

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

May 17, 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 April 2023 TPAC meeting minutes.

David Eatman, TPAC Chair

I. Revised Recommended FY 2024 Wake Transit Work Plan

Attachment B & C

Shelby Powell, CAMPO &
Steven Schlossberg, GoTriangle

On April 21, 2023, GoTriangle's leadership, acting through approval by the GoTriangle Board of Trustees, delivered correspondence to the Capital Area Metropolitan Planning Organization (CAMPO) and Wake County leadership describing their intent to no longer contribute 50% of the Regional Transit Authority Vehicle Rental Tax, as defined in NCGS § 105-550 through NCGS § 105-556, to the Orange, Durham, and Wake County Transit Program(s) for the FY 2024 budget, effective July 21, 2023. This action would reduce the allocation of Vehicle Rental Tax revenue shown in the Recommended FY 2024 Wake Transit Work Plan's Tax District Revenues by 94.25% or \$4,516,296.

The transfer of funds from the Wake Capital Reserve Fund Balance will be increased by \$4,516,296 to mitigate the revenue removed from the Work Plan for FY 2024. It is anticipated that this action will provide a balanced budget for the FY 24 Wake Transit Work Plan and allow all programmed projects in the Recommended FY 2024 Wake Transit Work Plan to move forward.

The revised FY 2024 Wake Transit Work Plan Model Assumptions Update Summary shows that the low point of capital liquidity through the current Wake County Transit Plan horizon year of FY 2030 occurs in FY 2026. It is projected that the proposed proportional removal of the Vehicle Rental Tax from the Wake Transit Program Financial Model will reduce this said low point by 18.3% or 14.4 million dollars from the level in the FY 2024 Wake Transit Work Plan that was recommended by the TPAC at its April 2023 meeting. The Wake Transit Governance ILA parties (GoTriangle, CAMPO, and Wake County) will continue to evaluate what effect if any this change will have to currently programmed implementation elements in the Wake Transit Work Plan's Multi-Year Operating Program and Capital Improvement Plan. The Governance ILA parties will also continue to evaluate the potential impacts of any longer-term removal of the vehicle rental tax allocation from the adopted Wake Transit financial model. It is anticipated that this work will inform the upcoming update to the Wake Transit Vision Plan and Financial Model that will begin in FY 2024, including the impacts to planned projects and programs in future years.

Revised Financial Assumption Narrative

- Describes actions taken in FY 24 Wake Transit Work Plan to accommodate GoTriangle's removal of the vehicle rental tax allocation from Wake Transit Revenue
- Allows for continued discussions on this issue through future Wake Transit Plan and Work Plan updates



Wake Transit Work Plan – FY24 Recommended Financials

TPAC Meeting
May 17, 2023

Wake Transit Work Plan – FY24 Modeled Revenue

(in millions)

	FY24 Kickoff	FY24 Draft	4/19 TPAC FY24 Recommended	Revised FY24 Recommended	Increase/ (Decrease)
Local					
½ Cent Local Option Sales Tax	110,725	120,000	125,000	125,000	-
Vehicle Rental Tax	3,895	4,792	4,792	276	(4,516)
\$7.00 Vehicle Registration Tax	7,079	6,850	6,850	6,850	-
\$3.00 Vehicle Registration Tax	<u>3,029</u>	<u>2,925</u>	<u>2,925</u>	<u>2,925</u>	<u>-</u>
Subtotal Local:	124,728	134,567	139,567	135,051	(4,516)
Federal	3,608	86,523	86,523	86,523	-
Community Funding Area Fund Balance	N/A	1,210	1,142	1,142	-
Farebox	1,544	1,544	-	-	-
Prior Year Funds (Capital Liquidity)	<u>76,650</u>	<u>18,974</u>	<u>9,718</u>	<u>14,233</u>	<u>4,516</u>
Total FY 2024 Modeled Sources	206,530	242,818	236,949	236,949	-

FY23 YTD - Actuals ½ cent Sales Tax (July-Jan) - \$79.1M

FY23 ½ cent Sales Tax Budget - \$107.5M

FY22 - Actual ½ cent Sales Tax - \$121.4M


GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Wake Transit Work Plan – FY24 Modeled Expenditures

(in millions)

Operating Expenditures

		FY24	
	FY24 Draft	Recommended	B/(W)
Bus Operations	\$28,810	\$27,720	\$1,090
Community Funding Area	2,731	2,069	662
Other Bus Operations	494	894	(400)
Transit Plan/Tax District Administration	6,975	6,975	-
Total FY 2024 Modeled Operating	\$39,010	\$37,659	\$1,351



No Change Since Recommended

Wake Transit Work Plan – FY24 Modeled Expenditures

(in millions)

Capital Expenditures

Capital Projects		FY24 Draft	FY24 Recommended	B/(W)
Maintenance Facility	\$	47,884	\$ 47,604	\$ 280
Transit Center/Transfer Point Improvements		4,900	-	4,900
Park-and-Ride Improvements		355	355	-
Bus Stop Improvements		2,558	2,558	-
Technology		1,125	1,125	-
Total Bus Infrastructure	\$	56,822	\$ 51,642	\$ 5,180
Bus Rapid Transit	\$	143,167	\$ 143,167	\$ -
Bus Acquisition*		3,570	3,570	-
Capital Planning		250	250	-
Community Funding Area Program		-	662	(662)
Total Projects Modeled (excl. Bus Infrastructure)	\$	146,987	\$ 147,649	\$ (662)
Total Capital	\$	203,809	\$ 199,291	\$ 4,518

GoTriangle – BOMF

RTC – Updated Timeline

Allocation of funds to Capital Projects

* - Includes ADA and Support Vehicles

No Change Since Recommended

**FY24 Triangle
Tax District:
Wake
Operating
Revised**

	Triangle Tax District: Wake Operating
Revenues	
Tax District Revenues	
Article 43 1/2 Cent Local Option Sales Tax	\$ 26,519,260
Vehicle Rental Tax	\$ 275,704
\$7.00 Vehicle Registration Tax	\$ 6,850,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 2,925,000
Community Funding Area Fund Balance	\$ 480,137
Other Tax District Revenues	\$ 608,437
Total Revenues	\$ 37,658,538
Expenditures	
Tax District Administration	
Salaries and Benefits	\$ 470,000
Contracted Services	\$ 165,733
Transit Plan Administration	
GoTriangle	\$ 2,745,107
CAMPO	\$ 824,909
GoRaleigh	\$ 1,885,167
GoCary	\$ 884,348
Bus Operations	
GoTriangle	\$ 4,052,469
GoRaleigh	\$ 20,742,251
GoCary	\$ 2,557,187
GoWake Access	\$ 1,125,361
Wendell	\$ 4,752
Zebulon	\$ 6,397
Reserve	\$ 125,996
Community Funding Area	
Wake Forest	\$ 415,457
Apex	\$ 440,607
Morrisville	\$ 375,012
FY23 Unused Funds	\$ 480,137
Reserve	\$ 357,648
Total Expenditures	\$ 37,658,538
Revenues over Expenditures	\$ -

**FY24 Triangle Tax
District: Wake
Operating
Recommended on 4/19/23**

	Triangle Tax District: Wake Operating
Revenues	
Tax District Revenues	
Article 43 1/2 Cent Local Option Sales Tax	\$ 22,002,964
Vehicle Rental Tax	\$ 4,792,000
\$7.00 Vehicle Registration Tax	\$ 6,850,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 2,925,000
Community Funding Area Fund Balance	\$ 480,137
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Reserve	\$ 357,648
Total Expenditures	\$ 37,658,538
Revenues over Expenditures	\$ -

**FY24 Wake County
Transit Plan: Operating**
Revised

	Triangle Tax District: Wake Operating	GoTriangle	CAMPO	GoRaleigh	GoCary	GoWake Access	Town of Apex	Town of Morrisville	Town of Wake Forest	Town of Wendell	Town of Zebulon	Total Wake County Transit Plan: Operating
Revenues												
Tax District Revenues												
Article 43 1/2 Cent Local Option Sales Tax	\$ 26,519,260											\$ 26,519,260
Vehicle Rental Tax	\$ 275,704											\$ 275,704
\$7.00 Vehicle Registration Tax	\$ 6,850,000											\$ 6,850,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 2,925,000											\$ 2,925,000
Community Funding Area Fund Balance	\$ 480,137											\$ 480,137
Other Tax District Revenues	\$ 608,437											\$ 608,437
Allocations from Tax District Revenues to Agencies												
Transit Plan Administration		\$ 2,745,107	\$ 824,909	\$ 1,885,167	\$ 884,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Bus Operations		\$ 4,052,469	\$ -	\$ 20,742,251	\$ 2,557,187	\$ 1,125,361	\$ -	\$ -	\$ -	\$ 4,752	\$ 6,397	
Community Funding Area		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,607	\$ 375,012	\$ 415,457	\$ -	\$ -	
Total Revenues	\$ 37,658,538	\$ 6,797,576	\$ 824,909	\$ 22,627,418	\$ 3,441,535	\$ 1,125,361	\$ 440,607	\$ 375,012	\$ 415,457	\$ 4,752	\$ 6,397	\$ 37,658,538
Expenditures												
Tax District Administration												
Salaries and Benefits	\$ 470,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,000
Contracted Services	\$ 165,733	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 165,733
Transit Plan Administration												
Salaries and Benefits	\$ -	\$ 2,190,000	\$ 824,909	\$ 1,685,167	\$ 815,474	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,515,549
Contracted Services	\$ -	\$ 375,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,091
Printing and Publications	\$ -	\$ 153,750	\$ -	\$ 200,000	\$ 68,874	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 422,624
Other	\$ -	\$ 26,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,266
Bus Operations												
Increase Sunday Service	\$ -	\$ -	\$ -	\$ 2,067,464	\$ 487,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,554,878
Increase Midday Service	\$ -	\$ -	\$ -	\$ 586,887	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 586,887
Route 100 Improvements	\$ -	\$ 622,180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 622,180
Route 300 Improvements	\$ -	\$ 698,636	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 698,636
Fuquay-Varina Express Route	\$ -	\$ -	\$ -	\$ 593,395	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 593,395
Durham-Raleigh Express Frequency Improvements	\$ -	\$ 322,045	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 322,045
Chapel Hill-Raleigh Express Frequency Improvements	\$ -	\$ 70,515	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,515
Regional Information Center Operating Hours	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
310 RTC to Cary	\$ -	\$ 1,401,009	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,401,009
Route 305 Improvements	\$ -	\$ 487,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 487,900
NRX	\$ -	\$ 78,888	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 78,888
Route Re-allocation	\$ -	\$ (355,146)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (355,146)
Garner / Garner South Route	\$ -	\$ -	\$ -	\$ 2,653,468	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,653,468
Rolesville Route	\$ -	\$ -	\$ -	\$ 155,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,062
Knightdale Route	\$ -	\$ -	\$ -	\$ 527,109	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 527,109
Hillsborough Street Route	\$ -	\$ -	\$ -	\$ 1,663,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,663,623
Southeast Raleigh Route Additions	\$ -	\$ -	\$ -	\$ 2,791,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,791,854
Northwest Raleigh Route Additions	\$ -	\$ -	\$ -	\$ 3,666,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,666,623
Increase in 7 S. Saunders Route Frequencies	\$ -	\$ -	\$ -	\$ 136,885	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 136,885
Caraleigh Improvements	\$ -	\$ -	\$ -	\$ 627,779	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 627,779
Glenwood Route Package	\$ -	\$ -	\$ -	\$ 2,977,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,977,956
Biltmore Hills/Garner Route	\$ -	\$ -	\$ -	\$ 164,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 164,988
Maint. of Bus Stops & P-and-R Facilities	\$ -	\$ -	\$ -	\$ 593,613	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 593,613
Weston Parkway Route	\$ -	\$ -	\$ -	\$ -	\$ 1,104,985	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,104,985
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Wake NE Microtransit	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Park and Ride	\$ -	\$ 99,000	\$ -	\$ 10,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,752	\$ 6,397	\$ 120,399
Extension Regional Information Center Hours	\$ -	\$ 27,596	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 193,330
Hold Harmless Strategy	\$ 125,996	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,996
Fare Strategy	\$ -	\$ 53,845	\$ -	\$ 105,287	\$ 11,038	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,170
Community Funding Area												
Apex Circulator (operations)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,607	\$ -	\$ -	\$ -	\$ -	\$ 440,607
Smart Shuttle	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,012	\$ -	\$ -	\$ -	\$ 375,012
Wake Forest Loop (Reverse Direction service)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 415,457	\$ -	\$ -	\$ 415,457
Reserve / Previous Year Unused Funds	\$ 837,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 837,785
Allocations from Tax District Revenues to Agencies												
Transit Plan Administration	\$ 6,339,531											
Bus Operations	\$ 28,488,417											
Community Funding Area	\$ 1,231,076											
Total Expenditures	\$ 37,658,538	\$ 6,797,576	\$ 824,909	\$ 22,627,418	\$ 3,441,535	\$ 1,125,361	\$ 440,607	\$ 375,012	\$ 415,457	\$ 4,752	\$ 6,397	\$ 37,658,538
Revenues over Expenditures	-	-	-	-	-	-	-	-	-	-	-	-

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Recommended on 4/19/23

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Wake NE Microtransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Park and Ride	\$ -	\$ 99,000	\$ -	\$ 10,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,752	\$ 6,397	\$ 120,399
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Fare Strategy	\$ -	\$ 53,845	\$ -	\$ 105,287	\$ 11,038	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,170
Community Funding Area												
Apex Circulator (operations)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,607	\$ -	\$ -	\$ -	\$ -	\$ 440,607
Smart Shuttle	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,012	\$ -	\$ -	\$ -	\$ 375,012
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Bus Operations	\$ 28,488,417											
Community Funding Area	\$ 1,231,076											
Total Expenditures	\$ 37,658,538	\$ 6,797,576	\$ 824,909	\$ 22,627,418	\$ 3,441,535	\$ 1,125,361	\$ 440,607	\$ 375,012	\$ 415,457	\$ 4,752	\$ 6,397	\$ 37,658,538
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FY24
Triangle Tax
District: Wake
Capital
Revised

	Triangle Tax District: Wake Capital
Revenues	
Tax District Revenues	
Article 43 1/2 Cent Local Option Sales Tax	\$ 98,480,740
BRT - Southern Corridor Federal Share	\$ 85,914,792
Community Funding Area Fund Balance	\$ 661,935
Allocation from Wake Capital Fund Balance	\$ 14,232,843
Total Revenues	\$ 199,290,310
Expenditures	
Capital Planning	
CAMPO	\$ 250,000
Community Funding Area	
Town of Apex	\$ 429,275
Town of Knightdale	\$ 232,660
Bus Rapid Transit (BRT)	
GoRaleigh - Transit Plan Share	\$ 57,252,485
GoRaleigh - Federal Share	\$ 85,914,792
Bus Infrastructure	
GoTriangle	\$ 2,875,375
GoRaleigh	\$ 21,169,859
GoCary	\$ 26,471,404
Reserve	\$ 1,124,864
Vehicle Acquisition	
GoRaleigh	\$ 1,456,096
GoTriangle	\$ 2,113,500
Total Expenditures	\$ 199,290,310
Revenues over Expenditures	\$ -

FY24
Triangle Tax
District: Wake
Capital
Recommended on
4/19/23

	Triangle Tax District: Wake Capital
Revenues	
Tax District Revenues	
Article 43 1/2 Cent Local Option Sales Tax	\$ 102,997,036
BRT - Southern Corridor Federal Share	\$ 85,914,792
Community Funding Area Fund Balance	\$ 661,935
Allocation from Wake Capital Fund Balance	\$ 9,716,547
Total Revenues	\$ 199,290,310
Expenditures	
Capital Planning	
CAMPO	\$ 250,000
Community Funding Area	
Town of Apex	\$ 429,275
Town of Knightdale	\$ 232,660
Bus Rapid Transit (BRT)	
GoRaleigh - Transit Plan Share	\$ 57,252,485
GoRaleigh - Federal Share	\$ 85,914,792
Bus Infrastructure	
GoTriangle	\$ 2,875,375
GoRaleigh	\$ 21,169,859
GoCary	\$ 26,471,404
Reserve	\$ 1,124,864
Vehicle Acquisition	
GoRaleigh	\$ 1,456,096
GoTriangle	\$ 2,113,500
Total Expenditures	\$ 199,290,310
Revenues over Expenditures	\$ -

FY24
Wake County Transit
Plan: Capital
Revised

	Triangle Tax District: Wake Capital	GoTriangle	GoRaleigh	GoCary	CAMPO	Town of Knightdale	Town of Apex	Total Wake County Transit Plan: Capital
Revenues								
Article 43 1/2 Cent Local Option Sales Tax	\$ 98,480,740							\$ 98,480,740
BRT - Southern Corridor Federal Share	\$ 85,914,792							\$ 85,914,792
Allocation from Wake Capital Fund Balance	\$ 14,232,843							\$ 14,232,843
Allocations from Tax District Revenues to Agencies								
Capital Planning		\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	
Community Funding	\$ 661,935	\$ -	\$ -	\$ -	\$ -	\$ 232,660	\$ 429,275	\$ 661,935
Bus Rapid Transit (BRT)		\$ -	\$ 143,167,277	\$ -	\$ -	\$ -	\$ -	
Bus Infrastructure		\$ 2,875,375	\$ 21,169,859	\$ 26,471,404	\$ -	\$ -	\$ -	
Bus Acquisitions		\$ 2,113,500	\$ 1,456,096	\$ -	\$ -	\$ -	\$ -	
Total Revenues	\$ 199,290,310	\$ 4,988,875	\$ 165,793,232	\$ 26,471,404	\$ 250,000	\$ 232,660	\$ 429,275	\$ 199,290,310
Wake Transit Bus Plan Update	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Planning								
Ext. of Planning Horizon for Vision Plan	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
Community Funding Management	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000
Coordinated Human Services Plan	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ 80,000
Community Funding								
Town of Apex	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 429,275	\$ 429,275
Town of Knightdale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 232,660	\$ -	\$ 232,660
Bus Rapid Transit (BRT)								
Wake BRT - Southern Corridor (Transit Plan Share)	\$ -	\$ -	\$ 57,252,485	\$ -	\$ -	\$ -	\$ -	\$ 57,252,485
Wake BRT - Southern Corridor (Federal Share)	\$ -	\$ -	\$ 85,914,792	\$ -	\$ -			\$ 85,914,792
Bus Infrastructure								
Design, GoCary Ops & Maint. Facility	\$ -	\$ -	\$ -	\$ 25,954,064	\$ -	\$ -	\$ -	\$ 25,954,064
BOMF Expansion	\$ -	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,650,000
Short Term Park & Ride	\$ -	\$ 355,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355,000
Bus Stop Improvements	\$ -	\$ 577,910	\$ 1,169,859	\$ 517,340	\$ -	\$ -	\$ -	\$ 2,265,109
Systemwide Bus Stop Improvements	\$ -	\$ 292,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 292,465
ADA Facility (Feasibility & Design)	\$ -	\$ -	\$ 20,000,000	\$ -	\$ -			\$ 20,000,000
Technology Initiatives	\$ 1,124,864	\$ -	\$ -	\$ -	\$ -			\$ 1,124,864
Vehicle Acquisitions								
Bus Purchases	\$ -	\$ 1,762,500	\$ 714,769	\$ -	\$ -	\$ -	\$ -	\$ 2,477,269
ADA Vehicles Purchases	\$ -	\$ 351,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351,000
GoRaleigh Support Vehicles	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Paratransit Replacement Vehicles	\$ -	\$ -	\$ 427,448	\$ -	\$ -			\$ 427,448
Paratransit Expansion Vehicles	\$ -	\$ -	\$ 113,879	\$ -	\$ -	\$ -	\$ -	\$ 113,879
Allocations from Tax District Revenues to Agencies								
Capital Planning	\$ 250,000							
Community Funding Area	\$ 661,935							
Bus Rapid Transit (BRT)	\$ 143,167,277							
Bus Infrastructure	\$ 50,516,638							
Bus Acquisitions	\$ 3,569,596							
Total Expenditures	\$ 199,290,310	\$ 4,988,875	\$ 165,793,232	\$ 26,471,404	\$ 250,000	\$ 232,660	\$ 429,275	\$ 199,290,310
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FY24
Wake County
Transit Plan: Capital
Recommended on
4/19/23

	Triangle Tax District: Wake Capital	GoTriangle	GoRaleigh	GoCary	CAMPO	Town of Knightdale	Town of Apex	Total Wake County Transit Plan: Capital
Revenues								
Article 43 1/2 Cent Local Option Sales Tax	\$ 102,997,036							\$ 102,997,036
BRT - Southern Corridor Federal Share	\$ 85,914,792							\$ 85,914,792
Allocation from Wake Capital Fund Balance	\$ 9,716,547							\$ 9,716,547
Allocations from Tax District Revenues to Agencies								
Capital Planning		\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	
Community Funding	\$ 661,935	\$ -	\$ -	\$ -	\$ -	\$ 232,660	\$ 429,275	\$ 661,935
Bus Rapid Transit (BRT)		\$ -	\$ 143,167,277	\$ -	\$ -	\$ -	\$ -	
Bus Infrastructure		\$ 2,875,375	\$ 21,169,859	\$ 26,471,404	\$ -	\$ -	\$ -	
Bus Acquisitions		\$ 2,113,500	\$ 1,456,096	\$ -	\$ -	\$ -	\$ -	
Total Revenues	\$ 199,290,310	\$ 4,988,875	\$ 165,793,232	\$ 26,471,404	\$ 250,000	\$ 232,660	\$ 429,275	\$ 199,290,310
Wake Transit Bus Plan Update	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Planning								
Ext. of Planning Horizon for Vision Plan	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
Community Funding Management	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000
Coordinated Human Services Plan	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ 80,000
Community Funding								
Town of Apex	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 429,275	\$ 429,275
Town of Knightdale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 232,660	\$ -	\$ 232,660
Bus Rapid Transit (BRT)								
Wake BRT - Southern Corridor (Transit Plan Share)	\$ -	\$ -	\$ 57,252,485	\$ -	\$ -	\$ -	\$ -	\$ 57,252,485
Wake BRT - Southern Corridor (Federal Share)	\$ -	\$ -	\$ 85,914,792	\$ -	\$ -			\$ 85,914,792
Bus Infrastructure								
Design, GoCary Ops & Maint. Facility	\$ -	\$ -	\$ -	\$ 25,954,064	\$ -	\$ -	\$ -	\$ 25,954,064
BOMF Expansion	\$ -	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,650,000
Short Term Park & Ride	\$ -	\$ 355,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355,000
Bus Stop Improvements	\$ -	\$ 577,910	\$ 1,169,859	\$ 517,340	\$ -	\$ -	\$ -	\$ 2,265,109
Systemwide Bus Stop Improvements	\$ -	\$ 292,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 292,465
ADA Facility (Feasibility & Design)	\$ -	\$ -	\$ 20,000,000	\$ -	\$ -			\$ 20,000,000
Technology Initiatives	\$ 1,124,864	\$ -	\$ -	\$ -	\$ -			\$ 1,124,864
Vehicle Acquisitions								
Bus Purchases	\$ -	\$ 1,762,500	\$ 714,769	\$ -	\$ -	\$ -	\$ -	\$ 2,477,269
ADA Vehicles Purchases	\$ -	\$ 351,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351,000
GoRaleigh Support Vehicles	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Paratransit Replacement Vehicles	\$ -	\$ -	\$ 427,448	\$ -	\$ -			\$ 427,448
Paratransit Expansion Vehicles	\$ -	\$ -	\$ 113,879	\$ -	\$ -	\$ -	\$ -	\$ 113,879
Allocations from Tax District Revenues to Agencies								
Capital Planning	\$ 250,000							
Community Funding Area	\$ 661,935							
Bus Rapid Transit (BRT)	\$ 143,167,277							
Bus Infrastructure	\$ 50,516,638							
Bus Acquisitions	\$ 3,569,596							
Total Expenditures	\$ 199,290,310	\$ 4,988,875	\$ 165,793,232	\$ 26,471,404	\$ 250,000	\$ 232,660	\$ 429,275	\$ 199,290,310
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Model Assumptions Update Summary

Wake Transit Plan Model Assumptions - FY 2024

Recommended Wake Transit Work Plan

Revised

Assumption	Type	Wake Transit Plan Assumption	FY 2024 Proposed Assumption	Source	Impact/Notes
Operating Revenues					
Tax District Revenues					
Article 43 1/2 Cent Local Option Sales Tax	Growth Rate	4.0%	3.0%	FY 2022 Actuals	FY 2024 assumption includes a \$18 million increase compared to the FY23 Adopted Transit Work Plan. Growth percentage is 3% compared to the FY 2022 Actuals which exceeded the FY 2023 Adopted budget. The increase compared to the FY24 Draft Work Plan is based on current actuals received in FY23.
Vehicle Rental Tax	Growth Rate	2.5%	0.0%	N/A	A portion of vehicle rental tax collected by GoTriangle has been included in the FY24 Wake Transit Work Plan. The GoTriangle Board of Trustees is anticipated to vote on the retention of the vehicle rental tax as part of their budget process.
Vehicle Registration Tax, \$7.00 per Vehicle	Growth Rate	2.0%	4.0%	FY 2022 Actuals	Increase of 4% from FY22 Actuals. The increase was calculated using historical growth (2%) based on FY22 Actuals.
Vehicle Registration Tax, \$3.00 per Vehicle	Growth Rate	2.0%	4.0%	FY 2022 Actuals	Increase of 4% from FY22 Actuals. The increase was calculated using historical growth (2%) based on FY22 Actuals.

Outcome (Overall Fiscal Health of Wake Transit Plan)	Result	Wake Transit Plan Assumption	FY 2024 Proposed Assumption	Comment	Impact/Notes
Minimum Wake Operating Fund Balance	5, % of Sales Tax (No Lower Than 25%)	Balance of \$21.3 in FY 2020	Balance of \$72.7 M in FY 2024		Minimum policy is designed to provide operating reserves, when combined with capital that could be used in extraordinary circumstances, to meet liquidity targets. The minimum fund balance is 25% of the subsequent years adopted sales tax in the Wake Operating fund or a minimum of 90 days unrestricted cash. The amount listed is the total operating fund balance which includes the reserves.
Minimum O&M Reserve	3 Months	N/A	N/A	in each transit agency	
Minimum Wake Capital Fund Balance	5, % of Capital Projects Planned (5% by xx)	\$80.65 M (5%) by 2020	\$150.8 M by 2024		Capital Fund Balance increased to 6.4%. Minimum balance reached and no additional transfer is needed.
Capital Asset Management Reserve	\$ accrued	228 days in 2027	381 days in 2035		
Operating Days of Available Unrestricted Cash + Cash to Debt Service	# of Days (181 days cash + 5x cash to DS = score of 1 for liquidity) (90 days cash + 2x cash to DS = score of 2 for liquidity) Operating + Capital Fund Balance/Debt Service (Greater than 2.0 = S&P A)	78 days in 2027	125 days in 2035		Recommend 90-180 days cash in operating fund; greater than 180 days when combined with capital. When operating fund cash is combined with capital fund balance, liquidity reserves rank a "1" which offsets financial flexibility tied to debt service carrying charge and farebox recovery ratio.
EBITDA Debt Service Coverage (excluding short term debt)	Local Net Revenue / Debt Service (No Lower Than 1.25)	1.26 in 2027	2.02 in 2035		Net revenues available for debt service divided by debt service.
Gross Debt Service Coverage	Local Revenue / Debt Service (No Lower Than 3.0)	low of 3.56 in 2025	low is 4.13 in 2035		
Debt to Revenue (Debt Burden)	Debt Outstanding/Total Revenues (Greater than 2.0 Debt to Revenue = S&P A)	low of 2.2 in 2030	low of 2.0 in 2035		
Capital Liquidity	Available Cash Outside of Reserves (Excess inflows/outflows)	Low of \$181K in 2024	Low of \$64.3 M in 2026		

Model Assumptions Update Summary

Wake Transit Plan Model Assumptions - FY 2024

Recommended Wake Transit Work Plan

Recommended on 4/19/23

Assumption	Type	Wake Transit Plan Assumption	FY 2024 Proposed Assumption	Source	Impact/Notes
Operating Revenues					
Tax District Revenues					
Article 43 1/2 Cent Local Option Sales Tax	Growth Rate	4.0%	3.0%	FY 2022 Actuals	FY 2024 assumption includes a \$18 million increase compared to the FY23 Adopted Transit Work Plan. Growth percentage is 3% compared to the FY 2022 Actuals which exceeded the FY 2023 Adopted budget. The increase compared to the FY24 Draft Work Plan is based on current actuals received in FY23.
Vehicle Rental Tax	Growth Rate	2.5%	5.0%	FY 2022 Actuals	Increase of 5% from FY22 Actuals. The increase was calculated using historical growth (2.5%) based on FY22 Actuals.
Vehicle Registration Tax, \$7.00 per Vehicle	Growth Rate	2.0%	4.0%	FY 2022 Actuals	Increase of 4% from FY22 Actuals. The increase was calculated using historical growth (2%) based on FY22 Actuals.
Vehicle Registration Tax, \$3.00 per Vehicle	Growth Rate	2.0%	4.0%	FY 2022 Actuals	Increase of 4% from FY22 Actuals. The increase was calculated using historical growth (2%) based on FY22 Actuals.

Outcome (Overall Fiscal Health of Wake Transit Plan)	Result	Wake Transit Plan Assumption	FY 2024 Proposed Assumption	Comment	Impact/Notes
Minimum Wake Operating Fund Balance	5, % of Sales Tax (No Lower Than 25%)	Balance of \$21.3 in FY 2020	Balance of \$72.7 M in FY 2024		Minimum policy is designed to provide operating reserves, when combined with capital that could be used in extraordinary circumstances, to meet liquidity targets. The minimum fund balance is 25% of the subsequent years adopted sales tax in the Wake Operating fund or a minimum of 90 days unrestricted cash. The amount listed is the total operating fund balance which includes the reserves.
Minimum O&M Reserve	3 Months	N/A	N/A	in each transit agency	
Minimum Wake Capital Fund Balance	5, % of Capital Projects Planned (5% by xx)	\$80.65 M (5%) by 2020	\$150.8 M by 2024		Capital Fund Balance increased to 6.4%. Minimum balance reached and no additional transfer is needed.
Capital Asset Management Reserve	\$ accrued	228 days in 2027	381 days in 2035		
Operating Days of Available Unrestricted Cash + Cash to Debt Service	# of Days (181 days cash + 5x cash to DS = score of 1 for liquidity) (90 days cash + 2x cash to DS = score of 2 for liquidity) Operating + Capital Fund Balance/Debt Service (Greater than 2.0 = S&P A)	78 days in 2027	125 days in 2035		Recommend 90-180 days cash in operating fund; greater than 180 days when combined with capital. When operating fund cash is combined with capital fund balance, liquidity reserves rank a "1" which offsets financial flexibility tied to debt service carrying charge and farebox recovery ratio.
EBITDA Debt Service Coverage (excluding short term debt)	Local Net Revenue / Debt Service (No Lower Than 1.25)	1.26 in 2027	2.14 in 2035		Net revenues available for debt service divided by debt service.
Gross Debt Service Coverage	Local Revenue / Debt Service (No Lower Than 3.0)	low of 3.56 in 2025	low is 4.26 in 2035		
Debt to Revenue (Debt Burden)	Debt Outstanding/Total Revenues (Greater than 2.0 Debt to Revenue = S&P A)	low of 2.2 in 2030	low of 2.0 in 2035		
Capital Liquidity	Available Cash Outside of Reserves (Excess inflows/outflows)	Low of \$181K in 2024	Low of \$78.7 M in 2026		

Questions?

I. Revised Recommended FY 2024 Wake Transit Work Plan

Attachment B & C

Requested Action:

Consider recommending approval of the revised FY 2024 Wake Transit Work Plan to the Wake Transit governing boards

Shelby Powell, CAMPO &
Steven Schlossberg, GoTriangle

II. FY 2024 Wake Transit Work Plan, Project Agreement Groupings and Reporting Deliverables Attachment D & E

Steven Schlossberg, GoTriangle



FY 2024 Work Plan Project Agreement Groupings and Reporting Deliverables

TPAC Meeting
May 17, 2023

FY24 Work Plan Project Agreement

Groupings and Reporting Deliverables

Background - The purpose of the agreements is to guide deliverables for funds appropriated in the Wake Transit major capital and operating funds appropriated by the tax district.

Operating Agreements or Master Agreements- an agreement between an agency tasked to provide an Implementation Element, the Tax District and other agencies as needed, or an operating plan if the Implementation Element is to be provided by the Agency. The agreement shall state the details of the service to be provided and detail expectations on funding, responsibilities, schedule and performance. The agreement shall adhere to minimum standards outlined in Section 8.02 of [the Transit Governance ILA]. Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.

Capital Funding Agreements or Master Agreements - an agreement between an agency and other agencies to provide an Implementation Element or a project plan if the implementation element is to be provided by the Agency. The agreement or project plan shall state the details of the capital improvements to be provided and detail expectations on funding, responsibilities, schedule and performance and shall adhere to minimum standards outlined in Section 7.01 of [the Governance ILA]. Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.

GoTriangle is the Lead Agency for this initiative

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

FY24 Work Plan Project Agreement

Groupings and Reporting Deliverables

<u>Groupings:</u>		<u>Amount:</u>
General Operating - Bus Operation	<u>General Opt-Bus Operation</u>	29,351,535
General Operating - Transit Plan Admin	<u>General Opt-Transit Plan Admin</u>	6,339,531
General Operating - Tax District Admin	<u>General Opt-Tax Dist Admin</u>	635,733
Special Funding -YGP	<u>Special Funding-Youth GoPass</u>	197,789
General Capital - Bus Infrastructure	<u>General Capt-Bus Infrastructure</u>	5,224,509
General Capital - Bus Acquisition	<u>General Capt-Bus Aquisition</u>	3,569,596
General Capital - Capital Planning - CAMPO	<u>General Capt-CAMPO</u>	250,000
Special Capital - Bus Infrastructure- GoRaleigh	<u>Special Capt-GoRaleigh</u>	20,000,000
Special Capital - Bus Infrastructure - GoCary	<u>Special Capt-GoCary</u>	25,954,064
Special Capital-BRT Planning/Design - GoRaleigh	<u>Special Capt-GoRaleigh</u>	57,252,485
Special Operating & Capital Technology	<u>Technology</u>	170,170
Total		148,945,411
Reserve : Unallocated Technology	N/A	1,124,864
Reserve : Hold Harmless Subsidy for Implementation of Countywide Fare Strategy	N/A	125,996
Reserve : Community Funding Area Program Reserve	N/A	837,785
Total including Reserve		151,034,056

FY24 Work Plan Project Agreement Groupings and Reporting Deliverables

Operating Example

GoCary General Operating Funding Agreement: Bus Operations		
1)	Increase Midday Frequencies on Pre-Existing Routes - TO004-B	\$ 487,414
2)	Sunday and Holiday Service on All Pre-Existing Routes (Prior to FY 2018) - TO004-A	\$ 586,887
3)	Apex-Cary Express - TO005-BE	\$ 178,507
4)	GoCary Complementary ADA Services - TO005-BI	\$ 172,597
5)	Nw Route - Weston Parkway - TO005-H	\$ 1,104,985
<u>Deliverables</u>		
1. Revenue hours of service		
2. Ridership		
3. Passenger boardings per revenue hour		
4. Operating cost per passenger boarding		
5. Farebox recovery		
6. On-time performance		

FY24 Work Plan Project Agreement Groupings and Reporting Deliverables

Capital Example

Apex Capital Funding Agreement: Bus Infrastructure		
1) Pedestrian Improvements	\$	294,800
2) Bus Stop Improvements	\$	110,000
3) Transit Prioritization Study	\$	24,475
<u>Deliverables</u>		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.		

Project sponsors are encouraged to evaluate project budgets every quarter and release funds back to fund balance when possible.

FY24 Work Plan Project Agreement

Groupings and Reporting Deliverables

Staffing:

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

Transit Service:

1. Revenue hours of service
2. Ridership
3. Passenger boardings per revenue hour
4. Operating cost per passenger boarding
5. Farebox recovery
6. On-time performance

Plans/Studies

1. Date RFP/RFQ released for plan/study
2. Date contract awarded for plan/study
3. Estimation of percent completion of scope on quarterly basis
4. Results and/or recommendations of plan/study

Deliverables are standardized per the TPAC endorsed policy when possible

FY24 Work Plan Project Agreement Examples

- Minimal changes from FY23 agreements (Date / Year)
- Recommended change on:
 - Operating Agreements to expire 12/31/24
 - Capital Agreement to expire 12/31/26
- Examples of General Capital, General Operating and Special agreements are included as part of Attachment E

II. FY 2024 Wake Transit Work Plan, Project Agreement Groupings and Reporting Deliverables Attachment D & E

Requested Action:

Consider recommending approval of the FY 2024 Wake Transit Work Plan Project Agreement Groups and Reporting Deliverables to the Wake Transit governing boards.

Steven Schlossberg, GoTriangle

III. Recommended FY2025-2030 Wake Bus Plan

Attachment F

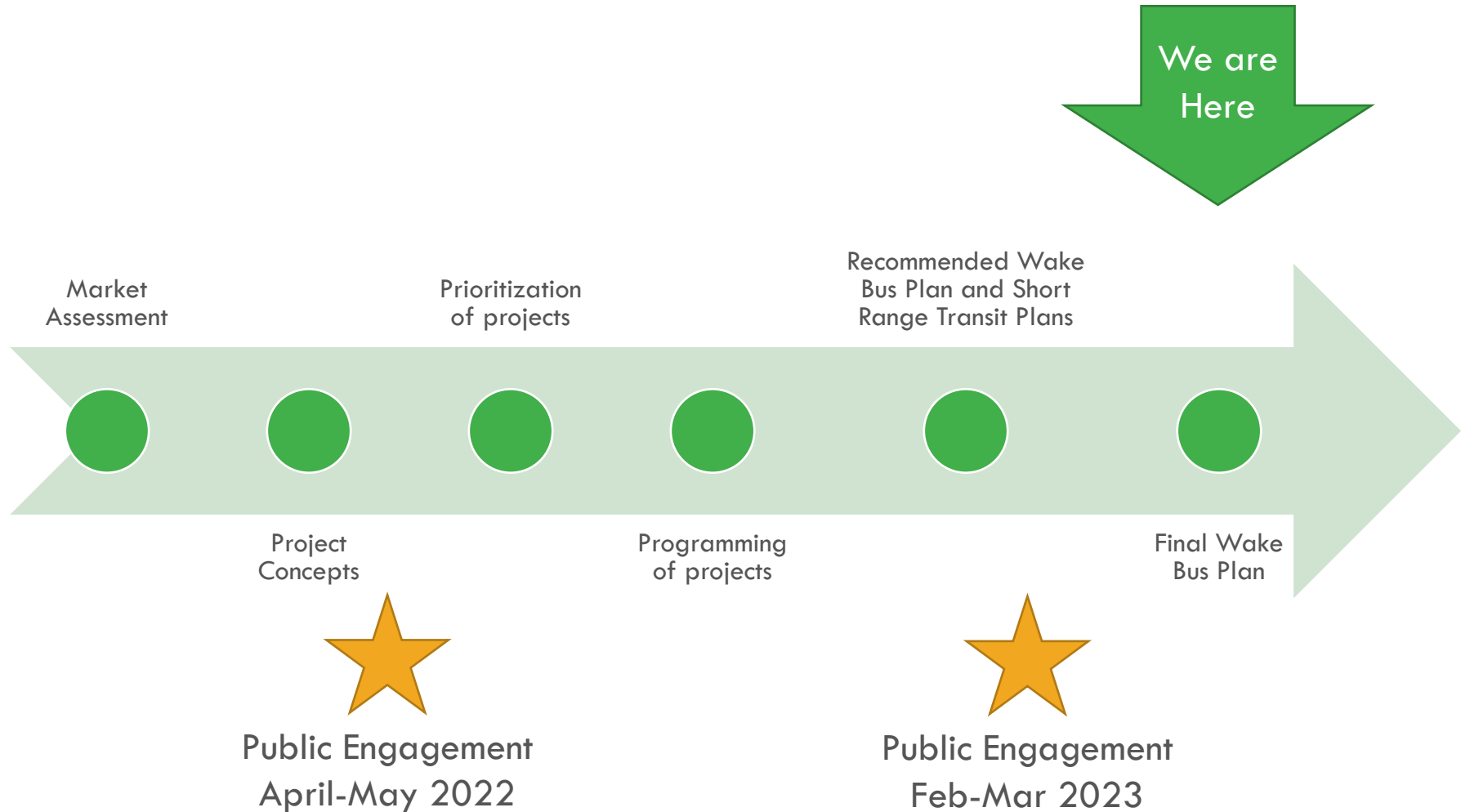
Michelle Peele, GoTriangle



Recommended FY 2025-2030 Wake Bus Plan

May 2023

Where are we in the process?



What is the Wake Bus Plan?

The Wake Bus Plan is a year-by-year investment schedule for bus projects included in the Wake Transit Plan. It includes:

- Bus service or operating projects
 - Introduce new bus routes or bus services
 - Increase the frequency of bus routes
 - Extend the hours of operations
- Capital projects.
 - Passenger facilities (new bus stops, transit centers, etc.)
 - Vehicles (buses and vans)
 - Vehicle maintenance facilities

Focus is on 2025 – 2027 but includes projects planned until 2030.

Invest in Frequency

- Frequent bus routes performed well, even during COVID.
- Bus Plan looked to areas where increasing service levels

- **Examples:**

- GoRaleigh Route 5 Biltmore Hills
- GoRaleigh Route 11 Avent Ferry
- Go Raleigh Route 3 Glascock
- GoRaleigh Route 7L Carolina Pines
- GoTriangle Route 100X

All-Day Service

- Community input and changes in travel plans demonstrated a need to operate service all day long and on weekend days.
- Expanded some services during the middle of the day and on Saturdays and Sundays.

- **Examples:**

- GoTriangle Route 305 Holly Springs-Apex-Raleigh
- GoTriangle Route ZWX Zebulon-Wendell-Raleigh
- GoCary Route 12 ACX
- GoRaleigh Route 12 Method

New Service Model

- Changes in work schedules and growth in areas that have lower density develop meant the Bus Plan considered new service models, like microtransit.

- **Examples:**

- GoRaleigh North Wake Microtransit (replaces Route 401X Rolesville)

Improve Service Performance

- Adjust route alignments or eliminate underperforming routes to ensure that the Wake Transit Plan funds and other funding sources are serving the highest need.

- **Examples:**

- GoRaleigh North Wake Microtransit (replaces Route 401X Rolesville)
- GoRaleigh Route 26 elimination with realignment of Route 27L and Route
- GoTriangle 311 and NRX route elimination

Creating the Draft Wake Bus Plan

Bus Plan combines data and community/stakeholder input:

- Data inputs:
 - Analysis of transit markets and needs
 - Assessment of gaps between existing services and needs
 - Evaluation of existing bus services

Creating the Draft Wake Bus Plan

Bus Plan combines data and community/stakeholder input:

- Community/stakeholder engagement
 - Collected feedback on locations and types of accessibility improvements
 - Needs for investments like sidewalks, crosswalks, bike lanes, etc.
 - Conducted in Fall 2021
 - Shared draft service improvement ideas
 - Ideas for new bus routes and new service types
 - Conducted in Spring 2022
 - Current input on recommended improvements and timing
 - Conducted in Spring 2023



Spring 2023 Engagement Overview

- **Online Survey**
 - February 20th and March 22nd, 2023
- **In-Person**
 - 16 pop-ups held between February 20th and March 22nd at transit centers, bus stops, and community centers
 - Collected comments via paper surveys
 - Shared handout with QR code for the online survey



Outreach Metrics

- Email Outreach:

- Email to 533 contacts: Community Organizations, Businesses, and Apartments

- Pop-Up Events (16):

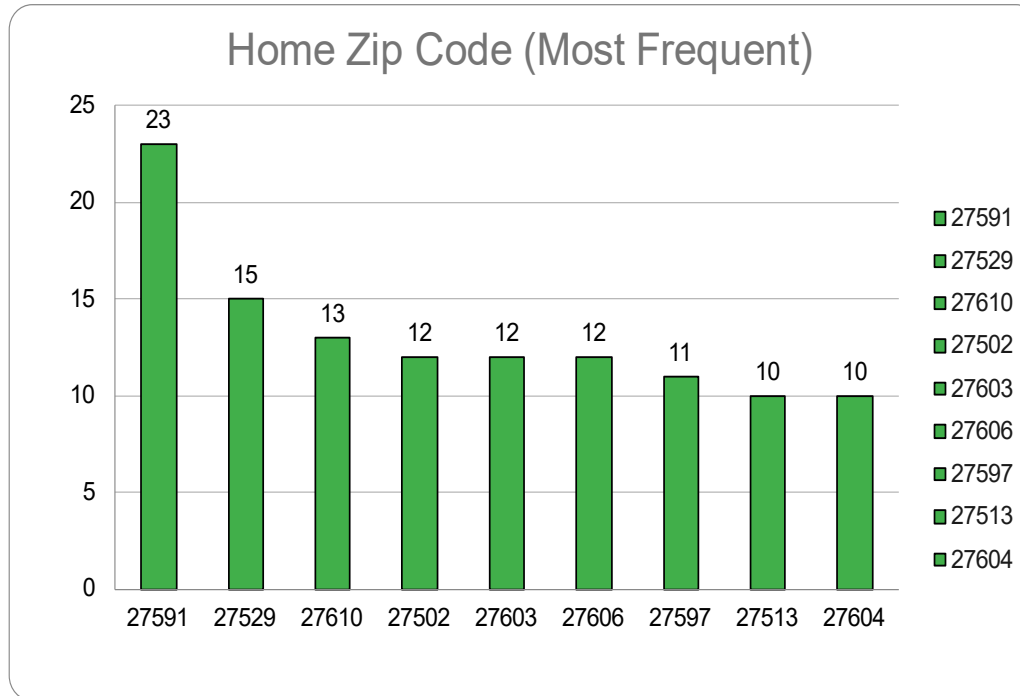
- | | | |
|--------------------------------------|---------------------------------|--------------------------------|
| • Wake Tech North Campus | • GoRaleigh Station | • NCSU Stafford Commons |
| • Garner Senior Center | • Boxyard RTP | • Cary Depot |
| • Triangle Town Center Mall | • Fuquay-Varina Community | • Dorcas Ministries |
| • Wendell Falls Activity Center | • Apex Senior Center | • Holly Springs Farmers Market |
| • Wendell Eastern Wake Senior Center | • Crabtree Valley Mall Bus Stop | • Knightdale Station Park |
| | • Western Wake Farmers Market | |

- Public Input.com survey traffic:

- | | | |
|--|--|---|
| • www.goforwardnc.com : (792) | • Publicinput.com (219) | • Triangleblog.com (23) |
|--|--|---|

Online Survey: 762 Participants

Responses by Zip Code



- 87% reported speaking English “well”
- 46% identified as men, non-binary or ‘other’
- 45% identified as women
- 19% with annual household income under \$53,001
- 18% identified as a racial minority or multiracial
- 8% identified as disabled

Findings for Wake Bus Plan

- Transit riders are mostly pleased with proposed changes
 - Service Improvements
 - Timeline
 - Transit Ease
- Potential objections
 - Want shorter timeline and more frequency improvements
 - Electric buses and reduced emissions
 - Want more regional connections overall
- Suggested/requested several project specific changes

Top comments by agency

GoCary	GoRaleigh	GoTriangle
<ul style="list-style-type: none"> • Higher frequency on Route 12 Apex-Cary • Service in West Cary • Better regional connections from Cary to RDU, Durham, and Garner 	<ul style="list-style-type: none"> • Move Route 33 improvements earlier to coincide with Wake Tech 4.0 opening • Concern about removal of NCSU stop on Route 11L • Concern about alignment changes on Oberlin/Six Forks package • Proposals for alignment changes for each route • Better regional connections to areas south of Raleigh 	<ul style="list-style-type: none"> • Concerns about removal of Eubanks P&R from CRX • Concerns about loss of DRX service • Concerns about 311 elimination • Proposals for local stops and alignment changes on ZWX • Better service to RDU • Better regional connections to specific areas around the county

Updates to Wake Bus Plan

Final Updates to Wake Bus Plan

- Updates to draft Wake Bus Plan and SRTPs based on:
 - Public engagement
 - Changing BRT schedules
 - Considerations raised prior to engagement but held off until this round

Recommended Changes

GoCary

- Increase frequency and add Sunday service on Route 11 East Cary and Route 12 Apex-Cary
 - Align with Wake Bus Plan Service Guidelines and Performance Measures

GoRaleigh

- Implement 33 Knightdale to align with opening of Wake Tech Campus
 - FY25 instead of FY27
- Minor Adjustments:
 - Adjust Route 7 South Saunders service reduction based on BRT implementation schedule
 - Allow North Wake Microtransit to implement earlier if GoRaleigh is ready
 - Acknowledge Oberlin/Six Forks Package may be impacted by Northern BRT design

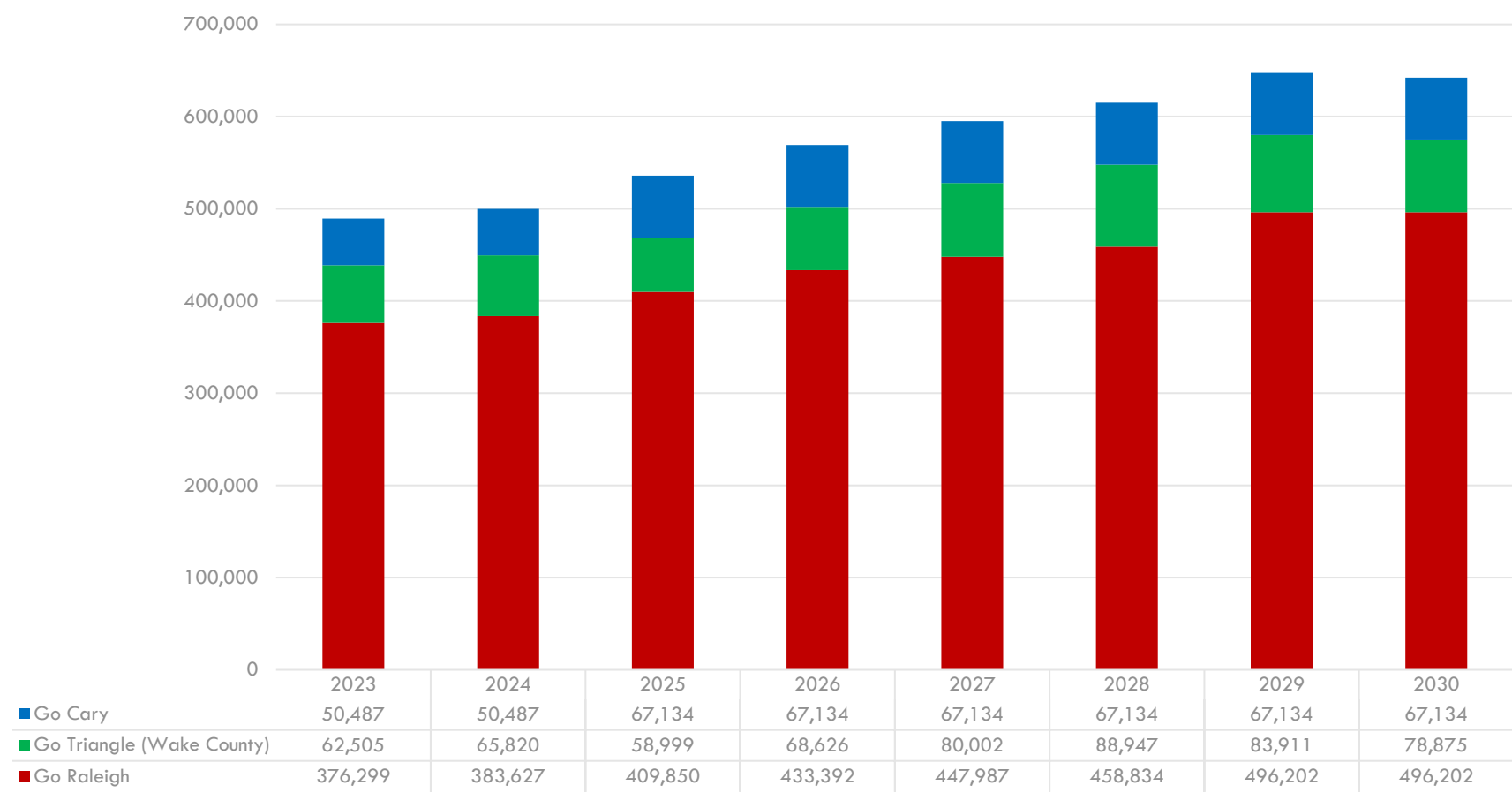
Recommended Changes

GoTriangle

- Route ZWX (Zebulon Wendell Express)
 - Maintain service to downtown Raleigh and extend to RUSBUS (potential to decouple after BRT is implemented)
 - Add bus stops in Wendell rather than single mobility hub
 - Shift start date to FY2026
- Route 311 (Apex to RTC)
 - Reintroduce as hourly service during peak period
 - Add funding for bus stop improvements
- Potential changes evaluated as part of other efforts :
 - DVX – Finalize park and ride lot locations through Durham Bus Plan Work
 - CRX – Orange County routing will be finalized through Durham Bus Plan work.
 - RDU service – will require further conversations with RDU

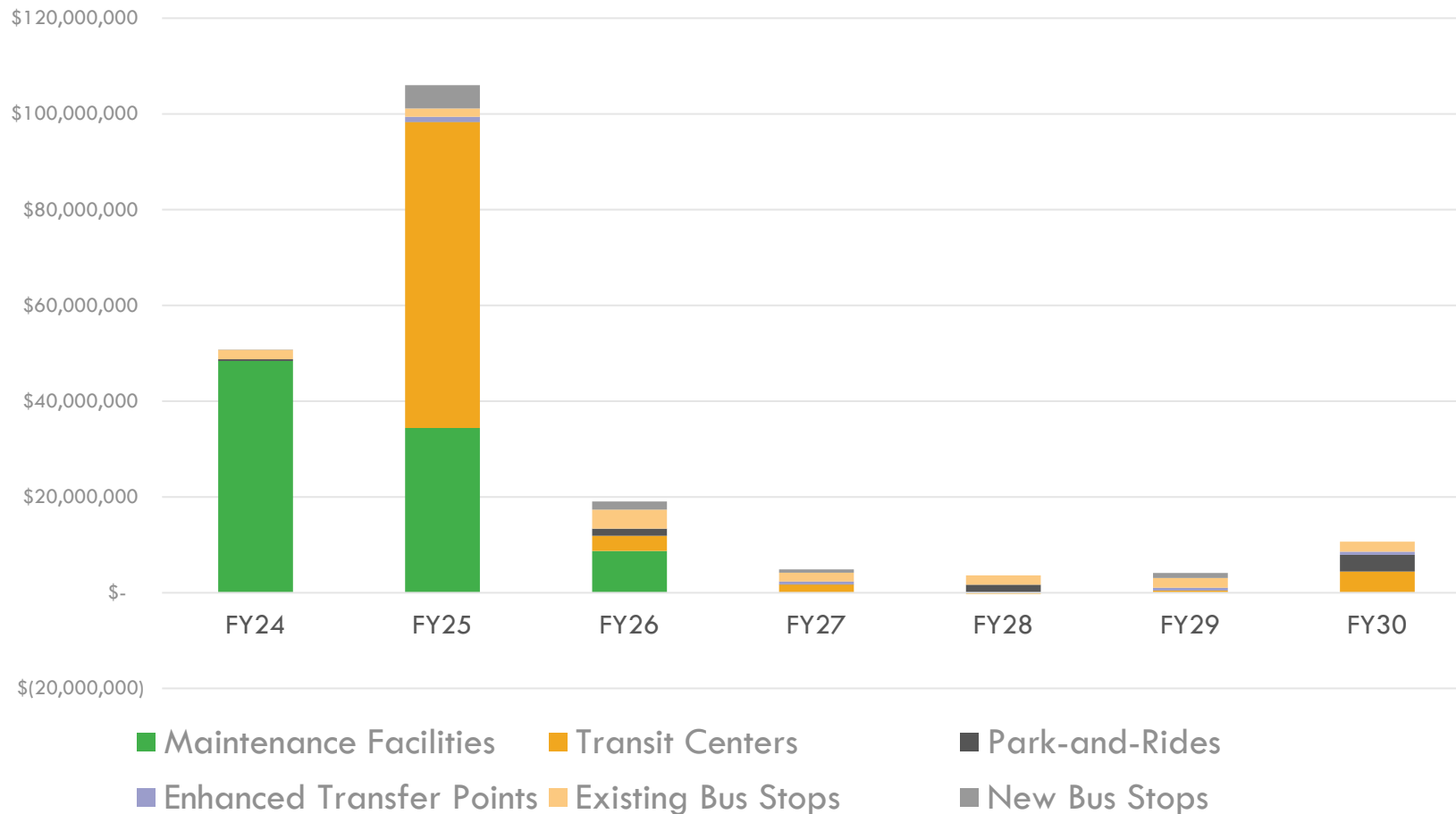
Bus Service Investments

Wake Bus Plan will increase bus service in Wake County by adding roughly 31% more service by 2023. Most new service will be in Raleigh.



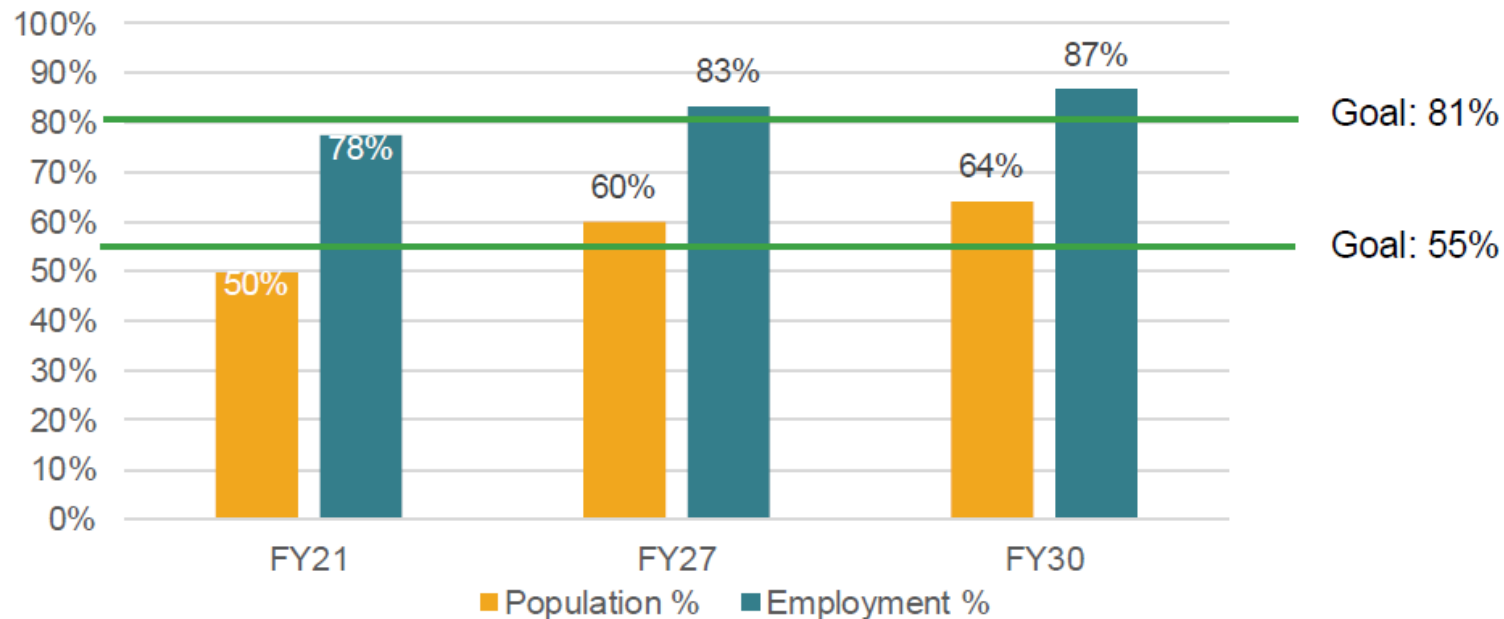
Capital Project Investments

Adding service means adding and improving passenger facilities. It also means buying more buses. Plan allocates \$279 million to capital projects.



Goal: Expand Access to All-Day Bus Service

Achieves the Wake Transit Plan goal of ensuring that all-day transit service is accessible to 55% of Wake County residents and 81% of jobs in Wake County by 2027.



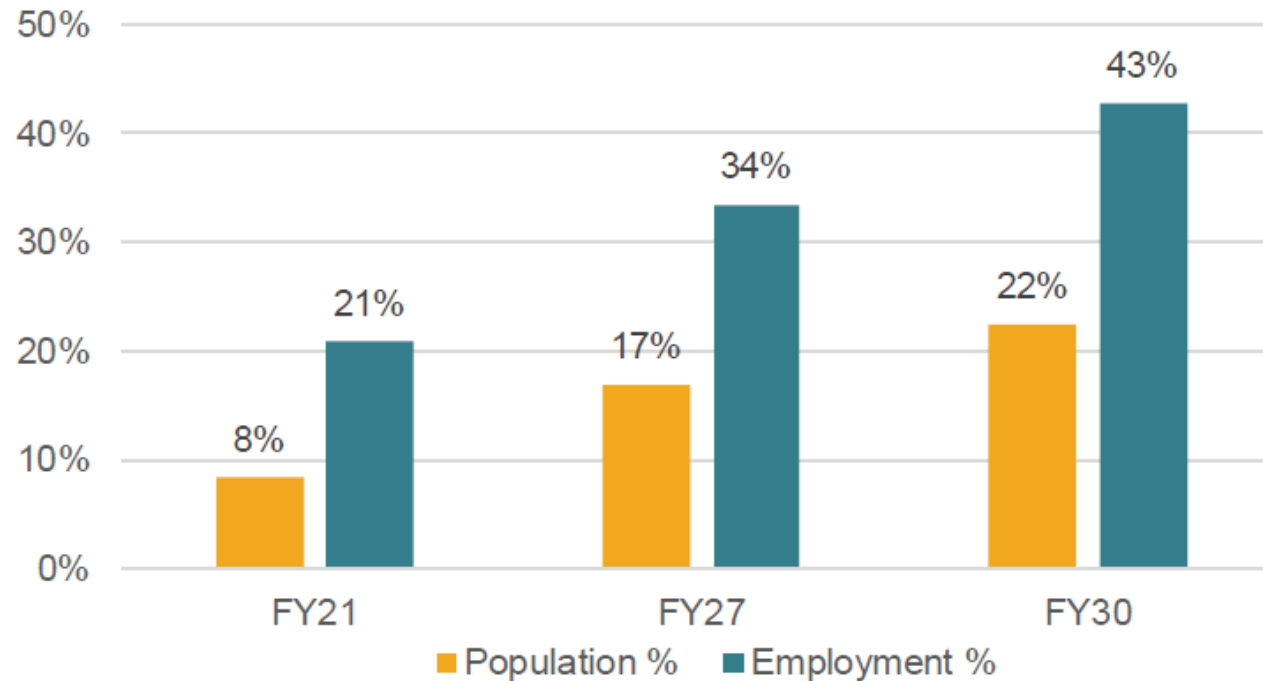
Source: Nelson\Nygaard Consulting Associates

Assumes combined funding sources (contributions from individual transit agencies and Wake Transit Plan)

Includes bus, bus rapid transit, and microtransit services (within $\frac{3}{4}$ mile of a Smart Shuttle node or within the boundaries of an on-demand microtransit zone)

Goal: Expand Access to Frequent Bus Service

Providing frequent and reliable urban mobility is one of the four Big Moves. The Wake Bus Plan increases the percent of residents and jobs in proximity to high frequency transit.



Source: Nelson\Nygaard Consulting Associates

Assumes combined funding sources (contributions from individual transit agencies and Wake Transit Plan)

Includes bus and bus rapid transit.

Next Steps

6/7/2023: 14-Day Notice of Public Hearing

6/21/2023: CAMPO Executive Board (Public Hearing and Information Item)

6/28/2023: GoTriangle P&L Subcommittee (Action Item)

8/3/2023- CAMPO TCC Presentation (Action Item)

8/16/2023- CAMPO Executive Board (Action Item)

8/23/2023- GoTriangle Board of Trustee (Action Item)

Thank You!

III. Recommended FY2025-2030 Wake Bus Plan

Attachment F

Requested Action:

Consider recommending approval of the Recommended FY2025-2030 Wake Bus Plan to the Wake Transit governing boards.

Michelle Peele, GoTriangle

TPAC Roll Call Vote:

1. Approve the Draft April TPAC Meeting Minutes
2. Consider recommending approval of the revised FY 2024 Wake Transit Work Plan to the Wake Transit governing boards
3. Consider recommending approval of the FY 2024 Wake Transit Work Plan Project Agreement Groups and Reporting Deliverables to the Wake Transit governing boards.
4. Consider recommending approval of the Recommended FY2025-2030 Wake Bus Plan to the Wake Transit governing boards.

IV. Greater Triangle Commuter Rail Project Update

Matthew Clark, GoTriangle

PLANNING & PROGRAMMING ITEMS

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Greater Triangle Commuter Rail Project Update: DISCUSSION

IV. Greater Triangle Commuter Rail Project Update

Requested Action:

Receive as information.

Matthew Clark, GoTriangle

V. Western BRT Update

Het Patel, GoRaleigh

PLANNING & PROGRAMMING ITEMS

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT



WAKE BUS RAPID TRANSIT PROGRAM UPDATE

TRANSIT PLANNING ADVISORY COMMITTEE

MAY 12, 2023



AGENDA

- Wake Bus Rapid Transit (BRT) Program Overview
- Southern Corridor Final Design
- Western Corridor Small Starts Ratings Approach
- Next Steps

WAKE BRT PROGRAM | OVERVIEW

PROJECTS IN FTA CIG SMALL STARTS PROJECT DEVELOPMENT PROCESS

NEW BERN AVENUE

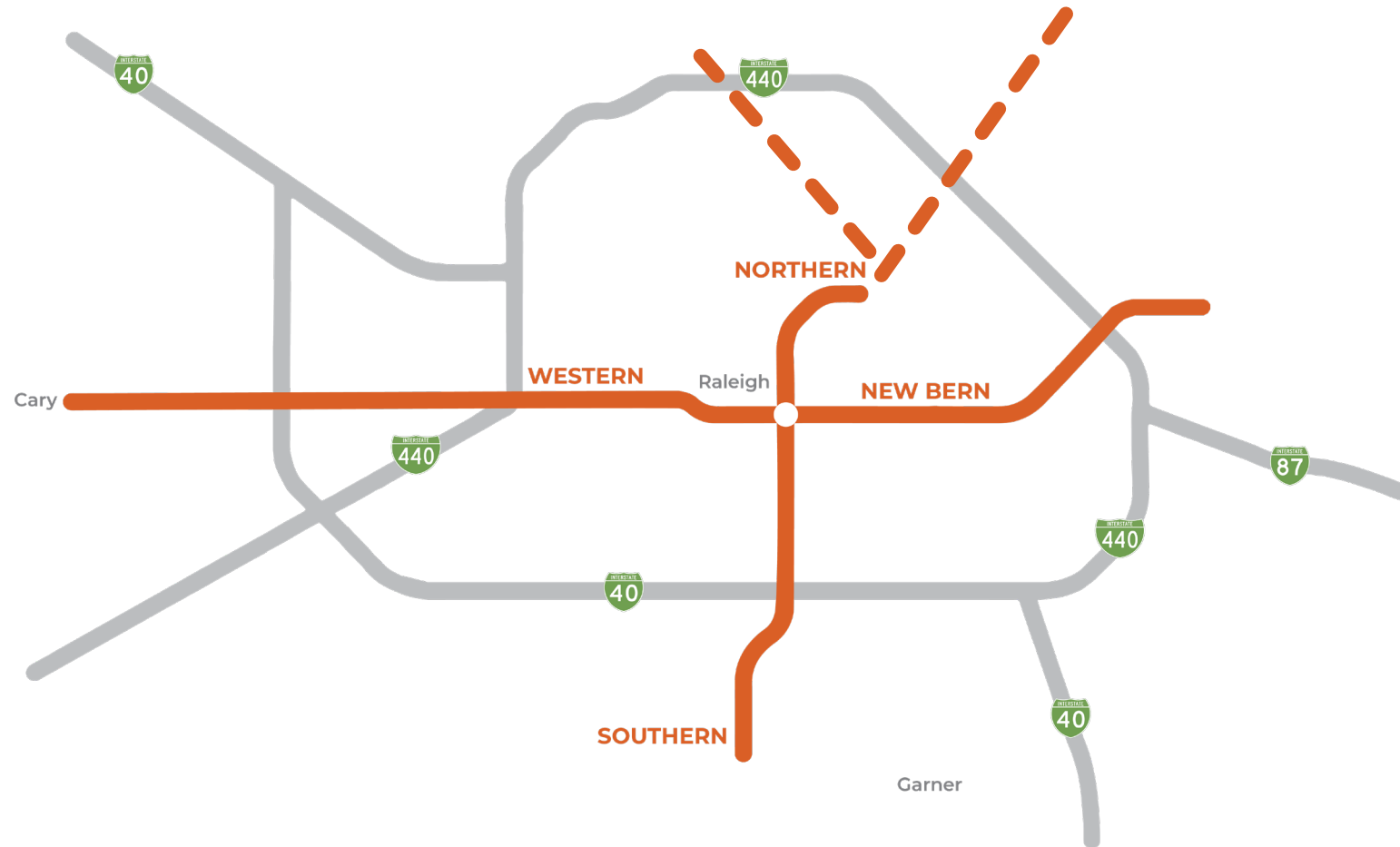
- Status – advanced design (100%)
- Next steps – construction (2023)

SOUTHERN CORRIDOR

- Status – preliminary design (30%)
- Next steps – advanced design (2024)*

WESTERN CORRIDOR

- Status – preliminary design (10%)
- Next steps – advanced design (2025)*



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

SOUTHERN CORRIDOR

Overview

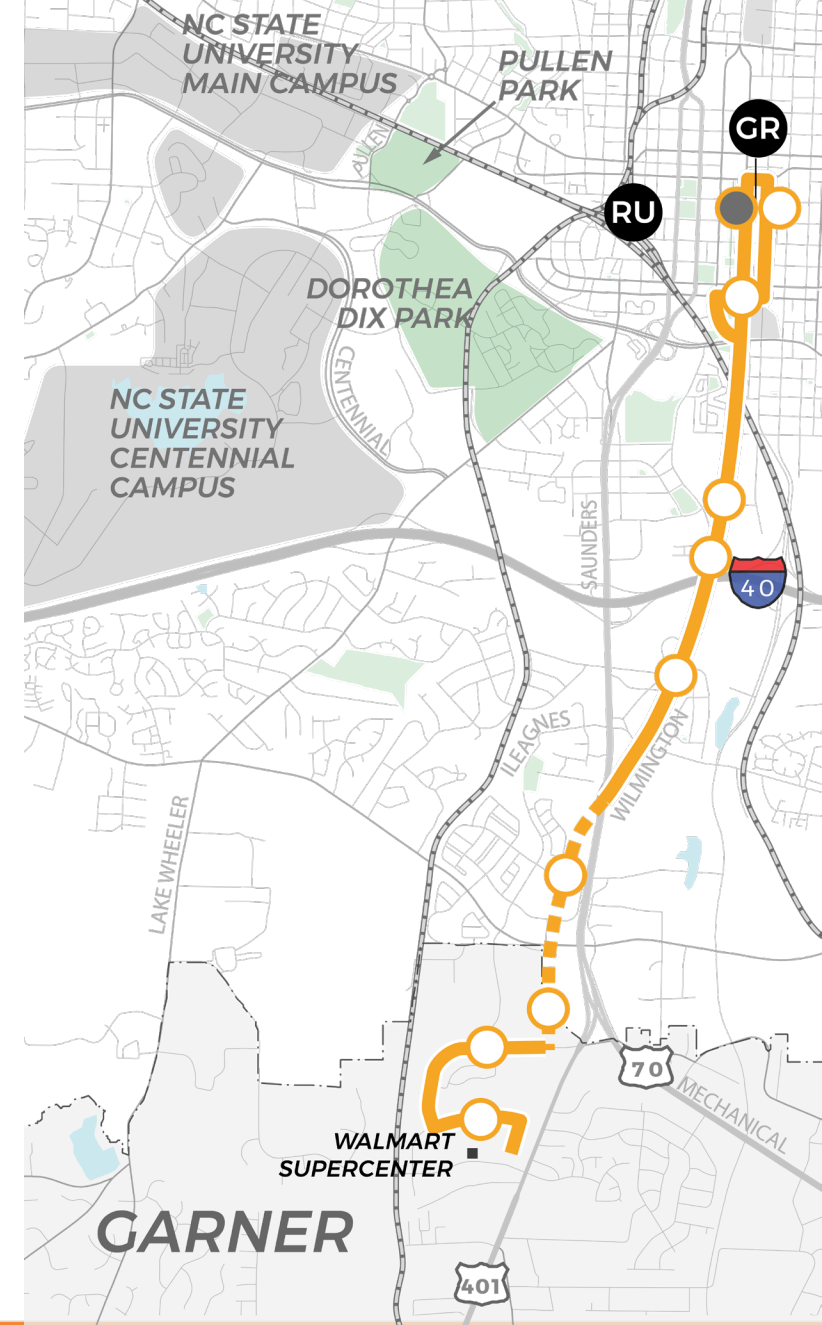
- 5.1 miles | 3.8 miles dedicated lanes
- Ten (10) proposed stations – nine (9) new
- Seven (7) 60' articulated buses (CNG or alternative fuel)

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 & final design consultant selection



SOUTHERN CORRIDOR FINAL DESIGN

Selection Committee Members:

- Town of Garner and various City of Raleigh departments (Transportation-Transit, Transportation-Mobility Strategy and Infrastructure, Transportation-Traffic Engineering, Engineering Services-Roadway Design and Construction, Planning and Development)

Timeline

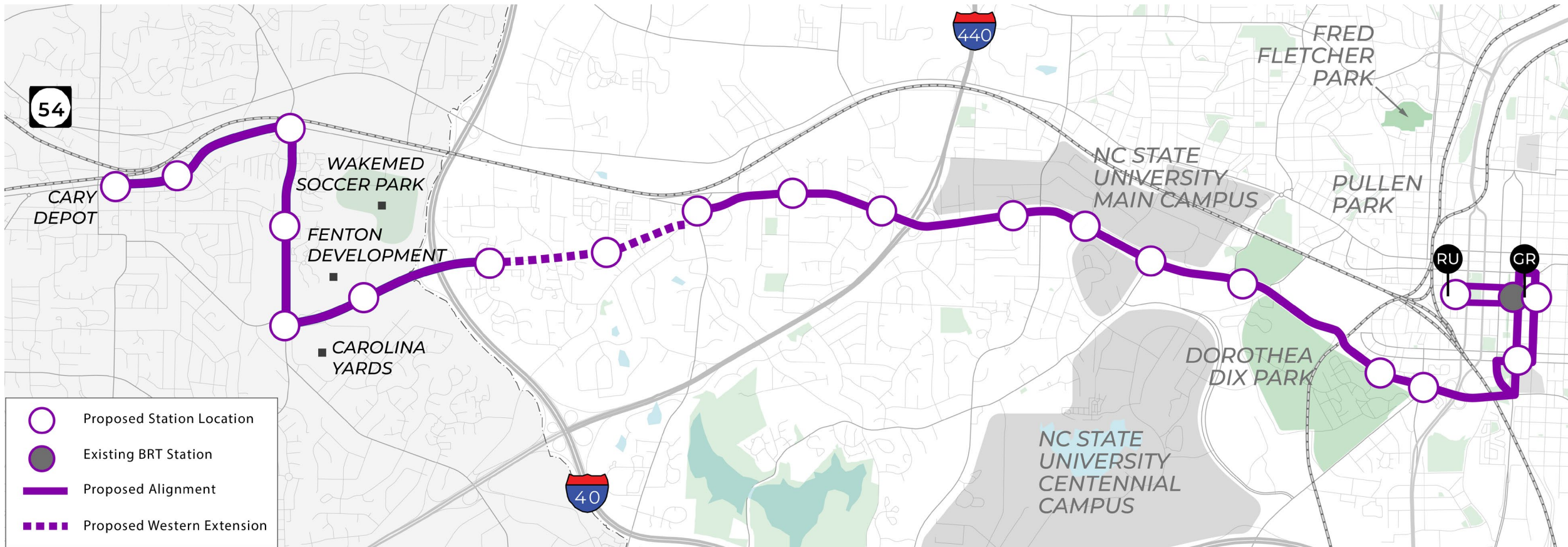
- *RFQ advertised in December 2022*
- *Received four (4) submittals*
- **Review of submittals and interview – February/March 2023**

Final Recommendation

- HNTB

WAKE BRT: WESTERN CORRIDOR

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



WESTERN CORRIDOR | CAPITAL PROJECTS

NCDOT Projects

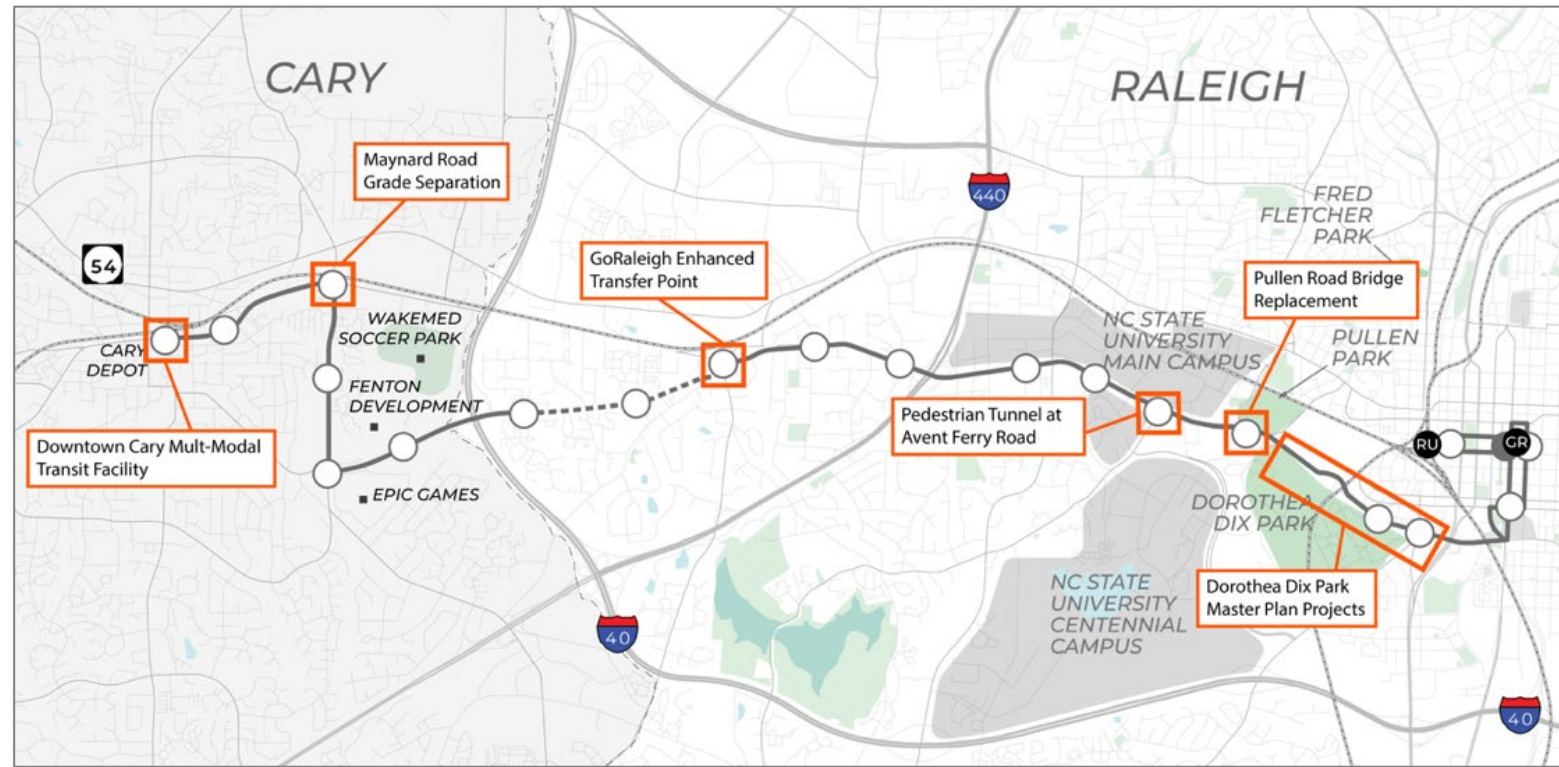
- Pullen Bridge Replacement
- Avent Ferry Pedestrian Tunnel
- Maynard Grade Separation

COR Projects

- Dix Park Master Plan Projects
- GoRaleigh Enhanced Transfer Point

Town of Cary Project

- Downtown Cary Multi-Modal Center



WESTER CORRIDOR SMALL STARTS RATING

Approach

- Small Starts Ratings Application in August 2024
- Final design and preliminary design work collectively on Small Starts Ratings assumptions and submission

Timeline

- Advertise Final Design RFQ in May-June 2023
- Selection and NTP by Fall 2023

NEXT STEPS

New Bern

- Select Construction Administrator / Construction Engineering and Inspection consultant
- Final approvals for design
- Advertise for construction bid

Southern Corridor

- Select final design consultant
- Continue coordination with Garner, NCDOT and FTA

Western Corridor

- Advertise final design RFQ
- Continue coordination with Cary, NCDOT and FTA

Northern Corridor

- Public engagement on alignment alternatives
- Detailed screening of remaining alternatives



QUESTIONS? THANK YOU!

TRANSIT PLANNING ADVISORY COMMITTEE

MAY 12, 2023



V. Western BRT Update

Requested Action:

Receive as information.

Het Patel, GoRaleigh

VI. Fare Workgroup Update

Steve Schlossberg, GoTriangle

Fare Workgroup Update: DISCUSSION

VI. Fare Workgroup Update

Requested Action:

Receive as information.

Steve Schlossberg, GoTriangle

IX. 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	5/23 – EMAIL	5/25 – 1:30-3:00pm

X. Other Business

- Future TPAC Meeting Format (virtual vs hybrid) and Schedule Discussion
- Any other new or old business to discuss?

XI. Adjourn

Next TPAC Meeting:

June 14, 2023