

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

October 14, 2020

9:30 AM – WebEx Meeting

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome & Introductions

Shannon Cox, TPAC Chair

WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

II. Adjustments to the Agenda

Shannon Cox, TPAC Chair

WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

III. General Public or Agency Comment

Any written comments received?

Any additional comments from attendees?

Shannon Cox, TPAC Chair

TPAC Administrative Items

IV. TPAC Meeting Minutes

Requested Action:

Consider approval of the August 12th and September 9th draft TPAC meeting minutes.

Shannon Cox, TPAC Chair

V. Budget & Finance Subcommittee Vice Chair Nomination

Requested Action:

Consider confirmation of Shavon Tucker as the elected Budget & Finance Subcommittee Vice Chair for the remainder of the 2020 Term.

Stephanie Plancich, TPAC Administrator

VI. Assignment of the task to establish rules for Wake Transit interests in real estate

Attachment C

Stephanie Plancich, TPAC Administrator

Recurring/Annual	Transit Work Plan	October - January	X	X	X		
Recurring/Annual	Review of Quarterly Work Plan Amendments in accordance with the Work Plan amendment schedule	Ongoing	X	X	X		
Recurring/Annual	Review of FY 2020 Annual Report	October - December		X	X		X
Specialized	Receive and Provide Feedback on Proposed Funding Guidelines for Incorporating Art and Culture Elements into Wake Transit Capital Projects	August - January		X	X		
Specialized	Provide Input on FY 21 Work Plan Reassessment Process at Touchpoints Indicated in Master Schedule	August - January	X	X	X		
Specialized	Discuss Applicability of FTA CARES Act Funding to Wake Transit-Funded Projects	August - January	X		X		
Specialized	Develop rules for Wake Transit's Involvement in Real Estate Interests (For TPAC consideration on 10/14/20)	November-January	X		X		

VI. Assignment of the task to establish rules for Wake Transit interests in real estate

Requested Action:

Consider assigning a task to the Planning & Prioritization Subcommittee, by adding it to the subcommittee's August-January work task list, to establish rules for Wake Transit's involvement in real estate interests, with CAMPO serving as the lead agency for the subcommittee's development of recommendations for any applicable rules.

Planning & Programming Items

VII. FY2021 Work Plan 1st Quarter Amendment Request

Attachment D

Bret Martin, CAMPO

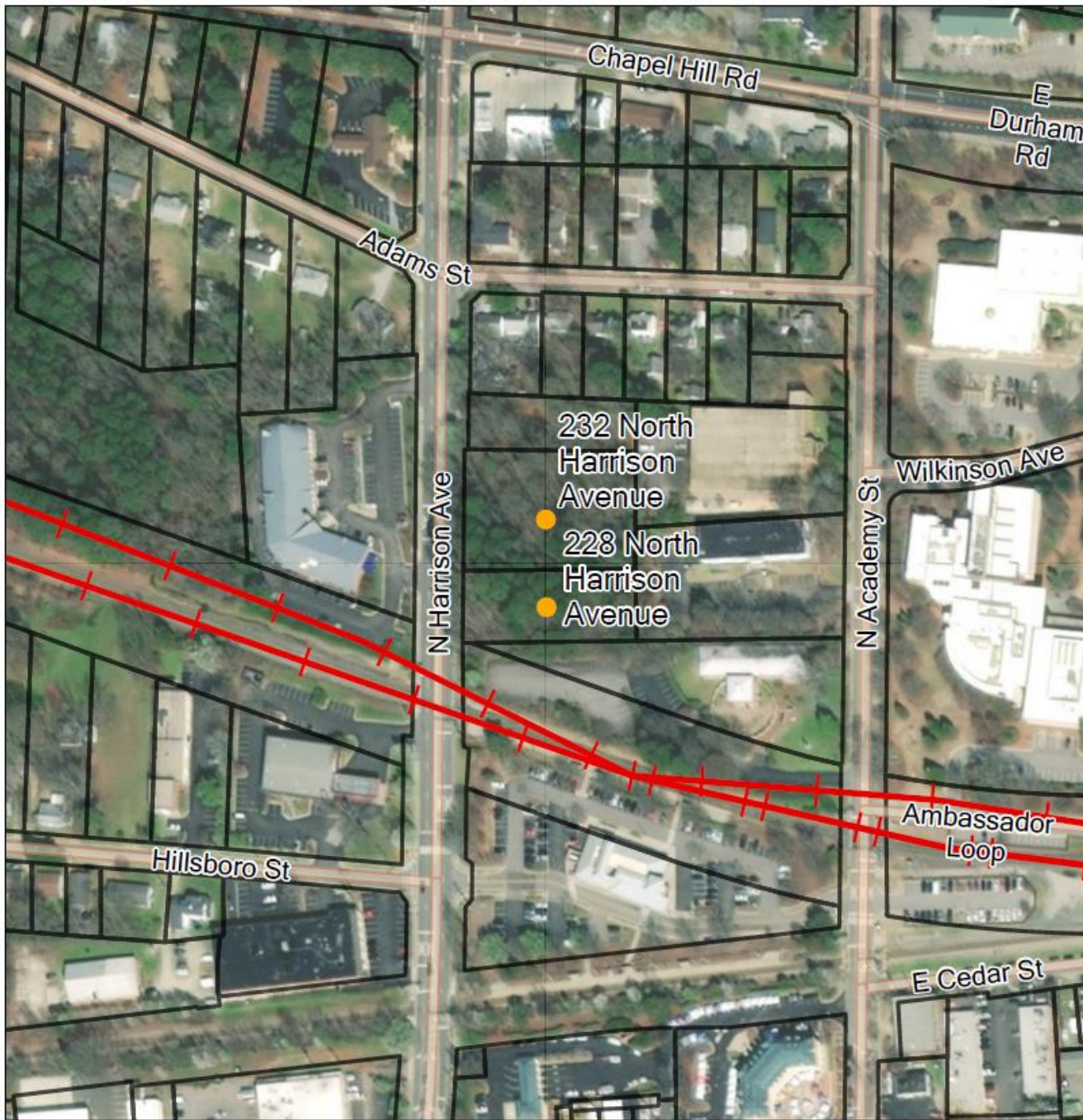
FY2021 Work Plan 1st Quarter Amendment Request

- GoTriangle Major Amendment Request
- \$1.1 million from FY 20 commuter rail project development reserve allocation
- Reimburse FTA for financial interest (55.7% share) in 5 parcels along commuter rail corridor
- Parcels previously purchased with FTA funds in support of rail project under development in prior years
- Parcels to be used for potential station sites, laydown areas for construction, and/or contractor access

FY2021 Work Plan 1st Quarter Amendment Request

Important Points

- Amendment would remove any remaining FTA financial interest in parcels along the corridor
- Request reduced from \$1.4 million
- Specific parcel information provided by GoTriangle - included in Attachment D
- Demolition of a structure on one of the parcels and a small contingency for additional potential expenses included in updated scope
- TPAC subcommittee to take closer look at rules and expectations for Wake Transit involvement in real estate interests

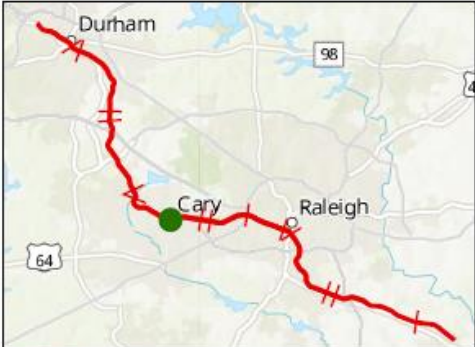


FTA-assisted Parcels (Cary)

Anticipated commuter rail use:
construction laydown, park and ride

Potential other transit uses:
additional parking to support proposed Downtown Cary multi-modal facility including park and ride for BRT and other bus services and potential longer-term joint development

Potential other non-transit uses:
affordable housing, mixed-use development, public facility, parkland, municipal parking



-  Streets
 -  Parcels
 -  NCR Corridor
- 1" = 200'

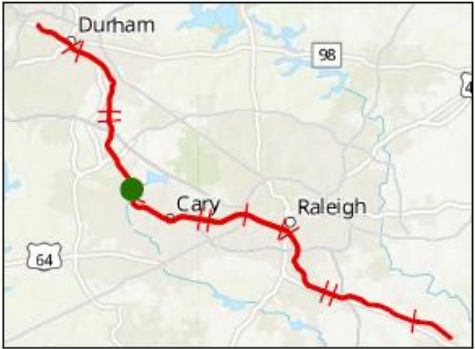


FTA-assisted Parcels (Morrisville)



Anticipated commuter rail use:
construction access, possible street access to adjoining parcel

Potential other non-transit uses:
parkland, open space



-  Streets
-  Parcels
-  NCRR Corridor



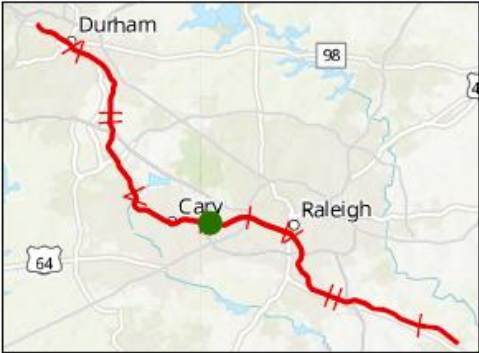
1" = 200'

FTA-assisted Parcels (Raleigh)



Anticipated commuter rail use:
station access, park and ride,
possible construction laydown/access

Potential other non-transit uses:
light industrial development



- Streets
 - Parcels
 - NCR Corridor
- 1" = 200'



VII. FY 2021 Work Plan 1st Quarter Amendment Request

Requested Action:

Consider recommending approval of the FY 2021 Wake Transit Work Plan 1st quarter amendment request to the Wake Transit governing boards.

Roll Call Vote

TPAC Consideration of 4 agenda items:

Item 1 – August & September Draft TPAC Minutes

Item 2 – Confirm Shavon Tucker as B&F Vice Chair

Item 3 – Assignment of TPAC Subcommittee and Lead Agency for task to establish real estate rules

Item 4 – Recommend approval of FY21/Q1 Amendment Request to the governing boards

VIII. 2020 Wake Transit-Funded Bus Service Performance Review

Attachment E

Bret Martin, CAMPO

WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Wake Transit-Funded Bus Service Performance Review

- Evaluate bus service performance against adopted targets
 - 20 applicable fixed routes and GoWake Access services
- Completed annually by Planning & Prioritization Subcommittee in June-August timeframe
- Data from Q2 of FY 19 through Q3 of FY 20
- May be used by TPAC to inform/recommend potential changes to bus service investments
- Improve productivity for underperformance or provide additional resources for overperformance
- Four established targets:
 - Passenger boardings per revenue hour or trip
 - Cost per passenger boarding
 - Farebox recovery
 - On-time performance

Adopted Service Measures/Targets

Figure 15 | Operating Cost per Boarding

Frequent Route	Local Route	Community Route	Demand-Response Service	Core Regional Route	Express Route	Shuttle Service
\$6.00	\$6.00	\$10.00	\$30.00	\$6.00	\$10.00	\$10.00

Figure 16 | Minimum Farebox Recovery

Frequent Route	Local Route	Community Route	Demand-Response Service	Core Regional Route	Express Route	Shuttle Service
20%	15%	10%	5%	20%	15%	15%

Figure 17 | Minimum On-Time Performance

Frequent Route	Local Route	Community Route	Demand-Response Service	Core Regional Route	Express Route	Shuttle Service
85%	85%	85%	85%	85%	85%	85%

Adopted Service Measures/Targets

Figure 14 | Minimum Productivity Levels (Passenger boardings per Revenue Vehicle Hour)

	REVENUE VEHICLE HOUR					REVENUE VEHICLE TRIP	
	Frequent Route	Local Route	Community Route	Demand-Response Service	Shuttle Service	Core Regional Route	Express Route
Weekdays							
All Day	25	20	10	1.5	10	20	10
Early Morning	15	10	10	1.5	10	10	—
Late Night	15	10	10	1.5	10	10	—
Saturdays							
All Day	20	15	10	1.5	10	15	—
Sundays							
All Day	15	10	10	1.5	10	10	—

Note: “Early morning” and “Late Night” refers to service before and after the minimum span of service. All day refers to the complete span of service, including early morning and late night service. “—” indicates that the standard does not apply. *core regional and express route productivity is measured as a minimum number of passengers per **trip**.

Important Policy Points

- Targets applicable after 18-month developmental period
- Route Underperformance = 3 or more consecutive quarters of not hitting 3 or more targets
- Route Overperformance = 3 or more consecutive quarters of hitting 3 or more targets
- Most of reviewed period was for pre-COVID performance
- COVID-19 Impacts:
 - Dramatic drops in ridership/productivity beginning in 3rd quarter
 - Focus on strict health/safety protocols while still providing lifeline services
 - Service reductions to weekend-level service on weekdays
- Temper performance expectations moving forward

Presentation of Route Performance

Route	Boardings/Revenue Hour or /Trip	Cost/Boarding	Farebox Recovery	On-Time Performance
Route 7: South Saunders	✓	✓	✓	✓
Route 17: Rock Quarry	--	✓	--	✓
Route 18: Poole-Barwell	✓	✓	--	✓
Route 18S: Poole	✓	✓	✓	--
Route 19: MLK-Sunnybrook	--	✓	--	✓
Route 20: Garner	--	--	--	✓
Route 26: Edwards Mill	--	--	--	✓
Route 27: Blue Ridge	--	--	--	✓
Route 33: Knightdale	--	--	--	✓
Route 36: Creedmoor	--	--	--	✓
Route 401: Rolesville	--	--	--	--

Overperforming and Underperforming Routes

- **Overperforming Routes:**

- GoRaleigh Route 7: South Saunders
- GoTriangle Route DRX: Durham-Raleigh Express
- GoTriangle Route CRX: Chapel Hill- Raleigh Express (overperforming before FY 20 Q3)
- GoCary Route 5: Kildaire Farm Road

- **Underperforming Routes:**

- GoTriangle Route 100
- GoTriangle Route 300
- GoCary Route 4: High House Road

Action on Underperforming Routes

- **GoCary Route 4: High House Road:**

- Service changes in Jan. of 2021 → Route to be made more direct and less circuitous

- **GoTriangle Route 100:**

- Route 105 dilutes ridership
- Considering reduction in investment toward the two routes to improve productivity

- **GoTriangle Route 300:**

- Improvements to GoCary services that feed Route 300 should improve productivity
- In October, service changing to Cary-Raleigh only
- Elimination of state government loop → Improve travel time and overall productivity

VIII. Wake Transit-Funded Bus Service Performance Review

Requested Action:

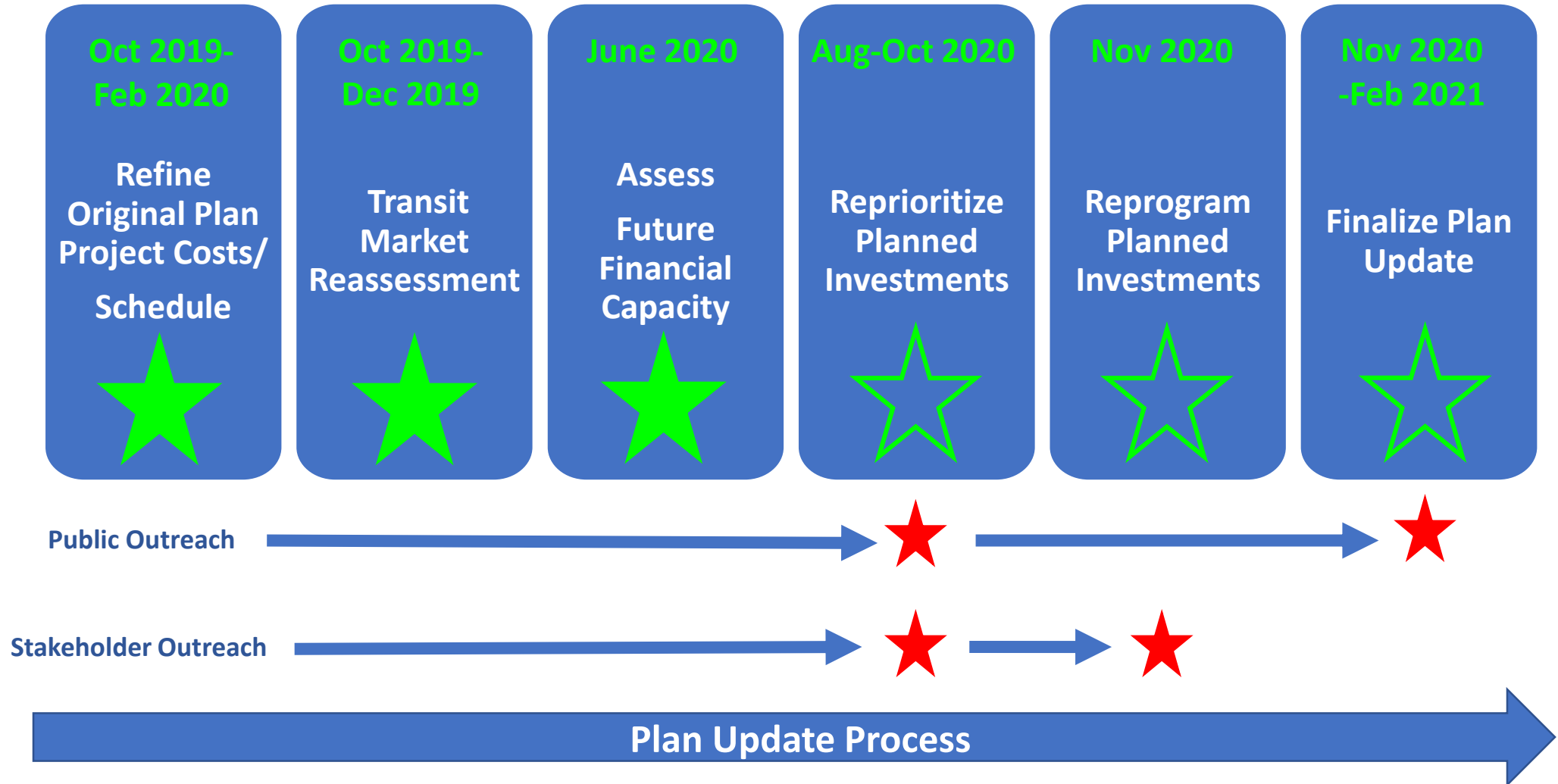
Receive as information

IX. Wake Transit Plan Update/FY21 Work Plan Reassessment Progress Update

Attachment F, G & H

Bret Martin, CAMPO

Wake Transit Plan Update Schedule



Update on Wake Transit Plan Update Schedule

DATES	TASK
September 29 th	Joint P&P/B&F/PE+C Subcommittee and CTT meeting to review and discuss prioritization guidance, revenue receipts for March-June, and share results of public and stakeholder input
October 14 th	Share results of public/stakeholder input and prioritization guidance with TPAC
Week of October 19 th	<p>Joint P&P/B&F Subcommittee meeting to:</p> <ol style="list-style-type: none"> 1) Select final financial scenario to carry forward; and 2) Discuss project (re)programming approach/next steps for core design retreat
November 6 th	Reprogramming Workshop/Core Design Retreat to review project reprogramming alternatives through 2030 and unconstrained post-2030 vision for high-capacity/fixed-guideway projects.
November 6 th	Begin FY21 Work Plan amendment process for any projects that are determined through the reprogramming workshop to be high priorities for implementation during FY21
Week of November 16 th	Stakeholder Engagement on Reprogramming Alternative(s)

June FY20 Sales Tax Assumptions (With COVID)

Scenarios 1 and 2

FY 20 Month	FY 20 Same Month Comparison to FY 19
March	-12.5%
April	-40.0%
May	-40.0%
June	-25.0%
TOTAL FOR YEAR	-5.5%

Scenario 5

FY 20 Month	FY 20 Same Month Comparison to FY 19
March	-12.5%
April	-40.0%
May	-30.0%
June	-10.0%
TOTAL FOR YEAR	-3.1%

June Future Year Sales Tax Growth Assumptions (With COVID)

	Scenario 1: Very Conservative	Scenario 2: Conservative	Scenario 3b: Moderate-Low	Scenario 4: Moderate-High	Scenario 5: Optimistic
FY21	-7.3% from FY 20		-7.5% from FY 20 (but higher FY 20 base)	-5% from FY 20	0% from FY 20
FY21-30	2.5-3% per year		3-4% per year	3.5-4% per year	4-5% per year

RANGE (FYs 21-30): \$921 million - \$1.085 billion

Projected Sales Tax Reduction: February 2020 to June 2020



REDUCTION OF \$107 - \$248 MILLION IN TOTAL COLLECTIONS (FYs 21-30)

Actual Revenue Collection through June 2020

Month	% Change from 2019		
	Sales Tax	Vehicle Registration Tax	Vehicle Rental Tax
February	+13.7%	+0.7%	+10.0%
March	-10.4%	-13.5%	+11.9%
April	-22.5%	-22.5%	-58.4%
May	-12.9%	-21.2%	-81.5%
June	+1.4%	-3.0%	N/A

- Sales and Vehicle Reg. Tax Collections Decreased March-May
- Sales Tax Rebounded in June
- FY 20 Actual Tax Collections 1.4% Higher Than Budgeted
- FY 20 Actual Registration Tax Collections 5.4% Lower Than Budgeted
- FY 20 Overall Collections 0.06% Higher Than Budgeted

Wake Transit 2030 Expenditure Assumptions

Expenditure Component	Scenarios 1-2: Conservative	Scenarios 3-4: Moderate	Scenario 5: Optimistic
BRT	<p>Scenario 1: Most expensive BRT alternatives</p> <p>Scenario 2: Most reasonably implementable alternatives (100% dedicated runningway)</p>	Most reasonably implementable alternatives (70% dedicated runningway)	Most reasonably implementable BRT alternatives (50% dedicated runningway)
CRT	<p>Scenario 1: Upper Limit of Cost Range</p> <p>Scenario 2: Midpoint of Cost Range</p>	Midpoint of Cost Range	Midpoint of Cost Range
Reserve Requirements	10% for BRT and CRT; 5% other capital projects	5% all capital projects – 10% for BRT and CRT	5% all capital projects
Federal Participation in BRT	50%	<p>50% Northern</p> <p>60% Western</p> <p>50-60% Southern</p>	<p>50% Northern</p> <p>60% Southern</p> <p>70% Western</p>
Federal Participation in CRT	<p>Scenario 1: 45%</p> <p>Scenario 2: 50%</p>	50%	50%
State Revenue for BRT	<p>Scenario 1: No state revenue</p> <p>Scenario 2: Assume state revenue for Morrisville-Clayton BRT on current STIP schedule</p>	Assume state revenue for Morrisville-Clayton BRT on current STIP schedule	Assume state revenue for Morrisville-Clayton BRT on current STIP schedule

Wake Transit 2030 Financial Scenarios

JUNE SCENARIO OUTPUTS

Impact Type	Scenarios 1-2: Conservative	Scenarios 3-4: Moderate	Scenario 5: Optimistic
Operating	Cut \$21.5-\$32.5M starting in FY 22	Cut \$8.6-\$15.3M starting in FY 22	+\$1.7M starting in FY 28
Capital	Cut \$93-\$157M	Cut \$38M to +\$36M	+\$88M
Capital Programming Impact	Postpone \$69-\$133M to FYs 28-30	Postpone \$164-\$183M to FYs 28-30	No postponement to FYs 28-30

2030 Wake Transit Financial Scenarios Takeaways

- **Sales Tax Impacts Not as Severe in the Immediate Term**
- **Can Probably Use Higher FY 20 Revenue Base for Future Years Than Originally Assumed**
- **Caution with Growth Assumptions for FY 21 and Beyond**
- **Increased Assumption for Commuter Rail Cost Across All Scenarios (\$67 Million Impact)**
- **Will Likely Still Need to Use Additional 3 Years of Tax Collections to Support Already Programmed Expenditures**
- **Still Low Chance of Capacity for New Investment in Additional 3 Years of Planning Horizon**
- **Some Chance Will Need to Cut Overall Expenditures (if only looking through 2030)**
- **Need to Run Scenarios with Updated Revenue/Expenditure Assumptions**
- **Need to Settle on Final Revenue Assumption on October 20th**

14 Stakeholder Participants

- **Mayors/Council Members From:**
 - **Apex**
 - **Morrisville**
 - **Wake Forest**
- **GoTriangle/CAMPO Board Member**
- **Garner Citizen**
- **Business Community Representative**
- **Regional Transportation Alliance**
- **WakeUp Wake County**
- **Shaw University Administration**
- **Wake Tech Administration**
- **Wake County – Social and Economic Vitality**

Summary of Engagement Results - Tradeoffs

Investment Focus	Comparison	Investment Focus
Ridership/Productivity	>	Coverage/Geographic Access
	+21 public	
	+16 stakeholders	
Speed/Directness/Fewer Stops	>	Greater Access/More Stops
	+13 public	
	+23 stakeholders	
Within Cities/Towns	<	Between Cities/Towns
	+11 public	
	+8 stakeholders	
Infrastructure	<	Service
	+13 public	
	-8 stakeholders	

Ranking By Investment Type

Infrastructure:

- Speed & Reliability
- Connecting Infrastructure/Facilities

Service:

- Coverage/Frequency
- Frequency/Coverage and Span

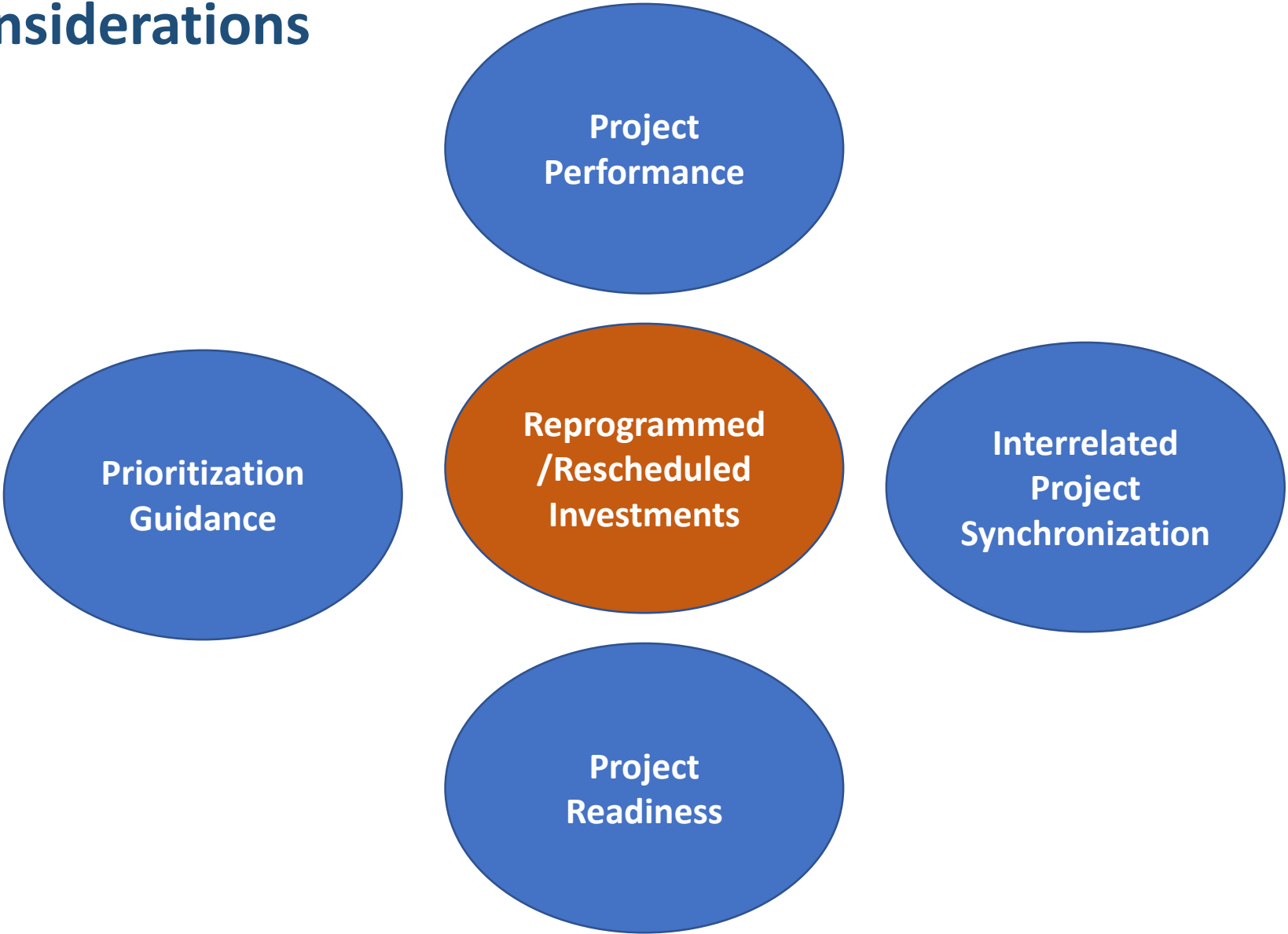
Modal Priorities

Answer	Number of Voters	Percentage of Voters
A) BRT	9	69%
B) High-Frequency Bus	4	31%
C) Coverage Bus Services	5	38%
D) Commuter Rail	7	54%

Important Prioritization Points

- All Projects/Implementation Elements are Worthy
- No Implementation Elements Disappear Entirely
- Reevaluating Relative Importance of Implementation Elements Previously Programmed Through FY 27
- Informed By:
 - Prior and Recent Public and Stakeholder Input,
 - Project Sponsor Input,
 - Program-Level Policies/Guidance, and
 - Overall Assessment of Meeting Defined Goals
- Allocating/Reserving Available Financial Capacity in Certain Logical Order Within Certain Financial Constraint – No Explicit Temporal Element
- Prioritization Is Not Programming
- DOES NOT Schedule Projects, Account for Project Readiness, Account for Past Performance of Related or Similar Projects, OR Synchronize Interrelated Projects

(Re) Programming Considerations



**Project
Performance**

**Prioritization
Guidance**

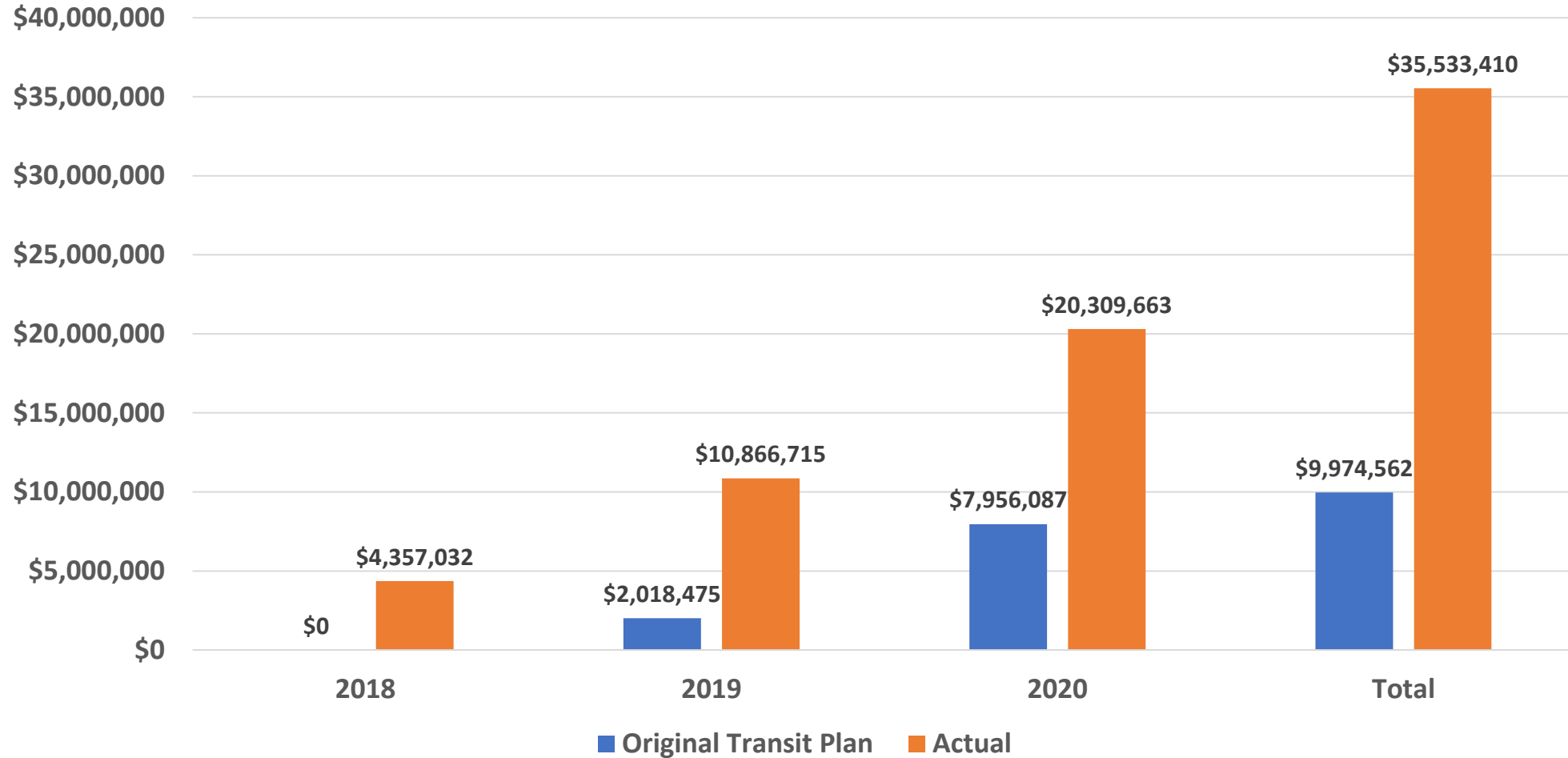
**Reprogrammed
/Rescheduled
Investments**

**Interrelated
Project
Synchronization**

**Project
Readiness**

Important Prioritization Points

Original Plan Vs. Actual Bus Service Funding Allocations



Prioritization Goals & Approach

- **Develop prioritized list of Wake Transit Plan implementation elements**
 - Prepare projects for reprogramming, which will extend to 2030
 - Re-evaluate relative importance of future operating and capital projects given status of Wake Transit Plan implementation
- **Prioritization approach utilizes the following:**
 - Wake Bus Plan Project Prioritization Policy
 - Internal Prioritization from Project Sponsors
 - Public and Stakeholder Input
 - Status of Meeting Original Plan Goals
 - Guidance from CAMPO, CTT, and TPAC

Prioritization Goals & Approach

- **Projects Included in Prioritization:**
 - CFA Program
 - GoWake Access Rural Demand-Response Trips
 - BRT and CRT Services/Operations
 - Fixed-Route Bus
 - Facilities/Bus Infrastructure Not Specifically Tied to Expansion
 - BRT and CRT Infrastructure
 - Fixed-Route and Paratransit Replacement Vehicles
- **Projects Not Explicitly Prioritized - Will Be Part of Programming:**
 - Expansion Vehicle Acquisition
 - Expansion Bus Stop and Park-and-Ride Improvements
 - Expansion ADA Transit Operations
 - Transit Centers

Prioritization Tiers

- **Tier 1: Community Funding Area Program and Additional Rural Elderly/Disabled and General Public Demand-Response Trips**
 - Engagement reveals notable desire for coverage/geographic access services
 - Limited financial impact (e.g., CFA Program funds services at 50%)
 - CFA-eligible municipalities did not receive funding for services in first 3 years of implementation
- **Tier 2: Capital Projects with Design or Land Acquisition Stages Already Initiated for Which Later Phases Should Be Funded to Keep Their Momentum**
 - Multiple projects with design/land acquisition phases initiated/underway
 - Allow to continue progress
 - Examples: Cary Bus Operations & Maintenance Facility, Cary Downtown Multimodal Facility, East Raleigh Transit Center, GoRaleigh Transfer Points

Prioritization Tiers

- **Tier 3: Facilities/Infrastructure/Resources Needed to Support Future Expansion or General State of Good Repair and Operations**
 - Project Prioritization Policy emphasis on critical systemwide investments to support existing/expansion services
 - Maintain system operations in state of good repair and order, irrespective of future service expansion
 - Examples: Staff requests, Replacement vehicles, Regional Transit Center, GoTriangle Operations & Maintenance Facility, BRT Extensions MIS, Wake Bus Plan Update
- **Tier 4: Projects That Involve Time-Sensitive External Grant Sources as Part of Their Overall Funding Mechanism (i.e., LAPP or other federal sources)**
 - Commitments made in external grant funding applications for Wake Transit funding as match
 - Examples: GoRaleigh Transfer Points, GoTriangle Bus Stop Improvements

Prioritization Tiers

- **Tier 5: Wake BRT Program of Projects**

- Western, Southern, and Northern corridors
- Signature component of frequent & reliable urban mobility ‘big move’
- Project Prioritization Policy emphasis on ensuring these projects can be delivered
- Engagement reveals BRT most prominently advances desired objectives while providing balance with competing objectives still deemed important
- Highest ranked mode among stakeholders

- **Tier 6: Commuter Rail Project**

- Signature component of connecting regionally ‘big move’
- Project Prioritization Policy emphasis on ensuring these projects can be delivered
- Engagement reveals CRT remains investment priority
- All-in approach to providing what public favors with less balance between those objectives and competing objectives still deemed important
- Second highest ranked mode among stakeholders

Prioritization Tiers

- **Tier 7: Systemwide Bus Stop Improvements for Already Served Corridors/Stop Locations**
 - Engagement strongly supports infrastructure connecting to transit as high priority
 - Not completely Wake Transit responsibility but place emphasis on it within current means of financial capacity

- **Tier 8: Fixed-Route Bus Service Improvements and Corresponding Infrastructure Tying to Bus Service Expansion**
 - Bus services accelerated in early years of plan implementation
 - Bus services ahead of schedule and stronger need to preserve capacity for other components of original plan
 - Two (2) options/methods for prioritization provided
 - Method 1: Prioritization Policy primary driver; project sponsor priorities secondary driver
 - Method 2: Project sponsor priorities primary driver, Prioritization Policy secondary driver
 - Project Sponsors voted for Method 2

Draft Bus Service Priorities (Raw Results)

High (Scores >40)	Medium (Scores 34-40)	Low (Scores <34)
<ul style="list-style-type: none">• 20 Garner (54)• 3 Glascock (51)• 310 RTC-Cary (51)• 5 Biltmore Hills (49)• 11 Avent Ferry (48)• 9 Hillsborough Street (48)• Western BRT (47)• New Bern BRT (46)• 8 Six Forks Midtown (46)• 305 Apex-Raleigh (44)• 6 Glenwood (43)• 10 Raleigh Blvd (41)• 20L Garner South (41)	<ul style="list-style-type: none">• 31 Southwest (40)• 8L Six Forks North (40)• Southern BRT (40)• 32 Lynn-Spring Forest (39)• 9B Buck Jones (38)• 28 New Hope-Triangle (37)• 2 Falls of Neuse (37)• Northern BRT (37)• 34 Wake Tech North (36)• 9A Hillsborough-Trinity (36)• 2L Falls of Neuse North (35)• 14 Atlantic (34)• 12 Method (34)	<ul style="list-style-type: none">• 33 New Hope-Knightdale (32)• 16 Centennial-Midtown (32)• 24 New Hope-Crabtree (32)• 27 Blue Ridge (32)• 6L Glenwood North (31)• 23 Millbrook (29)• 25 Durant (29)• 6La Glenwood P.V. (27)• 29 Garner-Wake Tech N. (26)• 100 Raleigh-RDU-RTC (25)• Morrisville-Cary (n/a)• Cary-Airport (n/a)

Method 2 Results



Rank	Route/Implementation Element	Project Sponsor
1	Route 21: Caraleigh Improvements	GoRaleigh
2	Route 3: Glascock Improvements	GoRaleigh
3	Route 310: RTC-Cary Improvements	GoTriangle/TBD (Future BRT)
4	Route 9: Hillsborough (possible need to program with GoCary Route 9A)	GoRaleigh
5	Route 305: Holly Springs/Apex/Raleigh Improvements	GoTriangle
6	Route 5: Biltmore Hills/Route 20: Garner Improvements	GoRaleigh
7	Route 10: Raleigh Blvd	GoRaleigh
8	Route 9B: Buck Jones Improvements	GoCary
9	Route 28: New Hope-Triangle	GoRaleigh
10	Route 14: Atlantic	GoRaleigh
11	Route 12: Method Improvements	GoRaleigh
12	Route 9A: Hillsborough-Trinity (if not programmed w/ GoRaleigh Rt. 9)	GoCary
13	Routes 6/6L: Glenwood/Glenwood North	GoRaleigh
14	Route 11: Avent Ferry Improvements	GoRaleigh
15	Routes 8/8L/16: Oberlin/Six Forks Route Package	GoRaleigh
16	Route 24: New Hope-Crabtree	GoRaleigh
17	Routes 2/2L/25/32: Falls of Neuse Route Package	GoRaleigh
18	Route 31: Southwest	GoRaleigh
19	Route 27: Blue Ridge Frequency Improvements	GoRaleigh
20	Route 33: Knightdale Weekend Service	GoRaleigh
21	Route 34: Wake Tech North	GoRaleigh
22	Route 29: Garner-Wake Tech	GoRaleigh
23	Route 23: Millbrook	GoRaleigh
24	Route 100 Improvements	GoTriangle
25	Route NRX Improvements	GoTriangle

Implementation Elements To Be Coordinated With Bus Service Expansion

- Maintenance of Bus Stops and Park and Ride Facilities
- Fixed Route Expansion Vehicles
- Paratransit Expansion Vehicles
- Bus Stop Improvements for New Stop Locations
- New Transit Centers
- Transit Center Updates
- New Park and Ride Facilities
- Transfer Point Improvements
- Existing Park and Ride Lot Improvements
- ADA Operations

Other Considerations

- CARES Act Funding
- Funding for Technology Improvements
- Upcoming Wake Bus Plan Update – Closer Look at Post FY 24 Services

IX. Wake Transit Plan Update/FY21 Work Plan Reassessment Progress Update

Requested Action:

Receive as information and discuss, as necessary

X. FY22 Wake Transit Work Plan Kick-off

Attachment I & J

Bret Martin, CAMPO
Steven Schlossberg, GoTriangle

FY 2022 Work Plan Development Schedule - Important Dates

ACTION	DATE
Kickoff at October TPAC Meeting	October 14, 2020
Work Plan Funding Requests Due	December 4, 2020
Planning & Prioritization/Budget and Finance Subcommittees Discussion on Draft Work Plan	December 7, 2020 – January 22, 2021
TPAC Considers Draft Work Plan for Public Release	February 17, 2021
30-Day Public Comment Period	February 25 – March 28, 2021
Updated/Modified Work Plan Funding Requests Due	April 1, 2021
Planning & Prioritization/Budget and Finance Subcommittees Discussion on Changes to Draft Work Plan	April 5 – April 9, 2021
TPAC Considers Recommending Work Plan for Adoption	April 21, 2021

Important Notes for Submission of Funding Requests

- **Verification of Base Budget Amounts for Carryover Projects (In Sharepoint)**
 - **Review Amount Programmed for Operating Projects in FY 2022**
 - **If Less, Indicate in Base Budget Spreadsheet**
 - **If More, Complete Work Plan Request Form**

- **Verify Base Scopes of Work for Carryover Projects (In Sharepoint)**
 - **If Scope of Project Will Not Change → No Action**
 - **If Scope of Project Will Change → Complete Work Plan Request Form**

- **Also Complete Work Plan Request Form for:**
 - **Any Projects Programmed for FY 2022 in FY 2021 Work Plan Reassessment**
 - **Completely New Projects**

Important Notes for Submission of Funding Requests

- **Local Planning Funding Requests → Refer to TPAC-Endorsed ‘Guidelines for Eligibility of Wake Transit Funding for Locally Administered Planning Efforts’**
- **Helpful to Reevaluate Programmed Amounts to Look for Potential Reductions in Budgeted Amounts**
- **Much Easier to Consider Annual Work Plan Requests on Work Plan Development Cycle Than to Consider Interim Work Plan Amendments**

Think and Plan Ahead!!!!

Wake Transit Work Plan – Budget Kick-off Reminders

This is the starting point for the FY22 Work Plan Process

- Current baseline is modeled in accordance with the Wake Transit Financial Policies and Guidelines, approved in 2017, in accordance with the Transit Governance ILA.
- Revenues are still being determined using trend analysis and the most updated data.
- Includes investments from the Adopted Wake Bus Plan (Operating and Capital)
- Project requests, updated revenue assumptions, additional refinement from the Commuter Rail and BRT Project Updates and TPAC deliberation will inform FY2022 Draft Work Plan
- Additional agency, stakeholder, and public comment will then be used to produce FY2022 Recommended Work Plan

Wake Transit Work Plan – FY21 Unbudgeted Reserves (Operating)

Project Sponsor	Project Category	Project ID	Project	Additional Incremental FY 2021 Expense
Town of Cary	Transit Plan Administration	TO002-AR	1.0 FTE: Transportation Outreach and Communications Coordinator	\$135,000
GoTriangle	Transit Plan Administration	TO002-AT	Add 1.0 FTE to Public Engagement Team	\$110,640
		TO002-AU	1.0 FTE: Communications Coordinator	\$108,000
	Bus Operations	TO005-AC	Improvements to Route 305: Apex-Raleigh (all day and weekend service)	\$681,593
City of Raleigh	Bus Operations	TO005-AL	Remainder of Route 21: Caraleigh Span and Frequency Improvements	\$146,631
		TO005-AM	Glenwood Route Package	\$471,164
Wake County	Bus Operations	TO005-G1	Additional Rural General Public, Elderly, and Disabled Demand-Response Trips	\$98,126
Town of Morrisville	Bus Operations	TO005-BG	Operation of Node-Based Smart Shuttle	\$33,000
TOTAL				\$1,784,154

Unbudgeted Reserves to be discussed during the Reevaluation of FY 2021 Work Plan

Wake Transit Work Plan – FY21 Unbudgeted Reserves (Capital)

Project Sponsor	Project Category	Project ID	Project	FY 2021 Expense
CAMPO	Other Capital	TC003-N	Major Investment Study/Alternatives Analysis for BRT Extensions to RTP and Clayton	\$400,000
Town of Cary	Bus Infrastructure	TC002-C	Design/Construction of Bus Stop Improvements	\$415,075
		TC002-E	Bus Operations and Maintenance Facility Construction	\$17,600,000
GoTriangle	Bus Infrastructure	TC002-K	Existing Park-and-Ride Lot Improvements	\$343,000
		TC002-Y	Design/Construction of Bus Stop Improvements	\$314,560
		TC002-BD	Improvements to Airport Bus Stop	\$50,000
		TC002-AI	Design/Land Acquisition for I-440 Park-and-Ride	\$1,200,000
		TC002-AJ	Design/Land Acquisition for I-540 Park-and-Ride	\$1,200,000
		TC002-N	Design of New Regional Transit Facility (Wake Share)	\$1,250,000
		TC002-AK	Design of Downtown Apex Transfer Point Improvements	\$15,000
	Other Capital	TC003-K	Wake Bus Plan Update	\$100,000
City of Raleigh		TC002-I	Design/Construction of Bus Stop Improvements	\$1,131,200
		TC002-V	Design/Land Acquisition for Paratransit Maintenance and Operations Facility	\$2,000,000
		TC002-T	Construction of East Raleigh Transit Center	\$3,157,530
		TC002-AC	Design/Land Acquisition for Midtown Transit Center	\$2,486,000

Unbudgeted Reserves to be discussed during the Reevaluation of FY 2021 Work Plan

Wake Transit Work Plan – FY21 Unbudgeted Reserves (Capital)

Project Sponsor	Project Category	Project ID	Project	FY 2021 Expense
City of Raleigh	Bus Infrastructure	TC002-AC	Design/Land Acquisition for Midtown Transit Center	\$2,486,000
		TC002-AD	Construction of Cross Link/Rock Quarry Transfer Point Improvements	\$246,000
		TC002-AE	Construction of Hillsborough/Gorman Transfer Point Improvements	\$246,000
		TC002-AF	Construction of Hillsborough/State Fairgrounds Transfer Point Improvements	\$246,000
		TC002-AH	Construction of Hillsborough/Jones Franklin Transfer Point Improvements	\$246,000
		TC002-AN	Design and Construction of Capital/Millbrook Transfer Point Improvements	\$152,421
		TC002-AO	Design and Construction of WakeMed North Transfer Point Improvements	\$152,421
		TC002-AQ	Design and Construction of Pleasant Valley Shopping Center Transfer Point Improvements	\$152,421
	Vehicle Acquisition	TC001-F	Fixed Route Replacement Vehicles	\$5,083,413
		TC001-L	GoRaleigh Support Vehicles	\$156,000
TC001-J		Paratransit Replacement Vehicles	\$380,000	
TBD	Other Capital	TC003-M	Unallocated Technology Improvements	\$2,000,000
			TOTAL	\$40,723,041

Unbudgeted Reserves to be discussed during the Reevaluation of FY 2021 Work Plan

Wake Transit Work Plan – FY22 Modeled Expenditures (in Millions)

Bus Operations	27,901	} FY21 Adopted - \$17.7M } FY21 Adopted - \$1.1M } FY21 Adopted - \$4.4M
Community Funding Areas *	1,570	
Transit Plan/Tax District Administration	4,913	
Other Operating	752	
Allocation to Operating Reserves	-	
Subtotal	\$35,136	
Transfer to Capital Projects Fund	72,352	
Total FY 2022 Modeled Operating	\$107,488	

* Bus Operations includes Fixed Route / ADA / Maintenance of Facilities, etc.

Wake Transit Work Plan – FY22 Modeled Expenditures (in Millions)

FY 2022 Modeled Tax District Capital Expenditures

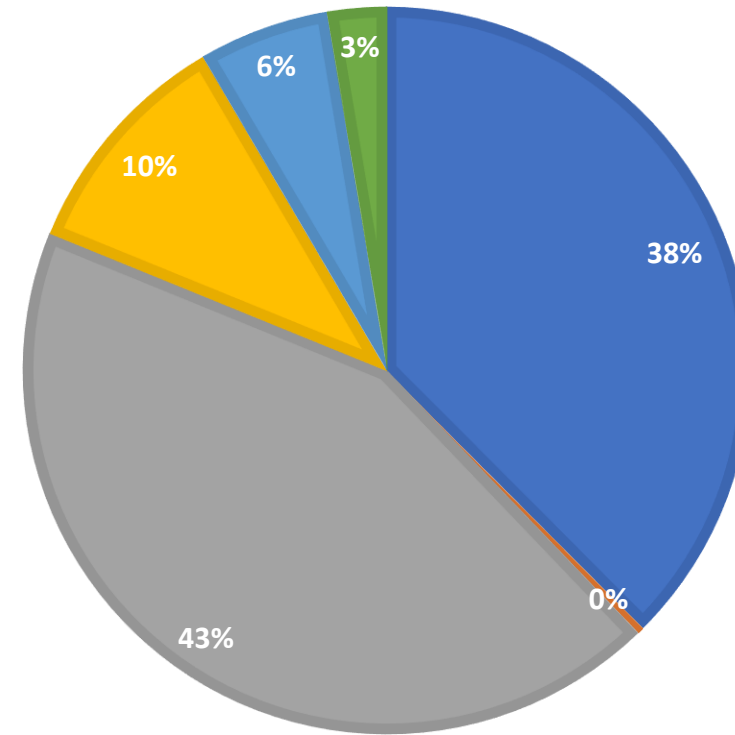
Programmed Projects

Bus Infrastructure	\$ 37,794
Technology	2,080
<i>Total Bus Infrastructure</i>	\$ 39,874
Bus Rapid Transit	\$ 80,902
Commuter Rail	10,828
Bus Acquisition	13,221
Wake Bus Plan Update	550
<i>Total Projects Modeled</i>	\$ 145,375
Allocation to Capital Reserve	\$ 19,440
Total Capital	\$ 164,815

Above to be finalized with BRT/CRT Timeline(s) and Project sponsor submissions

Wake Transit Work Plan – FY22 Modeled Expenditures

- Bus Operations/Purchases/Infrastructure
- Other Capital
- Bus Rapid Transit
- Allocation to Reserves
- Commuter Rail
- Transit Plan and Tax District Administration



Wake Transit Work Plan – FY22 Modeled Expenditures

Key Assumptions - Operating Expenses

- All FY21 projects show FY22 programmed costs per FY21 Adopted Transit Plan
 - Agency is encouraged to revisit base for savings
 - Base budget information located in sharepoint
- Includes preliminary FY20 Actuals
- Includes financial updates submitted by transit partners
- Annualized FY 2021 Transit Plan / Tax District Administration

Follow-up & Next Steps

Follow-up

Work Plan Request Forms – Due 12/04/20

Further discussions in regards to BRT / CRT timeframes and costs

Continue coordination on Grant Funding with partners – 5307, LAPP, Other

Continue Updating Assumptions for FY2022 Draft Work Plan

Debt assumptions based on new major capital project cost curves

Key Point

Just the Beginning. Numbers and projects will change.

X. FY22 Wake Transit Work Plan Kick-off

Requested Action:

Receive as information

XI. Subcommittee Report

Attachment K

- Budget & Finance
- Planning & Prioritization
- Public Engagement & Communications

XII. Other Business

Community Funding Area Program (CFAP) Update:

Applicant training is **required** for any partner interested in participating in the FY2022 CFAP Call for Projects. The event is scheduled for October 29, 2020, from 3:00-5:00pm and will be hosted via WebEx.

Contact Evan.Koff@campo-nc.us with any questions or to register to participate.

XIII. Adjourn

Next TPAC Meeting:
November 11, 2020, 9:30am