

ATTACHMENT B:

FY 2018 Wake Transit Work Plan Frequently Asked Questions and Answers

ID	Category	Project/Topic	Agency	Big Move	Question	Answer
1	FY18	Route 100	GoTriangle	Regional	Will transit to RDU Airport be increased?	Yes! GoTriangle Route 100 currently serves Terminals 1 and 2 of RDU Airport, the Regional Transit Center, Research Triangle Park, Downtown Raleigh, and North Carolina State University. In August 2017, frequency will increase to every 30 minutes, Monday through Saturday, and hourly all day on Sunday. Stay tuned for updates on Route 100.
2	FY18	Bus Plan	GoTriangle	Regional	Will frequency on my GoTriangle/GoRaleigh/GoCary route be increased?	Several improvements to the bus systems in Wake County are beginning as early as August 2017 using funds from the Wake County Transit Plan (for more information, visit: http://www.waketransit.com/fy18-work-plan/). These improvements are limited to mid-day, evening, and weekend services on existing bus routes until additional buses can be purchased and an implementation plan can be developed. That implementation plan, called the Multi-Year Bus Service Implementation Plan, will begin in Summer 2017. The result will be a year-by-year list of bus service improvements for fiscal year 2019 and beyond, which will not only include the bus service itself, but also the facilities that make riding the bus safe, efficient, and comfortable. Public participation will be a crucial element of the Multi-Year Bus Service Implementation Plan. Those opportunities will be advertised through www.waketransit.com . We will include the comments received on the FY18 work plan in that process.
3	Future	MIS: CRT	GoTriangle	Regional	Where is the Commuter Rail going to stop and when will it be finished?	The commuter rail is proposed to connect Wake and Durham Counties running from Garner, through Raleigh, North Carolina State University, Cary, Morrisville, Research Triangle Park and Durham. The initial study of Commuter Rail and Bus Rapid Transit is expected to be underway by this summer. That study, called the Major Investment Study, will determine many details about the Commuter Rail as well as creating a proposed timeline. However, the Wake County Transit Plan envisions commuter rail to be operational in the 10 year horizon of the plan.

4	FY18	GoTriangle Bus Purchases	GoTriangle	Regional	What kind of buses are being purchased by GoTriangle and how did they come to this decision?	Though GoTriangle's initial vehicle purchase will likely be for diesel vehicles, recommendations for the type of future bus purchases, including vehicle size and propulsion technology (such as electric, hybrid, CNG, etc.), will be developed in the Multi-Year Bus Service Implementation Plan. Note that different vehicle types and technologies may be deployed on different types of services, depending on their characteristics.
5	Outside	CLX Route/JCX Route	GoTriangle	Regional	Why are the GoTriangle Clayton-Raleigh Express Route and Johnston County Express routes being eliminated?	Bus routes to Johnston County were funded by NCDOT under the I40-I440 Fortify project. Those funds end on June 30, 2017, and the routes will be discontinued at that time.
6	FY18	GoRaleigh Sunday Service	GoRaleigh	Urban Mobility	Has GoRaleigh considered expanding Sunday service?	Sunday service will be expanded on all routes starting in August 2017 with the FY 18 Wake Transit Work Plan. Expanded service to other parts of Raleigh will be addressed in the Multi-Year Bus Service Implementation Plan.
7	FY18	GoCary Service and Frequency Improvements	GoCary	Urban Mobility	Is GoCary considering expanding westward?	The consideration of routes in this area, as well as throughout western Cary, will be determined through the Multi-Year Bus Service Implementation Plan to be initiated in June 2017. This process will provide transit operating agencies a prescribed list of priorities for short and long-term service expansion opportunities. Western Cary is a priority of Imagine Cary for transit expansion, and the two plans will help agencies make a better determination of when to implement feasible service.
8	FY18	MIS: BRT	GoTriangle	Urban Mobility	What is bus rapid transit (BRT) and where in Wake County will it serve?	Bus Rapid Transit is a grouping of improvements to a corridor including but not limited to station-like stops, dedicated lanes, signal priority and off-board fare payment systems. Project sponsors will work to achieve true BRT by setting system performance standards such as the average speed a bus maintains in a BRT corridor at the outset of the study and planning efforts. BRT will serve Raleigh, NCSU, and Cary. The initial study of Commuter Rail and Bus Rapid Transit is expected to be underway by this summer. That study, called the Major Investment Study, will determine many details about the BRT as well as create a proposed timeline. However, the Wake County Transit Plan envisions the BRT corridors to be operational in the 10 year horizon of the plan.

9	FY18	Community Funding Areas	CAMPO	Enhanced Access	What are the Community Funding Areas and what is the timeline on this project?	Community Funding Areas are areas identified in the Wake Transit Plan that cover all municipalities in Wake County outside of Raleigh and Cary, as well as Research Triangle Park, for which funding is being set aside to support more local community-oriented transit services. Municipalities identified as Community Funding Areas can leverage this funding with their own contributions to provide local community-scale transit circulator services, additional general public or human service-oriented demand-response trips, inter-community connections, or other types of services. The financial model that supports the FY 2018 Wake Transit Work Plan currently begins making this funding available in FY 2020 and continues that funding into subsequent fiscal years.
10	FY18	Other	GoTriangle/ GoRaleigh/ GoCary	Enhanced Access	Are transit agencies incorporating improved bike and pedestrian infrastructure throughout the plan?	Improvements to bus stops and transit centers will be developed as part of the Multi-Year Bus Service Implementation Plan and Major Investment Study. This includes pedestrian and bicycle access to the stops as well. Additional stop improvements in Raleigh were added to the FY18 Wake Transit Work Plan in response to public comment received.
11	FY18	Capital and Operations	GoTriangle	General Work Plan	Will transit agencies consider alternative fuel vehicles instead of diesel to improve the transit experience for both existing and new users?	Recommendations for the type of future bus purchases, including vehicle size and propulsion technology (such as electric, hybrid, CNG, etc.) will be developed in the Multi-Year Bus Service Implementation Plan. Note that different vehicle types and technologies may be deployed on different types of services, depending on their characteristics.
12	FY18		GoTriangle	General Work Plan	Could transit agencies consider allowing people to provide input on what stops and stations should be served or where they should be located before the selected stops and stations are chosen by the planners?	The planning for bus services and the Bus Rapid Transit corridors and the Commuter Rail line will include opportunities for people to share their opinions about where bus stops and stations should be located. These initial opportunities for public input will begin later this year.

13 FY18	Gentrification and Displacement	TPAC	Other Comments What is the TPAC and transit agencies doing about gentrification pushing poor residents to the outer edges of COR where they have less bus service?	We know that gentrification in Raleigh is a major concern and has a significant impact on the affordability of living in Raleigh and elsewhere in Wake County. The bus plan will evaluate how services will need to change in response to changes in housing patterns that are taking place in downtown Raleigh and throughout the County. In addition, as each major BRT project and the Commuter Rail are planned, the potential impacts on housing prices and opportunities for mitigation will be included in the analysis.
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