

WAKE COUNTY TRANSIT PLAN

Transit Planning Advisory Committee

TPAC Regular Monthly Meeting • April 19, 2023 • 9:30am-12:00pm

AGENDA

I. Welcome and Introductions (David Eatman, TPAC Chair)

David Eatman, TPAC Chair, opened the meeting and conducted roll call. Quorum was established.

4/19/23 TPAC Attendance					
Agency/Org	Name	Role	Agency/Org	Name	Role
Raleigh	David Eatman (Chair)	Primary	Raleigh	Ryan Boivin	Subcom.
Wake County	Akul Nishawala (Vice Chair)	Primary	Raleigh	Tracy Chandler	Subcom.
Apex	Katie Schwing	Alternate	RTP Foundation	Travis Crayton	Primary
CAMPO	Anna Stokes	Alternate	Wake County/GoWake	Anita Davis-Haywood	Subcom.
CAMPO	Shelby Powell	Primary	Wake County	Varsha Kandakur	Subcom.
CAMPO	Bonnie Parker	Alternate	Wake County	Tim Gardiner	Primary
CAMPO	Evan Koff	Subcom.	Wake Forest	Brad West	Alternate
CAMPO	Crystal Odum	Stakeholder	Wake Up Wake Co.	Nathan Spencer	Subcom.
Cary	Christine Sondej	Alternate	Wendell	Bryan Coates	Primary
Cary	Kevin Wyrauch	Alternate	Zebulon	Michael Clark	Alternate
GoTriangle	Paul Kingman	Stakeholder	Fuquay-Varina	Alison Wylie	Alternate
GoTriangle	Michelle Peele	Primary	GoTriangle	Courtney Wilson	Subcom.
GoTriangle	Steven Schlossberg	Alternate	Eastern Regional Center	Darryl Blevins	Subcom.
GoTriangle	Curtis Hayes	Alternate	Raleigh	Dervin Spell	Subcom.
Holly Springs	Daniel Spruill	Primary	TBD	Jessica	TBD
Knightdale	Andrew Spiliotis	Primary	Dr. Mary L. Young LLC	Dr Mary L. Young	Guest
Morrisville	Caleb Allred	Alternate	GoTriangle	James Carter	Stakeholder
NC State University	Andrea Neri	Primary	GoTriangle	Jennifer Hayden	Primary
Raleigh	Andrea Epstein	Alternate	GoTriangle	Jessica Perkins	Subcom.
Raleigh	Andrew Miller	Subcom.	HDR Inc.	Jorge Luna	Stakeholder
Raleigh	David Walker	Alternate	Kimley-Horn	Kelli McCombs	Guest
Raleigh	Het Patel	Alternate	Raleigh	Lanee Edwards	Subcom.
Raleigh	Melanie Rausch	Subcom.	Wendell	Matthew Burns	Stakeholder
Raleigh	Shavon Tucker	Alternate	GoTriangle	Paul Black	Subcom.
Raleigh	Janice Copeland	Stakeholder	GoTriangle	Wendy Mallon	Subcom.

II. Adjustments to the Agenda (David Eatman, TPAC Chair)

None

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

1. Nathan Spencer stated that, as Executive Director of WakeUp Wake County he was present to comment on the Work Plan moving forward. Mr. Spenser stated that he was hearing concerns about the Commuter Rail

plan and what the possible planning scenarios might be moving forward. He urged that either in this work plan, or soon, we have an idea of what we are going to do if we do not move CRT forward. Furthermore, Mr. Spenser stated that WakeUp does want to see CRT built, but if for some reason it is not, we want to be clear with the public about what is planned for that money. There are communities that want to do projects, and citizens and towns are organizing to attempt to get funding from Wake Transit Plan for projects. As we look toward 2024, County Commissioners will be elected by districts and those Commissioners will be looking out for their districts and pushing for projects in those districts. Mr. Spenser continued by requesting that the TPAC be very clear on taking public comments on these projects - that the TPAC be clear on what we would do with the CRT money if that project does not move forward. Mr. Spenser discussed that Raleigh is working hard on implementing BRT, and that it is currently difficult for the public to visualize the investments made over the past seven years of Wake Transit when the major capital improvements like BRT have yet to break ground. Mr. Spenser discussed how he is working with Center for American Progress and talking about overall transit investment and working on transit legislation to go to Congress to further fund smaller transit agencies like those in Wake County. He hopes that TPAC will help those efforts move forward.

2. Anna Stokes – announced that this TPAC meeting would be her last day as Wake Transit Program Manager. She stated that members should contact Shelby Powell and Evan Koff at CAMPO for all inquiries regarding Wake Transit in the interim. Following Anna’s announcement, David Eatman thanked Anna for all her work and wished her luck in her new ventures.

TPAC ADMINISTRATIVE ITEMS

IV. Adoption of TPAC Meeting Minutes

(Action Item: David Eatman, TPAC Chair) **Attachment A**

MOTION to adopt the March 2023 TPAC minutes was made by Daniel Spruill and seconded by Caleb Allred. The motion carried unanimously. No Comments.

PLANNING AND PROGRAMMING ITEMS

V. Bus Stop Improvements Update from GoTriangle, GoRaleigh, and GoCary

(Information Item: Paul Black, GoTriangle; Sara Tromba/Melanie Rausch, GoRaleigh; and Kevin Wyrauch, GoCary)

- a. GoTriangle – Paul Black presented this item. He began by explaining that GoTriangle operates at approximately 170 stops in Wake County; that there is a large concentration in western Wake County. He went on to explain that currently sixteen stops have been constructed, four are bid-ready, two are in real estate negotiation, three are in permitting, and two on hold. Furthermore, Mr. Black explained that the Bent Tree Plaza Park & Ride is on hold because the Northern Raleigh Express (NRX) service is not currently in service. Mr. Black continued, stating that there are currently fifty-six bus stops in design, including projects funded through LAPP from FYs 2021, 2022 and 2024 (all of which are awaiting FTA flex). There was a presentation on the geographic distribution of GoTriangle stops discussed. In FYs 2025 and beyond, GoDurham stops in Brier Creek as part of GoDurham are to be featured in an optimization study. Mr. Black stated that he does not anticipate changes moving forward. There are a handful of stops in Apex being implemented. In East Wake, the

alignment of the ZWX is changing because of the Wake Bus Plan – currently in its recommended form – and as a result, several stops will serve Wendell Falls and commercial areas in Zebulon. Several stops in Raleigh are likely to move forward in FY 25. There was a question from Daniel Spruill of the Town of Holly Springs. He stated that he was unaware of the development of stop in Holly Springs. Mr. Black answered that he believes that stop represents a congressional earmark funded stop to serve the nearby medical center, and that he will follow up with Daniel Spruill from Holly Springs. A second question came from Katie Schwing of the Town of Apex. She asked if the Apex stops match what is listed in bus plan for the 305. Mr. Black from GoTriangle responded that those bus stops are not yet in design, and that he will follow up with Town of Apex staff to further discuss those details. A third question came from Allison Wylie from the Town of Fuquay-Varina. She asked a question regarding the bus stop in Fuquay-Varina, and whether its development and maintenance would be taken over by GoRaleigh? Mr. Black responded that since FRX has been subsumed by GoRaleigh he would have to defer to GoRaleigh on its status. He continued by stating that because it was once a GoTriangle stop, it remains on the GoTriangle map.

- b. GoRaleigh – Sarah Tromba, construction projects coordinator on bus and bus facilities team at GoRaleigh presented this item. She reviewed Construction Sets 6 and 7, explaining that set six has sixteen standard sites under construction or complete; set seven is eight enhanced stops and construction will begin soon. Sarah continued by describing how since 2017 the City of Raleigh has updated or completed 481 sites with Wake Transit funding. This includes 102 bus shelters, sixty-four landing pads, ten pedestal seating, and other improvements. She then reviewed some examples of ADA upgrades at stops. Melanie Rausch, Senior Transit Planner for GoRaleigh, reviewed some other amenities that have been added including seating and trash cans. She elaborated that pedestal seating allows for seating on sidewalks while still maintaining ADA compliance sidewalk widths. These are good for making interim seating available until a shelter can be constructed. The City has ninety-two sites in progress: eight ready for construction and fourteen awaiting easements and 40 in various stages of surveying, design, or NCDOT or utility coordination. The City had three shelters added by private development; and switched to fee-in-lieu so that GoRaleigh can have more ownership of design and placement of stops and amenities. Ms. Rauch explained that GoRaleigh uses a standard of ten boardings per day to determine which bus stops receive a shelter. There are now 326 stops that meet that threshold in the city’s network. At this time Paul Black, GoTriangle asked that the City follow up with him offline on the issue of Western Blvd/Jones Franklin to discuss side-path and bike conflicts in front of shelters that have been experienced in Durham. Meg Scully, GoTriangle asked if any bus bays had been included in stop design? Melanie responded that the City tries not to have buses pulling out of traffic to keep on schedule and increased conflicts with cars. Meg responded, saying that GoTriangle has had many requests for this stop design. Lastly, Akul Nishawala from Wake County commented that when discussing stops amenity policy, to avoid using language such as “deserving.” Melanie noted the constructive criticism.
- c. GoCary – Kevin Wyrach, Senior Transit Planner – Presented on the progress of the Town’s bus stop improvement program. He explained that pre-Wake Transit, the town had 216 stops, 91% sidewalk connectivity, only 21% ADA compliance, and had inconsistent signage. Phase 1 improvements started in 2019, and focused on new Wake Transit funded routes, including fifty-six bus stops, and completing ADA compliance and sidewalk connectivity. Phase 1 was completed in 2020. Phase 2 improvements included retrofitting fifty-one stops, ADA upgrades with boarding pads and ramp improvements, and was completed in 2022. Furthermore, he explained that amenities have been

added to the system beyond the typical bench and shelters. The Town has added security lighting and information panels with route maps, as well as consistent signage for ease of use, paid for by Wake Transit. The Town has also added twenty-four shelters and twelve additional benches, with the Town's focus first on ADA compliance, then then on adding other amenities. Mr. Wyrach continued, stating that the Town will use future funds to optimize stops that receive high use. Right now, the Town's system has 213 stops (due to stop consolidation and route realignments) with 95% sidewalk connectivity and 78% ADA compliance. Phase 3 is the next step and will include twenty-eight upgraded stops and result in close to 100% ADA compliance. Design is beginning this spring. New routes 11 and 12 will also be added.

Comment: Shelby Powell thanked all agencies for moving this forward and providing much better service because of their work and the Wake Transit program. She said that is great to see the strides forward that are being made.

VI. Greater Triangle Commuter Rail Project Update

(Information Item: Matthew Clark, GoTriangle)

Mr. Clark began his presentation by explaining how the two MPO's have executive subcommittees that are discussing how to move forward with commuter rail, and that the slides presented show the information being shared with those committees (presentation available in the TPAC Archives). The commuter rail study completed engagement for round 1 in 2020 and round 2 in 2023, with much higher participation in round two. Even though the project was anticipated to be a phased implementation, according to the survey submitted to the public by the project's public engagement team, there was high public support for moving the project forward. Mr. Clark presented a variety of scenarios for dividing and delivering the project, illustrating that ridership results show a traditional commuter rail pattern with large numbers in downtown Raleigh and large numbers at the end of the line. The commuter rail project sponsor was asked how the station at Ellis Road or Angier Ave as western terminus would perform – and responded that there is no real ridership difference for those stations from the RTP as western terminus. Mr. Clark continued by presenting some key findings in terms of the cost of the project. He explained that the assumptions in this study are not necessarily able to be used for a shorter service, some of those will need to be reviewed if a shorter service moves forward. Station location and designs would inform some costs as well and be determined further along in project development. In funding the project, it was presented that the commuter rail is not competitive in the federal New Starts program and GoTriangle is collaborating with their financial consultant to figure out financial scenarios to deliver the project.

Lastly, Mr. Clark presented that there are other factors critical to the success of the project such as coordination of services west of Raleigh Union Station, design challenges in Durham, additional rail network modeling, and the chances of coordination on engineering and agreements in extending the timeline of delivery could have cost implications as well. He reviewed some issues in Durham, particularly the fact that the cost of the Durham County portion is \$1.6 Billion and there is not that much funding in the entirety of the Durham Transit Plan. For decision making, Mr. Clark hopes the MPO boards will formulate a proposal for everyone to consider by June.

VII. Recommended FY 2024 Wake Transit Work Plan

(Action Item: Anna Stokes, CAMPO & Steven Schlossberg, GoTriangle) **Attachments B & C**

Anna Stokes presented changes to the work plan since the Draft FY 2024 Wake Transit Work Plan was released for public comment. For the CRT project, there is a placeholder scenario in the work plan, which

includes funding in FY 25. Since program staff expects a decision to be made regarding the future of the CRT before the kick-off to the FY 2025 Wake Transit Work Plan, staff will have more certainty about what should be included in the future Work Plans and the update to the Wake Transit Vision Plan that will begin in FY 2024. Ms. Stokes reviewed the Work Plan development schedule and explained that CAMPO is updating comments received prior to the release of the final work plan for a May 1-14 comment period. Furthermore, there will be a public hearing at CAMPO Executive Board on May 17. Anna Stokes reviewed the structure of the Work Plan document and the changes between the draft and recommended work plan were discussed. These changes include the Community Funding Area projects, expansion of the Wake County share of GoTriangle's BOMF project, a new Regional Transit Center with a Wake County share, improvements to Route 305, and the continuation of the Northwest Wake MicroTransit service. These projects are detailed in Attachment C from April's TPAC meeting. Ms. Stokes then reviewed the community engagement and relevant comments. The full listing of comments was included in the attachment to April's TPAC meeting. It was then explained that the final engagement summary will be presented after the final May 1-14 engagement effort on the final plan. Regarding the recent Work Plan engagement, it occurred simultaneously with the Wake Bus Plan engagement. One question on the survey was related to the Work Plan. There were 239 comments that were related to the Work Plan. Many comments were supportive of the Work Plan, several desired additional frequent service, the BRT and CRT projects. Some comments were negative, focusing on a desire to not fund transit or disagreement with the proportion of funding on different elements of the plan. Following her presentation on the Work Plan engagement Ms. Stokes reviewed the recent discussions on issues related to the Vehicle Rental Car Tax. The Vehicle Rental Car Tax in Wake County has 50% of those proceeds allocated as Wake Transit Plan revenue. GoTriangle recently suggested they may remove this revenue from the Wake Transit plan financial model. CAMPO, GoTriangle and Wake County are discussing this, and all are committed to finding a resolution. Potential impacts would be the removal of nearly \$5M from the Work Plan revenue. Ms. Stokes said that this issue is being presented to TPAC at its April meeting in the interest of transparency, but no decisions have been made on this issue as of the date of this meeting. If this funding is removed from the Wake Transit Revenue assumptions, there could be future implications, but it is assumed the projects included in the FY 24 Work Plan could still be delivered.

Steve Schlossberg, GoTriangle, presented the financial side of the Work Plan, focusing on changes between the draft and recommended Work Plans. He described how the assumption for the ½ cent sales tax revenue increased from \$120M to \$125M, and that this is still a conservative assumption, as the sales tax revenues have been increasing. Mr. Schlossberg went on to explain that Farebox revenue was assumed in the draft plan, and it was removed in the Recommended FY 24 Wake Transit Work Plan because all agencies are still discussing whether fares will return. Mr. Schlossberg also reviewed the budget impacts from the project changes that Ms. Stokes discussed earlier.

MOTION to consider recommending approval of the Recommended FY 2024 Wake Transit Work Plan to the Wake Transit governing boards was made by Jennifer Hayden and seconded by Daniel Spruill. The motion carried unanimously. No Comments.

ROLL CALL VOTE: Unanimous approval for both items

VIII. Community Engagement Strategy and Materials for the Recommended FY 2024 Wake Transit Work Plan

(Information Item: Curtis Hayes, GoTriangle) **Attachments D & E**

Mr. Hayes presented on the upcoming public comment period, which as of the April TPAC meeting was to be held from May 1-14, 2023. The Engagement Strategy and Materials for this engagement were included as attachments. Furthermore, Mr. Hayes presented on the process of the public hearing at the CAMPO Executive Board at its May meeting. He continued by explaining that the objective of this outreach is to engage our communities of concern, raise awareness in the community at large, and secure participation and input into this planning process that is proportional to the community we serve. The results of the survey showed demographics that exceeded the Census 2020 data. Communication analytics indicate a proportional level of community awareness.

Mr. Clark then described the separate ways in which we engage the community, stating that there are 1.13 million residents in Wake County, 2% (or 22,620 people) of which are transit riders. He continued by describing that the Wake County population is a “tech-savvy public,” so digital outreach is effective. GoTriangle was considering doing a survey for this recommended work plan but is now thinking just a comment field. This will be communicated by email campaign, flyers, graphics, news releases, a public hearing notice, social media campaign, transit alerts and web content. Bonnie Parker, CAMPO, agreed that given the messaging around the Recommended Work Plan, a survey is not necessary, and that the point of this outreach is really awareness that this plan is available for consumption.

IX. Subcommittees

Mr. Eatman asked if the Subcommittee Chairs had reports.

CE Subcommittee – Curtis Hayes announced that the next CE subcommittee will just be an email communication update with requests for participation and updates to ongoing activities.

PD Subcommittee – Kevin Wyrauch announced that the next meeting is next Tuesday, April 25, 2023.

X. Other Business

CAMPO staff mentioned that there were no FY 23 Q4 Wake Transit Amendments received, and that the Period of Performance amendment requests are due by COB May 26, 2023. Lastly, the GoTriangle Response to the COVID funding questions was sent out in March as a follow up to that presentation during the March meeting. No questions or comments on those items.

XI. Adjourn

Mr. Eatman announced the next TPAC meeting would occur on May 10, and declared the meeting adjourned.