

## **Attachment C: FY25 Community Funding Area Program Update**

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The Wake County Transit Plan's Community Funding Area Program (CFAP) was envisioned as a competitive program providing an opportunity for 10 Wake County municipalities and Research Triangle Park (RTP) as eligible recipients to receive match funding for planning, capital, operating, or combined capital/operating transit projects. The CFAP was created as part of the Wake Transit Plan's Four Big Moves, Big Move #4: Access to Transit, to provide an opportunity for areas in Wake County that would otherwise have limited fixed-route transit services to create or accelerate public transportation services and programs.

During the FY25 Application cycle, CAMPO staff received a total of six applications from four different applicants. This was the greatest number of applications received in a single year. The Town of Apex submitted three projects – A capital application for bus stop improvements, another capital application for a mobility hub along the S-Line corridor, and an operating application for a 0.3 Full-Time Equivalent (FTE) Transit Planning Staff. The Town of Wendell applied for funding to continue the operation of the GoWake SmartRide Microtransit Service. This was a joint application with the Towns of Knightdale and Zebulon and in partnership with Wake County. The town of Wake Forest submitted a joint Capital and Operating application to realign their existing circulator and reverse circulator to an East and West loop system. Finally, the town of Morrisville applied for a planning study to look at alternative transit options to support their existing microtransit service.

Project scoring was done by CAMPO staff during the month of January and in accordance with the scoring rubric outlined in the CFA Program Management Plan. The Town of Wendell's operating project and the Town of Apex's Bus Stop improvement project were the highest scoring applications with 67 points out of a possible 100 points. Wake Forest's application scored 64 points, while the Town of Apex's Mobility Hub project and Staffing project were the lowest scoring with 60 points and 59 points respectively. Due to certain scoring criteria not being entirely applicable to these two projects, the total possible score was 90 points. Morrisville's planning study application scored 37 out of 50 points.

	Geographic Balance	Local / Regional Benefits	Transit Need	Cost Effectiveness	Project Readiness	Total Score
FY20 Wake Forest (Reference)	20	5	20	5	14	64
FY21 Apex (Reference)	20	15	20	0	28	83
FY21 Morrisville (Reference)	20	16	20	0	25	81
FY22 RTF (Reference)	20	10	10	0	24	64
FY24 Apex - Sidewalk (Reference)	0	19	20	0	26	65
FY24 Apex - Bus Stop Improvements (Reference)	0	19	20	5	23	67
FY24 Knightdale - Sidewalk Improvements ((Reference)	20	13	20	0	26	79
FY25 Wake Forest East/West Loops	10	14	20	0	20	64
FY25 GoWake SmartRide	20	2	20	0*	25	67
FY25 Apex- Bus Stop Improvements	0	19	20	5	23	67
FY25 Apex- Mobility Hub	0	19	20	-	21	60/90
FY25 Apex- 0.3 FTE	0	19	20	-	20	59/90

**Figure 1.** Scoring for Submitted Capital/Operating Applications in FY25

	Geographic Balance	Planning Study Readiness	Total Score
FY19 Morrisville (Reference)	20	27	47
FY19 Apex (Reference)	20	25	45
FY20 Fuquay-Varina (Reference)	20	25	45
FY 2020 Garner (Reference)	20	25	45
FY 2020 Rolesville (Reference)	20	25	45
FY22 Town of Knightdale (Reference)	20	25	45
FY23 Town of Fuquay-Varina (Reference)	0	25	25
FY24 Town of Apex (Reference)	10	25	35
FY25 Town of Morrisville	10	27	37

**Figure 2.** Scoring for Submitted Planning/Technical Assistance Applications in FY25

The selection committee convened twice during the month of February. The first meeting was on Wednesday, February 7<sup>th</sup>. The committee consisted of planning staff from GoTriangle, Central Pines Regional Council, CAMPO, Cary, and Holly Springs. Upon review of the applications, the committee was impressed with Wendell’s application for the GoWake Smart Ride as well as Wake Forest’s East and West Loops. The committee expressed concerns over Apex’s Mobility Hub project given that it seemed outside the scope of the program and the fact that NCDOT funding has not been committed yet. Regarding the Staffing project, the committee expressed concerns over the lack of guidance in the PMP regarding staffing requests, which will be addressed in the ongoing PMP update. There was also doubt over the fact that this request could be easily scored against the other projects. Regarding the Morrisville planning study and the Apex Bus Stop improvements projects, the committee had questions for the town Planning staff which were later clarified.

The Town of Wake Forest expressed their intent to withdraw their application for the East and West loops and instead implement a town-wide microtransit service. On February 22<sup>nd</sup>, the town officially withdrew their application for FY25. They will continue to operate their current service until October 1<sup>st</sup>, after which they will submit a Q2 amendment to discontinue their circulators. Using a combination of local and federal funds, the town will self-fund a pilot microtransit service until June 30<sup>th</sup>, 2025. The town plans to reapply for CFA funding in FY26.

The selection committee reconvened on February 23<sup>rd</sup> and made their final recommendations. They recommended the Town of Wendell’s GoWake SmartRide, Town of Apex’s Bus Stop Improvements and the Town of Morrisville’s Planning Study to the TPAC for full funding. They decided not to recommend the Apex Mobility Hub and Staffing projects. This decision was made due to concerns outlined above as well as consideration for the reserve amount in FY26.

There was a total of \$960,721.60 remaining in the fund balance (TO005-Z) after the recommendations were made. This amount, combined with the pre-programmed amount of \$369,811 in the FY25 draft workplan, totals \$1,330,532.60 in available funding for FY26 applicants. Once Wake Forest suspends their current service in Q2, the funding left over will be added to this amount.

	Funding Request	10% Contingency
<b>Total Available Funds for New Projects</b>	<b>\$1,348,217</b>	
	Funding Request	10% Contingency
<b>Apex 0.3 FTE (Operating)</b>	<b>\$15,000</b>	<b>\$16,500</b>
Apex Bus Stop Improvements (Capital)	\$100,000	\$110,000
<b>Apex Mobility Hub (Capital)</b>	<b>\$460,000</b>	<b>\$506,000</b>
Wendell GoWake SmartRide (Operating)	\$206,814	\$227,495.40
<b>Wake Forest East and West Loops (Joint Capital Operating) (WITHDRAWN)</b>	<b>\$679,626.60</b>	<b>\$744,589.26</b>
Morrisville Transit Study (Planning/Technical Assistance)	\$50,000	\$50,000
<b>TOTAL FUNDS REMAINING IN TO005-Z (Reserve)</b>	<b>\$991,403</b>	<b>\$960,721.60</b>
<b>Total Funds in Reserve in FY26</b>	<b>\$1,360,954</b>	<b>\$1,330,532.60</b>

**Figure 3.** CFA Funding Requests for FY25