

FY 2018 Adopted Wake Transit Work Plan



Fiscal Year (FY 2018) Wake Transit Work Plan Table of Contents

FY 2018 Wake Transit Work Plan Introduction	3
FY 2018 Operating Budget & Multi-Year Operating Program	5
FY 2018 Triangle Tax District, Wake Operating Fund Adopted Ordinance	6
FY 2018 Triangle Tax District, Wake Operating Fund Budget Summary	8
FY 2018 Triangle Tax District, Wake Operating Fund Budget Narrative	9
FY 2018 Triangle Tax District, Wake Operating Fund Budget Detail	15
FYs 2018-2027 Multi-Year Operating Program Project Sheet Summary	16
FYs 2018-2027 Multi-Year Operating Program Project Sheets	18
FYs 2018-2027 Multi-Year Operating Program Summary	47
FY 2018 Total Estimated Transit Spending in Wake County: Operating	48
FY 2018 Capital Budget & Multi-Year Capital Improvement Plan	49
FY 2018 Triangle Tax District, Wake Capital Fund Adopted Ordinance	50
FY 2018 Triangle Tax District, Wake Capital Fund Budget Summary	52
FY 2018 Triangle Tax District, Wake Capital Fund Budget Narrative	53
FY 2018 Triangle Tax District, Wake Capital Fund Budget Detail	57
FYs 2018-2027 Multi-Year Capital Improvement Plan Project Sheet Summary	58
FYs 2018-2027 Multi-Year Capital Improvement Plan Project Sheets	59
FYs 2018-2027 Multi-Year Capital Improvement Plan Summary	75
FY 2018 Total Estimated Transit Spending in Wake County: Capital	76
FY 2018 Financial Assumptions, Policies and Guidelines	77
FY 2018 Financial Model Assumptions Update	78
Wake Transit Financial Policies and Guidelines	82

FY 2018 Adopted 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 2018 Adopted 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 2018 Adopted Wake Transit Work Plan. Specific operating and capital agreements also have been executed 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 by all parties.

The FY 2018 Adopted Wake Transit Work Plan balances the careful use of tax payer dollars with thoughtful investment in transit. The FY 2018 Work Plan's approach addresses some short-term pressing needs, such as increasing weekend and evening service and provides smaller capital projects such as ADA improvements and improved bus stops. The Plan also allocates funds towards studies and planning to allow for strategic investment based on sound guidance and data for deployment of new routes and peak service increases, and major capital project investments like the planned Commuter Rail and Bus Rapid Transit projects. The FY 2018 Work Plan is also responsive to public and agency comment; revisions from the FY 2018 Draft Work Plan include:

- Additional bus stop site and shelter improvements
- Acceleration of strategies to address environmental goals related to bus fleet technology
- Reduction in cost for certain elements and refinement of scopes for planning studies
- Elimination of regional elements paid exclusively from Wake County transit tax revenue

Governance (Transit Planning Advisory Committee)



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

TPAC makes recommendations on how the dollars are spent

Prepare Annual and Multi-Year Capital and Operating Plans.

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

Per the Wake Transit Governance Agreement, TPAC recommends and then the CAMPO Executive Board and GoTriangle Board of Trustees adopts the annual Wake Transit Work Plan. The CAMPO Executive Board, after its public comment period, adopted the FY 2018 Wake Transit Work Plan on June 21, 2017. The GoTriangle Board of Trustees, after a public hearing, approved the FY 2018 Wake Transit Work Plan and the FY 2018 Triangle Tax District Wake Operating Fund Ordinance and Wake Capital Fund Ordinance on June 28, 2017.

FY 2018 Adopted Wake Transit Work Plan



FY 2018 Operating Budget & Multi-Year Operating Program

2017 0001

**GOTRIANGLE
FISCAL YEAR 2018
TRIANGLE TAX DISTRICT -- WAKE OPERATING FUND ORDINANCE**

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District -- Wake Operating Fund** for the fiscal year beginning July 1, 2017, and ending June 30, 2018:

Article 43 ½ Cent Local Option Sales Tax	\$82,852,000
Vehicle Rental Tax	\$3,877,000
\$7.00 Vehicle Registration Tax	\$5,419,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$2,111,000
Total	\$94,259,000

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District -- Wake Operating Fund** for the fiscal year beginning July 1, 2017, and ending June 30, 2018:

Tax District Administration (GoTriangle)	\$373,083
Transit Plan Administration	
GoTriangle	\$2,417,902
Capital Area Metropolitan Planning Organization (CAMPO)	\$150,000
City of Raleigh	\$1,025,000
Town of Cary	\$182,413
Reserve	\$370,000
Bus Operations	
GoTriangle	\$1,749,590
City of Raleigh	\$1,550,920
Town of Cary	\$938,522
Wake County	\$175,000
Town of Knightdale	\$43,000
Town of Wendell	\$4,200
Town of Zebulon	\$5,516
Transfer to Triangle Tax District -- Wake Capital	\$83,693,000
Allocation to Wake Operating Fund Balance	\$1,580,854
Total	\$94,259,000

Section 3. The GoTriangle General Manager, or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted allocations to fund balance.
- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4. Triangle Tax District Wake Operating funds encumbered as of June 30, 2017, by GoTriangle as the Tax District Administrator are hereby appropriated to this budget.

Section 5. Copies of the Budget Ordinance shall be furnished to the Clerk, to the Board of Trustees, to the Finance Officer, and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds. Copies shall also be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS 28th DAY OF JUNE 2017.



Ellen Reckhow, Board of Trustees Vice Chair

ATTEST:



Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2018
WAKE SPECIAL TAX DISTRICT FUND ORDINANCE**

BE IT ORDAINED by the GoTriangle Board of Trustees:

Section 1. It is estimated that the following revenues will be available in the **Wake Special Tax District Fund** for the fiscal year beginning July 1, 2017, and ending June 30, 2018:


\$3 Regional Registration Tax Increase	\$ 2,111,000
Total	\$ 2,111,000

Section 2. The following amounts hereby are appropriated in the **Wake Special Tax District Fund** for the fiscal year beginning July 1, 2017, and ending June 30, 2018:

Transfer to Triangle Tax District – Wake Operating Fund	\$ 2,111,000
Total	\$ 2,111,000


Section 3. Copies of this Budget Ordinance shall be furnished to the Clerk to the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 28TH DAY OF JUNE 2017.



Ellen Reckhow, Board of Trustees Vice Chair

ATTEST:



Michelle C. Dawson, Clerk to the Board

FY18 Triangle Tax District: Wake Operating

	Triangle Tax District: Wake Operating
Revenues	
Tax District Revenues	
Article 43 1/2 Cent Local Option Sales Tax	\$ 82,852,000
Vehicle Rental Tax	\$ 3,877,000
\$7.00 Vehicle Registration Tax	\$ 5,419,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 2,111,000
Total Revenues	\$ 94,259,000
Expenditures	
Tax District Administration	
Salaries and Benefits	\$ 153,750
Contracted Services	\$ 219,333
Transit Plan Administration	
GoTriangle	\$ 2,417,902
CAMPO	\$ 150,000
GoRaleigh	\$ 1,025,000
GoCary	\$ 182,413
Reserve	\$ 370,000
Bus Operations	
GoTriangle	\$ 1,749,590
GoRaleigh	\$ 1,550,920
GoCary	\$ 938,522
TRACS	\$ 175,000
Knightdale	\$ 43,000
Wendell	\$ 4,200
Zebulon	\$ 5,516
Transfer to Triangle Tax District -- Wake Capital	\$ 83,693,000
Allocation to Wake Operating Fund Balance	\$ 1,580,854
Total Expenditures	\$ 94,259,000
Revenues over Expenditures	\$ -

FY 2018 ADOPTED OPERATING TRANSIT WORK PLAN

FY 2018 REVENUES

A total of \$94.3 million is budgeted in the Wake Transit Work Plan for FY 2018, and for this fiscal year, dollars funded by the tax district rely on local sources of funding. The largest source of local funds is the half-cent local option sales tax. On November 8, 2016, a County-wide advisory referendum was held in accordance with North Carolina law, and a majority of those voting in the referendum voted for the levy of the half cent sales tax for transit. Subsequently, GoTriangle, as administrator of the Triangle Tax District, levied the one-half percent sales tax on December 14, 2016. The local sales and use tax in Wake County to fund public transportation systems was effective April 1, 2017. The FY 2018 Adopted Wake Transit Work Plan assumes a full year of sales tax revenue, totaling \$82.9 million.

The FY 2018 Adopted Wake Transit Work Plan also contains two other sources of new revenues. In December 2016, the Wake County Board of Commissioners approved a \$7 county vehicle registration tax to fund local public transportation systems in accordance with the Wake County Transit Plan and the Wake County Transit Financial Plan. The Board also approved an interlocal agreement governing the administrative distribution of funds. For FY 2018, \$5.4 million is budgeted as revenue from the \$7 county vehicle registration tax. The North Carolina Department of Motor Vehicles (NCDMV) will begin collection effective with car registrations due July 1, 2017. The FY 2018 Work Plan also includes a \$3 increase in the Regional Transit Authority Registration Tax by GoTriangle. The Wake County Board of Commissioners approved the increase in December 2016 and GoTriangle took action to approve the increase in February 2017. This increase is effective for registrations due on or after August 1, 2017. Accordingly, \$2.1 million is budgeted for FY 2018.

GoTriangle currently levies a 5% tax on vehicle rentals in Wake, Durham, and Orange Counties. GoTriangle's Board of Trustees has an existing policy that 50% of rental revenues are dedicated to expanding transit options in the region, while the other 50% is used by GoTriangle for operations and capital needs of the current system. To determine the amount allocated to each county, GoTriangle dedicates vehicle rental revenues based on percent of total population. GoTriangle's current allocation percentages are 68% for Wake County, 21.5% for Durham County, and 10.5% in Orange County. As such, the Wake County portion of all vehicle rental revenues is, compared to the total collected, 34%. This percentage is allocated to the Wake Transit Plan, which is budgeted at \$3.9 million for FY 2018.

FY 2018 EXPENDITURES

The FY2018 Operating Costs described below are divided between three categories: increased transit operations, dollars allocated to transit planning and implementation, and administration of the tax district. Requests within these sections were submitted by GoTriangle, CAMPO, Wake County, the City of Raleigh, Town of Cary, Town of Knightdale, Town of Zebulon, and Town of

Wendell. Also included below is information on the allocation to reserves and transfer to the Wake Transit Major Capital fund.

I. Bus Service -- \$4,466,748

Bus Service requests were submitted by GoTriangle, Wake County, the City of Raleigh, Town of Cary, Town of Knightdale, Town of Wendell, and Town of Zebulon. Some of the requests submitted will be funded through the \$7 County Vehicle Registration Fee and the Rental Car Tax as these funds are permitted to be used for existing services while the ½ cent local option sales tax and the \$3 increase in the regional transit authority registration tax must be used for new public transportation systems. The bus service contemplated in the FY 2018 Adopted Wake Transit Work Plan focuses both on connecting communities regionally as well as increasing weekend and evening service. The services that can be implemented without additional bus purchases have a shorter implementation time frame than additional service contemplated in later years of the Wake Transit Plan. Additional information regarding transit operating projects, including span proposed and frequency, may be found on their respective project pages.

A. Route Improvements and Expansions --\$4,007,812:

Funds allocated in this category focus on: Route 100 and Route 300 operated by GoTriangle, Route 7 operated by the City of Raleigh, new fixed route services to be provided by the Town of Cary, and increased Countywide Rural General Public Demand-Response Service.

GoCary is allocated \$938K and will offer a new Sunday fixed route and paratransit service and offer increased frequency on Route 3, 4, 5, and 6 in Cary serving Downtown Cary, Crossroads, Western WakeMed, the Arboretum, Bradford, Crescent Green, Cary Towne Center, Stone Creek, High House Crossing, Shoppes of Kildaire, and Waverly Place.

The FY 2018 Adopted Wake Transit Work Plan includes \$1.6 million in additional funds for GoRaleigh. These funds will be used to add 10 mid-day trips on Route 7 on South Saunders Street. In addition, the plan includes funds for the City to increase its Sunday Service Span to bring its Sunday service to levels consistent with Saturday service levels.

A total of \$1.3 million is allocated to GoTriangle for additional funding for Route 300 and Route 100. These additional funds will address Route 300 frequency improvements, peak service, and night and Sunday service. Route 300 funds would be used to add service between Downtown Raleigh and the Cary Train Station and add peak service between Cary Train Station and the Regional Transit Center via Harrison Avenue and I-40 until a long-term route is selected as part of the Multi-Year Bus Service Implementation Plan. Funds are also planned for frequency improvements for Route 100, which connects Downtown Raleigh, NC State University, RDU International Airport, and the Regional Transit Center.

The FY 2018 Adopted Wake Transit Work Plan also includes \$175K for Wake County's Countywide Rural General Public Demand-Response Service operated by TRACS (Wake Coordinated Transportation Services). These funds are programmed to provide 9,000 rides for county residents living in rural areas that are not currently served by any transportation lines.

B. Continued Routes --\$406,220:

The plan includes \$406,220 for GoTriangle to continue the Fuquay-Varina Express (FRX) Route which provides peak-hour express service between Fuquay-Varina and Raleigh. NCDOT's Fortify construction project funding will cease in FY 2017 and the service is now contemplated to be a local service, and will shift to a 60-minute frequency to match the level envisioned in the Adopted Wake County Transit Plan.

C. Other— \$52,716:

The Town of Knightdale requested \$43,000 to fund the current agreement in place with Triangle Transit to operate the Knightdale-Raleigh Express Service, a regional bus service that operates during peak hours between Knightdale and Downtown Raleigh. Funds are also allocated for the Town of Wendell, in the ongoing amount of \$4,200 to continue leasing property that serves as a Park-and-Ride lot for the Zebulon-Wendell Express Bus Service. Finally \$5,516 is allocated to the Town of Zebulon to cover lease and maintenance costs related to the Zebulon Park-and-Ride lot. These services will be funded by a portion of funds received as a result of the \$7 County Vehicle Registration Fee.

II. Transit Plan Administration -- \$4,145,315

The Wake Transit Plan envisioned various planning efforts and studies in the early years to develop a detailed implementation plan that will identify and prioritize new enhanced bus service and facilities. Included under transit plan administration are several studies to help move forward the Wake Transit Plan. Also included under Transit Plan Administration are positions identified by the transit partners to help administer the plan, outside the scope of fiscal duties of the tax district.

A. Planning and Studies -- \$2,467,000:

Included in planning and studies are funds for a Multi-Year Service Implementation Plan, a Downtown Raleigh Operations Plan, and a Community Funding Area Management Plan. All of these plans were identified as potential areas of future study in the Wake Transit Plan.

The Multi-Year Service Implementation Plan, budgeted at \$1,292,000 for FY 2018, will take the vision established in the Adopted Wake County Transit Plan and translate it into a detailed service plan to be implemented over the next ten years. The plan will include procedures for prioritizing and managing bus projects, standards for designing and

evaluating bus routes, ten-year service plans for each operating agency, and a ten-year plan for capital projects. These capital projects include vehicles, transit centers, and bus stop improvements. The City of Raleigh will dovetail on this plan for the Downtown Raleigh Operations Plan which will evaluate how all transportation modes function to facilitate a cohesive and effective network in the Downtown Raleigh area. Funds for the City of Raleigh's Plan is budgeted within GoRaleigh's Transit Plan Administration allocation for FY 2018 in the amount of \$875,000. The Community Funding Areas Program Management Plan is budgeted at \$175,000. This plan will ultimately be the program management guidance that lays out the policies, project eligibilities and prioritization, processes and procedures, performance measures and standards, management practices, and other parameters for administering the Community Funding Area program. The plan will also describe the application process and evaluation criteria for selection and award of proposed projects for funding. Also planned are customer and community surveys, budgeted at \$125,000.

B. Staffing Needs -- \$1,366,258:

Salaries and benefits for 3.5 new FTEs within GoTriangle are included within the FY2018 budget. These positions received funding in FY2017 and will receive full year funding in FY 2018 and beyond in the amount of \$538,125. These positions will be involved with public outreach and communication (1.5 FTE), major investment studies (1 FTE), and the multi-year service implementation plan and capital plan (1 FTE).

CAMPO has requested additional funding for one FTE and related administrative costs to provide administrative support for the TPAC and its subcommittees and to coordinate the TPAC's ongoing activities and proceedings. The position will be funded on an ongoing basis in the amount of \$150,000.

Funds in the amount of \$147,413 are allocated to the Town of Cary for a full-time capital projects coordinator to manage the new, Wake County Transit Plan. Funds are also allocated to the City of Raleigh for one Service Planner in the amount of \$150,000. Both positions for their respective agencies would plan, program, and implement aspects of the Wake Transit Plan.

Various other administrative costs such as mileage, travel, and training are also included in the amount of \$10,720. Finally, a reserve of \$370,000 is budgeted for future needs that may be identified as a result of the staffing model and expectations plan. Allocations from this reserve to a particular agency require a vote by the TPAC, CAMPO, and GoTriangle.

C. Other Needs -- \$312,057:

An additional \$20,000 is allocated to GoTriangle for incidentals related to public engagement activities that will be accessory to the major on-call systemwide planning studies. Outreach, marketing, and communication expenses tied directly to the Wake Transit Plan requirements are also included as a one-time expense in FY2018 in the amount of \$97,000.

GoCary identified the need to improve its branding, marketing, published information, vehicles, and communication efforts. An ongoing amount of \$35,000 is included within the budget to enhance GoCary's marketing program and to help staff attain the communications plan goals.

GoTriangle is allocated ongoing funds in the amount of \$50,057 for Wake County property maintenance, including roof and basement repairs on several buildings. GoTriangle will utilize an office space out of the Dillon Building in Downtown Raleigh on an ongoing basis is allocated \$25,000 annually for utilities from the Wake Transit Major Operating Fund. Outside legal counsel is also allocated to GoTriangle in the amount of \$50,000. An additional \$35,000 is also provided to GoTriangle for a customer feedback management system that will be integrated into the Regional Call Center's phone system. The new system is intended to significantly improve GoTriangle's responsiveness and accountability to customers. The system will capture customer communications that are derived from web forms, phone calls, emails, and social media, and will then route these to staff for response and resolution of any issues.

III. Tax District Administration -- \$373,083

An annualized salary and benefits amount for one Full-time Employee (FTE) totaling \$153,750 is included within the FY 2018 Budget to provide Financial Oversight of the Tax District. This position was approved and partially funded through the FY2017 budget process. The position will be considered a GoTriangle employee and will be responsible for updating the Wake Transit Financial Plan, developing capital and operating funding agreements, developing quarterly and annual financial reports, producing the annual operating and capital budget in conjunction with TPAC, and administering and managing the Tax District.

The Tax District Administrative operating costs for FY 2018 will also include \$200,000 (\$100,000 one-time and \$100,000 ongoing) for financial consulting. These consulting services are needed to administer the Wake Transit-related activities of the Tax District, to include financial modeling support, modeling assumptions, debt structuring, and other critical financial activities.

Overhead administrative expenses that relate to the implementation of the Wake County Transit Plan are also included in the FY 2018 Budget in the amount of \$19,333. These costs include funding for an annual general audit, a rental tax audit every five years, and an annual expanded audit.

IV. Allocation to Reserves --\$1,580,854

The FY 2018 Adopted Transit Wake Transit Work Plan includes an allocation to the Wake Transit Major Operating Fund reserves of \$1.6 million. These are funds estimated to ensure that the operating fund balance maintains a balance of 25 percent of annual sales tax received.

V. Transfer to Wake Transit Major Capital Fund --\$83,693,000

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 2018 Adopted Wake Transit Work Plan includes a transfer of \$83.7 million. Of these funds, \$19.8 million will be used to establish a capital projects fund balance and \$43.7 will be used for temporary capital liquidity to cash fund future capital projects. An additional \$20.2 million will fund capital projects in FY 2018.

FY18 Wake County Transit Plan: Operating

	Triangle Tax District: Wake Operating		GoTriangle	CAMPO	GoRaleigh	GoCary	TRACS	Knightdale	Wendell	Zebulon		Total Wake County Transit Plan: Operating
Revenues												
Tax District Revenues												
Article 43 1/2 Cent Local Option Sales Tax	\$ 82,852,000											\$ 82,852,000
Vehicle Rental Tax	\$ 3,877,000											\$ 3,877,000
\$7.00 Vehicle Registration Tax	\$ 5,419,000											\$ 5,419,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 2,111,000											\$ 2,111,000
Allocations from Tax District Revenues to Agencies												
Transit Plan Administration			\$ 2,417,902	\$ 150,000	1,025,000	\$ 182,413	\$ -	\$ -	\$ -	\$ -		
Bus Operations			\$ 1,749,590	\$ -	\$ 1,550,920	\$ 938,522	\$ 175,000	\$ 43,000	\$ 4,200	\$ 5,516		
Total Revenues	\$ 94,259,000		\$ 4,167,492	\$ 150,000	\$ 2,575,920	\$ 1,120,935	\$ 175,000	\$ 43,000	\$ 4,200	\$ 5,516		\$ 94,259,000
Expenditures												
Tax District Administration												
Salaries and Benefits	\$ 153,750		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 153,750
Contracted Services	\$ 219,333		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 219,333
Debt Service	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Allocation to Debt Service Reserve	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Transfer to Triangle Tax District -- Wake Capital	\$ 83,693,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 83,693,000
Allocation to Wake Operating Fund Balance	\$ 1,580,854		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,580,854
Transit Plan Administration												
Salaries and Benefits	\$ -		\$ 538,125	\$ 150,000	\$ 150,000	\$ 147,413	\$ -	\$ -	\$ -	\$ -		\$ 985,538
Contracted Services	\$ -		\$ 1,799,777	\$ -	\$ 875,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,674,777
Technology	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Insurance	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Printing and Publications	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Other	\$ -		\$ 80,000	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -		\$ 115,000
Reserve	\$ 370,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 370,000
Transit Operations	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Increase Sunday Service (all routes)	\$ -		\$ -	\$ -	\$ -	\$ 476,182	\$ -	\$ -	\$ -	\$ -		\$ 476,182
Increase Midday Service (specified routes)	\$ -		\$ -	\$ -	\$ -	\$ 362,340	\$ -	\$ -	\$ -	\$ -		\$ 362,340
Lease for Expansion Vehicles	\$ -		\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -		\$ 100,000
Route 100 Frequency Improvements	\$ -		\$ 433,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 433,080
Route 300 Frequency Improvements	\$ -		\$ 265,833	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 265,833
Route 300 Night and Sunday Service	\$ -		\$ 231,813	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 231,813
Route 300 Peak Service	\$ -		\$ 412,644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 412,644
Fuquay-Varina Express Route	\$ -		\$ 406,220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 406,220
KRX Continuity of Service	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,000	\$ -	\$ -		\$ 43,000
Increase in 7 S. Saunders Route Frequencies	\$ -		\$ -	\$ -	\$ 193,875	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 193,875
Increase in Sunday Service Spans	\$ -		\$ -	\$ -	\$ 1,357,045	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,357,045
Operations for Rural Wake County Residents	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ -	\$ -	\$ -		\$ 175,000
Park & Ride Lease	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200	\$ -		\$ 4,200
Park & Ride Lease	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,516		\$ 5,516
Allocations from Tax District Revenues to Agencies												
Transit Plan Administration	\$ 3,775,315											
Bus Operations	\$ 4,466,748											
Total Expenditures	\$ 94,259,000		\$ 4,167,492	\$ 150,000	\$ 2,575,920	\$ 1,120,935	\$ 175,000	\$ 43,000	\$ 4,200	\$ 5,516		\$ 94,259,000
Revenues over Expenditures	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -

FYs 2018-2027 Multi-Year Operating Program Project Sheet Summary

TO001 – Tax District Administration

Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TO001-A	GoTriangle	1 FTE for Financial Oversight of Tax District	\$153,750	\$157,594
TO001-B	GoTriangle	Overhead Admin Costs – Tax District Audits	\$19,333	\$16,000
TO001-C	GoTriangle	Financial Consulting	\$200,000	\$100,000
Total			\$373,083	\$273,594

TO002 –Transit Plan Administration/Implementation

Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TO002-A	GoTriangle	Salaries/Benefits for 3.5 FTEs	\$538,125	\$551,578
TO002-B	GoTriangle	Administrative Expenses (Mileage, Travel, Training, Conferences)	\$10,720	\$10,988
TO002-C	GoTriangle	Outside Legal Counsel	\$50,000	\$25,000
TO002-D	GoTriangle	Outreach/Marketing/Communications for Transit Plan Implementation	\$97,000	\$97,970
TO002-E	GoTriangle	Incidental Expenses for Systemwide Studies Public Engagement	\$20,000	\$20,500
TO002-F	GoTriangle	Transit Customer Surveys	\$125,000	\$125,000
TO002-G	GoTriangle	Multi-Year Bus Service Implementation Plan	\$1,292,000	--
TO002-H	GoTriangle	Utilities for New Satellite Office for GoTriangle Staff in Wake County	\$25,000	\$25,625
TO002-I	GoTriangle	Property Maintenance, Repairs and Appraisals	\$50,057	\$51,308
TO002-J	GoTriangle	Customer Feedback Management System	\$35,000	\$35,875
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
TO002-M	Town of Cary	Marketing and Public Outreach Expenses Attributable to Wake County Transit Expansion	\$35,000	\$35,875
TO002-N	Town of Cary	1 FTE for Coordinating Capital Projects	\$147,413	\$135,000
TO002-O	City of Raleigh	Downtown Operations Plan	\$875,000	--
TO002-P	City of Raleigh	1 FTE for Service Planning	\$150,000	\$153,750
TO002-Q	Various	Reserve for Additional Staff as Directed by Staffing Plan	\$370,000	\$379,250
Total			\$4,145,315	\$1,801,469

TO003 – Systemwide Express/Regional Bus Service

Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TO003-A	GoTriangle	Continuation of Fuquay-Varina Express Route	\$406,220	\$247,005
TO003-B	GoTriangle	Route 100 Frequency Improvements	\$433,080	\$491,619
TO003-C	GoTriangle	Route 300 Frequency Improvements	\$265,833	\$302,189
TO003-D	GoTriangle	Route 300 Night and Sunday Service	\$231,813	\$265,469
TO003-E	GoTriangle	Continuation of Route 300 Peak Service	\$412,644	\$422,961
TO003-F	Town of Knightdale	Continuity of Town's Contribution for Knightdale-Raleigh Express	\$43,000	\$44,075
TO003-G	Town of Wendell	Continuity of Town's Contribution for Zebulon-Wendell Express Park-and-Ride Lease	\$4,200	\$4,305
TO003-H	Town of Zebulon	Continuity of Town's Contribution for Zebulon-Wendell Express Park-and-Ride Lease and Maintenance Costs	\$5,516	\$5,654
Total			\$1,802,306	\$1,783,277

T0004 – Local Bus Service				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TO004-A	Town of Cary	Sunday Service (14-hour), all routes (with expanded paratransit service)	\$476,182	\$511,744
TO004-B	Town of Cary	Increase Midday Frequency on Specified Routes	\$362,340	\$405,162
TO004-C	Town of Cary	Lease of Two Expansion Vehicles	\$100,000	\$102,500
TO004-D	City of Raleigh	Increase Frequency on Route 7 (South Saunders)	\$193,875	\$198,722
TO004-E	City of Raleigh	Increase Sunday Service Span	\$1,357,045	\$1,517,423
TO004-F	Wake County	Countywide Rural General Public Demand-Response Service	\$175,000	\$179,375
Total			\$2,664,442	\$2,914,926

TAX DISTRICT ADMINISTRATION – TO001

Project ID:	TO001-A	Project Type:	Tax District Administration
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Project Description:

One full-time equivalent (FTE) staff position will provide administrative support for financial oversight of the Triangle Tax District, Wake Operating Fund. The employee will be responsible for producing annual operating and capital budgets and ordinances, updating the Wake Transit financial plan/model, developing operating and capital funding agreements, and developing quarterly and annual financial reports. This is a carryover from FY 2017. Costs also include accessory administrative expenses to the function of the employee's work.

Project At A Glance

Project Description	1 Full-Time Equivalent employee for financial oversight of the Triangle Tax District, Wake Operating Fund
Agency	GoTriangle
FY 2018 Cost	\$153,5750
FY 2019 Cost	\$157,594
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017 (carryover from FY 2017)
End Date	Ongoing



Project ID:	TO001-B,C	Project Type:	Tax District Administration
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Project Description:

Audits on the funds managed by GoTriangle as tax district administrator will be conducted. Financial consultants will be employed to update the Triangle Tax District, Wake County financial model to accommodate the Wake Transit Plan and to provide advisory services to prepare for debt issuance associated with large capital projects proposed in the Wake Transit Plan and applications for funding being sought from the Federal Transit Administration (FTA).

Project At A Glance

Project Description	Overhead administrative costs for Triangle Tax District, Wake Operating Fund including audits and financial consulting
Agency	GoTriangle
FY 2018 Cost	\$219,333
FY 2019 Cost	\$116,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



**TRANSIT PLAN
ADMINISTRATION/IMPLEMENTATION -
TO002**

Project ID:	TO002-A	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle currently employs 3.5 full-time equivalent employees (FTEs) for transit planning services it provides in Wake County to implement the Wake County Transit Plan. This includes 1.5 FTEs for public outreach and communications, one (1) FTE to manage the Wake County Multi-Year Bus Service Implementation Plan, and one (1) FTE to manage the Wake County Fixed Guideway Corridors Major Investment Study. These employees are a carryover from FY 2017. Expenses also include accessory administrative expenses related to the function of the employees in their work.

Project At A Glance

Project Description	GoTriangle 3.5 existing full-time equivalent (FTE) employees allocated to transit planning services in Wake County
Agency	GoTriangle
FY 2018 Cost	\$538,125
FY 2019 Cost	\$551,578
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017 (3.5 FTEs carryover from FY 2017)
End Date	Ongoing



Project ID:	TO002-B,C,H	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle will incur administrative expenses in its role of implementing the Wake Transit Plan. These expenses include:

- Expenses for travel, training and mileage
- Outside legal counsel to prepare for debt issuance to support large capital projects, Federal Transit Administration (FTA) applications for the Raleigh Union Station Bus Facility (RUSBus), procurement of professional services related to RUSBus, and structuring of joint development contracts
- Utilities for a new satellite office in Wake County to support staff allocated specifically to implementation and administration of the Wake Transit Plan

Project At A Glance

Project Description	Administrative expenses anticipated to be incurred by GoTriangle in its role of implementing the Wake Transit Plan
Agency	GoTriangle
FY 2018 Cost	\$85,720
FY 2019 Cost	\$61,613
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-D	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle will incur direct costs in its role of providing public outreach, marketing and communications services for the implementation of the Wake Transit Plan. These costs include:

- Advertising
- Printing
- Special Events
- Promotional Events
- Meeting Materials
- Website Hosting

Project At A Glance

Project Description	Outreach, marketing and communications materials and services for Wake Transit Plan implementation
Agency	GoTriangle
FY 2018 Cost	\$97,000
FY 2019 Cost	\$97,970
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-E	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle is anticipating incurring costs related to public engagement activities that will be planned to facilitate public input and communications related to systemwide studies. Anticipated expenses include:

- Meeting space rental fees
- Printing
- Refreshments for the public
- Travel/mileage
- Public notices

Project At A Glance

Project Description	Incidental public engagement expenses for systemwide studies to be carried out by GoTriangle and CAMPO
Agency	GoTriangle
FY 2018 Cost	\$20,000
FY 2019 Cost	\$20,500
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-F, G, K	Project Type:	Transit Plan Administration/Implementation
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Project Description:

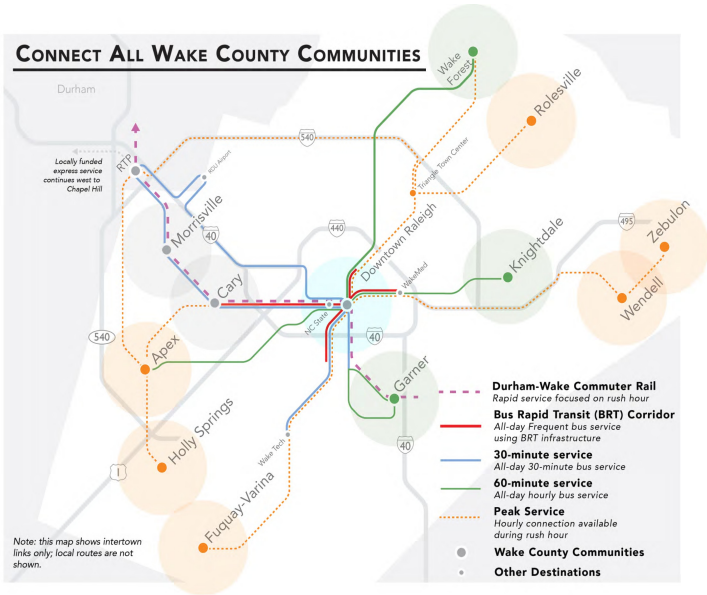
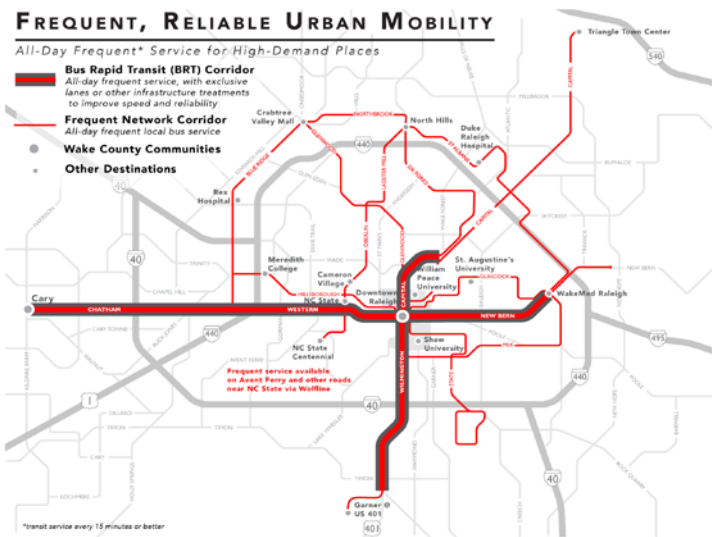
GoTriangle and the Capital Area Metropolitan Planning Organization (CAMPO) will initiate and complete three (3) plans/studies to inform further strategic implementation of the Wake Transit Plan. These studies include:

- A multi-year bus service implementation plan to determine the phasing of bus service expansion projects over the next 10 years and the necessary supporting capital resources;
- Community Funding Area Program Management Plan to determine how the Community Funding Areas identified in the Wake Transit Plan will be administered; and
- Ongoing transit customer surveys to continually evaluate user experiences as services are implemented over time.

These studies were initiated in FY 2017 with non-Wake Transit Tax funding sources contributed by GoTriangle, CAMPO and the City of Raleigh.

Project At A Glance

Project Description	GoTriangle and CAMPO, in cooperation with the TPAC, will conduct systemwide studies to strategically implement the Wake Transit Plan
Agency	GoTriangle/CAMPO
FY 2018 Cost	Multi-Year Bus Service Implementation Plan: \$1,292,000 Community Funding Area Program Management Plan: \$175,000 Transit Customer Surveys: \$125,000 TOTAL: \$1,592,000
FY 2019 Cost	\$125,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017 (initiated in FY 2017 with non-Wake Transit Tax funding sources)
End Date	June 2018 (Ongoing for customer surveys)



Project ID:	TO002-I	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle will provide ongoing maintenance and repairs to properties it owns in Wake County that are being maintained as future potential passenger-facing facilities to support services implemented as part of the Wake County Transit Plan. GoTriangle will also conduct property appraisals for these properties.

Project At A Glance

Project Description	Repairs, maintenance and appraisals for GoTriangle-owned property in Wake County
Agency	GoTriangle
FY 2018 Cost	\$50,057
FY 2019 Cost	\$51,308
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-J	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle will implement a web-based customer feedback management system that is integrated into the existing regional call center's phone system that will significantly improve transit agency responsiveness and accountability to transit customers. The system will also benefit GoRaleigh and GoCary. The system will capture customer communications that come through web forms, phone calls, emails, and social media and route them to transit agency staff best suited to responding and resolving issues. The system will allow transit agencies to gain new insights into repeat issues and allow transit agency staff to better focus on what is most important to customers. The system will also provide greater transparency into the results of interactions with transit customers.

Project At A Glance

Project Description	Wake County Transit Customer Feedback Management System
Agency	GoTriangle
FY 2018 Cost	\$35,000
FY 2019 Cost	\$35,875
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



Project ID:	TO002-L	Project Type:	Transit Plan Administration/Implementation
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Project Description:

CAMPO will employ one (1) full-time equivalent (FTE) staff position to provide administrative support for the Wake County Transit Planning Advisory Committee (TPAC) and its sub-committees. The position will be responsible for coordinating the TPAC's ongoing activities and proceedings, including leading the TPAC's decision-making processes and information dissemination. The position will also be responsible for compiling components of annual Wake Transit Work Plans. Expenses also include accessory administrative expenses related to the function of the employee's work.

Project At A Glance

Project Description	One (1) full-time equivalent (FTE) employee and accessory administrative expenses for TPAC administration/transit plan implementation
Agency	CAMPO
FY 2018 Cost	\$150,000
FY 2019 Cost	\$153,750
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



Project ID:	TO002-M	Project Type:	Transit Plan Administration/Implementation
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Project Description:

The Town of Cary/GoCary will be marketing its new brand, GoCary (changed from C-Tran), in preparation for expansion of services in FY 2018 and beyond. GoCary will also incur expenses to public outreach associated with the expansion of Wake Transit Plan services within its service area. These expenses will be incurred for services above and beyond what the Town incurs in expenses for the Town's existing services. Marketing and public outreach expenses identified by GoCary include:

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

Project At A Glance

Project Description	GoCary marketing of new bus services
Agency	Town of Cary/GoCary
FY 2018 Cost	\$35,000
FY 2019 Cost	\$35,875
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-N	Project Type:	Transit Plan Administration/Implementation
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Project Description:

The Town of Cary/GoCary will employ one (1) full-time equivalent staff position to function as its capital projects coordinator. Administrative expenses will also be incurred related to the function of the employee's work. The capital projects coordinator will be responsible for:

- Capital project management
- Request for proposals and bid development
- Contract development and management
- Development review
- Coordination of capital projects with regional transit operators
- Coordinating stakeholder meetings regarding capital projects
- Developing and maintaining transit facility design guidelines

Project At A Glance

Project Description	One (1) full-time equivalent (FTE) staff position for a capital projects coordinator for GoCary
Agency	Town of Cary/GoCary
FY 2018 Cost	\$147,413
FY 2019 Cost	\$135,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



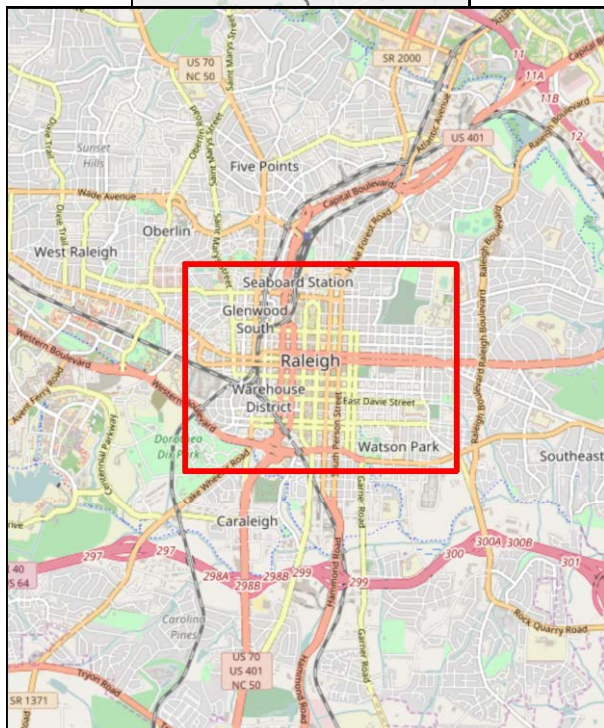
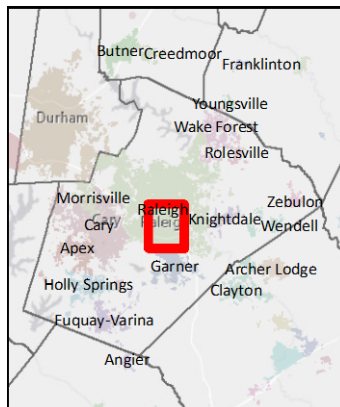
Project ID:	TO002-O	Project Type:	Transit Plan Administration/Implementation
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Project Description:

The City of Raleigh/GoRaleigh will be initiating and completing a comprehensive operations plan for its downtown area that will evaluate how all transportation modes function to facilitate a cohesive and effective network where a multitude of transit services are proposed to converge. The plan will be multimodal in nature. The total cost of the plan is anticipated to be \$1,250,000, with the portion anticipated to be attributable to planning for the accommodation of transit services estimated at \$875,000.

Project At A Glance

Project Description	Downtown Raleigh Transit Operations Plan
Agency	City of Raleigh/GoRaleigh
FY 2018 Cost	\$875,000
FY 2019 Cost	N/A
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



Project ID:	TO002-P	Project Type:	Transit Plan Administration/Implementation
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Project Description:

The City of Raleigh/GoRaleigh will employ one (1) full-time equivalent (FTE) staff position to provide additional transit service planning support for GoRaleigh's planned expansion of Wake Transit Plan services in FY 2018 and beyond. Expenses for this position also include administrative costs related to the function of the employee in its work. The position will be responsible for:

- Involvement/coordination with the TPAC
- Involvement in procurements for capital resources
- Wake Transit Plan budget coordination
- Coordination of operational plans with operational staff
- Coordinate project staffing for planning projects
- Coordinate/manage development of local/regional transit plans, reports, studies and environmental documents

Project At A Glance

Project Description	One (1) full-time equivalent (FTE) employee for GoRaleigh transit service planning
Agency	City of Raleigh/GoRaleigh
FY 2018 Cost	\$150,000
FY 2019 Cost	\$153,750
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



SYSTEMWIDE EXPRESS/REGIONAL BUS SERVICE -TO003

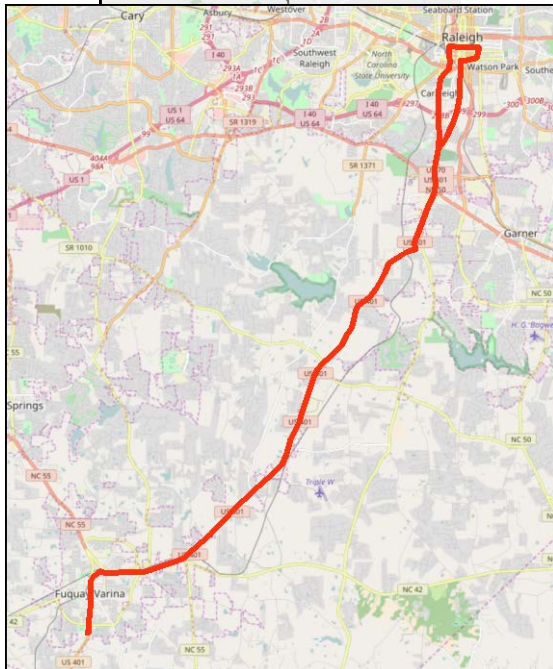
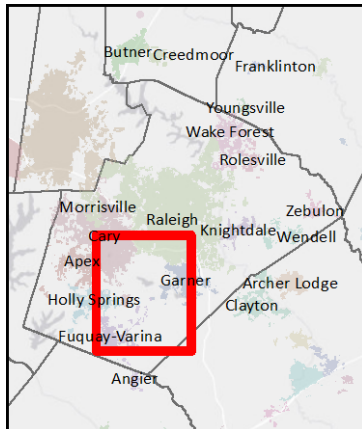
Project ID:	TO003-A	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle will continue to provide peak-period express service between Fuquay-Varina and Downtown Raleigh. The route is currently being provided as mitigation for the North Carolina Department of Transportation's Fortify construction project on I-40 and is funded by the State. Beginning July 1, 2017, the State will no longer fund the service; the service will be funded using Wake Transit tax proceeds. The frequency for the service will transition from every 30 minutes during peak before July 1, 2017, to every 60 minutes during peak beginning on July 1, 2017.

Project At A Glance

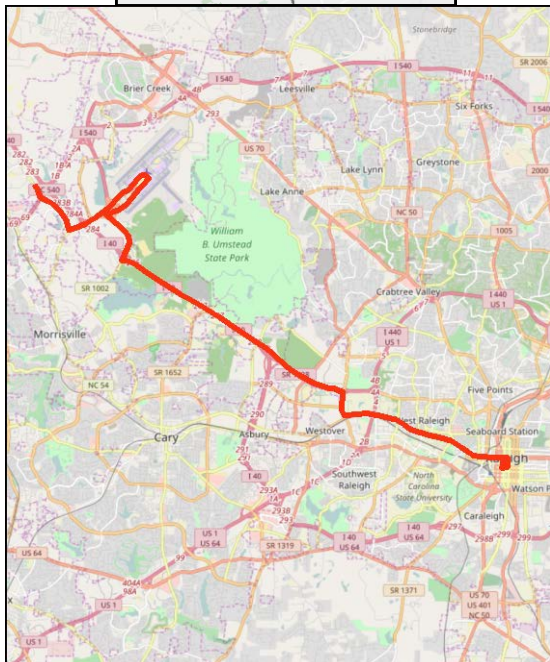
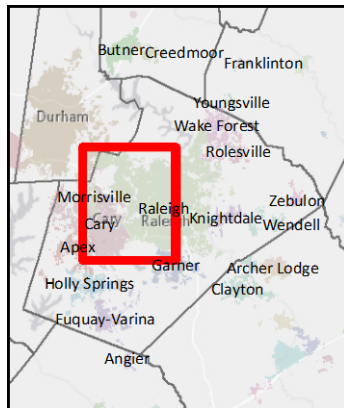
Project Description	Continuation of Fuquay-Varina Express Route
Start Date	July 1, 2017
Operator	GoTriangle
FY 2018 Cost	\$406,220 (Includes lease of vehicles and park-and-ride lease)
FY 2019 Cost	\$247,005 (Includes park-and-ride lease)
Funding Source	Wake Transit Tax Proceeds
Service Span	6:00-9:00am 4:00-6:45pm Monday-Friday
Frequency Off-Peak (min)	Current: N/A Proposed: N/A
Frequency Peak (min)	Current: 30 Proposed: 60
Major Destinations	Downtown Raleigh, Fuquay-Varina
Transit Centers	Moore Square Station (Downtown Raleigh)



Project ID:	TO003-B	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle will operate Route 100 every 30 minutes from 6:10AM to 7:25PM Monday – Friday and from 7:30AM to 7:15PM on Saturday. This is an improvement in frequency from its current operation of providing hourly service all day Saturday and from 9:45AM to 3:30PM Monday-Friday. The service is currently provided at a frequency of every 30 minutes during morning and afternoon peak periods. Route 100 connects downtown Raleigh, NC State University, Raleigh-Durham International Airport and the GoTriangle Regional Transit Center. The anticipated start date for this service change is early August 2017.



Project At A Glance

Project Description	GoTriangle Route 100 Frequency Improvements
Start Date	August 2017
Operator	GoTriangle
FY 2018 Cost	\$433,080
FY 2019 Cost	\$491,619
Funding Source	Wake Transit Tax Proceeds
Service Span	6:10am-7:25pm, Monday-Friday 7:30am-7:15pm, Saturday
Frequency Off-Peak (min)	Current: 60 Proposed: 30
Frequency Peak (min)	Current: 30 Proposed: 30
Major Destinations	Downtown Raleigh, NC State University, RDU Airport
Transit Centers	Moore Square Station (Downtown Raleigh), GoTriangle Regional Transit Center (Research Triangle Park)

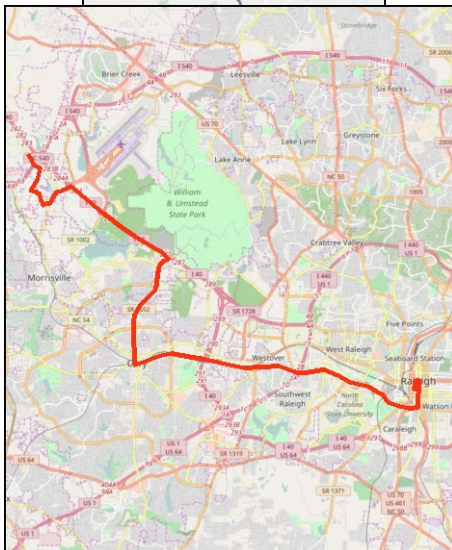
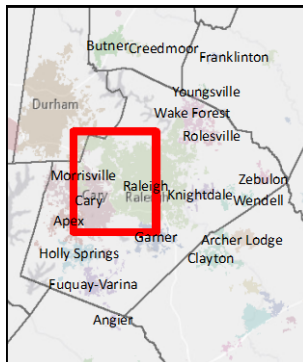
Project ID:	TO003-C,D,E	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle will operate Route 300 between Raleigh and Cary every 30 minutes from 6:00AM to 7:00PM Monday – Friday and from 7:00AM to 7:00PM on Saturday. This is an improvement in frequency from its current operation of providing hourly service all day Saturday and from 9:00AM to 4:00PM Monday-Friday. Route 300's operating time will also be expanded to provide hourly service from 7:00PM to 10:25PM Monday-Friday, 7:00PM – 9:55PM on Saturday, and 7:00AM – 6:55PM on Sunday. Route 300 connects downtown Raleigh, NC State University, and downtown Cary. The existing Monday-Friday peak period Route 300 service is currently being provided as mitigation for the North Carolina Department of Transportation's Fortify construction project on I-40 and is funded by the State. Beginning July 1, 2017, the State will no longer fund the service; the service will be funded using Wake Transit tax proceeds. The anticipated start date for the night, Sunday and frequency service changes is early August 2017.

Project At A Glance

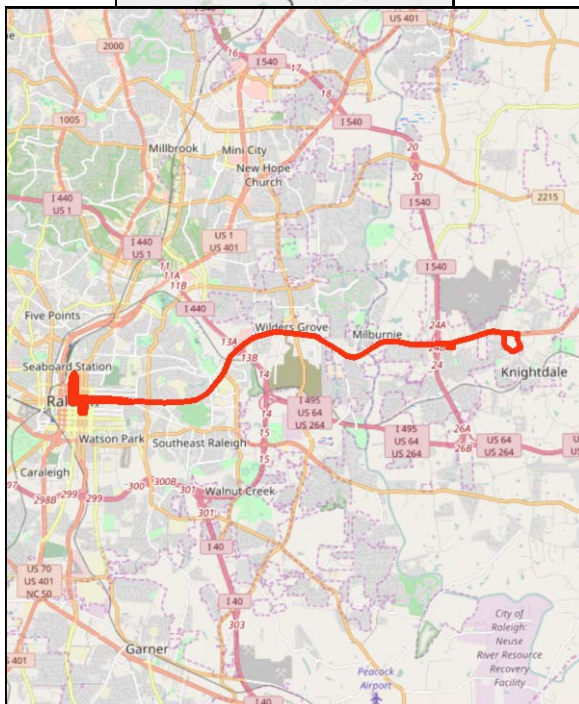
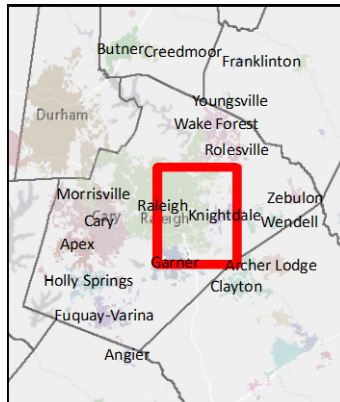
Project Description	GoTriangle Route 300 Continuation of Service and Frequency and Service Time Span Improvements
Start Date	July 1, 2017 (continuation of existing service) August 2017 (night and Sunday service and frequency improvements)
Operator	GoTriangle
FY 2018 Cost	\$910,290 (includes lease of vehicles)
FY 2019 Cost	\$990,619 (includes lease of vehicles)
Funding Source	Wake Transit Tax Proceeds
Service Span	6:00am-10:25pm, Monday-Friday 7:00am-9:55pm, Saturday 7:00am-6:55pm, Sunday
Frequency Off-Peak (min)	Current: N/A Proposed: 30
Frequency Peak (min)	Current: 30 Proposed: 30
Major Destinations	Downtown Raleigh, NC State University, Downtown Cary
Transit Centers	Moore Square Station (Downtown Raleigh), Regional Transit Center (GoTriangle)



Project ID:	TO003-F	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle, in cooperation with the Town of Knightdale, will continue to provide peak-period service between downtown Raleigh and Knightdale at an hourly frequency (Knightdale-Raleigh Express). A total of \$43,000 for the route is currently being contributed by the Town of Knightdale. Beginning July 1, 2017, the Town of Knightdale will no longer provide this contribution, as all existing contributions from Wake County communities that partially fund regional and express services will transition to being funded by Wake Transit tax proceeds.



Project At A Glance

Project Description	Continuation of Knightdale-Raleigh Express (KRX) service
Start Date	July 1, 2017
Operator	GoTriangle
FY 2018 Cost	\$43,000
FY 2019 Cost	\$44,075
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 vehicle registration tax)
Service Span	6:20am-8:55am 4:00pm-6:37pm Monday-Friday
Frequency Off-Peak (min)	Current: N/A Proposed: N/A
Frequency Peak (min)	Current: 60 Proposed: 60
Major Destinations	Downtown Raleigh, Wake Medical Center (New Bern), Rex Hospital-Knightdale Campus, Knightdale Park-and-Ride
Transit Centers	Moore Square Station (Downtown Raleigh)

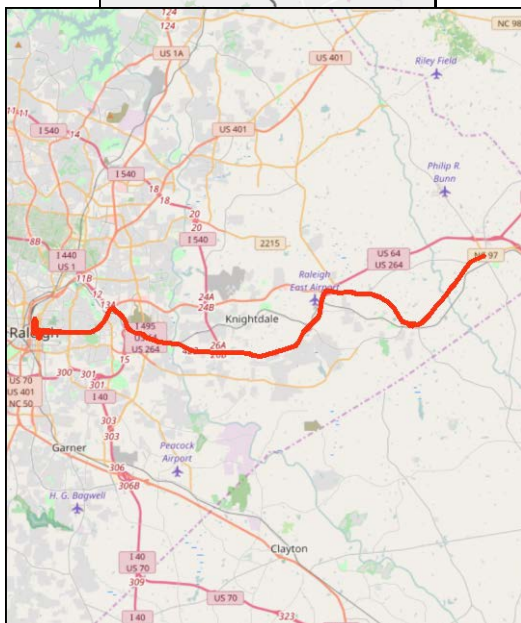
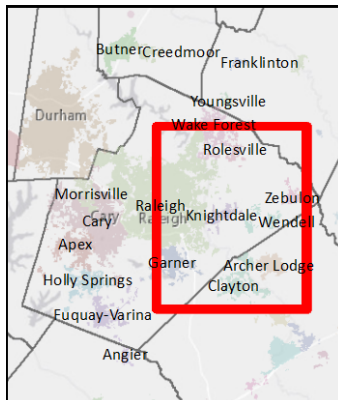
Project ID:	TO003-G,H	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle, in cooperation with the Towns of Wendell and Zebulon, will continue to provide peak-period service between downtown Raleigh, Wendell and Zebulon at an hourly frequency (Zebulon-Wendell Express). A contribution toward park-and-ride lease and park-and-ride maintenance costs are currently provided by the Towns of Wendell and Zebulon. Beginning July 1, 2017, the Towns of Wendell and Zebulon will no longer provide this contribution from their operating budgets, as all existing contributions from Wake County communities that partially fund regional and express services will transition to being funded by Wake Transit tax proceeds.

Project At A Glance

Project Description	Continuation of GoTriangle Zebulon-Wendell Express (ZWX) service
Start Date	July 1, 2017
Operator	GoTriangle
FY 2018 Cost	\$9,716
FY 2019 Cost	\$9,931
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 vehicle registration tax)
Service Span	6:00am-8:50am 4:10pm-7:00pm Monday-Friday
Frequency Off-Peak (min)	Current: N/A Proposed: N/A
Frequency Peak (min)	Current: 60 Proposed: 60
Major Destinations	Downtown Raleigh, Wake Medical Center (New Bern), Wendell Park-and-Ride, Zebulon Park-and-Ride
Transit Centers	Moore Square Station (Downtown Raleigh)



LOCAL BUS SERVICE -TO004

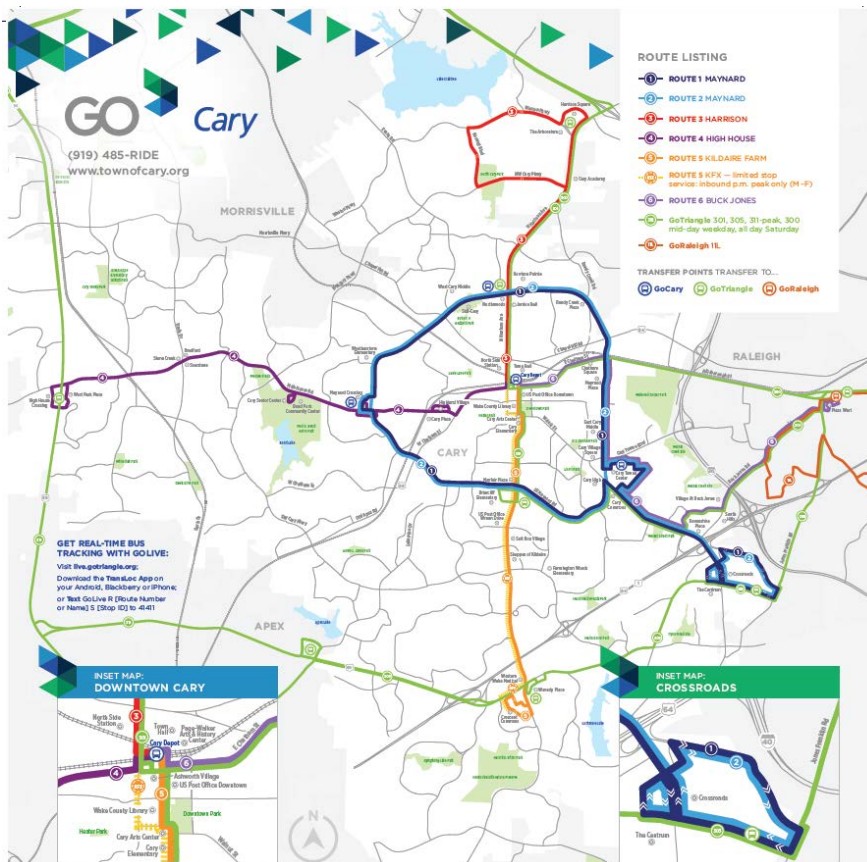
Project ID:	TO004-A	Project Type:	Local Bus Service
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Project Description:

GoCary will provide hourly service from 7:00am to 9:00pm on all of its existing routes on Sundays. GoCary currently does not provide service on Sundays. GoCary will also provide complementary Americans with Disabilities (ADA) service on Sunday within 3/4-mile of its routes. The start date for this service change will be early August 2017.

Project At A Glance

Project Description	Sunday Service on all existing GoCary routes
Start Date	August 2017
Operator	GoCary
FY 2018 Cost	\$476,182
FY 2019 Cost	\$511,744
Funding Source	Wake Transit Tax Proceeds
Service Span	7:00am-9:00pm Sunday
Frequency Sunday (min)	Current: N/A Proposed: 60
Major Destinations	Downtown Cary, Crossroads, Western WakeMed, Cary Towne Centre, The Arboretum, Bradford, Crescent Green, Stone Creek, High House Crossing, Shoppes of Kildaire, Waverly Place
Transit Centers	N/A



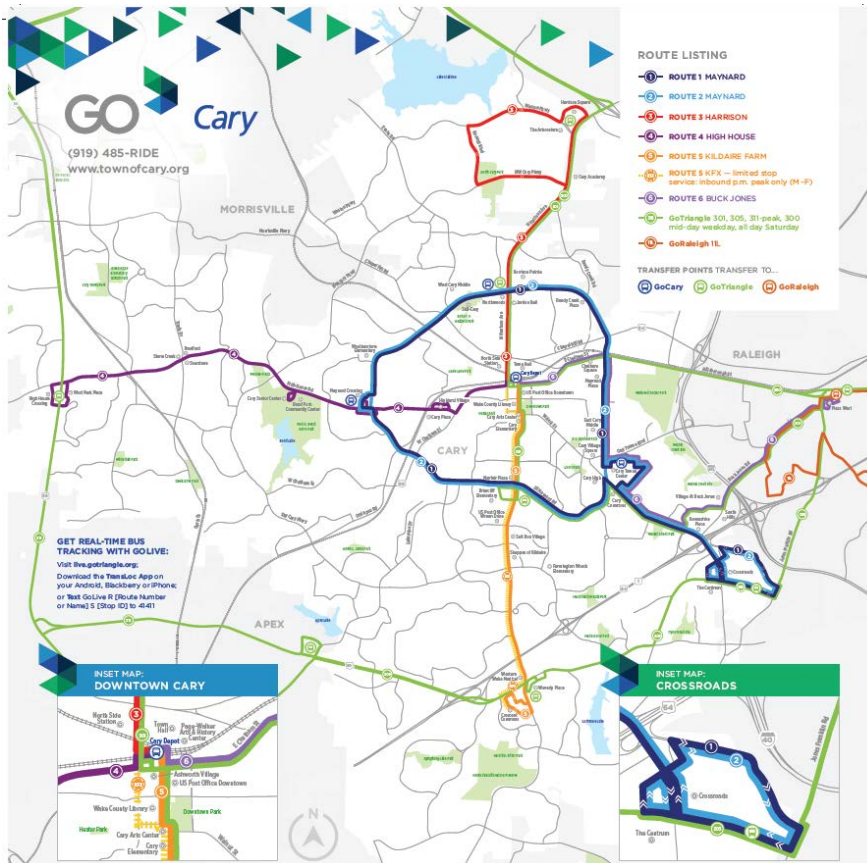
Project ID:	TO004-B	Project Type:	Local Bus Service
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Project Description:

GoCary will provide half-hourly service from 9:00am to 3:00pm on its existing routes 3, 4, 5 and 6 Monday through Saturday. GoCary currently provides hourly service during these times and days on these routes. The start date for this service change will be early August 2017.

Project At A Glance

Project Description	Increase midday frequency on GoCary routes 3, 4, 5 and 6
Start Date	August 2017
Operator	GoCary
FY 2018 Cost	\$362,340
FY 2019 Cost	\$405,162
Funding Source	Wake Transit Tax Proceeds
Service Span	Frequency increased 9:00am-3:00pm Monday-Saturday
Frequency Off-Peak (min)	Current: 60 Proposed: 30
Major Destinations	Downtown Cary, Crossroads, Western WakeMed, Cary Towne Centre, The Arboretum, Bradford, Crescent Green, Stone Creek, High House Crossing, Shoppes of Kildaire, Waverly Place
Transit Centers	N/A



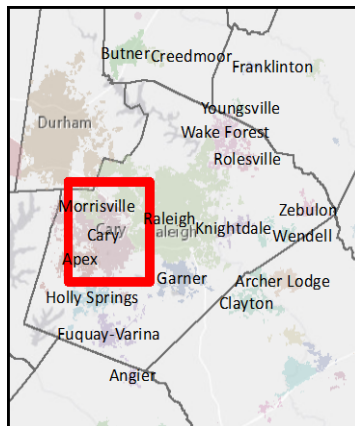
Project ID:	TO004-C	Project Type:	Local Bus Service
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Project Description:

The Town of Cary/GoCary will begin leasing two (2) new transit vehicles to be put into service in FY 2018 for new services. The Town of Cary leases its vehicles from its operations contractor, which charges the Town approximately \$50,000/vehicle per year. These vehicles are necessary for the Town of Cary to implement new services in FY 2018 and subsequent years.

Project At A Glance

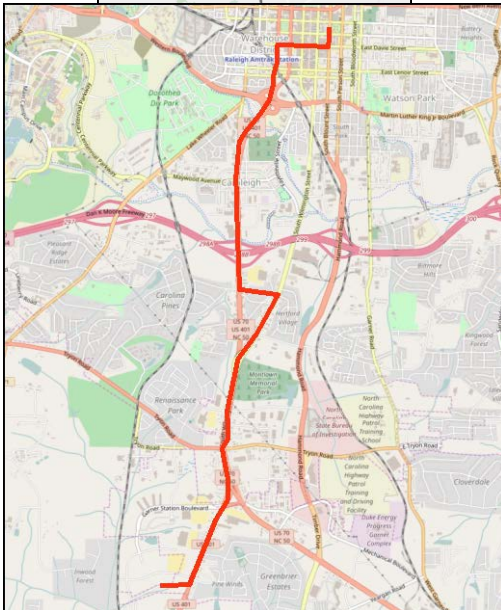
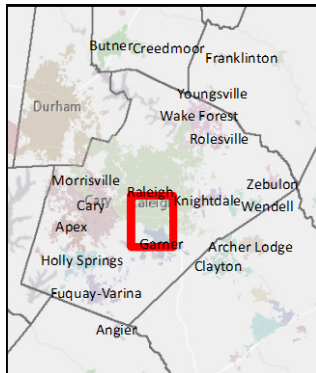
Project Description	GoCary lease of 2 transit buses
Project Sponsor	Town of Cary/GoCary
FY 2018 Cost	\$100,000
FY 2019 Cost	\$102,500
Funding Mechanism	Wake Transit Tax Proceeds
Anticipated Delivery	January 2018 – December 2018



Project ID:	TO004-D	Project Type:	Local Bus Service
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Project Description:

GoRaleigh will provide all day, 15-minute service on Route 7 (South Saunders Route) from 7:00am to 7:00pm, Monday through Friday. Currently, Route 7 runs from 5:45am to 11:27pm, Monday through Friday at various frequencies ranging from every 15 minutes during peak periods (6:45am-9:45am and 2:45pm-5:45pm) to every 30 minutes to hourly during off-peak periods. Route 7 is also currently operated on Saturdays and Sundays at various frequencies ranging from every 30 minutes to hourly. GoRaleigh will provide 15-minute service Monday through Friday on Route 7 between 10:00am and 3:00pm rather than its current frequency during these times and days of every 30 minutes. The start date for this service change will be early August 2017.



Project At A Glance

Project Description	Increase frequency on GoRaleigh Route 7 (South Saunders Route) to 15 minutes all day
Start Date	August 2017
Operator	GoRaleigh
FY 2018 Cost	\$193,875
FY 2019 Cost	\$198,722
Funding Source	Wake Transit Tax Proceeds
Service Span	Frequency increased to every 15 minutes from every 30 minutes 10:00am-3:00pm Monday-Friday
Frequency Off-Peak (min)	Current: 30 Proposed: 15
Frequency Peak (min)	Current: 15 Proposed: 15
Major Destinations	Downtown Raleigh, Pecan/Wilmington Transfer point, Garner Walmart
Transit Centers	Moore Square Station (Downtown Raleigh)

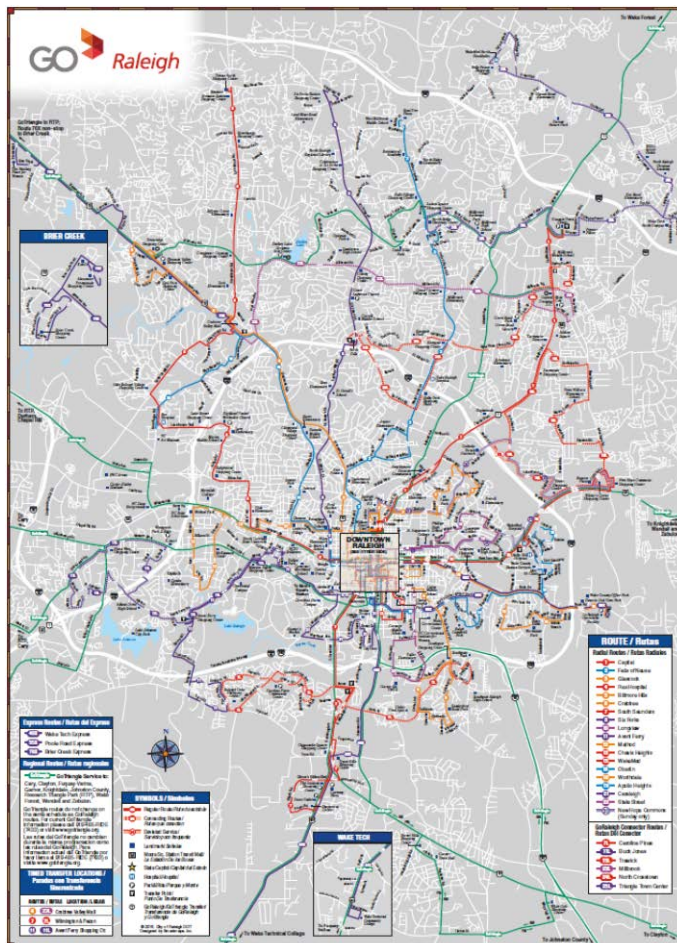
Project ID:	TO004-E	Project Type:	Local Bus Service
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Project Description:

GoRaleigh will increase its span of service times on Sunday for all routes to be identical with the span of service times and frequencies provided on Saturdays, except Sunday services will end one hour earlier than on Saturdays. Currently, GoRaleigh provides hourly service on select routes between 8:00am and 8:00pm on Sundays. GoRaleigh currently does not provide Sunday service on all of its routes. GoRaleigh will provide service on all routes between 5:00am and 10:00pm at frequencies consistent with Saturday services, which range from every 30 minutes during late morning and afternoon hours to every 60 minutes during early morning and evening hours.

Project At A Glance

Project Description	Increase in span of Sunday service times provided by GoRaleigh on all existing routes
Start Date	August 2017
Operator	GoRaleigh
FY 2018 Cost	\$1,357,045
FY 2019 Cost	\$1,517,423
Funding Source	Wake Transit Tax Proceeds
Service Span	Sunday service span expanded from 8:00am-8:00pm to generally 5:00am-10:00 on all routes currently operated on Sunday, as well as all routes currently operated on Saturdays that are not currently operated on Sundays. Most routes will begin service between 5:00am and 6:00am, and most will have final departures at 10:00pm.
Frequency Sunday (min)	Current: 60 Proposed: various (60 and 30 depending on time of day)
Major Destinations	Downtown Raleigh, Crabtree Valley Mall, Triangle Town Center, North Hills (Midtown), WakeMed Hospital, Rex Hospital, Duke Raleigh Hospital, North Carolina State University, William Peace University, Shaw University, Meredith College, St. Augustine's University, Wake Tech Community College
Transit Centers	Moore Square Station (Downtown Raleigh)



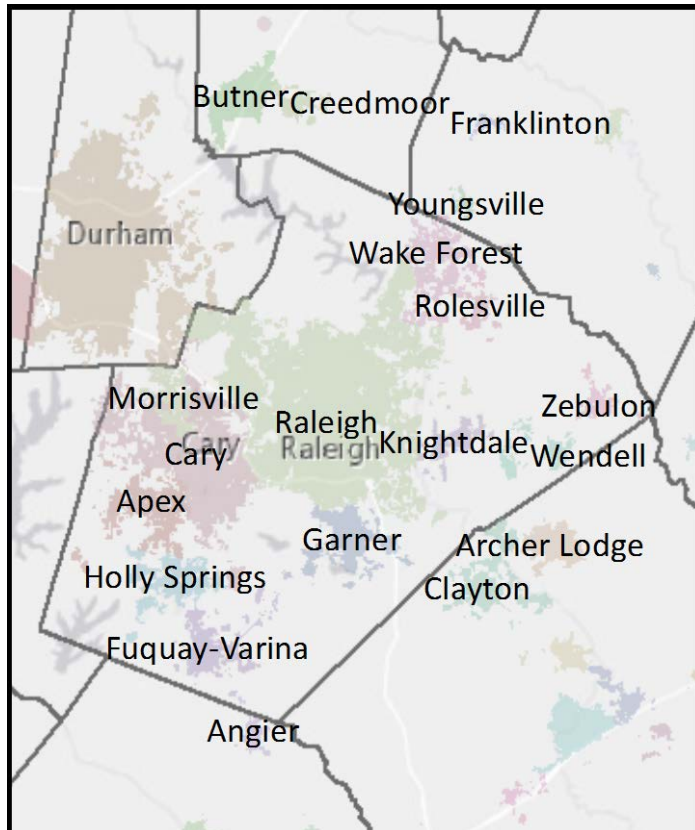
Project ID:	TO004-F	Project Type:	Local Bus Service
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Project Description:

Wake County Coordinated Transportation Services will provide additional demand-response trips for Wake County residents residing in rural areas of the county that are not served by existing fixed transit routes. These demand-response trips will complement the existing fixed-route system by linking rural residents currently without access to those transportation resources. Approximately 9,000 demand-response trips per year are anticipated to be provided.

Project At A Glance

Project Description	Approximately 9,000 additional demand-response trips for rural Wake County residents
Start Date	July 1, 2017
Operator	Wake County TRACS
FY 2018 Cost	\$175,000
FY 2019 Cost	\$179,375
Funding Source	Wake Transit Tax Proceeds
Service Span	N/A
Frequency Sunday (min)	Demand-Response
Major Destinations	Demand-Response
Transit Centers	N/A (Demand-Response)



FYs 2018-2027 Wake Transit Multi-Year Operating Program Summary

Transit ID	TIP	Wake Transit Operating Agreement	Operations / Service Type	Sponsor Agency	Managing/Operating Agency	Description	FYs 2018-2027 Wake Transit Multi-Year Operating Program Summary														
							GEOGRAPHY	Annual Hrs.	Source	Prior Year	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Total (100%)
TO001	N/A	TBD	Tax District Admin	GoTriangle	GoTriangle	Tax District Administrative Expenses	WAKE COUNTY	N/A	Tax District	\$ 75,000	\$ 373,083	\$ 273,594	\$ 280,434	\$ 287,445	\$ 294,631	\$ 301,997	\$ 309,546	\$ 317,285	\$ 325,217	\$ 333,348	\$ 3,096,580
TO002	N/A	TBD	Transit Plan Admin/Implementation	GoTriangle CAMPO City of Raleigh Town of Cary	GoTriangle CAMPO City of Raleigh Town of Cary	Transit Plan Administration/Implementation/Planning	WAKE COUNTY	N/A	Tax District	\$ 1,084,493	\$ 4,145,315	\$ 1,801,469	\$ 1,846,506	\$ 1,892,668	\$ 1,939,985	\$ 1,988,485	\$ 2,038,197	\$ 2,089,152	\$ 2,141,381	\$ 2,194,915	\$ 22,078,072
TO003	N/A	TBD	Systemwide Express/Regional Bus Service	GoTriangle Knightdale Wendell Zebulon	GoTriangle	Systemwide Express/Regional Bus Service	WAKE COUNTY	N/A	Tax District	\$ 100,000	\$ 1,802,306	\$ 1,783,277	\$ 1,827,859	\$ 1,873,555	\$ 1,920,394	\$ 1,968,404	\$ 2,017,614	\$ 2,068,055	\$ 2,119,756	\$ 2,172,750	\$ 19,553,970
TO004	N/A	TBD	Local Bus Service	Town of Cary Wake County City of Raleigh	Town of Cary Wake County City of Raleigh	Local Bus Service	WAKE COUNTY	N/A	Tax District	\$ -	\$ 2,664,442	\$ 2,914,926	\$ 2,987,799	\$ 3,062,494	\$ 3,139,056	\$ 3,217,533	\$ 3,297,971	\$ 3,380,420	\$ 3,464,931	\$ 3,551,554	\$ 31,681,128
TOTAL OPERATIONS FROM TAX DISTRICT REVENUES										\$ 1,259,493	\$ 8,985,146	\$ 6,773,266	\$ 6,942,598	\$ 7,116,163	\$ 7,294,067	\$ 7,476,418	\$ 7,663,329	\$ 7,854,912	\$ 8,051,285	\$ 8,252,567	\$ 76,409,750
The FY 2018 Recommended Wake Transit Work Plan includes an estimate of the future year operating projects and services. FY 2019 is based on growth of 2.5% and other annualized assumptions. FYs 2020 -2027 are 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, the Wake Transit Implementation Staffing Plan, the Fixed Guideways Major Investment Study and future fixed guideway alternatives refinement studies. The Wake Transit Work Plan also includes an estimate of additional capacity by cost category for future year operating costs not included above. These costs are shown below.																					
			Managing/Operating Agency			Description	GEOGRAPHY	Annual Hrs.	Source	Prior Year	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Total (100%)
TBD	N/A	TBD	Transit Plan Admin/Implementation	TBD	TBD	Transit Plan Administration/Implementation/Planning	WAKE COUNTY	N/A	Tax District			\$ 5,100,000	\$ 52,531	\$ 53,845	\$ 5,519	\$ 56,570	\$ 57,985	\$ 59,434	\$ 60,920	\$ 62,443	\$ 5,509,248
TBD	N/A	TBD	Systemwide Express/Regional Bus Service/Local Bus Service*	TBD	TBD	Systemwide Express/Regional Bus Service/Local Bus Service/TRACS	WAKE COUNTY	N/A	Tax District			\$ 7,264,641	\$ 12,118,909	\$ 12,267,603	\$ 17,811,139	\$ 23,494,529	\$ 29,433,649	\$ 35,804,497	\$ 42,332,473	\$ 47,550,984	\$ 228,078,425
TBD	N/A	TBD	Community Funding Areas	TBD	TBD	Community Funding Areas	WAKE COUNTY	N/A	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	N/A	TBD	Maintenance of Facilities	TBD	TBD	Maintenance of Facilities	WAKE COUNTY	N/A	Tax District			\$ 30,000	\$ 1,000,000	\$ 2,025,000	\$ 2,076,000	\$ 2,128,000	\$ 2,181,000	\$ 2,235,000	\$ 2,291,000	\$ 2,348,000	\$ 16,314,000
TBD	N/A	TBD	Bus Rapid Transit	TBD	TBD	Bus Rapid Transit	WAKE COUNTY	N/A	Tax District								\$ 13,474,298	\$ 13,811,155	\$ 14,156,434	\$ 14,510,345	\$ 55,952,233
TBD	N/A	TBD	Commuter Rail	TBD	TBD	Commuter Rail	WAKE COUNTY	N/A	Tax District											\$ 20,060,000	\$ 20,060,000
TBD	N/A	TBD	Other Future Operating	TBD	TBD	Other Future Operating	WAKE COUNTY	N/A	Tax District				\$ 1,500,000	\$ 1,537,500	\$ 1,575,938	\$ 1,615,336	\$ 1,655,719	\$ 1,697,112	\$ 1,739,540	\$ 1,783,029	\$ 13,104,174
TOTAL OPERATIONS FROM TAX DISTRICT REVENUES												\$ 12,394,641	\$ 14,855,441	\$ 16,260,947	\$ 22,048,596	\$ 28,087,435	\$ 47,818,651	\$ 54,856,199	\$ 62,074,368	\$ 88,064,801	\$ 346,461,079

FY18 Total Estimated Transit Spending in Wake County: Operating

	Triangle Tax District: Wake Operating	GoTriangle	CAMPO	GoRaleigh	GoCary	TRACS	Knightdale	Wendell	Zebulon	Total Wake County Transit Plan: Operating
Revenues - Tax District										
Tax District Revenues										
Article 43 1/2 Cent Local Option Sales Tax	\$ 82,852,000									\$ 82,852,000
Vehicle Rental Tax	\$ 3,877,000									\$ 3,877,000
\$7.00 Vehicle Registration Tax	\$ 5,419,000									\$ 5,419,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 2,111,000									\$ 2,111,000
Allocations from Tax District Revenues to Agencies										
Transit Plan Administration		\$ 2,417,902	\$ 150,000	1,025,000	\$ 182,413	\$ -	\$ -	\$ -	\$ -	
Bus Operations		\$ 1,749,590	\$ -	\$ 1,550,920	\$ 938,522	\$ 175,000	\$ 43,000	\$ 4,200	\$ 5,516	
Revenues - Agencies										
Agency Revenues										
State Grants		\$ 731,000	\$ 8,000	\$ 2,762,887	\$ 290,709	\$ 815,690	\$ -	\$ -	\$ -	\$ 4,608,286
Federal Grants		\$ 250,000		\$ 1,685,590	\$ 1,664,491	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 4,600,081
Farebox Revenues		\$ 661,600		\$ 3,960,838	\$ 304,000	\$ 39,083	\$ -	\$ -	\$ -	\$ 4,965,521
Other Agency Revenues		\$ 453,200	\$ 2,000	\$ 22,844,154	\$ 2,483,770	\$ 5,488,290	\$ -	\$ -	\$ -	\$ 31,271,414
Subtotal: Agency Revenues		\$ 2,095,800	\$ 10,000	\$ 31,253,469	\$ 4,742,970	\$ 7,343,063	\$ -	\$ -	\$ -	\$ 45,445,302
Total Revenues	\$ 94,259,000	\$ 6,263,292	\$ 160,000	\$ 33,829,389	\$ 5,863,905	\$ 7,518,063	\$ 43,000	\$ 4,200	\$ 5,516	\$ 139,704,302
Expenditures - Tax District										
Tax District Administration										
Salaries and Benefits	\$ 153,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,750
Contracted Services	\$ 219,333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 219,333
Transfer to Triangle Tax District -- Wake Capital	\$ 83,693,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,693,000
Allocation to Wake Operating Fund Balance	\$ 1,580,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,580,854
Transit Plan Administration										\$ -
Salaries and Benefits	\$ -	\$ 538,125	\$ 150,000	\$ 150,000	\$ 147,413	\$ -	\$ -	\$ -	\$ -	\$ 985,538
Contracted Services	\$ -	\$ 1,799,777	\$ -	\$ 875,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,674,777
Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Insurance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Printing and Publications	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ 80,000	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 115,000
Reserve	\$ 370,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 370,000
Transit Operations		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Increase Sunday Service (all routes)		\$ -	\$ -	\$ -	\$ 476,182	\$ -	\$ -	\$ -	\$ -	\$ 476,182
Increase Midday Service (specified routes)		\$ -	\$ -	\$ -	\$ 362,340	\$ -	\$ -	\$ -	\$ -	\$ 362,340
Lease for Expansion Vehicles	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Route 100 Frequency Improvements	\$ -	\$ 433,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 433,080
Route 300 Frequency Improvements	\$ -	\$ 265,833	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,833
Roue 300 Night and Sunday Service	\$ -	\$ 231,813	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 231,813
Route 300 Peak Service	\$ -	\$ 412,644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,644
Fuquay-Varina Express Route	\$ -	\$ 406,220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 406,220
KRX Continuity of Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,000	\$ -	\$ -	\$ 43,000
Increase in 7 S. Saunders Route Frequencies	\$ -	\$ -	\$ -	\$ 193,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 193,875
Increase in Sunday Service Spans	\$ -	\$ -	\$ -	\$ 1,357,045	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,357,045
Operations for Rural Wake County Residents	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ 175,000
Park & Ride Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200	\$ -	\$ 4,200
Park & Ride Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,516	\$ 5,516
Allocations from Tax District Revenues to Agencies										
Transit Plan Administration	\$ 3,775,315									
Bus Operations	\$ 4,466,748									
Subtotal Allocations from Tax District		\$ 4,167,492	\$ 150,000	\$ 2,575,920	\$ 1,120,935	\$ 175,000	\$ 43,000	\$ 4,200	\$ 5,516	\$ 8,612,063
Expenditures - Agencies										
Other Agency Operating Expenditures	\$ -	\$ 2,095,800	\$ 10,000	\$ 31,253,469	\$ 4,742,970	\$ 7,343,063	\$ -	\$ -	\$ -	\$ 45,445,302
Total Expenditures	\$ 94,259,000	\$ 6,263,292	\$ 160,000	\$ 33,829,389	\$ 5,863,905	\$ 7,518,063	\$ 43,000	\$ 4,200	\$ 5,516	\$ 139,704,302
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FY 2018 Adopted Wake Transit Work Plan



FY 2018 Capital Budget & Multi-Year Capital Improvement Program

**GOTRIANGLE
FISCAL YEAR 2018
TRIANGLE TAX DISTRICT -- WAKE CAPITAL FUND ORDINANCE**

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees, that pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following project ordinance is hereby adopted:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District -- Wake Capital Fund** for the fiscal year beginning July 1, 2017, and ending June 30, 2018:

Transfer from Wake Operating	\$83,693,000
Total	\$83,693,000

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District -- Wake Capital Fund** for the fiscal year beginning July 1, 2017, and ending June 30, 2018:

Capital Planning	
GoTriangle	\$2,042,000
Future Fixed Guideway Studies	\$2,300,000
Bus Infrastructure	
GoTriangle	\$2,900,000
City of Raleigh	\$3,140,000
Town of Cary	\$1,838,000
Bus Acquisition	
GoTriangle	\$4,000,000
City of Raleigh	\$4,000,000
Allocation to Wake Capital Fund Balance	\$63,473,000
Total	\$83,693,000

Section 3. The GoTriangle General Manager, or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted allocations to fund balance.
- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4: Triangle Tax District – Wake Capital Funds are appropriated pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina; therefore, appropriations do not lapse at the end of the fiscal year and are available for duration of the project unless subsequently recommended for reallocation by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards, or as specified in Section 5.

Section 5: GoTriangle Finance Department has authority to close projects and/or programs and reduce appropriations upon notification of project completion by the project sponsor. When actual revenues are available in projects to be closed or which are substantially complete, GoTriangle Finance may transfer savings to Triangle Tax District Wake Capital fund balance. These funds will be then available for future appropriations which require recommendation by the Transit Planning Advisory Committee and approval by the CAMPO and GoTriangle governing boards. This section applies to current and prior year appropriations. A list of project closeouts shall be provided quarterly to the Transit Planning Advisory Committee.

Section 6. Copies of the Budget Ordinance shall be furnished to the Clerk, to the Board of Trustees, to the Finance Officer, and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds. Copies shall also be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS 28th DAY OF JUNE 2017.



Ellen Reckhow, Board of Trustees Vice Chair

ATTEST:



Michelle C. Dawson, Clerk to the Board

FY18 Triangle Tax District: Wake Capital

	Triangle Tax District: Wake Capital
Revenues	
Tax District Revenues	
Transfer from Wake Operating	\$ 83,693,000
Total Revenues	\$ 83,693,000
Expenditures	
Capital Planning	
GoTriangle	\$ 2,042,000
GoTriangle/GoRaleigh/GoCary/CAMPO	\$ 2,300,000
Bus Infrastructure	
GoTriangle	\$ 2,900,000
GoRaleigh	\$ 3,140,000
GoCary	\$ 1,838,000
Bus Acquisition	
GoTriangle	\$ 4,000,000
GoRaleigh	\$ 4,000,000
Allocation to Wake Capital Fund Balance	\$ 63,473,000
Total Expenditures	\$ 83,693,000
Revenues over Expenditures	\$ -

FY 2018 ADOPTED CAPITAL TRANSIT WORK PLAN

The FY 2018 Capital Costs described below are divided between four categories: Capital Planning, Vehicles, Bus Infrastructure, and Reserve for Future Projects. Capital projects in the Wake Transit Plan are dependent on several factors, including successful receipt of grant awards. The Wake Transit Plan is focused on planning and design for infrastructure projects (the commuter rail corridor and the four bus rapid transit corridors) and modeled costs concurrently, with the understanding that the projects may occur simultaneously or phased after future study in the beginning years of the plan. The Wake Transit Plan calls for small capital projects such as adding bus stops or transfer stations or maintenance facilities that could be completed in the plan's initial years. The FY 2018 Adopted Wake Transit Work Plan includes capital funds for planning and design of the Plan's major infrastructure projects. It also funds the initial design and construction of some of the bus infrastructure for the Wake Transit Plan as well as the acquisition of some vehicles to support the bus frequent network to be deployed with the conclusion of the multi-year service implementation plan.

FY 2018 REVENUE

The FY 2018 Adopted Wake Transit Work Plan includes a total of \$20.2 million of capital projects and \$63.5 million of funds allocated to capital fund balance and reserve for future projects, for a total FY 2018 capital budget of \$83.7 million. While future years in the Wake Transit Plan are contemplated to be funded by local, federal, debt proceeds, and a small portion of state dollars, all dollars budgeted for FY 2018 are funded by Wake Transit Tax Revenues transferred from the Wake Transit Major Operating Fund.

FY 2018 EXPENDITURES

I. Capital Planning -- \$4,342,000

GoTriangle is allocated \$2 million to complete the Major Investment Study (MIS). Completion of this study will advance pre-project development activities for the high-capacity transit corridors defined in the adopted Wake County Transit Plan for both the bus rapid transit projects and the rail corridor.

Key elements of the MIS include high-level investigations of corridor travel markets, existing traffic conditions, risk assessments and a review of potential environmental constraints. Conceptual alignment options, operating plans, and infrastructure needs for bus rapid transit will be identified and compared. Operating plans, infrastructure needs, and service coordination opportunities with AMTRAK and Norfolk Southern will be examined for the commuter rail. The MIS will also result in the creation of performance standards, project prioritization policies, and ridership estimates. Upon conclusion of the MIS, project sponsors will be identified and detailed project development activities on specific projects will advance.

An additional \$2,300,000 is programmed in FY2018 for Future Fixed Guideway Alternatives Refinement and Project Development Studies. These studies will further refine conceptual alternatives identified in the MIS and will include analysis of corridor-specific alternatives, detailed travel market and ridership estimation, refining capital cost estimates, exploring federal funding eligibility as well as other pre-project development activities. This budgeted amount may also contribute to actual fixed guideway project development as informed by the study.

Also included is \$42,000 to be allocated via GoTriangle to the Triangle J Council of Governments for the first year of a two-year study for a Bus and Rail Station Land Use & Affordable Housing Plan. This project will show existing and currently planned land use and affordable housing, assist development professionals in assessing station area potential, depict and analyze the effects of alternative station area land use scenarios, and track development and affordable housing changes over time. The total costs for this plan will be \$176,000; the remaining \$134,000 would be planned for FY 2019.

II. Vehicles -- \$8,000,000

In order to implement expanded bus service, GoRaleigh is requesting \$4 million for the procurement of eight new expansion buses in FY 2018. GoRaleigh is targeting purchasing these buses as Compressed Natural Gas Buses (CNG) subject to vendor availability. GoTriangle is also allocated \$4 million to purchase eight low-floor transit buses to expand service in FY 2019 and FY 2020. Detailed plans for the new services will be determined as part of the Multi-Year Service Implementation Plan.

III. Bus Infrastructure -- \$7,878,000

GoCary is allocated \$1 million for the design of a Regional Operations and Maintenance Facility in FY 2018. An Administration/Operations Facility Assessment Study was completed in 2011 indicating that the GoCary system could realize substantial cost savings by owning its own transit facility. The Town is in the process of purchasing an 8.87 acre tract owned by GoTriangle and adjacent to the Town's Operations Center. This site would accommodate GoCary's growth and expansion for the foreseeable future, as well as assist with regional transit vehicle storage and maintenance. \$10 million in FY 2019 is currently planned for the construction of this facility.

The FY 2018 Adopted Wake Transit Work Plan also allocates \$300,000 for a Downtown Cary Multimodal Facility Feasibility Study to evaluate the feasibility of a facility that will address a main Cary local and regional bus transfer hub, bus rapid transit terminus/station, commuter rail station, Amtrak station, park-and-ride lot/garage, and additional downtown investments. The feasibility study is a necessary first step to ensuring that adequate access is provided to passengers through various transportation modes and to ensure efficient circulation around and through a station/transfer center. These dollars will not be spent if feasibility studies funded as part of the bus service implementation plan will cover this scope of work.

Also allocated under bus infrastructure is \$495,000 for the Town of Cary to bring bus stops that do not meet current Americans with Disabilities Act (ADA) standards into compliance. Improvements will address concrete pads for safer boarding of and alighting from the buses, and also benches, bike racks, sidewalk and ramp improvements. Additional funding will also address the ADA components of new bus stops, funded by the Wake Transit Plan and will cover design, engineering, and construction of the required improvements. An additional \$500,000 is allocated by the City of Raleigh for shelters, engineering and design work along with Right of Way (ROW) acquisition associated with the building of up to 15 ADA shelter sites. These funds will be added to the City's FY 2018 \$638,000 allocation for shelter improvements. These sites will be selected based on ridership at each location, with the focus being along proposed high frequency corridors that have existing service. Finally, \$43,000 is included for system-wide rebranding of bus stop signs from C-Tran to GoCary. Those project costs include sign fabrication, pole acquisition, associated hardware, and installation for all 220 stops in the current GoCary system.

The FY 2018 Adopted Wake Transit Work Plan includes \$1.14 million for the construction and implementation of a park-and-ride facility for GoRaleigh. This site will include 130 parking spaces and will be located across from the GoRaleigh Operations and Maintenance Facility on Poole Road. A total of \$1,500,000 is also programed to build a Compressed Natural Gas (CNG) refueling station at the GoRaleigh Bus operations facility on Poole Road adjacent to the existing diesel fueling station. The City of Raleigh recently received a grant in the sum of \$3.45 million to assist with the anticipated \$5.3 million total cost of the CNG refueling station. The City of Raleigh also has \$300,000 available for CNG code requirement upgrades in the maintenance facility and is pursuing up to another \$750,000 in grants from other partners.

An additional \$2.7 million is included for GoTriangle and GoRaleigh towards design of the Raleigh Union Station Bus Facility. This facility will allow future bus services, including bus rapid transit, to connect directly with existing intercity rail service and future commuter rail service. This budget request includes funding only for the first year of design activities; another \$2.8 million for design is contemplated for FY 2019. Construction funding will be requested for programming once design and the parallel Major Investment Study have established a project timeline. GoTriangle has applied for federal funding of the construction phase and is intending to fund the future construction costs through federal funds and via the Wake Transit Plan.

Finally, the FY 2018 Adopted Wake Transit Work Plan includes a request by GoTriangle for \$200,000 towards conceptual design cost towards an estimated \$10 million new bus maintenance facility. These dollars would not be spent until a feasibility study is complete as part of the bus service implementation plan.

IV. Reserve for Future Projects -- \$63,473,000 million

Future years of the Wake Transit Plan 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). The FY 2018 Adopted Wake Transit Work Plan includes a transfer of \$83.7 million. Of these funds, \$19.8 million will be used to establish a capital projects fund balance and \$43.7 will be used for temporary capital liquidity to cash fund future capital projects. An additional \$20.2 million will fund capital projects in FY 2018. These dollars will be drawn down in later years for future capital expenditures.

FY18 Wake County Transit Plan: Capital

	Triangle Tax District: Wake Capital		GoTriangle	CAMPO	GoRaleigh	GoCary	TRACS	Knightdale	Wendell	Zebulon		Total Wake County Transit Plan: Capital
Revenues												
Tax District Revenues												
Transfer from Wake Operating	\$ 83,693,000											\$ 83,693,000
Interest / Investment Income	\$ -											\$ -
Other Tax District Revenues	\$ -											\$ -
Allocations from Tax District Revenues to Agencies												
Capital Planning			\$ 2,042,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Bus Infrastructure			\$ 2,900,000	\$ -	\$ 3,140,000	\$ 1,838,000	\$ -	\$ -	\$ -	\$ -		
Bus Acquisitions			\$ 4,000,000	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Revenues	\$ 83,693,000		\$ 8,942,000	\$ -	\$ 7,140,000	\$ 1,838,000	\$ -	\$ -	\$ -	\$ -		\$ 83,693,000
Expenditures												
Allocation to Wake Capital Fund Balance	\$ 63,473,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 63,473,000
Capital Planning												
Major Investment Study	\$ -		\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,000,000
Bus & Rail Station Land Use and Affordable Housing Study (TJCOG)	\$ -		\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 42,000
Future Fixed Guidway Study	\$2,300,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,300,000
Bus Infrastructure												
ADA Bus Stop Improvements	\$ -		\$ -	\$ -	\$ -	\$ 495,000	\$ -	\$ -	\$ -	\$ -		\$ 495,000
Bus Stop Sign Replacement	\$ -		\$ -	\$ -	\$ -	\$ 43,000	\$ -	\$ -	\$ -	\$ -		\$ 43,000
Downtown Cary MultiModal Facility Feasibility Study	\$ -		\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -		\$ 300,000
GoCary Regional Operations & Maintenance Facility (Design)	\$ -		\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -		\$ 1,000,000
Raleigh Union Station Bus Facility (Design)	\$ -		\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,700,000
Bus Operations and Maintenance Facility Expansion	\$ -		\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 200,000
Poole Road Park-and-Ride Facility	\$ -		\$ -	\$ -	\$ 1,140,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,140,000
Refueling Station	\$ -		\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,500,000
Bus Shelters and Stop Improvements	\$ -		\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 500,000
Bus Acquisitions												\$ -
Expansion Buses (2)	\$ -		\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 4,000,000
Expansion Buses (2)	\$ -		\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 4,000,000
Allocations from Tax District Revenues to Agencies												
Capital Planning	\$ 2,042,000											
Bus Infrastructure	\$ 7,878,000											
Bus Acquisitions	\$ 8,000,000											
Total Expenditures	\$ 83,693,000		\$ 8,942,000	\$ -	\$ 7,140,000	\$ 1,838,000	\$ -	\$ -	\$ -	\$ -		\$ 83,693,000
Revenues over Expenditures	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -

FYs 2018-2027 Capital Improvement Plan Project Sheet Summary

TC001 – Purchase of Expansion Vehicles				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TC001-A	GoTriangle	Purchase 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	--
Total			\$8,000,000	\$0

TC002 – Bus Infrastructure				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TC002-A	GoTriangle	Design of Raleigh Union Station Bus Facility	\$2,700,000	\$2,808,000
TC002-B	GoTriangle	Expansion of Bus Operations and Maintenance Facility (Wake County Share)	\$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	Design of GoCary Regional Operations and Maintenance Facility	\$1,000,000	\$10,000,000
TC002-F	Town of Cary	Downtown Multimodal Facility Feasibility Study	\$300,000	--
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	
Total			\$7,878,000	\$12,808,000

TC003 – Capital Planning/Studies				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TC003-A	GoTriangle	Fixed Guideway Transit Corridors Major Investment Study	\$2,000,000	--
TC003-B	GoTriangle/ GoRaleigh/GoCary/ CAMPO	Future Fixed Guideway Alternatives Refinement and Project Development	\$2,300,000	\$5,000,000
TC003-C	GoTriangle	TJCOG Bus and Rail Station Land Use & Affordable Housing Planning	\$42,000	\$134,000
Total			\$4,342,000	\$5,134,000

EXPANSION VEHICLES -TC001

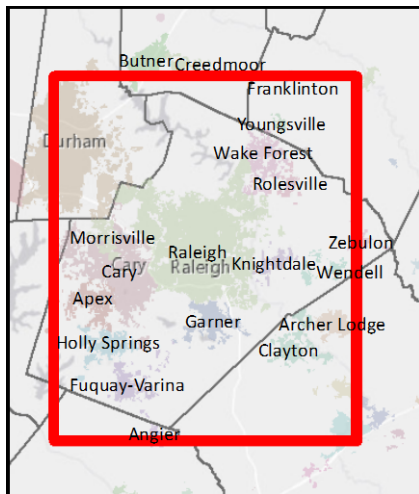
Project ID:	TC001	Project Type:	Bus Infrastructure/Transit Vehicles
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Project Description:

GoTriangle and GoRaleigh will purchase sixteen (16), 40-foot low-floor transit buses to support new bus services anticipated to begin in FY 2019 such as new routes or frequency increases on existing routes. The vehicles will be ordered in FY 2018 with an anticipated delivery timeframe between July and December 2018. Transit agencies are evaluating opportunities to procure vehicles with alternative fuel technologies.

Project At A Glance

Project Description	Purchase of 16 expansion vehicles for use by GoTriangle and GoRaleigh
Project Sponsor	GoTriangle/GoRaleigh
FY 2018 Cost	\$8,000,000
Funding Mechanism	Wake Transit Tax Proceeds
Vehicle Type	40-foot low-floor transit buses
Anticipated Delivery	July 2018 – December 2018



BUS INFRASTRUCTURE -TC002

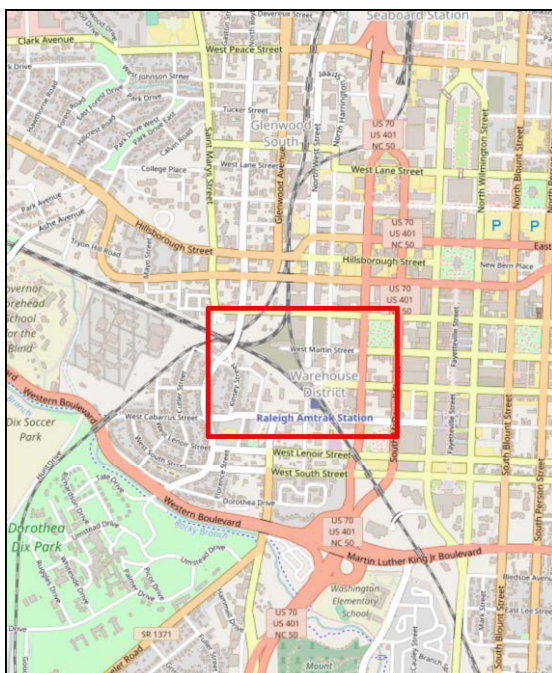
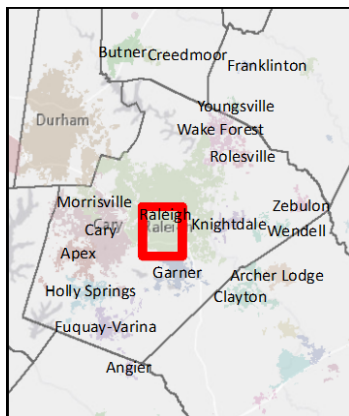
Project ID:	TC002-A	Project Type:	Bus Infrastructure
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Project Description:

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 FYs 2018 and 2019. Construction is anticipated to occur in FY 2020.

Project At A Glance

Project Description	Raleigh Union Station Bus Facility
Phase	Design
Project Sponsor	GoTriangle
Total Cost	\$5,508,000
FY 2018 Cost	\$2,700,000
FY 2019 Cost	\$2,808,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	In progress
Phase Completion Date	June 2019



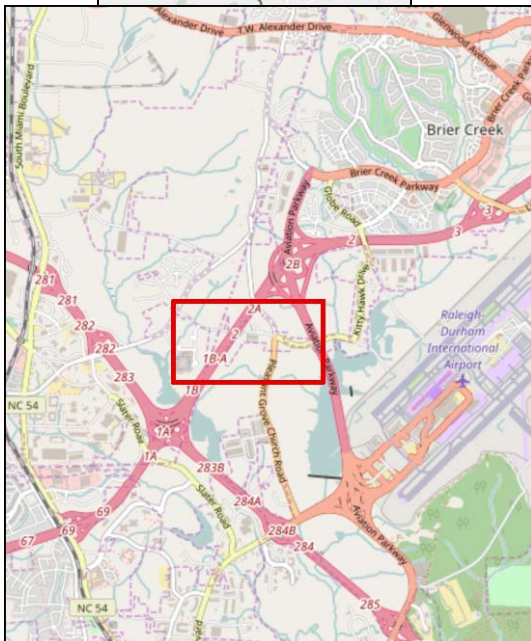
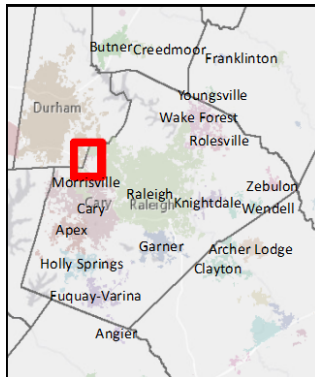
Project ID:	TC002-B	Project Type:	Bus Infrastructure
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Project Description:

GoTriangle will complete a space assessment of its existing bus operations and maintenance facility and explore the viability of constructing a new building on its current bus operations and maintenance facility site to accommodate its growing needs associated with transit service expansion in Wake County. The space assessment and feasibility study for accommodating more capacity will be evaluated in the multi-year bus service implementation plan (Project ID: TO002-G). Expenses associated with the design of the new facility or expansion of the existing facility will be covered by this project-specific funding source once the assessment and feasibility phase is complete. Funds will not be allocated to this project until the feasibility phase for operations and maintenance facilities in the multi-year bus service implementation plan is complete. The total estimated cost for this work is \$500,000, with the portion attributed to Wake County services being \$200,000.

Project At A Glance

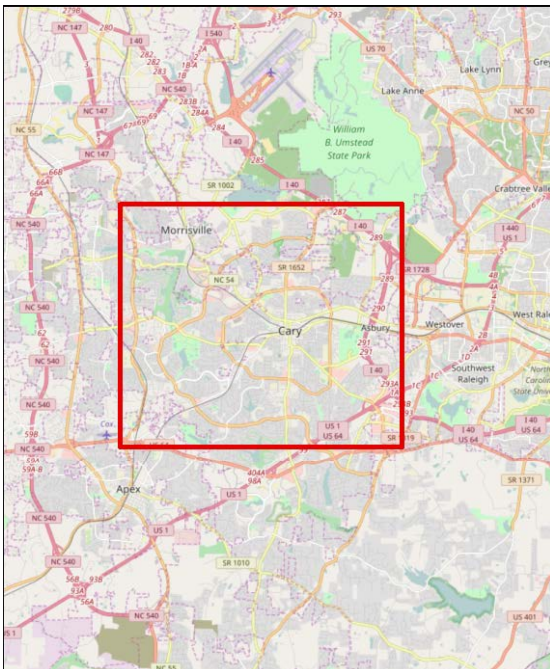
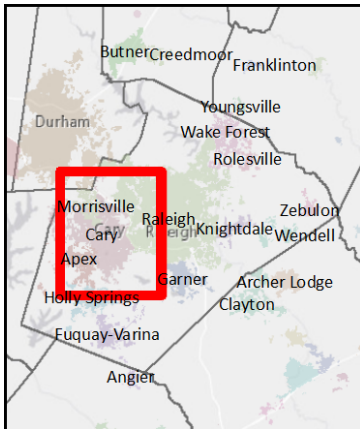
Project Description	Design of GoTriangle Bus Operations and Maintenance Facility Expansion
Phase	Design
Project Sponsor	GoTriangle
Total Cost	\$200,000
FY 2018 Cost	\$200,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018 (potentially ongoing into FY 2019)



Project ID:	TC002-C	Project Type:	Bus Infrastructure
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Project Description:

The Town of Cary/GoCary is designing and constructing improvements to make a number of existing bus stops throughout the town compliant with Americans with Disabilities Act (ADA) standards. The Town will also construct new ADA-compliant bus stops for new services anticipated for implementation in FY 2019 or beyond. Improvements 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

Project Description	Improve existing GoCary bus stops systemwide to meet current ADA standards
Phase	Design, Right-of-Way and Construction
Project Sponsor	Town of Cary/GoCary
Total Cost	\$495,000
FY 2018 Design Cost	\$40,000
FY 2018 ROW Cost	\$55,000
FY 2018 Construction Cost	\$400,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase(s) Completion Date	June 30, 2018

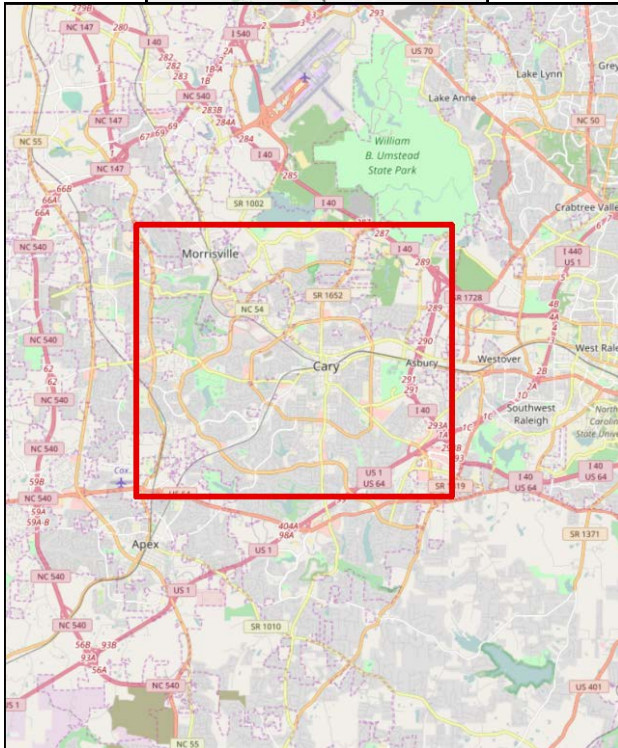
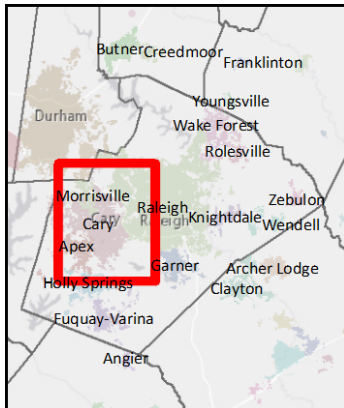
Project ID:	TC002-D	Project Type:	Bus Infrastructure
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Project Description:

The Town of Cary/GoCary is replacing existing bus stop signs and installing new bus stop signs for expansion services systemwide to reflect its new GoCary branding. The replacement will involve a total of 220 existing bus stops in the GoCary system.

Project At A Glance

Project Description	Replacement of systemwide C-Tran bus stop signs to GoCary rebranding
Phase	Design and Construction
Project Sponsor	Town of Cary/GoCary
Total Cost	\$43,000
FY 2018 Design Cost	\$8,000
FY 2018 Construction Cost	\$35,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase(s) Completion Date	June 30, 2018



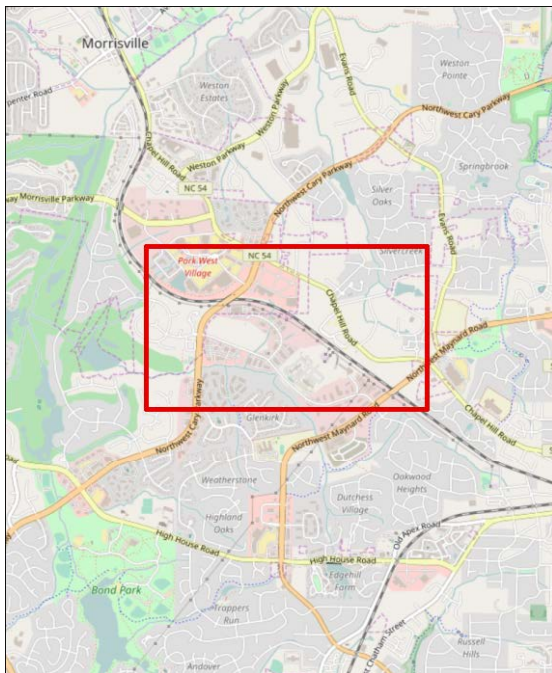
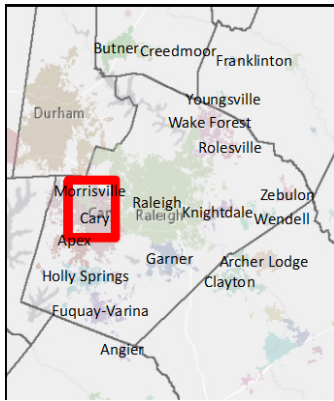
Project ID:	TC002-E	Project Type:	Bus Infrastructure
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Project Description:

The Town will be designing and ultimately 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 facility will undergo design in FY 2018 and construction in subsequent fiscal years. The site identified for the facility is a total of 8.87 acres and is located at 160 Timberview Court in Cary. A special capital funding agreement will be developed and executed for this project.

Project At A Glance

Project Description	Design of GoCary Regional Operations and Maintenance Facility
Phase	Design
Project Sponsor	Town of Cary/GoCary
FY 2018 Design Cost	\$1,000,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018

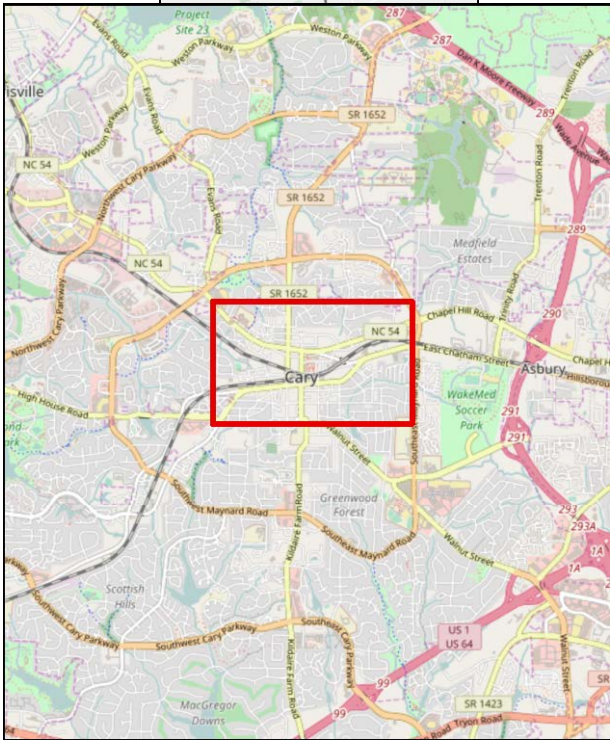
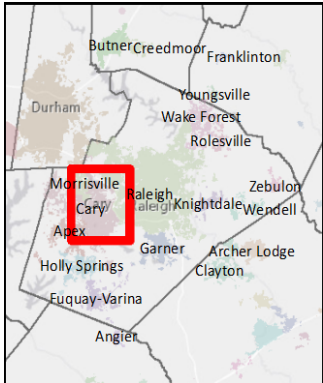


Project ID:	TC002-F	Project Type:	Bus Infrastructure
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Project Description:

The Town of Cary will be conducting a feasibility study for a downtown multimodal transit facility to evaluate the provision of access among transit modes (e.g., local bus, regional bus, bus rapid transit, commuter rail), as well as circulation around and through a station serving the facility. The study will include an evaluation of the feasibility of construction and operation for a site to function as Cary's main local and regional bus transfer hub, a bus rapid transit station, a commuter rail station, an AMTRAK station, and a park-and-ride facility. Funds allocated for this project will not be spent if this scope of work is funded as part of the multi-year bus service implementation plan.

Project At A Glance	
Project Description	Feasibility Study for Downtown Cary Multimodal Transit Facility
Phase	Planning/Feasibility
Project Sponsor	Town of Cary/GoCary
FY 2018 Design Cost	\$300,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018



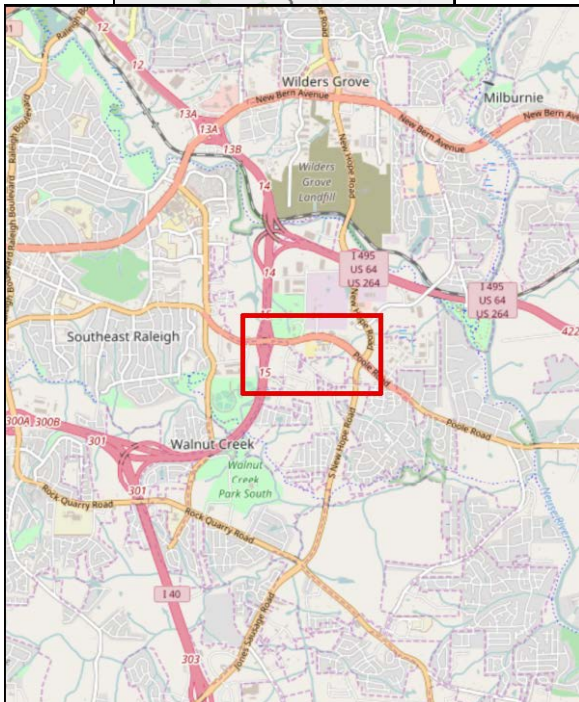
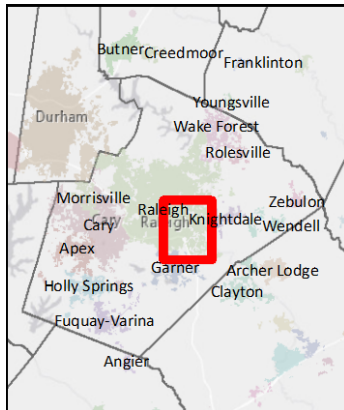
Project ID:	TC002-G	Project Type:	Bus Infrastructure
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Project Description:

The City of Raleigh/GoRaleigh will be constructing a park-and-ride facility that includes 130 parking spaces across from the GoRaleigh Operations and Maintenance Facility on Poole Road. The park-and-ride facility will serve GoRaleigh Routes 18 (Worthdale Route) and 55X (Poole Road Express).

Project At A Glance

Project Description	Construction of GoRaleigh park-and-ride facility on Poole Road
Phase	Construction
Project Sponsor	City of Raleigh/GoRaleigh
FY 2018 Construction Cost	\$1,140,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018



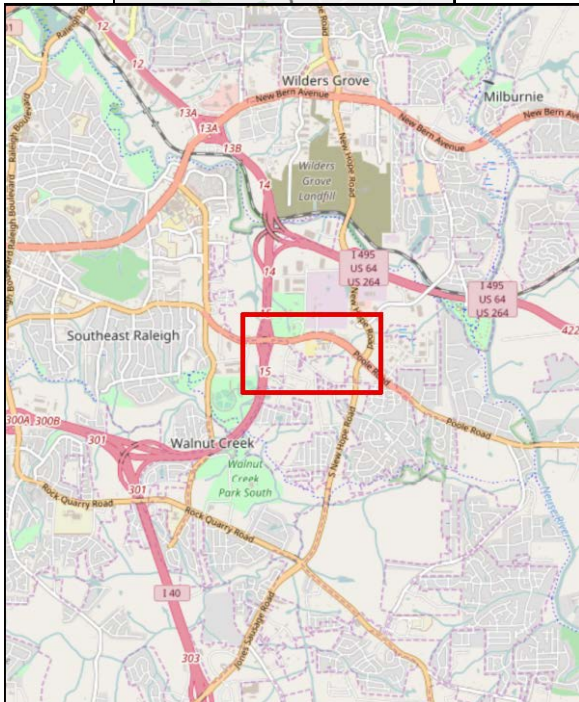
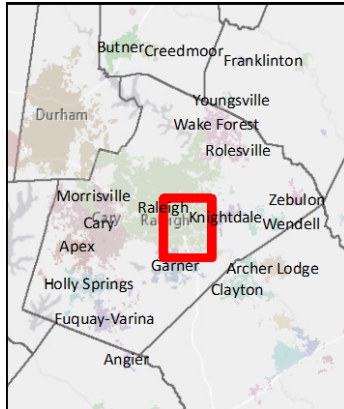
Project ID:	TC002-H	Project Type:	Bus Infrastructure
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Project Description:

The City of Raleigh/GoRaleigh will be constructing a compressed natural gas (CNG) fueling station at the GoRaleigh bus operations and maintenance facility on Poole Road and will be located adjacent to the existing diesel fueling station. This infrastructure is needed to support a transition to a CNG-fueled fleet, which will result in cleaner vehicle emissions and lower fuel costs. The \$1,500,000 will supplement another \$3,450,000 grant secured by the City of Raleigh through CAMPO's Locally Administered Project Program for the design and construction of the facility. The total cost of the facility is \$5,000,000.

Project At A Glance

Project Description	Construction of GoRaleigh Compressed Natural Gas Fueling Station
Phase	Design/Engineering and Construction
Project Sponsor	City of Raleigh/GoRaleigh
FY 2018 Construction Cost	\$1,500,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018



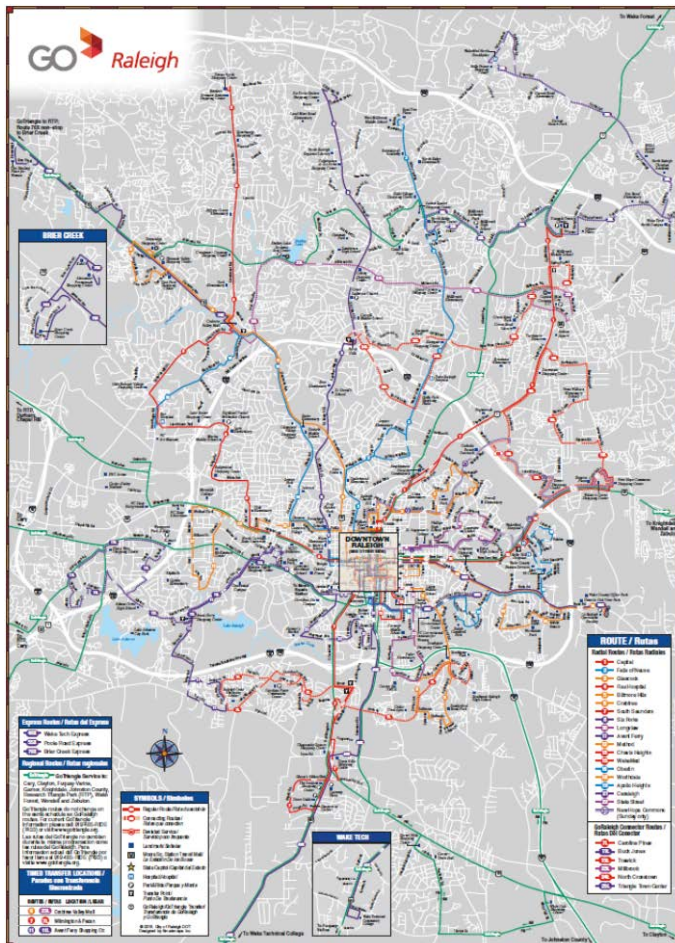
Project ID:	TC002-I	Project Type:	Bus Infrastructure
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Project Description:

The City of Raleigh/GoRaleigh will be designing and constructing bus stop improvements for up to 15 sites throughout its service area. The sites will be Americans With Disabilities Act (ADA)-compliant and will involve the construction of a 30-foot concrete pad between curb and sidewalk and up to a 10-foot by 20-foot concrete pad behind the sidewalk for a shelter and trash can. The improvements will include the design and construction of shelters and any necessary right-of-way acquisition at the subject sites. This funding from Wake Transit Tax proceeds will supplement existing funding contributed by the City of Raleigh for bus stop improvements.

Project At A Glance

Project Description	Design and Construction of GoRaleigh Bus Stop Improvements
Phase	Design/Engineering and Construction
Project Sponsor	City of Raleigh/GoRaleigh
FY 2018 Construction Cost	\$500,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018



CAPITAL PLANNING/STUDIES - TC003

Project ID:	TC003-A	Project Type:	Capital Planning/Studies
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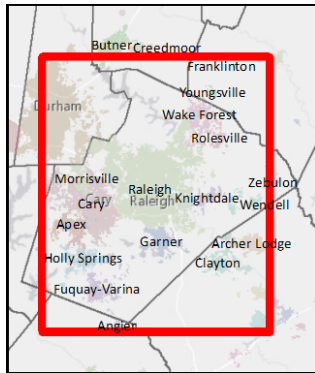
Project Description:

GoTriangle, the Capital Area Metropolitan Planning Organization and City of Raleigh will conduct a major investment study on the fixed guideway corridors identified in the Wake County Transit Plan to advance them further refinement of alternatives, project development and more specific project-level planning. The study will determine initial conceptual corridor alternatives, project logical termini, system-level performance and design standards, project development risks, system-level operating and capital plans and cost estimates, and system-level ridership estimates. Ultimately the study will lead into further study to determine the physical location of each type of fixed guideway technology within each identified corridor, as well as feasibility of their implementation, their phasing, and other project implementation considerations.

This study was initiated in FY 2017 with non-Wake Transit Tax funding sources contributed by GoTriangle, CAMPO and City of Raleigh. The final scope and cost for this study is currently under development. This study is a Federal requirement to progress the proposed fixed guideway projects to more specific refinement of alignments and alternatives, environmental study, and engineering and design activities.

Project At A Glance

Project Description	Fixed Guideway Transit Corridors Major Investment Study
Phase	Planning
Project Sponsor	GoTriangle/CAMPO/GoRaleigh
FY 2018 Planning Cost	\$2,000,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	June 30, 2018

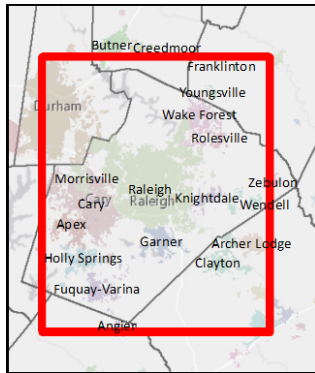


Project ID:	TC003-B	Project Type:	Capital Planning/Studies
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Project Description:

At the conclusion of the bus rapid transit and commuter rail tracks of the Fixed Guideway Transit Corridors Major Investment Study (Project ID: TC003-A), GoTriangle, the Capital Area Metropolitan Planning Organization and City of Raleigh will assess a range of reasonable alternatives and refine the project implementation details for each corridor or project identified. These studies 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.

The final scope and cost for these studies will be under development during FY 2017. These studies are a Federal requirement to progress the proposed fixed guideway projects to final design and construction.



Project At A Glance

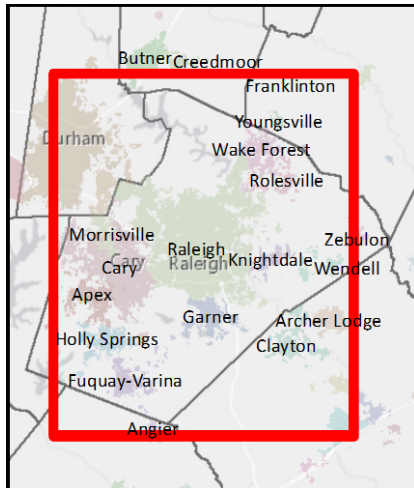
Project Description	Fixed Guideway Alternatives Refinement and Project Development Studies
Phase	Planning
Project Sponsor	GoTriangle/CAMPO/GoRaleigh
FY 2018 Planning Cost	\$2,300,000
FY 2019 Planning Cost	\$5,000,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017 (funding authorized July 1, but work will likely begin toward the end of the fiscal year)
End Date	Ongoing



Project ID:	TC003-C	Project Type:	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.



Project At A Glance

Project Description	Transit Station Land Use and Housing Planning for Fixed Guideway Corridors
Phase	Planning
Project Sponsor	GoTriangle on behalf of Triangle J Council of Governments
Total Project Cost	\$176,000
FY 2018 Planning Cost	\$42,000
FY 2019 Planning Cost	\$134,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2019



Transit ID	TIP	Project	Project Type	Sponsor Agency	Description	FYs 2018 - 2027 Wake Transit Capital Improvement Program Summary																
						Phase	Source	Prior Yr.	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Future Years	Total (100%)	
TC001	N/A	Systemwide Expansion Vehicles for Bus Service	Vehicles	GoRaleigh GoTriangle	16 NEW EXPANSION VEHICLES FOR SERVICE TO BE INITIATED IN FYs 2019 OR 2020	Purchase	Tax District			\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000		
																				\$ -		
TC002-A	N/A	Bus Infrastructure Planning	Planning/Studies	GoTriangle	RALEIGH UNION STATION BUS FACILITY (DESIGN)	Design	Tax District			\$ 2,700,000	\$ 2,808,000									\$ 5,508,000		
TC002-B	N/A	Bus Infrastructure	Infrastructure	GoTriangle	DESIGN FOR BUS MAINTENANCE FACILITY EXPANSION	Design	Tax District			\$ 200,000										\$ 200,000		
TC002-C & D	N/A	Bus Infrastructure	Infrastructure	GoCary	BUS STOP SIGN REPLACEMENT, BUS STOP ADA IMPROVEMENTS	Design	Tax District			\$ 538,000										\$ 538,000		
							ROW															
TC002-E	N/A	Bus Infrastructure	Infrastructure	GoCary	GOCARY REGIONAL OPERATIONS AND MAINTENANCE FACILITY	Design	Tax District			\$ 1,000,000	\$ 10,000,000									\$ 11,000,000		
						Construction																
TC002-F	N/A	Capital Planning/Studies	Planning/Studies	GoCary	DOWNTOWN MULTIMODAL FACILITY STUDY, SW WAKE TRANSIT MAINTENANCE FACILITY A&E	Design	Tax District			\$ 300,000										\$ 300,000		
TC002-G	N/A	Bus Facilities Park-and-Ride	Infrastructure	GoRaleigh	POOLE ROAD PARK-AND-RIDE FACILITY (CONSTRUCTION)	Construction	Tax District			\$ 1,140,000										\$ 1,140,000		
TC002-H	N/A	Bus Facilities Infrastructure	Infrastructure	GoRaleigh	NEW GORALEIGH CNG FUELING STATION	Design	Tax District			\$ 1,500,000										\$ 1,500,000		
						Construction																
TC002-I	N/A	Bus Infrastructure	Infrastructure	GoRaleigh	BUS SHELTERS AND BUS STOP IMPROVEMENTS	Design	Tax District			\$ 500,000										\$ 500,000		
						ROW																
						Construction																
TC003-A	N/A	BRT/CRT Planning	Planning/Studies	GoTriangle/CAMPO	FIXED GUIDEWAY TRANSIT CORRIDORS MAJOR INVESTMENT STUDY	Planning	Tax District			\$ 2,000,000										\$ 2,000,000		
TC003-B	N/A	BRT/CRT	Planning/Studies	GoTriangle/GoRaleigh/GoCary/CAMPO	FUTURE FIXED GUIDEWAY ALTERNATIVES REFINEMENT AND PROJECT DEV						In BRT and CRT cost categories below (\$5 million)											
		Planning				Planning Env	Tax District			\$ 2,300,000											\$ 2,300,000	
TC003-C	N/A	Capital Planning/Studies	Planning/Studies	GoTriangle	TJCOG BUS AND RAIL STATION LAND USE & AFFORDABLE HOUSING PLANNING	Planning	Tax District			\$ 42,000	\$ 134,000									\$ 176,000		
Capital projects/expenditures in FY 2019 and subsequent years will be determined by the Multi-Year Bus Service Implementation Plan and Transit Corridors Major Investment Study currently under development																						
Future Capital Expenditures		Bus Infrastructure	FUTURE BUS INFRASTRUCTURE			Various	Tax District				\$ 4,750,000	\$ 61,651,598	\$ 37,834,246	\$ 23,581,744	\$ 12,833,957	\$ 13,714,844	\$ -	\$ 5,000,000			\$ 159,366,390	
		CRT	COMMUTER RAIL			Various	Tax District/Federal				\$ 52,168,252	\$ 56,639,914	\$ 88,633,169	\$ 147,622,620	\$ 195,826,720	\$ 133,510,060	\$ 183,653,343	\$ 26,507,119			\$ 884,561,196	
		BRT	BUS RAPID TRANSIT			Various	Tax District/Federal				\$ 26,523,856	\$ 28,854,028	\$ 75,634,892	\$ 140,784,528	\$ 73,210,431	\$ -	\$ -			\$ 345,007,734		
		Expansion and Replacement Vehicles	FUTURE BUS ACQUISITION			Various	Tax District				\$ 24,093,000	\$ 16,549,131	\$ 17,873,062	\$ 6,195,995	\$ 20,763,467	\$ 5,956,967	\$ 11,616,086	\$ 1,610,764			\$ 104,658,470	
		Other Capital	OTHER FUTURE CAPITAL			Various	Tax District				\$ 4,679,434	\$ 4,866,612	\$ 5,061,276	\$ 5,263,727	\$ -	\$ -	\$ -	\$ 18,000,000	\$ 17,000,000			\$ 54,871,049
Subtotal Capital											\$ 20,220,000	\$ 125,156,542	\$ 168,561,282	\$ 225,036,645	\$ 323,448,613	\$ 302,634,575	\$ 153,181,871	\$ 195,269,428	\$ 51,117,882	\$ 17,000,000		\$ 1,581,626,839

FY18 Total Estimated Transit Spending in Wake County: Capital

	Triangle Tax District: Wake Capital		GoTriangle	CAMPO	GoRaleigh	GoCary	TRACS	Knightdale	Wendell	Zebulon		Total Wake County Transit Plan: Capital
Revenues												
Tax District Revenues												
Transfer from Wake Operating	\$ 83,693,000											\$ 83,693,000
Interest / Investment Income	\$ -											\$ -
Other Tax District Revenues	\$ -											\$ -
Allocations from Tax District Revenues to Agencies												
Capital Planning			\$ 2,042,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Bus Infrastructure			\$ 2,900,000	\$ -	\$ 3,140,000	\$ 1,838,000	\$ -	\$ -	\$ -	\$ -		
Bus Acquisitions			\$ 4,000,000	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Revenues - Agencies												
Agency Revenues												
State Grants			\$ 119,400	\$ -	\$ 224,000		\$ 552,600					\$ 896,000
Federal Grants			\$ 1,465,300	\$ -	\$ 7,166,000	\$ 400,000	\$ 529,160					\$ 9,560,460
Farebox Revenues			\$ -	\$ -	\$ -							\$ -
Other Agency Revenues			\$ 405,900	\$ -	\$ 1,605,587	\$ 30,000	\$ 187,550					\$ 2,229,037
Subtotal Agency Revenues			\$ 1,990,600	\$ -	\$ 8,995,587	\$ 430,000	\$ 1,269,310	\$ -	\$ -	\$ -		\$ 12,685,497
Total Revenues	\$ 83,693,000		\$ 10,932,600	\$ -	\$ 16,135,587	\$ 2,268,000	\$ 1,269,310	\$ -	\$ -	\$ -		\$ 96,378,497
Expenditures												
Allocation to Wake Capital Fund Balance	\$ 63,473,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 63,473,000
Capital Planning												
Major Investment Study	\$ -		\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,000,000
Bus & Rail Station Land Use and Affordable Housing Study (TJCOG)	\$ -		\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 42,000
Future Fixed Guidway Study	\$2,300,000											\$ 2,300,000
Bus Infrastructure												
ADA Bus Stop Improvements	\$ -		\$ -	\$ -	\$ -	\$ 495,000	\$ -	\$ -	\$ -	\$ -		\$ 495,000
Bus Stop Sign Replacement	\$ -		\$ -	\$ -	\$ -	\$ 43,000	\$ -	\$ -	\$ -	\$ -		\$ 43,000
Downtown Cary MultiModal Facility Feasibility Study	\$ -		\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -		\$ 300,000
GoCary Regional Operations & Maintenance Facility (Design)	\$ -		\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -		\$ 1,000,000
Raleigh Union Station Bus Facility (Design)	\$ -		\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,700,000
Bus Operations and Maintenance Facility Expansion	\$ -		\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 200,000
Poole Road Park-and-Ride Facility	\$ -		\$ -	\$ -	\$ 1,140,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,140,000
Refueling Station			\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,500,000
Bus Shelters and Stop Improvements			\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 500,000
Bus Acquisitions			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Expansion Buses (2)	\$ -		\$ 4,000,000									\$ 4,000,000
Expansion Buses (2)	\$ -		\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 4,000,000
Allocations from Tax District Revenues to Agencies			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Capital Planning	\$ 2,042,000											
Bus Infrastructure	\$ 7,878,000											
Bus Acquisitions	\$ 8,000,000											
Expenditures - Agencies												
Other Agency Capital Expenditures	\$ -		\$ 1,990,600	\$ -	\$ 8,995,587	\$ 430,000	\$ 1,269,310					\$ 12,685,497
Total Expenditures	\$ 83,693,000		\$ 10,932,600	\$ -	\$ 16,135,587	\$ 2,268,000	\$ 1,269,310	\$ -	\$ -	\$ -		\$ 96,378,497
Revenues over Expenditures	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -

FY 2018 Adopted Wake Transit Work Plan



Wake Transit Financial Assumptions, Policies and Guidelines

Financial Model Assumptions for FY 2018 Adopted 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.

GoTriangle has asked Wake County to serve on its behalf to update the Wake Transit financial model for the FY 2018 Adopted Wake Transit Work Plan while the County transitions modeling of the Wake Transit Plan to GoTriangle. 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 2018 Adopted Wake Transit Work Plan reflects assumptions that will 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 influences the cost and timing. 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 first few years of the Transit Plan involve significant design and further study of projects. This will better inform the assumptions contained in the financial model. The model reflects 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 measures of fiscal health to support the goals of the Wake Transit Financial Plan. It adheres to the policies and guidelines of the TPAC, slated for adoption by CAMPO and GoTriangle with the FY 2018 Adopted Transit Work Plan. The Wake Transit Financial Policies and Guidelines are attached.

Changes between the FY 2018 Draft Transit Work Plan and Adopted FY 2018 Wake Transit Work Plan Financial Work include:

1. An increase from 4% to 5% in the sales tax growth assumption for Article 43 for FY 2017 and FY 2018 based off of conservative estimates of Wake County Article 39 collections without legislative redistribution. This results in an additional \$1.75 million of revenue.
2. A slight increase in the months of collection of revenue from the \$7 Vehicle Registration Tax and \$3 increase in the Regional Registration Tax. This results in \$1.4 million of revenue.
3. Incorporation of changes between the FY 2018 Draft Transit Work Plan and the FY 2018 Adopted Transit Work Plan: \$1.3 million of operating cost reductions in FY 2018, \$2 million in new capital costs, and \$4.3 million in capital costs deferred to FY 2019.

4. The financial model also accounts for an acceleration of additional frequent network operations in FY 2019 and FY 2020 of \$5 million per fiscal year, which increases the pace of frequent service added as compared to the adopted Wake Transit Plan. Other operating costs of \$1.5 million, beginning in FY 2020, were also included in the model. The additional operating costs remove excess capital capacity unless project schedules and or costs are reduced. If debt assumptions and timing of federal funds are changed as a result of project refinement, this will also impact additional operating capacity modeled.

The FY 2018 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 2018 Adopted 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 2018 Adopted Wake Transit Work Plan.

Model Assumptions Update Summary

FY 2018 Wake Transit Plan Model Assumptions - Adopted FY 2018 Wake Transit Work Plan

Assumption	Type	Wake Transit Plan Assumption	FY 2018 Proposed Assumption	Source	Impact/Notes
Operating Revenues					
Tax District Revenues					
Article 43 1/2 Cent Local Option Sales Tax	Growth Rate	4.0%	5.0%	Wake County Article 39	Based on FY 2017 Wake County Article 39 (before redistribution); conservative increase for FY 2018. 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	11 Months Assumed for FY 2018; Conservative Estimate Based on July 1 2017 Effective Date
Vehicle Registration Tax, \$3.00 per Vehicle	Growth Rate	2.0%	2.0%	Historical Growth	10 Months Assumed for FY 2018; Conservative Estimate Based on August 1 2017 Effective Date
Agency Revenues					
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 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.
Bus Rapid Transit (Operations Beginning in 2024)	% of Costs	24%	24%		
Commuter Rail (Operations Beginning in 2027)	% of Costs	20%	20%		
Local Bus					
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 decided.
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.
Operating Expenditures					
Administration	Growth Rate	N/A	2.50%	CPI Ten Year Estimate	
Transit Operations					
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	
Debt Financing					
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 2020
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 2021 for FY 2022 commuter rail/brt expenses
Capital Revenues					
Tax District Revenues					
Interest / Investment Income	Investment Rate	0%	0%		Will be incorporated in FY 2019 Recommended Wake Transit Work Plan
Agency Revenues					
Bus Infrastructure					
State share	% of Costs	0%	0%		
Federal share	% of Costs	0%	0%		
Vehicles - Bus					
State share	% of Costs	10%	0%		No state funds assumed for capital for FY 2018; impact of \$1 M. City of Raleigh and GoTriangle will pursue funding for FY 2018 or FY 2019 just not budgeted revenue source for FY 2018.
Federal share	% of Costs	40%	0%		Change made as part of FY 2017 Wake Transit Work Plan. Reductions in bus infrastructure projects in life of plan offset reduction of \$35 M of planned funds.
Fixed Guideway Projects					
Commuter Rail					
State share	% of Costs	0%	0%		

FY 2018 Wake Transit Plan Model Assumptions - Adopted FY 2018 Wake Transit Work Plan

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 2018 Costs Locally Funded, Remaining Costs Eligible for Federal Reimbursement. Federal funds by FY 2020.	GoTriangle and CAMPO		
Bus Rapid Transit						
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 18 Costs Locally Funded, Remaining Costs Eligible for Federal Reimbursement. Federal funds by FY 2020.	GoTriangle and CAMPO		
Capital Expenditures						
Administration	Growth Rate	0.00%	2.50%			
Vehicles						
Bus Rapid Transit	Growth Rate	4%	4%			
Commuter Rail	Growth Rate	4%	4%			
Local Bus	Growth Rate	4%	4%			
Liquidity						
Minimum Operating Fund Balance	% of Sales Tax	25%	25%	Financial Policy	Formalized Financial Policies to be Adopted with Recommended FY 2018 Work Plan	
Capital Projects Fund Balance	% of Projects Budget Through 2027	5%	5%	Financial Policy	Formalized Financial Policies to be Adopted with Recommended FY 2018 Work Plan	
Outcome (Overall Fiscal Health of Wake Transit Plan)		Result	Wake Transit Plan Assumption	FY 2018 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 \$20.7 M in FY 2018 (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	\$79 M (5%) by 2021		May need to build this back up by 2020 again, but will require additional reductions in capital. Revised cost curves for commuter rail suggest 2021 appropriate timeframe.
Capital Asset Management Reserve		\$ accrued	228 days in 2027	221 days in 2027		While reduced by 7 days, still within recommended threshold.
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; 240 days in 2037 operating plus capital With capital cash, lowpoint is 2.8 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		Local Net Revenue / Debt Service (No Lower Than 1.25)	1.26 in 2027	1.37 in 2027; 1.26 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 3.7 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 \$3.3 M in 2019		\$3.3 Million is available for cash funding of capital projects

Research Triangle Regional Public Transportation Authority
Triangle Tax District -
Wake Transit Financial Policies and Guidelines



Recommended by Transit Planning Advisory Committee April 2017
Adopted by CAMPO and GoTriangle, June 2017

Table of Contents

Background.....	3
Wake Operating and Capital Funding Sources.....	4
Governance.....	4
Financial Policies.....	5
Wake Operating Fund Balance and Liquidity Policy and Guidelines.....	5
Wake Capital Fund Balance Policy and Guidelines.....	7
Wake Transit Billing, Payment and Reimbursement Policy and Guidelines.....	8
Debt Policy and Guidelines.....	10

Background

The Triangle Tax District is a special district covering Durham, Orange, and Wake Counties. The Triangle Tax District – Wake Operating Fund (“Wake Operating Fund”) and the Triangle Tax District – Wake Capital Fund (“Wake Capital Fund”) are required to be budgeted and reported as major funds by the Wake Transit Governance Interlocal Agreement (“Wake Transit Governance ILA”). These funds are reported as a blended component unit in the financial statements of the Research Triangle Regional Public Transportation Authority (“GoTriangle”). The Wake Transit Financial Plan Agreement requires that transit plans within the special district are parallel and separate. To that end, 100% of all transit revenues collected on behalf of Durham and Orange Counties will remain solely dedicated and segregated for the benefit of the Durham-Orange Transit Plan. Likewise, all transit revenues collected on behalf of Wake County will be segregated and solely dedicated to fund the Wake Transit Work Plan.

GoTriangle will be responsible for the financial management of the funds received pursuant to the Wake Transit Work Plan. Per the Wake Transit Governance ILA, GoTriangle is required to maintain the following financial policies and guidelines mutually agreed to by the Wake Transit Planning Advisory Committee (“TPAC”). The operating fund includes the allocation of resources for specified operating projects and services to be undertaken by specified project sponsors and also contains the annual administrative budget for the major fund for financing the overhead costs related to Wake Operating and Capital Fund administrative functions.

Section 5.01 of the Wake Transit Governance ILA includes specific duties for GoTriangle as administrator of the tax district related to debt. These include the prohibition of pledging, representing, appropriating, or covenanting to appropriate any portion of Wake County tax revenue or Wake Transit Work Plan revenue to cover any debt service, encumbrances, operating, or other expenses that do not arise from the Wake County Transit Work Plan; requiring approval from the North Carolina Local Government Commission (“LGC”) for all issuances of debt, as required by law; prohibition of creating any security interest in real or personal property unless 100% of the proceeds of the related financing are in support of the Wake Transit Work Plan; disclosure of the governance and financial plan agreements; and review of financing documents and other related requirements as set forth in the Wake Transit Governance ILA.

Wake Operating and Capital Funding Sources

The Wake Operating Fund is dependent upon the voters of Wake County, and the North Carolina General Assembly (through North Carolina General Statutes, “NCGS”) for the most significant revenue streams. Local funds are the ½ Cent Local Option Sales Tax (Article 43 of NCGS 105), a \$3 regional transit authority registration tax, a \$7 vehicle registration tax, and a portion of the tax collected on rental car transactions in Wake County. GoTriangle can neither increase nor decrease the rate of assessment for these revenue sources, whereas a county or municipality may increase or decrease the local ad valorem tax rate to address revenue shortfalls and/or additional operating or project needs. NCGS 105-508.2 and NCGS 105-564 require that the local option sales tax and the \$3 increase in the regional transit authority registration tax not supplant or replace existing funds or other resources for public transportation systems. Accordingly, it is anticipated that any existing funds that are provided for transportation systems which are requested to be funded in the future by the Wake Transit Work Plan would be funded out of revenue received as a result of the County \$7 vehicle registration tax. The Wake Transit Plan also anticipates the receipt of federal and state revenue in the future to support additional operating projects. However, such revenue received from these sources is usually intended for specific operating services and/or capital projects.

The Wake Capital Fund is dependent upon the transfers from the Wake Operating Fund.

The Wake Transit Plan also anticipates the receipt of federal and/or state revenue in the future towards capital projects. If federal and/or state revenue is not achieved, projects will not go forth as contemplated until further modeling is determined to maintain fiscal sustainability to the overall Wake Transit Plan. Debt financing also may be issued in support of capital projects budgeted for in the Wake Capital Fund, within applicable statutory and policy limits. Projects that rely significantly on federal or state funding will not go forth as planned if federal or state funding is not realized; debt funding that supports these projects will not be issued if federal or state funding has not been awarded.

Governance

GoTriangle will adhere to and comply with stated Wake Transit Financial Policies and Guidelines, notwithstanding applicable federal and state statutes and regulations.

If the ongoing financial review indicates that the Wake Transit financial results fail or will likely fail to meet minimum requirements as outlined in the Wake Transit Financial Policies and Guidelines, the TPAC Budget and Finance Subcommittee and the Planning and Prioritization Subcommittee will identify potential alternatives to ensure the fiscal health of the Wake Transit Plan. All modifications to the Wake Transit Work Plan will require recommendation by the TPAC, and approval by CAMPO, and GoTriangle.

Financial Policies

Wake Operating Fund Balance and Liquidity Policy and Guidelines

Purpose: As administrator of the Triangle Tax District, GoTriangle will maintain sound financial practices including minimum fund balance and liquidity requirements.

Fund Balance and Liquidity Policy:

It is the policy of the Triangle Tax District to maintain both minimum fund balance and cash reserve requirements. Based on the funding sources and responsible fiscal management, the Wake Operating Fund will maintain a fund balance to be used as a resource for unexpected, but agreed upon, financial demands and to demonstrate strong liquidity to credit rating agencies as well as federal and state governments. This information will be used to support applications for additional funding towards Wake transit projects, including applications for the issuance of debt, and requesting federal and state grant resources.

- The minimum fund balance for the Wake Operating Fund will be 25% of the subsequent year's adopted sales tax budget in Wake Operating Fund
- A minimum of 90 days unrestricted cash must be maintained in the Wake Operating Fund

The policy should be administered under the following requirements:

- All restricted, committed, assigned, and unassigned fund balance, as defined in Governmental Accounting Standards Board (GASB) Statement 54, may be used in the calculation of the minimum fund balance requirement.
- Funds may only be spent in accordance with the external guidelines and enabling legislation as defined in the Wake Transit Governance ILA.
- Idle funds as defined by NCGS 159-30 will be invested in accordance with applicable North Carolina General Statutes and GoTriangle's investment guidelines, attached as Exhibit A.

Procedures:

The Wake Transit Financial Model for the Wake Operating Fund will include projections of fund balance and annual expenditures. Quarterly reporting will be provided by GoTriangle to the TPAC, CAMPO, which will allow a review of budget compared to actuals for the Wake Operating Fund. Additionally, this quarterly review will ensure that sufficient fund balance will be available at year end to meet the adopted reserve requirement as defined above. The annual Wake Transit Work Plan will include funds allocated, if needed, to maintain the Wake Operating Fund balance. To demonstrate progress and compliance with this Policy, GoTriangle will include a calculation of this liquidity measure within the statistical section of its Comprehensive Annual Financial Report (“CAFR”) and on its quarterly reports.

Wake Capital Fund Balance Policy and Guidelines

Purpose: As administrator of the Triangle Tax District, GoTriangle will maintain sound financial practices including minimum fund balance requirements.

Capital Fund Balance Policy: It is the policy of the Triangle Tax District to maintain a minimum capital fund balance. Based on the nature of the funding sources and responsible fiscal management, the Wake Capital Fund will maintain a fund balance to act as a resource for capital project funding shortfalls.

- The target fund balance for the Wake Capital Fund will be five percent (5%) of the Wake Transit Work Plan 10-year Capital Improvement Plan (CIP).

The policy should be administered under the following requirements:

- The goal is to reach and maintain a capital fund balance reserve of five percent (5%) of the CIP by June 30, 2021, pending application for Federal Transit Administration full funding grant agreements for major capital projects envisioned in the Wake Transit Plan.
- The five percent (5%) fund balance will be separate and apart from project contingency budgeted as a part of individual projects appropriated in the Wake Capital Fund.
- Idle funds as defined by NCGS 159-30 will be invested in accordance with applicable North Carolina General Statutes and GoTriangle's investment guidelines, attached as Exhibit A.

Procedures:

Projections of the fund balance as a percentage of the Wake Transit Work Plan's CIP will be maintained, demonstrating future compliance with this policy. To demonstrate progress and compliance with this Policy, GoTriangle will include a calculation within the statistical section of its CAFR and on its quarterly reports.

Wake Transit Billing, Payment and Reimbursement Policy and Guidelines

Purpose: As administrator of the Triangle Tax District, GoTriangle will be responsible for the billing, payment, and reimbursement of funds that support approved expenditures as part of the Wake Transit Plan.

Policy: It is the policy of the Wake Operating Fund and the Wake Capital Fund and participating local governments and other entities to maintain strong billing, payment and reimbursement practices.

Guidelines:

- Transit expenditures by the participating local governments and other entities are to be budgeted annually and recommended by the TPAC and adopted by CAMPO and GoTriangle.
- The adopted budget ordinances for the Wake Operating Fund, the Wake Capital Fund, and the capital funding agreements and operating funding agreements with the participating partners are the controlling documents for billing, payments, and reimbursement.
- Dollars appropriated in the Wake Operating Fund will lapse at the end of the year unless encumbered as of June 30, included as provision in the operating ordinance and appropriated in the next fiscal year.
- Dollars appropriated in the Wake Capital Fund are appropriated pursuant to Section 13.2 of NCGS Chapter 159 and therefore do not lapse at the end of the year, and are available for reimbursement requests for the duration of the respective project unless subsequently amended by Board action or project closeout.
- Reimbursement payments made for expenditures in conjunction with appropriations from the Wake Operating Fund and the Wake Capital Fund will be made to the participating local governments and other participants after GoTriangle Finance Department has received a request for reimbursement using the pre-established Wake Transit template and associated required documentation.
- Payments will be made in accordance with the North Carolina Local Government Budget and Fiscal Control Act.

- Submissions for reimbursement may be done as often as is efficient and effective for the local participating entity; however, disbursements from GoTriangle will be no more frequent than on a monthly basis.
- Advance payments may be considered by GoTriangle.
- The request for reimbursement and supporting documentation should be submitted either in writing or by electronic means as specified in the terms of the operating and capital agreements.
- Reimbursement requests will include a signed statement signed by the requesting agency's Finance Officer or designee, stating funds were spent in accordance to the Wake Transit Work Plan and with laws, rules, and regulations, and the request for funds includes items due and payable.
- Projects that involve federal funding agreements may require additional documentation and review that will be incorporated in future operating and capital agreements.

Debt Policy and Guidelines

Purpose: As administrator of the Triangle Tax District, GoTriangle may issue debt to support approved capital projects in the Wake Transit Plan. It is the goal of the TPAC that debt issuances will strive to obtain favorable ratings available for transit financing. The debt policy outlines the requirements and criteria set forth to achieve this goal and to advance the Wake Transit Plan.

Debt Policy:

It is expected that debt will periodically be issued by GoTriangle in support of the Wake Transit Plan under the following requirements:

- Any debt to be issued will be reviewed and recommended by the TPAC, approved CAMPO, and approved and authorized by the GoTriangle Board of Trustees.
- Per North Carolina Law, debt issuances will be approved by the LGC.
- Debt service payments will be made in accordance with the North Carolina Local Government Budget and Fiscal Control Act.
- Any proposed debt issuance will be evaluated using prospective revenue and expenditure amounts, as modeled in the Wake Transit Financial Model, which is mutually agreed to by the TPAC. The Wake Transit Financial Model assumptions will be agreed to annually by the TPAC.

Debt Guidelines:

Debt issuances that are incorporated as part of the financial model will be modeled using the following guidelines:

- It is the goal that all rated debt issued on behalf of approved capital projects in the Wake Transit Plan will obtain a rating no lower than A1 (Moody's) or A+ (S&P/Fitch), and preferably in a double-A category.
- Actions recommended by the TPAC, or adopted by CAMPO or GoTriangle shall not diminish the financial health of the Wake Operating and/or Wake Capital Funds.
- Debt will be issued to ensure sufficient flexibility to meet future obligations outlined in the Wake Transit Plan and to take advantage of opportunities based on market conditions.

- The gross debt service coverage ratio will not go below 3 times (3X) gross operating revenue to annual debt service, excluding short term principal payments.
 - Operating revenue is defined as Wake County tax revenue as stated in Section 2.37 of the Wake Transit Governance ILA, plus additional fare box revenue attributed to services funded by Wake County tax revenue.
- The debt service coverage (i.e., the ability to pay debt service after operations) will not go below 1.25 times (1.25X) annual debt service excluding principal payments on short-term debt.
 - Debt service coverage is defined as Wake County tax revenue, plus additional fare box revenue attributed to services funded by Wake County tax revenue, less the sum of expenses for tax district administration, transit plan administration, and transit operations.
- Upon the full funding of reserves, any cash above 1.00 times (1X) debt service coverage may be used as cash funding for capital projects to provide additional sources of funding for capital projects to minimize debt levels.
- Future bonds issued will conform and adhere to:
 - Additional bonds test contained in bond documents, and
 - Debt service coverage ratios of the Wake Operating Funds and Wake Capital Funds Debt Policies
- Debt burden will be evaluated as total debt outstanding in support of the Wake Transit Work Plan to operating revenues.
 - Operating revenues are defined as Wake County tax revenue, plus additional fare box revenue attributed to services funded by Wake County tax revenue.
 - Net burden will be evaluated as total debt outstanding in support of the Wake Transit Work Plan to operating revenues, less the sum of expenses for tax district administration, transit plan administration, and transit operations.
- A Debt Service Reserve Fund (“DSRF”) will be established for debt issuances where the DSRF creates a lower cost of funds and does not exceed the minimum amount permitted under federal tax law.
- Investment of bond proceeds will be in accordance with all applicable North Carolina statutes and federal tax law.

- Debt will be structured in a manner consistent with the useful life of related projects, not to exceed a final maturity of 30 years. Principal amortization will be level debt service or faster, except for deferrals of principal in connection with construction period financing or short term financing related to future receipt of federal and/or state funds.
- Debt issued in support of the Wake Transit Plan will be authorized under NCGS 160A-20. Alternative debt instruments may be evaluated and utilized subject to recommendation by the TPAC and approval by CAMPO and GoTriangle.
- The amount of debt outstanding at any time will not be more than two times (2X) the collateral pledged. Additional agreements such as construction and acquisition agreements, lease agreements, and transfer of title for assets financed may be executed to support issuance of debt.
- The combined liquidity position of the Wake Capital and Operating Funds shall be a minimum of 180 days unrestricted cash to meet the needs of the Wake Transit Plan.
- Select TPAC members or TPAC subcommittee members will participate in the following:
 - RFP and/or selection process of:
 - Financial Advisor; Investment Consultant for GoTriangle (as necessary)
 - Underwriter(s); Bond Counsel; and any other necessary roles related to GoTriangle debt financing in support of the Wake Transit Plan
 - Providing assistance as needed for guidance associated with debt issuances to include interactions with rating agencies



GoTriangle Investment Guidelines

Exhibit A

3.0 FINANCIAL

3.10 INVESTMENT POLICY & PROCEDURE

3.10.1 Investment Policy

- A. TTA shall remain 100% invested at all times with the exception of moneys held for petty cash or moneys held in a compensating balance account. (100% invested refers to actual investments as well as the use of interest bearing checking accounts).
- B. G.S. 159-30(c) authorizes TTA to invest in obligations of the United States of America or obligations fully guaranteed both as to principal and interest by the United States of America; obligations of the State of North Carolina; bonds and notes of any North Carolina local government or public authority; obligations of certain non-guaranteed federal agencies; certain high quality issues of commercial paper and banker's acceptances; and the North Carolina Capital Management Trust, a money market fund.
- C. Eligible deposits and investments are limited to those restricted by the federal government (refer to the North Carolina Department of the State Treasurer Policies Manual, Cash Management tab, beginning with page 16). The guidelines state that proper diversification of the investment portfolio must be achieved in order to minimize risks brought on by economic and market changes.
- D. Collateralization for deposits shall be in accordance with Title 20, Chapter 7 of the North Carolina Administrative Code (NCAC). All deposits for TTA shall be fully protected through deposit insurance and eligible collateral securities pursuant to 20 NCAC 7. The Financial Reporting Manager shall notify the TTA depository when an account is opened that the moneys deposited are public funds subject to collateralization and shall file a "Public Deposit Status Report" with each depository and the State Treasurer promptly after June 30. The Financial Reporting Manager shall maintain a file of the list of financial institutions using the Pooling Method from the Department of the State Treasurer. There shall be a signed escrow agreement with a third party escrow agent for each Dedicated Method depository that holds uninsured deposits, unless the escrow agent is the Federal Home Loan Bank or the Federal Reserve

Bank. The Financial Reporting Manager shall request and receive timely confirmations of collateral pledged by Dedicated Method institutions. A file of all pledges of collateral and a record of pledged securities per Dedicated Method depository shall be maintained by the Financial Reporting Manager. There shall be no releases or substitutions of collateral securities resulting in a decrease in the market value of securities pledged by Dedicated Method depositories without prior approval by the Chief Financial Officer. The Financial Reporting Manager shall request and receive a statement of collateral pledged from each Dedicated Method institution at least quarterly including the total par and market value of the securities.

- E. The Chief Financial Officer shall be responsible for obtaining custody and providing safekeeping of securities and deposit certificates according to G.S. 159-30(d). All securities purchased by TTA shall be delivered (or book entered) to the Authority's custodian and placed in its custody account in the name of TTA. All such custodial agreements shall be between TTA and the custodian in the name of TTA. Certificates of deposit purchased by TTA shall be delivered to the Financial Reporting Manager.
- F. The Financial Reporting Manager shall ensure proper diversification of the investment portfolio in order to minimize risks brought on by economic and market changes.
- G. Diversification by Financial Institution:
 - 1. No more than 50% of TTA's moneys shall be invested in any obligation that does not bear the full faith and credit of the United States of America.
 - 2. No more than 50% of TTA's total moneys shall be placed with a single financial institution.
 - 3. No more than 25% of the overall portfolio shall be invested in the securities of a single issuer, except for the U.S. Treasury or U.S. backed instruments (i.e. GNMA's)
 - 4. No more than 10% of the portfolio shall be invested in a regular savings account.
 - 5. No more than 10% of the portfolio shall be invested in overnight securities or in highly marketable, short-term securities which can be quickly sold to meet liquidity needs.

H. Diversification by Classes of Securities:

Type of Security	Maximum percentage
U.S. Treasury Certificates, Bonds, Notes, and Bills.	100% of Portfolio
Obligations of U.S. Government-sponsored entities (Instrumentality)	75% of Portfolio
Collateralized Governmental Mortgage Obligations of Government sponsored enterprises (i.e. Freddie Mac or Fannie Mae)	10% of Portfolio
Collateralized Governmental Mortgage Obligations of Ginnie Mae	40% of Portfolio
North Carolina State and Local Bonds	50% of Portfolio
Certificates of Deposit	100% of Portfolio
Commercial papers, Bankers Acceptance	25% of Portfolio
NCCMT Certified Mutual Funds	100% of Portfolio
Repurchase Agreement	As required for overnight cash flow, or 25%
Ginnie Mae Pools	50% of Portfolio

I. Maturities Schedule:

1. Short Term Portfolio: No less than \$500,000 of the total investment portfolio shall mature within seven days. No less than 25% of the portfolio shall mature in 90 days.
2. Intermediate Term Portfolio: the average maturity of the portfolio shall not exceed five years.
3. Long Term Portfolio: The average maturities of this portfolio shall not exceed twenty years. Any exceptions must be approved by the Chief Financial Officer. Reasons for exceptions may include anticipated higher market yields.

Note: The North Carolina Capital Management Trust (NCCMT) maintains this level of diversification for issuers and industries; therefore, a unit of government's investment with the NCCMT would not be subject to these limits.

J. The Financial Reporting Manager shall constantly monitor the investment portfolio and make adjustments as necessary.

- K. The Financial Reporting Manager shall review daily the cash position of TTA and decide what moneys can be deposited or invested for certain periods of time. If any deposits or investments are to be made, the Financial Reporting Manager will make this determination and then institute a bidding process for TTA's moneys as follows:
1. For eligible investment vehicles, the Financial Reporting Manager shall solicit offers from an approved list of financial institutions and broker/dealers. The Financial Reporting Manager shall review the various offers and determine the appropriate investment vehicle, considering such factors as the safety of the investment, the rate, and the maturity. All interest rates shall be quoted on a discount basis. For securities purchased by TTA, the Financial Reporting Manager shall instruct the seller that securities are to be delivered to TTA's escrow agent, who will disburse moneys. The Financial Reporting Manager will be responsible for notifying the financial institution that placed the highest bid.
 2. Wire transfers, both incoming and outgoing, shall be handled by an individual other than the person receiving the telephone quotes (usually the Chief Financial Officer). Wires will be processed by the institution's deadline with written confirmation forwarded the next business day. These confirmations will be documented by the Financial Reporting Manager and delivered to the Chief Financial Officer for review.
 3. An individual shall be assigned by the Chief Financial Officer to monitor the safekeeping of securities, both owned by TTA and pledged for TTA's deposit. Once securities are escrowed, this individual shall receive timely written confirmations from the safekeeping agent acknowledging delivery of the specified securities. These confirmations shall be recorded and forwarded to the Chief Financial Officer for review.

3.10.2 Investment Procedure

- A. The Chief Financial Officer determines moneys available for investment, usually in the form of excess cash either in the checking account or in the North Carolina Capital Management Trust, or proceeds from the maturity of a security. The Financial Reporting Manager calls approved financial institutions and gets quotes on desired securities. Quotes with pertinent information such as CUSIP number, coupon rate, maturity value, etc. are faxed to the Financial Reporting Manager. The Financial

Reporting Manager submits these quotes to the Chief Financial Officer for review.

- B. The Chief Financial Officer evaluates the purchase options and yields, and checks to see if they are in accordance with the desired portfolio mix as specified in the policy above. Securities are typically purchased by TTA in blocks of \$500,000 and \$1,000,000.
- C. When a decision has been made on the purchase, the Financial Reporting Manager calls the financial institution to purchase the instrument at the quoted price. A total cost of the purchase is obtained which, if relevant, will include accrued interest paid to the previous holder. Also at this time, arrangements are made for the settlement date of the purchase. The financial institution executes the electronic purchase and delivers the certificates to TTA's custodial bank where they are held in trust.
- D. If funds are not readily available in the money market account with the custodial trust for settlement then the Financial Reporting Manager must wire funds from another TTA account (i.e. the checking account or the general investment account held with the North Carolina Capital Management Trust). Funds must be wired from the North Carolina Capital Management Trust by 12:00 noon and from the financial institution by 4:00 p.m. This transaction is documented on a wire transfer form [see Exhibit 3-C], which is also used as the source to record the journal entry to the general ledger.
- E. The Financial Reporting Manager notifies, by telephone, the custodian's trust department that a security has been purchased and gives them the total cost, settlement date, date that funds will arrive (if applicable), and identifies the sender of the funds. The contact at the trust department calls their operation center to advise of the incoming wire.
- F. The Financial Reporting Manager prepares a letter to the trust operations department for notification of the purchase. The letter is first faxed and later mailed. One copy is sent to the contact at the trust department and one copy is retained for file purposes and for support documentation for the wire transfer.
- G. A confirmation is sent to the Financial Reporting Manager by the financial institution from which the security was purchased and is retained in TTA's file. The custodian's month-end statement will reflect the purchase transaction.

- H. An investment schedule is maintained by the Financial Reporting Manager, which depicts the cash and investment portfolio, along with expected income and other pertinent information (i.e. maturity date, CUSIP numbers, etc.) This schedule is used to record the interest accruals to the general ledger and to reconcile to the general ledger.
- I. A semi-annual report, entitled Report of Cash & Investments [see Exhibit 3-D], is filed in January and July to report the investment portfolio and market values to the NC Local Government Commission for compliance purposes. The Financial Reporting Manager is responsible for completing and filing this form. The form is reviewed and signed by the Chief Financial Officer.

Financial Model Assumptions for FY 2018 Recommended 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.

GoTriangle has asked Wake County to serve on its behalf to update the Wake Transit financial model for the FY 2018 Recommended Wake Transit Work Plan while the County transitions modeling of the Wake Transit Plan to GoTriangle. Wake County, the City of Raleigh, and GoTriangle have 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 2018 Recommended Wake Transit Work Plan reflects assumptions that will 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 influences the cost and timing. 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 first few years of the Transit Plan involve significant design and further study of projects. This will better inform the assumptions contained in the financial model. The model reflects 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 measures of fiscal health to support the goals of the Wake Transit Financial Plan. It adheres to the policies and guidelines of the TPAC, slated for adoption by CAMPO and GoTriangle with the FY 2018 Recommended Transit Work Plan. The Wake Transit Financial Policies and Guidelines are attached.

Changes between the FY 2018 Draft Transit Work Plan and Recommended FY 2018 Wake Transit Work Plan Financial Work include:

1. An increase from 4% to 5% in the sales tax growth assumption for Article 43 for FY 2017 and FY 2018 based off of conservative estimates of Wake County Article 39 collections without legislative redistribution. This results in an additional \$1.75 million of revenue.
2. A slight increase in the months of collection of revenue from the \$7 Vehicle Registration Tax and \$3 increase in the Regional Registration Tax. This results in \$1.4 million of revenue.
3. Incorporation of changes between the FY 2018 Draft Transit Work Plan and the FY 2018 Recommended Transit Work Plan: \$1.3 million of operating cost reductions in FY 2018, \$2 million in new capital costs, and \$4.3 million in capital costs deferred to FY 2019.