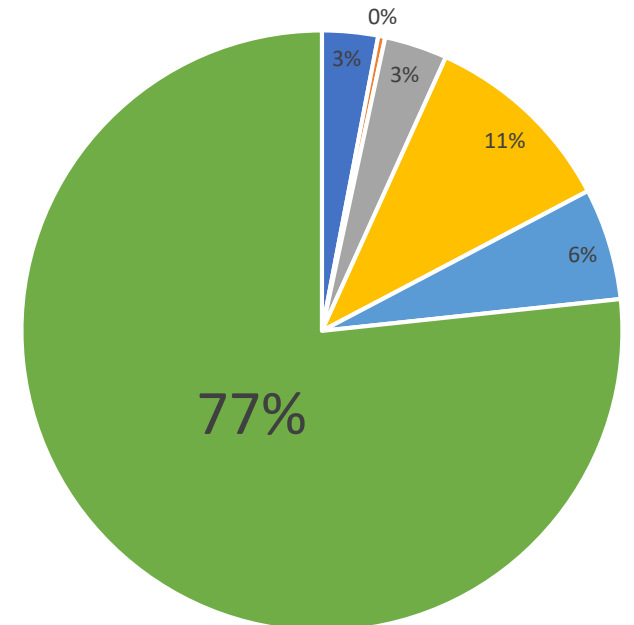
3. Do you support or oppose the continued planning of commuter rail?

Non-white only Respondents

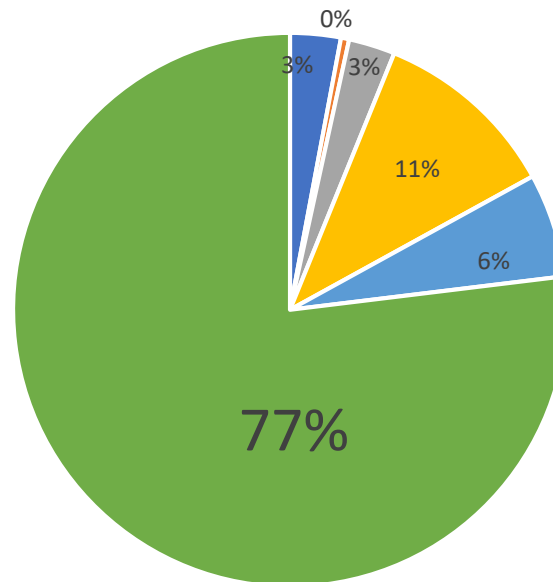


- Not sure
- Other
- Somewhat oppose
- Somewhat support
- Strongly oppose
- Strongly support

Hispanic Respondents

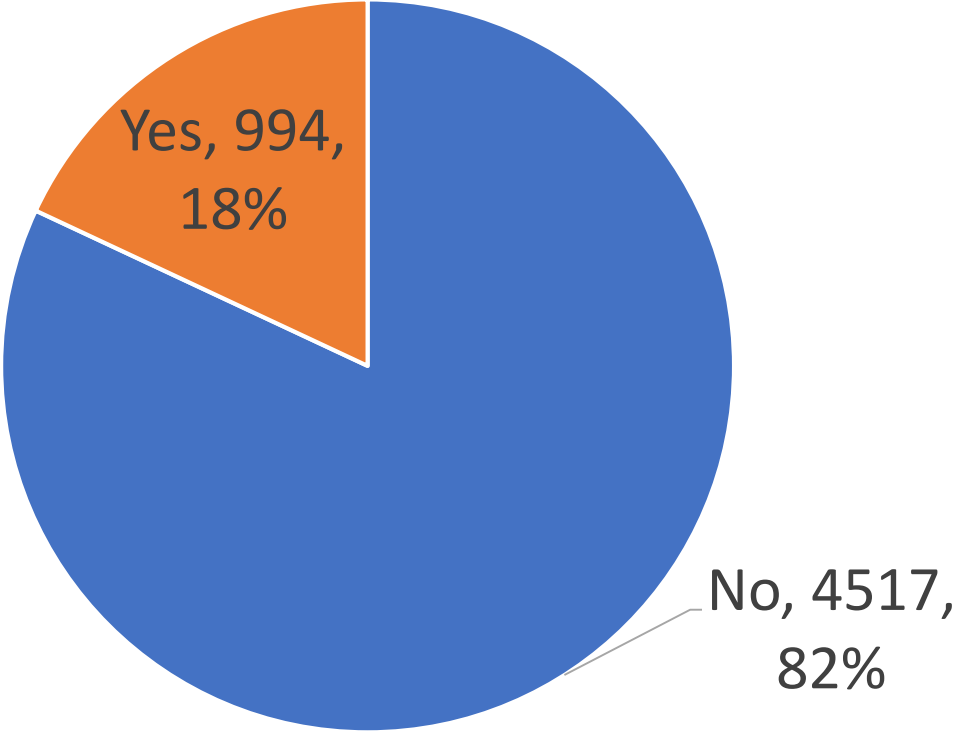


Income under 75k/year

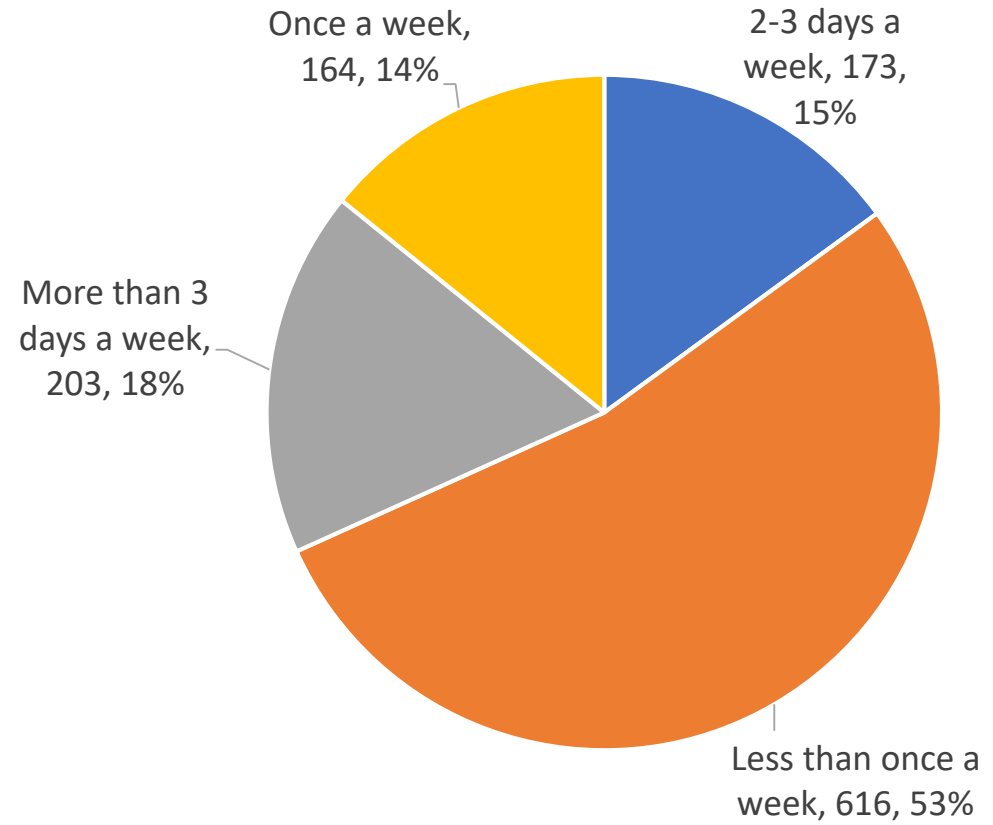
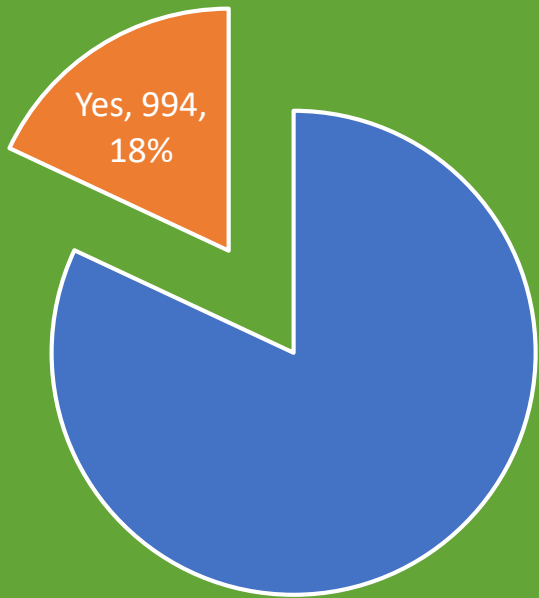


Currently, there are bus routes that provide service to some of the destinations that would be serviced by the proposed Commuter Rail, such as downtown Durham, RTP, Morrisville, Cary, NCSU, downtown Raleigh, and Garner.

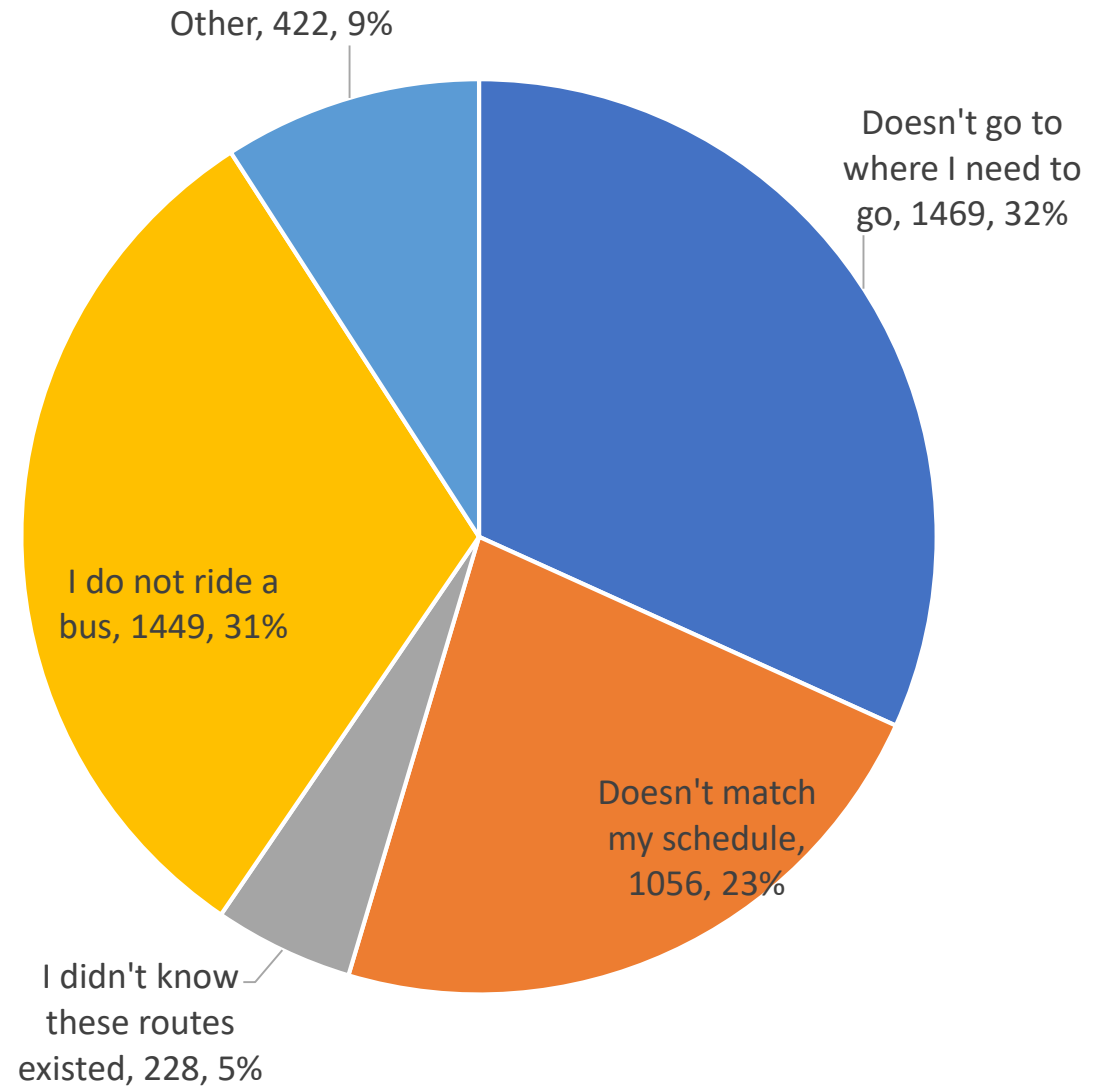
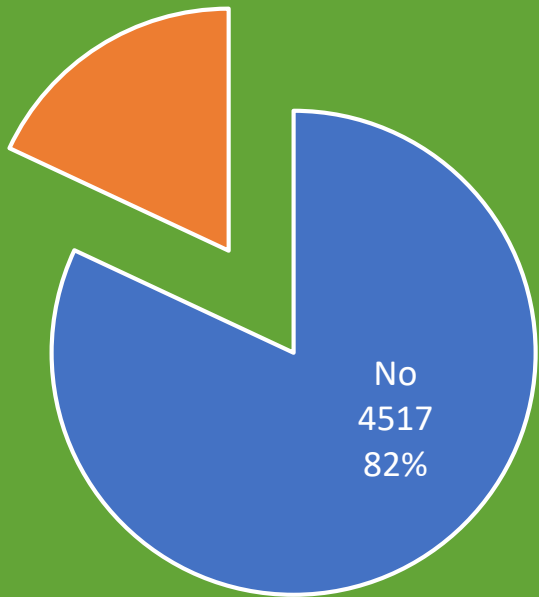
4. Do you currently take the bus in any of these areas?



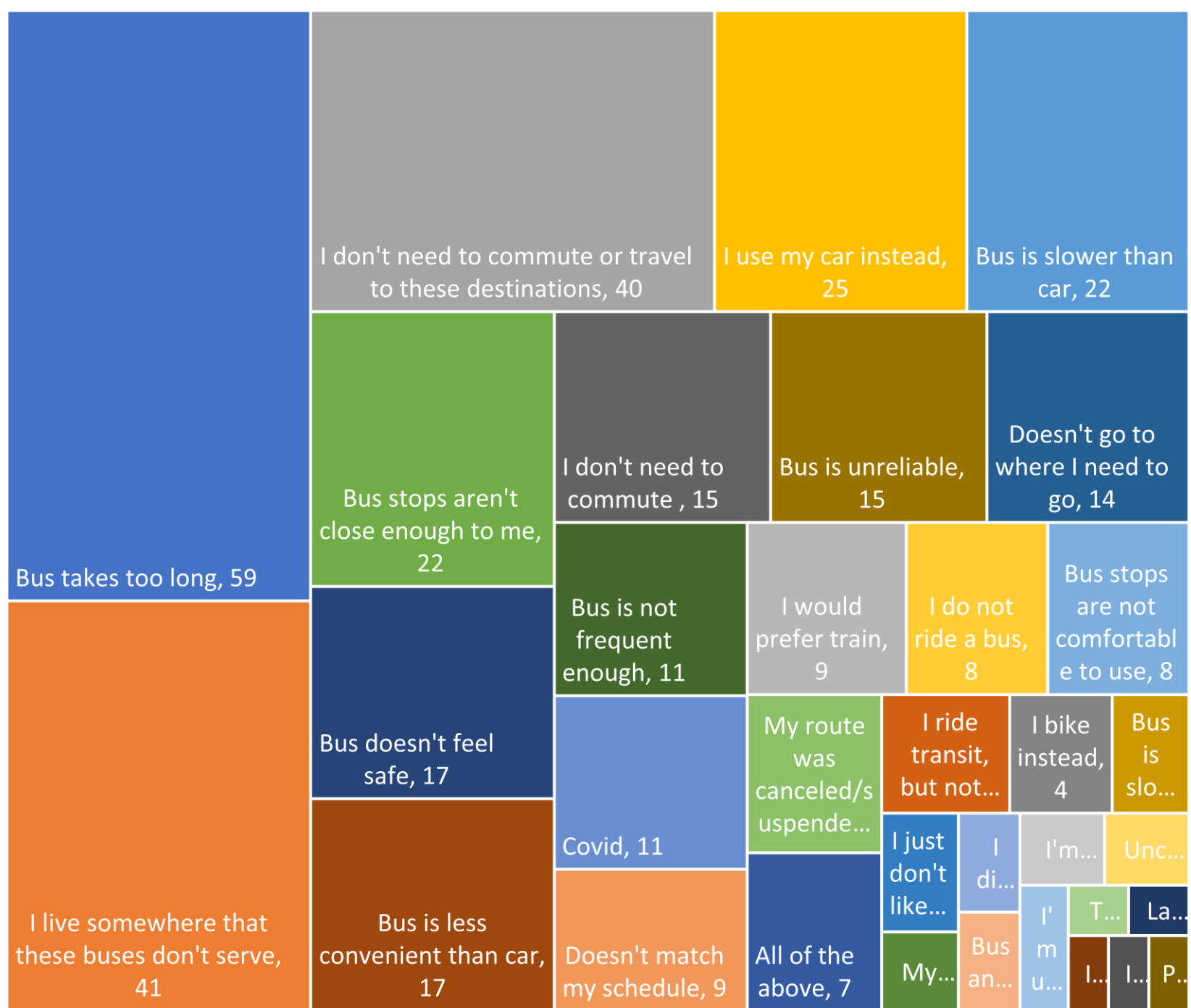
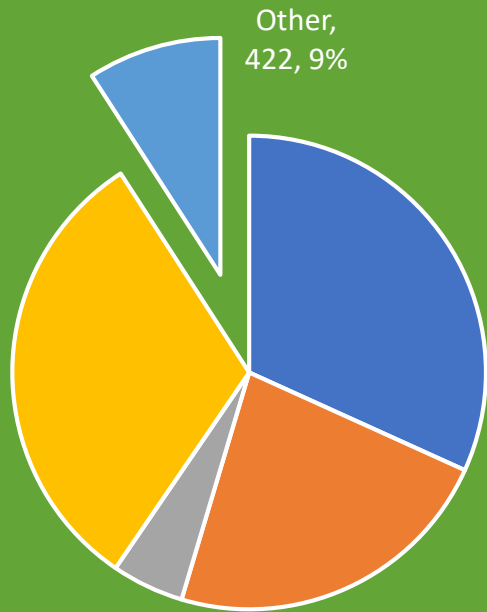
5. If you answered **yes**, how often?



5. If you answered no, why not?

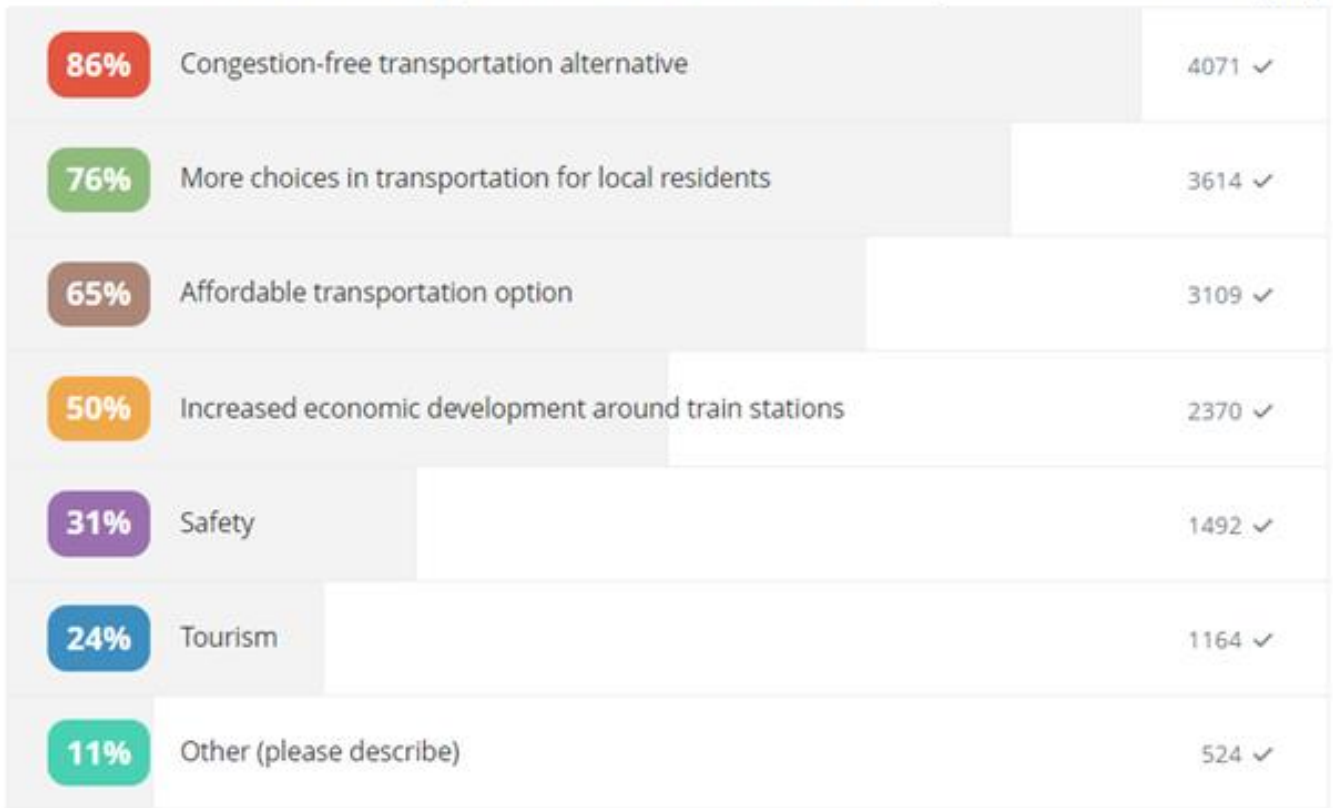


5. If you answered no, why not? (Other)



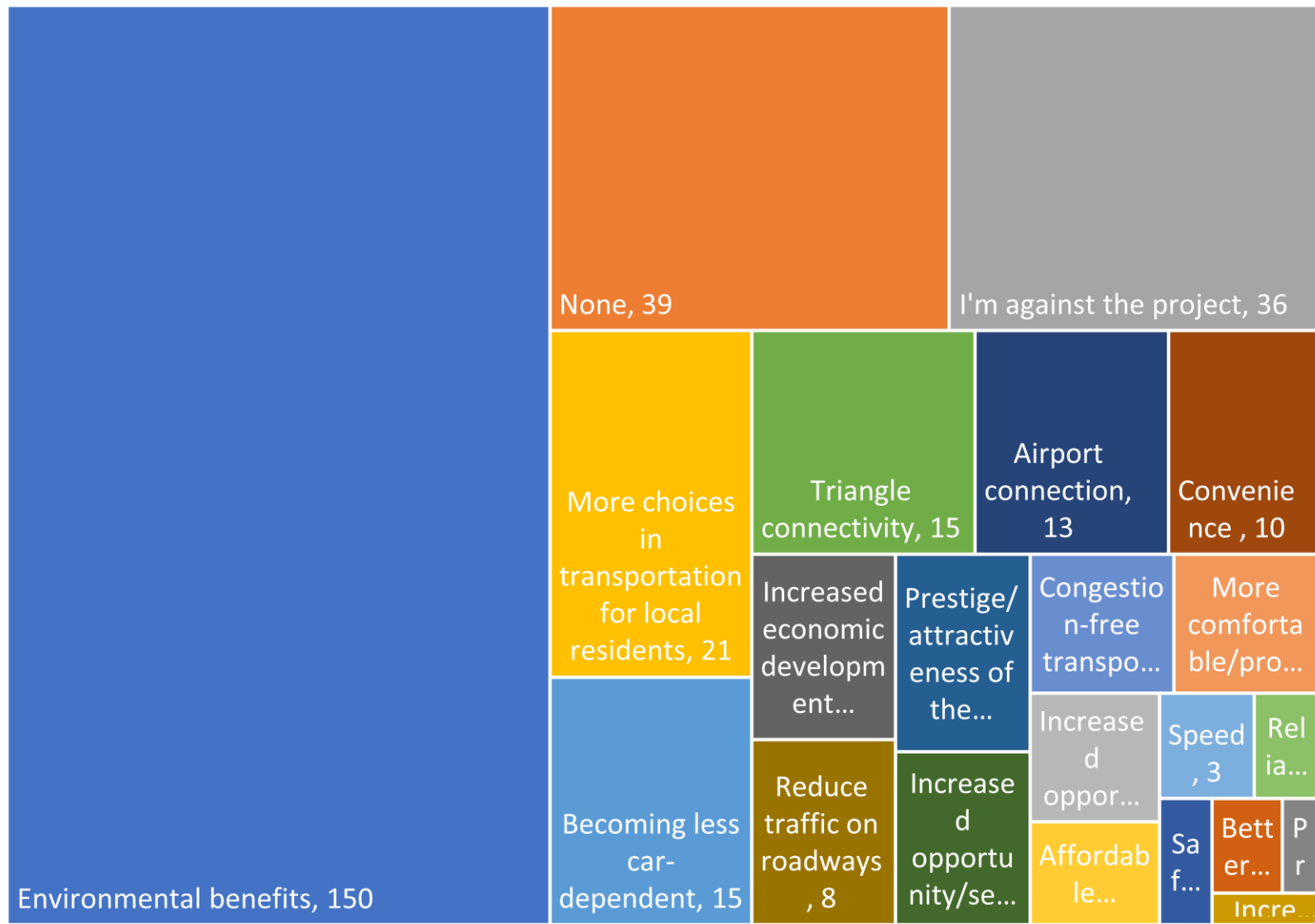
7. Please indicate the most important benefits of rail service to you. Choose all that apply.

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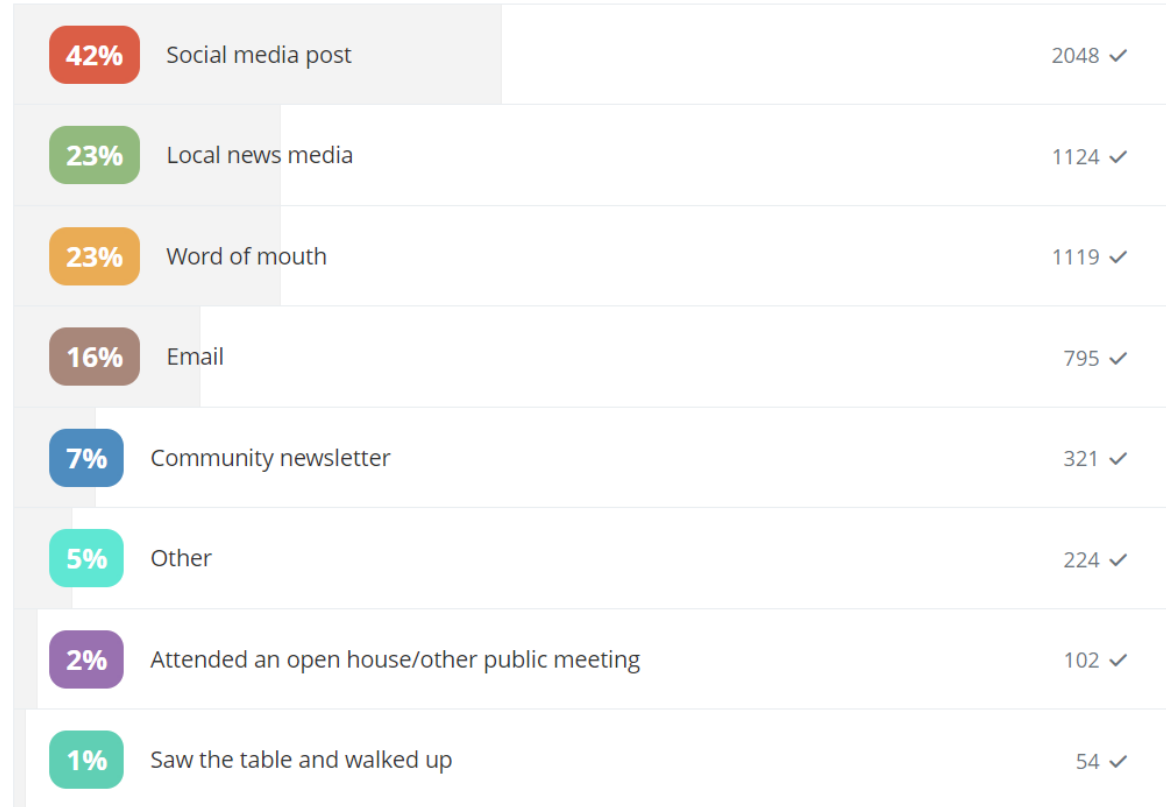
4,753 Respondents

7. Please indicate the most important benefits of rail service to you. (Other)



8. How did you hear about the Greater Triangle Commuter Rail Feasibility Study Phase II Survey?

8. How did you hear about the Greater Triangle Commuter Rail Feasibility Study Phase II Survey?



4,911 Respondents

Round I Survey Questions

1. What would you like in a commuter rail train that connects Durham and Wake counties?
2. What do you see the commuter rail train doing for your community?
3. At the end of this study, local leaders will decide whether to move forward with the proposed commuter rail train. What else should they be considering to make that decision?

How did feedback compare to 2020?

ROUND I: SEPTEMBER 2020

Perceived benefits of the commuter rail project include:

- Reducing congestion
- Environmental benefits
- Decreasing commute times
- Bringing the Triangle up to modern metropolitan standards
- Sense of connectivity throughout the Triangle

Concerns voiced about the commuter rail project included the following:

- Project cost and funding allocation
- Whether it would be effective
- Would it serve the community equitably?
 - Examples: Concerns that it serves only commuters, Would it serve those most in need? Concern that some geographic areas left out

ROUND II: JANUARY 2023

Top three most important benefits of rail service:

- Congestion-free transportation alternative
- More choices in transportation for local residents
- Affordable transportation option

Concerns:

- Connection to the airport
- Accessibility
- Project cost and timeline

FOR MORE INFORMATION, PLEASE CONTACT:

LIZ RASKOPF, PUBLIC ENGAGEMENT MANAGER, GOTRIANGLE

ERASKOPF@GOTRIANGLE.ORG

C: 919-939-0679

V. GTCR Engagement Summary Report & Next Steps

Attachment B

Requested Action:

Receive as information.

Elisabeth Raskopf, GoTriangle

VI. COVID Relief Funding Update

Attachment C

Steven Schlossberg & Jennifer Hayden, GoTriangle;
Shavon Tucker, City of Raleigh; Christine Sondej,
Town of Cary; and Anita Davis, Wake County



COVID Relief Funding Update
TPAC – 3/15/2023

COVID Relief Funding Update

- i. Coronavirus Aid, Relief, and Economic Security (CARES) Act – 3/27/2020
- ii. Coronavirus Response and Relief Supplemental Appropriations Act 2021 (CRRSAA) – 12/27/2020
- iii. American Rescue Plan Act (ARP) – 3/11/2021

Transit partners submitted templates (Attachment C) that detail how pandemic related funds received based on the Raleigh Urbanized Area (UZA) have been spent. Funds from these sources are available for all operating activities that occur on or after January 20, 2020. Information collected through the templates submitted by transit partners includes the specific program funding came from; the amount distributed; the amount expended to date; allocation of funds by category; and additional detail on how the funds were used.

Transit Partner Updates

i. Town of Cary

ii. GoTriangle

iii. City of Raleigh

iv. Wake County

Town of Cary

Program	Amount Distributed*	Expenditures to Date	FTA Draws
Coronavirus Aid, Relief, and Economic Security (CARES) Act	\$ 4,584,223	\$ 4,584,223	\$ 4,584,223
Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA)	\$ 843,047	\$ 843,047	\$ 843,047
American Rescue Plan Act (ARP)	\$ 4,018,425	\$ 3,141,713	\$ 1,100,000
Total Coronavirus Relief Fund	\$ 9,445,695	\$ 8,568,983	\$ 6,527,270

Allocation of Funds by Category

Personal Protective Equipment (PPE)	0%
Operations (including organization staffing)	100%
Lost Revenue	0%
Other	0%
Total (Should equal 100%)	100%

Use of funds summary

CARES Act funds were spent on GoCary O&M contract expenditures, direct fuel expenses, and staff salaries. CRRSAA and ARP funds to date were spent on GoCary O&M contract expenditures and planning staff salaries. Cary anticipates expending all relief funding in FY24.

Christine Sondej – Town of Cary

GoTriangle

Program	Amount Distributed*	Expenditures to Date	FTA Draws
Coronavirus Aid, Relief, and Economic Security (CARES) Act	\$ 3,125,254	\$ 3,125,254	\$ 3,125,254
Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA)**	\$ 576,294	\$ 576,294	\$ -
American Rescue Plan Act (ARP)**	\$ 5,140,011	\$ 5,140,011	\$ -
Total Coronavirus Relief Fund	\$ 8,841,559	\$ 8,841,559	\$ 3,125,254

Allocation of Funds by Category

Personal Protective Equipment (PPE)	0%
Operations (including organization staffing)	63%
Lost Revenue	37%
Other	0%
Total (Should equal 100%)	100%

Use of funds summary

Regardless of the offset of revenues, GoTriangle utilized all of the Raleigh UZA funded relief funds to support transit operations including bus operations, maintenance, and paratransit. All of the funds that have been allocated have been expended as 65% of expenses were for direct staffing related and 35% were for other operating expenses including but not limited to fuel, fluids, services, cleaning supplies and pandemic related expenses.

****GoTriangle has been assigned temporary grant numbers #5527-2022-4 ARP and 5527-2021-4 CRRSAA for the remaining draws anticipated to occur shortly.**

Jennifer Hayden – GoTriangle

City of Raleigh

Program	Amount Distributed	Expenditures to Date	FTA Draws
Coronavirus Aid, Relief, and Economic Security (CARES) Act Operations	\$ 23,812,185	\$ 10,089,052	\$ 10,089,052
Coronavirus Aid, Relief, and Economic Security (CARES) Act Planning Studies	\$ 1,100,000	\$ 248,856	\$ 86,965
Coronavirus Aid, Relief, and Economic Security (CARES) Act Poole Road Park and Ride	\$ 455,000	\$ 455,000	\$ -
Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) Operations	\$ 4,631,118	\$ -	\$ -
American Rescue Plan Act (ARP) Operations	\$ 20,860,452	\$ 9,192,082	\$ -
Total Coronavirus Relief Fund	\$ 50,858,755	\$ 19,984,990	\$ 10,176,017

Executed FTA agreement pending
Executed FTA agreement pending

Allocation of Funds by Category

Personal Protective Equipment (PPE)	0%
Operations (including organization staffing)	97%
Lost Revenue	0%
Planning studies	2%
Poole Road Park and Ride	1%
Other	0%
Total (Should equal 100%)	100%

Use of funds summary

Almost all of the City of Raleigh's CARES Act funding has been used to help support fixed route operations, primarily driver payroll. A small amount has also been used to fund the BRT Northern Corridor MIS study and \$455K of Poole Road park and ride costs. All of the American Rescue and CRRSAA funding is anticipated to be used for operating, specifically fixed route preventive maintenance and paratransit operations. Raleigh anticipates expending all relief funding by the end of FY25. The allocation information above includes both actuals and future expenditures. Also, note that the expenditures to date does not include FY23 operating expenses. As part of the FY23 fiscal year review occurring in a few months, Transit staff will coordinate with the City's Finance department to determine how much of the \$9.2M relief funding budgeted for FY23 will be needed to allocate towards fixed route operations. This \$9.2M is not yet included in the expenditures to date column in the chart below.

Urbanized Area and Rural Area Formula Program Activities are Eligible

- Beginning January 20, 2020, all activities normally eligible under the Urbanized Area (49 USC 5307) and Rural Area (49 USC 5311) formula programs are eligible for CARES Act funding, including:
 - Planning
 - Capital (preventive maintenance, rolling stock, equipment, etc.)
 - Operating

FTA

Shavon Tucker – City of Raleigh

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Wake County

Program	Amount Distributed	Expenditures to Date	FTA Draws
Coronavirus Aid, Relief, and Economic Security (CARES) Act	\$ 4,323,654	\$ 1,727,197	\$ 975,683
Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA)	\$ -	\$ -	\$ -
American Rescue Plan Act (ARP)	\$ -	\$ -	\$ -
Total Coronavirus Relief Fund	\$ 4,323,654	\$ 1,727,197	\$ 975,683

Allocation of Funds by Category

Personal Protective Equipment (PPE)	30%
Operations (including organization staffing)	50%
Lost Revenue	20%
Other	0%
Total (Should equal 100%)	100%

Use of funds summary

The CARES Funding received was used for PPE Supplies, offset additional operational costs (increased wages for drivers, increased revenue hour rates due to decreased demand which enabled our contracted vendor to not have to furlough drivers), updated Software for vendor tablets, temp staff .

Anita Davis – Wake County

Questions

?

Requested Action: Receive as information

VI. COVID Relief Funding Update

Attachment C

Requested Action:

Receive as information.

Steven Schlossberg & Jennifer Hayden, GoTriangle;
Shavon Tucker, City of Raleigh; Christine Sondej,
Town of Cary; and Anita Davis, Wake County

VII. FY24 Community Funding Area (CFA) Program Update Attachment D

Evan Koff, CAMPO

Community Funding Area Program

FY 2024 Selection Process & Program Review - Meeting #1

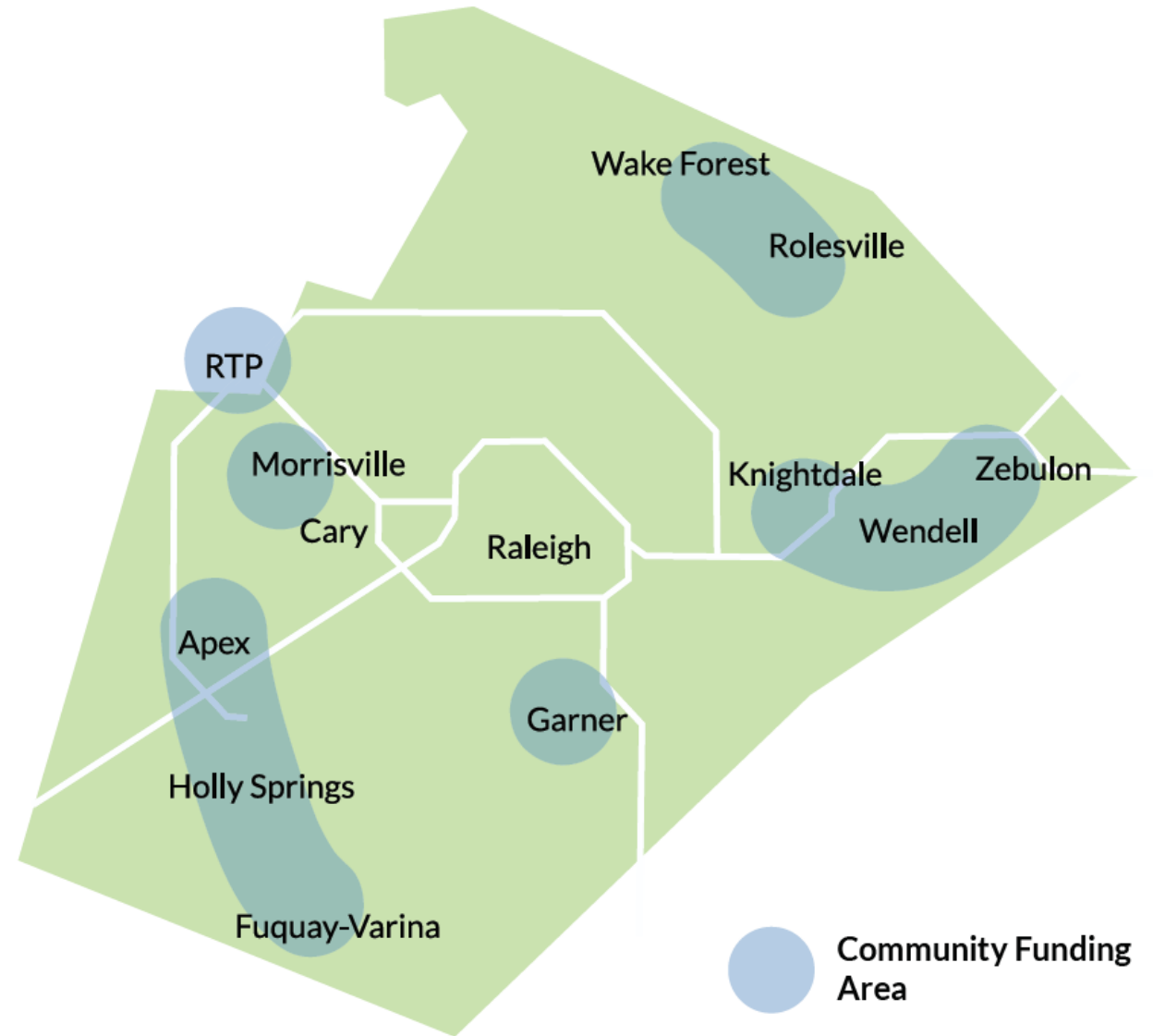
February 17, 2023



Program Overview & Financial Health

Community Funding Area Program Overview

- ▶ Envisioned as part of the Wake Transit Plan - Big Move #4: Enhanced Access to Transit
- ▶ A competitive program providing an opportunity to receive match funding for planning, capital, operating, or combined capital/operating transit projects



Previously Funded Projects

Planning

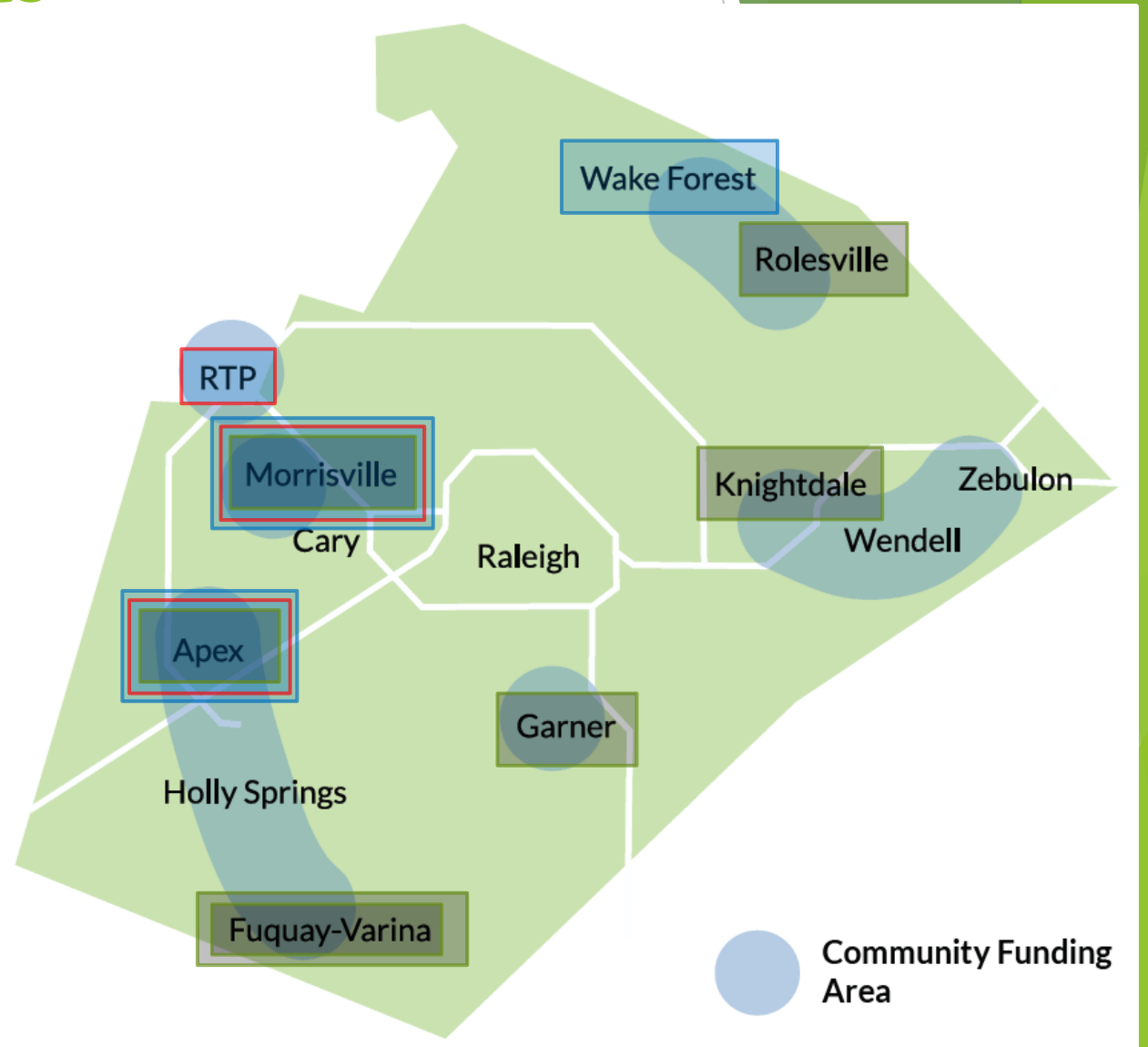
- ▶ Town of Apex (FY19)
- ▶ Town of Morrisville (FY19)
- ▶ Town of Garner (FY20)
- ▶ Town of Fuquay-Varina (FY20)
- ▶ Town of Rolesville (FY20)
- ▶ Town of Knightdale (FY22)
- ▶ Town of Fuquay-Varina (FY23)

Capital

- ▶ Town of Apex (FY21)
- ▶ Town of Morrisville (FY21)
- ▶ Research Triangle Foundation (FY22)

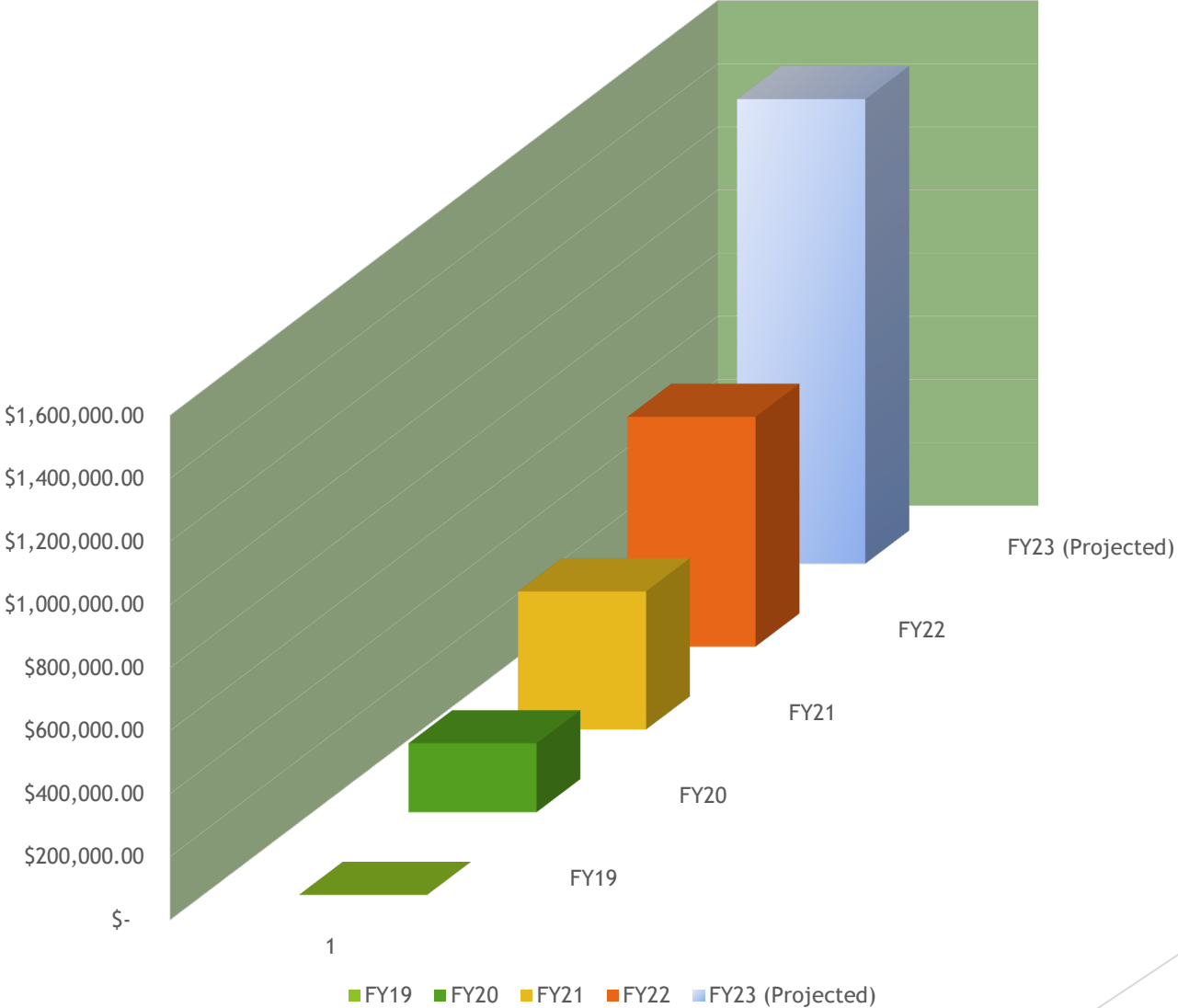
Operating

- ▶ Town of Wake Forest (FY20)
- ▶ Town of Apex (FY21)
- ▶ Town of Morrisville (FY21)



CFAP Applications Turn Into Progress

CFAP Annual Reimbursements



CFAP Funding: FY 2023 to FY 2030

Community Funding Area Program Annual Allocation

FY23	FY24**	FY25	FY26	FY27	FY28	FY29	FY30
\$1.18M	\$2.73M	\$1.65M	\$1.69M	\$1.73M	\$1.78M	\$1.82M	\$1.87M

\$50k	\$50k	\$50k	\$50k	\$50k	\$50k	\$50k	\$50k
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Total Allocation

Planning/Technical Allocation (not included in totals)

FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
\$392k	\$422k	\$433k	\$444k	\$455k	\$466k	\$478k	\$490k
\$347k	\$356k	\$365k	\$374k	\$383k	\$393k	\$403k	\$413k
\$375k	\$385k	\$394k	\$404k	\$414k	\$425k	\$435k	\$446k
\$50k							

T0005-BF: GoApex Route 1 Fixed-Route Circulator

T0005-BG: Operation of Node-Based Smart Shuttle

T0005-AA: Wake Forest Reverse Circulator

TC003-S: Fuquay-Varina's Transit Feasibility Study



FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
*	\$1.57M	\$456k	\$468k	\$480k	\$492k	\$504k	\$517k

T0005-Z: CFA Funding Reserve

- *T0005-Z's FY23 allocation in the FY23 Draft Wake Transit Work Plan was combined with funds that had been returned to the CFA fund balance and is reflected in the FY24 allocation of \$1,567,961
- **Information is based upon FY24 Draft Wake Transit Work Plan

Program Funds: Additional Cost Considerations

10%

The CFA Program Management Plan allows the potential of up to a 10% overage on project costs, with additional match dollars from the project sponsor. Without the consent of the TPAC, this 10% cannot go above any other program caps, such as the \$50,000 planning maximum

30%

For FY21, the Budget & Finance and Planning & Prioritization Subcommittees made the following recommendation: No project can use more than 30% of total annual CFA program budget on **operating** expenses without TPAC approval

Long Term Operating Costs

- ▶ “The CFAP limits the annual funding available to a single applicant to 30% of a CFAP annual funding allocation (for example, if the annual funding program is set at \$1 million, the maximum project award is \$300,000). Capping the maximum award at 30% balances the competing goals of supporting projects that have capital and operating components with encouraging broad participation in the grant program. The project funding cap should commence in FY 21 once the funding allocation is large enough to warrant this limitation.”
- ▶ In January 2020 it was recommended that the 30% cap would only apply to operating funding requests for FY21. Applicability of the 30% cap in future year Wake Transit Work Plans to be determined by TPAC.



	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Total Funding Allocation	\$2.73M	\$1.65M	\$1.69M	\$1.73M	\$1.78M	\$1.82M	\$1.87M
30% of Total	\$819k	\$494k	\$507k	\$520k	\$533k	\$546k	\$560k

Community Funding Area FY 2024 Program Timeline

Action	Date
Project Incubation Meetings	Late Sept 2022
Applicant Training	Oct 26, 2022
Call for Projects (Opens)	Oct 31, 2022
Pre-Submittal Review Meetings:	
Town of Apex	Dec 8, 2022
Town of Knightdale	Dec 9, 2022
Call for Projects (Closes)	Jan 6, 2023
CAMPO Staff Scores Submissions	Jan 9, 2023 - Jan 27, 2023
Selection Committee Convenes	Feb 17, 2023
Committee Recommendation Presentations/Staff Reports:	
Transit Planning Advisory Committee	Mar 15, 2023
Technical Coordinating Committee	Apr 6, 2023
Executive Board	Apr 19, 2023
TPAC recommends Projects in Work Plan	Apr 19, 2023
FY 2024 Work Plan Adoption	By June 30, 2023



WE ARE HERE

Submitted Applications

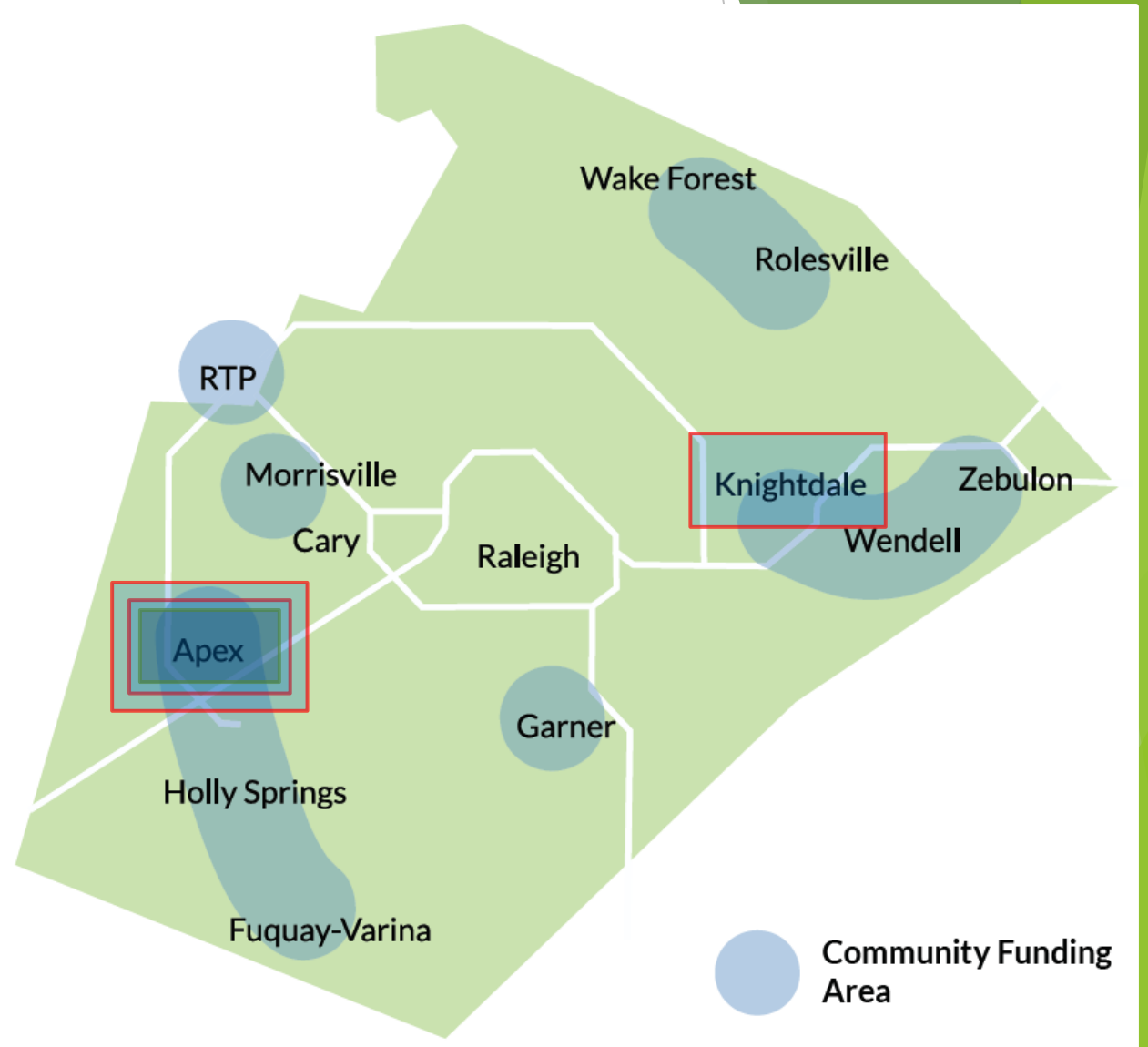
FY 2024

Capital Applications

- ▶ **Town of Apex:**
Transit Feasibility Plan
- ▶ **Town of Apex:**
Transit Feasibility Plan
- ▶ **Town of Knightdale:**
Transit Feasibility Plan

Planning Application

- ▶ **Town of Apex:**
Transit Feasibility Plan



The background is a solid light green color. On the right side, there are several overlapping, semi-transparent geometric shapes in various shades of green, including a large dark green triangle and several lighter green trapezoids and rectangles. A thin white line runs diagonally across the lower right portion of the image.

FY 2024 CFAP Applicants

Scoring - Capital & Operating Projects (100 Points)

Category	Criterion	Description	Category	Criterion	Description
Geographic Balance	Last Time Applicant Awarded CFAP Funds for Capital/Operating	Last time applicant was awarded CFAP funds for capital/operating projects.	Cost Effectiveness	Operating and Capital Cost per Boarding	Operating and capital cost per boarding opening year.
	Fixed-route Wake Transit Plan investments supported	Number of fixed-route bus/rail connections within ½ mile of project area.		Project Readiness	Project Readiness
Local/Regional Benefits	Population density within service area	Population density (in people per square mile) within 1/2 mile of project area.	Estimated Opening Year		Estimated opening year of project (for capital projects, how long until project is expected to be completed; for operations projects, how long until operation begins?)
	Employment density within service area	Employment density (in jobs per square mile) within 1/2 mile of project area.	Best Practices		Does project follow published best practices from elsewhere within the country or region? Applicant must cite best practice research.
	Population with Transit Need	Percent of population with high propensity to use transit (including residents living below the poverty line, older adults age 65 and above, total households with zero vehicles, individuals with disabilities) within ½ mile of project area.	Local Match		Amount of total project cost paid for with local funds
Transit Need	Activity Generators and Community Connections	Number of activity generators and community connections within ½ mile of project area. Activity generators and community connections include medical facilities, senior centers/community centers, retail centers, major employers (100+ employees), schools, and government centers.			

Summary of Scores for Capital/Operating Projects

	Geographic Balance	Local / Regional Benefits	Transit Need	Cost Effectiveness	Project Readiness	Total Score
FY20 Wake Forest (Reference)	20	5	20	5	14	64
FY21 Apex (Reference)	20	15	20	0	28	83
FY21 Morrisville (Reference)	20	16	20	0	25	81
FY22 Research Triangle Foundation (Reference)	20	10	10	0	24	64
FY24 Town of Apex - Sidewalk	0	19	20	0	26	65
FY24 Town of Apex - Bus Stop Improvements	0	19	20	5	23	67
FY24 Town of Knightdale - Sidewalk and Crosswalk Improvements	20	13	20	0	26	79

Scoring - Planning Projects (50 Points)

Category	Criterion	Description	Points Awarded	Justification
Geographic Balance	Last Time Applicant Awarded CFAP Funds for Planning	Last time applicant was awarded CFAP funds for a planning study.	20: None within last 10 years	Prioritizes first-time planning study applicants and favors at least a five-year gap between funded planning studies/technical assistance grants.
			10: Within last 5 to 10 years	
			0: Within last 5 years	
Planning Study Readiness	Clear and Compelling Scope of Work	Applicant must provide a scope of work for the proposed planning document requesting CFAP funds with required content.	15	This is a requirement of all applications to demonstrate applicant has a focused scope of work that fits within the CFAP funding constraints.
	Estimated Planning Study End Date	Timeframe within which the results of the planning study are expected to be completed	10: Within 12 months	Prioritizes planning studies that can be finished within one funding cycle, so they can be used to support operations/planning projects proposed during the next funding cycle.
			0: Over 12 months	
	Local Match	Amount of total planning study paid for with local funds*	5: >80%	Prioritizes planning studies that are funded with a higher than minimum 50% local match.
			4: 76-80%	
			3: 71-75%	
2: 61-70%				
1: 51-60%				
0: 50%				

Summary of Scores for Planning Projects

	Geographic Balance	Planning Study Readiness	Total Score
FY19 Morrisville (Reference)	20	27	47
FY19 Apex (Reference)	20	25	45
FY20 Fuquay-Varina (Reference)	20	25	45
FY 2020 Garner (Reference)	20	25	45
FY 2020 Rolesville (Reference)	20	25	45
FY22 Town of Knightdale (Reference)	20	25	45
FY23 Town of Fuquay-Varina	0	25	25
FY24 Town of Apex	10	25	35

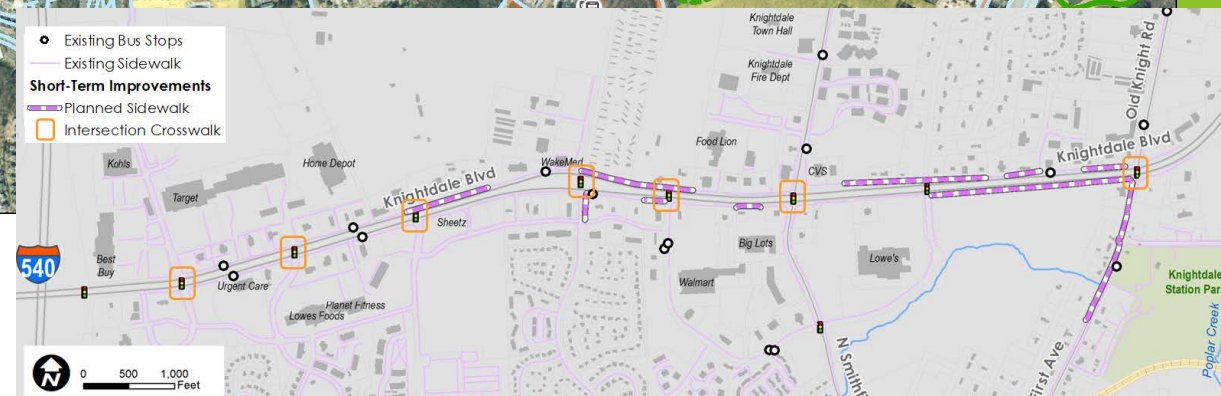
Knightdale Blvd Sidewalk & Crosswalk Improvements

Project Description:

The Town of Knightdale is already served by Route 33, a local circulator provided by the City of Raleigh. After the recent adoption of Knightdale's CFAP funded Comprehensive Transportation Plan, the next logical step is following its recommendations by enhancing access to the existing service. This project includes 4 crosswalk legs at 3 intersections and 1,255 feet of sidewalk gaps.



FY2024 CFAP Application



COMPREHENSIVE TRANSPORTATION PLAN 2022

GoApex Bus Stop Improvements

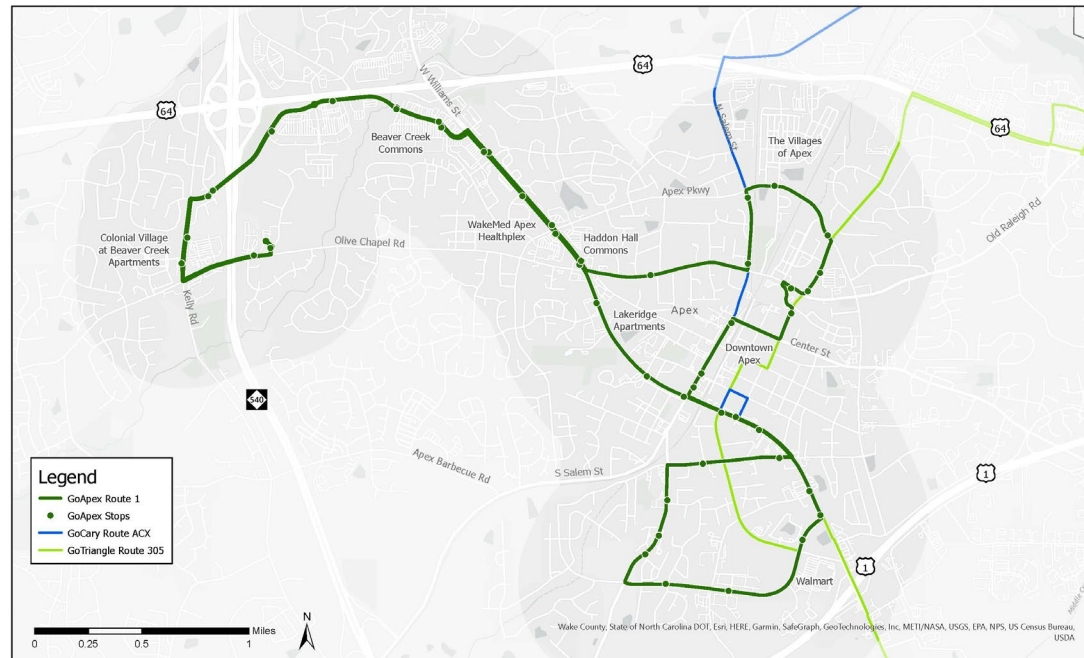
Project Description:

The application is the next step of enhancing the current GoApex Route 1 (a CFAP supported service) as determined by the Town’s ridership engagement efforts.

This project would provide bus stop improvements at GoApex bus stops, including installation of shelters, benches, trash cans, bike racks, and crosswalks, along with any grading, paving, or ADA accessibility improvements needed.



GoApex Bus Stop Improvements
Project Area



Saunders Street & Hinton Street Sidewalk Improvement

Project Description:

Providing quality transit begins with safe and uninterrupted pedestrian access. This sidewalk, curb & gutter, and cross walk project will:

1. Provide new pedestrian access to bus stops serving GoApex Route 1, GoCary Apex-Cary Express, and GoTriangle Route 305
2. Create safe and active routes to school
3. Generate a complete pedestrian route to Historic Downtown Apex

Plan Details

- Construct approximately 2,065 linear feet of 5-foot, concrete sidewalk
- Installation of approximately 1,285 feet of curb and gutter along the sidewalk
- Construction of two high-visibility crosswalks



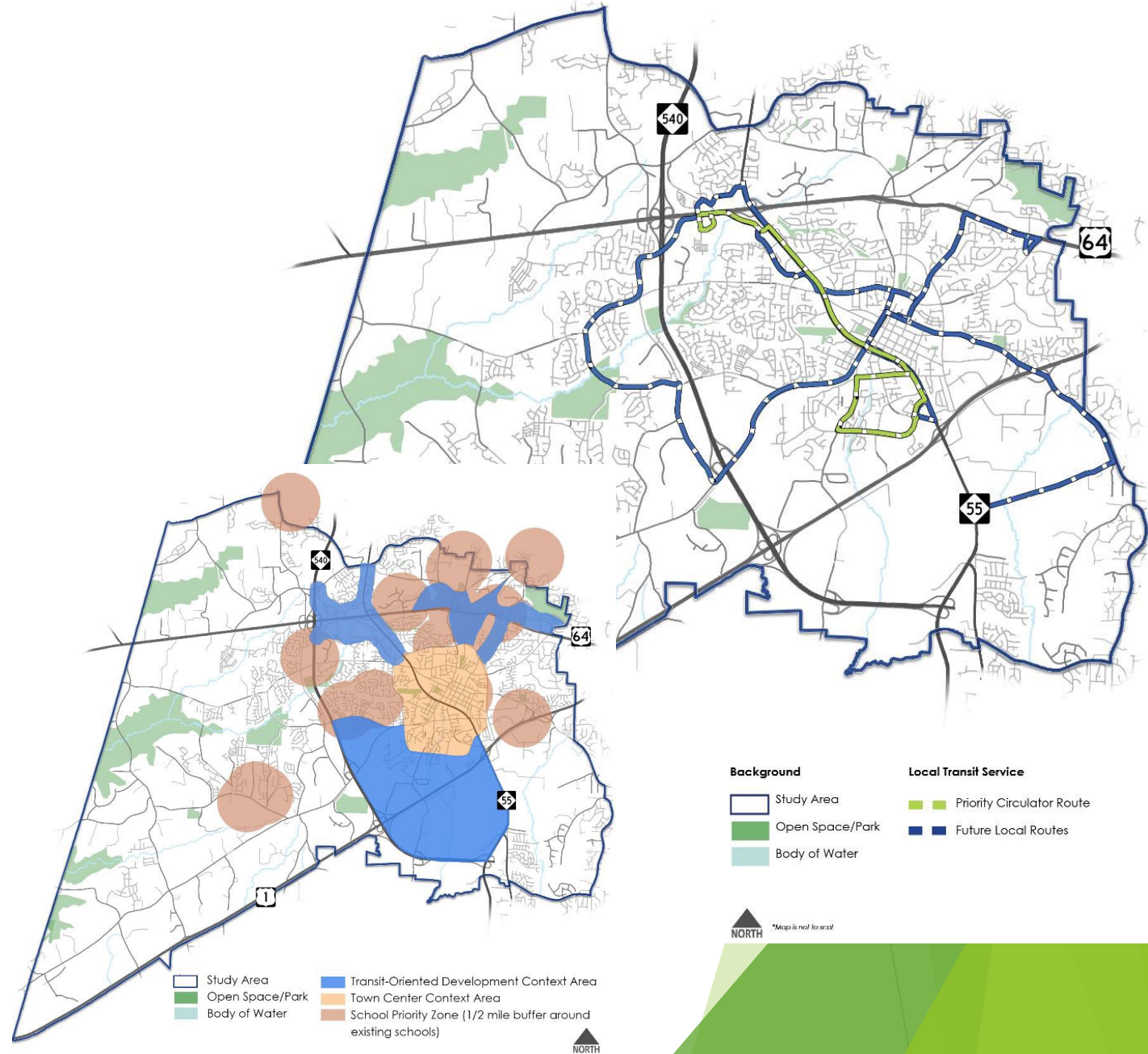
Transit Feasibility Plan

Project Description:

This study will build upon the planning work that has been completed since 2018 including the Town’s Comprehensive Transportation Plan, “Advance Apex” and the Town’s “Transit Circulator Study. Much of the planning work will be completed in house by the Town’s Senior Transit Planner.

Plan Details

- Purchase a 1-year subscription to Remix by Via
- Hire consultant for enhancement to some technical aspects and public outreach



CFA Funding Requests for FY 2024

Total Funds in CFA Program (FY 2024)		\$2,730,796	
Total Funding Pre-Appropriated (5-BF,5-BG,5-AA)		\$1,162,835	
TO005-BF (Apex)		\$422,267	
TO005-BG (Morrisville)		\$355,952	
TO005-AA (Wake Forest)		\$384,616	
Total Available Funds for New Projects		\$1,567,961	
<i>Geographic Balance Cap</i>		<i>\$819,238.80</i>	
		Funding Request	10% Contingency
Apex Sidewalk Capital		\$268,000	\$294,800
Apex Bus Stop Improvement (Capital)		\$100,000	\$110,000
Apex Transit Priorities (Planning)		\$22,250	\$24,475
Knightdale Sidewalk and Crosswalk (Capital)		\$211,509	\$232,659.90
TOTAL FUNDS REMAINING IN TO005-Z (Reserve)		\$966,202.00	\$906,026.10
<i>Total Funds in FY24 Requested by Apex</i>		<i>\$812,517.00</i>	<i>\$851,542.00 (over cap)</i>
<i>Total Funds in FY24 Requested by Knightdale</i>		<i>\$211,509</i>	<i>\$232,659.90</i>

CFA Funding Requests for FY2024: FY 2025 Funding Implications

	Current FY25 Allocation (FY24 Draft Work Plan)	FY25 Allocation Plus FY24 Reserve (No Build)	Fund All Projects (As Requested)	Fund All Projects (With 10% Contingency)
Amount in Reserve (T0005-Z)	\$455,778	\$2,023,739	\$1,421,980	\$1,361,804.10
Total FY25 Allocation	\$1,647,684	\$3,215,645	\$2,613,886	\$2,553,710.10
FY25 Project Funding Cap (30%)	\$494,305	\$964,693.50	\$784,165.80	\$766,113.03

Funding Recommendations:

FY 2024 CFA Selection Committee

Applicant	Project	Fully Fund Request?	With 10% Contingency	Conditions?
Apex	Sidewalk and Crosswalk Improvement	YES	YES	NONE
Apex	Bus Stop Improvement	YES	YES	NONE
Apex	Future Transit Planning	YES	YES	NONE
Knightdale	Sidewalk and Crosswalk Improvement	YES	YES	NONE

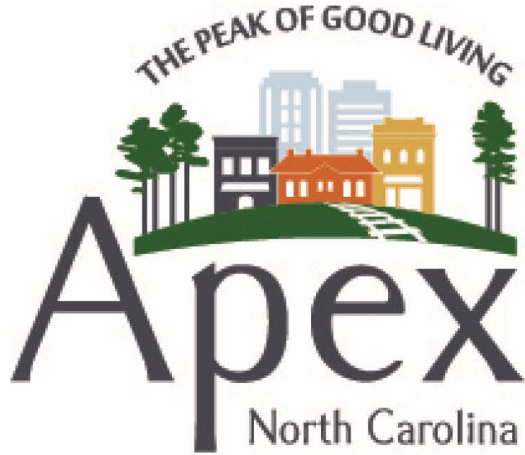


Funding Recommendations: FY 2024 CFA Projects in Wake Transit Work Plan

There will be a Project ID # with a corresponding line item and project sheet for each funded implementation element in the Recommended FY 2024 Wake Transit Work Plan.

		<u>TC002 Bus Infrastructure</u>		
<u>Agency</u>	<u>Project ID</u>	<u>Project</u>	<u>Prior Years</u>	<u>FY 2021</u>
		Subcategory Total		\$455,000
<i>Town of Apex</i>		<i>Agency Subtotal</i>		<i>\$207,000</i>
	TC002-BE	Bus Stop Improvements for GoApex Route 1		\$207,000
<i>Town of Morrisville</i>		<i>Agency Subtotal</i>		<i>\$248,000</i>
	TC002-BF	Bus Stop/Node Improvements for Smart Shuttle		\$248,000
		Bus Infrastructure Total		\$455,000

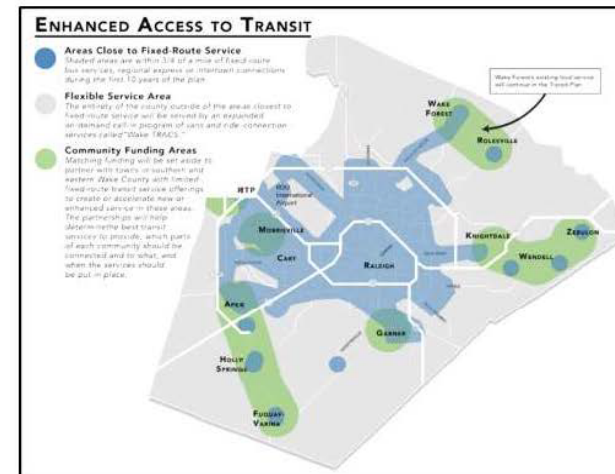
Project ID	TC002-BE	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements
Project Description:				Project at a Glance	
As part of the Community Funding Area Program, the Town of Apex will design and construct up to 40 bus stops throughout the community to support the Town's GoApex Route 1 fixed-route circulator. The improvements will be supported by a mixture of funding sources, including Wake Transit funds, CAMPO LAPP funds, and local funds.				Project Title	Bus Stop Improvements for GoApex Route 1
				Agency	Town of Apex
				FY 2021 Costs	\$207,000
				Funding Source	Wake Transit Tax Proceeds, Local Match, and Federal Funds (LAPP)
				Start Date	July 2020



Funding Recommendations: FY 2024 CFA Projects in Wake Transit Work Plan

The T0005-Z (Community Funding Area Program Reserve) balance for FY 2024 will be adjusted to reflect the newly funded implementation elements

Project ID	TO005-Z	Project Category	Bus Operations	Project Subcategory	Other Bus Service
Project Description:				Project at a Glance	
Community Funding Area (CFA) Program funding will be used to support community-based public transportation projects through planning, capital, or operating projects. Eligible municipalities or organizations function as project sponsors under the program and will determine the best investments for their communities, entering their projects for scoring consideration via a CFA application as described in the CFA Program Management Plan.				Project Title: Community Funding Area Program Reserve	
This project places in reserve the designated CFA funding for FY22, which will be assigned to selected projected sponsors by April of 2021.				Agency: Capital Area MPO	
				FY 2022 Costs: \$685,781	
				FY 2023 Programmed Cost: \$221,264	
				Funding Source: Wake Transit Tax Proceeds	
				Start Date: July 2021	



Capital Area MPO		Agency Subtotal	\$685,781	\$221,264
T0005-Z	Community Funding Area Program Reserve		\$685,781	\$221,264

Any Questions?



VII. FY24 Community Funding Area (CFA) Program Update Attachment D

Requested Action:

Recommend waiving the Community Funding Area Program Management Plan's 30% Single Applicant Cap for capital projects in FY 2024.

Evan Koff, CAMPO

TPAC Roll Call Vote:

1. Approve the Draft February TPAC Meeting Minutes
2. Recommend waiving the Community Funding Area Program Management Plan's 30% Single Applicant Cap for capital projects in FY 2024.

VIII. GoRaleigh BRT Program Update

Het Patel, City of Raleigh



WAKE BUS RAPID TRANSIT PROGRAM UPDATE

TRANSIT PLANNING ADVISORY COMMITTEE (TPAC)

MARCH 15, 2023



WAKE BRT PROGRAM | OVERVIEW

NORTHERN CORRIDOR

STATUS: Route Selection/MIS (initial review)

NEXT STEPS: Identification of LPA (2023)

WESTERN CORRIDOR

STATUS: Preliminary Design (10%)

NEXT STEPS: Anticipated Final Design (2025)

Anticipated Construction (2027)*

PROJECTS IN FTA SMALL STARTS CIG PROJECT DEVELOPMENT PROCESS

NEW BERN AVE CORRIDOR

STATUS: Advance Design (100%)

NEXT STEPS: Construction Start (2023)

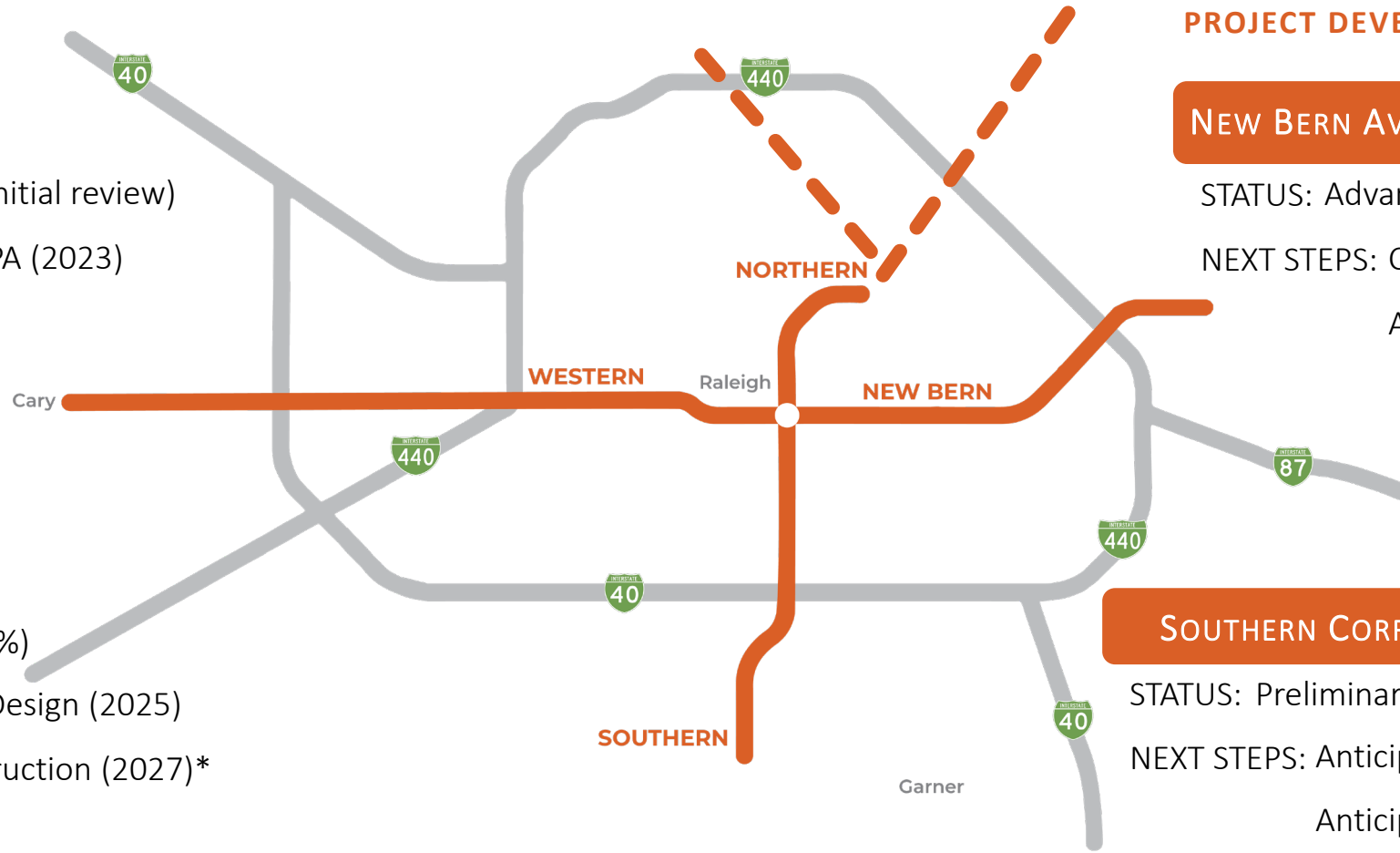
Anticipated Service (2025)

SOUTHERN CORRIDOR

STATUS: Preliminary Design (10%)

NEXT STEPS: Anticipated Final Design (2024)

Anticipated Construction (2026)*



* NOTE – BEGINNING OF CONSTRUCTION PHASE IS CONTINGENT ON FEDERAL FUNDING ALLOCATION AND AWARD

NEW BERN

SOUTHERN

WESTERN

NORTHERN



FTA CIG SMALL STARTS PROCESS

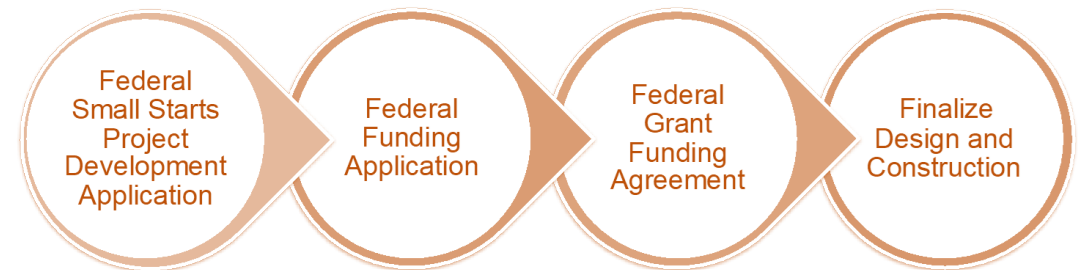


STEP 1: Project Development

- PD Application
- Review Alternatives
- Locally Preferred Alternative (LPA)
- Local Funding Commitment
- Ratings Application
- Environmental Review (NEPA & SHPO)
- 3rd Party Agreements (NCDOT)
- Complete Engineering, Design, and Utility Coordination

STEP 2: Full Funding Grant Agreement*

- Construction



* NOTE – ADVANCING TO STEP 2: FULL FUNDING GRANT AGREEMENT IS CONTINGENT ON FEDERAL FUNDING ALLOCATION AND AWARD

WAKE BRT: NEW BERN AVENUE

Overview

- 5.39 miles, 3.3 miles dedicated
- Ten (10) stations, 19 platforms
- Seven (7) 60' articulated buses

STATION	DIRECTION	NAME
1	Outbound	GoRaleigh Station
2	Outbound	Morgan at Blount
	Inbound	Edenton at Blount
3	Outbound	New Bern at Swain
	Inbound	Edenton at Swain
4	Outbound	New Bern at Tarboro
	Inbound	Edenton at Tarboro
5	Outbound	Raleigh Blvd
	Inbound	
6	Outbound	King Charles
	Inbound	
7	Outbound	Medical District
	Inbound	
8	Outbound	Trawick Rd
	Inbound	
9	Outbound	Corporation Pkwy
	Inbound	
10	Outbound	New Hope Rd
	Inbound	East Raleigh



WAKE BRT NEW BERN AVENUE | NEXT STEPS

Right-of-Way and Final Design

- Nearing completion of all necessary ROW and easements
- Coordination with NCDOT on final design approval

Vehicles

- Seven (7) 60' articulated vehicles purchase order – October 2022
- First test bus anticipated for delivery in Fall 2023

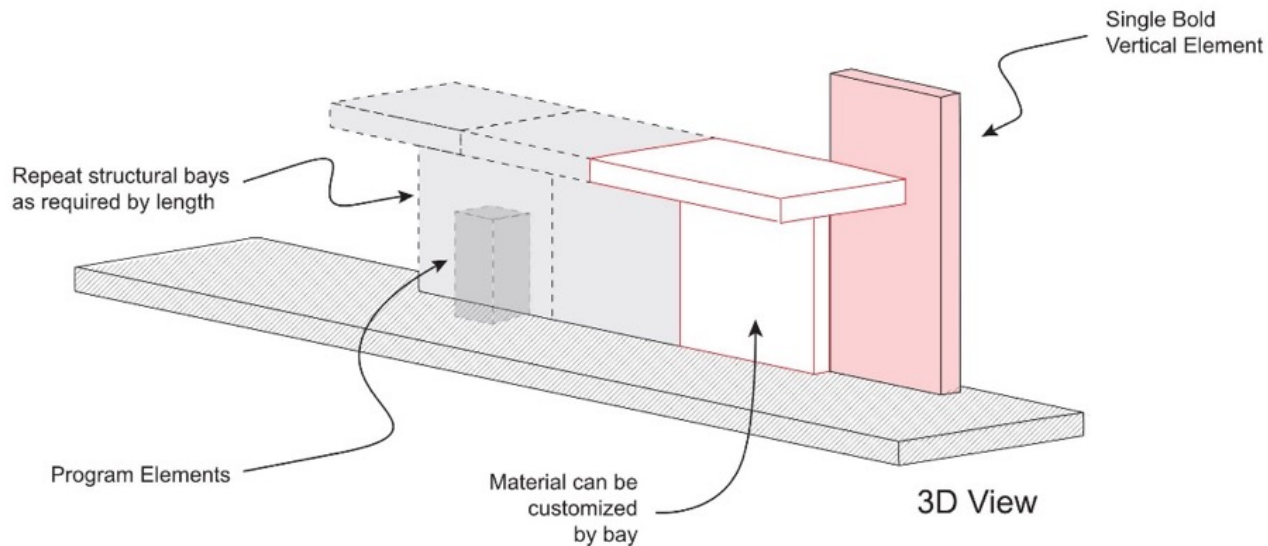
Construction Management/CEI

- Advertise RFQ in next couple weeks

Construction Bid

- Advertise for construction bid in Spring-Summer 2023

BRT STATION DESIGN | GOALS



- 1 UNIFORMITY**
Some elements of stations to be the same for uniformity, but provide an opportunity for some unique elements
- 2 SCALE**
Design should be able to scale up/down depending on context
- 3 EXISTING STYLE**
BRT stations should fit into current transit style
- 4 OPERATION & MAINTENANCE**
Use materials easy to obtain or replace if needed
- 5 COST**
Design should be fiscally responsible

EDENTON AT BLOUNT



RALEIGH BLVD



MEDICAL DISTRICT



GORALEIGH STATION



WAKE BRT: SOUTHERN CORRIDOR

Overview

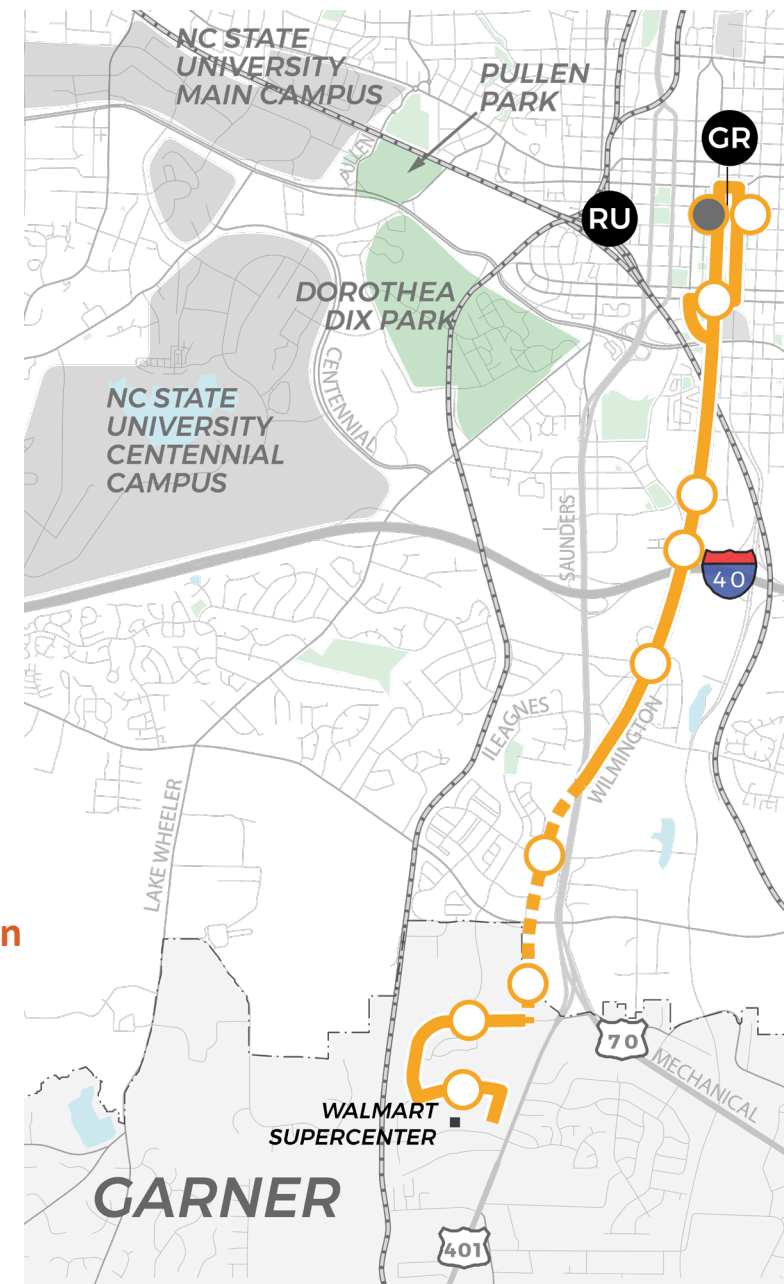
- 5.1 miles | 3.8 miles of dedicated lanes
- Ten (10) proposed stations – nine (9) new
- Seven (7) CNG or other alternatively fueled buses

Timeline

- *Fall 2021 – Began preliminary design*
- *Summer 2022 – 10% design*
- *August 2022 – FTA CIG Small Starts Ratings Submission*
- **March 2023 – FTA CIG Ratings – “Medium-High” with full funding recommendation in FY24 President’s Budget Proposal (\$85.9M)**

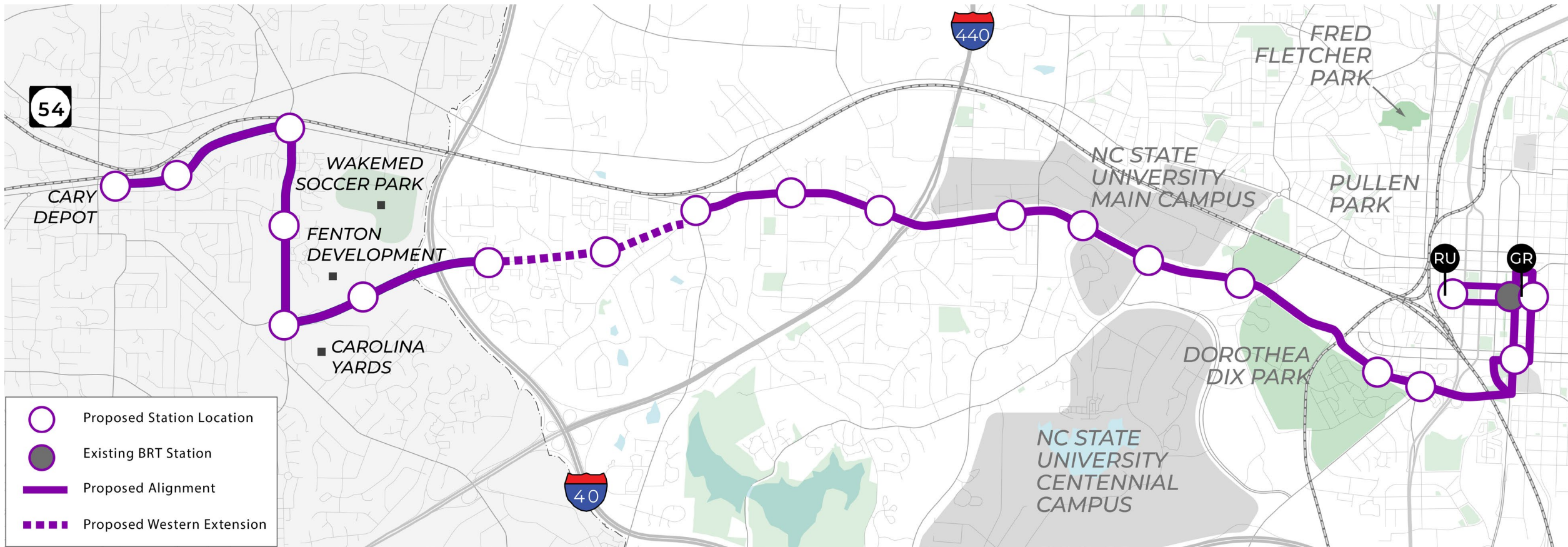
Next Steps

- Spring/Summer 2023 – 30% design
- Spring/Summer 2023 – Final Design consultant selection



WAKE BRT: WESTERN CORRIDOR

Overview | Approximately 12 miles | Twenty (20) stations | Ten (10) 60' articulated buses



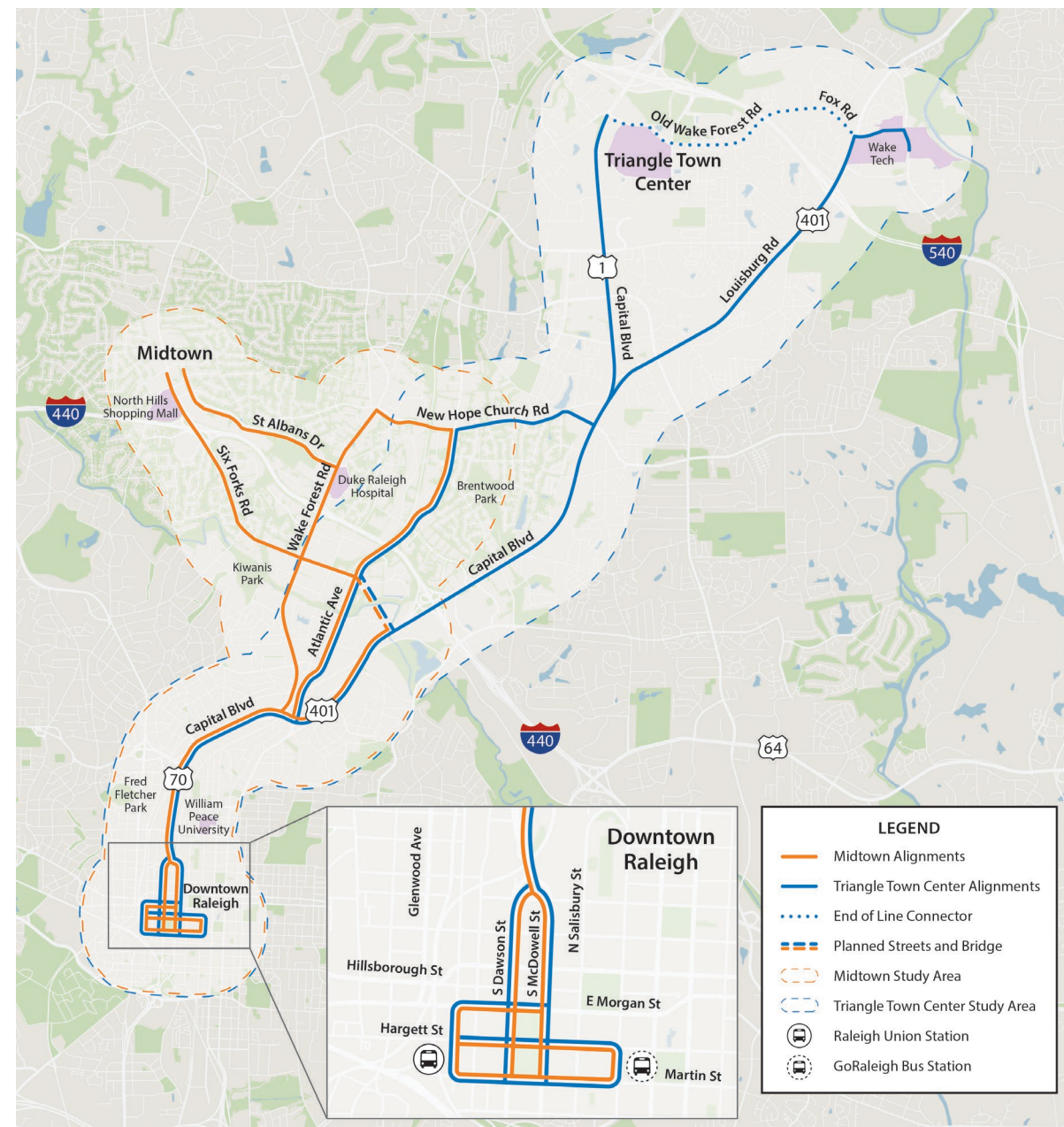
NORTHERN CORRIDOR

Overview

- Planning phase – currently undergoing a Major Investment Study (MIS)
- Purpose of the MIS is to develop recommendations to connect downtown Raleigh to Midtown and downtown Triangle Town Center, and phasing opportunities for implementation
- Not in FTA CIG Project Development Process

Timeline

- *Summer 2022 – Major Investment Study Kickoff - 18 months*
- *Fatal flaw analysis (Fall 2022)*
- Locally Preferred Alternatives for downtown Raleigh to midtown and downtown Raleigh Triangle Town Center/Wake Tech (end of 2023)



NORTHERN CORRIDOR | NEXT STEPS

Refinement and Screening of Alternatives

- Screening includes but not limited to:
 - Land Use Patterns
 - Multimodal Connections
 - Environmental Impacts
 - Transit Connections
 - Service Reliability
 - Travel Times
 - Transit Dependency
 - Population Density
 - Employment Density
 - Ridership
 - Parking Impacts

Public Engagement

- Community and stakeholder input on alternatives

Detailed Evaluation of Remaining Alternatives

- Identification of Locally Preferred Alternative (LPA) for connections to Midtown and Triangle Town Center



**QUESTIONS?
THANK YOU!**

TRANSIT PLANNING ADVISORY COMMITTEE (TPAC)

MARCH 15, 2023



VIII. GoRaleigh BRT Program Update

Requested Action:

Receive as information.

Het Patel, City of Raleigh

IX. Rapid Bus Extension Major Investment Study Update

Attachment E & F

Jimi Mitchell, Project Consulting Team –
Nelson\Nygaard

Wake BRT: Rapid Bus Extension Study

TPAC Monthly Meeting

9:30 a.m.

March 15, 2023



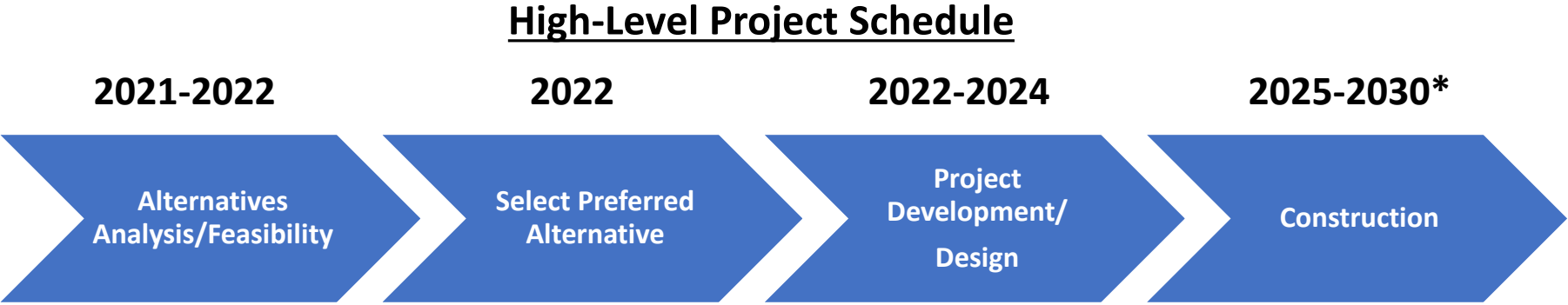
GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Agenda

- Project Overview
- Alternatives Development and Evaluation Process
- Community Engagement Summary
- Recommendations
- Next Steps

Wake BRT Program

- \$115M in State Funding for Supporting Infrastructure/Vehicles for Entire Corridor
- Funding Currently Programmed in FYs 25-31 (in TIP)
- Must Integrate with Other BRT Corridors Under Development



*BRT Extension projects cannot be constructed before Raleigh – Garner and Raleigh-Cary segments; and State funding must be available

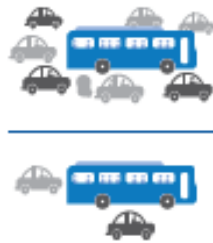
Rapid Bus and Bus Rapid Transit (BRT)

Rapid Bus transit service has four key elements: **Reliability, Speed, Comfort, and Convenience.**

Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations. - FTA



*Keeps buses
on time*



*Accommodates
changing traffic*



*Smarter
traffic signals*



*A distinct
look and feel*



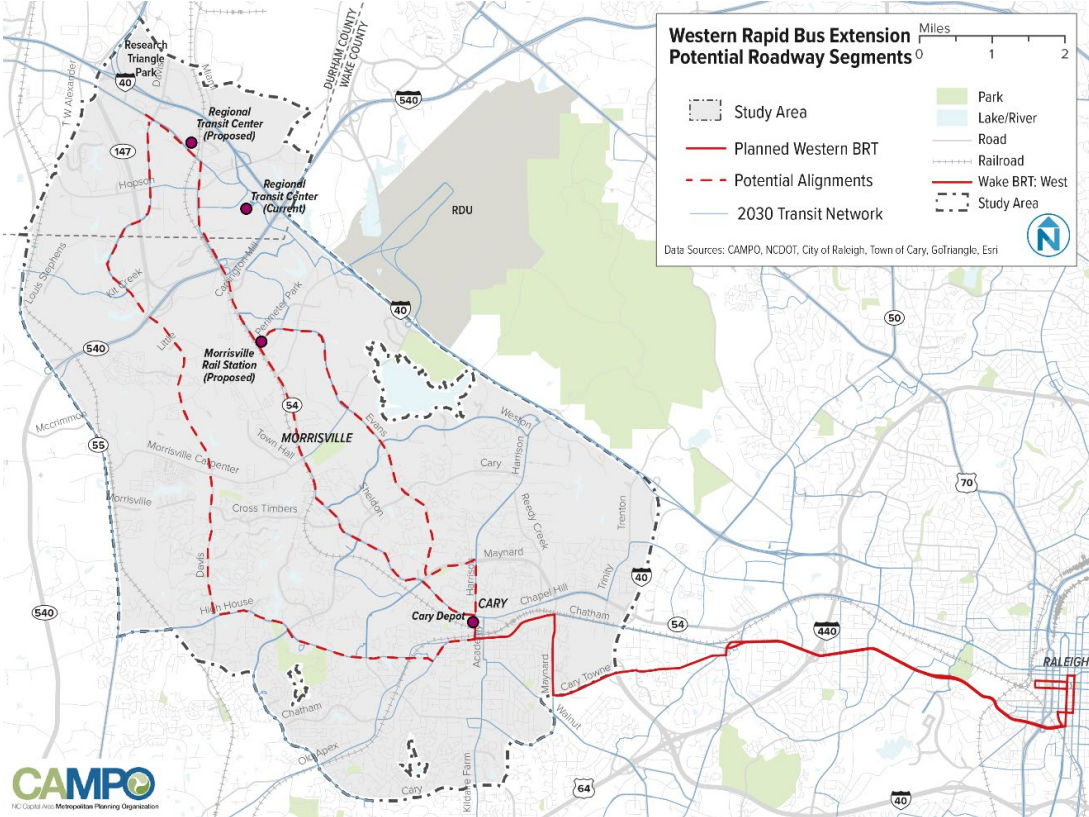
*Simpler
fare payment*



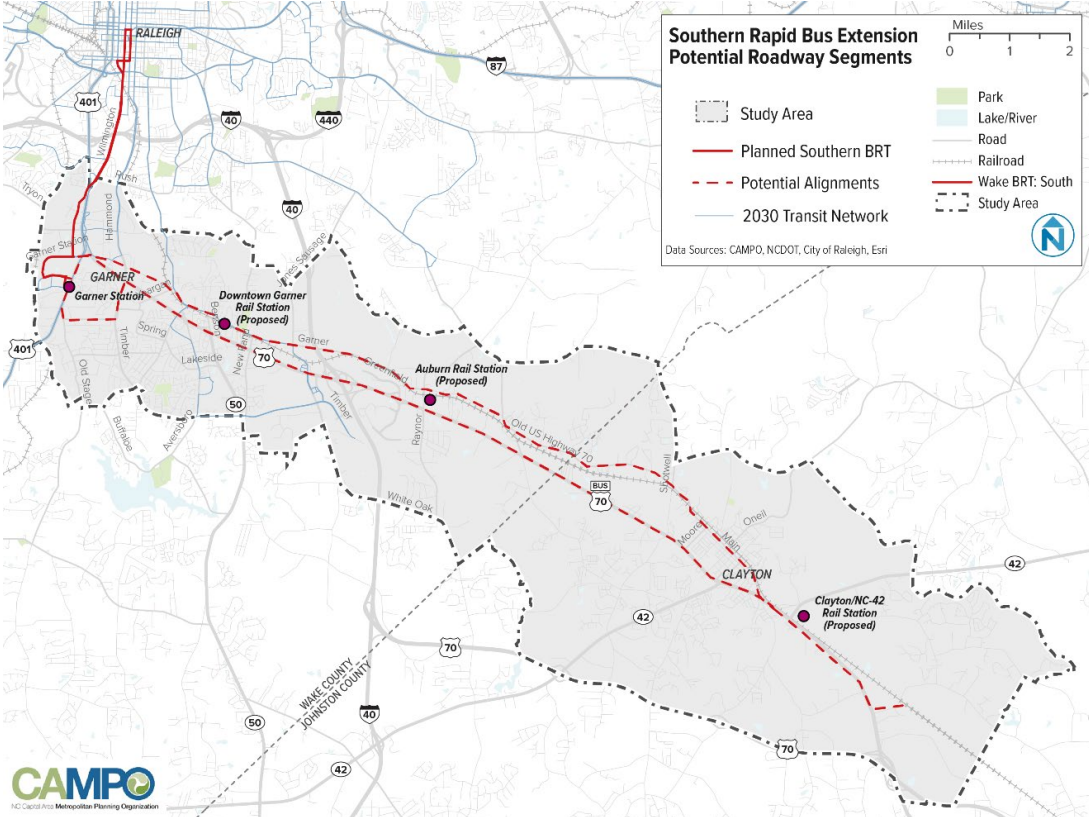
*Comfortable
stations*

Rapid Bus Extension Study Areas

Western Extension



Southern Extension



Alternatives Analysis Milestones



Phase 1

BRT Education & Evaluation Framework

- Background Document Review
- Corridor Market Analysis & Opportunities
- High Level Environmental Scan
- Problem Statement
- Evaluation Framework

Fall 2021



Phase 2

Alternative Development and Analysis

- BRT Configuration and Capital Improvements
- Operating Plan and Analysis
- Capital and O&M Costs
- Ridership Analysis
- Alternative Evaluation and Summary

Winter 2022



Phase 3

Present Findings & LPA Recommendations

- Selection of Preferred Alternative
- Risk & Feasibility Assessment
- Project Sponsor & Operating Agency
- Implementation Strategy

Spring 2023

Alternative Development and Evaluation Process

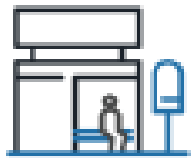
Draft Alternatives Analysis Framework

This study identified **four (4) key elements of BRT** that are also fundamental the rapid bus extensions:

Reliability



Comfort



Speed



Convenience



The study also identified **four (4) goals for the proposed rapid bus service**:

Provide access to local or regional destinations and major activity centers

Create productive and sustainable service

Align safety and compatibility with the surrounding environment

Provide access to transit services

Step 1 Objectives and Criteria

STEP 1: INITIAL SCREENING

GOAL: Access to local or regional destinations and major activity centers



Activity Center Connectivity

Where are the most people and jobs and daily activities centers located?



Supporting Plan and Policies

What infrastructure (roadway, housing, etc.) investments are included in local and county plans?

GOAL: Access to transit services



Fixed Route and Regional Transit Connectivity

How can rapid bus service connect existing local and regional transit services?



Regional Travel Patterns

How do people travel now and in the future?

GOAL: Productive and sustainable service



Direct Services

How can rapid bus connect popular destinations?

GOAL: Safety and compatibility with the surrounding environment



Critical Infrastructure

What is the current state of roadways and how do they currently perform?



Transit Supportive Land Use

Do current and future land uses support transit?



Station Area and Pedestrian Environment

How walkable is the study area now and what improvements are planned?



Congestion

What will traffic be like in 2045 and can current roadways support it?

STEP 2: DETAILED EVALUATION

Objective: Alignment Identification & Initial Screening

- Review corridor roadway segments and combine most suitable candidates into potential end-to-end alignments for detailed evaluation

STEP 1: Identification & Initial Screening

- **Corridor Segmentation** – routing and alignment options throughout the corridor, and potential travel markets might they serve
- **Context and Fatal Flaws** – determine the critical factors, considerations, and components for transit supportive conditions
- **Initial Screening** – qualitative assessment of potential roadway segments to guide development of potential Alternatives
- **Draft Alignments** - combinations of roadway segments that best support rapid bud operation from terminus-to-terminus

Step 2 Objectives and Criteria

STEP 1: INITIAL SCREENING

GOAL: Access to local or regional destinations and major activity centers

GOAL: Access to transit services


GOAL: Productive and sustainable service


GOAL: Safety and compatibility with the surrounding environment

Objective: Alternative Refinement & Evaluation


- Develop detailed capital investment and operating assumptions to analyze potential benefits and tradeoffs


STEP 2: DETAILED EVALUATION

 Station area connections to daily needs (supermarkets, hospitals, schools, retail, etc.)


 Future station area employment density and total jobs

GOAL: Access to local or regional destinations and major activity centers

 Station area population served
 Equitable station area access (low-income and carless households, affordable housing, etc.)


 Local and regional transit connectivity
 Non-motorized connections (existing/future bikeways and trails)
 Future commuter rail connections

GOAL: Access to transit services

 Construction costs (includes purchase of land and vehicles, other capital costs)

Ongoing costs (includes cost of operation, salaries, repairs, insurance, etc.)
 Potential future ridership (all riders and transit-reliant riders)
 Rapid bus versus automobile travel times

GOAL: Productive and sustainable service

 Planned roadway improvements
 Roadways compatible with transit investments (speed & reliability treatments)

 Station area pedestrian safety (availability of existing/planned pedestrian safety and connections)

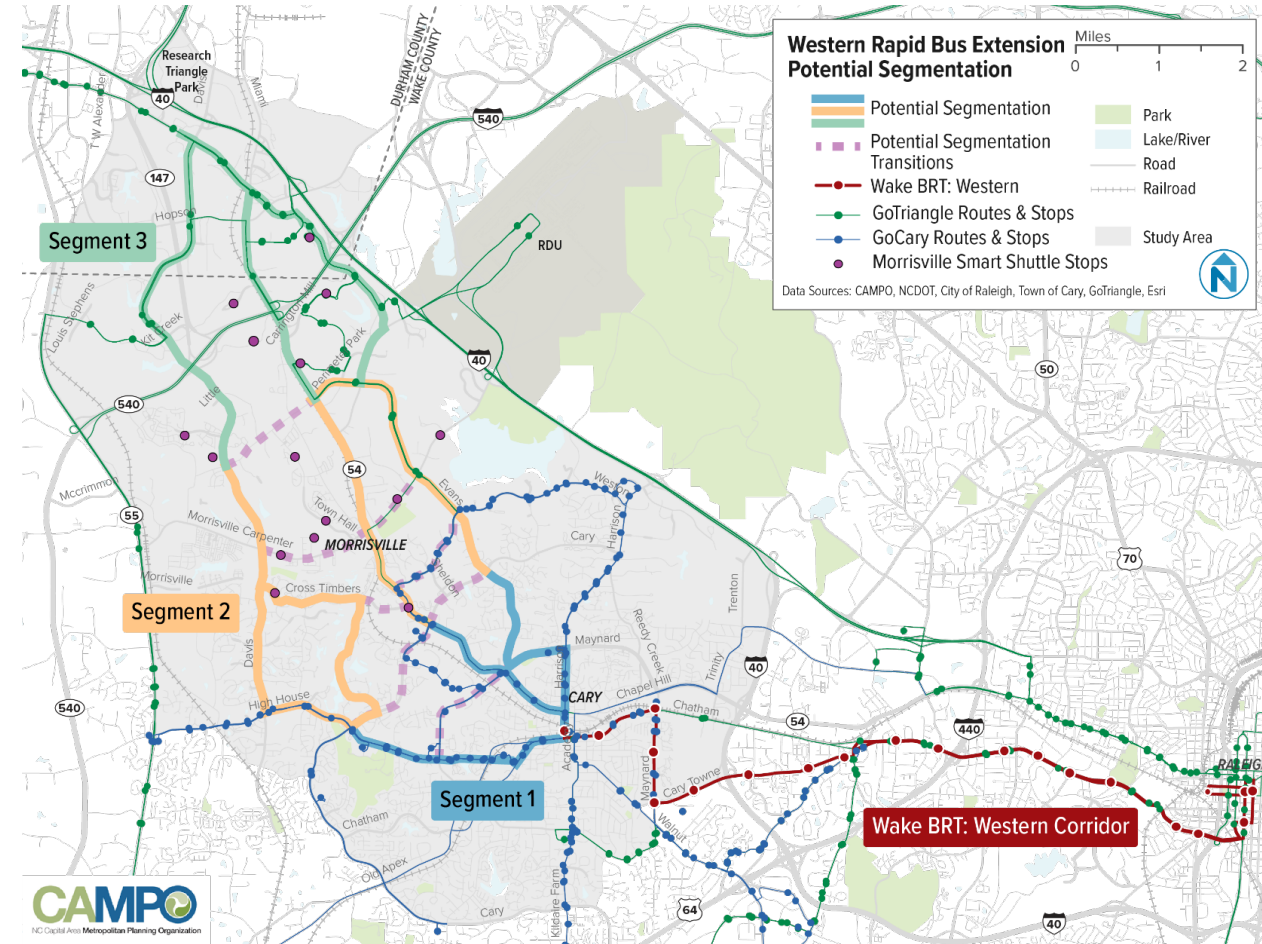
GOAL: Safety and compatibility with the surrounding environment

Define Draft Alternatives

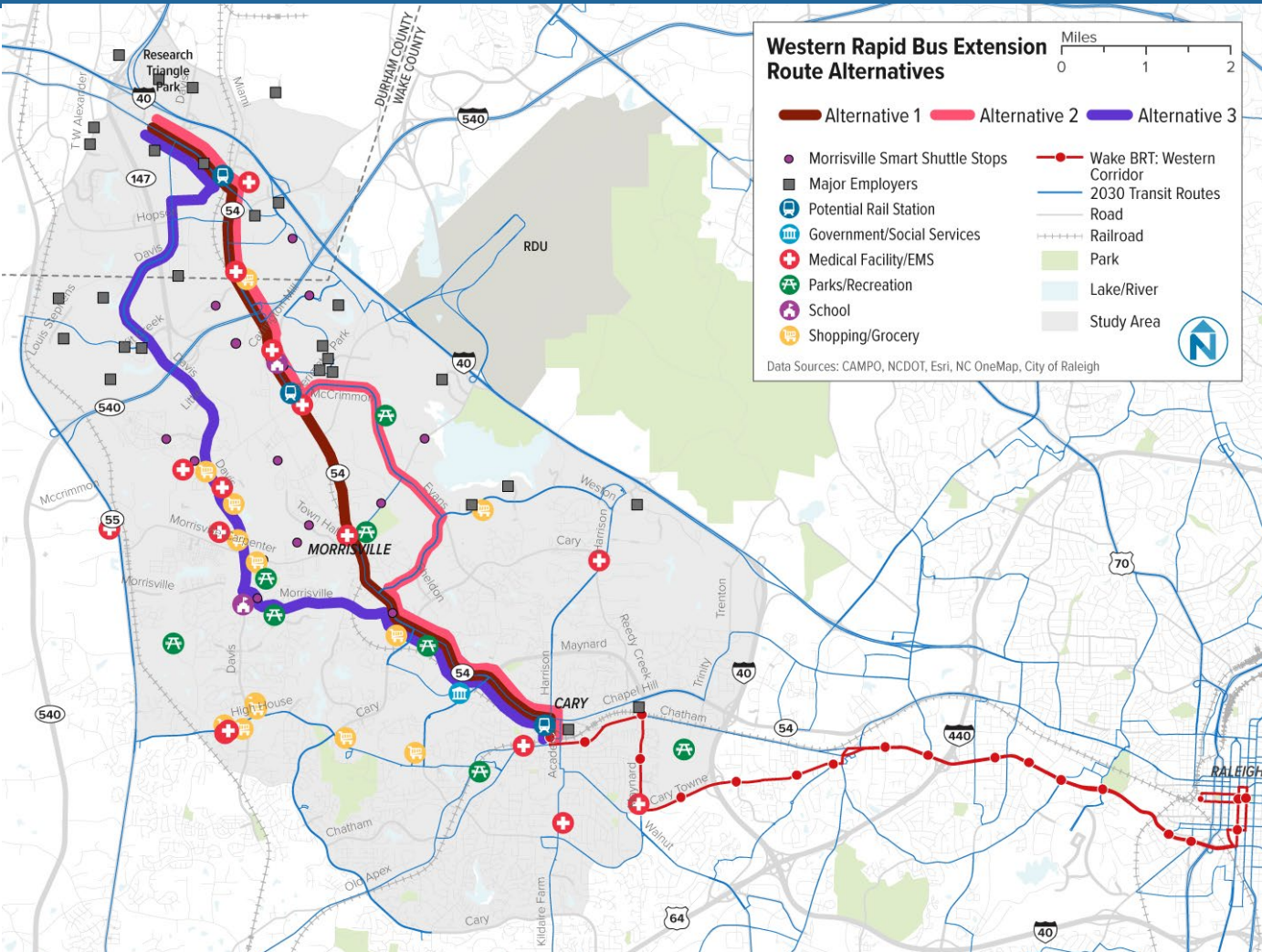
Approximate Segment Limits

	From	To
Segment 1	Cary Depot	Cary Pkwy
Segment 2	Cary Pkwy	McCrimmon Pkwy
Segment 3	McCrimmon Pkwy	(future) RTC site
Transitions	Varies (TBD)	Varies (TBD)

NOTE: I-40 Corridor does not address transit access and activity center connectivity needs within the corridor



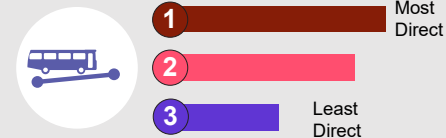
Western Extension Alternatives



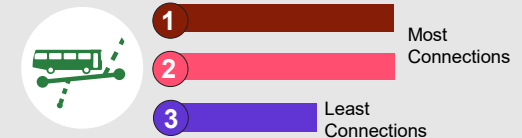
Screening results from step one of the evaluation process identified three (3) alternatives that could support rapid bus service from Cary to RTP. Each alternative also supports connection to the (future) Hub at RTP but has unique strengths and challenges.

Public input will help identify a preferred alternative.

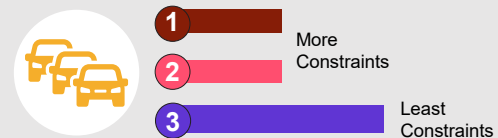
Direct Service



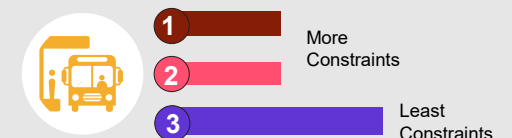
Transit Connections



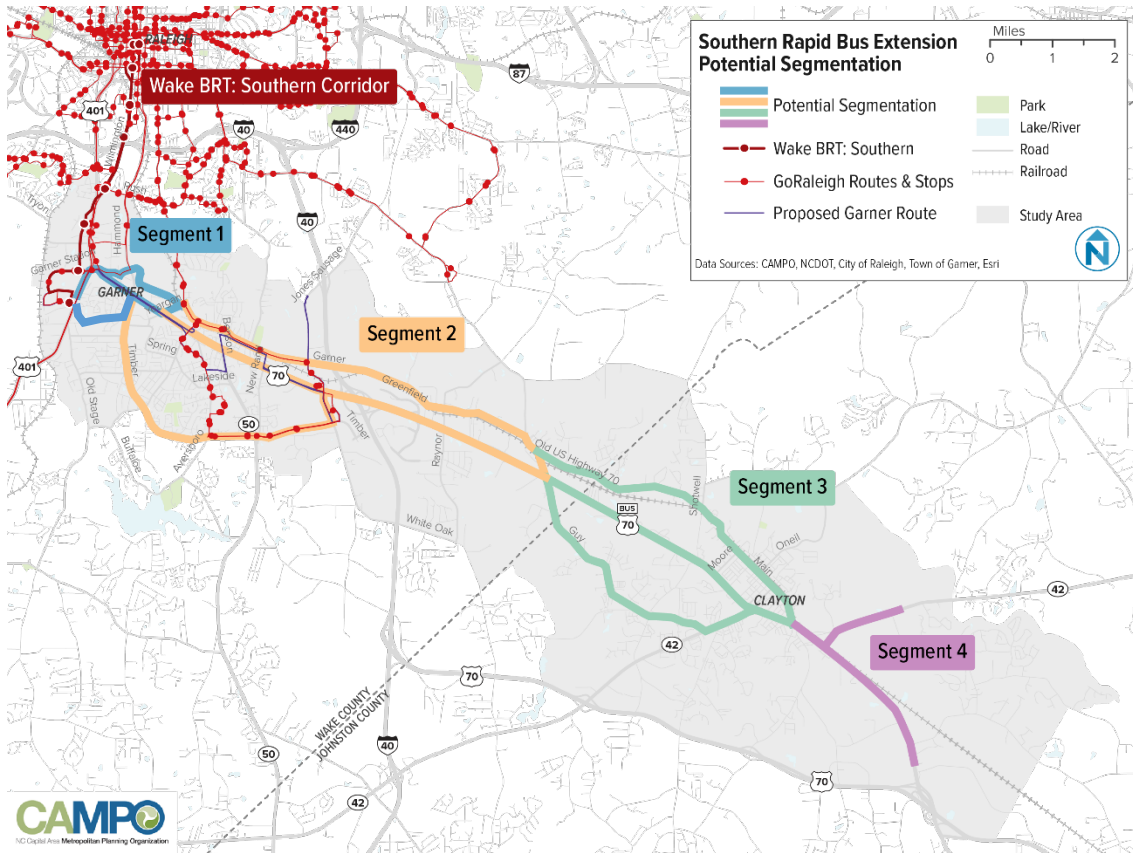
Transit Priority and Traffic Operations



Capital infrastructure Needs/Costs



01 | Southern Corridor Segment Options

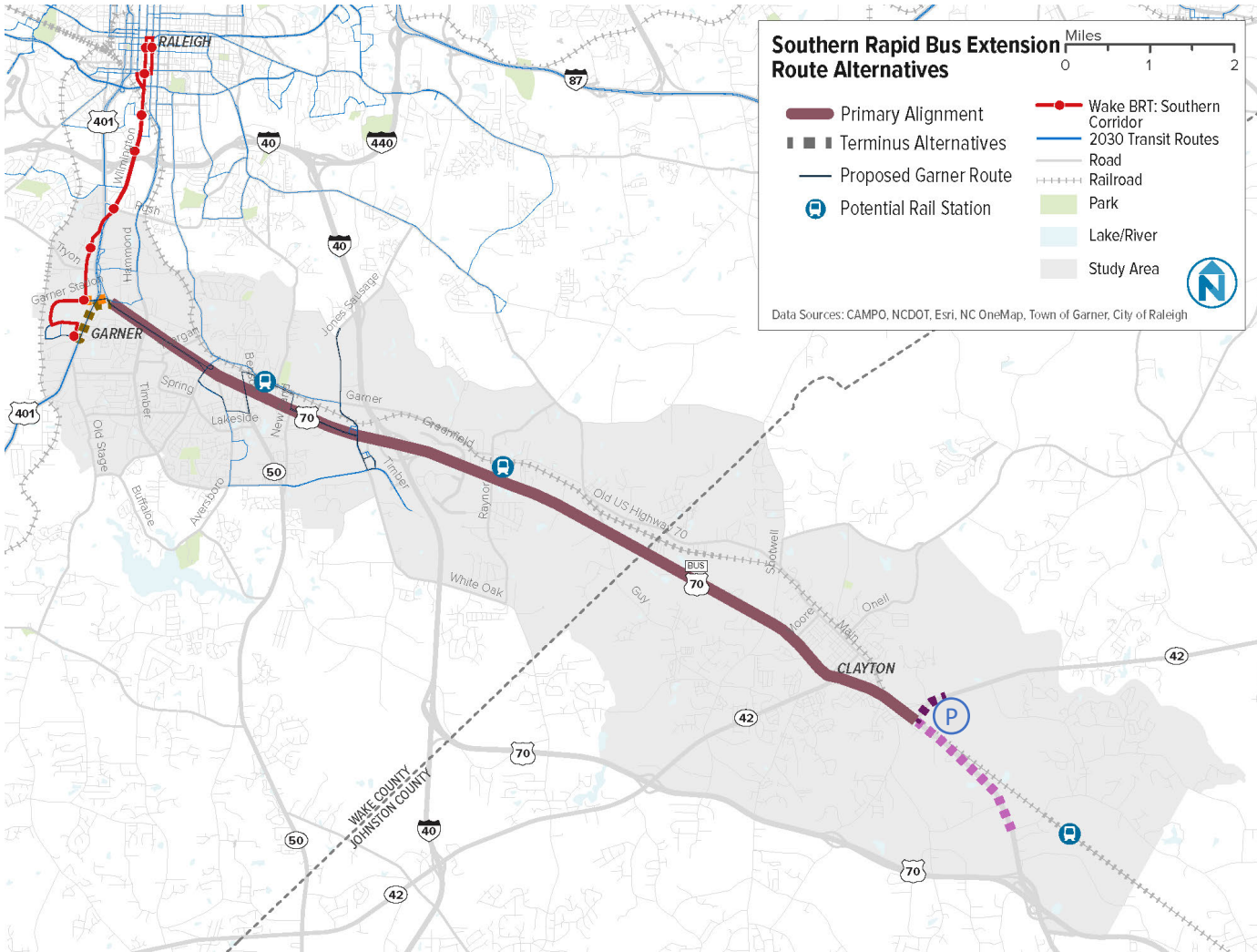


Approximate Segment Limits

	From	To
Segment 1*	Garner Station	US 70 @ Timber Dr
Segment 2	US 70 @ Timber Dr	US 70 Bus @ Guy Rd
Segment 3	US 70 Bus @ Guy Rd	Downtown Clayton
Segment 4	Downtown Clayton	Powhatan <u>or</u> East Clayton

Note: Connection to Wake BRT Southern Corridor terminus TBD

Southern Corridor Alternative Identified



Initial screening results from step one of the route evaluation process identified US 70/US 70 Business as the most appropriate route alignment between Timber Drive in Garner and NC 42 in Clayton. Public input will help identify preferred alternative for both ends of the segment at Garner Station and Clayton / Powhatan.

Strengths

- Connects to major activity and employment centers
- Connects to existing and planned future transit services
- Opportunity for development in Garner and Clayton, including new developments south of Clayton on NC 42

Challenges

- Congestion along US 70 through the Town of Clayton including the US 401 and I-40 interchanges

Aligned Community Priorities from Phase 1

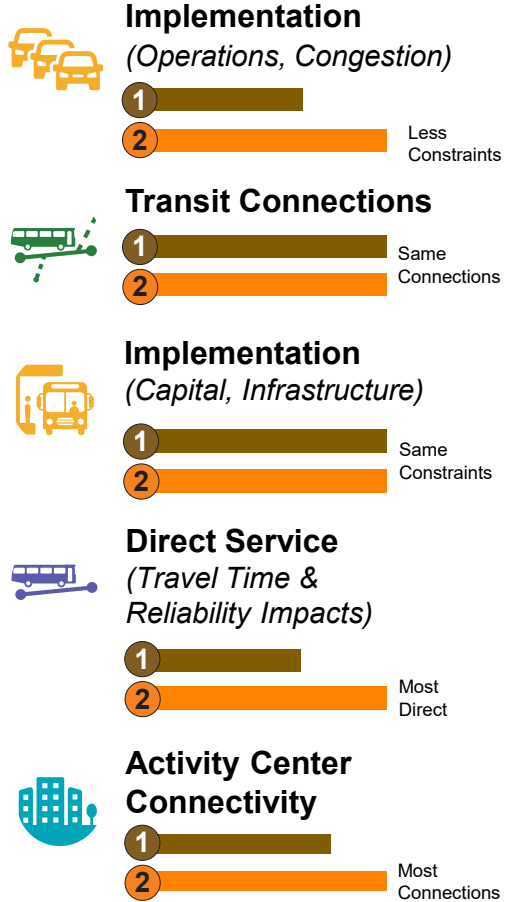


Connect to daily activities and transfer opportunities

Support economic development

Two Options for Garner Endpoint

Comparing the Options

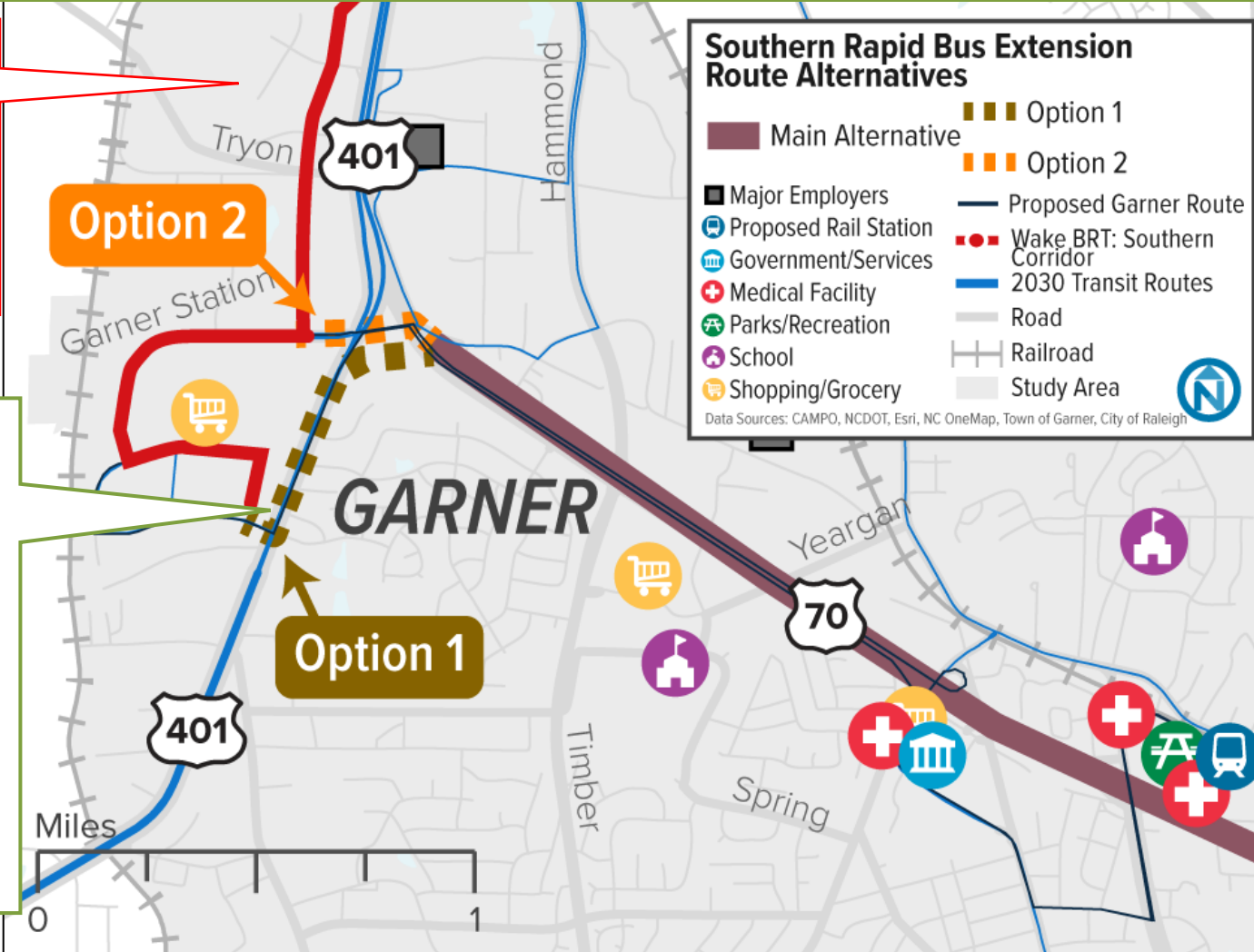


Shown in red is the planned Wake BRT: Southern Corridor route. It will bypass the busy US 70/Hwy 401 interchange by traveling on a new road proposed to connect Tryon Rd to Garner Station Blvd.

The Southern Extension route could connect to the core BRT route at one of two locations:

Option 1: Connects at the US 401/Fayetteville Rd Walmart

Option 2: Connects to the stop at Garner Station



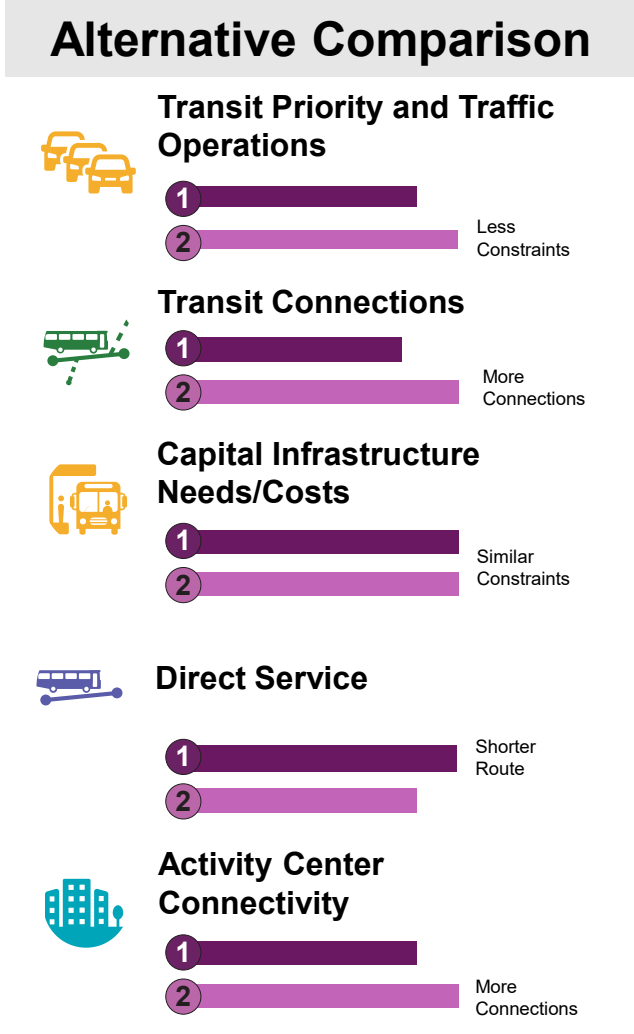
Clayton Alternative Endpoints



Two potential endpoints for the **Primary Alignment** have been identified near the Town of Clayton:

Alternative 1: Connects to a potential future park and ride and community college at the NC 42 intersection

Alternative 2: Connects to the potential rail station options at either at the NC 42 intersection, or farther south to Powhatan Rd serving the East Clayton Industrial Area

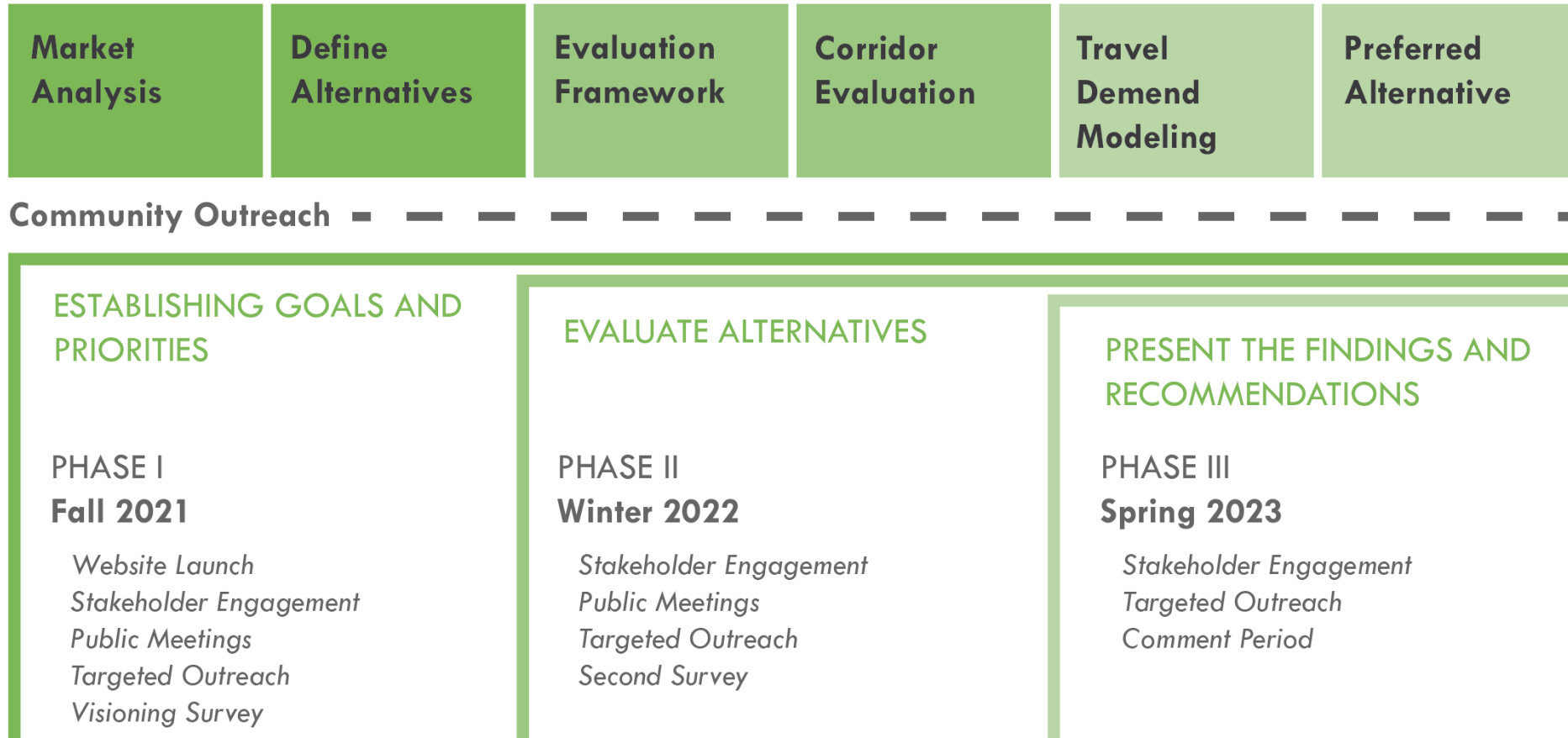


Community Engagement Summary



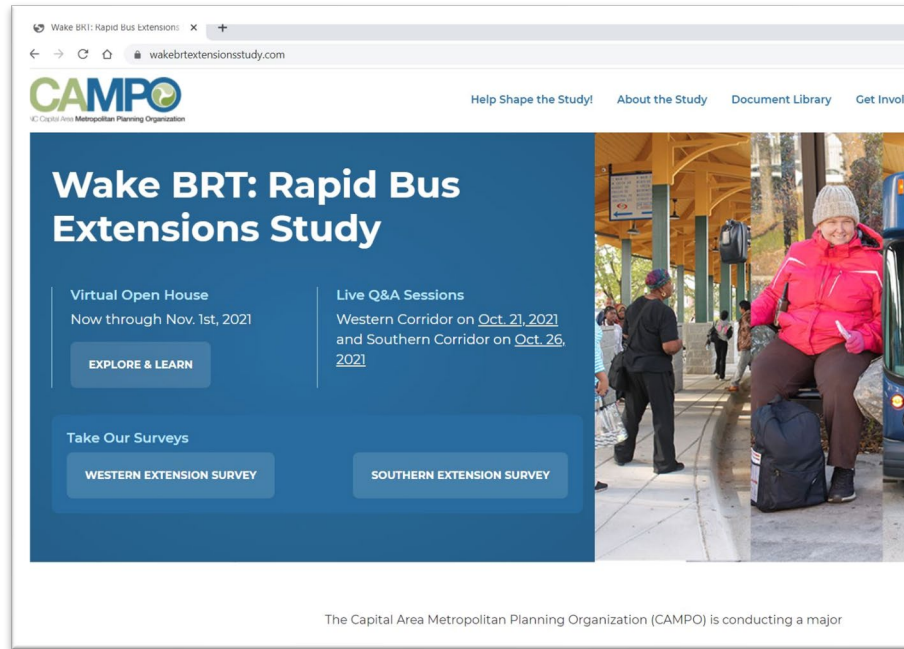
GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Public and Stakeholder Engagement Schedule



Phase I Engagement

Wake BRT: Southern Corridor Rapid Bus Extension



Introduce the Wake BRT:
Rapid Bus Extension
Study

Educate the public about
rapid bus and BRT

Educate the public about
the study purpose and
importance for the
region

Seek input on the vision
for the corridor and
regional and community
transportation goals and
needs

Phase 1 Community Survey Results – Southern

185 Survey Responses

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

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

Goal: Improve access to transit services.

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

Goal: Ensure safety and compatibility with the surrounding environment.

- Transit-specific infrastructure to improve service speed and reliability

Goal: Develop an efficient and sustainable service.

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

Phase 1 Community Survey Results – Western

159 Survey Responses

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

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

Goal: Improve access to transit services.

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

Goal: Ensure safety and compatibility with the surrounding environment.

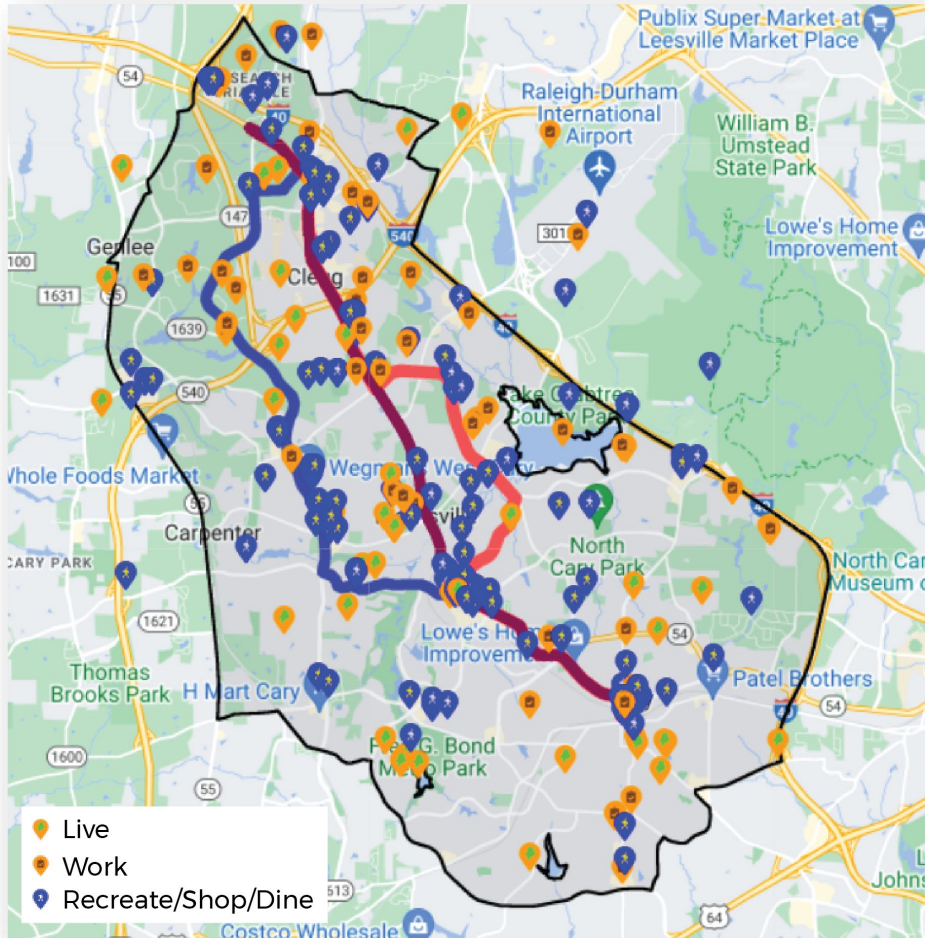
- Transit-specific infrastructure to improve service speed and reliability

Goal: Develop an efficient and sustainable service.

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

Phase 2 Online Survey Results – Western

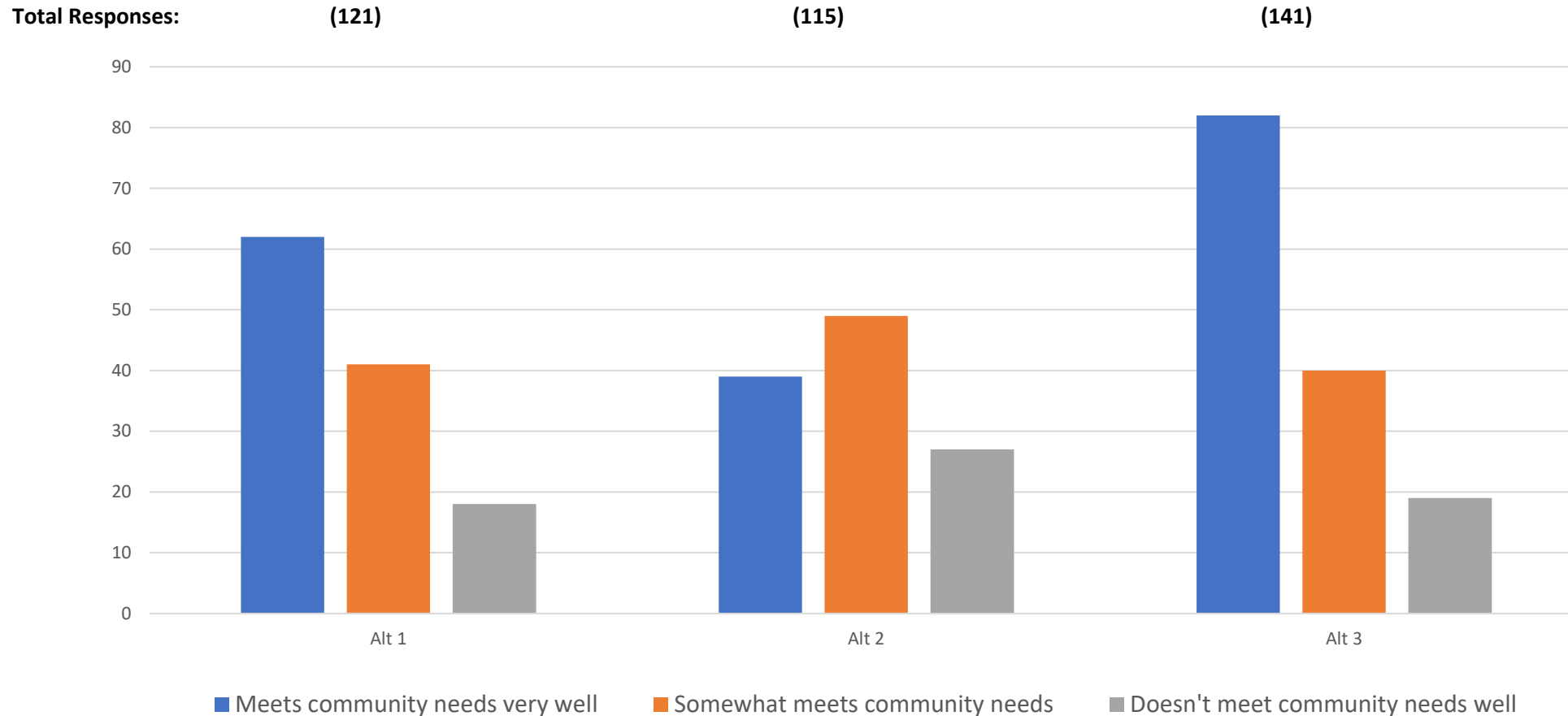
94 Survey Responses



Western Corridor Results – Online Survey	Alt 1	Alt 2	Alt 3
Meets community needs very well	43	17	40
Somewhat meets community needs	29	39	27
Doesn't meet community needs well	7	22	13
Total Responses	79	78	80

Qualitative feedback will be considered in the technically **Recommended Alternative**, and (future) selection of station locations

Rd. 2 Western Corridor Results – All Responses (online + pop-up)



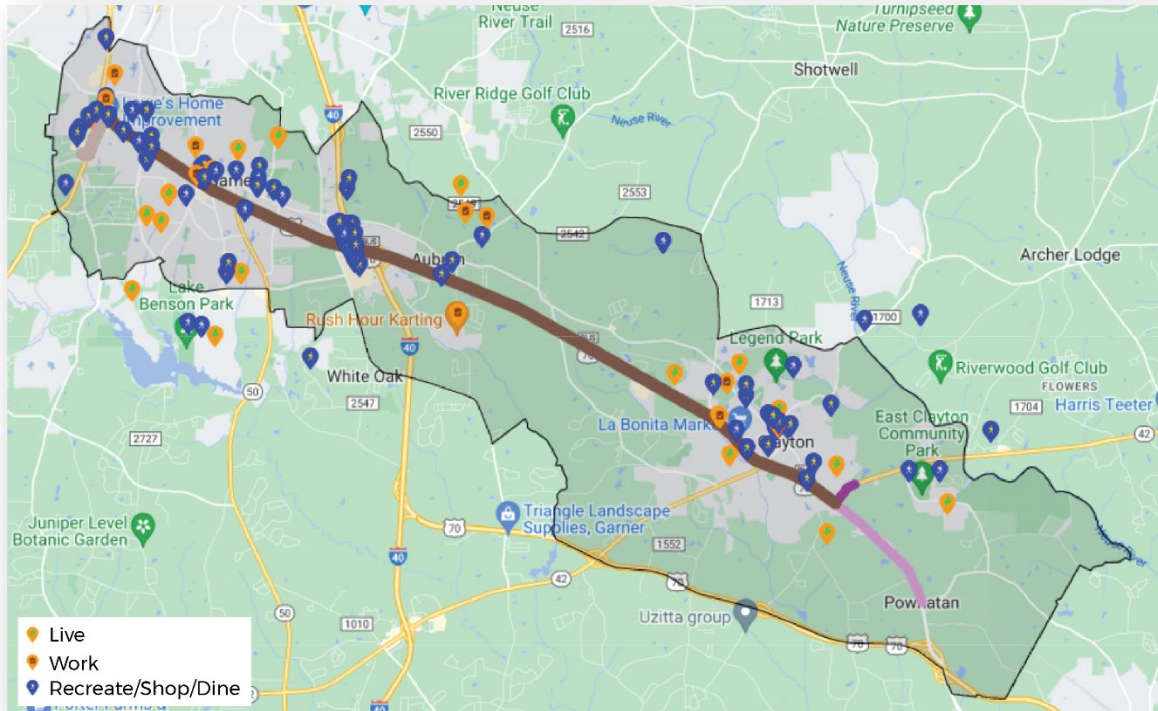
We Also Heard:

Safety (especially for pedestrians) needs to be strongly considered

How will potential Rapid Bus and CRT service work together?

Phase 2 Online Survey Results – Southern

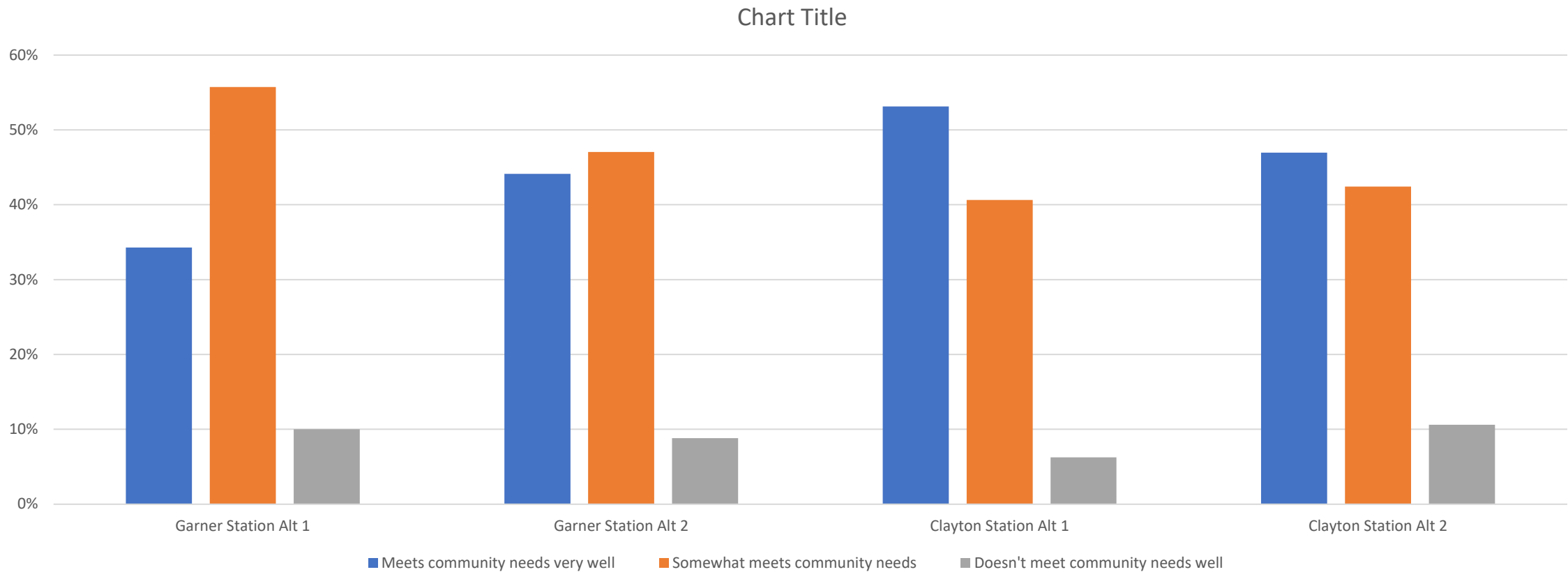
56 Survey Responses



Southern Corridor Results - Online Survey	Garner Station Alt 1	Garner Station Alt 2	Clayton Station Alt 1	Clayton Station Alt 2
Meets community needs very well	19	18	31	17
Somewhat meets community needs	24	27	14	25
Doesn't meet community needs well	7	6	3	6
Total Responses	50	51	48	48

Qualitative feedback will be considered in the technically **Recommended Alternative**, and (future) selection of station locations

Rd. 2 Southern Corridor Results – All Responses (online + pop-up)



Phase 3 Comments Received

- 8 Public comments about Western Ext
 - alignment preferences, connectivity interests and opportunities
- 2 Public comments about Southern Ext
 - both supportive of recommendations
- 3 General comments
 - Zero emission vehicles, implementation timeline, network investment and frequency improvements
- NC Dept of Natural and Cultural Resources -- State Historic Preservation Office (SHPO)
 - Section 106 – National Historic Preservation Act
 - Section 4(f) – National Transportation Act
- Town of Morrisville
 - Supportive of Western Alt 2 recommendation
 - City's continued investment in TOD plans and land uses



Recommendations

Comparison of Alternatives - Western

Alt	Description	Weekday Ridership	Capital Cost	Annual O&M Cost	Pk Run Time	Evaluation Score
1	Chapel Hill Rd / NC 54	1,050	\$26.1	\$1.8 to \$2.4 M	28:20	28.4
2	Evans / McCrimmon to NC 54	750	\$29.2	\$1.8 to \$2.4 M	30:35	28.7
3	Davis Dr	600	\$27.6	\$1.8 to \$2.4 M	33:40	25.6
--	1-Seat Ride (RTP to Raleigh)	2,200	\$36 M to \$43 M	\$3.6 M to \$4.8 M	(+) 26:20	--

[†] includes 30% allocated + 20% unallocated contingencies

^{††} Variations in 1-seat ride run time may require additional resources to maintain frequency, resulting in increased O&M cost

Recommended Locally Preferred Alternative (LPA)

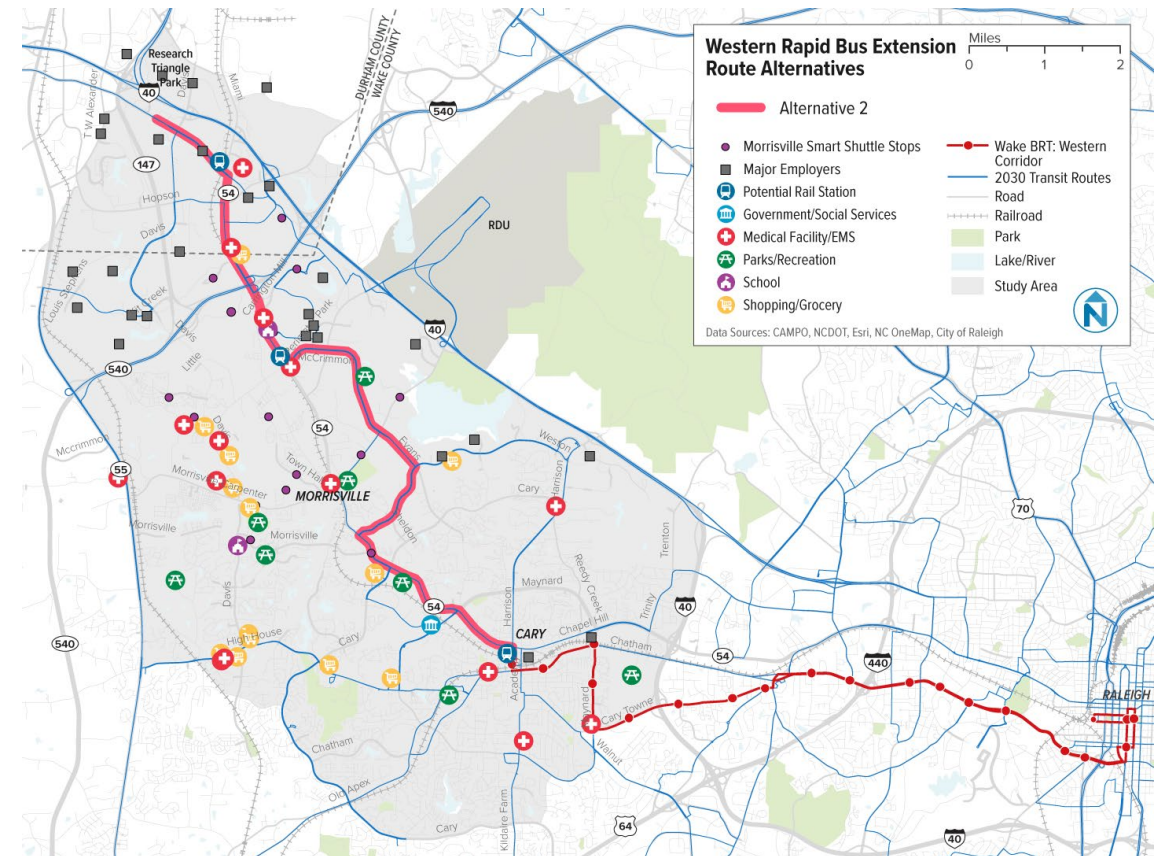
Recommended Mode: Zero-emission buses, with speed and reliability investments (TSP and queue jump lanes) were feasible.

Recommended Alignment: **Alternative 2 (NC 54 and Evans Rd)** has better redevelopment opportunity and potential for transit speed and reliability treatments. It also avoids constrained segments of NCRR right of way.

RTP to Raleigh 1-seat service

Opening year: beyond 2035

LPA may be amended following future studies



Comparison of End-to-End Alternatives - Southern

Dist. (mi)	Description	Weekday Riders (2050)	Capital Cost†	Annual O&M Cost††	Peak Travel Time (min)
13.9	Garner Station to NC 42	2,340	\$32 M	\$1.8 to \$2.4 M	31:15
17.0	Garner Station to Powhatan (ECIA)	2,400	\$34 M		35:15
22.0	Powhatan to Raleigh (1-seat ride)	4,500	\$38 M	\$3.5 to \$4.5 M*	50:45

Alt	Description	Evaluation Score
G1	Garner Station Blvd	21.5
G2	Fayetteville Rd	31.4

Alt	Description	Evaluation Score
C1	US 70 Bus at NC 42	28.5
C2	Powhatan (ECIA) Extension	28.3

† includes 30% allocated + 20% unallocated contingencies

†† Variations in 1-seat ride run time may require additional resources to maintain frequency, resulting in increased O&M cost

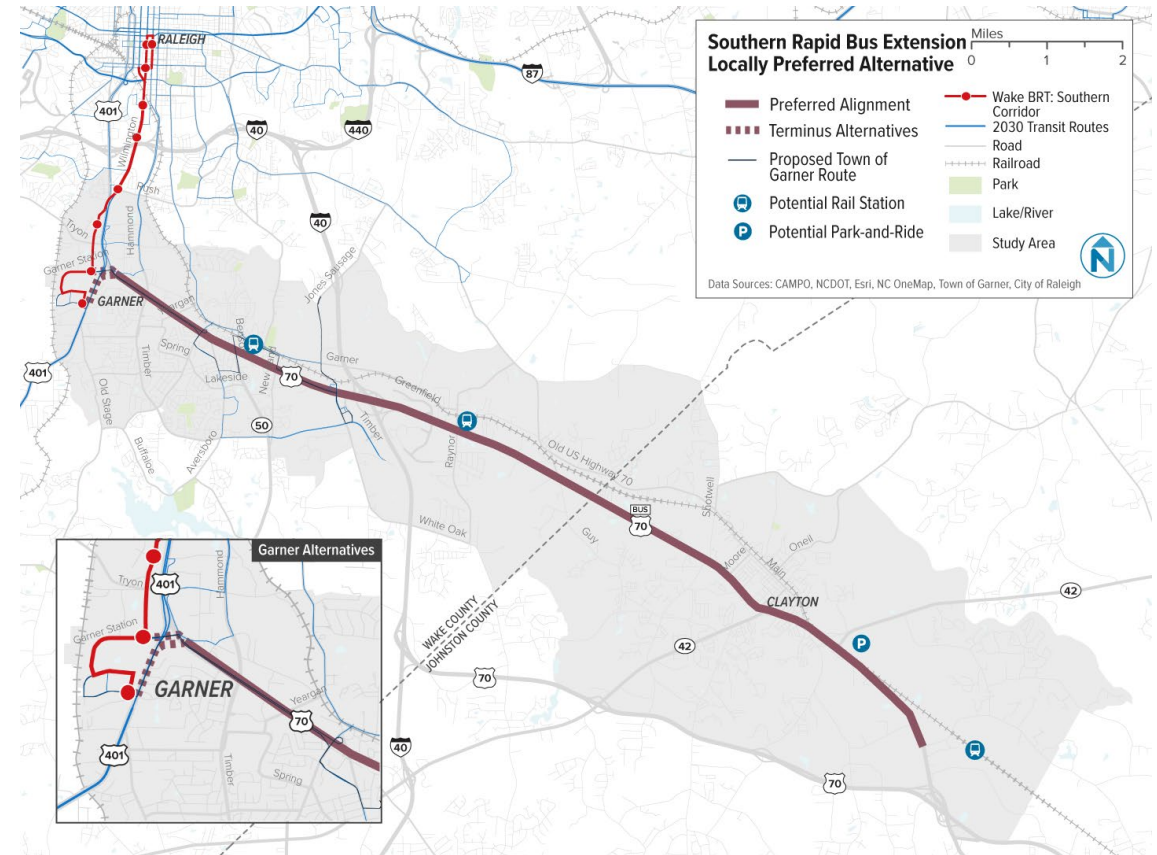
Recommended Locally Preferred Alternative (LPA)

Recommended Mode: Zero-emission buses, with speed and reliability investments (TSP and queue jump lanes) were feasible.

Recommended Alignment: US 70 / 70 Business to Powhatan Rd provides additional connectivity to East Clayton Industrial Area (ECIA). Routing at Garner Station terminus will optimize for through service to Raleigh.

Opening year: beyond 2035

LPA may be amended following future studies



Next Steps

Further Study and Analyses

Operational Questions

- Should Express Bus extensions operate at the same (or lower) frequency as Core BRT?
- Can Express Bus segment operate at different frequency than BRT if they are using the same/interlined fleet?
- Will Rapid Bus operate as an overlay to BRT (Cary to Raleigh)?
 - If yes, is Rapid Bus serving all stops vs skip-stop?

Zero Emissions Vehicles

- Compatibility with Western BRT (Cary to Raleigh)
 - 40' standard or 60' articulated
 - Equipped for left-door boarding at center-running BRT stations
- Supporting facilities

Additional Considerations and Inputs

Future Iterations

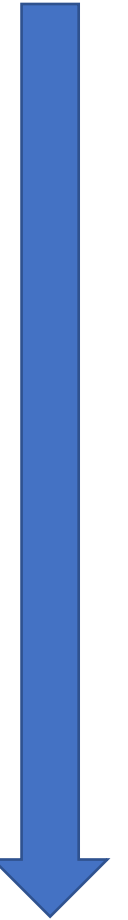
- Wake Bus Plan updates
- MTP updates
- Land Use and Travel Demand Modeling
 - Effects of Commuter rail
 - Changes to regional travel patterns
 - Continued land use changes
- Operation of critical first-last mile mobility services (circulators, microtransit, shuttles, etc.)

Project Funding and Sponsorship

- Incorporation into MTP
- Unfunded in TIP/STIP
- End operator of Rapid Bus extensions - TBD

Path to Project Development

- Update Wake BRT standards 2023 - 24
- Rapid Bus Ext: Concept of Operations (Con-Ops) and analyses 2024 - 25
- Update demand-modeling forecasts 2025 - 26
- Project Sponsorship determination 2025 - 26
- Local funding and FTA competitiveness and/or application 2026 - 27



Rapid Bus Corridor Extension: LPA Adoption Process Next Steps

- TCC (Mar 2)
- DCHC (Mar 8, 22)
- CAMPO Exec Board, TPAC (Mar 15)
- Additional Funding >> Operational Study >> Project Sponsor Determination >> LPA Adoption (through '25 – '26)
- Wake Transit concurrence



Thank You



GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

IX. Rapid Bus Extension Major Investment Study Update

Attachment E & F

Requested Action:

Receive as information.

Jimi Mitchell, Project Consulting Team –
Nelson\Nygaard

X. TPAC Subcommittee Report

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	3/28 – 1:30-3:30pm	3/23 – 1:30-3:00pm

XV. Other Business

Any other new or old business to discuss?

XVI. Adjourn

Next TPAC Meeting:

April 19, 2023