

# FY 2019 Draft Wake Transit Work Plan



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## **FY 2019 Draft Wake Transit Work Plan**

The governing boards of GoTriangle, CAMPO, and the Wake County Board of Commissioners adopted the Wake County Transit Plan, including the Wake County Transit Financial Plan and the Transit Governance Interlocal Agreement, which guides the ongoing planning, funding, expansion and construction of the Plan. Included in the governance agreement is the creation of the Transit Planning Advisory Committee (TPAC), a team charged with planning and implementing the adopted Wake Transit Plan. TPAC is comprised of members from all of Wake County's municipalities, plus GoTriangle, the Capital Area Metropolitan Planning Organization (CAMPO), Wake County, North Carolina State University (NCSU) and Research Triangle Park (RTP). Per the governance agreement, the TPAC is charged with producing a recommended annual Wake Transit Work Plan, comprised of annual operating and capital budgets, an update of the financial model and assumptions guiding the Transit Plan, multi-year operating and capital programs guiding future work plans, and annual operating and capital agreements. These agreements will guide the deliverables for funds appropriated in the Wake Transit major operating and capital funds appropriated by the tax district.

Enclosed are the FY 2019 Draft Wake Transit Operating and Capital Budgets and corresponding project sheets, and the multi-year operating and capital programs. These are all components of the FY 2019 Draft Wake Transit Work Plan. Specific operating and capital agreements will be executed upon adoption that detail the expectations, roles and responsibilities of all parties. No Wake Transit Tax Revenue shall be spent prior to execution of an operating or capital agreement.

The FY 2019 Draft Wake Transit Work Plan balances the careful use of tax payer dollars with thoughtful investment in transit.

The FY 2019 Draft Work Plan is also responsive to public and agency comment received from input during the FY 2018 Work Plan outreach, as well as outreach conducted during fall 2017 to help inform the development of this draft. The Draft Work Plan builds on services implemented in FY 2018 by adding funding for additional new bus services. The Plan also allocates funding towards local and regional planning studies for transit facility needs, as well as funding towards the next steps related to major capital investments like the planned Commuter Rail and Bus Rapid Transit projects. In addition, the FY 2019 continues to build on staffing resources required to implement priorities as a part of the Wake Transit Plan.

# TPAC (Transit Planning Advisory Committee)



**(ILA)** An Interlocal Agreement was developed and signed to establish a decision-making process where all stakeholders have a voice.

## TPAC

Transit Planning Advisory Committee (**TPAC**) is the technical team charged with implementing the adopted Wake Transit Plan.

Provisions have been made for weighted voting

**TPAC** makes recommendations on how the dollars are spent

Policy decisions are sent to the governing boards simultaneously for approval

## TPAC Members

- Wake County
- Research Triangle Park
- GoTriangle
- CAMPO
- NCSU
- Apex
- Cary
- Fuquay-Varina
- Garner
- Holly Springs
- Knightdale
- Morrisville
- Raleigh
- Rolesville
- Wake Forest
- Wendell
- Zebulon

Important for members to be engaged to influence decision making



*If no simultaneous approval, Wake County convenes conference committee.*

After comment is received from the public, agencies, and stakeholders, the TPAC will develop and review the Recommended FY 2019 Transit Work Plan in April 2018 to be presented to CAMPO and GoTriangle for adoption by July 1, 2018.

# **FY 2019 Draft Wake Transit Work Plan**



**FY 2019 Operating Budget & Multi-Year Operating Program**

# FY19 Triangle Tax District: Wake Operating

	Triangle Tax District: Wake Operating
<b>Revenues</b>	
<b>Tax District Revenues</b>	
Article 43 1/2 Cent Local Option Sales Tax	\$ 86,684,000
Vehicle Rental Tax	\$ 4,146,000
\$7.00 Vehicle Registration Tax	\$ 6,030,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 2,585,000
Farebox	\$ 644,000
<b>Total Revenues</b>	<b>\$ 100,089,000</b>
<b>Expenditures</b>	
<b>Tax District Administration</b>	
Salaries and Benefits	\$ 157,594
Contracted Services	\$ 116,000
Reserve	\$ 137,500
<b>Transit Plan Administration</b>	
GoTriangle	\$ 1,403,583
CAMPO	\$ 253,750
GoRaleigh	\$ 853,750
GoCary	\$ 597,379
Reserve	\$ 663,900
<b>Bus Operations</b>	
GoTriangle	\$ 2,425,866
GoRaleigh	\$ 6,452,136
GoCary	\$ 1,398,274
Wake County Coordinated Transportation Services (WCTS)	\$ 283,280
Wendell	\$ 4,200
Zebulon	\$ 5,654
<b>Transfer to Triangle Tax District -- Wake Capital</b>	<b>\$ 84,304,000</b>
<b>Allocation to Wake Operating Fund Balance</b>	<b>\$ 1,032,134</b>
<b>Total Expenditures</b>	<b>\$ 100,089,000</b>
<b>Revenues over Expenditures</b>	<b>\$ -</b>

## FY 2019 DRAFT OPERATING TRANSIT WORK PLAN

### FY 2019 REVENUES

A total of \$100.1 million is budgeted in the Wake Transit Work Plan for fiscal year (FY) 2019. For this fiscal year, dollars funded by the Wake County Tax District rely on a mixture of local funding sources. The largest source of local funds is the half-cent local option sales tax. On November 8, 2016, Wake County voters approved a levy of a half-cent sales tax to fund public transportation systems. Administered by GoTriangle, the local sales tax went into effect on April 1, 2017. The FY2019 Draft Work Plan assumes a full year of sales tax revenue, totaling \$86.7 million.

In addition to the half-cent sales tax, the Draft Transit Work Plan contains four other revenue sources.

- A \$7 county vehicle registration tax to fund transportation systems; \$6.0 million is budgeted for FY2019.
- A \$3 dedication from the \$8 Regional Transit Authority Registration Tax; \$2.6 million is budgeted for FY2019.
- A portion of the 5% vehicle rental tax allocated to Wake County; \$4.1 million is budgeted for FY2019.
- Farebox revenue; \$0.6 million is budgeted for FY2019.

### FY 2019 EXPENDITURES

The expenditures described below are divided between three categories: expanded transit operations, dollars allocated to transit planning and implementation, and administration of the tax district. Also included below is information on the amount allocated to reserves and the transfer to the Wake Transit Major Capital fund.

#### I. **Total Transit Operations -- \$10.6 million**

Continuation of Bus Service Funded in FY 2018: \$4.7 million

New Bus Service: \$5.9 million

The FY 2019 Draft Work Plan includes \$10.6 million in bus operations, of which \$4.7 million is for the continuation of funding for routes implemented in the prior year and \$5.9 million is for new bus service.

The transit operations contemplated in the FY 2019 Draft Transit Work Plan initialize investments in creating new transit routes, while also increasing investments for connecting communities regionally and increasing weekend and evening services. Additional routes and services are currently being prioritized and programmed in the Wake Transit Bus Plan, with the goal to inform future bus service to be funded in annual Wake Transit Work Plans.

A. Route Improvements and Expansions -- 4.9 Million:

The FY 2019 Draft Wake Transit Work Plan includes \$4 million in additional funds for GoRaleigh. These funds will be used to implement four (4) routes in southeast Raleigh. Funds will be used for a mix of extended coverage and high frequency service routes and service will extend eight (8) miles of new coverage utilizing Poole Road, Barwell Road and Rock Quarry Road. New high frequency service will utilize Martin Luther King Jr. Boulevard, Poole Road and Sunnybrook Road. Four new routes will also be provided in northwest Raleigh. Benefits from these routes will extend service along approximately five (5) miles of new coverage area utilizing Blue Ridge Road and Edwards Mill Road. The new routes would bring service to the NC Art Museum, NC State Fairgrounds and the PNC Arena, along with opportunities for regional connections with GoTriangle at Western Boulevard and Hillsborough Street.

GoTriangle is allocated \$484,000 for additional funding for Route 100, Route 300, and the Durham Raleigh Express (DRX) and Chapel Hill Raleigh Express (CRX) routes. These funds will address frequency and reliability improvements for both the DRX and CRX. In addition, the plan includes funds for GoTriangle to increase its Sunday service Span for Route 100 and Route 300.

GoCary is allocated \$354,000 to implement a new route on the Weston Parkway corridor. The new proposed route and associated bus stop improvements serving Weston Parkway and Park West Village shopping area will provide new opportunities for residents, employees and customers of businesses located along that route. Additionally, these funds will provide Sunday-level service on New Year's Day and Fourth of July for all GoCary fixed routes.

Wake Coordinated Transportation Service is allocated \$70,000 for elderly and disabled demand-response trips. These trips will be provided across Wake County, including locations where current fixed route service is not provided.

B. Continuation of Existing Service Funded in Prior Years: \$4.7 Million:

The FY 2019 Draft Transit Work Plan annualizes the initial investments made in the first year of Wake Transit Plan implementation. These include investments funded for new Sunday fixed-route services provided by the Town of Cary and increased Sunday Service spans for the City of Raleigh. Dollars remain for increased Route 100 and Route 300 service operated by GoTriangle, increased Route 7 frequencies operated by the City of Raleigh, continuation of the Fuquay Raleigh Express (FRX) and Knightdale Raleigh Express (KRX) operated by GoTriangle, and park and ride leases for Wendell and Zebulon. Funding remains for Wake Coordinated Transportation Services to provide increased rural demand-response trips.



C. Youth Fare Program: \$230,000

Beginning July 1, 2018, if approved, transit agencies in Wake County will offer a “Youth Fare” pass. This pass will allow fare-free travel throughout Wake County for youth 13-18. These fare passes will be issued by GoRaleigh, GoCary, or GoTriangle with valid K-12 School ID Cards, or with transit agency issued identification cards. GoRaleigh, GoCary, and GoTriangle will work to partner with schools along Wake County’s frequent bus network this Spring/Summer 2018 to issue the passes. Passes will also be available to those with a valid ID at GoRaleigh Station, the Town of Cary Finance Department, and the GoTriangle Regional Transportation Center. A total of \$230,000, funded from the Wake Tax Revenues, will offset fares that would have been collected by the transit providers, in addition to purchasing the supplies needed for this program.

D. Other -- \$695,000:

Other funds for FY 2019 Bus Operations include those for GoRaleigh to continue to lease nine (9) vehicles in anticipation of the delivery of new expansion vehicles, funding for an increase in GoRaleigh’s revenue service rate per hour and \$39,000 provided to increase the Regional Information Center’s Operating Hours to match the regions expanded span of weekend service. The Work Plan also anticipates matching Wake County General Funds and State Funds, allocating \$39,000, for additional staffing at the Wake Coordinated Transportation Services’ call center to reduce wait times for clients. Finally, \$90,000 is budgeted for lease dollars, for up to four park and ride lease sites, which will be solidified upon finalization of programming of projects as an output the Wake Bus Plan.

**II. Transit Plan Administration -- \$3.8 Million**

New Transit Plan Administration -- \$2.3 Million

Continuous Transit Plan Administration -- \$1.5 Million

The Wake Transit Partners have identified several positions to staff the administration and implementation of the Wake Transit Plan, outside the scope of fiscal duties of the tax district.

A. New Staffing Needs -- \$1.7 Million:

Salaries and benefits for three (3) new FTEs within GoRaleigh are included within the FY2019 budget at a projected cost of \$450,000. These positions include a Transit Planner, Transportation Analyst and Traffic Signal Timing Analyst and will be funded on an on-going basis. All three of the positions will be involved in the implementation of various projects from the Wake County Transit Plan.

Funds in the amount of \$247,000 are included for two (2) new FTEs for GoTriangle: a Public Engagement Specialist and Project Manager for Regional Technology Integration. The Public Engagement Specialist will be involved with public outreach

and communication of the Wake Transit vision. The Project Manager will lead the Regional Technology integration study and oversee consultant work in FY19. Following completion of the study, the position will assist all agencies in implementation of the technology recommendations.

GoCary is provided on-going funding in the amount of \$381,000 for three (3) FTEs to be included in the FY2019 budget. The positions include a Civil Rights Program Coordinator, a Transit Analyst and a Deputy Transit Administrator.

A Reserve of \$664,000 is also budgeted for staffing purposes. This staffing reserve is contingent upon the review of the Staffing Study conducted by an outside consultant and consideration of mid-year FY 2018 staffing requests submitted by GoTriangle and CAMPO. These positions include two FTEs for CAMPO, a Program Manager and Transit Planner; 3.4 FTEs for GoTriangle, including a Paralegal, Program Director, Administration Coordinator and Data Specialist; and a project engineer for GoRaleigh.

**B. Other New Dollars -- \$604,000:**

The Transit Plan Administration Category also captures additional dollars needed to implement the Wake Transit Plan, including marketing, communications and additional studies.

For FY 2019, \$250,000 is allocated to GoRaleigh for marketing, communications and public relations. Funds will be used to update route schedule brochures, digital signage, branded marketing items and various expenses directly tied to Wake Transit Plan implementation requirements. Similarly, GoTriangle is allocated funds for a creative design contractor in the amount of \$80,000 for Wake County related initiatives. GoCary is allocated an additional \$25,000 for marketing activities to add to recurring dollars provided by Wake Transit.

In addition, \$100,000 is allocated to CAMPO for consulting services, specifically technical assistance/short-range transit planning services to support potential project sponsors, in conjunction with transit agencies if applicable, for Community Funding Area Projects. The Draft FY 2019 Work Plan also allocates \$20,629 to GoCary to fund the non-state portion of a North Carolina Department of Transportation (NCDOT) apprentice. The apprentice program offers work experience and learning opportunities to individuals who have the desire to work in the field of public transportation.

**C. New dollars are provided to GoTriangle to lease space for a new paratransit office. These costs will be shared between Wake, Durham, and Orange respectively, with Wake Transit paying 61 percent or \$127,959 of the proposed lease costs.**

The FY 2019 Wake Transit Plan maintains \$1.5 million budgeted in prior years for staffing, marketing, and other administration costs previously provided. This includes 3.5 positions at GoTriangle, 1.0 positions at CAMPO, 1.0 position at GoRaleigh, and 1.0 position at GoCary. Also included in this budget are dollars related to marketing, customer and community surveys, incidentals for public engagement, customer feedback system contracted services, property maintenance appraisals and the GoTriangle Wake satellite office expense, and other legal and administrative expenses.

**III. Total Tax District Administration -- \$411,500**

New Tax District Administration -- \$137,500

Continuous Tax District Administration -- \$274,000

Tax District Administration involved providing financial and regulatory oversight of the tax district. The FY2019 Work Plan includes a reserve of \$137,500 for future needs. Allocations from this reserve to a particular agency requires a vote by the TPAC, CAMPO and GoTriangle. The FY 2019 Draft Work Plan also includes dollars budgeted in prior years for staffing, financial advisor services, and auditing services.

**III. Allocation to Reserves -- \$1 Million**

The FY 2019 Draft Transit Work Plan includes an allocation of \$1.0 million to the Wake Transit Major Operating Fund reserves. These funds are allocated to ensure the operating balance is maintained at 25 percent of the subsequent year's adopted sales tax budget in the Wake Operating Fund.

**IV. Transfer to Wake Transit Major Capital Fund -- \$84.3 Million**

The Wake Transit Tax District maintains a separate major capital fund to fund capital investments, including planning and design of projects for the Wake Transit Plan. The FY 2019 Draft Wake Transit Work Plan includes a transfer of \$84.3 million. Of these funds, \$19.27 million will be used to establish a capital projects fund balance and \$27.6 million will be used for temporary capital liquidity to cash fund future capital projects. An additional \$37.41 million will fund capital projects in FY2019.



**FY 2019 Draft Wake Transit Work Plan: Operating Project Sheet Summary**

<b>TO005 - Bus Operations</b>					
<b>Project ID</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020 Programmed</b>
TO005-A	GoTriangle	Route 100 Improvements			
<i>Previously TO003-B</i>		Route 100 Frequency Improvements	\$433,080	\$468,792	\$480,512
TO005-A		Extended Sunday Service for Route 100 (from 640 AM to 715 PM, requested to 915 PM)	--	\$14,152	\$14,506
TO005-B	GoTriangle	Route 300 Improvements			
<i>Previously TO003-C/D/E</i>		Route 300 Frequency Improvements	\$265,833	\$328,162	\$336,366
		Route 300 Night and Sunday Service	\$231,813	\$283,259	\$290,340
		Continuation of Route 300 Peak Service	\$412,644	\$367,464	\$376,651
TO005-B		Extended Sunday Service for Route 300 (from 7 AM to 7 PM - requested to 9 PM)	--	\$4,118	\$4,221
<i>TO003-A</i>	GoTriangle	Fuquay-Varina Express Route	\$406,220	\$272,191	\$278,996
<i>TO003-F</i>	GoTriangle	Knightdale Raleigh Express Contribution	\$43,000	\$52,930	\$54,253
TO005-C	GoTriangle	Additional Trips for Durham-Raleigh Express	--	\$400,710	\$453,976
TO005-D	GoTriangle	Reliability Improvements for Chapel-Hill Raleigh Express	--	\$64,782	\$73,375
TO005-E	GoTriangle	Extension of Regional Information Center Operating Hours	--	\$39,306	\$40,289
TO005-F	GoTriangle	Short-term P&R Leases	--	\$90,000	\$92,250
TO005-G	Wake County	Wake County WCTS/TRACS			
<i>Previously TO004-F</i>		Rural	\$175,000	\$179,375	\$183,859
TO005-G		Elderly and Disabled	--	\$70,000	\$71,750
TO005-G		Wake County Transportation Call Center Expansion (Local Match Request)	--	\$33,905	\$34,753
<i>TO004-A</i>	Town of Cary	Sunday Service All Routes and Expanded Paratransit	\$476,182	\$511,744	\$524,538
<i>TO004-B</i>	Town of Cary	Increase Midday Frequencies	\$362,340	\$405,162	\$415,291
<i>TO004-C</i>	Town of Cary	Lease of Expansion Vehicles	\$100,000	\$102,500	\$105,063
TO005-H	Town of Cary	Holiday Service Hours	--	\$6,480	\$12,960
TO005-I	Town of Cary	New Route - Weston Parkway	--	\$347,388	\$713,170
<i>TO004-D</i>	City of Raleigh	Increase Frequency on Route 7 (South Sanders)	\$193,875	\$198,722	\$203,690
<i>TO004-E</i>	City of Raleigh	Increase Sunday Service Span	\$1,357,045	\$1,517,423	\$1,555,359
TO005-J	City of Raleigh	Increase in GoRaleigh Revenue Rate Per Hour	--	\$377,032	\$435,884
TO005-K	City of Raleigh	SE Raleigh Route Package (4 Routes in SE Raleigh - would replace and/or enhance 2 current GoRaleigh existing routes with minimal disruption to existing services)	--	\$2,067,907	\$4,239,209
TO005-L	City of Raleigh	NW Raleigh Route Package (4 New Routes in NW Raleigh, replacing 1 current GoRaleigh route with minimal disruption to existing services)	--	\$1,937,052	\$4,009,207
TO005-M	City of Raleigh	Lease Vehicles	--	\$189,000	--
<i>TO003-G</i>	Town of Wendell	Contribution toward Zebulon-Wendell Express Park and Ride	\$4,200	\$4,200	\$4,305
<i>TO003-H</i>	Town of Zebulon	Contribution toward Zebulon-Wendell Express Park and Ride	\$5,516	\$5,654	\$5,795
TO005-N	Wake County	Youth Fare Program	--	\$230,000	\$280,800
<b>Total</b>			<b>\$4,466,748</b>	<b>\$ 10,569,410</b>	<b>\$ 15,291,367</b>

*Items italicized denote projects from FY18 with original Project ID numbers*

<b>TO002 - Transit Plan Administration/Implementation</b>					
<b>Project ID</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020 Programmed</b>
TO002-A	GoTriangle	Salaries/Benefits for 3.5 FTEs	\$538,125	\$551,578	\$565,367
TO002-B	GoTriangle	Administrative Expenses (Mileage, Travel, Training, Conferences)	\$10,720	\$10,988	\$11,263
TO002-C	GoTriangle	Outside Legal Counsel	\$50,000	\$25,000	\$25,625
TO002-D	GoTriangle	Outreach/Marketing Communications for Transit Plan Implementation	\$97,000	\$99,425	\$101,911
TO002-E	GoTriangle	Incidental Expenses for Systemwide Studies & Public Engagement	\$20,000	\$20,500	\$21,013
TO002-F	GoTriangle	Transit Customer Surveys	\$125,000	\$128,125	\$131,328
TO002-G	GoTriangle	Multi-Year Bus Service Implementation Plan	\$1,292,000	--	--
TO002-H	GoTriangle	Utilities for New Satellite Office for GoTriangle in Wake County	\$25,000	\$25,625	\$26,266
TO002-I	GoTriangle	Property Maintenance, Repairs and Appraisals	\$50,057	\$51,308	\$52,591
TO002-J	GoTriangle	Customer Feedback Management System	\$35,000	\$35,875	\$36,772
TO002-K	CAMPO/GoTriangle	Community Funding Areas Program Management Plan	\$175,000	--	--
TO002-L	CAMPO	1 FTE for TPAC Administration/Transit Plan Implementation	\$150,000	\$153,750	\$157,594
TO002-M	Town of Cary	Marketing	\$35,000	\$60,875	\$62,397
TO002-N	Town of Cary	1 FTE for Coordinating Capital Projects	\$147,413	\$135,000	\$138,375
TO002-O	City of Raleigh	Downtown Operations Plan	\$875,000	--	--
TO002-P	City of Raleigh	1 FTE for Service Planning	\$150,000	\$153,750	\$157,594
TO002-Q	Various	Reserve			
		Staffing Reserve - FY18	\$370,000	--	--
		Staffing Reserve - FY19	--	\$663,900	\$792,060
TO002-R	GoTriangle	1.0 FTE: Public Engagement Specialist	--	\$150,000	\$153,750
TO002-S	GoTriangle	1.0 FTE: Project Manager for Regional Technology Integration	--	\$97,200	\$99,630
TO002-T	GoTriangle	Creative Design Contractor	--	\$80,000	\$82,000
TO002-U	GoTriangle	Paratransit Office Space Lease	--	\$127,959	\$131,158
TO002-V	CAMPO	Community Funding Area Program Management - Phase 2 - Technical Assistance & Planning	--	\$100,000	--
TO002-W	Town of Cary	1 FTE: Transit Analyst (New Position)	--	\$150,000	\$153,750
TO002-X	Town of Cary	1 FTE: Civil Rights Program Coordinator	--	\$150,000	\$153,750
TO002-Y	Town of Cary	1 FTE: Position Upgrade & Reorganization - Deputy Transit Administrator (50% Support Requested from Wake)	--	\$80,875	\$82,897
TO002-Z	Town of Cary	NCDOT Apprentice Local Match	--	\$20,629	
TO002-AA	City of Raleigh	1.0 FTE: Transportation Analyst	--	\$150,000	\$153,750
TO002-AB	City of Raleigh	1.0 FTE: Planner, Transit	--	\$150,000	\$153,750
TO002-AC	City of Raleigh	1.0 Fte: Traffic Signal Timing Analyst	--	\$150,000	\$153,750
TO002-AE	City of Raleigh	GoRaleigh Marketing, Communications & Public Relations	--	\$250,000	--
<b>Total</b>			<b>\$4,145,315</b>	<b>\$ 3,772,362</b>	<b>\$ 3,598,339</b>

<b>TO001 - Tax District Administration</b>					
<b>Project ID</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020 Programmed</b>
TO001-A	GoTriangle	1 FTE for Financial Oversight of Tax District	\$153,750	\$157,594	\$161,534
TO001-B	GoTriangle	Overhead Admin Costs - Tax District Audits	\$19,333	\$16,000	\$16,400
TO001-C	GoTriangle	Financial Consulting	\$200,000	\$100,000	\$102,500
TO001-D	Tax District	Reserve	--	\$137,500	\$140,938
<b>Total</b>			<b>\$ 373,083</b>	<b>\$411,094</b>	<b>\$ 421,371</b>

# **BUS OPERATIONS -TO005**

*New FY 2019 Projects*

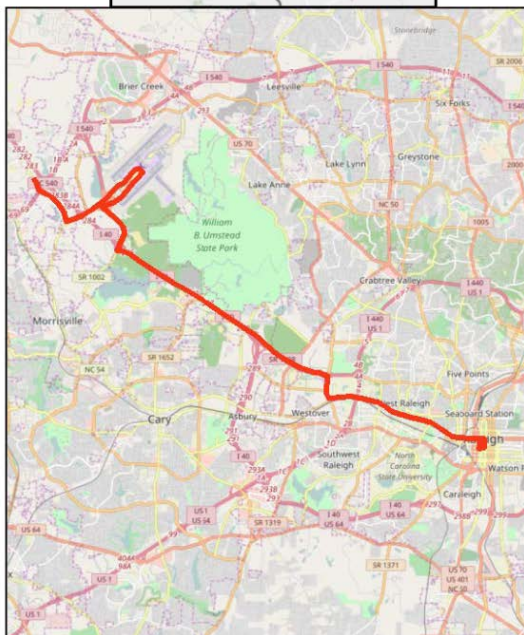
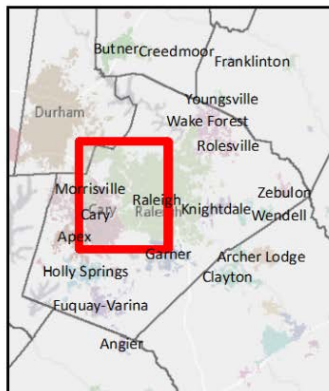


<b>Project ID:</b>	TO005-A	<b>Project Type:</b>	Bus Operations
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**Project Description:**

GoTriangle currently operates Route 100 on Sundays from 6:40 AM to 7:15 PM. GoTriangle will now extend this span by 2 hours, and operate the route until 9:15 PM. This will provide more service during GoRaleigh’s local service span on Sundays, and match proposed span extensions for GoTriangle Routes 300, 400, 700 and 800. The anticipated start date for this new span of service on GoTriangle’s Route 100 is January 1, 2018.

This new level of service for GoTriangle’s Route 100 builds off improvements made to the route initially in fiscal year 2018.



**Project At A Glance**

<b>Project Description</b>	Extended Sunday Service for Route 100
<b>Start Date</b>	January 1, 2018
<b>Operator</b>	GoTriangle
<b>New FY 2019 Annual Service Hours</b>	240
<b>FY 2019 Base</b>	\$468,792
<b>FY 2019 New Project Cost</b>	\$14,152
<b>FY 2020 Programmed</b>	\$495,018
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Service Span</b>	6:40 AM to 9:15 PM on Sundays Extended from 7:15 to 9:15 PM
<b>Frequency Off-Peak (min)</b>	Current: 60 Proposed: N/A
<b>Frequency Peak (min)</b>	Current: 60 Proposed: N/A
<b>Assets</b>	1 -40' bus
<b>Major Destinations</b>	NC State University, Downtown Raleigh, RDU International Airport
<b>Transit Centers</b>	GoRaleigh Station; Regional Transit Center

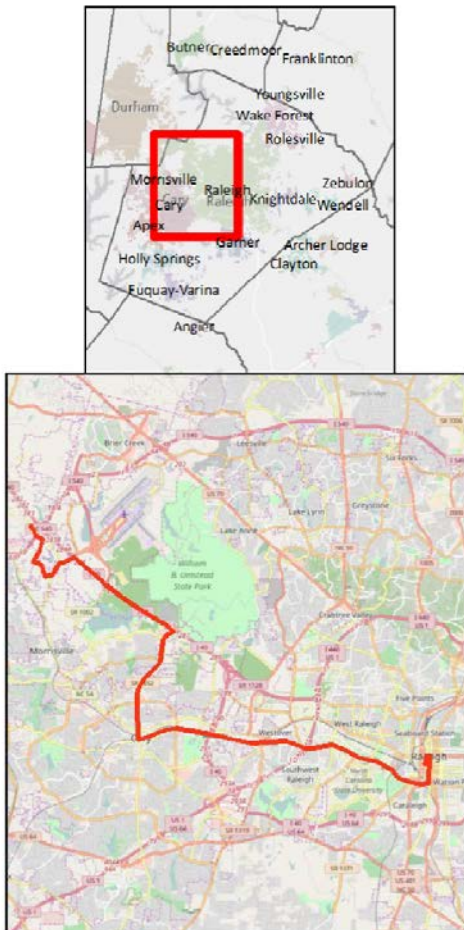
<b>Project ID:</b>	TO005-B	<b>Project Type:</b>	Bus Operations
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**Project Description:**

GoTriangle currently operates Route 300 on Sundays from 7:00 AM to 7:00 PM. Sunday service operation was a new project implemented with Wake Transit Tax Proceeds in Fiscal Year 2018. Sunday service span of operations will now be 7:00 AM-9:00 PM. This would match the span of GoCary's local service on Sundays, and proposed span extensions for GoTriangle's Routes 100, 400, 700 and 800. This span change is planned to begin on January 1, 2019.

**Project At A Glance**

<b>Project Description</b>	Extended Sunday Service for Route 300
<b>Start Date</b>	January 1, 2018
<b>Operator</b>	GoTriangle
<b>New FY 2019 Annual Service Hours</b>	120
<b>FY 2019 Base</b>	\$983,003
<b>FY 2019 New Project Cost</b>	\$4,118
<b>FY 2020 Programmed</b>	\$1,007,578
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Service Span</b>	7:00am-9:00pm
<b>Frequency Off-Peak (min)</b>	Current: N/A Proposed: N/A
<b>Frequency Peak (min)</b>	Current: 30 Proposed: N/A
<b>Assets</b>	2 -40' buses
<b>Major Destinations</b>	Downtown Raleigh, Downtown Cary
<b>Transit Centers</b>	GoRaleigh Station, Cary Depot, Regional Transit Center



<b>Project ID:</b>	TO005-C	<b>Project Type:</b>	Bus Operations
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**Project Description:**

GoTriangle operates the Durham-Raleigh Express (DRX) between Downtown Durham/Duke/VA Medical Centers and Downtown Raleigh as a limited stop express service. Durham County began investing 3.15 hours in the DRX in FY 2016. These funds will match Durham County's current investment for DRX operations. The anticipated start of this enhanced service would be in August of 2018. With this new investment, DRX buses should run in 20-30 minutes intervals.

**Project At A Glance**

<b>Project Description</b>	Additional Trips to the Durham-Raleigh Express
<b>Start Date</b>	August 2018
<b>Operator</b>	GoTriangle
<b>Annual Service Hours</b>	6,473
<b>FY 2019 Cost</b>	\$400,710
<b>FY 2020 Programmed</b>	\$453,976
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Service Span</b>	5:55-9:30am 3:30-7:30pm Monday-Friday
<b>Frequency Off-Peak (min)</b>	Current: N/A Proposed: N/A
<b>Frequency Peak (min)</b>	Current: 30-45 Proposed: 20-30
<b>Assets</b>	2 -40' buses
<b>Major Destinations</b>	Downtown Durham, NC State University, Downtown Raleigh, Duke & VA Medical Centers
<b>Transit Centers</b>	GoRaleigh Station

<b>Project ID:</b>	TO005-D	<b>Project Type:</b>	Bus Operations
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**Project Description:**

GoTriangle operates the Chapel Hill-Raleigh Express (CRX) between Downtown Chapel Hill and Downtown Raleigh as a limited stop express service. Orange County began investing 2.34 revenue hours into the CRX in FY 2016. These funds will match Orange County's current investment for CRX operations. The anticipated start of this enhanced service would be in August of 2018. With this new investment, CRX buses should run about every 30 minutes intervals.

**Project At A Glance**

<b>Project Description</b>	Additional Trips to the Chapel Hill-Raleigh Express
<b>Start Date</b>	August, 2018
<b>Operator</b>	GoTriangle
<b>Annual Service Hours</b>	587
<b>FY 2019 Cost</b>	\$64,782
<b>FY 2020 Programmed</b>	\$73,375
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Service Span</b>	5:5-10:0am 3:30-7:40pm Monday-Friday
<b>Frequency Off-Peak (min)</b>	Current: N/A Proposed: N/A
<b>Frequency Peak (min)</b>	Current: 30 Proposed: 30
<b>Assets</b>	2 -40' buses
<b>Major Destinations</b>	UNC Chapel Hill, NC State University, Downtown Raleigh
<b>Transit Centers</b>	GoRaleigh Station, Downtown Chapel Hill

<b>Project ID:</b>	TO005-E	<b>Project Type:</b>	Bus Operations
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**Project Description:**

The Regional Call Center, housed at GoTriangle, serves all transit agencies and their customers for a variety of customer service needs related to Regional and Local Transit Operations throughout the Triangle Area. Due to the weekend span increases implemented in FY 2018, as well as those proposed in FY 2019, the Regional Call Center services hours must be extended to accommodate the span expansion. The Regional Call Center will now operate until 10:00 PM on weekends.

<b>Project At A Glance</b>	
<b>Project Description</b>	Regional Cell Center – Extension of Operating Hours
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$39,306
<b>FY 2020 Programmed</b>	\$40,289
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing

<b>Project ID:</b>	TO005-F	<b>Project Type:</b>	Bus Operations
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**Project Description:**

Multiple towns in Wake County have expressed interest in establishing new or replacing existing park and ride lots during the FY19 cycle. GoTriangle will partner with public and/or private parking facilities and lease spaces for providing park and ride lots to current and future customers. GoTriangle will seek four (4) lots for the short term until the long-term park and ride study is complete. Three of the four lot locations still need to be determined (the fourth will be in Holly Springs). The Multi-Year Bus Service Implementation Plan and Long Term Park and Ride Feasibility Study will help to inform GoTriangle as to preferred siting locations of these facilities.

This specific project will allow GoTriangle to allocate funding for lease costs associated with location sites of park and ride lots. This project is linked with TC002-K, which will allow for the construction of passenger amenities at these sites.

**Project At A Glance**

<b>Project Description</b>	Short Term Park & Ride Leases
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$90,000
<b>FY 2020 Programmed</b>	\$92,250
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing

<b>Project ID:</b>	TO005-G1	<b>Project Type:</b>	Bus Operations
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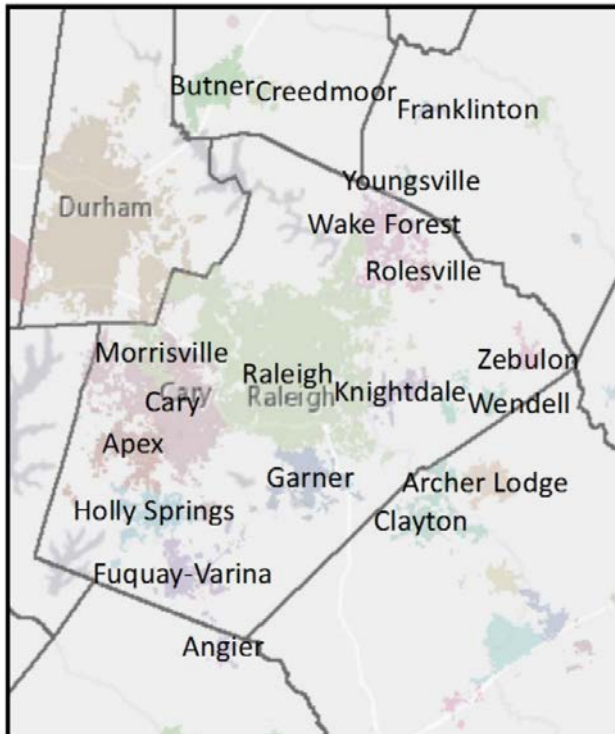
**Project Description:**

Wake County Coordinated Transportation Services (WCTS) will provide additional demand-response trips for Wake County residents residing in rural areas of the County that are not served by existing fixed route transit services. These demand-response trips will complement the existing fixed-route system by linking rural residents currently without access to those transportation services.

This will build on initial service expansion initiatives WCTS implemented in FY 2018.

**Project At A Glance**

<b>Project Description</b>	Wake County WCTS/TRACS Elderly & Disabled Service Expansion
<b>Start Date</b>	July 2018
<b>Operator</b>	Wake County
<b>FY 2019 Base</b>	\$179,375
<b>FY 2019 New Project Cost</b>	\$70,000
<b>FY 2020 Programmed</b>	\$255,609
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Frequency</b>	Demand-Response
<b>Major Destinations</b>	Demand-Response
<b>Transit Centers</b>	N/A (Demand Response)



<b>Project ID:</b>	TO002-G2	<b>Project Type:</b>	Transit Plan Administration
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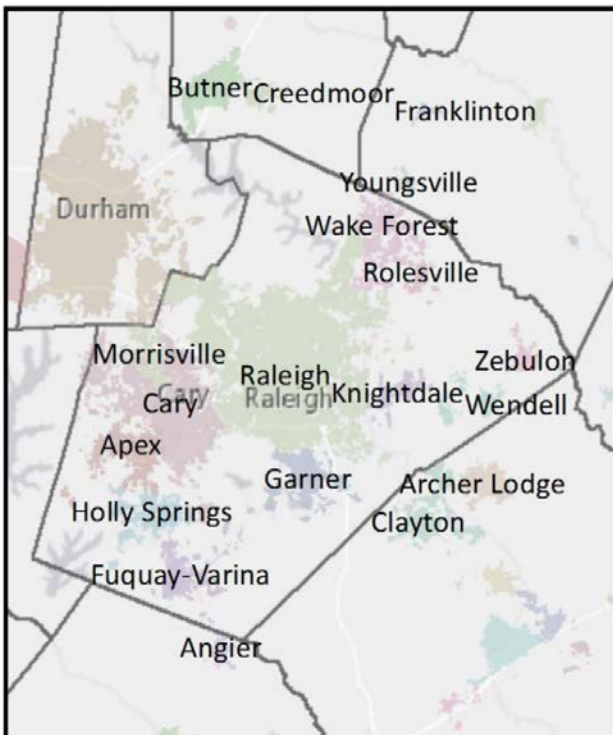
**Project Description:**

Wake County's Health & Human Services, who implements the Wake Coordinated Transportation System (WCTS) service all across the County, will allocate funding to serve as a local match source and expand their call center. Wake County/WCTS is requesting additional call center staff to answer the more than 37,500 calls received monthly from residents attempting to schedule transportation, make transportation inquiries or file formal commendations/complaints.

Wake County will convert three temporary call center representatives to four full-time, permanent call center representatives to reduce the call wait time and increase service level for clients utilizing WCTS. Wake Transit Funds are proposed to be matched with Wake County General Funds and State Funds to support the position.

**Project At A Glance**

<b>Project Description</b>	Wake County WCTS Call Center Expansion
<b>Agency</b>	Wake County WCTS
<b>FY 2019 Cost</b>	\$33,905
<b>FY 2020 Cost</b>	\$34,753
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing





<b>Project ID:</b>	TO005-H	<b>Project Type:</b>	Bus Operations
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**Project Description:**

As of July 1, 2017, the Town of Cary/GoCary added service on the following holidays, using a Sunday-level service schedule: MLK Jr. Day, Memorial Day, Labor Day and Christmas Eve. This service was implemented as part of a coordinated effort to align regional schedules, and was implemented in the first year of Wake Transit Plan Implementation.

This project will provide Sunday-level service on the following holidays in FY 2019: New Year’s Day and 4<sup>th</sup> of July.

The only holidays GoCary will not operate service when this request is funded would be Thanksgiving and Christmas Day.

**Project At A Glance**

<b>Project Description</b>	GoCary Holiday Service Hours
<b>Start Date</b>	January 1, 2019
<b>Operator</b>	Town of Cary/GoCary
<b>Annual Service Hours</b>	180 (90 for FY2019)
<b>FY 2019 Cost</b>	\$6,480
<b>FY 2020 Programmed</b>	\$12,960
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Service Span</b>	7:00am-9:00pm
<b>Frequency Off-Peak (min)</b>	Current: 60 Proposed: N/A
<b>Frequency Peak (min)</b>	Current: 60 Proposed: N/A
<b>Major Destinations</b>	Downtown Cary, Crossroads, Western WakeMed, Cary Town Centre, The Arboretum, Bradford, Crescent Green, Stone Creek, High House Crossing, Shoppes of Kildaire, Waverly Place
<b>Transit Centers</b>	The Cary Depot



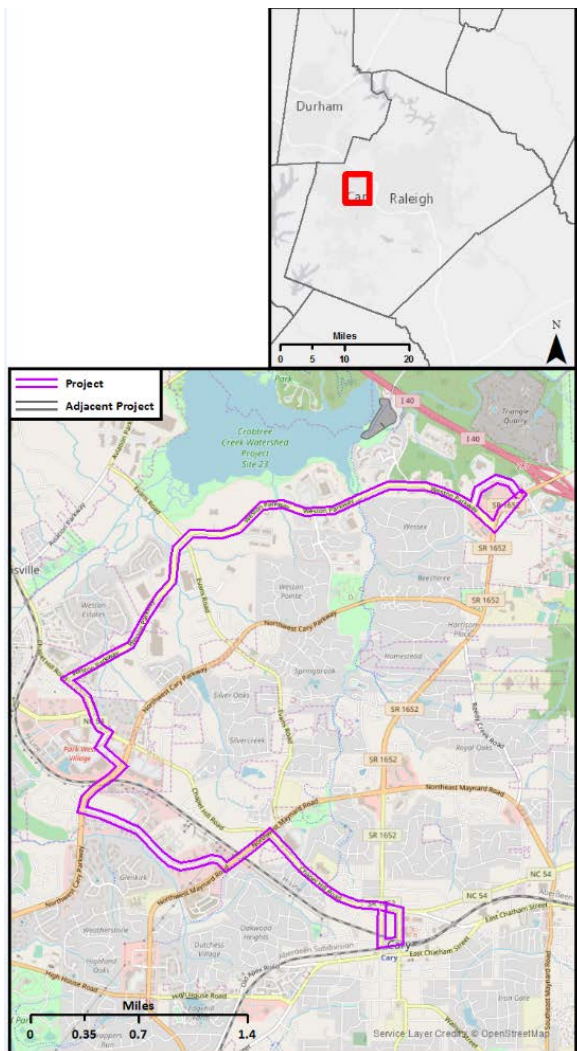
<b>Project ID:</b>	TO005-I	<b>Project Type:</b>	Bus Operations
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**Project Description:**

GoCary will provide a new route serving Weston Parkway and Park West Village shopping area. Weston Parkway is a major employment corridor and Park West Village is a mixed-use development, drawing both commercial and residential customers. As a part of this new service implementation, paratransit service will be implemented in accordance with Federal and Town of Cary service provision policies. This new service is anticipated to start on January 1, 2019.

This project is linked with TC002-R for related bus infrastructure improvements and passenger amenity needs.

Project At A Glance	
<b>Project Description</b>	New Route – Weston Parkway
<b>Start Date</b>	January 1, 2019
<b>Operator</b>	Town of Cary/GoCary
<b>Annual Service Hours</b>	9,439
<b>FY 2019 Cost</b>	\$347,388
<b>FY 2020 Programmed</b>	\$713,170
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Service Span</b>	60 Minute Frequencies Monday-Friday: 9:30am-3:00pm; 7:30pm-10:00pm Weekend: 6:30am-9:30pm  30 Minute Frequencies Monday-Friday 5:30-9:30am 3:00-7:30pm
<b>Frequency Off-Peak (min)</b>	Current: N/A Proposed: 60
<b>Frequency Peak (min)</b>	Current: N/A Proposed: 30
<b>Major Destinations</b>	Weston Parkway, Park West Village Shopping Center, James Jackson Avenue
<b>Transit Centers</b>	The Cary Depot



<b>Project ID:</b>	TO005-J	<b>Project Type:</b>	Bus Operations
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**Project Description:**

In FY 2018, the City of Raleigh/GoRaleigh implemented 2 bus operating projects for implementation. When presented and adopted, these projects were missing Platform Hours. Platform Hours = driver time spent on Federal Transit Administration/US Department of Transportation (FTA/USDOT) required pre-trip, travel/deadhead time, layover time etc... The City of Raleigh/GoRaleigh will now collect costs associated with the FY 2018 projects that were not captured. The fiscal impact arises from the change in cost per revenue hour and incorporating platform hours. The change in rate is from \$82.50 to \$87.50 per hour

**Project At A Glance**

<b>Project Description</b>	Increase in GoRaleigh Revenue Rate per Hour in FY18
<b>Agency</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$377,032
<b>FY 2020 Programmed</b>	\$435,884
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018

<b>Project ID:</b>	TO005-K	<b>Project Type:</b>	Bus Operations
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**Project Description:**

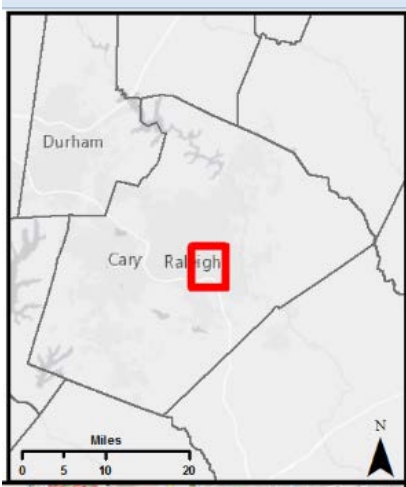
The City of Raleigh will implement new local bus services throughout the Southeast area of Raleigh. The Southeast Raleigh Route Package includes services along the following primary corridors:

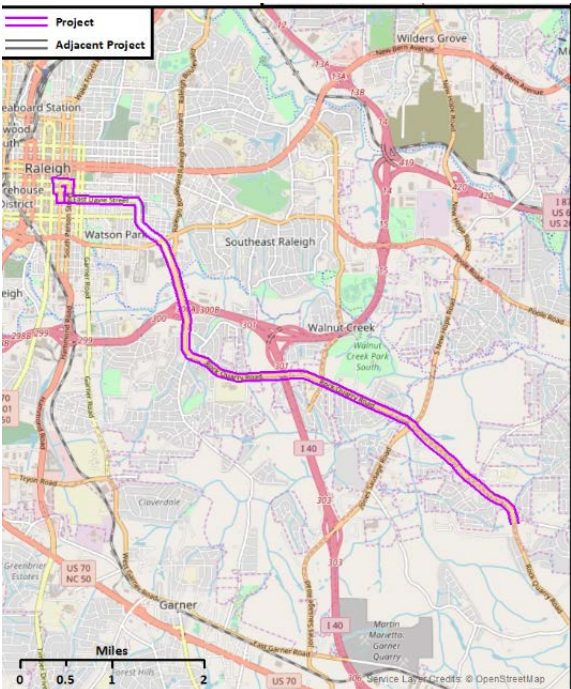
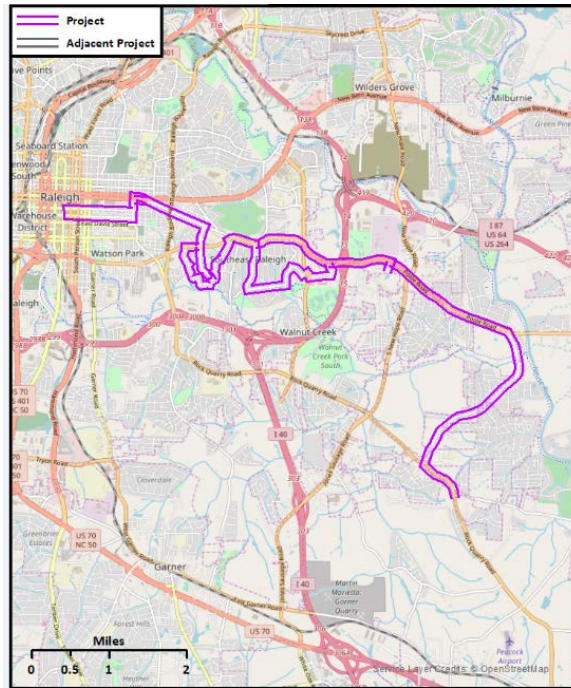
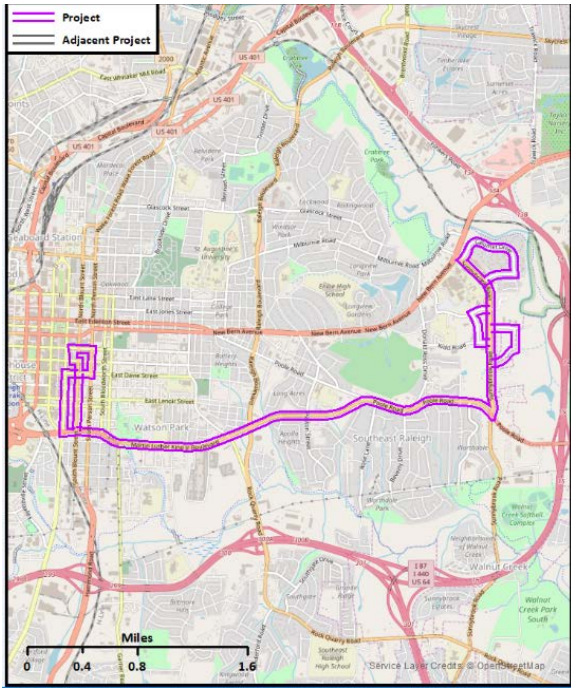
MLK Boulevard – High Frequency Corridor  
 Poole Road/Barwell Road/Rock Quarry  
 Poole Road (Peak Only)  
 Rock Quarry

These routes would replace and continue to cover the existing Route 18 Worthdale and Route 19 Apollo Heights routes. Southeast Raleigh would receive new service along Barwell Road and Rock Quarry to the Shoppes at Battle Bridge. Martin Luther King Blvd and Sunnybrook becomes the Ridership route with 15-minute service. These frequency components are in line with the Wake Transit Plan. Certain portions of coverage areas would have varying peak period service frequencies and hourly service base and evening.

This project will enhance existing routes, as well as replace portions of existing routes with improved connections and system/rider efficiencies. There will be minimal disruption of existing coverage area as proposed through these enhancements.

Project At A Glance	
<b>Project Description</b>	Southeast Raleigh Route Package
<b>Start Date</b>	January 1, 2019
<b>Operator</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$2,067,907
<b>FY 2020 Programmed</b>	\$4,239,209
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Service Span</b>	6:00am-11:00pm
<b>Frequency Off-Peak (min)</b>	MLK Blvd – 15 minute Poole/Barwell/Rock Quarry – 60 minute Rock Quarry – 60 minute
<b>Frequency Peak (min)</b>	MLK Blvd – 15 & 30 minute Poole/Barwell/Rock Quarry – 60 minute Poole Rd – 60 minute (AM) Rock Quarry – 60 minute
<b>Assets</b>	Multiple 40' Buses
<b>Major Destinations</b>	Downtown Raleigh, Barwell Road, Rock Quarry/Battle Bridge Road, Sunnybrook Road
<b>Transit Centers</b>	GoRaleigh Station





<b>Project ID:</b>	TO005-L	<b>Project Type:</b>	Bus Operations
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**Project Description:**

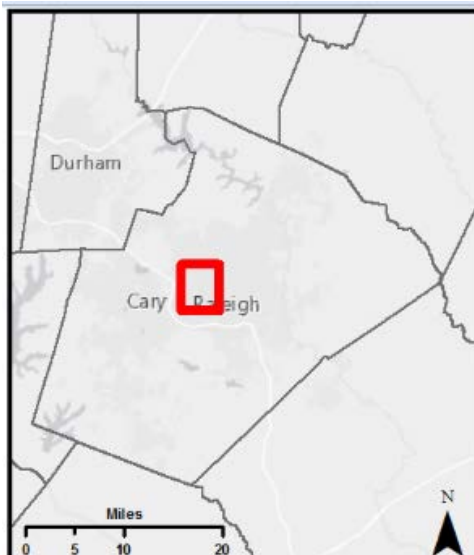
The City of Raleigh will implement new local bus services throughout the Northwest area of Raleigh. The Northwest Raleigh Route Package includes services along these primary corridors:

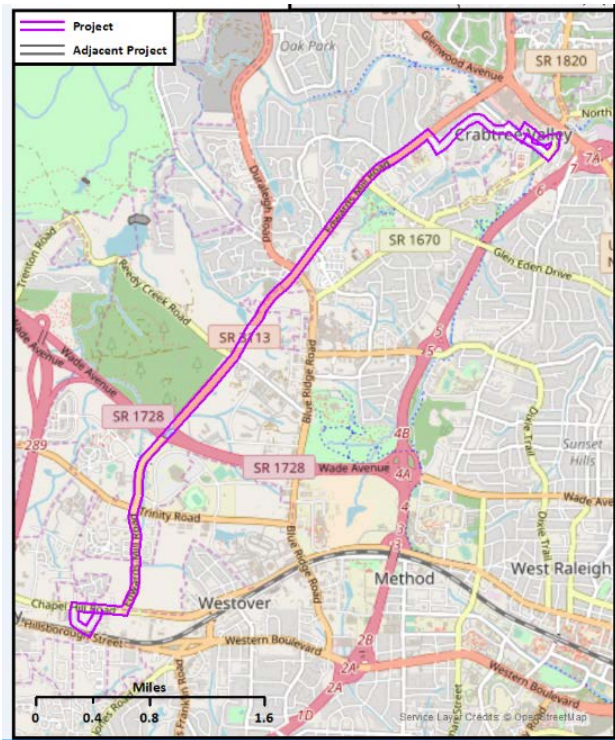
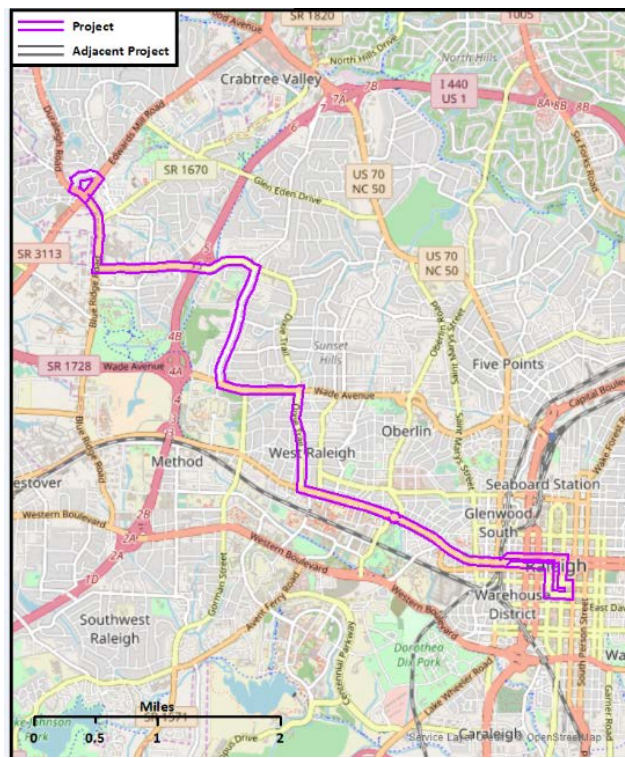
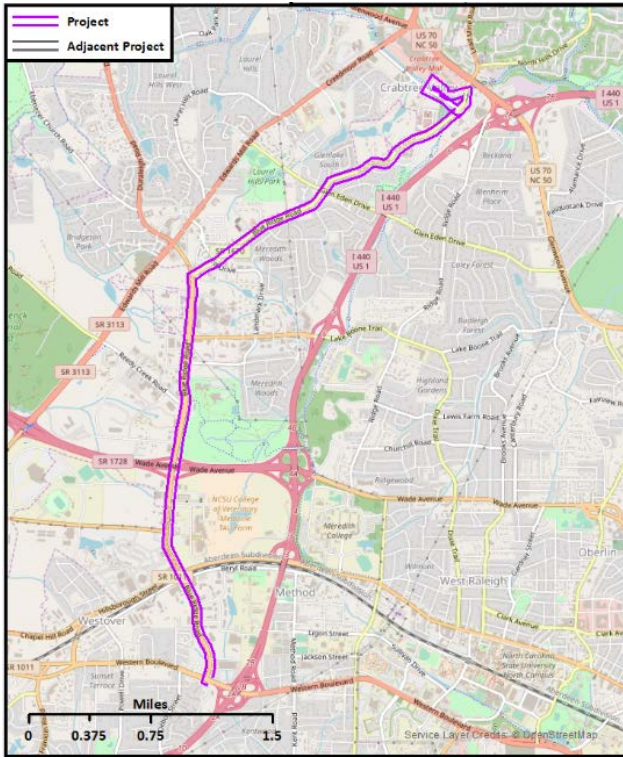
- Blue Ridge
- Clark/Dixie Trail
- Edwards Mill
- Creedmoor

These routes would replace the existing Route 4 Rex. All of the existing portions of the Rex route would be covered while adding additional service to Blue Ridge Road and Edwards Mill Road. The Blue Ridge Corridor will provide service along Blue Ridge Road from Crabtree Valley Mall, Rex Hospital and down to Western Boulevard, providing much requested service to the North Carolina Museum of Art and make regional connections with GoTriangle at Western Boulevard and Hillsborough Street. There will be minimal disruption of existing service as proposed through these enhancements.

**Project At A Glance**

<b>Project Description</b>	Northwest Raleigh Route Package
<b>Start Date</b>	January 1, 2019
<b>Operator</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$1,937,052
<b>FY 2020 Programmed</b>	\$4,009,207
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Service Span</b>	6:00am – 11:00pm
<b>Frequency Off-Peak (min)</b>	Blue Ridge – 30 minute Clark/Dixie Trl – 60 minute Edwards Mill – 60 minute Creedmoor – 60 minute
<b>Frequency Peak (min)</b>	Blue Ridge – 30 minute Clark/Dixie Trl – 30 minute Edwards Mill – 30 minute Creedmoor – 30 minute
<b>Assets</b>	Multiple 40' buses
<b>Major Destinations</b>	Downtown Raleigh, Blue Ridge Road, Edwards Mill Road, Creedmoor Road, Crabtree Valley Mall, NC ART Museum
<b>Transit Centers</b>	GoRaleigh Station





<b>Project ID:</b>	TO005-M	<b>Project Type:</b>	Bus Operations
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**Project Description:**

The City of Raleigh/GoRaleigh will extend a current lease of 9 vehicles in FY 2019. These buses will be housed at the GoRaleigh Operations & Maintenance Facility on Poole Road. These leased buses are needed to continue to provide consistent reliable service for GoRaleigh customers and to continue the implementation of the Wake Transit Plan.

**Project At A Glance**

<b>Project Description</b>	Bus Lease Extension
<b>Agency</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$189,000
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	June 30, 2019





<b>Project ID:</b>	TO005-N	<b>Project Type:</b>	Bus Operations
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**Project Description:**

Transit agencies in Wake County will offer a “Youth Fare” pass. This pass will allow fare-free travel throughout Wake County for youth 13-18 on GoRaleigh, GoCary, and GoTriangle transit routes. These fare passes will be issued by GoRaleigh, GoCary, or GoTriangle with valid K-12 School ID Cards, or with transit agency issued identification cards.

GoRaleigh, GoCary, and GoTriangle will work to partner with schools along Wake County’s frequent bus network this Spring/Summer 2018 to issue the passes. Passes will also be available to those with a valid ID at GoRaleigh Station, the Town of Cary Finance Department, and the GoTriangle Regional Transportation Center. A total of \$230,000, funded from the Wake Tax Revenues, will offset fares that would have been collected by the transit providers, in addition to purchasing the supplies needed for this program.

**Project At A Glance**

<b>Project Description</b>	Youth Fare Program
<b>Agency</b>	GoRaleigh, GoCary, GoTriangle, in conjunction with Wake County
<b>FY 2019 Cost</b>	\$230,000
<b>FY 2020 Cost</b>	\$280,800
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing

**TRANSIT PLAN  
ADMINISTRATION/IMPLEMENTATION -  
TO002**

*New FY 2019 Projects*

<b>Project ID:</b>	TO002-M	<b>Project Type:</b>	Transit Plan Administration
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**Project Description:**

The Town will be increasing their spending on initiatives related to public engagement and communication requirements, as well as an expanded marketing program. The Town of Cary/GoCary will continue to market GoCary services, in preparation for expansion of services in FY 2019 and beyond. GoCary will also incur expenses to public outreach associated with the expansion of Wake Transit Plan services within its service area. Marketing and public outreach expenses identified by GoCary include:

- Advertising
- Printing
- Supplies
- Contracted services
- Professional development and training
- Public notices

<b>Project At A Glance</b>	
<b>Project Description</b>	GoCary marketing of new bus services
<b>Agency</b>	Town of Cary
<b>FY 2019 Base</b>	\$35,875
<b>FY 2019 New Project Cost</b>	\$25,000
<b>FY 2020 Programmed</b>	\$62,397
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing

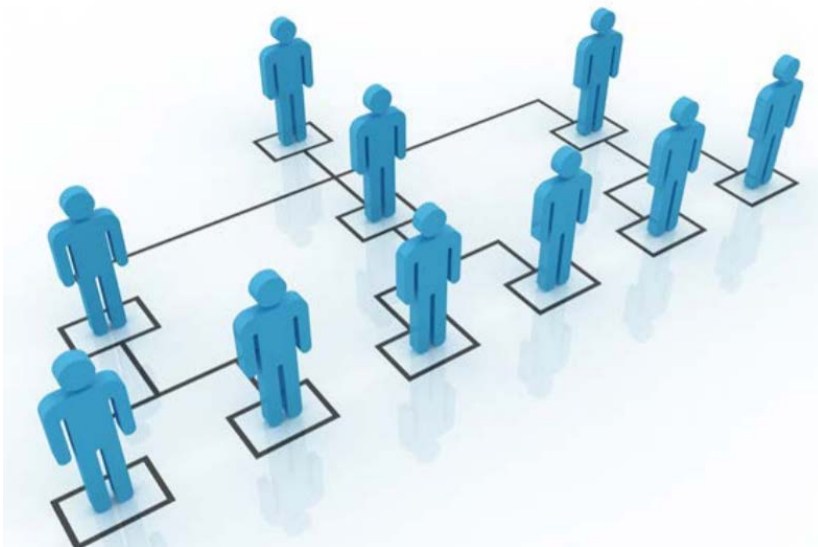
<b>Project ID:</b>	TO002-R	<b>Project Type:</b>	Transit Plan Admin/Implementation
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**Project Description:**

GoTriangle will employ one (1) full-time equivalent (FTE) to meet the required public involvement tasks and responsibilities defined by the TPAC. This position will work on introducing and/or improving strategic public engagement activities for the Wake Transit Plan, which will include surveys, public meetings and other tasks.

**Project At A Glance**

<b>Project Description</b>	One (1) FTE employee and accessory administrative expenses for public engagement
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$150,000
<b>FY 2020 Cost</b>	\$153,750
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing



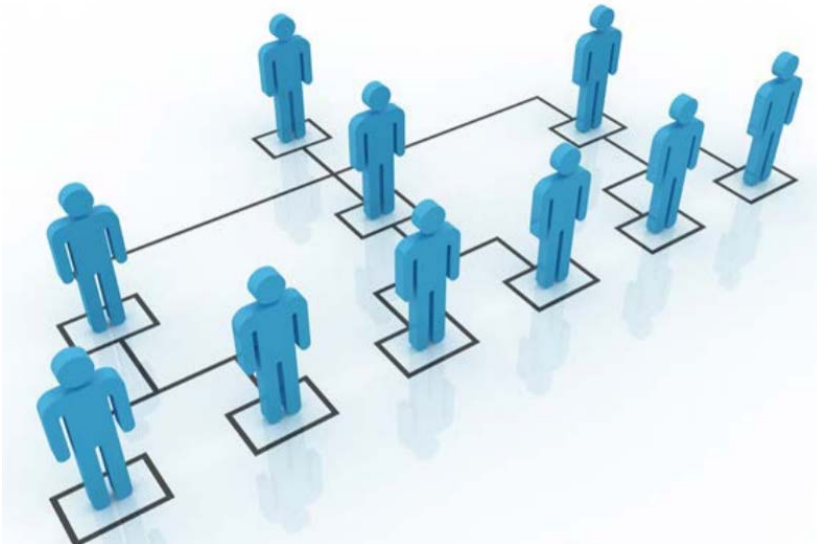
<b>Project ID:</b>	TO002-S	<b>Project Type:</b>	Transit Plan Admin/Implementation
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**Project Description:**

GoTriangle will employ one (1) full-time equivalent (FTE) position for the purposes of managing regional technology initiatives and integration of those technologies across multiple transit operating agencies. Initially, this position will be tasked with managing the Regional Technology Integration Study (TC002-P). Once that study is complete, this position will manage the implementation of the coordinated technology integration plan. The total cost of this position in FY 2019 is \$150,000, but due to the regional responsibilities of the position that will go beyond Wake County, 65% of the estimated cost will be allocated from Wake Transit Tax Proceeds (\$97,200)

**Project At A Glance**

<b>Project Description</b>	One (1) FTE employee and accessory administrative expenses for regional technology integration management
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$97,200
<b>FY 2020 Cost</b>	\$99,630
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing



<b>Project ID:</b>	TO002-T	<b>Project Type:</b>	Transit Plan Admin/Implementation
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**Project Description:**

GoTriangle is tasked to support the creation of Wake Transit Annual Reports, factsheets, signs, web graphics, advanced PowerPoints, dashboard graphics and more to help inform and educate numerous audiences about the implementation of the Wake Transit Plan. Contracting with a creative design consultant will allow GoTriangle to have regular and direct access to a creative design firm as an on-call contractor for the purposes of content design and print-ready materials.

**Project At A Glance**

<b>Project Description</b>	Creative Design Contractor
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$80,000
<b>FY 2020 Programmed</b>	\$82,000
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing

<b>Project ID:</b>	TO002-U	<b>Project Type:</b>	Transit Plan Admin/Implementation
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**Project Description:**

GoTriangle will lease facility space for the purpose of housing paratransit operations, vehicles & maintenance. This lease will give GoTriangle time to develop a long-term operations facility strategy, design and plan for paratransit operations. Wake Transit Tax Proceeds will fund 62% of costs based on total ACCESS trips performed in Raleigh. .

This leased facility will support the estimated annual lease costs for such a facility as described above. This project is linked to the FY 2019 Project TC002-J.

<b>Project At A Glance</b>	
<b>Project Description</b>	Paratransit Office Space Lease
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$127,959
<b>FY 2020 Cost</b>	\$131,158
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>Est. End Date</b>	June 30, 2023

<b>Project ID:</b>	TO002-V	<b>Project Type:</b>	Transit Plan Administration
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**Project Description:**

CAMPO is allocated \$100,000 in anticipation of the completion of the Community Funding Area Program Management Plan. These dollars can be used towards technical planning support of transit within the defined Community Funding Areas.

**Project At A Glance**

<b>Project Description</b>	Technical Support & Planning Services for Community Funding Areas
<b>Agency</b>	CAMPO & Community Funding Area Entities
<b>FY 2019 Cost</b>	\$100,000
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Funds will continue to be requested annually until all Community Funding Area Entities that choose to are able to utilize such services.



<b>Project ID:</b>	TO002-W	<b>Project Type:</b>	Transit Plan Administration
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**Project Description:**

Town of Cary/GoCary will employ one (1) full-time equivalent (FTE) to function as its Transit Analyst. This position will serve a vital role in conducting National Transit Database (NTD), Grant and Wake Transit-required reporting, and budget/data/operational analysis, as well as aid in the review of Wake Transit documents & agreements. The Transit Analyst will use data and performance analytics to enhance agency decision making capabilities, improve operational efficiency and effectiveness, as well as ensure compliance with regulations and documentation requirements.

**Project At A Glance**

<b>Project Description</b>	1 FTE: Transit Analyst
<b>Agency</b>	Town of Cary
<b>FY 2019 Cost</b>	\$150,000
<b>FY 2020 Programmed</b>	\$153,750
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing



<b>Project ID:</b>	TO002-X	<b>Project Type:</b>	Transit Plan Administration
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**Project Description:**

Town of Cary/GoCary will employ one (1) full-time equivalent (FTE) staff position to function as its Civil Rights Program Coordinator. Administrative expenses will also be incurred related to the function of the employee's work. This position will be responsible for the following, but should not be limited to:

- Coordination of Civil Rights Program Updates (ADA, DBE, Title VI, LEP, Environmental Justice, EEO)
- Serve as the Title VI Coordinator
- Serve as the DBE Liaison Officer
- Serve as the ADA Program Coordinator
- Conduct paratransit contract and service monitoring and compliance
- Manager door to door eligibility, applications and policies

**Project At A Glance**

<b>Project Description</b>	1 FTE: Civil Rights Program Coordinator
<b>Agency</b>	Town of Cary
<b>FY 2019 Cost</b>	\$150,000
<b>FY 2020 Programmed</b>	\$153,750
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing



<b>Project ID:</b>	TO002-Y	<b>Project Type:</b>	Transit Plan Administration
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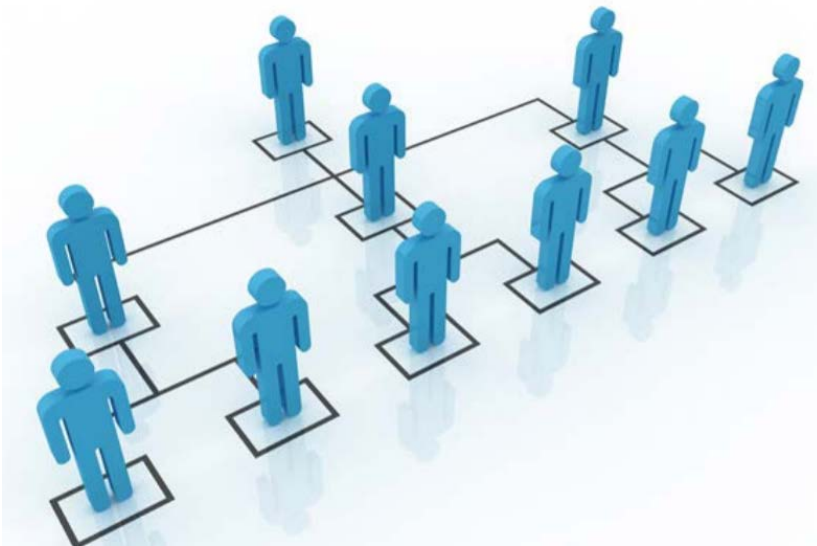
**Project Description:**

The Town of Cary/GoCary will upgrade an existing position within its current administrative structure. This reorganization is needed due to the expansion of the GoCary system. The Deputy Transit Administrator will be responsible for:

- Long-range planning
- Grants management and reporting
- Overseeing federal compliance requirements
- Overseeing contract compliance
- Supervising the Transit Analyst, Civil Rights Program Coordinator, and Transit Planner (short-range) positions
- Directing overall department operations in the absence of the Transit Administrator

**Project At A Glance**

<b>Project Description</b>	Position Upgrade & Reorganization – Deputy Transit Administrator
<b>Agency</b>	Town of Cary/GoCary
<b>FY 2019 Cost</b>	\$80,875
<b>FY 2020 Programmed</b>	\$82,897
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing



<b>Project ID:</b>	TO002-Z	<b>Project Type:</b>	Transit Plan Administration
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**Project Description:**

Town of Cary/GoCary will employ one (1) full-time equivalent (FTE) for fiscal year 2019 through the NCDOT Apprentice Program. The funding is the local match required from a sponsoring agency hosting an apprentice. This program offers work experience and learning opportunities to individuals who have earned a Bachelor’s degree and have the desire to work in the field of public transportation.

The Apprentice will work primarily with the Transit Planner and the Grants & Special Projects Planner, but will also spend time with the Transit Project Manager, Transit Marketing Specialist and Transit Services Administrator. Some of the major tasks will include, but will not be limited to:

1. Create a comprehensive bus stop inventory
2. Work with Grants & Special Projects Planner to create process for enhanced National Transit Database (NTD) reporting requirements
3. Work with the operations contractor to review existing technology and research options for potential upgrades/replacements
4. Assist transit staff and MIS/MYBSIP Core Technical Teams with any data collection/implementation (based on timing) of service changes and major capital projects

<b>Project At A Glance</b>	
<b>Project Description</b>	NCDOT Apprentice
<b>Agency</b>	Town of Cary
<b>FY 2019 Cost</b>	\$20,629
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	June 30, 2019



<b>Project ID:</b>	TO002-AA	<b>Project Type:</b>	Transit Plan Administration
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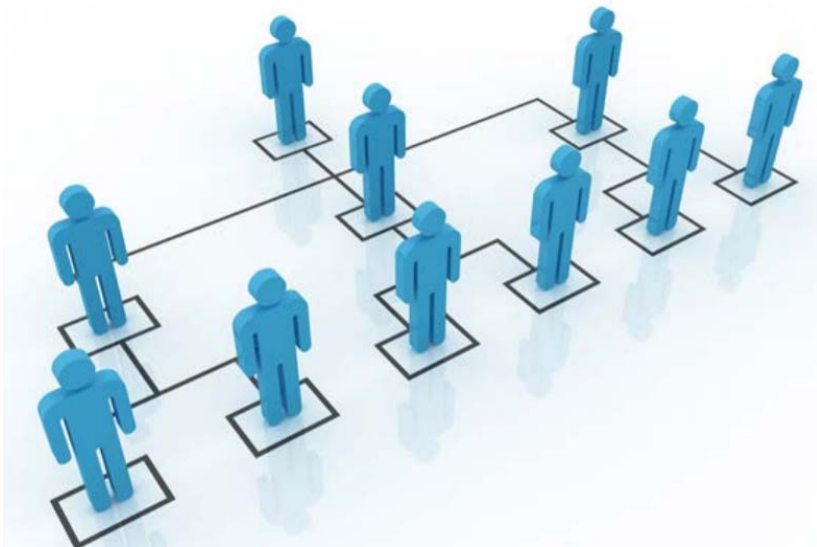
**Project Description:**

City of Raleigh/GoRaleigh will employ one (1) full-time equivalent (FTE) to support the new position of Transportation Analyst. This position will be tasked primarily with the following duties:

1. Provide planning, research and analytical support of Wake Transit Plan
2. Provide customer service and support to internal and external program/function stakeholders
3. Prepares and presents recommendations for Wake Transit Plan initiatives and improvements
4. Provides recommendations and input to related program policies, procedures, processes, resources and operating budgets

**Project At A Glance**

<b>Project Description</b>	1 FTE: Transportation Analyst
<b>Agency</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$150,000
<b>FY 2020 Programmed</b>	\$153,750
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing





<b>Project ID:</b>	TO002-AC	<b>Project Type:</b>	Transit Plan Administration
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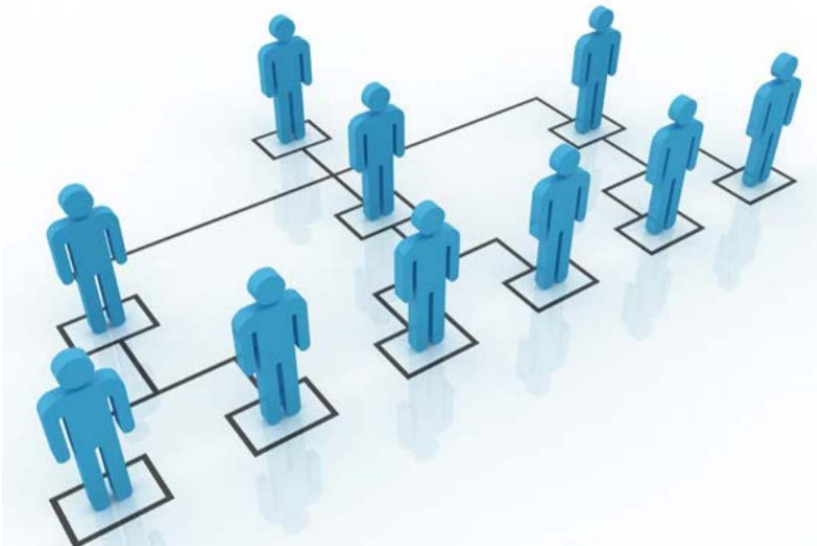
**Project Description:**

City of Raleigh/GoRaleigh will employ one (1) full-time equivalent to fulfill the position of Traffic Signal Timing Analyst. A one million dollar Federal Highway Administration (FHWA) grant was obtained by GoRaleigh to implement signal priority for 10 signals on Capital Boulevard. The expectation is City Traffic Engineering staff would manage the project which includes design, procurement and implementation. After which, the Traffic Engineering staff would maintain and operate this system. Current staff levels are not sufficient for either implementation or ongoing operations. This position is proposed to work in the Raleigh Traffic Communication Center, and would spearhead this transit signal priority project that would benefit about 1,600,000 riders per year along Capital Boulevard.

This position would be responsible for complete contract construction administration of firm/firms implementing signal priority at ten locations along Capital Boulevard.

**Project At A Glance**

<b>Project Description</b>	1 FTE: Traffic Signal Timing Analyst
<b>Agency</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$150,000
<b>FY 2020 Programmed</b>	\$153,750
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	Ongoing



<b>Project ID:</b>	TO002-AE	<b>Project Type:</b>	Transit Plan Administration
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**Project Description:**

The City of Raleigh will expand its efforts related to GoRaleigh marketing and communications. These funds will go to support:

- Development and printing of route schedule brochures
- TransLoc
- Website publishing
- Digital signage
- Internal bus signage
- Media (traditional & social) advertising campaigns
- Branded marketing items
- Event booth fees
- Sponsorships and event materials

<b>Project At A Glance</b>	
<b>Project Description</b>	GoRaleigh Marketing, Communications & Public Relations
<b>Agency</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$250,000
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018
<b>End Date</b>	June 30, 2019



**FYs 2019-2027 Wake Transit Multi-Year Operating Program Summary**

Transit ID	Operations / Service Type	Sponsor Agency	Managing/Operating Agency	Description	FY 2019-2027 Wake Transit Multi-Year Operating Program Summary											
					GEOGRAPHY	Source	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Total (100%)
TO001	Tax District Admin	Triangle Tax District	GoTriangle Triangle Tax District (FY19)	Tax District Administrative Expenses	WAKE COUNTY	Tax District	\$ 411,094	\$ 421,371	\$ 431,906	\$ 442,703	\$ 453,771	\$ 465,115	\$ 476,743	\$ 488,662	\$ 500,878	\$ 4,092,243
TO002	Transit Plan Admin/Implementation	GoTriangle CAMPO City of Raleigh Town of Cary Triangle Tax District (FY19)	GoTriangle CAMPO City of Raleigh Town of Cary	Transit Plan Administration/Implementation/Planning	WAKE COUNTY	Tax District	\$ 3,772,362	\$ 3,598,339	\$ 3,688,374	\$ 3,780,662	\$ 3,875,260	\$ 3,972,224	\$ 4,071,615	\$ 4,173,405	\$ 4,277,740	\$ 35,209,981
TO005	Bus Operations	GoTriangle GoRaleigh GoCary Wake County Wendell Zebulon	GoTriangle GoRaleigh GoCary Wake County	New Recurring Bus Operations (Regional, Local, Demand Response)	WAKE COUNTY	Tax District	\$ 10,569,410	\$ 15,291,367	\$ 15,669,326	\$ 16,101,697	\$ 16,545,705	\$ 16,999,886	\$ 17,466,985	\$ 17,903,659	\$ 18,351,251	\$ 144,899,286
<b>TOTAL PROGRAMMED OPERATIONS FROM TAX DISTRICT REVENUES</b>							\$ 14,752,866	\$ 19,311,077	\$ 19,789,606	\$ 20,325,063	\$ 20,874,735	\$ 21,437,225	\$ 22,015,342	\$ 22,565,726	\$ 23,129,869	\$ 184,201,511
<p>The FY 2019 Recommended Wake Transit Work Plan includes an estimate of future year operating projects and services. FY 2019 is based on growth of 2.5% and other annualized assumptions. FY 20 -27 is based on inflation of 2.5%. The timing and amounts will continue to be refined as projects and services are studied and new information is derived from studies such as the Multi-Year Bus Service Implementation Plan, the Community Funding Areas Program Management Plan, and the Major Investment Study and Fixed Guideway Alternative Refinement Study. The Wake Transit Work Plan also includes an estimate of future years operating costs not included above. These costs are shown below.</p>																
Transit ID	Operations / Service Type	Sponsor Agency	Managing/Operating Agency	Description	GEOGRAPHY	Source	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Total (100%)
TBD	Future Bus Operations	TBD	TBD	New Recurring Future Bus Operations Not Including Existing Service (To Be Informed by Wake Bus Plan)	WAKE COUNTY	Tax District		\$ 1,345,958	\$ 3,576,651	\$ 6,019,270	\$ 9,653,693	\$ 14,096,786	\$ 22,026,605	\$ 29,670,677	\$ 37,564,605	\$ 123,954,244
TBD	Other Bus Operations	TBD	TBD	ADA/Short Range Area Plans	WAKE COUNTY	Tax District		\$ 525,000	\$ 1,076,000	\$ 1,654,000	\$ 2,261,000	\$ 2,897,000	\$ 3,563,000	\$ 4,261,000	\$ 4,991,000	\$ 21,228,000
TBD	Community Funding Areas	TBD	TBD	Community Funding Areas	WAKE COUNTY	Tax District		\$ 184,000	\$ 377,000	\$ 580,000	\$ 793,000	\$ 1,016,000	\$ 1,249,000	\$ 1,494,000	\$ 1,750,000	\$ 7,443,000
TBD	Maintenance of Facilities	TBD	TBD	Maintenance of Facilities	WAKE COUNTY	Tax District		\$ 1,000,000	\$ 2,025,000	\$ 2,076,000	\$ 2,128,000	\$ 2,181,000	\$ 2,235,000	\$ 2,291,000	\$ 2,348,000	\$ 16,284,000
TBD	Bus Rapid Transit	TBD	TBD	Bus Rapid Transit	WAKE COUNTY	Tax District State/Federal						\$ 13,474,298	\$ 13,811,155	\$ 14,156,434	\$ 14,510,345	\$ 55,952,233
TBD	Commuter Rail	TBD	TBD	Commuter Rail	WAKE COUNTY	Tax District State/Federal									\$ 20,060,000	\$ 20,060,000
TBD	Other Future Operating	TBD	TBD	Other Future Operating	WAKE COUNTY	Tax District			\$ 1,500,000	\$ 1,537,500	\$ 1,575,938	\$ 1,615,336	\$ 1,655,719	\$ 1,697,112	\$ 1,739,540	\$ 11,321,145
<b>SUBTOTAL ADDITIONAL MODELED OPERATIONS</b>							\$ -	\$ 3,054,958	\$ 8,554,651	\$ 11,866,770	\$ 16,411,630	\$ 35,280,420	\$ 44,540,479	\$ 53,570,223	\$ 82,963,490	\$ 256,242,621
<b>TOTAL OPERATIONS FROM WAKE TAX DISTRICT REVENUES</b>							\$ 14,752,866	\$ 22,366,035	\$ 28,344,257	\$ 32,191,833	\$ 37,286,365	\$ 56,717,645	\$ 66,555,822	\$ 76,135,949	\$ 106,093,359	\$ 440,444,132

# **FY 2019 Draft Wake Transit Work Plan**



**FY 2019 Capital Budget & Multi-Year Capital Improvement Program**

## FY19 Triangle Tax District: Wake Capital

	Triangle Tax District: Wake Capital	
<b>Revenues</b>		
<b>Tax District Revenues</b>		
Transfer from Wake Operating	\$	84,304,000
Debt Proceeds	\$	13,912,000
Other Tax District Revenues	\$	2,290,000
<b>Total Revenues</b>	<b>\$</b>	<b>100,506,000</b>
<b>Expenditures</b>		
<b>Capital Planning</b>		
Triangle Tax District - Wake Capital	\$	350,000
GoTriangle	\$	597,333
<b>Commuter Rail Transit (CRT)</b>		
GoTriangle	\$	333,333
Reserve	\$	1,363,038
<b>Bus Rapid Transit (BRT)</b>		
Reserve	\$	2,955,545
<b>Bus Infrastructure</b>		
GoTriangle	\$	2,780,624
GoRaleigh	\$	1,100,000
GoCary	\$	15,316,000
<b>Bus Acquisition</b>		
GoTriangle	\$	5,000,000
GoRaleigh	\$	21,352,908
<b>Debt Service</b>	\$	2,464,000
<b>Allocation to Wake Capital Fund Balance</b>	\$	46,893,219
<b>Total Expenditures</b>	<b>\$</b>	<b>100,506,000</b>
<b>Revenues over Expenditures</b>	<b>\$</b>	<b>-</b>

## **FY 2019 DRAFT CAPITAL TRANSIT WORK PLAN**

The FY 2019 Draft Wake Transit Work Plan includes capital funds for planning, design and construction of major infrastructure needed for the Wake Transit Plan as well as the acquisition of vehicles to support route improvements and expansions. Capital projects contemplated in the Wake Transit Plan in future years are dependent on several factors, including successful receipt of federal or state grant awards.

### **FY 2019 REVENUE**

The FY 2019 Draft Wake Transit Work Plan includes a total of \$51.1 million of capital projects and \$49.4 million of funds allocated to capital fund balance, reserve for future projects, and debt service for a total FY 2019 capital budget of \$100.5 million. Many projects budgeted in FY 2019 are funded by local revenue, except for \$2.29 million of bus replacements programmed in the CAMPO FY 2018-2027 Transportation Improvement Program. FY 2019 also includes plans for the first debt-funded projects for the tax district, allowing it to establish itself in the marketplace in advance of larger issuances in future years to support future bus rapid transit, commuter rail, and other bus infrastructure projects.

### **FY 2019 EXPENDITURES**

#### **I. Bus Infrastructure -- \$19.2 Million**

The Wake Transit Plan envisioned capital infrastructure to support a rapidly increasing local bus network. This infrastructure includes transfer stations, park-and-ride lots, bus stop improvements, bus maintenance facilities, sidewalk access and street side facilities, and other improvements. Funds for FY 2019 are allocated for many of these types of improvements.

##### Operations/Maintenance and Multi-Modal Facilities

GoCary is allocated \$10 million to complete the construction of a Regional Operations and Maintenance Facility located at 160 Towerview Court, which is the site of an 8.87 - acre tract adjacent to the Town's Operation Center. Award of the construction contract is scheduled for the fourth quarter FY 2019. GoCary is also allocated an additional \$200,000 for a total of \$500,000 to continue the Downtown Cary Multimodal facility feasibility study that was approved in FY18. The results of the study will determine the land acquisition and design needs for the facility. Upon completion of the study, funds of \$4.0 million will be provided to GoCary for land acquisition and initial design of a downtown multimodal facility. The FY 2019 Draft Work Plan allocates \$350,000 to GoRaleigh for design of the East Raleigh Community Transit Center. The goal of the project is to provide a safer and more convenient connection for riders throughout the system without having

to travel downtown. Construction for this project will be programmed in future years of the Wake Transit Plan implementation.

GoTriangle is allocated an additional \$700,000 to continue the design of the Raleigh Union Station Bus Facility. This facility will allow future bus services, including bus rapid transit, to connect directly to existing intercity rail services and future commuter rail service. Also allocated to GoTriangle is \$312,500 for GoTriangle to complete a feasibility study to help determine the best location for a new Regional Transit Center. The study will take into consideration current and future planned routes, land use and price. Additional Bus Infrastructure project funds provided to GoTriangle include \$568,124 for design, equipment and implementation of a temporary Paratransit Office Location. This temporary location will allow GoTriangle to modify the current paratransit location at its Bus and Maintenance Operations Facility to accommodate current and future growth and workflow.

#### Bus Route Amenities and Park & Ride Facilities

The FY 2019 Draft Transit Work Plan provides funds in the amount of \$750,000 to GoRaleigh for approximately 25 Bus Shelters/Amenities to be built throughout Raleigh. These shelters/amenities will be Americans with Disability Act (ADA) accessible. In addition, GoTriangle will utilize \$475,000 for bus stop passenger waiting accommodations. These stops will have amenities ranging from a concrete pad to shelters, details of which will be determined by the location of stops along the routes. Included in this amount is \$50,000 to potentially relocate the downtown Wake Forest bus stop.

In advance of service starting in January 2019, \$1 million is allocated to GoCary to design and construct additional passenger access and waiting accommodations in support of a new route proposed on Weston parkway. In addition, the Draft Work Plan includes \$100,000 to GoCary for the design and printing of new signage, the purchase and installation of new sign holders and the redesign and printing of the GoCary system map brochure.

The FY 2019 Draft Transit Work Plan also allocates funding for park and ride facilities. Included is \$500,000 to GoTriangle for a Long-Term Park and Ride Feasibility Study to determine the best location for park and ride facilities in each municipality in the county. The study of these facilities will be tied to the bus projects programmed in the Wake Bus Plan. In the interim, \$75,000 is budgeted for equipment to be used in four (4) potential short-term park-and-ride locations. The Draft Work Plan also includes \$50,000 for GoTriangle to implement a new bus stop location in downtown Wake Forest. The current bus stop may be replaced and the requested funds will keep the connection between the Wake Forest Loop and Wake Forest Express.

## Bus Technology

A total of \$150,000 is programmed in FY 2019 for a regional technology integration study. This study will review farebox equipment, mobile fare payment options, camera systems, Automatic Vehicle Location (AVL) systems, automatic annunciators, mobile and fixed passenger information systems, electronic signage, Automatic Passenger Counter (APC), Driver Control Units, and scheduling and dispatch software packages for fixed route, on-demand, and paratransit services. GoTriangle will take the lead in developing a cost share agreement that establishes 60% of the cost responsibility from the Wake Transit resources and 40% from GoDurham, Chapel Hill Transit, and non-Wake GoTriangle sources. The outcome of the study will be a technology plan for next generation equipment and software to improve operations and customer interactions across all types of transit service in the three-county area.

### **II. Bus Acquisition -- \$26.4 Million**

To implement expanded bus service in FY19 and beyond, GoRaleigh is requesting \$8,897,040 for the procurement of 15 new compressed natural gas (CNG) buses in FY19. The Draft Work Plan also includes \$2,500,000 for GoTriangle to purchase five (5) low-floor transit buses to expand service in FY2019 and FY2020. Detailed plans for the new services will be determined as part of the Wake Bus Plan. In addition, GoRaleigh will replace 21 older buses that are reaching the end of their useful lives with 21 CNG buses for \$12,455,868. GoTriangle will purchase five (5) replacement vehicles at a cost of \$2,500,000.

### **III. Bus Rapid Transit -- \$3.0 Million**

The FY 2019 Draft Transit Work Plan programs \$3.0 million in additional funding for the Future Fixed Guideway Alternatives Refinement and Project Development Studies. At the conclusion of the Major Investment Study underway for the Bus Rapid Transit corridors, the transit partners will assess a range of reasonable alternatives and refine the project implementation details for each corridor or project identified. Project sponsors will be identified and these dollars will be appropriated to the project sponsor to continue this work.

### **IV. Commuter Rail Transit -- \$1.7 Million**

The FY 2019 Draft Transit Work Plan programs \$1.4 million in additional funding for the Future Fixed Guideway Alternatives Refinement and Project Development Study for Commuter Rail. At the conclusion of the Major Investment Study underway for the Commuter Rail Corridor, the transit partners will assess a range of reasonable alternatives and refine the project implementation details for the corridor. A project sponsor will be identified and these dollars will be appropriated to the project sponsor to continue this work.

The Draft Work Plan also includes \$333,333 to be allocated to GoTriangle to conduct Rail Traffic Controller (RTC) modeling activities in conjunction with North Carolina Rail Road and Norfolk Southern related to the commuter rail project in the Major Investment Study.

Dollars budgeted in FY 2019 are budgeted using estimated total track mileage of 37.4 miles between West Durham to Greenfield Parkway, where 2/3 of the miles are in Wake County and 1/3 are in Durham County. Dollars are then budgeted proportionally between the Wake Major Capital Fund and the Durham/Orange Fund.

**V. Capital Planning: \$947K**

GoTriangle is allocated \$458,333, the first of three years of funding, to implement an Enterprise Resource Planning system that will provide the ability to produce meaningful reports and assist in making key business decisions. Wake Transit will provide 25 percent of the funding for this project, with remaining funds allocated between GoTriangle regional funds and Durham/Orange funding.

GoTriangle is provided \$139,000 to contract with the Triangle J Council of Government (TJCOG) to continue the second year of the Transit Station Land Use and Housing Planning for Fixed Guideway Corridors study.

Finally, the FY2019 Draft Work Plan contemplates \$350,000 for a land use and area plan for the Western Boulevard Bus Rapid Transit corridor. These funds are held in reserve as additional conversation and feedback is needed regarding whether Wake Transit Funds should pay for municipalities' land use plans of other transit planning activities related to major infrastructure projects.

**VI. Reserve for Future Projects and Debt Service -- \$49.3 Million**

Future years of Wake Transit Plan implementation require extensive capital outlay for major infrastructure projects. The Wake Transit Plan was modeled after establishing a five percent capital fund balance as an overall reserve and measure of financial health of the plan, in addition to reserves established in the operating fund. Funds of \$19.2 million in FY 2019 will be used to add to the capital projects fund balance and \$27.6 million will be used for temporary capital liquidity to cash fund future capital projects. These dollars will be drawn down in later years for future capital expenditures. The FY 2019 Draft Work Plan also includes \$2.9 million for the cost of issuance and debt service reserve and expenses related to the first issuance of debt for the tax district to finance \$12.5 million of bus infrastructure projects, including the GoCary Regional Operations and Maintenance Facility, Weston Parkway Improvements, design of the GoRaleigh East Raleigh Community Transit Center and Go Raleigh Bus Shelters, and GoTriangle Bus Stop Improvements.





## FY 2019 Draft Wake Transit Work Plan: Capital Project Sheet Summary

<b>TC002 - Bus Infrastructure</b>					
<b>Project ID</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020 Programmed</b>
TC002-A	GoTriangle	Raleigh Union Station Bus Facility	\$2,700,000	\$700,000	\$1,600,000
TC002-B	GoTriangle	Expansion of Bus Operations and Maintenance Facility	\$200,000	--	--
TC002-C	Town of Cary	ADA Bus Stop Improvements	\$495,000	--	--
TC002-D	Town of Cary	Bus Stop Sign Replacements	\$43,000	--	--
TC002-E	Town of Cary	Regional Bus Operations & Maintenance Facility			
		Feasibility & Design	\$1,000,000		--
		Construction	--	\$10,000,000	--
TC002-F	Town of Cary	Downtown Multimodal Center			
		Feasibility Study	\$300,000	\$200,000	--
		Design & Land Acquisition	--	\$4,000,000	--
TC002-G	City of Raleigh	Construction of Poole Road Park-and-Ride Facility	\$1,140,000	--	--
TC002-H	City of Raleigh	New Compressed Natural Gas Fueling Station	\$1,500,000	--	--
TC002-I	City of Raleigh	New Bus Shelters and Bus Stop Improvements	\$500,000	--	--
TC002-J	GoTriangle	Paratransit Office Space Up-fit (Location TBD)	--	\$568,124	--
TC002-K	GoTriangle	Short Term Park & Ride	--	\$75,000	--
TC002-L	GoTriangle	Wake Forest Downtown Stop	--	\$50,000	--
TC002-M	GoTriangle	Bus Stop Improvements	--	\$425,000	\$475,000
TC002-N	GoTriangle	New RTC Facility Feasibility Study	--	\$312,500	--
TC002-O	GoTriangle	Long-Term Park & Ride Feasibility Study	--	\$500,000	--
TC002-P	GoTriangle	Regional Technology Integration Study	--	\$150,000	--
TC002-Q	Town of Cary	Passenger Information Materials	--	\$100,000	--
TC002-R	Town of Cary	Weston Parkway Route	--	\$1,016,000	--
TC002-S	City of Raleigh	Bus Shelters/Amenities	--	\$750,000	--
TC002-T	City of Raleigh	East Raleigh Community Transit Center	--	\$350,000	--
<b>Total</b>			<b>\$7,878,000</b>	<b>\$19,196,624</b>	<b>\$2,075,000</b>

<b>TC001 - Bus Acquisition</b>					
<b>Project ID</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020 Programmed</b>
TC001-A	GoTriangle	Purchase of 8 new 40-foot transit buses	\$4,000,000	--	--
TC001-B	City of Raleigh	Purchase of 8 new 40-foot transit buses	\$4,000,000	--	--
TC001-C	GoTriangle	Bus Purchase (Service Expansion - 5 40' Gillig Buses)	--	\$2,500,000	--
TC001-D	GoTriangle	Bus Purchase (8 Gillig Replacement Buses)	--	\$2,500,000	--
TC001-E	City of Raleigh	Bus Replacements (21 CNG Buses)	--	\$12,455,868	--
TC001-F	City of Raleigh	Bus Expansion (15 New CNG Buses)	--	\$8,897,040	--
<b>Total</b>			<b>\$8,000,000</b>	<b>\$26,352,908</b>	<b>--</b>

<b>TC005 - Bus Rapid Transit</b>					
<b>Project ID</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020 Programmed</b>
TC005-A	TBD	Future Fixed Guideways Alternatives Refinement & Project Development - BRT*	\$1,360,000	\$2,955,545	--
<b>Total</b>			<b>\$1,360,000</b>	<b>\$2,955,545</b>	<b>--</b>

<b>TC004 - Commuter Rail Transit</b>					
<b>Project ID</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020 Programmed</b>
TC004-A	TBD	Future Fixed Guideways Alternatives Refinement & Project Development - CRT*	\$940,000	\$1,363,038	--
TC004-B	GoTriangle	Commuter Rail RTC Modeling	--	\$333,333	--
<b>Total</b>			<b>\$940,000</b>	<b>\$1,696,371</b>	<b>--</b>

<b>TC003 - Capital Planning &amp; Studies</b>					
<b>Project ID</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020 Programmed</b>
TC003-A	GoTriangle	Fixed Guideway Transit Corridors Major Investment Study	\$2,000,000	--	--
TC003-C	GoTriangle	TJCOG Bus and Rail Station Land Use & Affordable Housing Planning	\$42,000	\$139,000	--
TC003-D	GoTriangle	Enterprise Resource Planning (ERP) System	--	\$458,333	\$458,333
TC003-E	Reserve/TBD	Western Boulevard Area Plan	--	\$350,000	--
<b>Total</b>			<b>\$2,042,000</b>	<b>\$947,333</b>	<b>\$458,333</b>

*\*These items build off TC003-B. Tax District Administration has directed the FFGARPD portions for CRT & BRT to be broken out into independent categories for FY 2019 and beyond*

# **BUS INFRASTRUCTURE -TC002**

*New FY 2019 Projects*

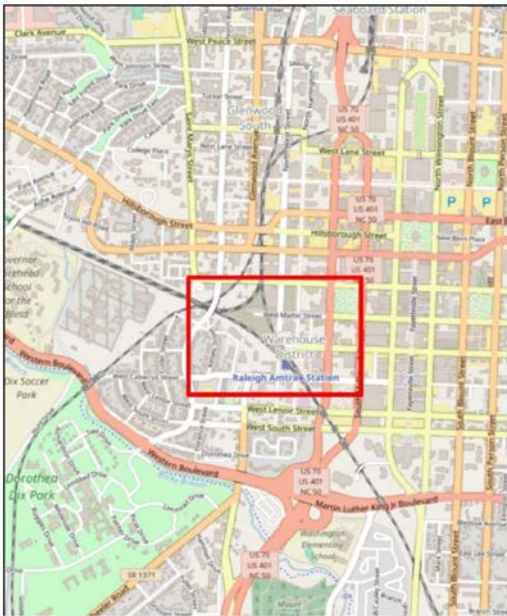
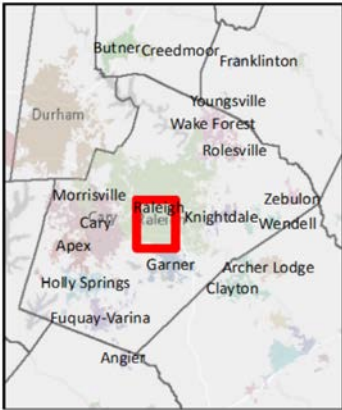
<b>Project ID:</b>	TC002-A	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

GoTriangle and GoRaleigh are constructing a bus transit center adjacent to Raleigh Union Station in Downtown Raleigh's Warehouse District. The Raleigh Union Station bus facility will allow future bus services (including bus rapid transit) to connect directly with intercity rail service and future commuter rail service. The facility will have 6 to 8 bus bays. The facility will contain ground level retail spaces and accommodate mixed-use development on upper floors. The facility is projected to be in its design phase throughout FY 2018 and 2019. Construction is anticipated to occur in FY 2020.

This project is linked to and builds upon portions of FY 2018 project that allocated \$2,700,000 for design of the facility. GoTriangle will allocate additional funding for the purpose of design work associated with the Raleigh Union Station Bus Facility.

<b>Project At A Glance</b>	
<b>Project Description</b>	Raleigh Union Station Bus Facility
<b>Start Date</b>	Design: January, 2017
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$700,000
<b>FY 2020 Programmed</b>	\$1,600,000
<b>Funding Source</b>	Wake Transit Tax Proceeds



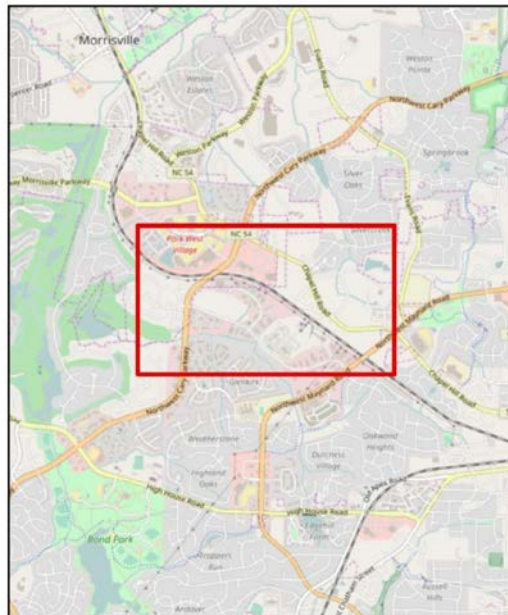
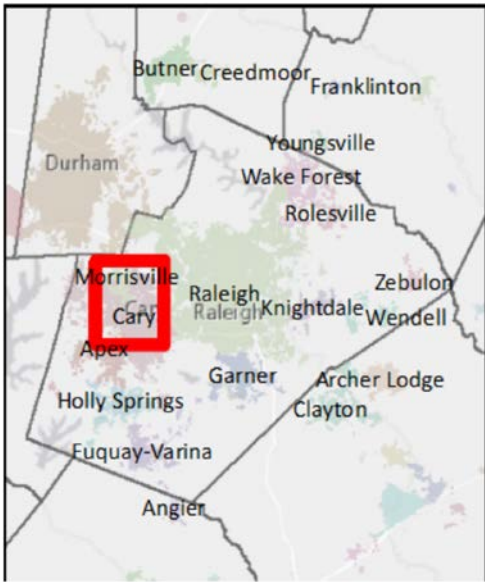
<b>Project ID:</b>	TC002-E	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

The Town will be constructing a new bus operations and maintenance facility to replace an existing leased space the Town’s contractor uses for the same purpose. The facility will be used for GoCary vehicle storage and maintenance. The site identified for the facility is a total of 8.87 acres and is located at 160 Towerview Court in Cary. The adopted FY 2018 Wake Transit Work Plan included \$1 million for the design of the facility, which is scheduled to be completed by early 2019. The results of the design phase will inform construction of the facility, which is anticipated to begin by spring of 2019.

**Project At A Glance**

<b>Project Description</b>	Regional Bus Operations & Maintenance Facility Construction
<b>Start Date</b>	April 2019
<b>Phase</b>	Construction
<b>Agency</b>	Town of Cary/GoCary
<b>FY 2019 Construction Cost</b>	\$10,000,000
<b>Funding Source</b>	Wake Transit Tax Proceeds



<b>Project ID:</b>	TC002-F	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

The Cary Depot has served local and regional transit since 2005, as well as Amtrak since 1996. The facility serves as GoCary’s central transfer hub and as a secondary hub for GoTriangle services. During peak hours, the facility is at capacity. The Wake County Transit Plan outlines an expansion of local and regional service and the addition of Bus Rapid Transit (BRT) and Commuter Rail Transit (CRT) over the next ten years. A new downtown multimodal center is needed, as the existing facility is unable to support this increase in service.

The adopted FY 2018 Wake Transit Work Plan includes \$300,000 for a Downtown Cary Multimodal Facility Feasibility Study and an additional \$200,000 will be applied to expand that study in FY 2019. This study will evaluate the provision of access among transit modes as well as circulation around and through a station serving the facility. The results of the study will determine the Land/Right of Way acquisition needs, as well as address some of the preliminary project development and planning requirements that lead into design. Based on the availability of parcels that can accommodate the needs of this facility, the Town anticipates Land/Right of Way acquisition costs of \$2.5 Million. At the same time, the initial design phase of the facility will begin. Design is expected to cost approximately \$1.5 Million and take approximately 12-14 months.

**Project At A Glance**

<b>Project Description</b>	Downtown Cary Multimodal Facility: -Feasibility Study Expansion -Land Acquisition and Design
<b>Start Date</b>	Feasibility Study Expansion July 1, 2018 Land Acquisition and Design April 2019
<b>Phase</b>	Feasibility Planning/Land Acquisition/Design
<b>Agency</b>	Town of Cary/GoCary
<b>FY 2019 Cost</b>	\$4,200,000
<b>Funding Source</b>	Wake Transit Tax Proceeds



<b>Project ID:</b>	TC002-J	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

GoTriangle will lease facility space for the purpose of housing paratransit operations, vehicles & maintenance. This lease will give GoTriangle time to develop a long-term operations facility strategy, design and plan for the Transit Operations Department. Wake Transit Tax Proceeds will fund 62% of costs based on total ACCESS trips performed in Raleigh.

This project will support the up-fit of a leased facility for the purposes described above. This request is linked to lease costs as described in the FY 2019 Project TO002-U.

**Project At A Glance**

<b>Project Description</b>	Paratransit Office Space Up-fit
<b>Start Date</b>	July 1, 2018
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$568,124
<b>Funding Source</b>	Wake Transit Tax Proceeds

<b>Project ID:</b>	TC002-K	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

Multiple towns in Wake County have expressed interest in establishing new or replacing existing park and ride lots during the FY 2019 cycle. GoTriangle will allocate funds for four (4) potential park and ride lots. Three of the four lot locations still need to be determined (the fourth will be in Holly Springs). The Multi-Year Bus Service Implementation Plan and Long Term Park and Ride Feasibility Study (TC002-O) will help to inform GoTriangle as to preferred siting locations of these facilities.

This specific project will allocate funds to support the construction of short-term park and ride lot infrastructure and/or associated bus passenger amenities at such lot facilities. This project is linked with FY19 project TO002-W.

**Project At A Glance**

<b>Project Description</b>	Short Term Park & Ride Lot – Bus Infrastructure/Capital
<b>Agency</b>	GoTriangle
<b>FY 2018 Cost</b>	\$75,000
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018



<b>Project ID:</b>	TC002-L	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

The Wake Forest park and ride lot will be replaced in FY 2019, possibly moving out of downtown. That move may result in the loss of connection between the Wake Forest Express route and the Wake Forest loop. A new bus stop in downtown Wake Forest would ensure these routes maintain that connection. GoTriangle will work with the Town of Wake Forest to locate and construct a bus stop in downtown Wake Forest to serve both routes in operation through Town.

<b>Project At A Glance</b>	
<b>Project Description</b>	Wake Forest Downtown Stop
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$50,000
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018

<b>Project ID:</b>	TC002-M	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

GoTriangle will install up to 30 bus stops for future service. Bus stop amenities could include the installation of concrete pads for safer and more comfortable boarding/alighting of buses, benches, bike racks, access ramps sidewalks, and other associated amenities.

**Project At A Glance**

<b>Project Description</b>	Bus Stop Improvements
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$425,000
<b>FY 2020 Cost</b>	\$475,000
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Start Date</b>	July 1, 2018



<b>Project ID:</b>	TC002-N	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

GoTriangle will conduct a feasibility study to determine the best location for a new Regional Transit Center (RTC) Facility, taking into consideration current and future planned routes, land use, supply and price. The current location of the RTC (901 Slater Road, Durham) creates routes that overlap and hinders efficiency. This project is requested to be funded through the Wake County Transit Plan, Durham County Transit Plan and the Orange County Transit Plan. The estimated capital cost displayed here seeks 62.5% of the total cost estimated for this study. This proportion is calculated by 5 of the 8 routes that currently serve the RTC are within Wake County.

**Project At A Glance**

<b>Project Description</b>	New Regional Transit Center Facility Feasibility Study
<b>Start Date</b>	July 1, 2018
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$312,500
<b>Funding Source</b>	Wake Transit Tax Proceeds

<b>Project ID:</b>	TC002-O	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

GoTriangle will conduct a feasibility study in order to assess effective locations for Park & Ride Facilities throughout Wake County. Many municipalities within the County have expressed a desire for a park and ride facility to meet the long-term needs of residents. While many communities currently lease space in existing lots, mainly within commercial developments, their locations lack amenities and proximity to major thoroughfares. This study will determine the best location for park and ride lots in each municipality in the County.

It is anticipated that this study will be completed within FY 2019 in order to properly plan for the future and better prioritize funding. With the completion of the Wake County Bus Implementation Plan, GoTriangle will better be able to work with the municipalities around the County to determine where these lots should begin construction so that service can be established.

**Project At A Glance**

<b>Project Description</b>	Long Term Park & Ride Feasibility Study
<b>Start Date</b>	July 1, 2018
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$500,000
<b>Funding Source</b>	Wake Transit Tax Proceeds

<b>Project ID:</b>	TC002-P	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

GoTriangle will conduct a study to assess existing technologies among all transit operating agencies in Wake County, as well as GoDurham and Chapel Hill Transit in order to design a coordinated technology integration plan.

“Technology” may include, but is not limited to farebox equipment/mobile fare payment options, camera systems, AVL (Automatic Vehicle Location) systems, automatic annunciators, mobile and fixed passenger information systems/electronic signage, APC’s (Automatic Passenger Counter), Driver Control Units, and scheduling/dispatch software packages for fixed route, on-demand and paratransit services.

**Project At A Glance**

<b>Project Description</b>	Regional Technology Integration Study
<b>Start Date</b>	July 1, 2018
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$150,000
<b>Funding Source</b>	Wake Transit Tax Proceeds

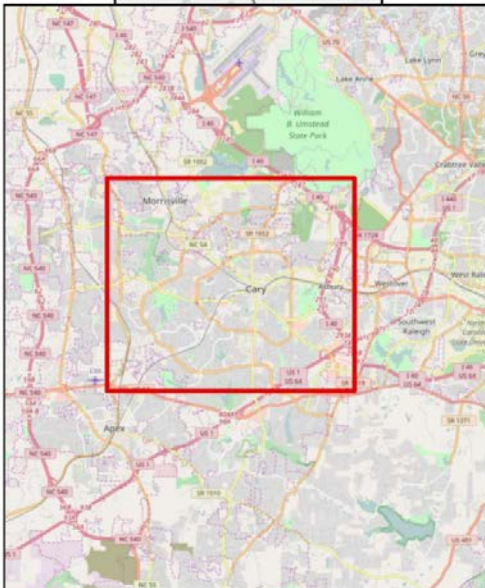
<b>Project ID:</b>	TC002-Q	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

The adopted FY 2018 Wake Transit Work Plan includes funding for the replacement of system-wide C-Tran bus stop signs to the new GoCary signage (TC002-D). In addition to the bus stop designation signage, GoCary will procure design services for new individual route map and schedule signage at each stop location, as well as a redesign of the GoCary printed system map brochure. The allocated funding will cover the design and printing of the new signage, the purchase and installation of new sign holders at each stop location, and the redesign and printing of our system map brochure.

**Project At A Glance**

<b>Project Description</b>	GoCary Passenger Information Materials
<b>Start Date</b>	July 1, 2018
<b>Agency</b>	Town of Cary/GoCary
<b>FY 2019 Cost</b>	\$100,000
<b>Funding Source</b>	Wake Transit Tax Proceeds



<b>Project ID:</b>	TC002-R	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

The Town of Cary will design, acquire right-of-way (ROW), and construct bus infrastructure improvements, including passenger access and waiting accommodations, for a new route serving Weston Parkway and Park West Village shopping area to provide new opportunities for residents, customers and businesses located along that route to use public transportation. Weston Parkway is a major employment corridor and Park West Village is a mixed-use development, drawing both commercial and residential customers. The new route is anticipated to start on January 1, 2019. Design, ROW acquisition, and construction on necessary capital improvements is anticipated to begin in July of 2018.

This project is linked with TO005-I for related bus operations.

**Project At A Glance**

<b>Project Description</b>	Bus Infrastructure Improvements/Passenger Access and Waiting Accommodations for New Weston Parkway Route
<b>Phase</b>	Design, Right-of-Way and Construction
<b>Start Date</b>	July 1, 2018
<b>Agency</b>	Town of Cary/GoCary
<b>Total Cost</b>	\$1,016,000
<b>FY 2019 Design Cost</b>	\$175,000
<b>FY 2019 ROW Cost</b>	\$60,000
<b>FY 2019 Construction /Equipment Cost</b>	\$781,000
<b>Funding Source</b>	Wake Transit Tax Proceeds

<b>Project ID:</b>	TC002-S	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

The City of Raleigh/GoRaleigh will begin conducting Design/Surveys, acquire Easement/Right of Way needs, as well as procure Shelter and associated passenger amenities to allow for construction of approximately 25 sites to be located on routes supported or enhanced by Wake Transit funding across the City of Raleigh. Approximately 25 Americans with Disabilities Act(ADA) shelters will be built. Customers will benefit by not having to stand on the shoulder in mud or grass. Appropriate shelters/benches and trash receptacles will be installed at each location.

<b>Project At A Glance</b>	
<b>Project Description</b>	Bus Shelters/Amenities
<b>Start Date</b>	July 1, 2018
<b>Agency</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$750,000
<b>Funding Source</b>	Wake Transit Tax Proceeds



<b>Project ID:</b>	TC002-T	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

The City of Raleigh/GoRaleigh will begin the design process for an off-street transit center. This will remove transfers from the street, providing a safer connection for riders to move throughout the system without having to travel downtown. This project is for engineering and design work and may incorporate Right of Way acquisition as well. This project will also allow riders heading north and cross-town to make transfers more efficiently and effectively without having to travel downtown to GoRaleigh Station to make those transfers.

**Project At A Glance**

<b>Project Description</b>	East Raleigh Community Transit Center
<b>Start Date</b>	July 1, 2018
<b>Agency</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$350,000
<b>Funding Source</b>	Wake Transit Tax Proceeds

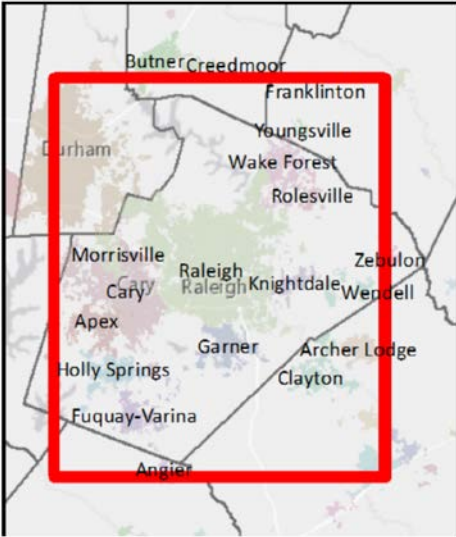
**BUS ACQUISITION -TC001**  
*New FY 2019 Projects*

<b>Project ID:</b>	TC001-C/D	<b>Project Type:</b>	Purchase of Expansion Vehicles
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**Project Description:**

GoTriangle will purchase ten (10) new vehicles to support new bus service anticipated to begin in FY 2019/FY 2020 such as new routes or frequency increases on existing routes. Replacement vehicles to support existing services will be purchased as well. The vehicles will be ordered in FY 2019 with an anticipated delivery timeframe between July and December 2019.

<b>Project At A Glance</b>	
<b>Project Description</b>	Bus Purchase (Service Expansion & Replacement – 10 Vehicles)
<b>Project Sponsor</b>	GoTriangle
<b>FY 2019 Cost</b>	\$5,000,000
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Anticipated Delivery</b>	July-December 2019

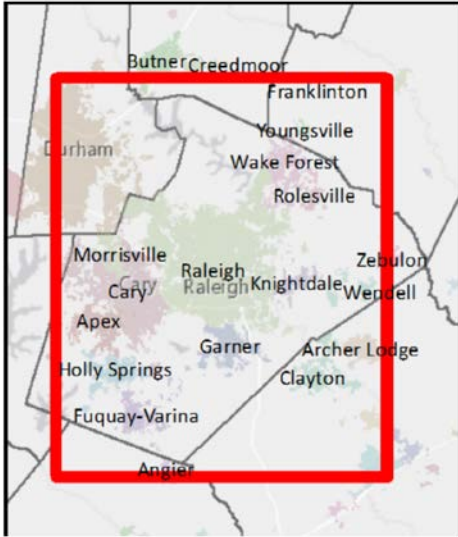


<b>Project ID:</b>	TC001-E/F	<b>Project Type:</b>	Purchase of Expansion Vehicles
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**Project Description:**

The City of Raleigh will purchase thirty-six (36) 40-foot low-floor compressed natural gas (CNG) transit buses. 15 of these buses will be used to serve new expansion routes proposed in FY 2019 & FY 2020. 21 of these buses will be used to replace existing fleet that have reached their useful life. The vehicles will be ordered in FY 2019 with an anticipated delivery timeframe between July and December 2019.

<b>Project At A Glance</b>	
<b>Project Description</b>	Bus Purchase (Service Expansion & Replacement – 36 40' CNG Buses)
<b>Project Sponsor</b>	City of Raleigh
<b>FY 2019 Cost</b>	\$21,352,908
<b>Funding Source</b>	Wake Transit Tax Proceeds
<b>Vehicle Type</b>	40-foot low floor compressed natural bus (CNG) transit buses
<b>Anticipated Delivery</b>	July-December 2019



**BUS RAPID TRANSIT (BRT) – TC005**  
*New FY 2019 Projects*

<b>Project ID:</b>	TC005-A	<b>Project Type:</b>	Bus Rapid Transit
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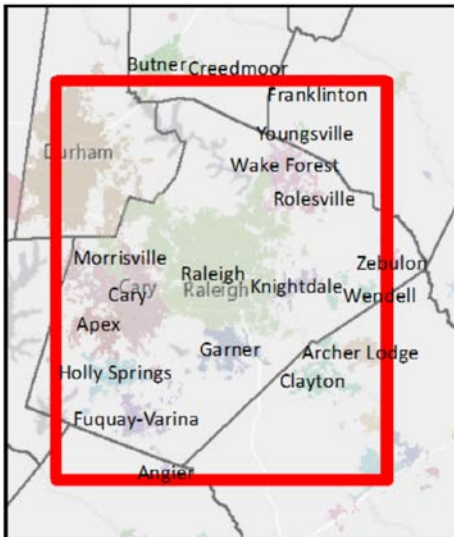
**Project Description:**

At the conclusion of the Fixed Guideway Transit Corridors Major Investment Study, a range of reasonable alternatives will be assessed and project implementation details for each corridor or project will be identified. These studies will determine the preferred alternatives to advance for each identified corridor, the study will assess the human and natural environmental impact of the alternatives, and will refine project implementation costs and design details. These studies are a Federal requirement to progress the proposed fixed guideway projects to final design and construction.

This project is specific to the Bus Rapid Transit portion of future fixed guideway alternatives refinement and project development. It builds on the initial funding allocation of \$1,360,000 in FY 2018.

**Project At A Glance**

<b>Project Description</b>	Future Fixed Guideways Alternatives Refinement & Project Development – Bus Rapid Transit
<b>Start Date</b>	Fall 2018
<b>Estimated Completion</b>	June 30, 2020
<b>Agency</b>	To Be Determined
<b>FY 2019 Cost</b>	\$2,955,545
<b>Funding Source</b>	Wake Transit Tax Proceeds



# **COMMUTER RAIL TRANSIT (CRT) -TC004**

*New FY 2019 Projects*

<b>Project ID:</b>	TC004-A	<b>Project Type:</b>	Commuter Rail Transit
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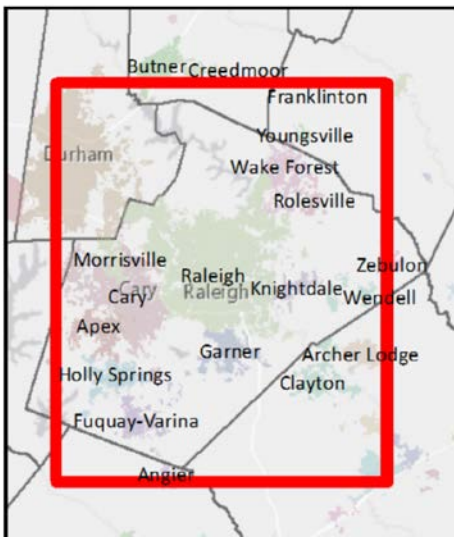
**Project Description:**

At the conclusion of the Fixed Guideway Transit Corridors Major Investment Study, a range of reasonable alternatives will be assessed and the project implementation details for the project identified. This study will determine the preferred alternatives to advance for each identified corridor, will assess the human and natural environmental impact of the alternatives, and will refine project implementation costs and design details. These studies are a Federal requirement to progress the proposed fixed guideway projects to final design and construction.

This project is specific to the Commuter Rail portion of future fixed guideway alternatives refinement and project development. It builds on the initial allocation of funding in FY 2018 of \$940,000. Dollars are proportionally budgeted based on total track mileage of 37.4 miles between West Durham to Greenfield Parkway; two-thirds of the estimated cost of this project is budgeted in the Wake Major Capital Fund based on this track mileage.

**Project At A Glance**

<b>Project Description</b>	Future Fixed Guideways Alternatives Refinement & Project Development – Commuter Rail
<b>Start Date</b>	July 1, 2018
<b>Estimated Completion</b>	June 30, 2020
<b>Agency</b>	To Be Determined
<b>FY 2019 Cost</b>	\$1,363,038
<b>Funding Source</b>	Wake Transit Tax Proceeds





<b>Project ID:</b>	TC004-B	<b>Project Type:</b>	Commuter Rail Transit
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**Project Description:**

This project, sponsored by GoTriangle, will be conducted through coordination of the North Carolina Rail Road and Norfolk Southern to complete Rail Traffic Controller (RTC) modeling activities related to the Commuter Rail project in the Major Investment Study. Dollars are proportionally budgeted based on total track mileage of 37.4 miles between West Durham to Greenfield Parkway; two-thirds of the estimated cost of this project is budgeted in the Wake Major Capital Fund based on this track mileage.

**Project At A Glance**

<b>Project Description</b>	Commuter Rail RTC Modeling
<b>Start Date</b>	July 1, 2018
<b>Estimated Completion</b>	June 30, 2019
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$333,333
<b>Funding Source</b>	Wake Transit Tax Proceeds

# **CAPITAL PLANNING/STUDIES - TC003**

*New FY 2019 Projects*

<b>Project ID:</b>	TC003-C	<b>Project Type:</b>	Capital Planning & Studies
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**Project Description:**

Triangle J Council of Governments (TJCOG) will inventory existing and planned land use and affordable housing in all bus rapid transit and commuter rail station areas; engage planning, housing and development professionals in assessing station area potential; depict and analyze effects of alternative station area land use scenarios; and track development and affordable housing changes over time. This evaluation will result in information to be used for land use and affordable housing requirements in applications for state and federal funding for fixed guideway projects and to refine estimates for transit ridership in transportation forecasts.

This project is linked to and expands upon initial funding provided in FY 2018 of \$42,000

**Project At A Glance**

<b>Project Description</b>	Transit Station Land Use and Housing Planning for Fixed Guideway Corridors
<b>Start Date</b>	In Progress
<b>Agency</b>	GoTriangle on behalf of Triangle J Council of Governments
<b>FY 2019 Cost</b>	\$139,000
<b>Anticipated Completion</b>	June 30, 2019
<b>Funding Source</b>	Wake Transit Tax Proceeds

<b>Project ID:</b>	TC003-D	<b>Project Type:</b>	Bus Infrastructure
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**Project Description:**

**Background Info:**

In FY 17 the GoTriangle Board of Trustees approved implementation of a Best-of-Class Enterprise Resource Planning (ERP) system. The critical goal of the ERP project is to provide business process re-engineering opportunities to achieve more effective and efficient processes throughout the organization. This new system will assist staff with managing Durham, Orange, and Wake counties plans related to the proposed Bus and Rail investment project and Wake County Transit Plan. The initial estimated allocation percentage between all sources are as followed: 40% GoTriangle portion, 25% for the Wake County Tax District, 35% split between the Durham County Tax District, and the Orange County Tax District.

The project is broken into 3 phases:  
 Phase 1 – Financial Management System(s)  
 Phase 2 – Customer Relation(s) Management  
 Phase 3 – Project Management

**Needs Assessment Info:**

As the regional public transportation authority for the Research Triangle, GoTriangle contracts the operations of several of its routes to other local transit agencies and must be able to aggregate data from different sources within the organization. The collected data is critical to producing meaningful reports that will assist management to make strategic business decisions. The approved proposed GoTriangle ERP system will provide both GoTriangle management and staff the ability to separately and jointly compute measurements for GoTriangle, Wake Transit Plan, and Durham-Orange Transit Plan. As such, an ERP system is required because this project will not only benefit GoTriangle, but it will streamline with data input, collection, analysis, and dissemination of statistics and measurements related to all our transit partners projects. The ERP system will help GoTriangle management and staff to adequately track and monitor the respective projects for Durham County, Orange County, and Wake County.

**Project At A Glance**

<b>Project Description</b>	Enterprise Resource Planning (ERP) System
<b>Start Date</b>	July 1, 2018
<b>Agency</b>	GoTriangle
<b>FY 2019 Cost</b>	\$458,333
<b>FY 2020 Cost</b>	\$458,333
<b>Funding Source</b>	Wake Transit Tax Proceeds

<b>Project ID:</b>	TC003-E	<b>Project Type:</b>	Capital Planning & Studies
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**Project Description:**

Funding is programmed under reserves to further investigate the City of Raleigh implementing a corridor/land use study for Western Boulevard. Western Boulevard is conceptualized per the Wake Transit Plan to accommodate a bus rapid transit service. This study would evaluate and assess land use planning issues surrounding the Western Boulevard corridor, and especially around proposed station areas. A land use plan is required for federal funding eligibility for fixed guideway corridor projects.

<b>Project At A Glance</b>	
<b>Project Description</b>	Western Boulevard Area Plan
<b>Start Date</b>	July 1, 2018
<b>Estimated Completion</b>	June 30, 2019
<b>Agency</b>	To Be Determined
<b>FY 2019 Cost</b>	\$350,000
<b>Funding Source</b>	Wake Transit Tax Proceeds

## FY 2019-2028 Wake Transit Capital Improvement Program Summary

CIP Category	Description	FY 2019-2028 Wake Transit Capital Improvement Program Summary										
		FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total (100%)
<i>Capital projects/expenditures in FY 2020 and subsequent years will be determined by the Multi-Year Service Implementation Plan and Transit Corridors Major Investment Study currently under development</i>												
Bus Infrastructure	FUTURE BUS INFRASTRUCTURE	\$ 19,196,624	\$ 55,652,000	\$ 37,834,246	\$ 23,581,744	\$ 12,833,957	\$ 13,714,844	\$ -	\$ 5,000,000			\$ 167,813,416
CRT	COMMUTER RAIL	\$ 1,696,371	\$ 42,724,000	\$ 99,033,000	\$ 158,439,000	\$ 207,075,000	\$ 145,209,000	\$ 183,653,000	\$ 26,507,119			\$ 864,336,490
BRT	BUS RAPID TRANSIT	\$ 2,955,545	\$ 28,854,028	\$ 75,634,892	\$ 140,784,528	\$ 73,210,431	\$ -	\$ -	\$ -			\$ 321,439,423
Bus Acquisition	FUTURE BUS ACQUISITION	\$ 26,352,908	\$ 16,549,131	\$ 17,873,062	\$ 6,195,995	\$ 20,763,467	\$ 5,956,967	\$ 11,616,086	\$ 1,610,764			\$ 106,918,378
Other Capital	OTHER CAPITAL	\$ 947,333	\$ 4,866,612	\$ 5,061,276	\$ 5,263,727	\$ -	\$ -	\$ -	\$ 18,000,000	\$ 17,000,000	\$ 33,000,000	\$ 84,138,948
<b>Subtotal Capital</b>		\$ 51,148,781	\$ 148,645,770	\$ 235,436,476	\$ 334,264,994	\$ 313,882,855	\$ 164,880,811	\$ 195,269,086	\$ 51,117,882	\$ 17,000,000	\$ 33,000,000	\$ 1,544,646,654

# FY 2019 Draft Wake Transit Work Plan



## Wake Transit Financial Assumptions

## Financial Model Assumptions for FY 2019 Draft Wake Transit Work Plan

The Transit Planning Advisory Committee (TPAC) has assigned GoTriangle as the lead agency to update the Wake Transit Financial Plan and the financial model. Per the Transit Interlocal Governance Agreement, the financial model shall contain the agreed upon operating and capital policies and guidelines mutually agreed to by the TPAC. The model also includes the multi-year capital and operating costs as well as the liquidity targets and debt ratios relevant to rating agency metrics.

While the process of transitioning the Wake Transit Model to GoTriangle is underway, Wake County with collaboration from GoTriangle, updated the Financial Model for the FY 2019 Draft Wake Transit Work Plan. Wake County, the City of Raleigh, and GoTriangle reviewed the model. The modeling has also been shared with the other TPAC Budget and Finance Subcommittee members.

As detailed in the Wake County Transit Plan, the plan is fiscally constrained and is contingent on a variety of assumptions. The FY 2019 Draft Transit Work Plan reflects assumptions that will continue to evolve as information is modified and projections are updated to reflect actual results. This will continue as the projects in the Transit Plan continue to be studied and new information from the Wake Bus Plan and the Major Investment Study influences the cost and timing of projects included in the financial planning model. Additionally, overall inflation assumptions, availability of local sources of revenue and growth assumptions, competition for federal funding for projects, successful access to capital markets, and regional partnerships will continue to influence the overall financial outlook of the Transit Plan.

The model continues to reflect the Transit Plan's strategic approach in leveraging federal and state funds, combined with existing and new sources of local funding, to deliver projects that connect regionally, connect Wake County's communities, provide frequent urban mobility, and link local service. The plan continues to maintain the necessary liquidity measures and other metrics of fiscal health to support the goals of the Wake Transit Financial Plan. It adheres to the policies and guidelines of the Wake Transit Financial Guidelines approved by CAMPO and GoTriangle in June 2017. These policies are available at [www.waketransit.com](http://www.waketransit.com).

The financial model also accounts for an acceleration of new frequent bus network operations in FY 2019 of \$10.6 million, a pace of frequent service implementation that is faster than the original Wake Transit Plan. The model also includes new transit plan and tax district administration costs of \$4 million; these dollars are above the scopes contemplated in the original Wake Transit Plan. Other operating costs of \$1.5 million, beginning in FY 2020, are also included in the model.

The FY 2019 Financial Model Assumptions Template details the assumptions made in the Wake Transit Financial Plan adopted by GoTriangle, CAMPO, and the Wake County Board of Commissioners and compares those to the assumptions used to prepare the FY 2019 Draft Wake Transit Work Plan. Operating costs and capital costs included in the model are shown in the multi-year operating and capital improvement programs contained in the FY 2019 Draft Transit Work Plan.



**Model Assumptions Update Summary**  
**FY 2019 Wake Transit Plan Model Assumptions - FY 2019 Draft Wake Transit Work Plan**

Assumption	Type	Wake Transit Plan Assumption	FY 2019 Proposed Assumption	Source	Impact/Notes
<b>Operating Revenues</b>					
<b>Tax District Revenues</b>					
Article 43 1/2 Cent Local Option Sales Tax	Growth Rate	4.0%	5.0%	Wake County Article 39 and First Few Months of Article 43 Collections	Based on FY 2017 Wake County Article 39 (before redistribution) and Article 43 Collections to date; conservative increase for FY 2019. Keep long term projection at 4% based on average of Article 39.
Vehicle Rental Tax	Growth Rate	2.5%	2.5%	Historical Growth	
Vehicle Registration Tax, \$7.00 per Vehicle	Growth Rate	2.0%	2.0%	Historical Growth	Budget based on first few months of collections in FY 2018
Vehicle Registration Tax, \$3.00 per Vehicle	Growth Rate	2.0%	2.0%	Historical Growth	Budget based on first few months of collections in FY 2018
<b>Agency Revenues</b>					
State Share of Operating Costs					
State Maintenance Assistance Program	% of Costs	10%	10%		For existing service
Federal Share of Operating Costs					
Federal Formula Transit Grants Section (5307)	FTA Formula Inputs and Data Unit Value for Revenue Miles	54.7 cents/mile	54.7 cents/mile	FY 2014 NTD Data Unit Values	For FY 2019 Recommended work plan, data unit value will be updated. Other federal funding formula inputs will also be reviewed.
Farebox Recovery Ratios					Model assumes farebox for new service is part of recovery ratio and cash in plan. Further discussion in later years is needed on how to measure health of plan regarding these dollars and measures. Actual fare box estimates for expansion routes provided by agencies for FY
Bus Rapid Transit (Operations Beginning in 2024)	% of Costs	24%	24%		
Commuter Rail (Operations Beginning in 2027)	% of Costs	20%	20%		
<b>Local Bus</b>					
Raleigh	% of Costs	18.28%	14.0%	City of Raleigh	Reflects current farebox recovery ratio for Raleigh. Out years in plan remain at higher percentage as bus implementation has not been
Cary	% of Costs	18.28%	7.95%	Town of Cary	Reflects current farebox recovery ratio for Cary. Out years in plan remain at higher percentage as bus implementation has not been decided.
GoTriangle	% of Costs	18.28%	15.00%	GoTriangle	Reflects current farebox recovery ratio for GoTriangle. Out years in plan remain at higher percentage as bus implementation has not been decided.
<b>Operating Expenditures</b>					
Administration	Growth Rate	N/A	2.50%	CPI Ten Year Estimate	
<b>Transit Operations</b>					
Bus Rapid Transit (Cost/Hr) (Beginning in 2024)	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Rail (Annual Cost) (Beginning in 2027)	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Local Bus (Cost/Hr)	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Bus Operations	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Bus Infrastructure O&M	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Other Agency Operating Expenditures	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
<b>Debt Financing</b>					
Commuter Rail Amortization	True Interest Cost (TIC); Debt Structure; Debt Service Reserve Fund (DSRF) Requirement; Cost of Issuance	30 Year, 5.25%, DSRF, 2% COI	30 Year, 5.25%, DSRF, 2% COI	Financial Advisor	First year of debt issuance FY 2021
Bus Rapid Transit Amortization	True Interest Cost (TIC); Debt Structure; Debt Service Reserve Fund (DSRF) Requirement; Cost of Issuance	20 Year, 4.75%, DSRF, 2% COI	20 Year, 4.75%, DSRF, 2% COI	Financial Advisor	First year of debt issuance FY 2020
Bus Infrastructure Amortization	True Interest Cost (TIC); Debt Structure; Debt Service Reserve Fund (DSRF) Requirement; Cost of Issuance	20 Year, 4.75%, DSRF, 2% COI	20 Year, 4.75%, DSRF, 2% COI	Financial Advisor	First year of debt issuance FY 2019
Short Term Financing	True Interest Cost (TIC); Debt Structure; Cost of Issuance	3%, 2% COI	3%, 2% COI	Financial Advisor	First year of short term debt issuance FY 2020 for FY 2021 commuter rail/brt expenses
<b>Capital Revenues</b>					
<b>Tax District Revenues</b>					
Interest / Investment Income	Investment Rate	0%	0%		Will be incorporated in FY 2019 Recommended Wake Transit Work Plan
<b>Agency Revenues</b>					
<b>Bus Infrastructure</b>					
State share	% of Costs	0%	0%		
Federal share	% of Costs	0%	0%		
<b>Vehicles - Bus</b>					
State share	% of Costs	10%	0%		\$540,000 of state funds in 18-24 TIP assumed towards City of Raleigh buses. No other state funds programmed at this time.
Federal share	% of Costs	40%	0%		\$1.75 Million of federal funds in 18-24 TIP assumed towards City of Raleigh buses. No other federal funds programmed.
<b>Fixed Guideway Projects</b>					
<b>Commuter Rail</b>					
State share	% of Costs	0%	0%		
Federal share	% of Costs, Annual Funding Disbursement Caps, and Timing of Funds	50%, Cap of \$100 M a year, All Costs Eligible for Reimbursement. Federal funds by 2020	50%; Cap of \$100 M a year, FY 2019 Costs Locally Funded, Remaining Costs Eligible for Federal Reimbursement. Federal funds by FY 2022.	GoTriangle and CAMPO	
<b>Bus Rapid Transit</b>					
State share	% of Costs	0%	0%		
Federal share	% of Costs, Annual Funding Disbursement Caps, and Timing of Funds	50%, Cap of \$100 M a year, All Costs Eligible for Reimbursement. Federal funds by FY 2020	50%; Cap of \$100 M a year, FY 19 Costs Locally Funded, Remaining Costs Eligible for Federal Reimbursement. Federal funds by FY 2022.	GoTriangle and CAMPO	
<b>Capital Expenditures</b>					
<b>Administration</b>					
Vehicles	Growth Rate	0.00%	2.50%		
<b>Local Bus</b>					
Bus Rapid Transit	Growth Rate	4%	4%		
Commuter Rail	Growth Rate	4%	4%		
Local Bus	Growth Rate	4%	4%		
<b>Liquidity</b>					
Minimum Operating Fund Balance	% of Sales Tax	25%	25%	Financial Policy	Formalized Financial Policies Adopted by GoTriangle and CAMPO
Capital Projects Fund Balance	% of Projects Budget Through 2027	5%	5%	Financial Policy	Formalized Financial Policies Adopted by GoTriangle and CAMPO

**FY 2019 Wake Transit Plan Model Assumptions - FY 2019 Draft Wake Transit Work Plan**

Outcome (Overall Fiscal Health of Wake Transit Plan)	Result	Wake Transit Plan Assumption	FY 2019 Proposed Assumption	Comment	Impact/Notes
Minimum Wake Operating Fund Balance	\$, % of Sales Tax (No Lower Than 25%)	Balance of \$19.6 M in FY 2018 (100%)	Balance of \$21.7 M in FY 2019 (25%)		Designed to provide operating reserves, when combined with capital that could be used in extraordinary circumstances, to meet liquidity targets. Slight increase due to higher sales tax projection.
Minimum O&M Reserve	3 Months	N/A	N/A	in each transit agency	
Minimum Wake Capital Fund Balance	\$, % of Capital Projects Planned (5% by xx)	\$80.65 M (5%) by 2020	\$77 M (5%) by 2021		Revised cost curves for commuter rail suggest 2021 appropriate timeframe. May be able to be pushed out further based on results of MIS in FY 2020 Work Plans.
Capital Asset Management Reserve	\$ accrued	228 days in 2027	215 days in 2027		
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	Low of 90 days in 2027 for operating; 238 days in 2037 operating plus capital  With capital cash, low point is 2.1 cash to debt service		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	1.45 in 2027; 1.34 in 2037		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 of 3.8 in 2025		Still above 3.0; out years are higher. No significant impact on plan.
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	Goes below 2.0 beginning in 2031		No significant change in plan.
Capital Liquidity	Available Cash Outside of Reserves (Excess inflows/outflows)	Low of \$181K in 2023	Low of \$3.6 M in 2023		\$3.6 Million is available for cash funding of capital projects or one time operating costs

