



Wake County Transit Planning Advisory Committee (TPAC)

December 19, 2024 • 9:30am

The livestream will begin once the TPAC Chair has brought the meeting to order.

1. Welcome and Introductions

TPAC Chair: David Eatman, City of Raleigh

Vice Chair: Kelly Blazey, Town of Cary

2. Adjustments to the Agenda

David Eatman, TPAC Chair

3. General Public or Agency Comment

David Eatman, TPAC Chair

Commenters are allotted three (3) minutes. Comments sent in via email in advance of the meeting, prior to 9:00am, will be summarized by staff and attached to the final meeting minutes.

4. Adoption of TPAC Meeting Minutes

David Eatman, TPAC Chair

Attachment A

Requested Action:

Adopt the October 2024 TPAC meeting minutes

5. 2025 TPAC Chair & Vice Chair Election

Stephanie Plancich, TPAC Administrator

Nominations for the 2025 Chair & Vice Chair are open. Primary members are eligible to serve. Email Stephanie to discuss the role and to submit a nomination. Election will be held at TPAC meeting on 1/23/2025.

Requested Action:

Receive as information.

6. 2025 TPAC Meeting Schedule

Stephanie Plancich, TPAC Administrator

Recommendation is to maintain the current TPAC meeting schedule of 9:30am-12:00pm on the 3rd Thursday of each month. Meetings are held in-person unless otherwise noted on the agenda and calendar invitation. Submit comments to Stephanie. The vote to approve the schedule will be held on 1/23/2025.

Requested Action:

Receive as information.

7. 2035 Wake Transit Plan Update Progress Report

Ben Howell, CAMPO



TPAC Update

December 19, 2024

Agenda

- 1 Update on Engagement
- 2 Market Analysis
- 3 Q1 2025 – What's Next



Engagement Update



1

Engagement Strategy



What	✓ Online	✓ In person	✓ Focus Groups	✓ Presentations
Approach	<ul style="list-style-type: none"> • Social media and email distribution lists • Banners on trip planning apps • Posters, flyers, etc. 	<ul style="list-style-type: none"> • Six “core” pop-ups (see table) • Up to 24 more scheduled with partners 	<ul style="list-style-type: none"> • Schedule six with target audiences 	<ul style="list-style-type: none"> • Work with partners to schedule and support
Materials	<ul style="list-style-type: none"> • Short, simple questions/feedback form • Click to learn more 	<ul style="list-style-type: none"> • Quick, focused exercise • Boards • FAQs with more information (QR codes to learn more) 	<ul style="list-style-type: none"> • Use Boards to frame conversation • Dive into details and understand concerns 	<ul style="list-style-type: none"> • Presentation materials • Hand-outs/boards as relevant

Phase 2 Engagement

- **Engagement live as of Monday 12/2**
 - Started pop-up events
 - Social media campaign
 - Updated website and live survey
 - One video reel complete with 3 additional scheduled for posting in January
- **28 events scheduled (3 dates TBD)**
 - 17 events in December – all completed
 - 9 events in January and 1 in February
- **Council Presentations**
 - Morrisville Town Council (Jan. 28)
 - Apex Town Council (Feb.11)
 - TBD Knightdale Town Council (TBD)
 - Raleigh Transit Authority Presentation (Jan 16)
 - Wake Forest Board of Commissioners (Jan 7)

Phase 2 Engagement



Focus Groups

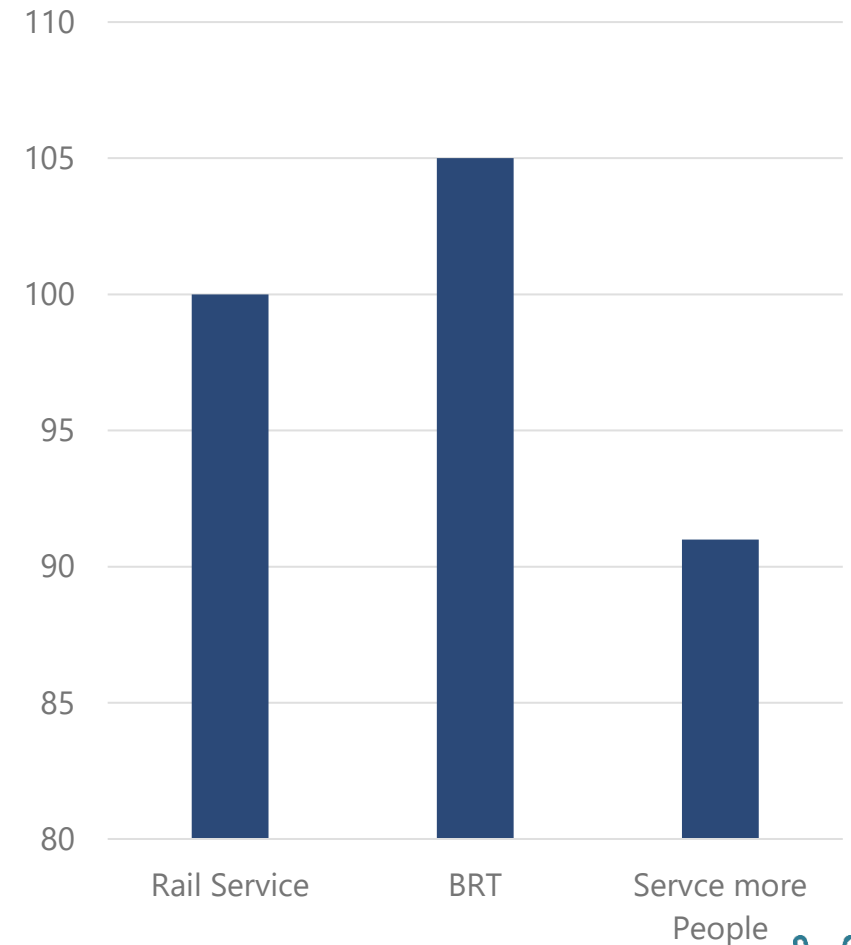
- **Four events scheduled**
 - **Transit Rider** (December 18th)
 - In-Person
 - Potential to move to January or hold second focus group in January
 - **ONE Wake** (week of January 13th or 20th)
 - In-Person
 - Waiting on ONE Wake staff to finalize dates
 - Held in Zebulon
 - **ADA Passenger** (January 8th)
 - Virtual
 - **Educational Institutions** (January 14th or 15th)
 - Virtual
 - Giving two options and will schedule the most convenient option for attendees

- Actively coordinating LEP focus group for mid-to-late January (date TBD)
 - ONE Wake is assisting in connecting with Hispanic organizations
 - Opportunity to target Spanish-speaking riders with app blasts and flyers at GoRaleigh Station

Early Findings

- As of Tuesday (12/17), 1,930 views of website
 - Over 150 survey responses
- Profile of responses
 - 50% male
 - 50% rarely or never use transit
 - 14% represent minority race
 - 5% of respondents' households receives one or more of these benefits: Medicaid, TANF, SNAP, FNS, LIEAP, or similar

Agree with Approach / "Serve More People"



Engagement Timeline

We are here!



Finalize/Update Materials

Engagement Launch

Holiday Break

Ongoing Activities

October – November

- Finalize materials
- Train the Trainer
- Schedule FG and Pop-ups

December 2 - 20

- Website
- Social media
- Focus groups
- Six "Core" pop-up locations

December 23 – January 3

- Website stays active
- No active messaging or outreach

January 6 – January 31

- Social media
- More pop-ups
- Presentations
- Email distribution
- Adjustments / corrections as needed

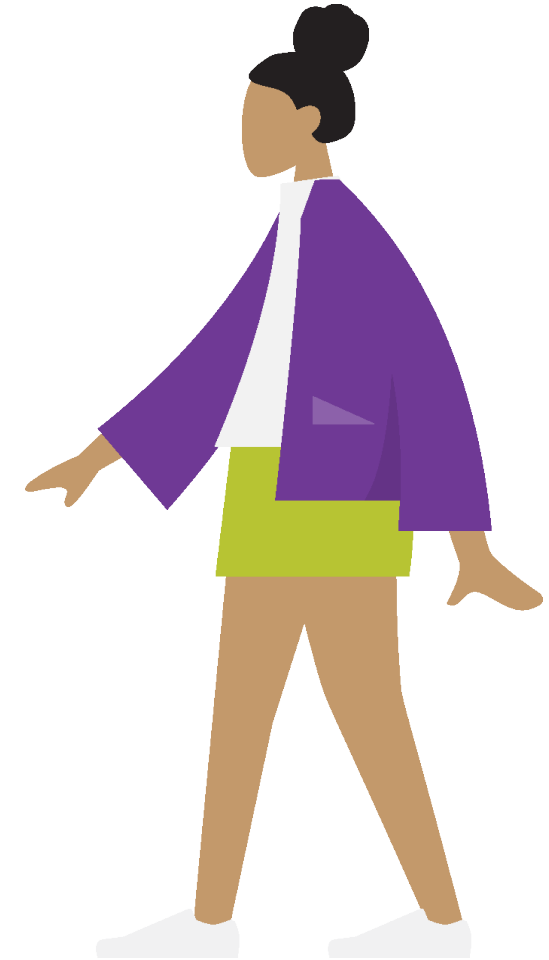
Market Analysis



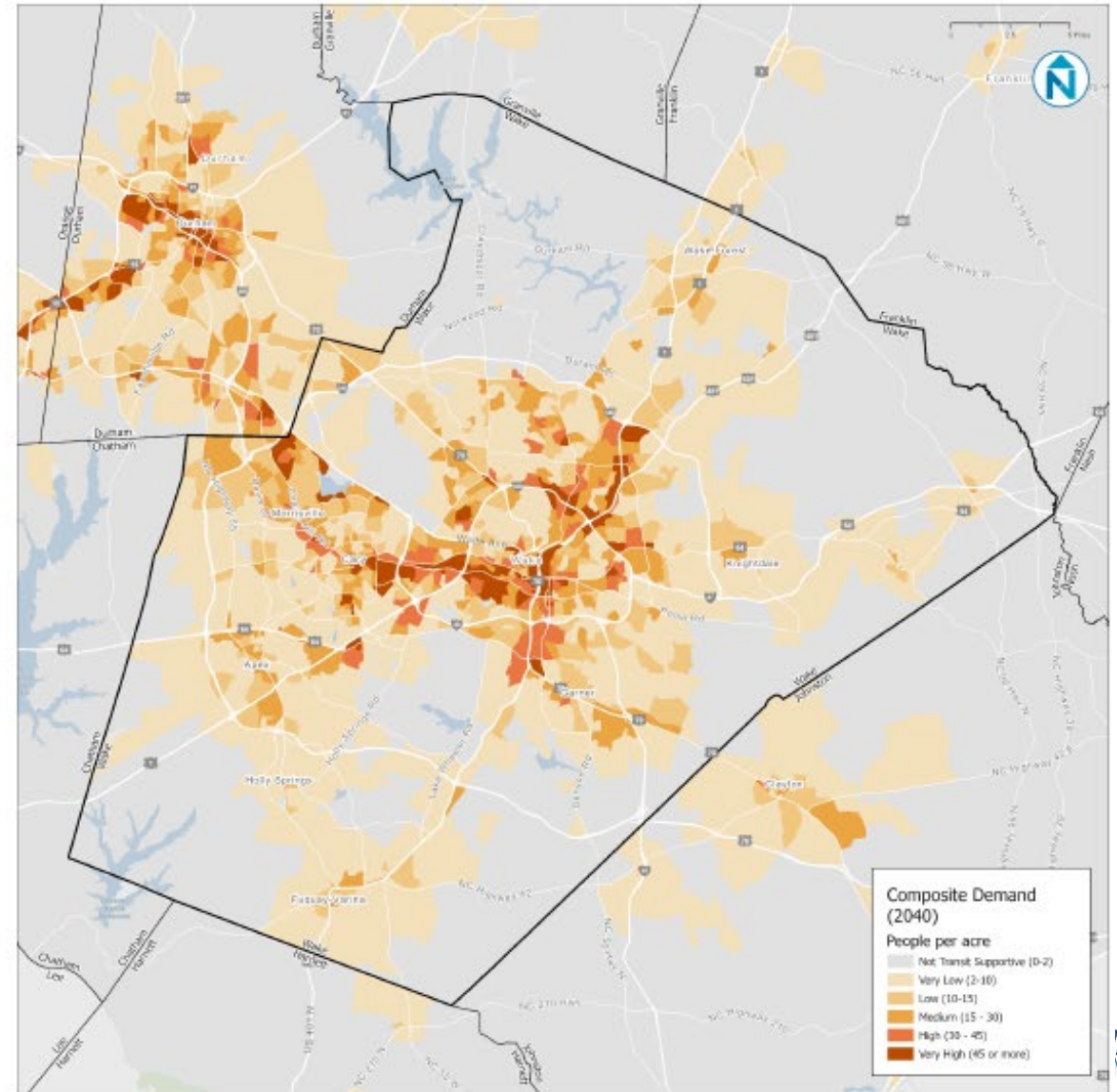
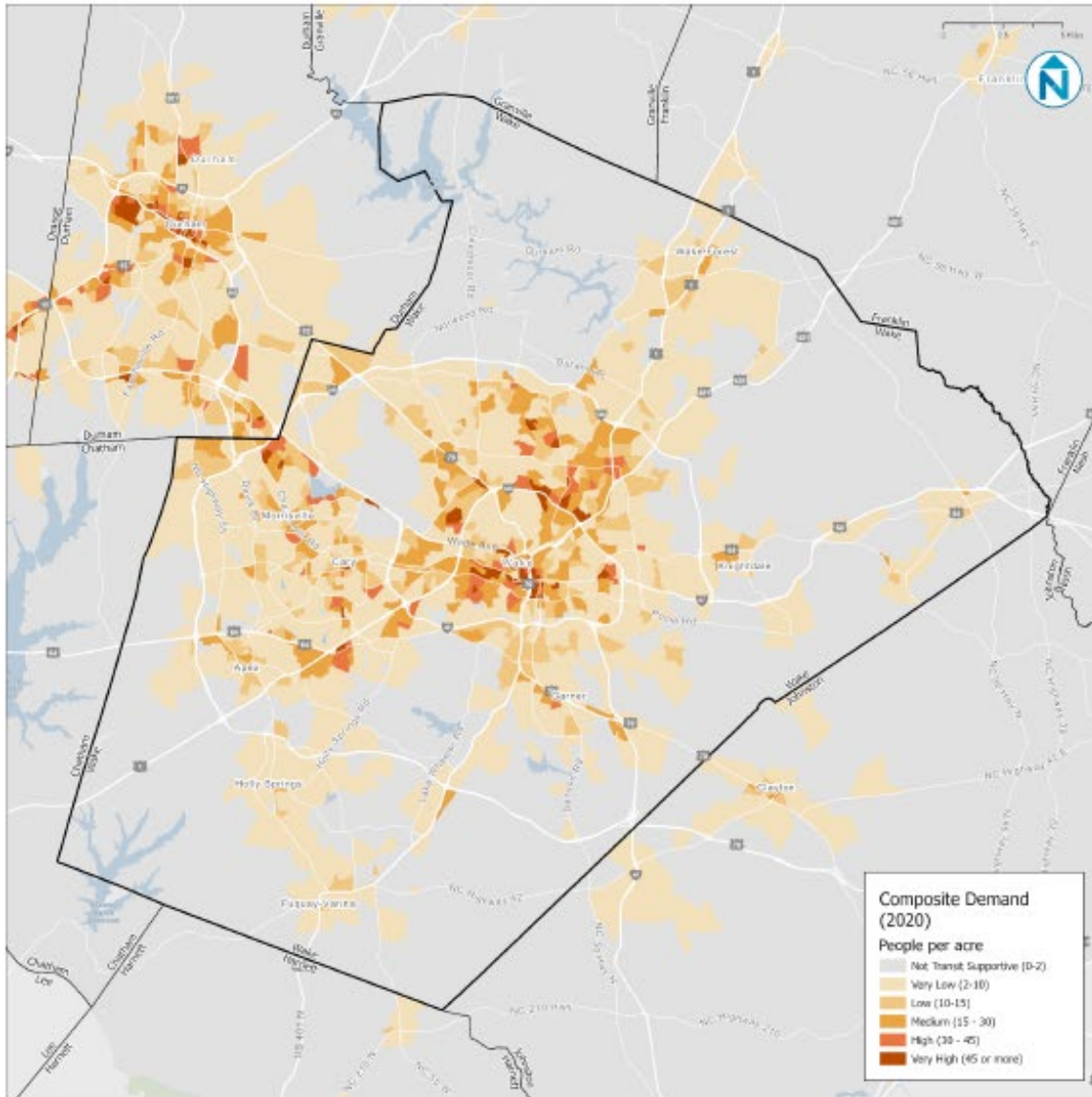
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Task Overview – Scope of Work

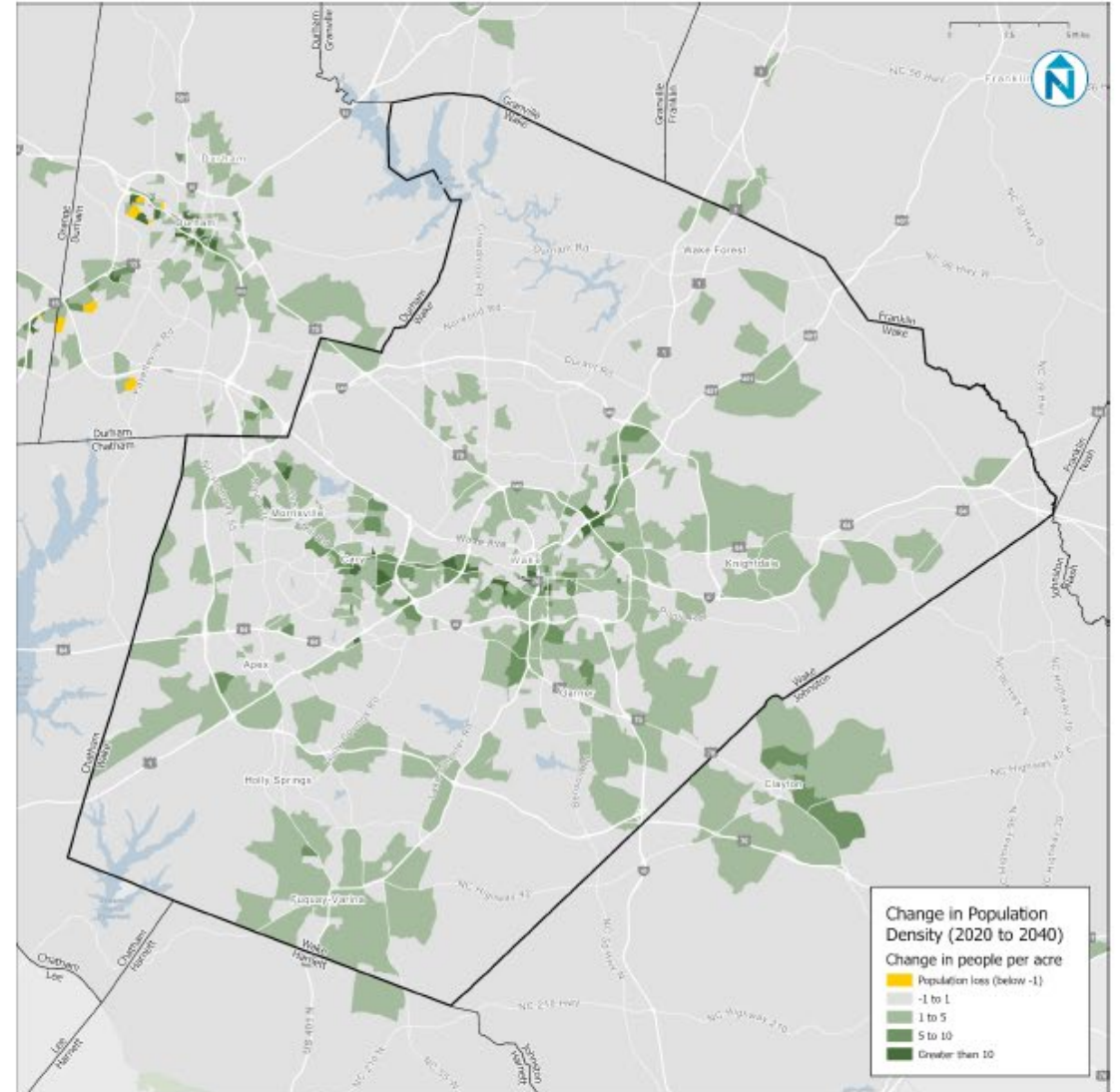
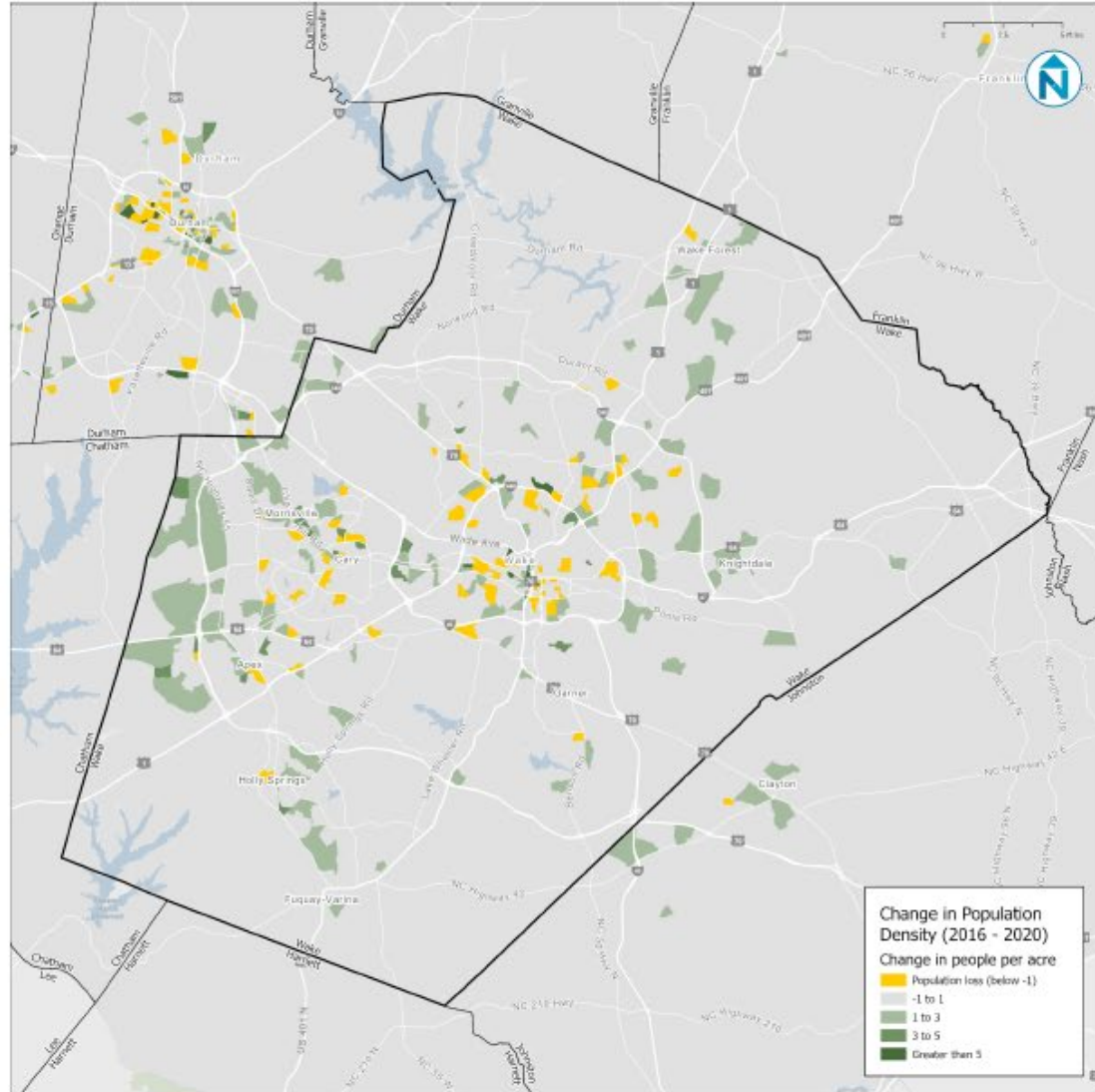
- Update the market analysis prepared for the Wake Bus Plan
 - Describe the **growth and development trajectory for Wake County**
 - Focus on development occurring in **suburban communities**
 - Consider ongoing **Transit Oriented Development (TOD)** activities
 - Summarize best practices for using TOD and ETOD



Wake County Composite Demand: 2020 and 2040

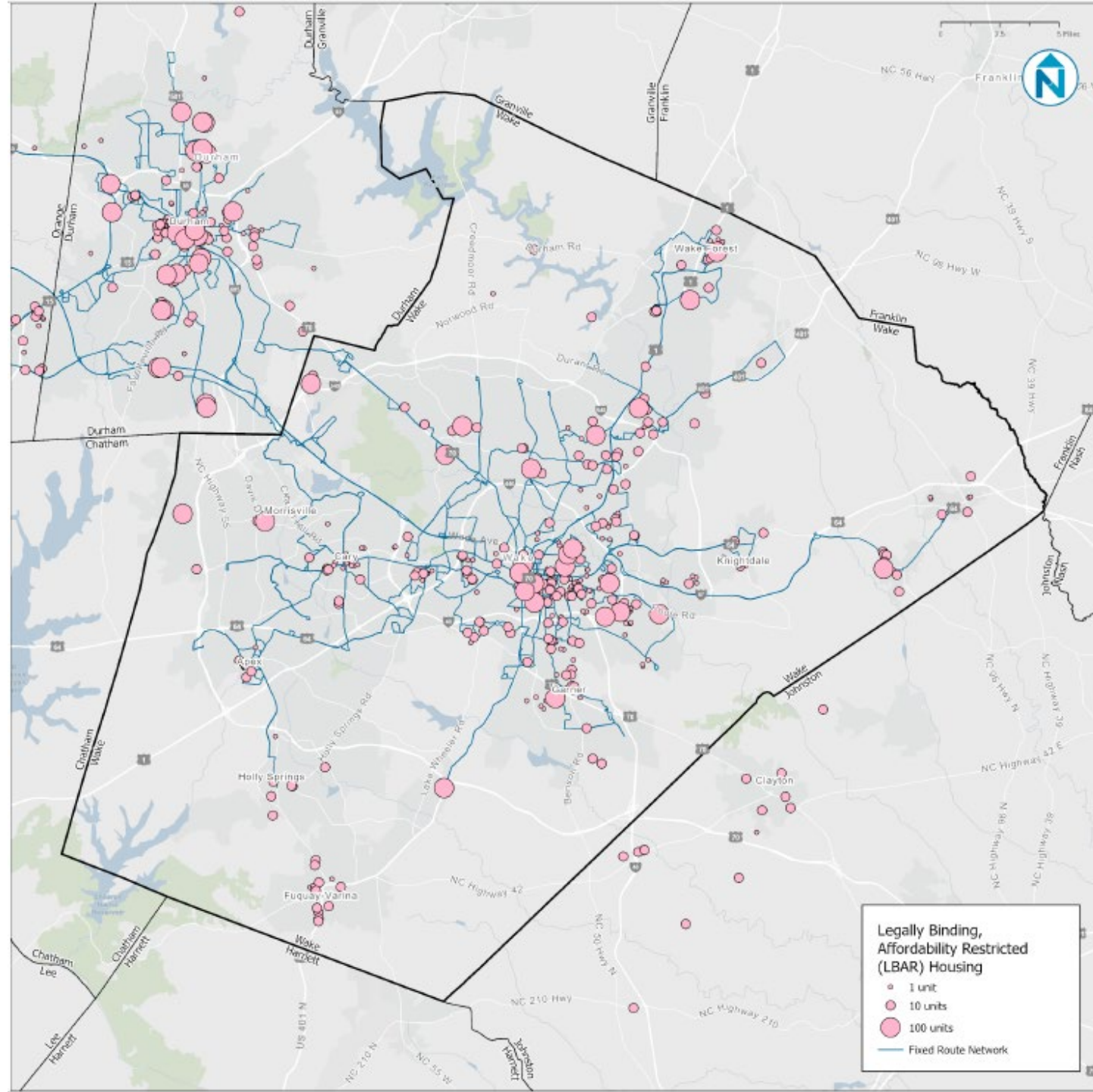


Historic and Forecast Change in Population Density



Legally Binding, Affordable Housing

- Generally, track with propensity maps
- Largest clusters are in Raleigh, especially south and east of downtown
- Some LBAR housing is not connected to transit at all (Morrisville, Fuquay-Varina, Cary, Holly Springs).
- Some affordable housing have limited access (Wake Forest, Garner, Wendell, and part of Raleigh)



Key Findings: Community Profiles

Key findings from the Community Profile analysis include:

1. **Suburban Towns in Wake County are growing at an unprecedented rate**, with many communities experiencing population growth rates of 30% to 50% since the Wake Transit Plan was approved in 2016. In many cases, growth is on top of a small baseline population, but the pace of growth suggests communities are changing.
2. **Towns in Wake County are actively planning for growth** with most communities recently completing comprehensive transportation plans, strategic plans and/or transit plans. In almost all cases, these plans are calling for investments in multi-modal infrastructure, including sidewalks and shared use paths.
3. **All but two Wake County communities have participated in the Community Funding Area program.** Towns are using grants to plan, design and operate local transit services as well as investments like sidewalks and bus stop improvements.
4. Data on recent and planned development shows that **most new projects are single use development largely on the outskirts of downtown centers and often near highways.** Most developments in Wake County towns do not follow best practices for creating walkable, compact communities. Suburban style master planned developments are difficult to serve with transit.
5. **Development patterns suggest on-demand microtransit style service is likely the most effective solution for local mobility.** On-demand microtransit services work in low density, suburban style development by picking up and dropping off riders at or close to their destination. The services can attract riders by providing a viable option, but the cost of microtransit on a per trip basis is high, with experience showing trips can cost between \$30 and \$50 per ride.
 - While microtransit is an effective strategy in the short term, if communities continue to add population by building low density residential development the cost to maintain microtransit service levels may become prohibitive. Providing on-demand service to a larger, more distributed population will require increasingly levels of investment or slower response times/reduced levels of service.
6. **Potential for sub-regional solutions.** Wake County is a geographically large region covering 857 square miles. Unique characteristics within Wake Region suggest potential for different solutions in different parts of the County:
 - **Apex is a “sub-regional hubs” in southwest Wake County.** There are nearly 100,000 in Apex and Holly Springs, plus another 35,000 in Fuquay-Varina. Apex already functions as an economic activity center with regional transportation access. Creating a mini-transit hub in Apex that is connected to neighboring towns with fast, frequent services to regional destinations is a potential future model.
 - **Northwest Wake County also has nearly 100,000 people** but is more rural, spread out over a larger area and further from Raleigh and regional employment centers. Emerging solutions in this part of Wake County include on-demand service models that connect to Wake Forest as the sub-regional hub.
 - **Garner** has more in common with the City of Raleigh than other parts of Wake County and the planned BRT stations will change transit access. Local transit solutions may focus on first mile/last mile connections and more transit-oriented style development as compared with other parts of Wake County.

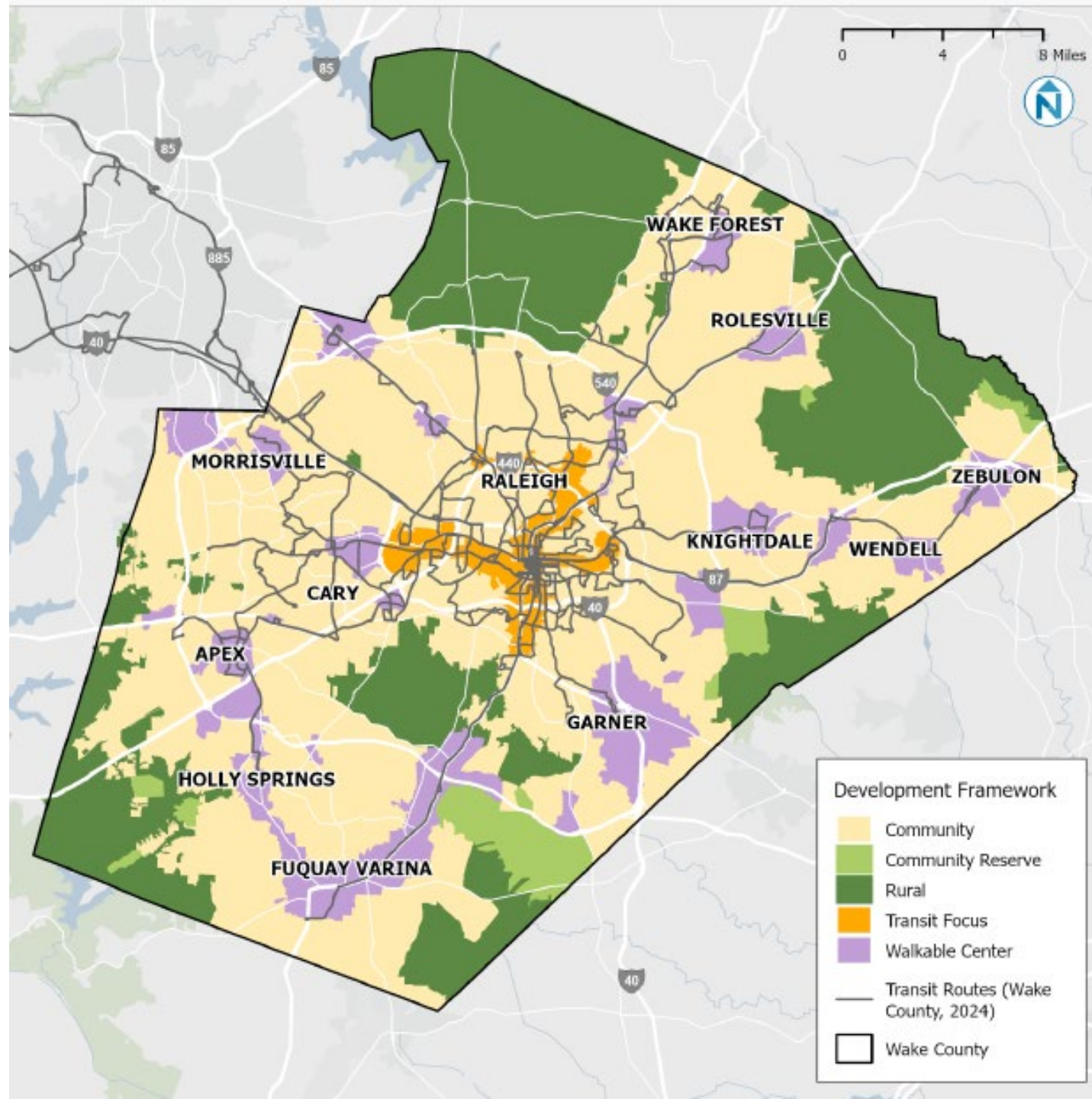
Communities Served by Transit in Wake County

The **PLANWake Comprehensive Plan** defines the following classifications as part of the Wake County Development Framework:

- **Transit Focus Areas** are the most intensively developed and densest urban areas within the county and are along the future Wake County bus rapid transit corridors.
- **Walkable Center** areas are places where redevelopment or new development is expected; they are intended to be dense, walkable transit-supportive areas close to key transportation corridors.
- **Community** areas account for a majority of the County and are predominantly residential use; municipalities have identified key locations for development and redevelopment in these areas.
- **Community Reserve** and **Rural** areas are lower-density and less developed.

With current transit services:

- **Transit Focus Areas** (mainly Raleigh) are relatively well-served by transit and will have access to the future bus rapid transit corridors.
- Most **Walkable Centers** have some transit connections, though there are plenty of opportunities to expand frequency and span of service. A major gap is Rolesville, which is currently not served by any fixed-route service.



Apex: Overview

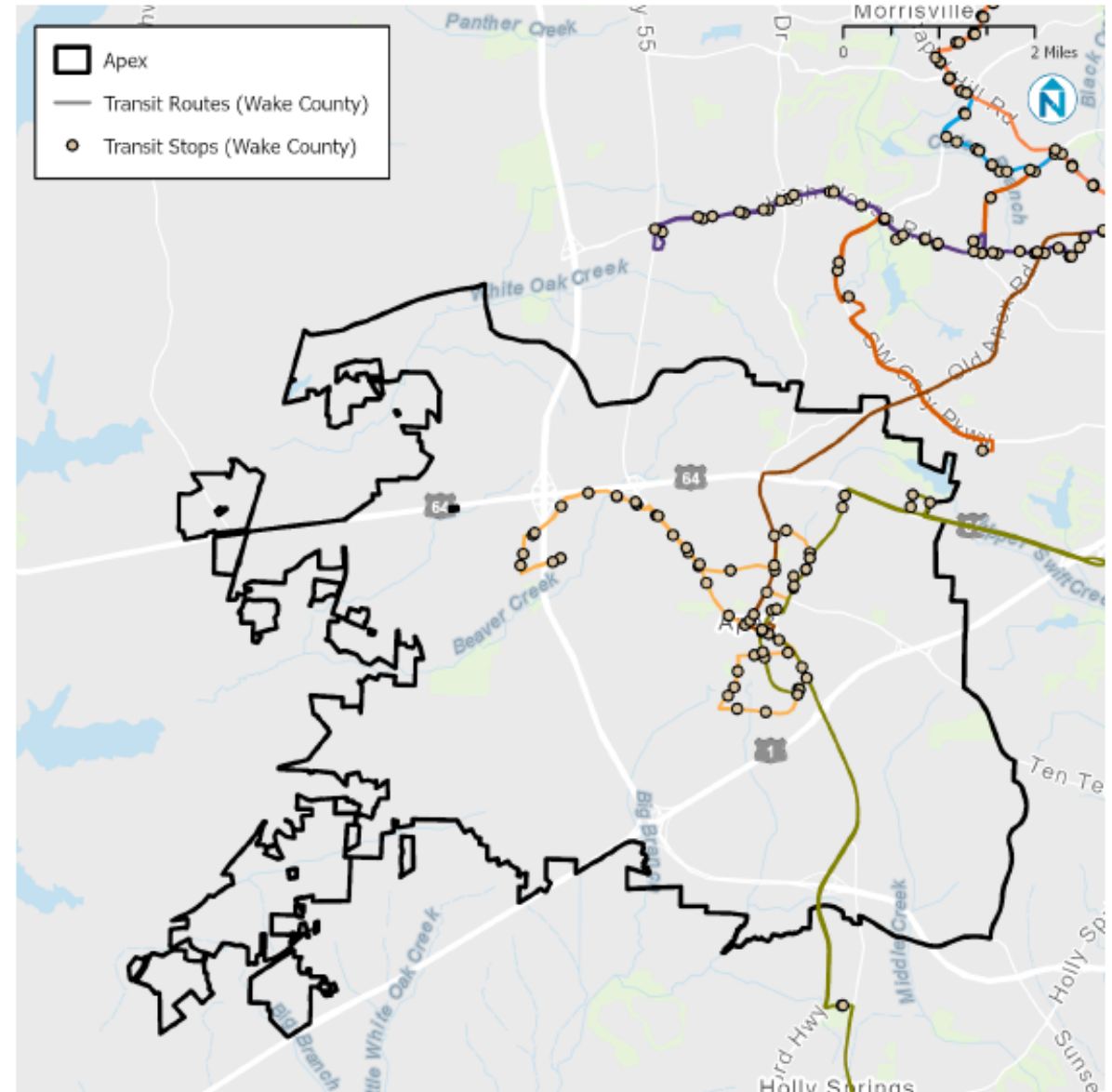
The Town of Apex is one of the largest towns in Wake County with a population of nearly 100,000 and it is also one of the fast-growing communities, increasing its population by 49% between 2016 and 2022. This compares with employment, which grew by 18% over the same period. Apex's larger population contributes to a denser population as compared with Wake County overall. In terms of demographic characteristics, Apex is wealthier, less diverse and younger as compared with the Wake County population overall.

Apex has three regional bus routes although one route (Route 311) was suspended during COVID and has not yet been re-instated.

- Apex-Cary Express (ACX) that connects Apex and Cary with peak period service on weekdays.
- Route 305: Connects Apex with North Carolina State University and Raleigh with hourly service during peak periods on weekdays. A handful of morning and evening trips extend to Holly Springs.
- Route 311: Apex-RTC that provides peak-only connections between Apex and Research Triangle Park. This service was suspended in 2020 and is planned to start again in FY27.

A fourth route – GoApex Route 1 – provides local circulation within the Town of Apex. It operates hourly on weekdays and Saturdays from 6 AM to 10 AM and is fare free.

Apex is actively pursuing several planning efforts and has been one of the largest participants in the Community Funding Area program. Funded projects include a Transit Prioritization Study, bus stop improvements, GoApex Route 1 and sidewalk improvements.



Apex: Key Statistics



Population Density
(Persons/Acre): 2.65

Wake County: 2.06



Employment Density
(Jobs/Acre): 0.71

Wake County: 1.19



Zero Vehicle Households:
1.9%

Wake County: 4.0%

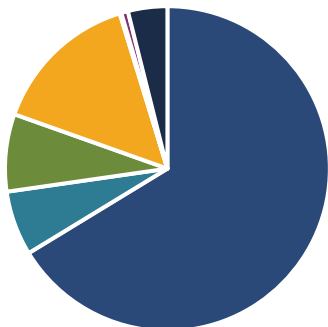


Median Household Income:
\$129,688

Wake County: \$96,806



Race and Ethnicity



- White Alone
- Hispanic or Latino
- Black Alone
- Asian Alone
- American Indian Alone
- Other Race Alone
- Two or More Races



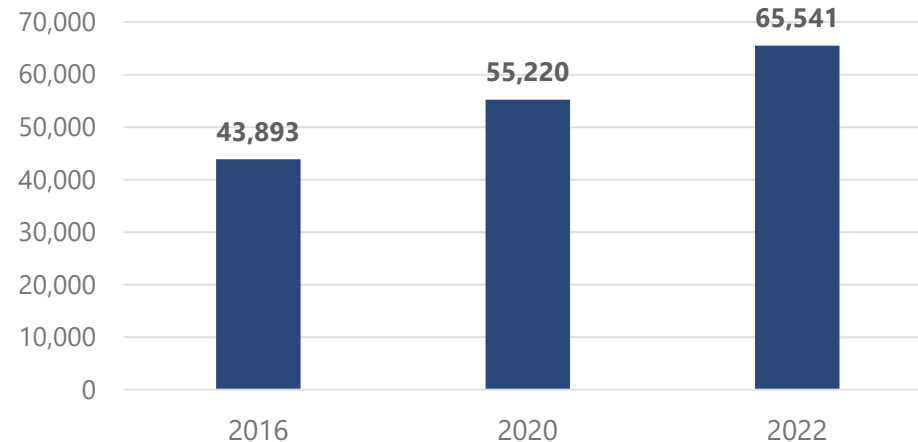
Age Groups



- Under 18
- 18 to 24
- 25 to 34
- 35 to 54
- 55 to 64
- 65 to 74
- 75 to 84
- 85 years and over

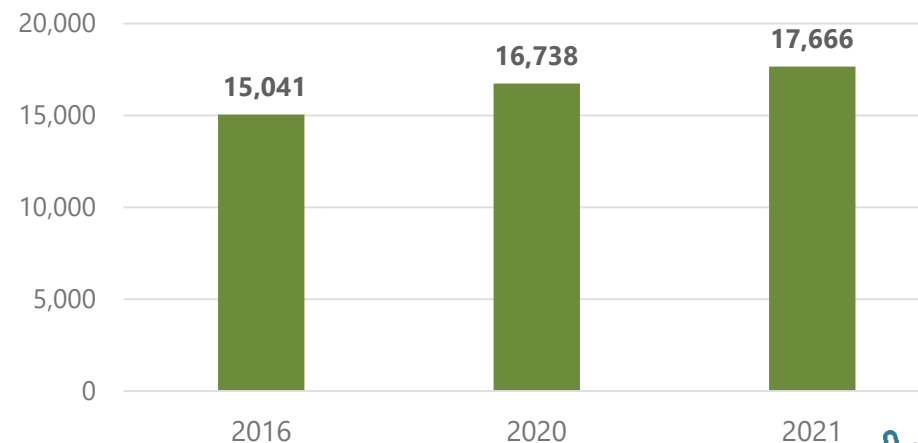
Population Growth, 2016 to 2022: **49%**

Wake County: 13%



Employment Growth, 2016 to 2021: **18%**

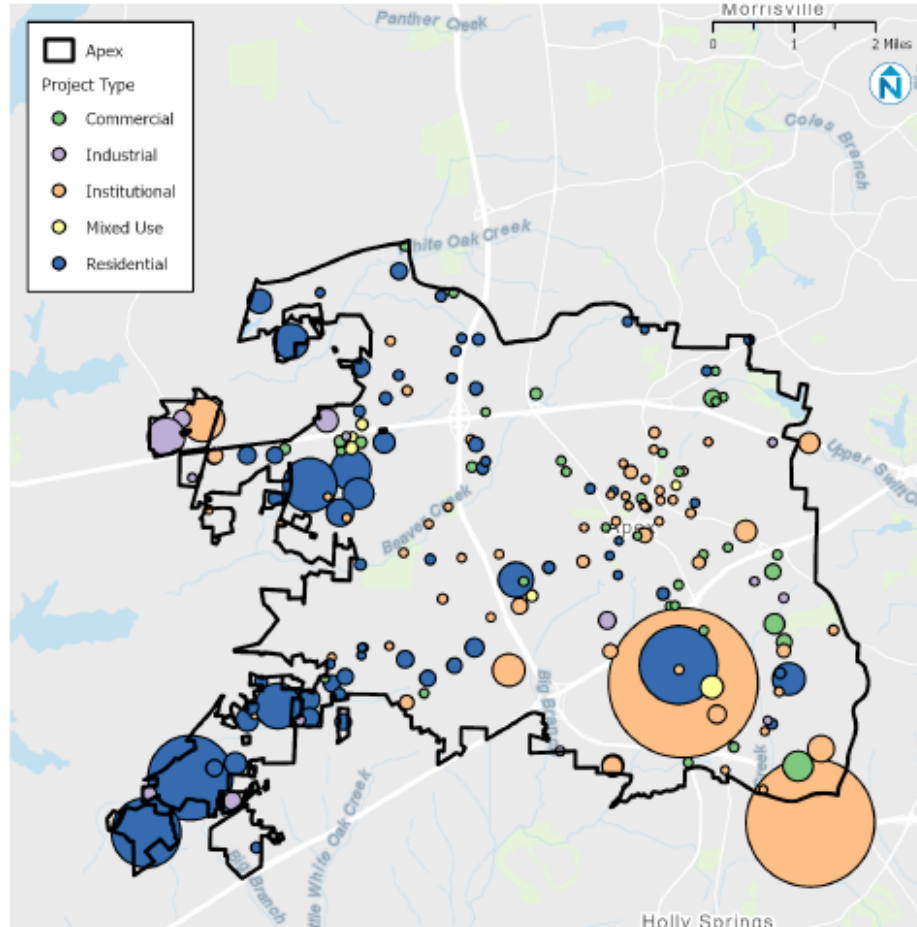
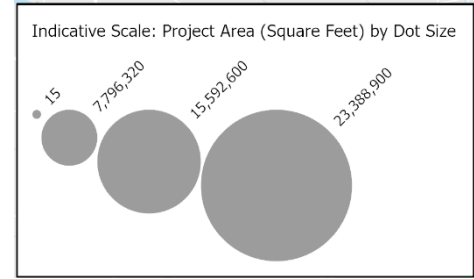
Wake County: 8%



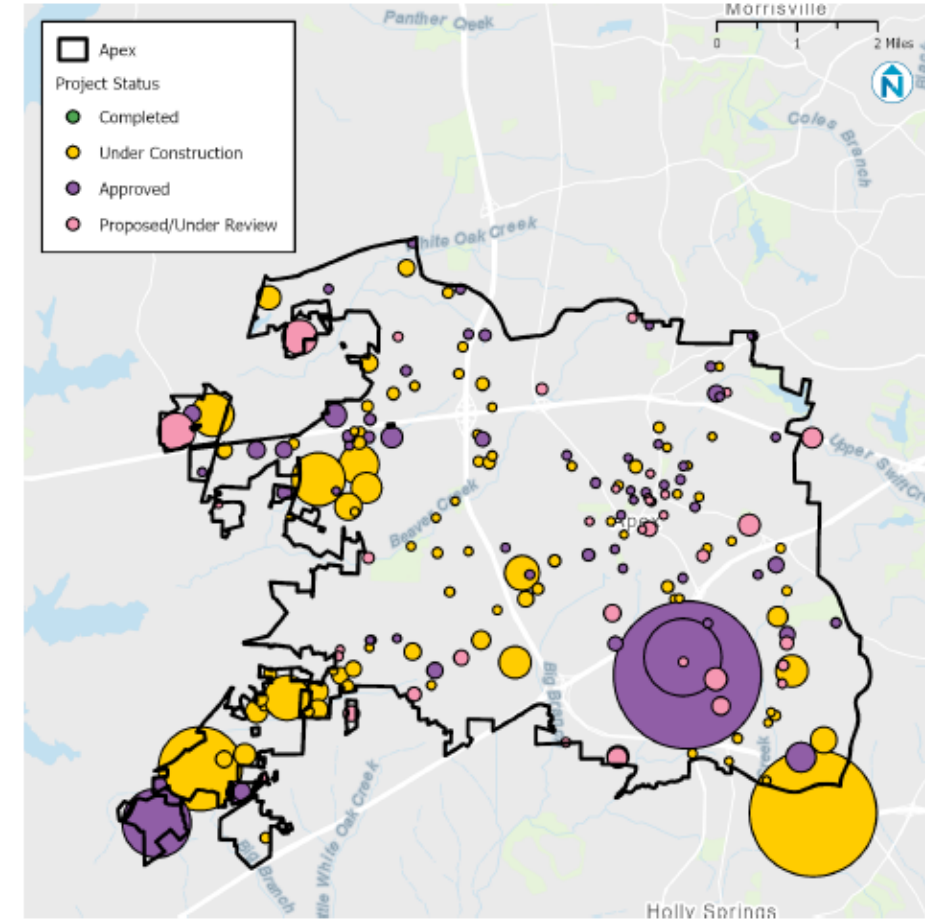
Apex: Development

Data collected in 2024 shows Apex has a multitude of projects in various stages of development. Most projects are residential, although a handful of large institutional projects are under construction or recently completed. Most new projects are not located within walking distance of existing transit services, including GoApex Route 1. This suggests that future connections will be needed.

Apex's future rail station, combined with the Town's strategic location south and west of Raleigh mean it has potential to function as a regional transit hub for both Apex residents but also people traveling to/from Cary, Holly Springs and Fuquay Varina. Identifying a location and a facility for a future hub is a potential project.



Development by Type and Size



Development by Status and Size

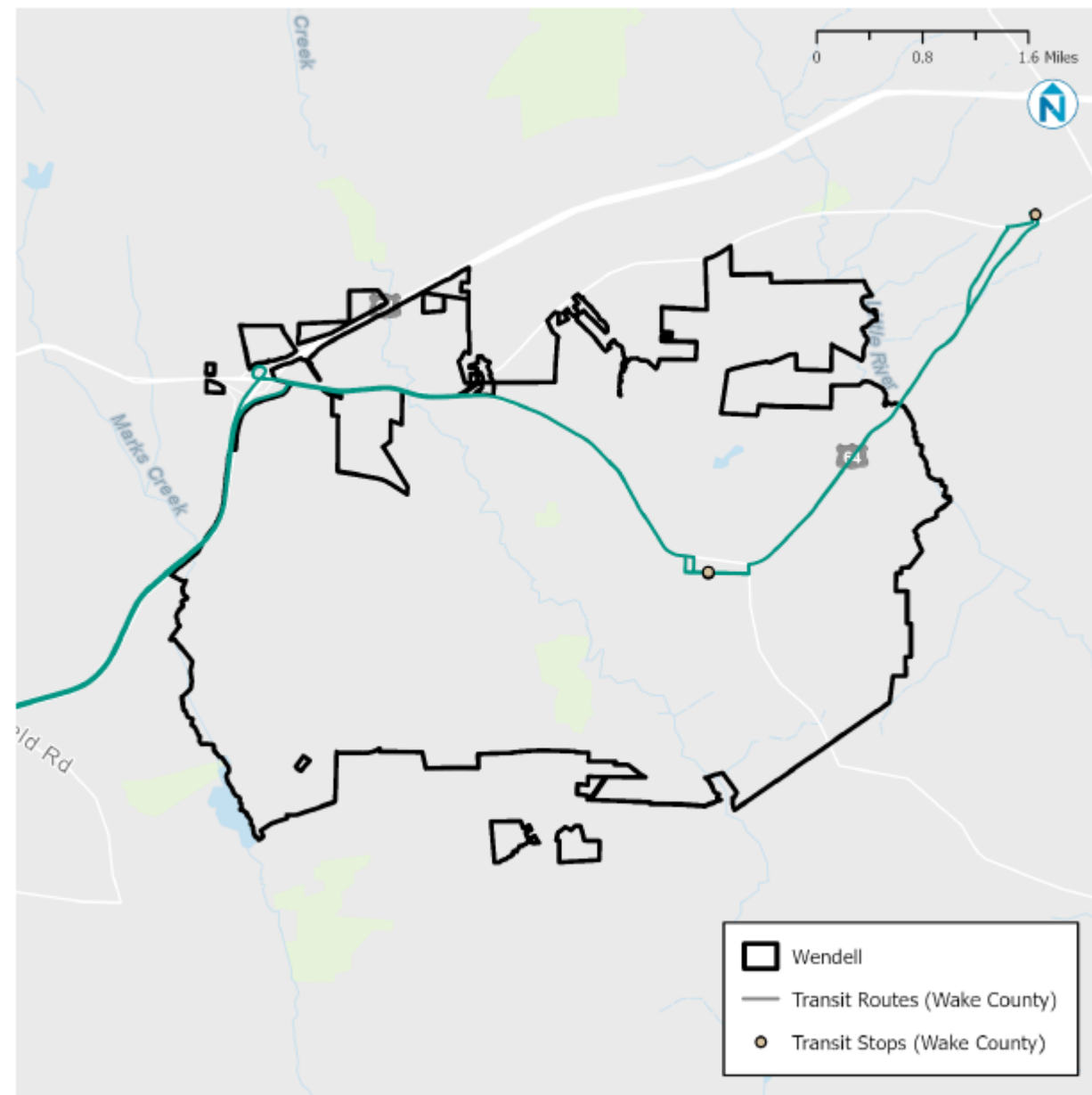
Wendell: Overview

Wendell, located in eastern Wake County, had a population of 10,575 people and fewer than 2,000 jobs in 2022. Despite low numbers the Town is growing rapidly, increasing its population by 68% between 2016 and 2022 and increasing employment by 4%. Population and employment density are lower than other parts of Wake County. Household incomes are also lower than Wake County overall and the percentage of zero vehicle households is higher than the county average. Community demographics suggest a young and diverse population.

Wendell is currently connected to the Triangle Town Center in Raleigh by the Zebulon-Wendell Express (ZWX). The ZWX provides one morning inbound trip and three afternoon outbound trips during peak periods. The Wake Bus Plan has improvements to the ZWX scheduled for FY27; these improvements will add new bus stops in Zebulon and Wendell and provide all day hourly service.

People traveling in Wendell also have access to GoWake Access' SmartRide on-demand microtransit service that supports travel within the Town of Wendell as well as to Knightdale, Rolesville and Wendell. GoWake SmartRide is available on weekdays between 6 AM and 7 PM and currently operates fare-free.

Development in Wendell is guided by the Town's Strategic Plan, which focuses on creating and sustaining a vibrant downtown as well as managed growth through investments in land use and transportation. The plan also supports infill development, streetscape projects and investments in pedestrian infrastructure to improve the walkability of Wendell.



Wendell: Key Statistics



Population Density
(Persons/Acre): 0.95

Wake County: 2.06



Employment Density
(Jobs/Acre): 0.15

Wake County: 1.19



Zero Vehicle Households:
5.9%

Wake County: 4.0%

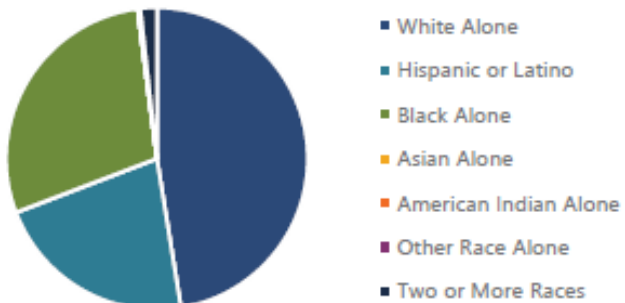


Median Household Income:
\$91,316

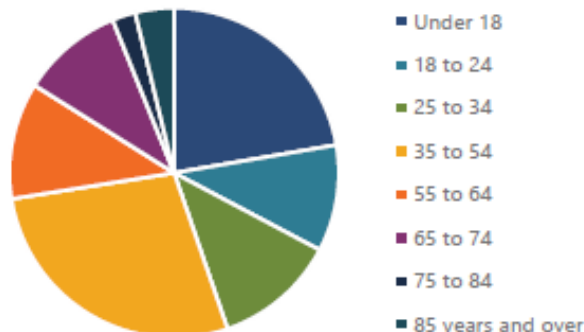
Wake County: \$96,806



Race and Ethnicity

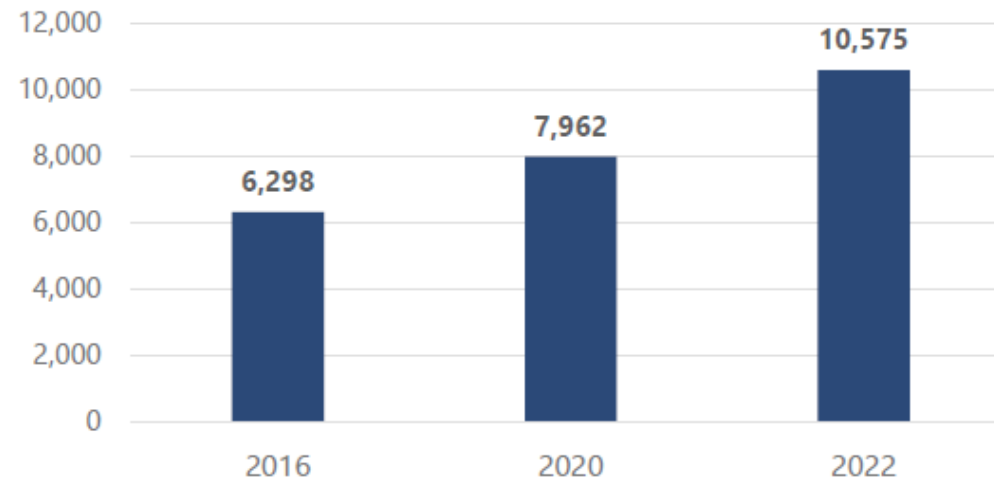


Age Groups



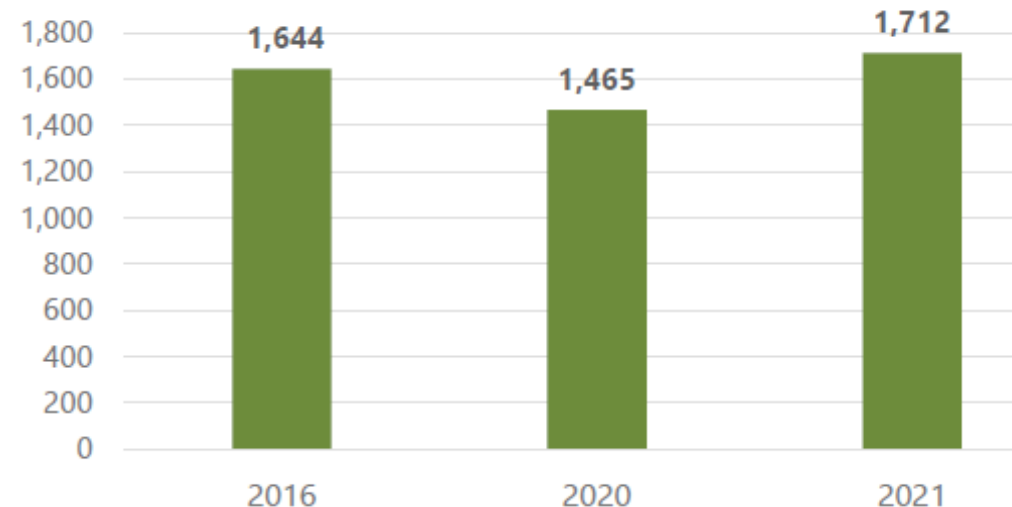
Population Growth, 2016 to 2022: **68%**

Wake County: 13%



Employment Growth, 2016 to 2021: **4%**

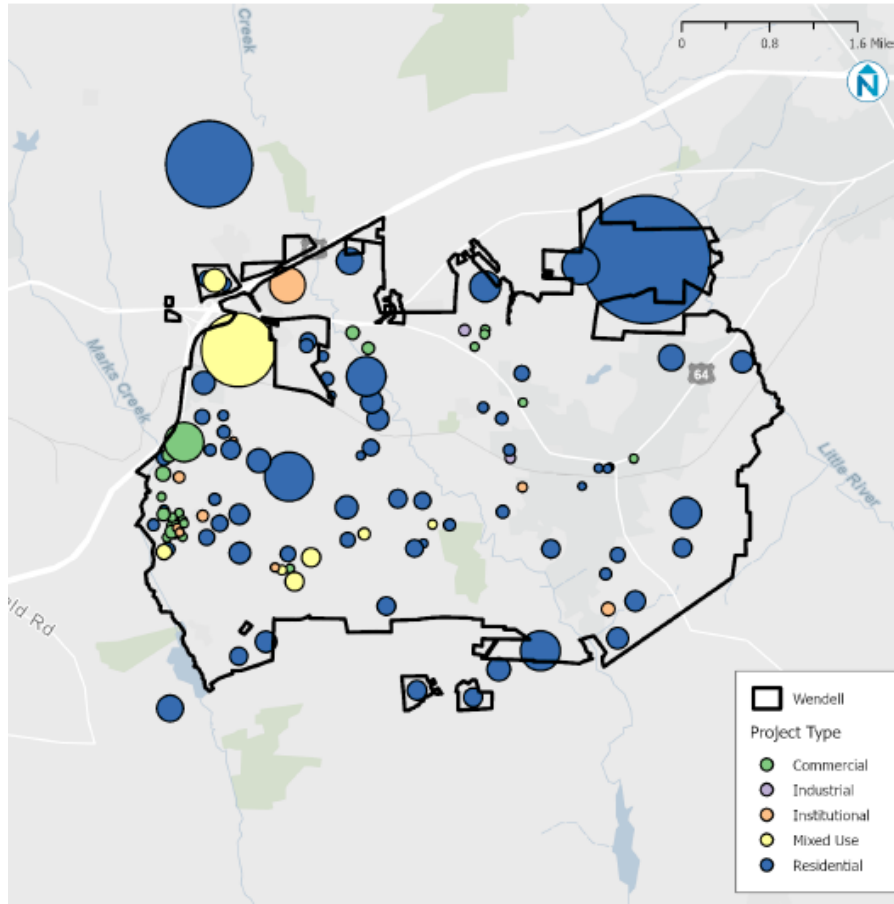
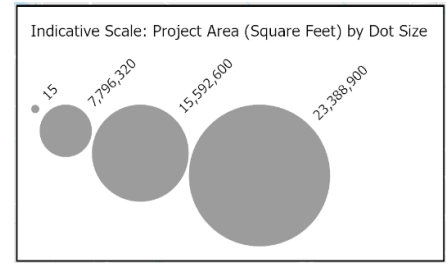
Wake County: 8%



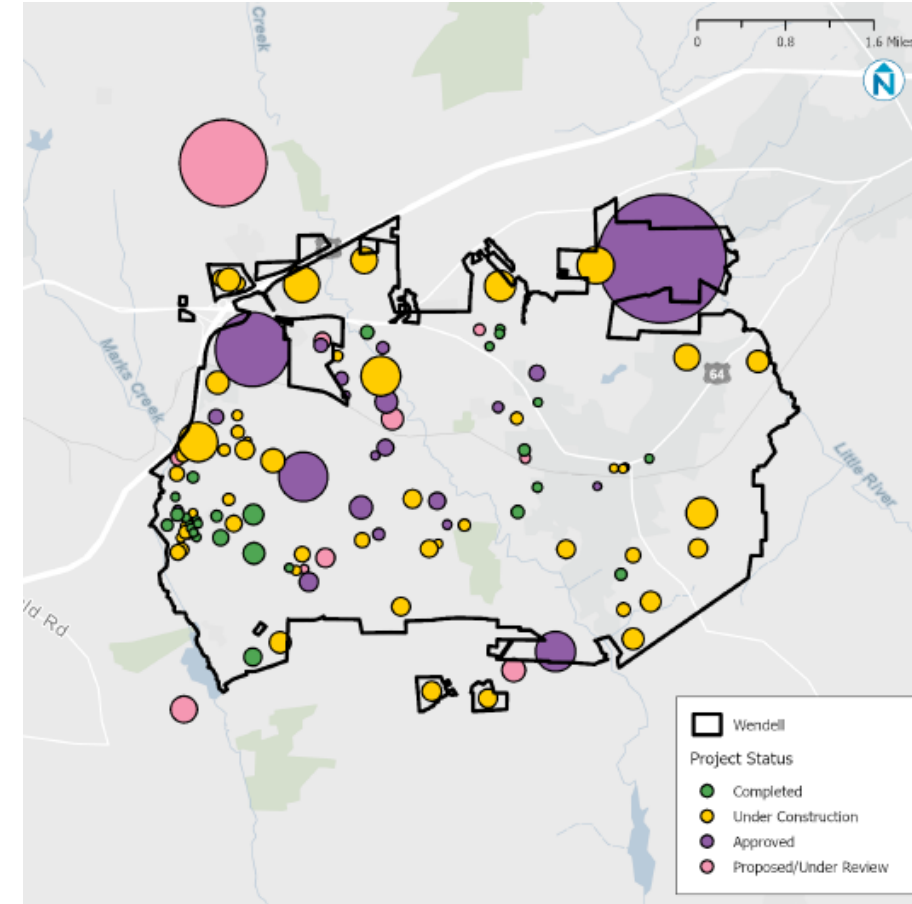
Wendell: Development

The data suggests a robust development market, with multiple projects under construction and approved, including several projects on large parcels. Experience from other communities as well as historic data suggests that many of these projects will be residential development. A significant portion of the development is occurring along US 64/Wendell Boulevard and Wendell Falls Parkway. While outside of the historic downtown area, these developments are in proximity to the Wendell Park and Ride lot, located one block south of Wendell Boulevard.

Recently completed plans suggest communities in northwest Wake County are moving away from regional express service and towards on-demand microtransit service. Over time, however, as development expands in all communities, reliance on this service model may be unsustainable if service levels are maintained.



Development by Type and Size



Development by Status and Size

Next Steps

3

Early 2025

- Community Engagement through January 2025
 - Some presentations and updates in February
- Core Design Retreat (CTT): Policy Issues & Draft Investment Strategy (January)
- CTT mid-to-late February
 - Share engagement findings
 - Sketch recommendations
 - What else do we need to know
- Stakeholder Advisory Committee late February
 - Recommendations Workshop
- Draft Investment Strategy by mid-March 2025

Schedule Goals

1. Finalize Wake Transit Plan by June 30, 2025
2. Engagement May 2025

Work Back Schedule to Draft Recommendations



7. 2035 Wake Transit Plan Update Progress Report

Ben Howell, CAMPO

Requested Action:
Receive as information.

8. Wake Transit Staffing Update

Ben Howell, CAMPO

Kelly Blazey, Cary

Paul Black/Steve Schlossberg, GoTriangle

David Walker, Raleigh



Capital Area MPO

WAKE TRANSIT STAFFING UPDATE



History of WT Positions at CAMPO

FY 2018 Wake Transit Work Plan funded 3 Positions at CAMPO:

- TPAC Administrator (full-year funding)
- Wake Transit Program Manager (Funded in Q2 Amendment for ½ Year)
- Wake Transit Planner (Funded in Q2 Amendment for ½ Year)

FY 2023 Wake Transit Work Plan funded a 4th Position at CAMPO:

- Senior Wake Transit Planner

FY 2025 Wake Transit Work Plan Continues funding 4 Positions - \$808,760

CAMPO Wake Transit Team



Ben Howell
Wake Transit Program
Manager



Stephanie Plancich
Wake Transit
TPAC Administrator



Steven Mott
Wake Transit Senior
Planner



Suvir Venkatesh
Wake Transit
Planner

Staff Positions – Summary of Duties

Program Manager – Ben Howell

- Oversee Lead Agency Responsibilities for CAMPO and coordinate with other Lead Agencies as needed
- Manage Wake Transit Staff at CAMPO
- Manage various projects and plans (i.e., Wake Transit Plan Update)

TPAC Administrator – Stephanie Plancich

- Manage and administer the Transit Planning Advisory Committee processes and meetings
- Oversee subcommittee operations and ensure processes
- Manage communications with Wake Transit Partners

Staff Positions – Summary of Duties

Senior Planner – Steven Mott

- Manage the Wake Transit Work Plan Development and Work Plan Amendment processes
- Manage Annual Performance and Expenditure Reports
- Coordinate with other Lead Agency on various Plans & Projects (i.e., Regional Technology Plan)

Planner – Suvir Venkatesh

- Manage the Wake Transit Tracker website and update Tracker data
- Manage the Community Funding Area Program Management Plan (including application and reimbursement processes)
- Manage Wake Transit Work Plan Database

CAMPO Wake Transit Team Contacts



Ben Howell

Wake Transit Program
Manager

Ben.Howell@campo-nc.us

Contact for:

- Wake Transit Plan Update
- Wake Transit Lead Agency Questions/Information



Steven Mott

Wake Transit Senior
Planner

Steven.mott@campo-nc.us

Contact for:

- Wake Transit Work Plan and Work Plan Amendments
- Annual Performance and Expenditure Report Questions



Stephanie Plancich

TPAC Administrator

Stephanie.plancich@campo-nc.us

Contact for:

- TPAC Activities
- PD/CE Subcommittee



Suvir Venkatesh

Wake Transit Planner

Suvir.venkatesh@campo-nc.us

Contact for:

- Community Funding Area Program Questions
- Wake Transit Tracker



Capital Area MPO

WAKE TRANSIT STAFFING UPDATE

Questions?



GO  Cary
Staffing Update

The "GO" logo consists of the word "GO" in a white, sans-serif font, followed by a stylized icon of a blue and green geometric shape. The word "Cary" is written in a white, italicized, sans-serif font. Below this, the words "Staffing Update" are written in a white, sans-serif font.

Wake Transit Funded Positions

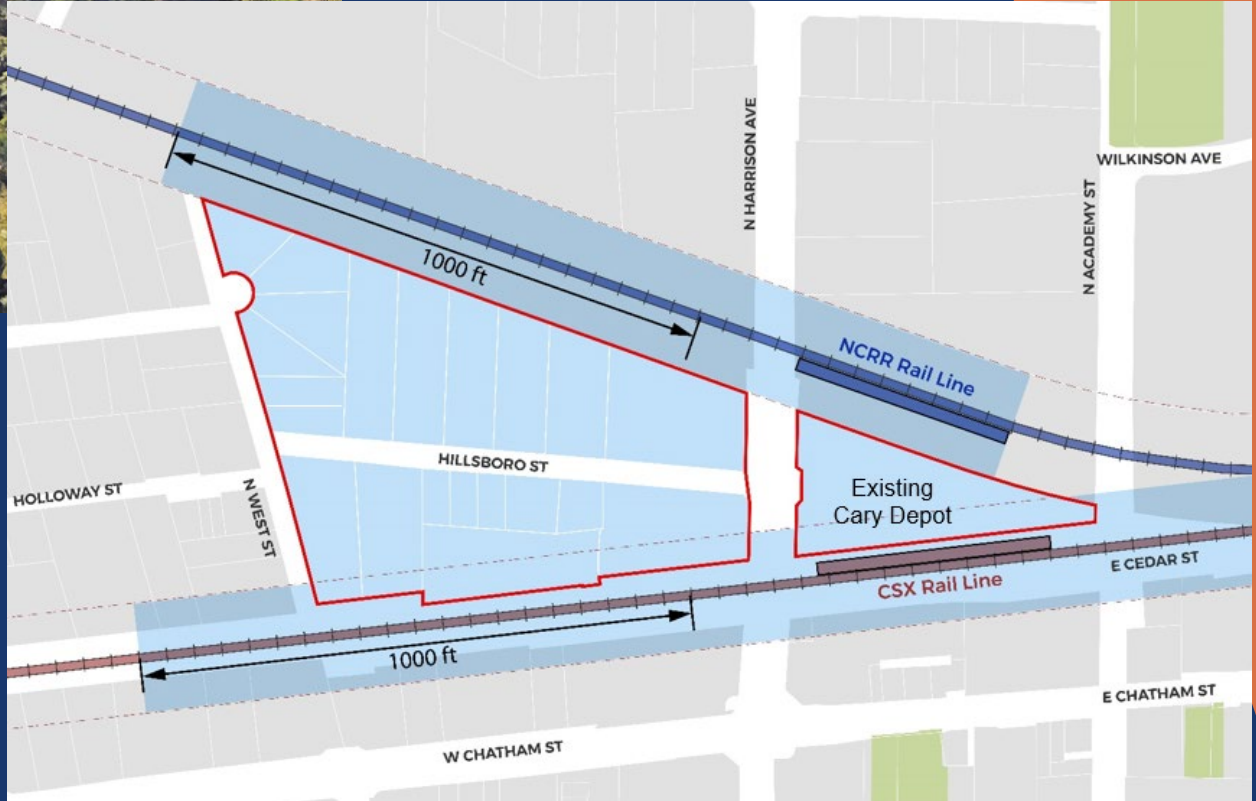
Wake Transit Position Title	Town of Cary Position Title	Year of Funding	FY25 Budget
Capital Projects Coordinator	Transit Project Manager	FY18	\$176,736
Deputy Transit Administrator (.5 FTE)	Assistant Transit Administrator	FY19	\$85,690
Transportation Analyst	Transit Analyst	FY19	\$135,498
Transportation Program Coordinator	Transit Program Coordinator	FY19	\$147,012
Transportation Outreach & Communications Coordinator	Transit Public Outreach Specialist	FY21 (1/2 Year)	\$151,922
Transit Planner	Senior Transit Planner for Capital	FY22	\$155,313

FY25 Total Staffing Budget = \$852,171

Transit Project Manager

Jorge Salazar

- Capital Project Management
 - Bus Operations & Maintenance Facility
 - Multimodal Transit Center
 - Bus Stop Improvements
- RFP/Bid Development
- Contract Development and Management
- Development Review



Assistant Transit Administrator (.5 FTE)

Christine Sondej

- Position upgrade, responsible for oversight of:
 - Long-range planning
 - Grants management and reporting
 - Increased federal compliance requirements
 - Transit Analyst, Transit Program Coordinator, Senior Transit Planner for Service

Transit Analyst

Mark MacDougall

- National Transit Database (NTD) Reporting
- Wake Transit Plan Reporting
- Budget Analysis
- Data / Operational Analysis

Transit Program Coordinator


Sheri Legans

- Coordination and Oversight of Civil Rights Programs
 - Title VI Coordinator
 - DBE Liaison Officer
 - ADA Program Coordinator
- Participate on Mobility Management sub-committee
- Manage Door to Door eligibility, applications, and policies

Transit Public Outreach Specialist Fabian Rodriguez

- Design and implement outreach and education opportunities
- Work with partners on specialized outreach and marketing campaigns
- Develop public information materials
- Manage marketing via social media, website updates, and the GoCary App




GoCary
 Published by Sprout Social · March 1 at 7:14 PM · 🌐

Such a great time hosting residents from Glenaire for a GoCary Ridealong! 🚌 Exploring Route 5 - Kildaire Farm was a blast. Discover the possibilities at GoCary.org/ReasonToRide 🌟
 #GoCary #RideforFree #RideAlong #CommunityFun



Senior Transit Planner for Capital Brandon Watson

- Focus on capital planning projects
 - Manage Bus Stop Improvement program
 - Participation in Wake Transit sub-committees and core technical teams for
 - Bus Rapid Transit (Western Corridor and TOD) and Rapid Bus Extension
 - Mobility Studies
 - Development Review



Route 4 High House

EFFECTIVE JANUARY 2, 2021 / EFECTIVO 2 DE ENERO DE 2021

GO Cary
(919) 485-RIDE (7433) www.GoCary.org

CARY DEPOT BOARDING LOCATIONS / UBICACIONES DEL COMPLEJO DE CARY DEPOT

LEGEND / LEXEMA

MONDAY-SATURDAY / DE LUNES A SABADO

OUTBOUND TO HIGH HOUSE CROSSING / SALIDA A HIGH HOUSE CROSSING

Time	1	2	3	4	5
6:00	6:00	6:06	6:14	6:24	6:30
6:20	6:20	6:26	6:34	6:44	6:50
6:40	6:40	6:46	6:54	7:04	7:10
7:00	7:00	7:06	7:14	7:24	7:30
7:30	7:30	7:36	7:44	7:54	8:00
8:00	8:00	8:06	8:14	8:24	8:30
8:30	8:30	8:36	8:44	8:54	9:00
9:00	9:00	9:06	9:14	9:24	9:30
9:30	9:30*	9:36	9:44	9:54	10:00
10:00	10:00*	10:06	10:14	10:24	10:30
10:30	10:30*	10:36	10:44	10:54	11:00
11:00	11:00*	11:06	11:14	11:24	11:30
11:30	11:30*	11:36	11:44	11:54	12:00
12:00	12:00*	12:06	12:14	12:24	12:30
12:30	12:30*	12:36	12:44	12:54	1:00
1:00	1:00*	1:06	1:14	1:24	1:30
1:30	1:30*	1:36	1:44	1:54	2:00
2:00	2:00*	2:06	2:14	2:24	2:30
2:30	2:30*	2:36	2:44	2:54	3:00
3:00	3:00*	3:06	3:14	3:24	3:30
3:30	3:30*	3:36	3:44	3:54	4:00
4:00	4:00*	4:06	4:14	4:24	4:30
4:30	4:30*	4:36	4:44	4:54	5:00
5:00	5:00*	5:06	5:14	5:24	5:30
5:30	5:30*	5:36	5:44	5:54	6:00
6:00	6:00*	6:06	6:14	6:24	6:30
6:30	6:30*	6:36	6:44	6:54	7:00
7:00	7:00*	7:06	7:14	7:24	7:30
7:30	7:30*	7:36	7:44	7:54	8:00
8:00	8:00*	8:06	8:14	8:24	8:30
8:30	8:30*	8:36	8:44	8:54	9:00
9:00	9:00*	9:06	9:14	9:24	9:30
9:30	9:30*	9:36	9:44	9:54	10:00
10:00	10:00*	10:06	10:14	10:24	10:30

SUNDAY / DOMINGO

Time	1	2	3	4	5
7:00	7:00	7:06	7:14	7:24	7:30
8:00	8:00	8:06	8:14	8:24	8:30
9:00	9:00	9:06	9:14	9:24	9:30
10:00	10:00	10:06	10:14	10:24	10:30
11:00	11:00	11:06	11:14	11:24	11:30
12:00	12:00	12:06	12:14	12:24	12:30
1:00	1:00	1:06	1:14	1:24	1:30
2:00	2:00	2:06	2:14	2:24	2:30
3:00	3:00	3:06	3:14	3:24	3:30
4:00	4:00	4:06	4:14	4:24	4:30
5:00	5:00	5:06	5:14	5:24	5:30
6:00	6:00	6:06	6:14	6:24	6:30
7:00	7:00	7:06	7:14	7:24	7:30
8:00	8:00	8:06	8:14	8:24	8:30

* Bus stops off street at Harris Center at these times Monday-Friday and all times Saturday & Sunday / * El autobús se detiene fuera de la calle en Harris Center a estas horas los días lunes a viernes y todos los días sábado y domingo.
** Senior Center stop served on inbound trips only. / ** El punto de parada en Centro para personas mayores solo se presta en los viajes de ida.

Questions?

GoTriangle

Full Time Equivalents funded by
Wake Transit



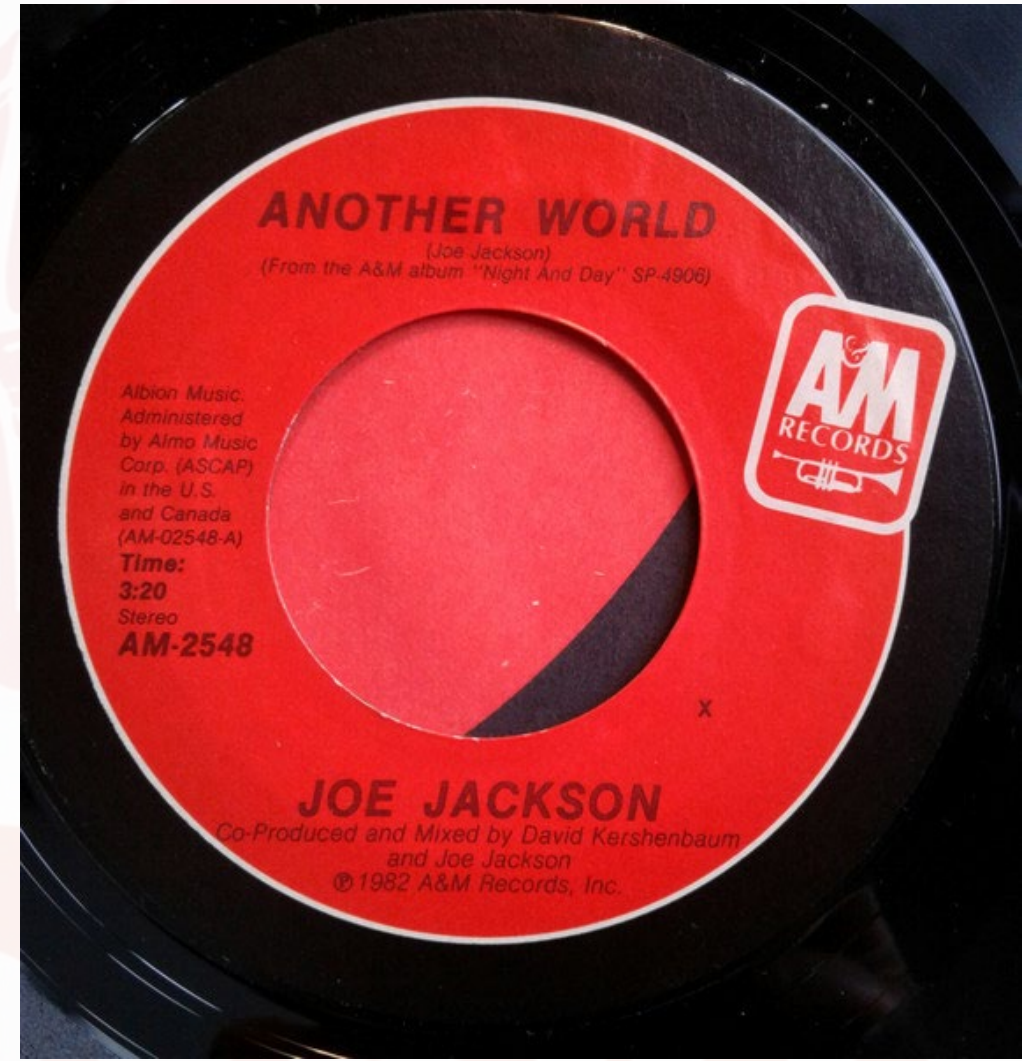
Posi-tions

vaCaNt

94
76
L-R
Ⓟ

Note: This covers GoTriangle “the Bus Agency”

- Tax District Administration (TDA) is another world and covered separately by TDA staff.



The request

1. An overview of each **position*** funded,
2. Funding total,
3. When the **position*** was created/Approved in a Work Plan
4. Any modifications in scope since creation/Work Plan approval
5. and whether or not **it*** is currently filled or vacant.
 - a. If **positions*** are vacant, please share the plan to fill the roles, discontinue them, etc.
 - b. If the **positions*** are filled but there has been difficulty in filling them or long gaps between filling them, please provide an explanation of why or what the challenges have been and if those challenges have been resolved for future continuity.



****The Plan funds FTEs: Full Time Equivalents, not positions.***

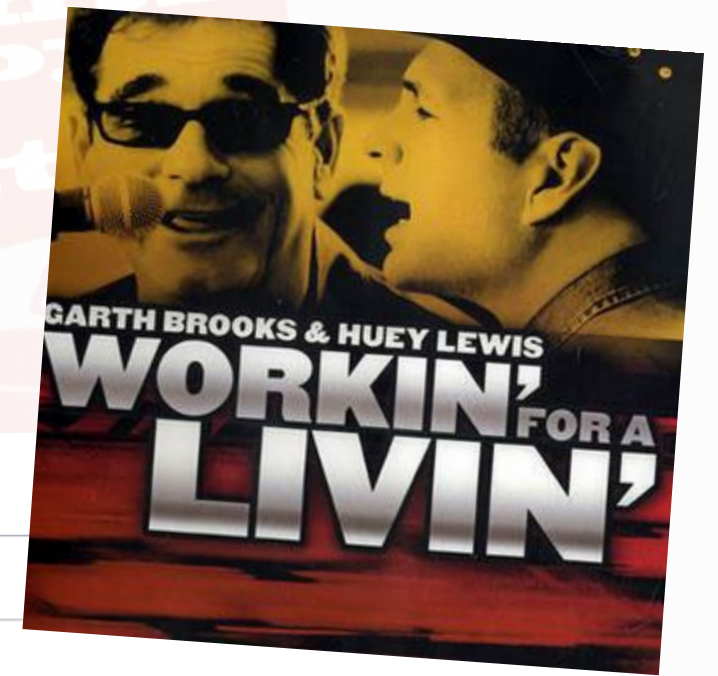
What does FTE mean?

Full-time equivalent

Article [Talk](#)

From Wikipedia, the free encyclopedia

Full-time equivalent (FTE), or **whole time equivalent (WTE)**, is a [unit of measurement](#) that indicates the [workload](#) of an [employed](#) person (or student) in a way that makes workloads or class loads comparable across various contexts.^[1] FTE is often used to measure a worker's or student's involvement in a project, or to track [cost reductions](#) in an organization. An FTE of 1.0 is equivalent to a full-time worker or student, while an FTE of 0.5 signals half of a full work or school load.^[2]



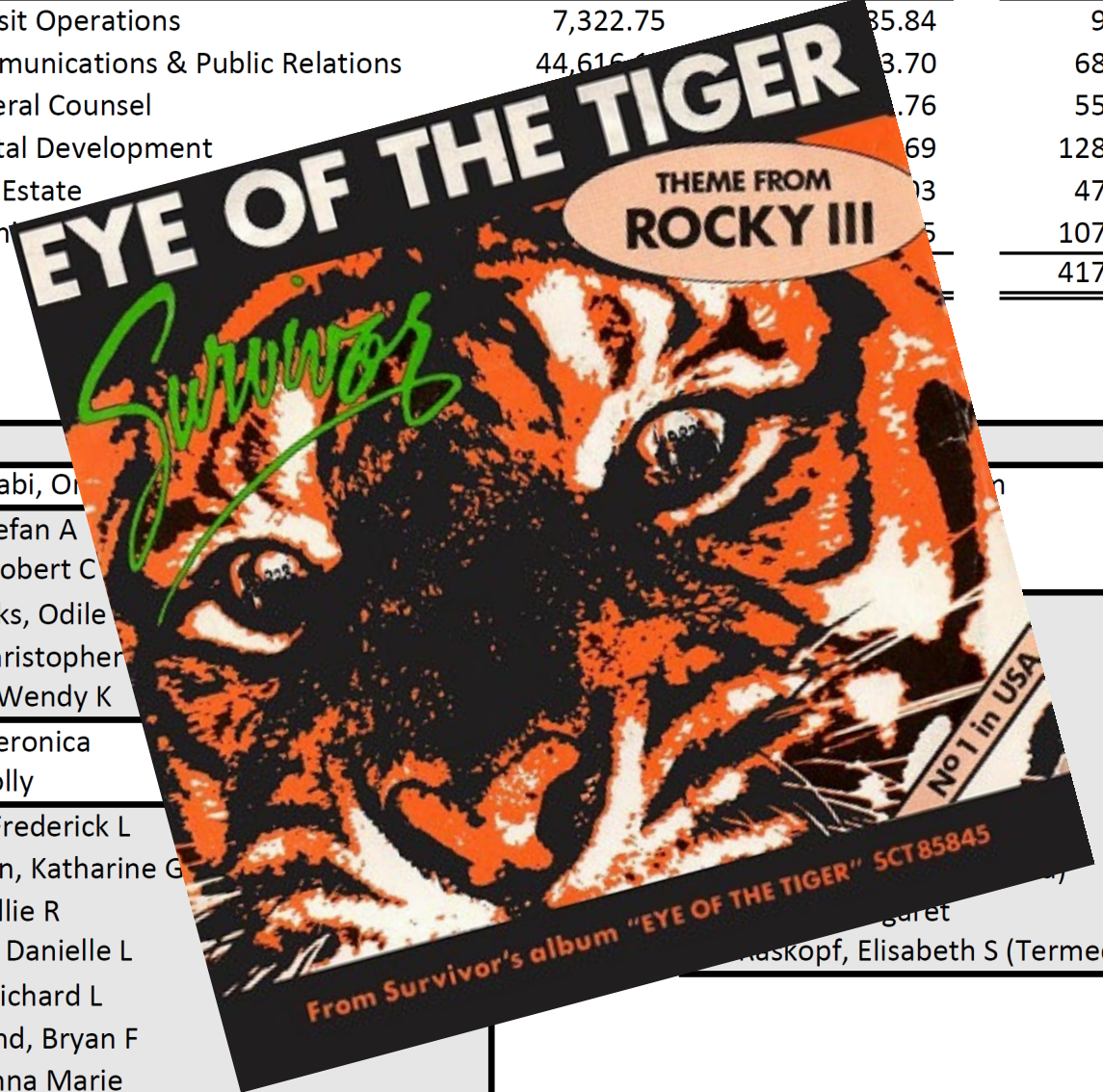
pretty vacant

The Challenge

- Positions are not a one-to-one match for GoTriangle
- The majority of our positions are thematic specialists who use their expertise where it is needed around the region

Department	S&B Costs	Support	Total
02 02 Transit Operations	7,322.75	185.84	9,408.59
04 04 Communications & Public Relations	44,616.11	33.70	68,309.85
07 07 General Counsel		76	55,747.97
08 08 Capital Development		69	128,667.73
12 12 Real Estate		03	47,829.11
17 17 Planning		5	107,307.63
			<u>417,270.88</u>

02 Elmaghrabi, Omar	
04 Walz, Stefan A	
04 Hayes, Robert C	
04 Fredericks, Odile	
04 Clark, Christopher	
04 Mallon, Wendy K	
07 Curet, Veronica	
07 Stott, Holly	
08 Ferrell, Frederick L	
08 Eggleston, Katharine G	
08 Reid, Willie R	
08 Weaver, Danielle L	
08 Major, Richard L	
08 Hammond, Bryan F	
08 Scott, Anna Marie	
08 Vang, Tou B	



The challenge

- Positions are not a one-to-one match for GoTriangle
- The majority of our positions are thematic specialists who use their expertise where it is needed around the region

Department	S&B Costs	Support	Total
02 02 Transit Operations	7,322.75	1,085.84	8,408.59
04 04 Communications & Public Relations	44,618.75	23,693.70	68,309.85
07 07 General Counsel	46,566.21	9,381.55	55,747.97
08 08 Capital Development	13,709.04	2,958.69	128,667.73
12 12 Real Estate	39,580.08	8,249.03	47,829.11
17 17 Planning and Engagement	87,878.98	19,428.65	107,307.63
	<u>213,674.81</u>	<u>87,705.67</u>	<u>417,270.88</u>

GoTriangle is budgeted 14.55 FTEs, yet in Q1 FY 2025 over 20 different staff performed tasks for Wake Transit

Staff by Department	
02 Emighrabi, Omar	12 Khemraj, Purshotam
04 Walz, Stefan A	12 Tomas, Jose L
04 Hayes, Robert C	12 Tober, Gary D
07 Frederick, Odile A (Termed)	17 Warren, Sean R
07 Clark, Christopher S	17 Clark, Christopher A
04 Mallon, Wendy K	17 Heikes, Jay W
07 Curet, Yelton	17 Black, Paul E
07 St. John, Holly	17 Stanion, Austin J
08 Currell, Frederick L	17 Guo, Ruiqu
08 Eggleston, Katharine G	17 Carter, James E (Termed)
08 Reid, Willie R	17 Scully, Margaret
08 Weaver, Danielle L	17 Raskopf, Elisabeth S (Termed)
08 Major, Richard L	
08 Hammond, Bryan F	
08 Scott, Anna Marie	
08 Vang, Tou B	

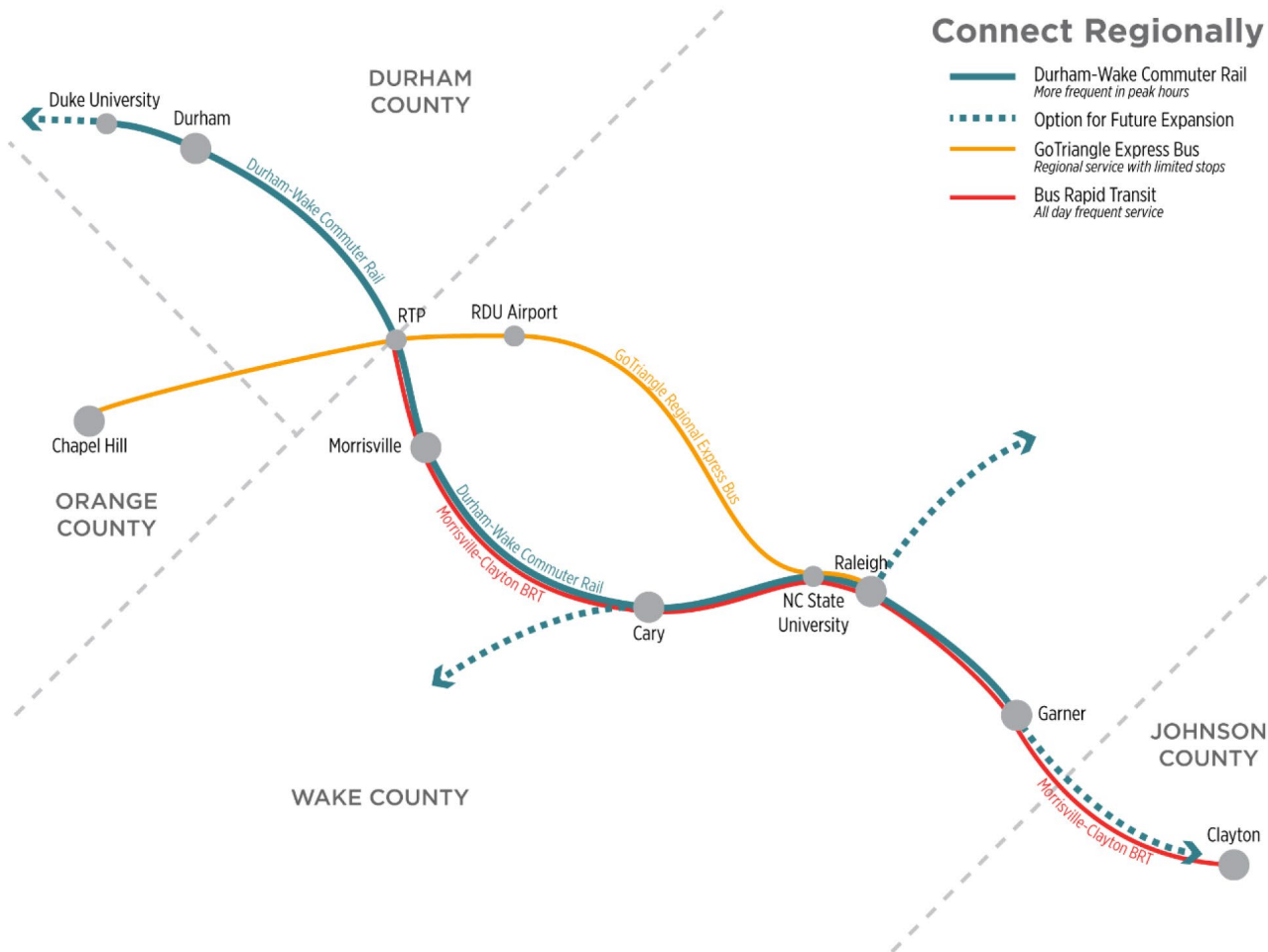
Challenges in time and space, as usual



1 of 4 Big Moves: Connect Regionally

Wake County Transit Plan Update | CAMPO

Figure 5 Big Moves: Connect Regionally

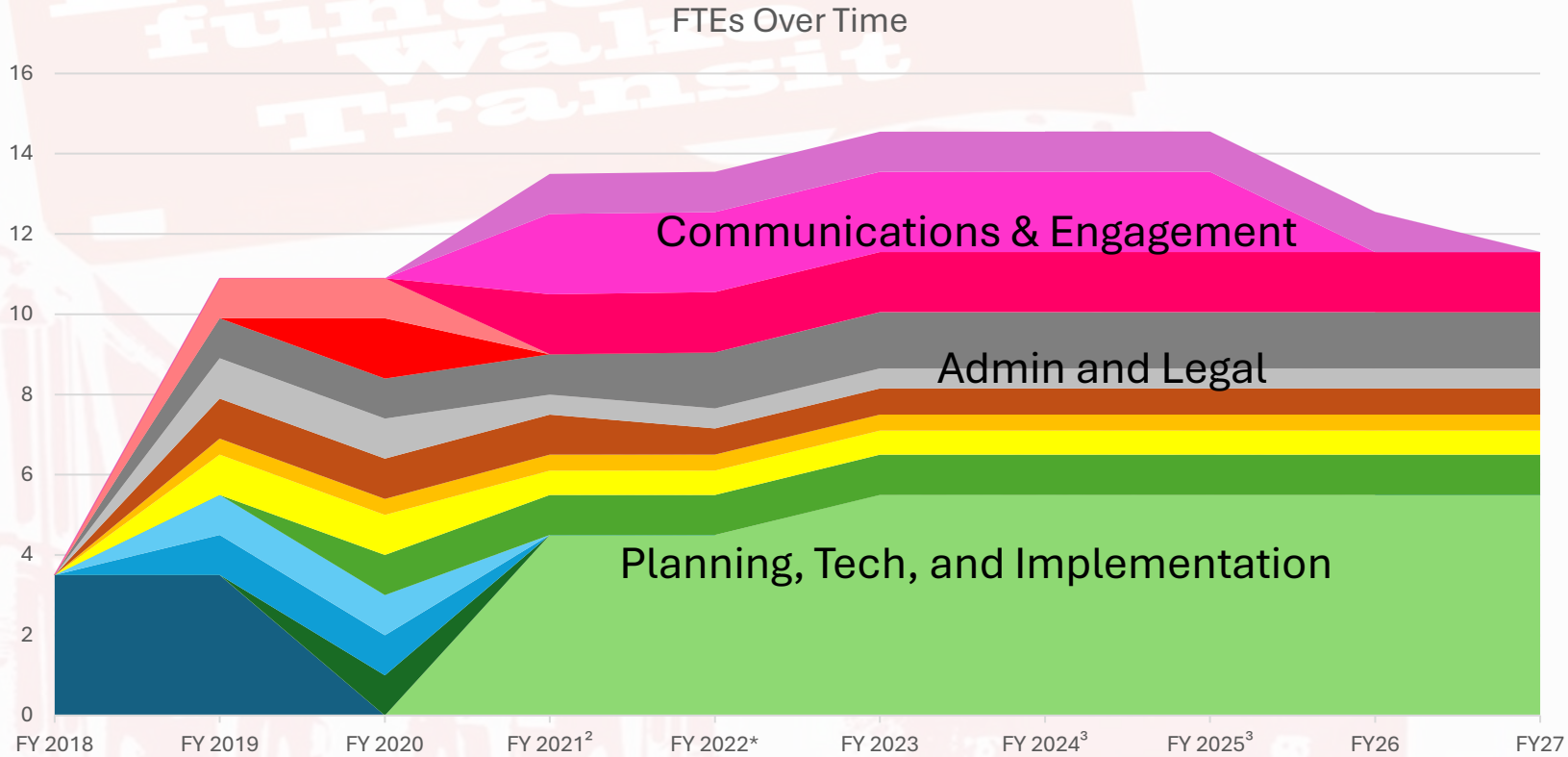


Funding positions in this way fosters better regionalism and makes delivering efficient regional bus service easier and cost-effective;

OUR BUSES DON'T STOP SERVICE AT THE COUNTY LINE

To Compound the Challenge

FTE tasks not grouped consistently year to year (Note changes from 2018 to 2021)



- GoTriangle Salaries/Benefits for 3.5 FTEs
- FTE: Transportation Planner
- FTE: Commuter Rail Manager of Design
- FTE: Wake Transit Director to Project Implementation Director
- FTE: Project Manager for Regional Technology Integration
- FTE: Paralegal
- FTE: Public Engagement Specialist
- FTE: Public Engagement Team 2.0 Wake Transit Only
- Transit Plan Administration Staffing
- FTEs: Project Implementation Staff 4.5 to 5.5 FTEs
- FTE: Commuter Rail Environmental Planner
- FTE: Transit Service Planner
- FTE: Performance Data Analyst
- FTE: Wake Transit Administrative Coordinator
- FTE: Public Outreach
- FTE: Public Engagement Team 1.5 Regional
- FTE: Communications Coordinator

We will do our best

- Due to the constraints we cannot give definitive answers to all the questions in the rubric the way they are asked.
- The following is our best attempt to meet the spirit of the questions



Chronologic overview

In FY 2018, There were 3.5 FTEs assigned:

- 1.5 FTEs for public outreach and communications,
- 1.0 FTE to manage the Wake County Multi-Year Bus Service Implementation Plan, and
- 1.0 FTE to manage the Wake County Fixed Guideway Corridors Major Investment Study

These employees were a carryover from FY 2017 (no workplan was available for prior to 2018 for this research).

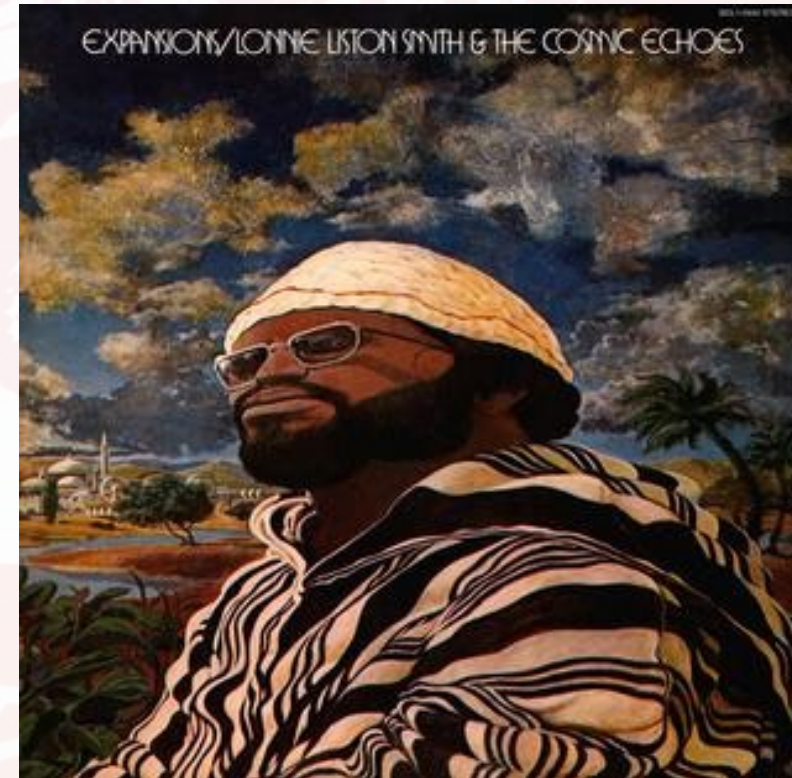
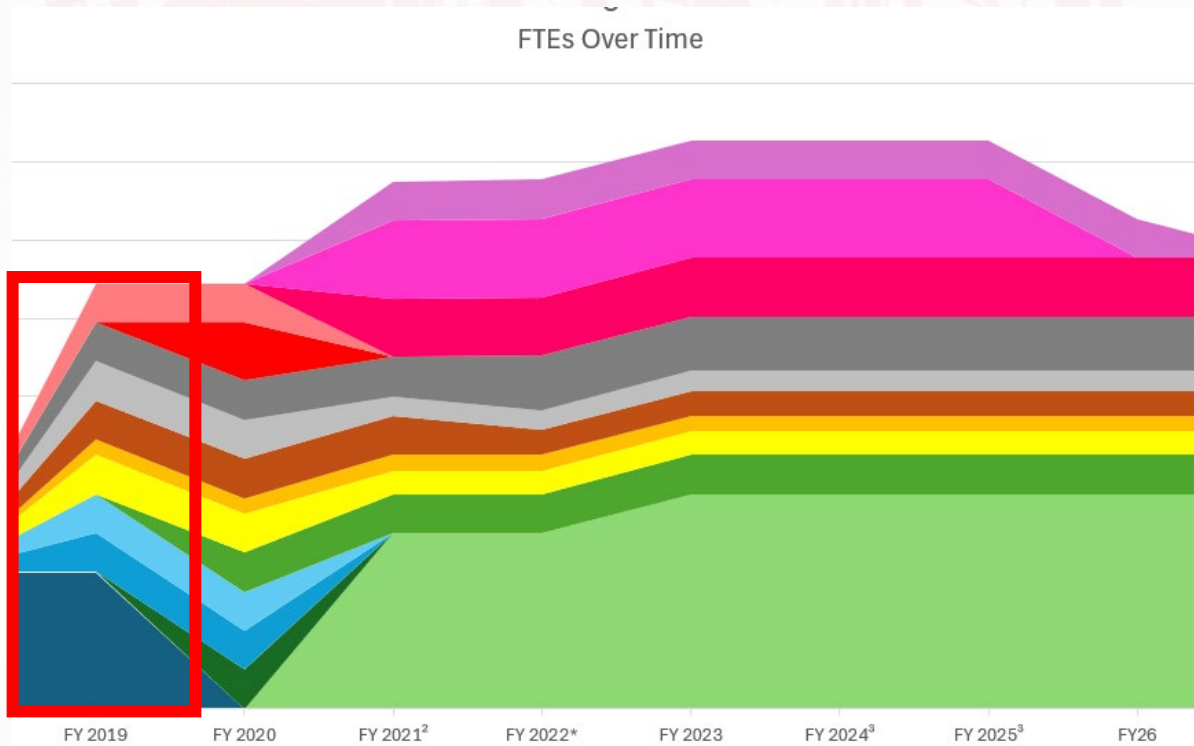
elvis | |
costello
AND THE ATTRACTIONS



PUNCH THE CLOCK

2019—Expansions

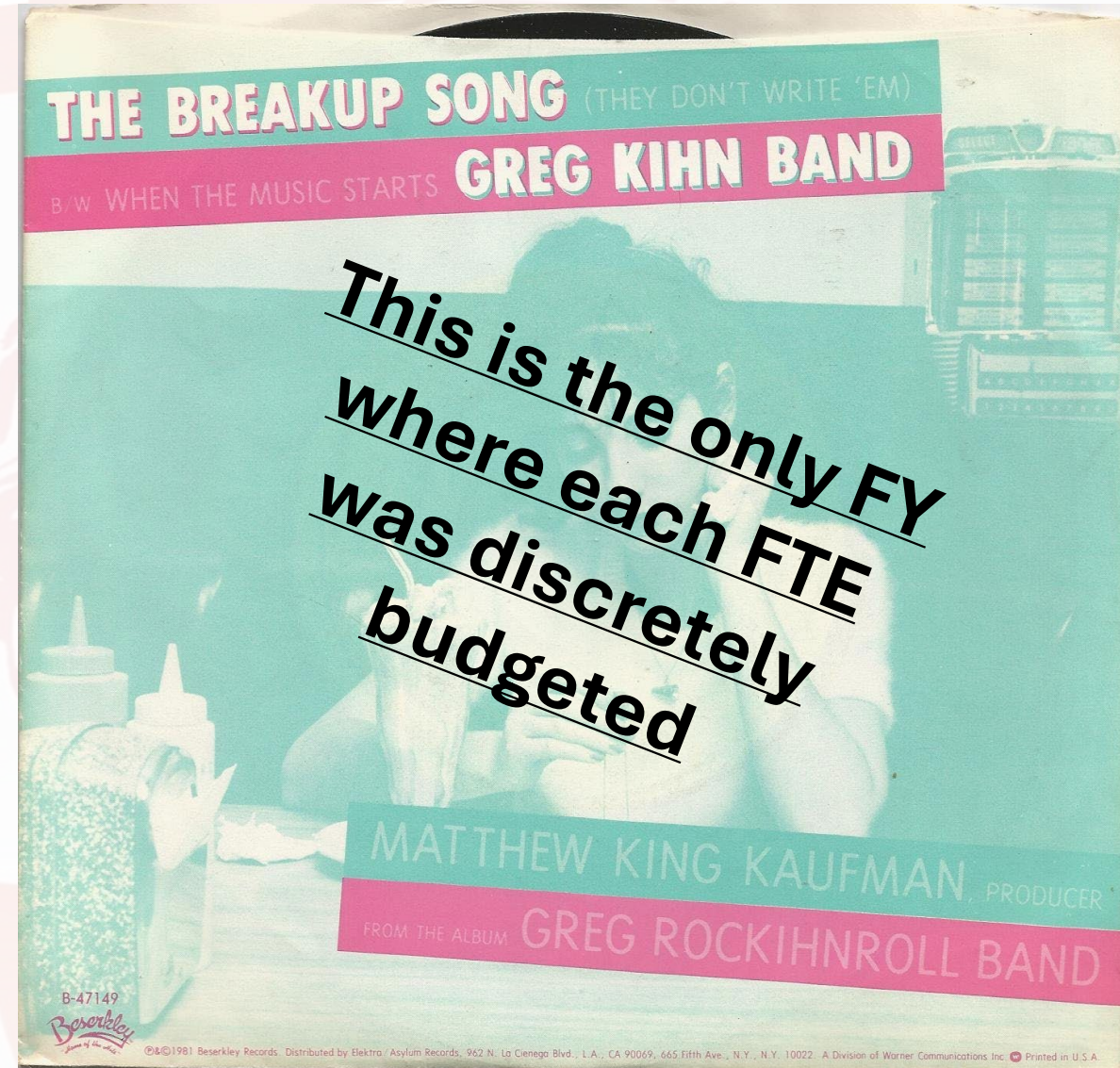
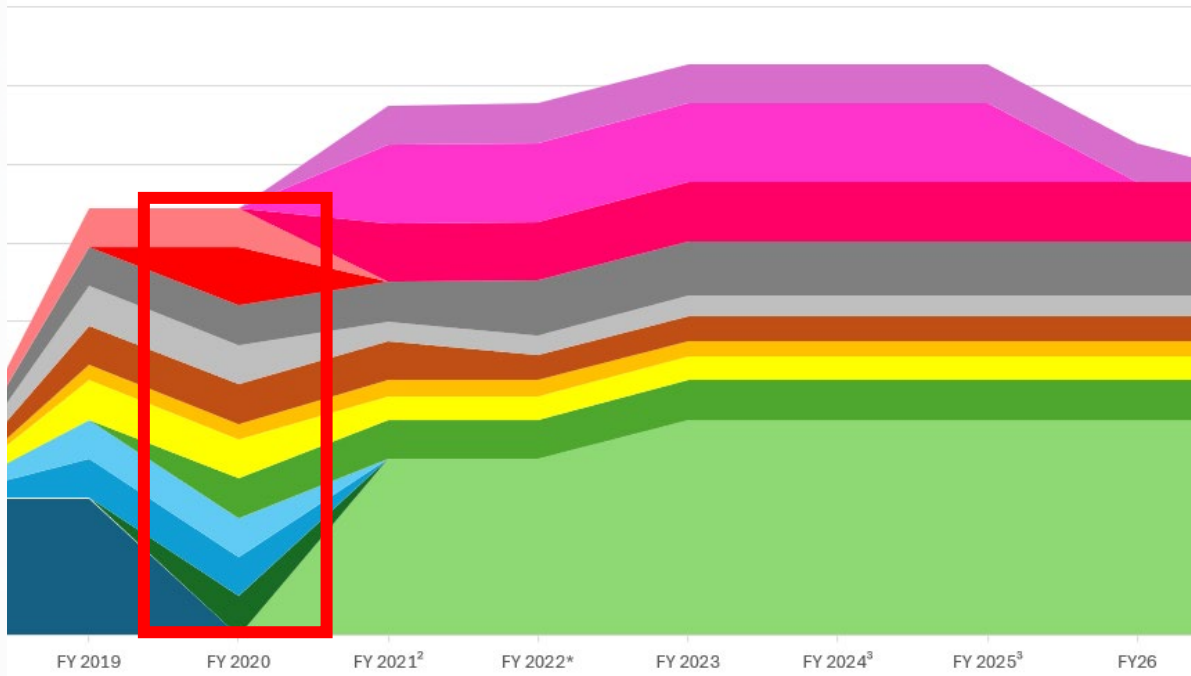
- Addition of –AM and –AN To support CRT
- Addition of a Paralegal
- Addition of –S and –T Admin Support to WTP
- Added 0.4 of Performance Data Analyst
- Added Public Engagement Specialist
- Added Regional Tech Integration Manager



2020—The Breakup

- Original 3.5 split into A1, A2, and A3
- Other FTEs added in 2019 remain

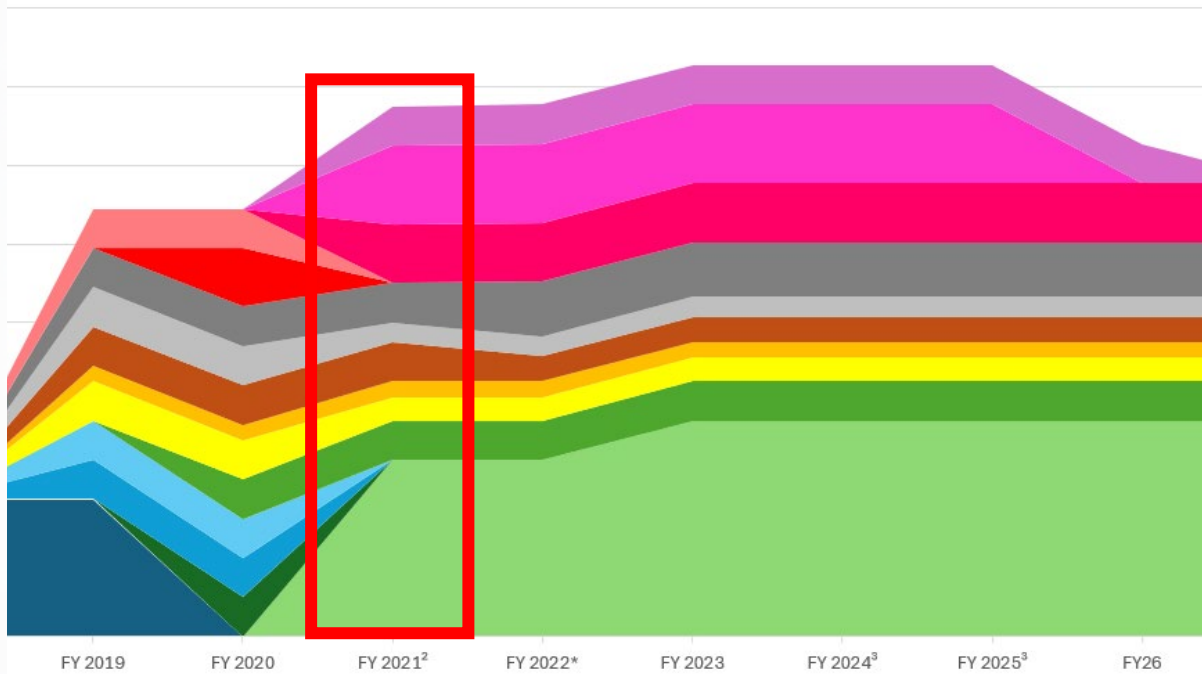
FTEs Over Time



2021—New Groupings; “Wake Transit Only” Engagement Added

- New grouping into –AQ: Project Implementation Staff +1 FTE added.
- Public Engagement Team & Communications Coordinator Added (2.5 + 1). Additional Engagement FTE added before end of fiscal year.

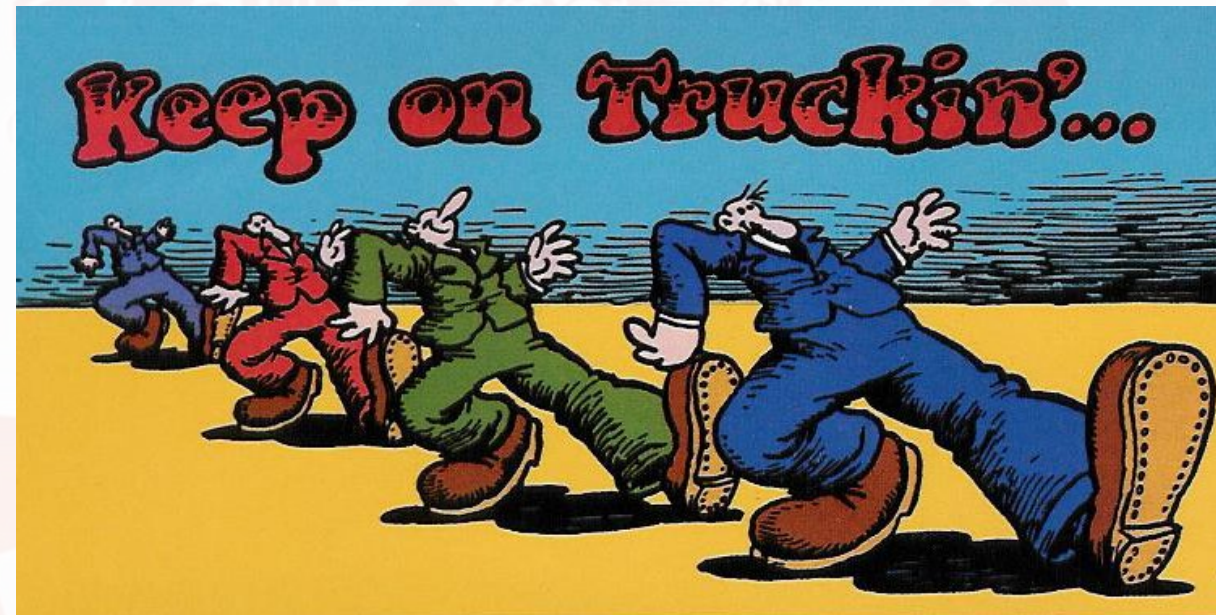
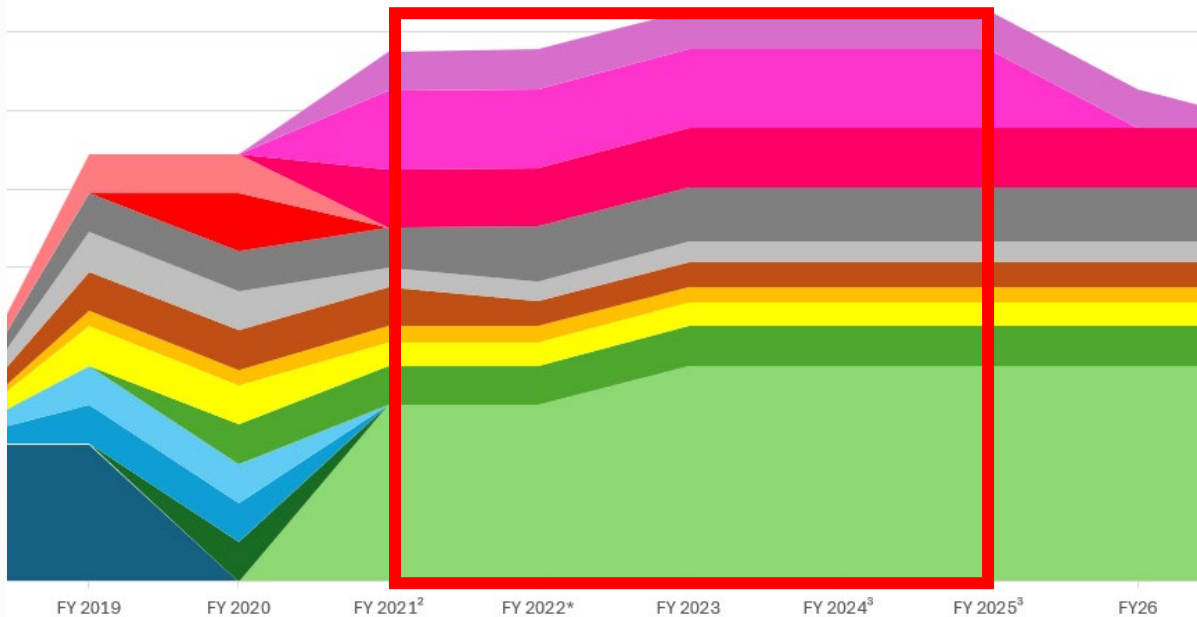
FTEs Over Time



2021 forward—Keep on Truckin’

- Bundled into single –BD project in 2024; Regional Tech (-Y) reduced 1.0 to 0.65 in 2022; +1 FTE to Project Implement in 2023.

FTEs Over Time



The Rarities: FTE to Position

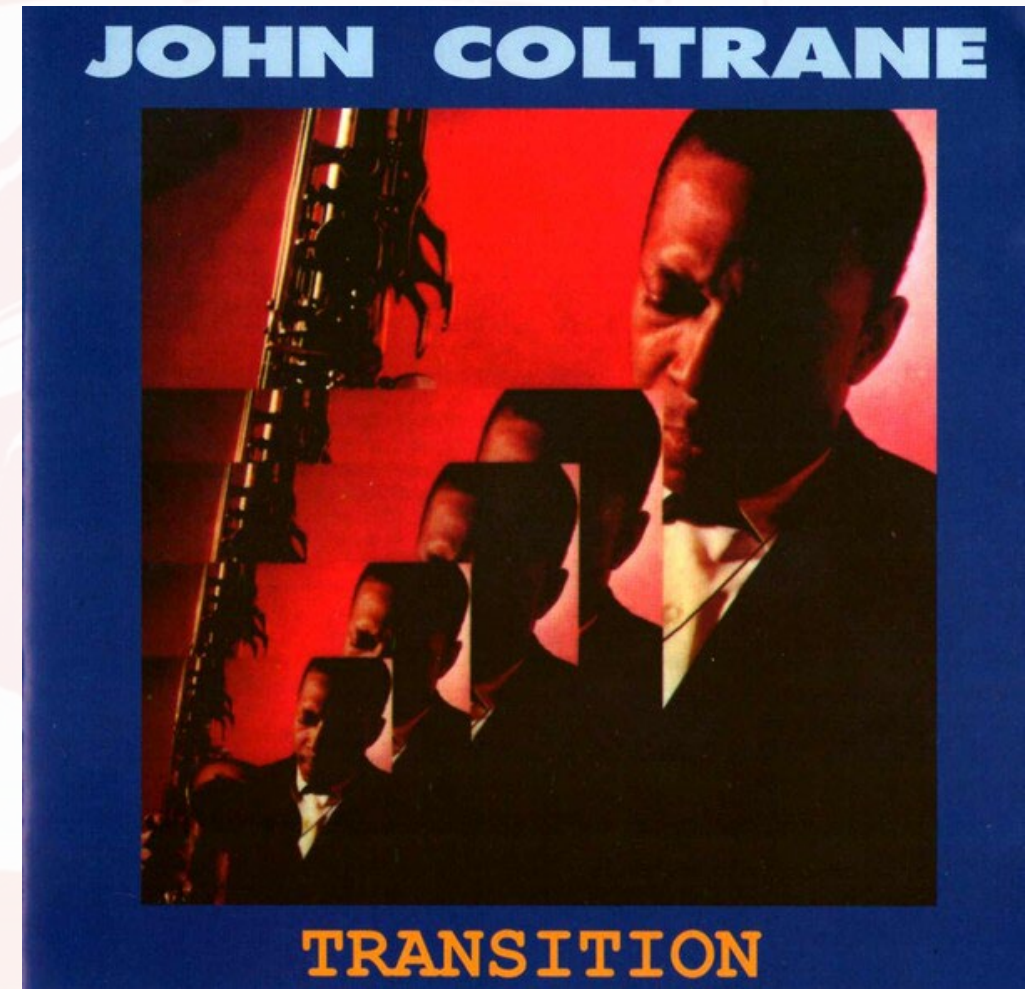
Because our positions are not a one-to-one match to FTE's and are generally funded by multiple transit plans, it is not possible for most positions to report in this way. Some exceptions:

- **Communications Coordinator 1 FTE:** Position filled but being transitioned to general engagement role funded by multiple sources. *Once the move is complete, the position will not be filled.*
- **WTP Specific Engagement 2.0 FTEs:** Vacant and will not be filled.



Transitioned FTEs

- -AM (Commuter Rail Environmental Planner) and
- -AN (Commuter Rail Manager of Design) were rolled into...
 - -AQ (Project Implementation Staff) in 2020 and remained in -AQ narrative as Commuter Rail Transit (CRT) positions until 2024 when the...
 - -BD (Transit Plan Administration Staffing) consolidation occurred and CRT references were removed in favor of more general Wake Transit project implementation



So How Were Those Repurposed?

- Original task was to shepherd the CRT Study
- New tasks similar in capital facilities implementation & delivery:
 - Triangle Mobility Hub (TMH)
 - Bus Operations and Maintenance Facility (BOMF) Expansion & Renovation

(more on next slide)



Other Vacancies (Multiple Funding Sources)

Capital Delivery Group:

- **Project Manager for Triangle Mobility Hub:** *hired, starting mid-January*
- **Project Controls Manager:** responsible for developing and maintaining standardized cost, schedule, scope, quality, and risk management processes. Supervises eBuilder administrator and project compliance coordinator -- *scheduled for hire in FYQ3*
- **Senior Project Coordinator:** (formerly Matthew Clark's position); will report to TMH Manager & hiring on hold to allow new person to build their team; *expect to have on board this FY*



Other Vacancies (Multiple Funding Sources)

Planning Group:

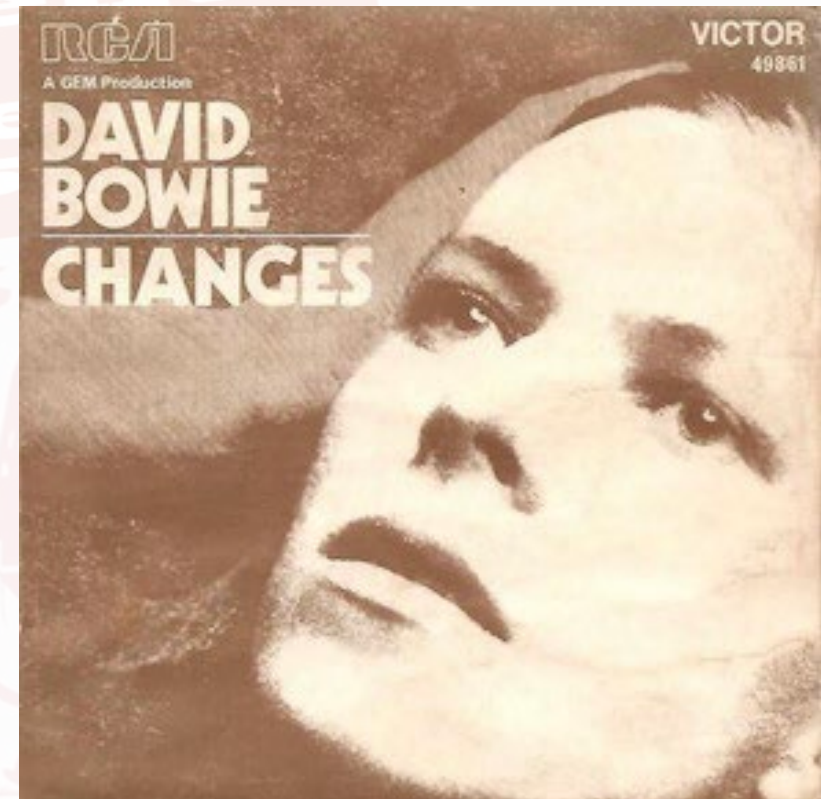
- **2 Senior Planners***: Interviews complete 12/5/2024 anticipate offers prior to Christmas break.
- **Service Planner:** (formerly James Carter's position); posting imminent and expect hire in Spring of 2025

*Will work in project planning and delivery to assist with regional coordination including Wake TPAC, funding, and metrics/reporting. Will manage and/or assist with other planning and data projects; examples include NEPA screening of bus stop improvements, production cartography, Title VI analyses, SRTP updates.



Other Notable

- **Katharine's role change:** Uncharted territory and a developing story...stay tuned
- **Program Coordinator:** Filled; creation of “firewall” between Tax District Administration and “Bus Agency” tasks = some changes

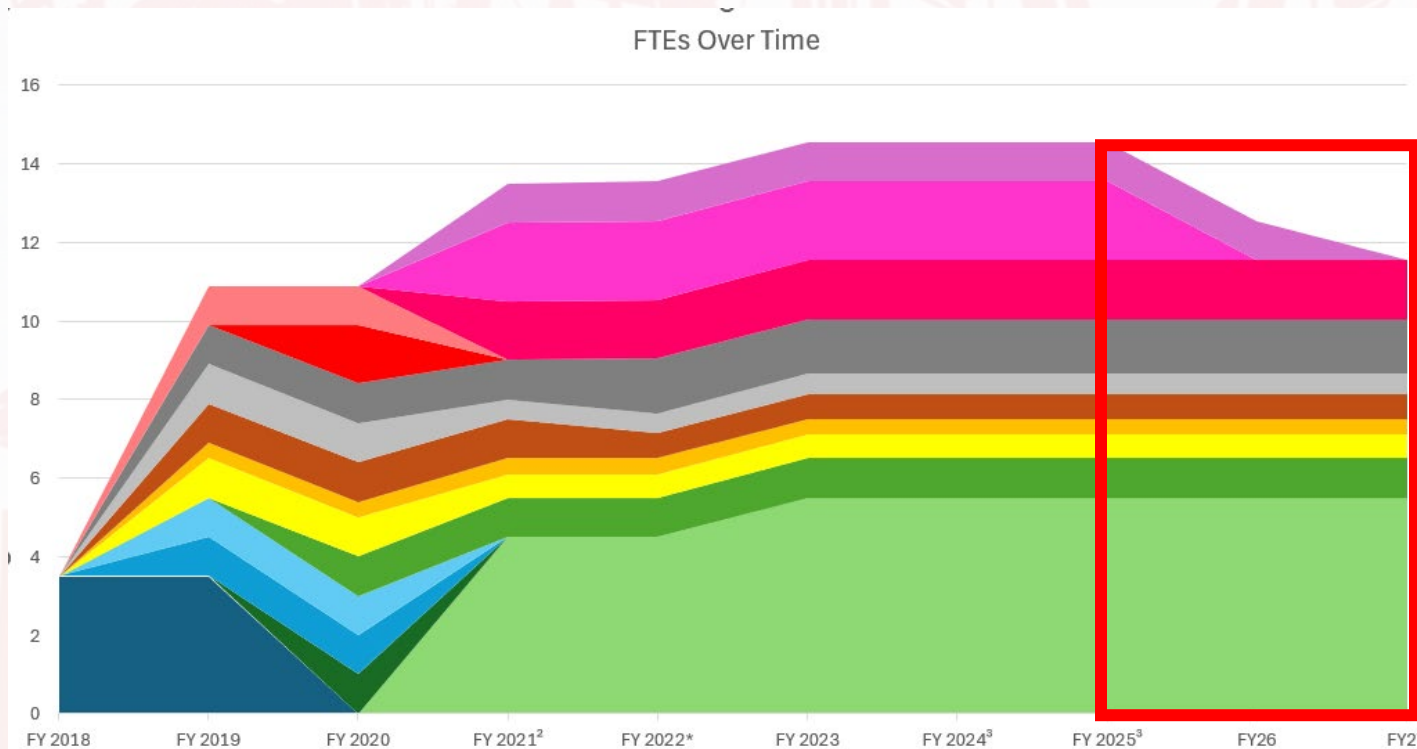
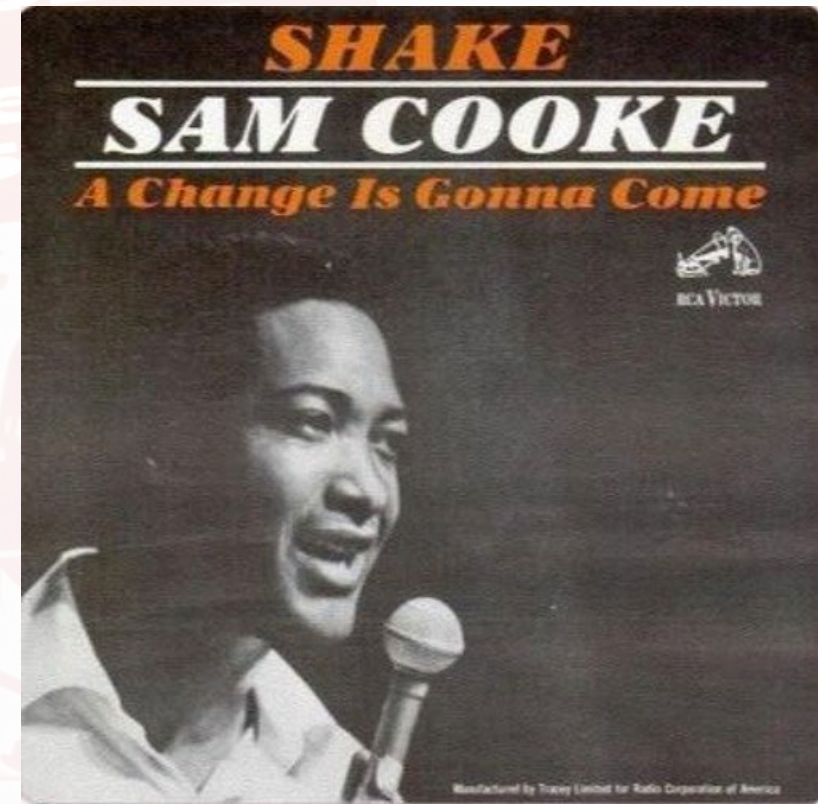


Changes coming in FY 26:

- 2 Wake Transit Only Engagement FTEs removed

Changes coming in FY 27:

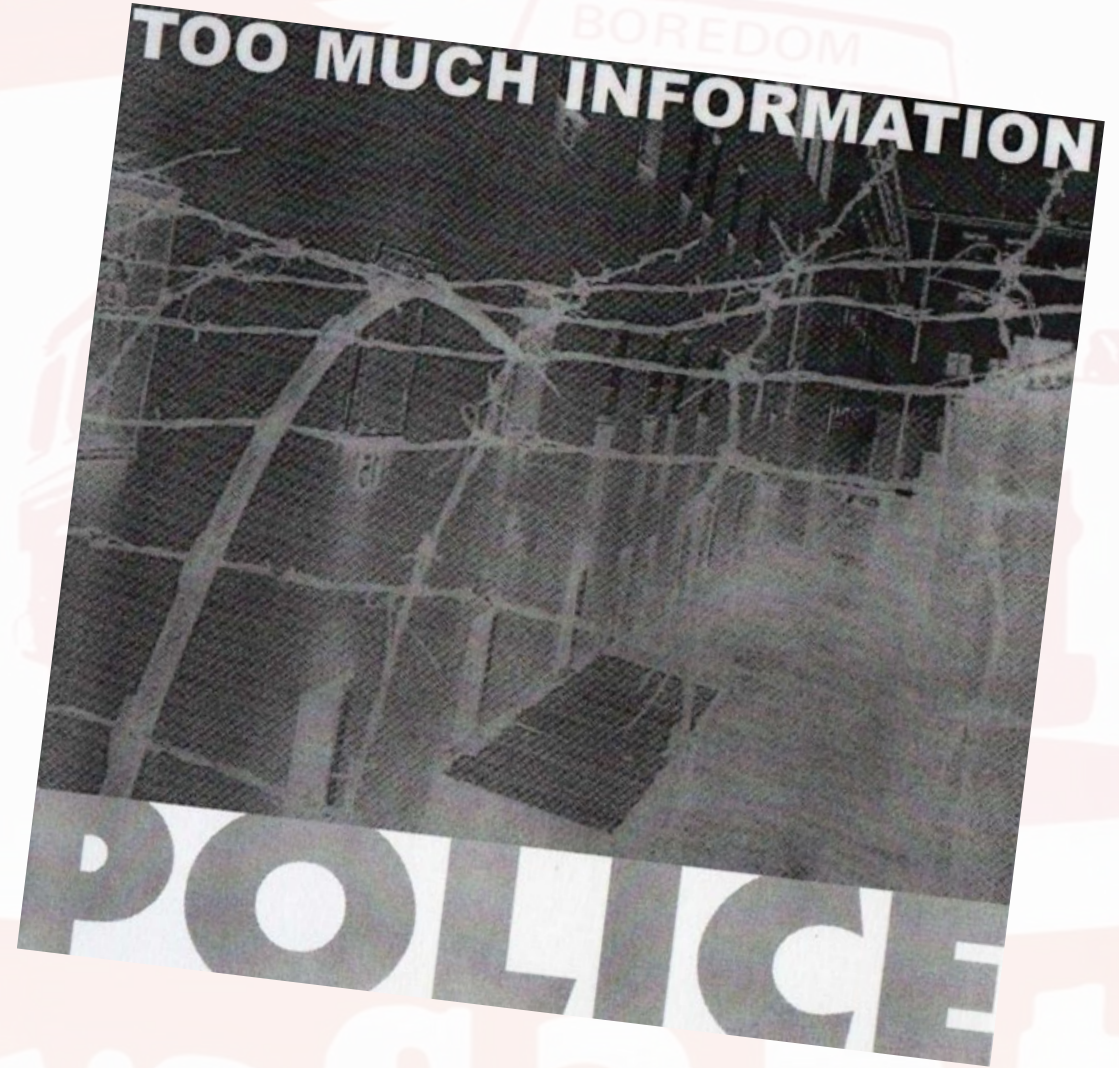
- The Communications Coordinator FTE removed



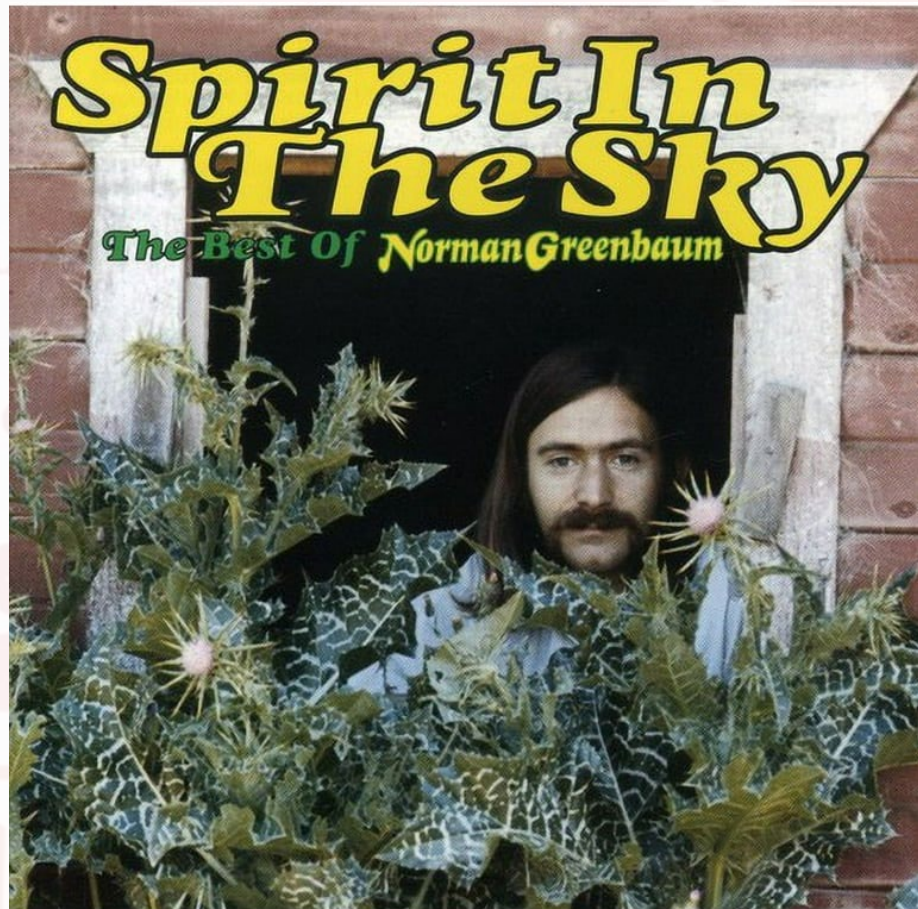
**2027 = Similar
staffing level as
2019**

Refer to Handouts for More Information

- Project sheets from FY 23—most recent prior to “BD consolidation”
 - Show the year FTE first existed and budgets
 - For grouped FTEs like AQ or AT will not have budget breakouts
 - If we need those, FY 2020 might be the closest thing



Did we address the spirit of what was asked?



GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Wake Transit Plan – Tax District Administration

Wake Transit Plan – Tax District Administration

Tax District Administration - 3.00 Full Time Equivalent Staff

- Transit Annual Plan Budget Process
- Annual Work Plan coordination
- Invoice reconciliation and payment of Transit Partner invoices
- Revenue Collection and Reconciliation
- Portfolio Management and Investments
- Transit Plan Financial Documents and Strategy
- Budget Ordinance creation and compliance
- Annual Comprehensive Financial Results (Transit Plan Audit)
- Financial Reporting and Reimbursement Process
- Validate deliverables and financials on agreements and exhibit A's
- Financial Modeling for Transit Plan viability
- Coordination with Financial Consultant on all aspects of debt issuance
- Manage financial aspects of agreements for the expansion projects.
- Transit Plan Amendment Process Coordination and Board Presentation
- Financial Modeling for various Transit Plan initiatives and studies
- Financial Compliance to the Adopted Policy and Guidelines
- Coordinate with the TPAC and its sub-committees on financial aspects of transit plan implementation.
- Ongoing coordination and engagement with project sponsor on misc. activities
- Other miscellaneous tasks

Wake Transit Plan – Tax District Administration


Tax District Administration - 3.00 Full Time Equivalent Staff

Reminder:

Deloitte presented to TPAC on 8/29/24:

Focused on Tax District Administration based on Financial Process Analysis Study:

1. Overview and Insights
2. Recommendations
3. Summary

 *Wake Transit representation is included in recurring “Transit Plan Liaison Meetings” with Deloitte and key staff.*

Questions

City of Raleigh

Transportation Department
Transit Division

Transportation Planning &
Advisory Committee
December 19, 2024

David Walker
Transportation Manager



City of Raleigh Staffing Report – WTP funded

- **Overview of Each position**
- **When positions were approved in work plan**
- **Is position Filled or not filled**
 - **If Vacant discuss challenges in recruiting**
- **Funding totals**
- **City of Raleigh Org Chart**

Raleigh has a total of 12 Wake Transit funded positions

Positions housed with-in the Transit Division

Original Request year/Status

• TO002-BF	Transit Planner/Analyst (Bus/Bus Facilities)	FY25	Filled
• TO002-P	Planning Supervisor (BRT)	FY18	Filled
• TO002-AG	Transportation Analyst (Finance Team)	FY19	Filled
• TO002-AH	Senior Planner (BRT)	FY22	Vacant
• TO002-AO	Procurement Analyst (Finance Team)	FY24	Filled
• TO002-AP	Transportation Planning Analyst (GoRaleigh Access)	FY20	Filled
• TO002-AZ	Fiscal Analyst (Finance Team)	FY22	Filled

Positions in other City Departments/Programs in support of WTP projects

• TO002-AI	Traffic Signal Timing Specialist (Traffic Engineering)	FY20	Filled
• TO002-AJ	Senior Engineer (Roadway Design/Construction)	FY19	Vacant
• TO002-BA	Construction Management (Engineering Services)	FY24	Filled
• TO002-BB	Senior Real Estate Analyst (Real Estate Division)	FY24	Filled
• TO002-BG	Safety and Security Director (RATP Dev)	FY25	Filled

Public Request to Expand Service on route 20 Garner

Total overall COR Transit Staff budget **\$2,802,765**

- FY25 WTP Transit Staff Budget \$941,425 (34% of Transit budget)

Additional Department/Program funded positions

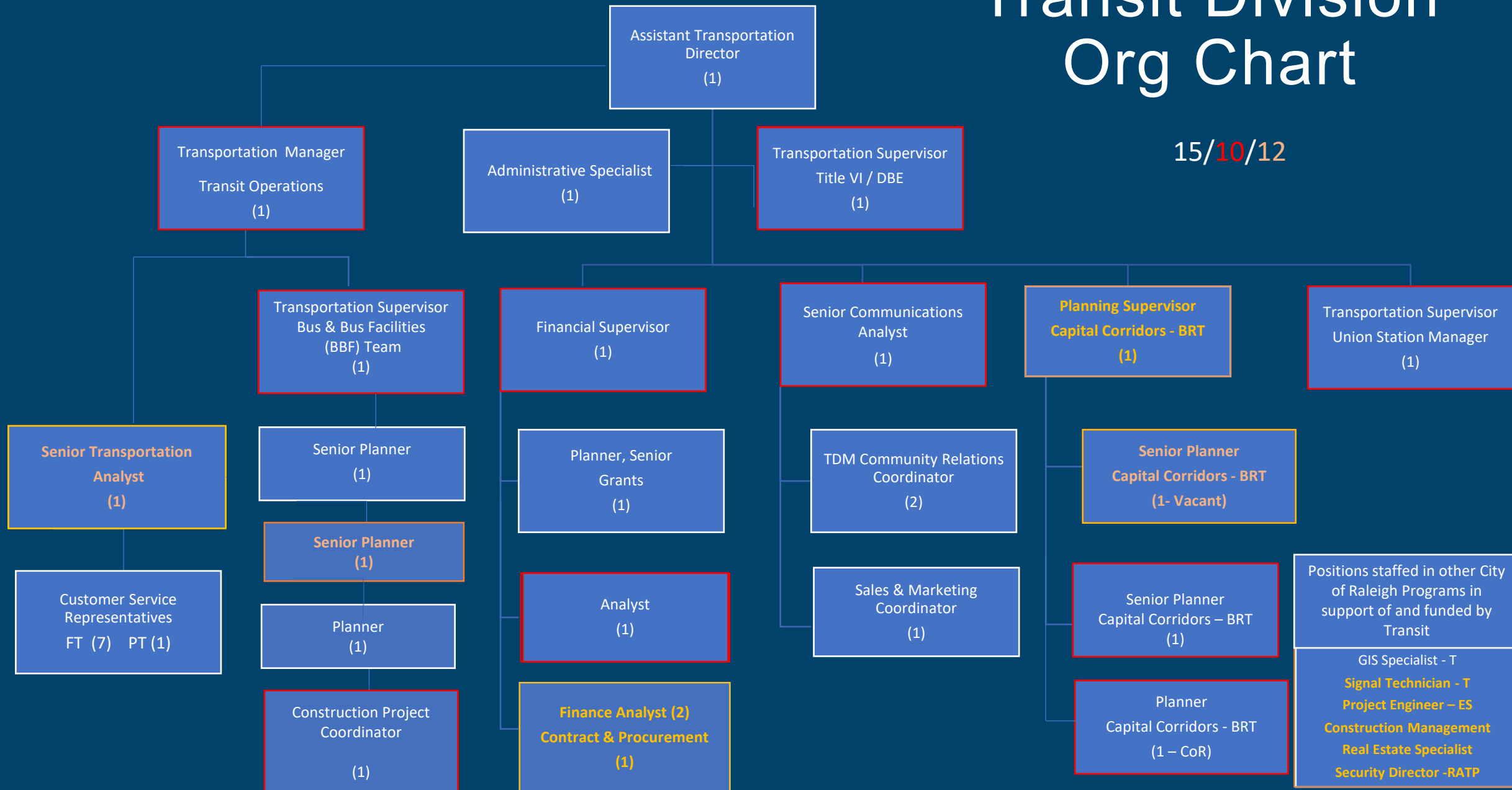
- FY25 WTP Positions in other Departments \$766,819

These positions fully support WTP projects on behalf of the City

- Construction Management (BRT and Fixed Route Bus Facilities)
- Roadway Design (BRT)
- Traffic Engineering (BRT)
- Real Estate (BRT and Fixed Route Bus. Shelter easements/condemnations/property purchases)
- Security Director (Fixed Route Bus and Future BRT)

Transit Division Org Chart

15/10/12



Questions??

8. Wake Transit Staffing Update

Ben Howell, CAMPO

Kelly Blazey, Cary

Paul Black/Steve Schlossberg, GoTriangle

David Walker, Raleigh

Requested Action:

Receive as information.

9. Regional Technology Plan Update

Austin Station, GoTriangle

Attachment B

Regional Technology Plan Progress Report

Wake Transit TPAC
December 19, 2024



Tech Plan Scope: Priority Areas

Passenger Real Time & Trip Planning

Transit Service Planning Tools

Transit Signal Priority

Regionally Integrated Payments

Regional GTFS Publishing Standards

Open Transit Data Portal



#	Tasks	2024					2025						
		O	N	D	J	F	M	A	M	J	J	A	S
1	Project Management												
	<i>Project Management Plan</i>												
	<i>Bi-Weekly Project Meetings</i>												
	<i>Project One-Pager and PPT Summary</i>												
	<i>Project Deliverable Review Meetings</i>	1	2		3	4		5			6		7
2	Setting the Stage												
	<i>Project Kickoff Meeting</i>												
	<i>Review of Past Studies</i>												
	<i>Short Summary of Initial Findings</i>												
	<i>Technical Memo</i>												
3	Create and Distribute Survey for Regional Partners												
	<i>Develop draft and final survey instrument</i>												
	<i>Distribute surveys to respondents</i>												
	<i>Develop survey response summary</i>												
	<i>Develop List of Key Next Steps</i>												
	<i>Presentation of survey results to the PM team</i>												
4	Conduct In-Person Interviews with Regional Partners												
	<i>Develop Interview plan and list of participants</i>												
	<i>Meet in person with up to 12 agencies</i>												
	<i>Conduct Regional Group Meeting</i>												
	<i>Summary report of interview findings</i>												
	<i>Presentation of findings to PM team</i>												
5	Memos of Six Priority Areas												
	<i>Develop Draft Priority Area 1 and 2 Memos</i>												
	<i>Develop Draft Priority Area 3 through 6 Memos</i>												
6	Review by Regional Partners												
	<i>Facilitation of Review</i>												
	<i>Summary of feedback from regional partners</i>												
	<i>Incorporation of Feedback</i>												
	<i>Presentation to PM team and regional partners</i>												
7	Final Plan Development												
	<i>Complete Final Drafts of Priority Area Memos</i>												



Regional Technology Plan Progress Report

Wake Transit TPAC
December 19, 2024



9. Regional Technology Plan Update

Austin Station, GoTriangle

Requested Action:
Receive as information.

10. GoTriangle Capital Projects Update

Gary Tober, GoTriangle



Project Updates

TPAC 12-19-24

Triangle Mobility Hub

Purpose: Improve speed and reliability, provide safe operations, and multi-modal connections to support transit plan-funded expansion service.

Scope: Transit Center with 12 bus bays, 2 layover bays, conditioned passenger and operator spaces, 100 parking spaces, 6 battery-electric chargers, and 10 battery-electric buses. Includes access to NC 54 and improvements along NC 54 frontage

Schedule: Public transit facility scheduled for 06/2028

Recent Activities



U.S. Department of Transportation

June 26, 2024

Congratulations! The project below was selected to receive an FY 2024 RAISE grant.

Project Name: Triangle Mobility Hub and SPOKE Project

Applicant: Research Triangle Regional Public Transportation Authority

State: NC: North Carolina

RAISE Grant Award Amount: \$25,000,000

Estimated Total Project Costs: \$58,200,000

Project Description: The project will construct a new multimodal transportation center in Research Triangle Park (RTP). The project includes approximately 10 new 40' battery-electric buses and charging infrastructure.

All grantees must execute a grant agreement with the USDOT. The FY 2024 grant agreement templates are available for preview and download through this [link](#). Grantees will receive a partially prepopulated draft from the RAISE Program Office within the next month, but are welcome to begin reviewing the template. The Department expects all RAISE funding to be obligated no later than September 30, 2028 and expended by September 30, 2033.

The USDOT Operating Administration (e.g. FAA, FHWA, FRA, MARAD, FTA) overseeing your project will contact you in the coming weeks regarding next steps to complete the relevant requirements before executing a grant agreement.

This letter does not authorize the applicant to incur costs to carry out the project. The execution of the grant agreement will obligate RAISE grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter does not authorize pre-award costs to be eligible.

If you have any questions, please contact the RAISE Grants Team at RAISEgrants@dot.gov

Sincerely,

John Augustine
Director, Office of Infrastructure Finance and Innovation
Office of the Secretary



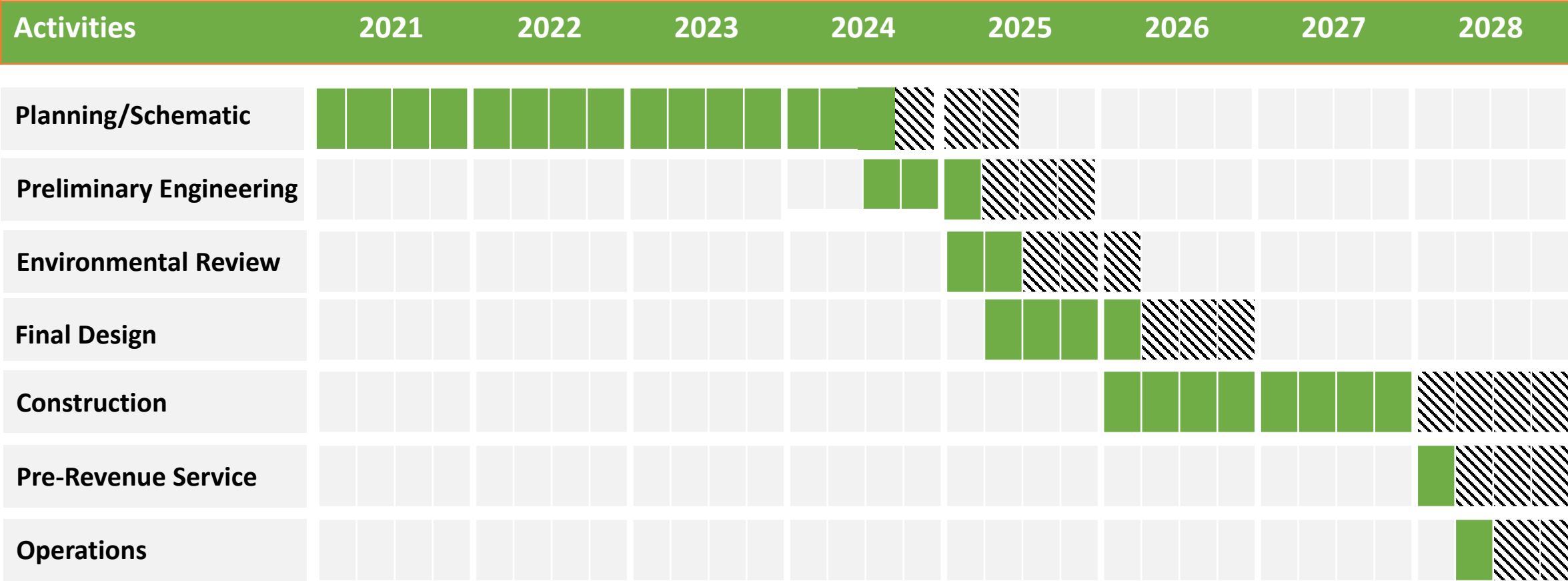
GoTriangle is participating in a conceptual master plan for the Triangle Metro Center site led by Research Triangle Foundation to identify the potential to integrate a transit center into a larger development plan.

GoTriangle was awarded a \$25 Million RAISE Grant and is proceeding with a joint procurement with Research Triangle Foundation for a developer partner.

GoTriangle is in the process of formalizing a partnering agreement with Research Triangle Foundation and will issue an RFP for developer services soon

\$25 Million RAISE Grant Award

Project Schedule

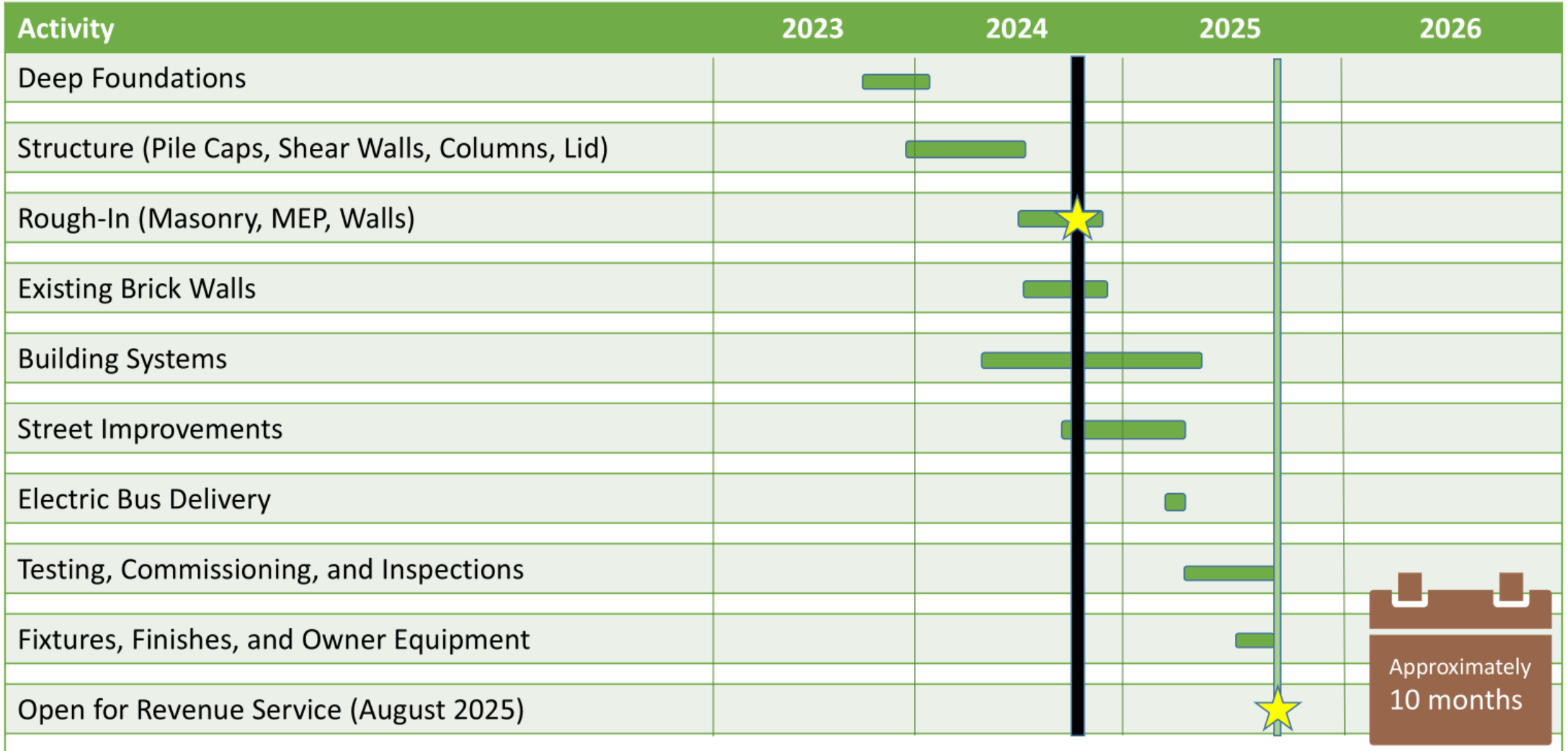


Preliminary schedule based on independent delivery of mobility hub.
 Potential schedule extension with joint development framework – TBD in Summer/Fall 2024.

Raleigh Union Station Bus Facility



Schedule Overview



Exterior Construction – as of October 2024



Exterior Construction – as of October 2024



Exterior Construction – as of October 2024



Interior Construction – as of October 2024



Interior Construction – as of October 2024



Next: Durham Station Renovations

GO  *Triangle*
RUS Bus Site Tours





Questions?

10. GoTriangle Capital Projects Update

Gary Tober, GoTriangle

Requested Action:
Receive as information.

11. TPAC Subcommittee Update

Program Development

Caleb Allred, Chair

Town of Morrisville

Shavon Tucker, Vice Chair

City of Raleigh

Next Meeting:

Tuesday 1/21 

1:30-3:30pm

Community Engagement

R. Curtis Hayes, Chair

GoTriangle

Andrea Epstein, Vice Chair

City of Raleigh

Next Meeting:

Thursday 1/16 

1:30-3:30pm

 = modified meeting schedule

12. Workgroup Updates



Fare Workgroup

- **Coordinator:**
Steve Schlossberg
- **Next Meeting:**
1/17/25
11:00am



Technology Workgroup

- **Coordinator:**
Austin Stanion
- **Next Meeting:**
1/2/25
1:00pm



Financial Policies Workgroup

- **Coordinator:**
Paul Kingman
- **Next Meeting:**
TBD



Baseline Funding Workgroup

- **Coordinator:**
Ben Howell
- **Next Meeting:**
1/29/25
2:00pm



Safety & Security Workgroup

- **Coordinator:**
Steven Mott
- **Next Meeting:**
TBD

14. Other Business

- GoTriangle is notifying the TPAC that the annual comprehensive financial report (ACFR) process is underway but has been delayed. Once the findings are published, they will be incorporated into the FY24 Progress Report, Wake Transit Tracker, and will be presented to the TPAC as is typically done.
- The Wake Transit conference committee met with the mediator on December 9th to discuss FY26 and future year allocations of the Wake County share of vehicle rental tax revenues.
- The FY2025-Q1 Wake Transit Quarterly Progress Technical Report is complete and posted to the Wake Transit SharePoint site.
- Community Funding Area (CFA) Program call for projects kicks off on January 3rd.
- Subcommittees are working on their Work Task Lists. TPAC will review and endorse on January 23rd.
- **Any other business or news to share?**



15. Adjourn

Upcoming TPAC meeting:

Thursday, January 23, 2025[★] (4th week meeting)

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT