



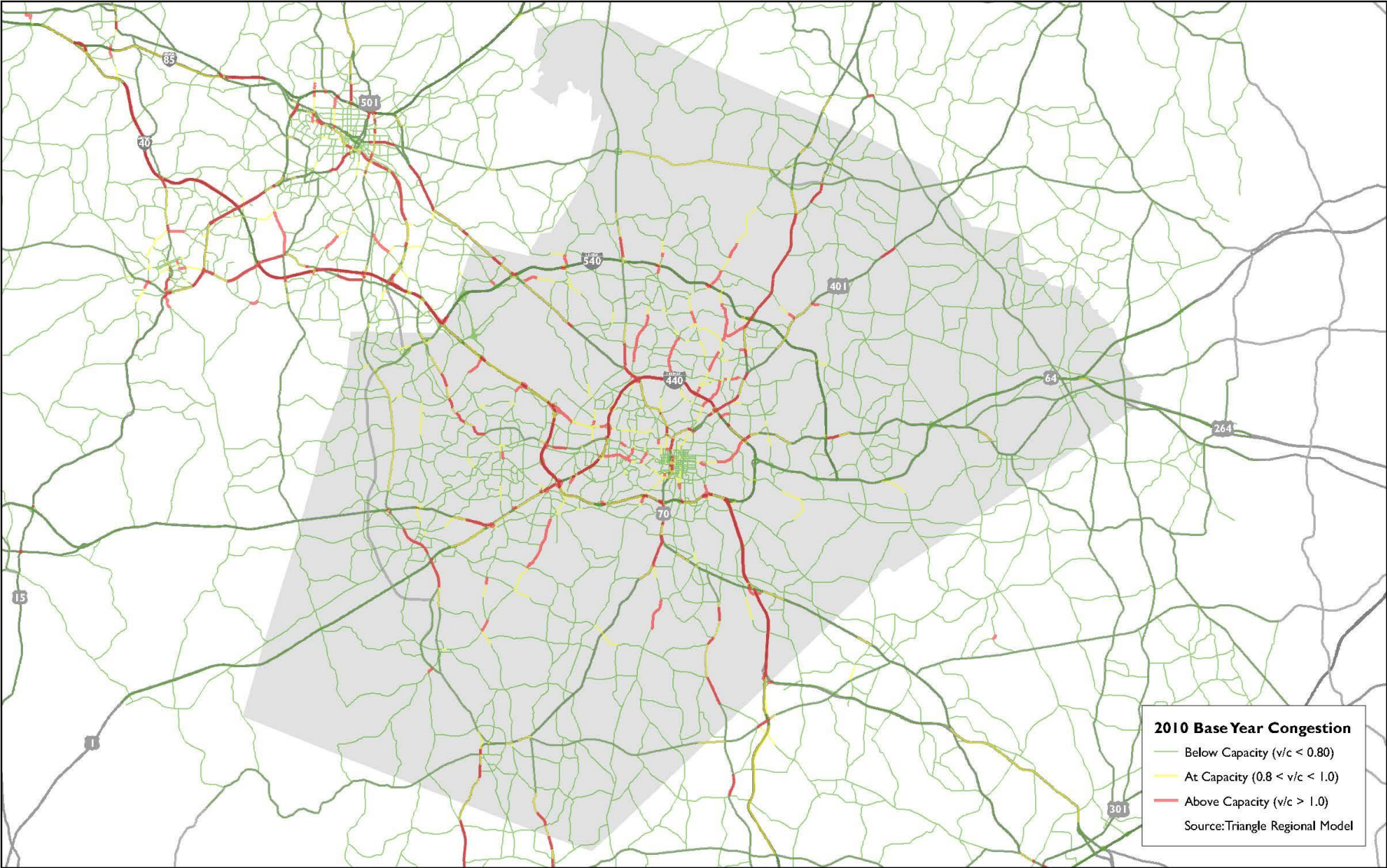
wake
TRANSIT

Wake County Transit Plan

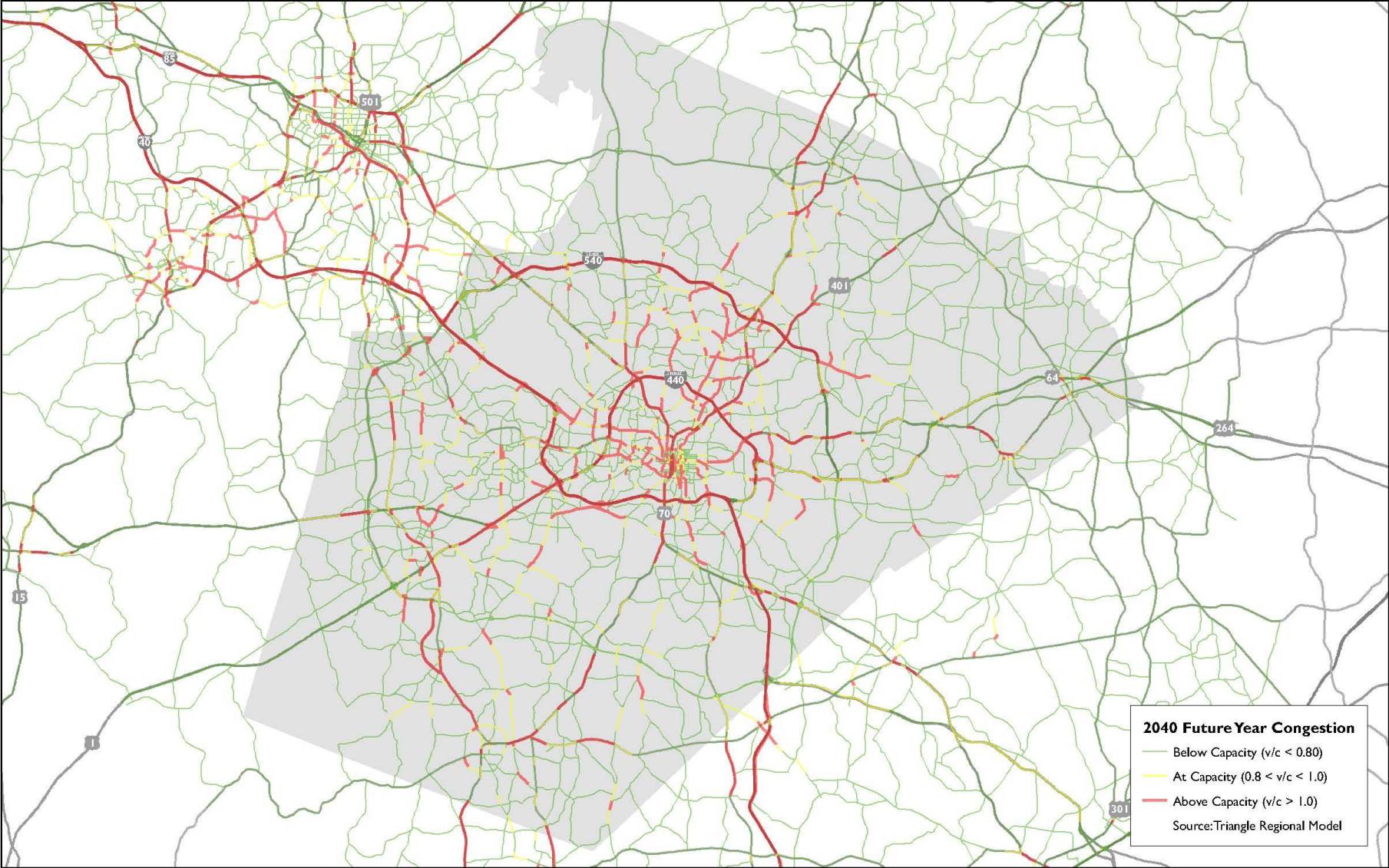
WakeTransit.com [@waketransit](https://twitter.com/waketransit) [#waketransit](https://twitter.com/waketransit)



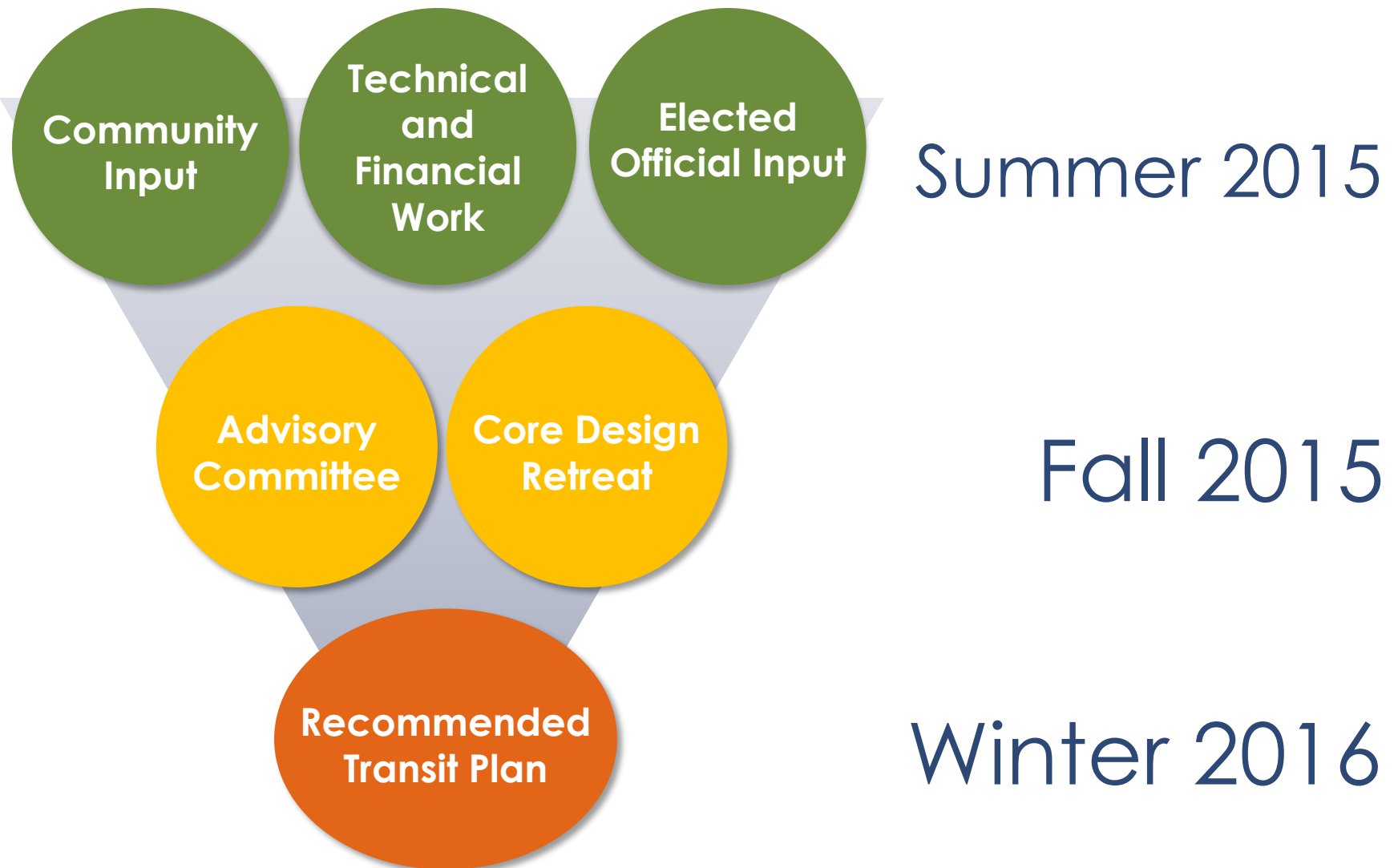
2010 Congestion Map



2040 Congestion Map



Transit Plan Development Process



Public Outreach

- Events:
255+
- Video Views:
16,700+
- Survey Participation:
4,300+
- Marketing:
100,000+






Recommended Transit Plan

“Four Big Moves”

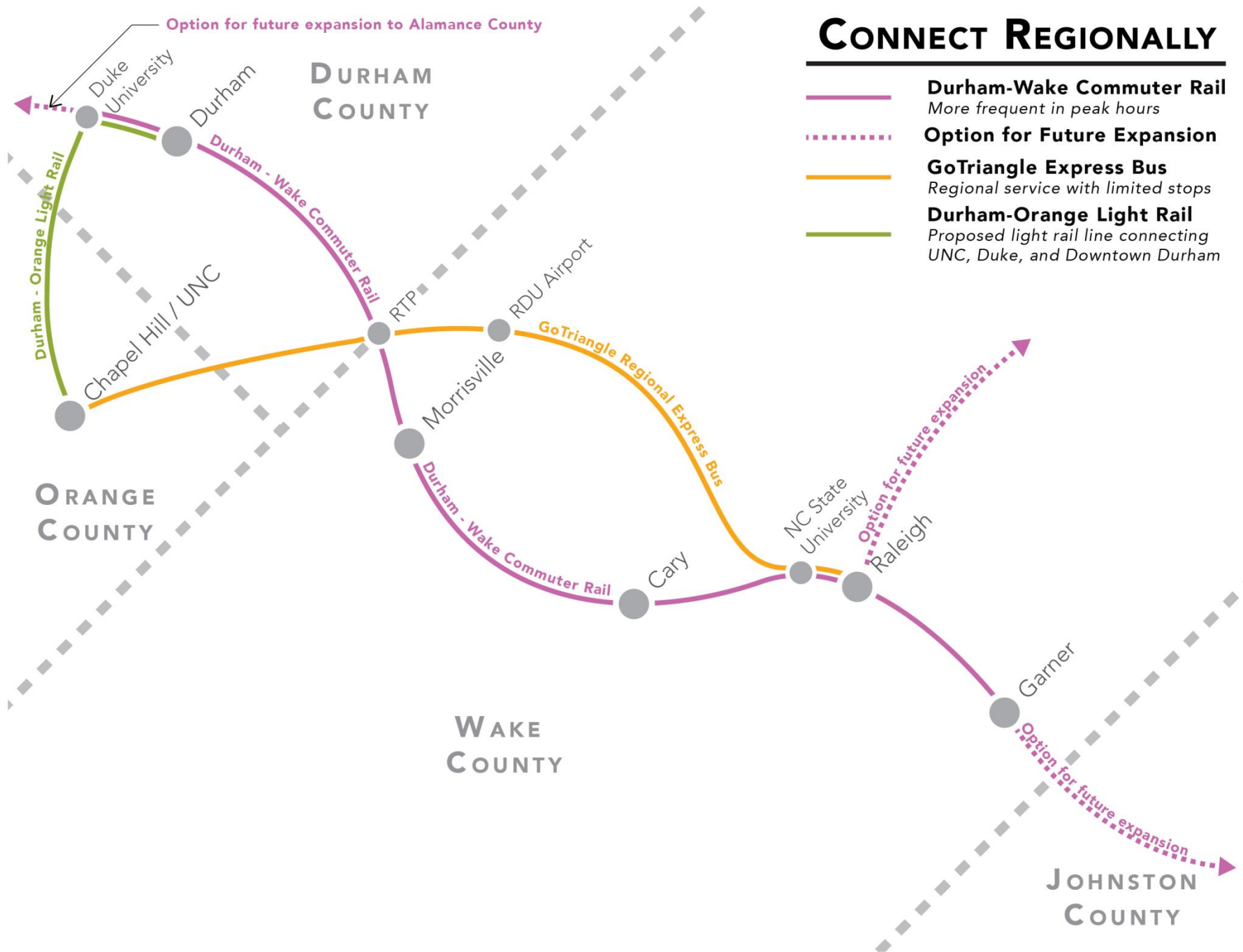
1. *Stronger Regional Connections*

- Commuter rail from Garner to west Durham (37 miles) – NCRR Corridor
 - Future rail connection into Johnston County and possibly to Wake Forest
 - Expanded regional express bus from Raleigh to RDU, Chapel Hill and Durham
- 

Commuter Rail



CONNECT REGIONALLY






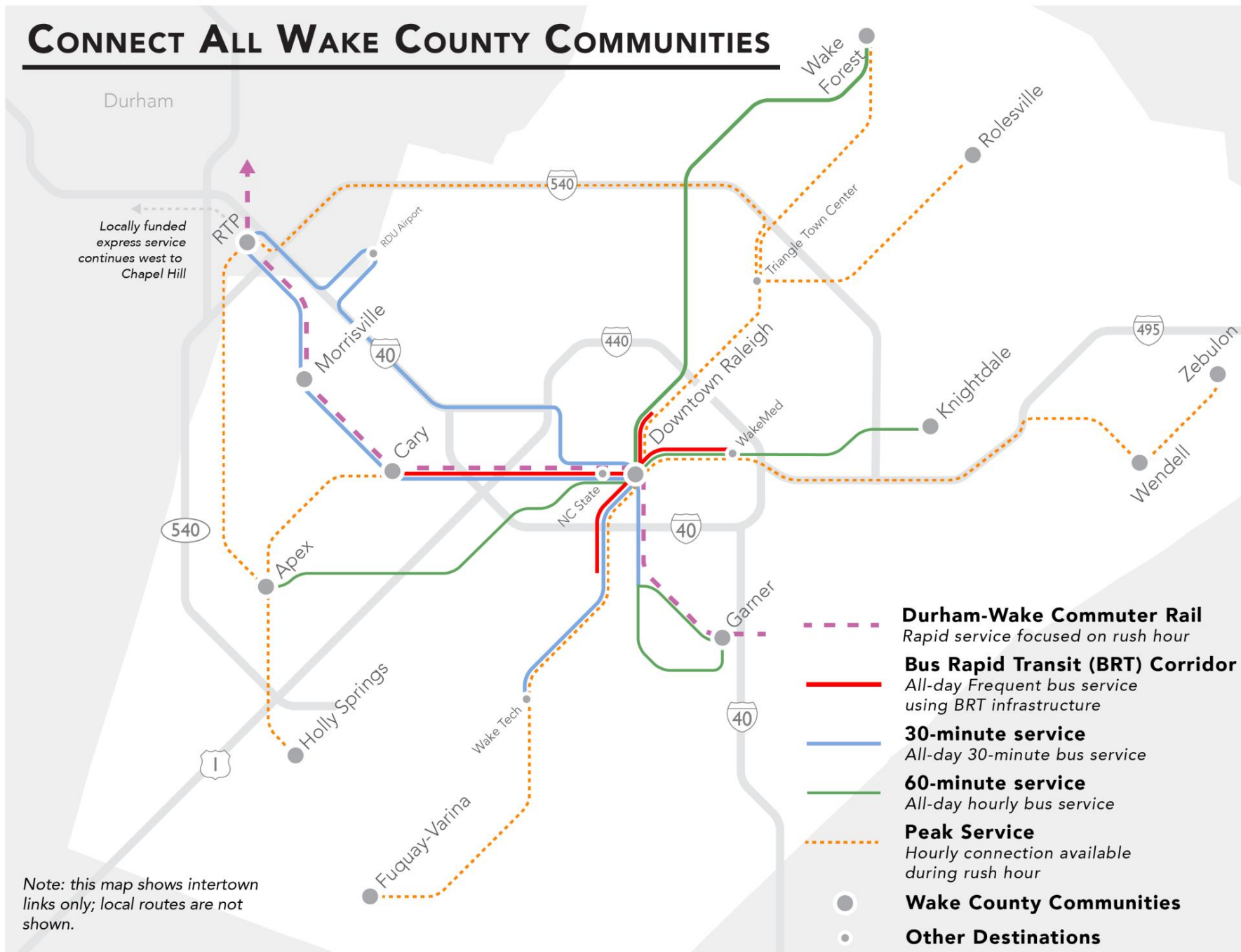
Recommended Transit Plan

“Four Big Moves”

2. *Connections to all Communities*

- Bus links from all towns to the urban core
 - New links between some smaller communities
 - Combination of 30 and 60 minute all day service, peak service, and commuter rail
- 

CONNECT ALL WAKE COUNTY COMMUNITIES



Recommended Transit Plan

“Four Big Moves”

3. *Frequent, Reliable Bus Service in Urban Areas*

- Increase the frequent 15 minute service from 17 miles to 83 miles
- Weekend and evening services will expand
- Bus Rapid Transit with 15 minute service in key corridors (Approx. 20 miles of BRT)



NEW BERN AVENUE - CURRENT



NEW BERN AVENUE- WITH BUS RAPID TRANSIT

FREQUENT, RELIABLE URBAN MOBILITY

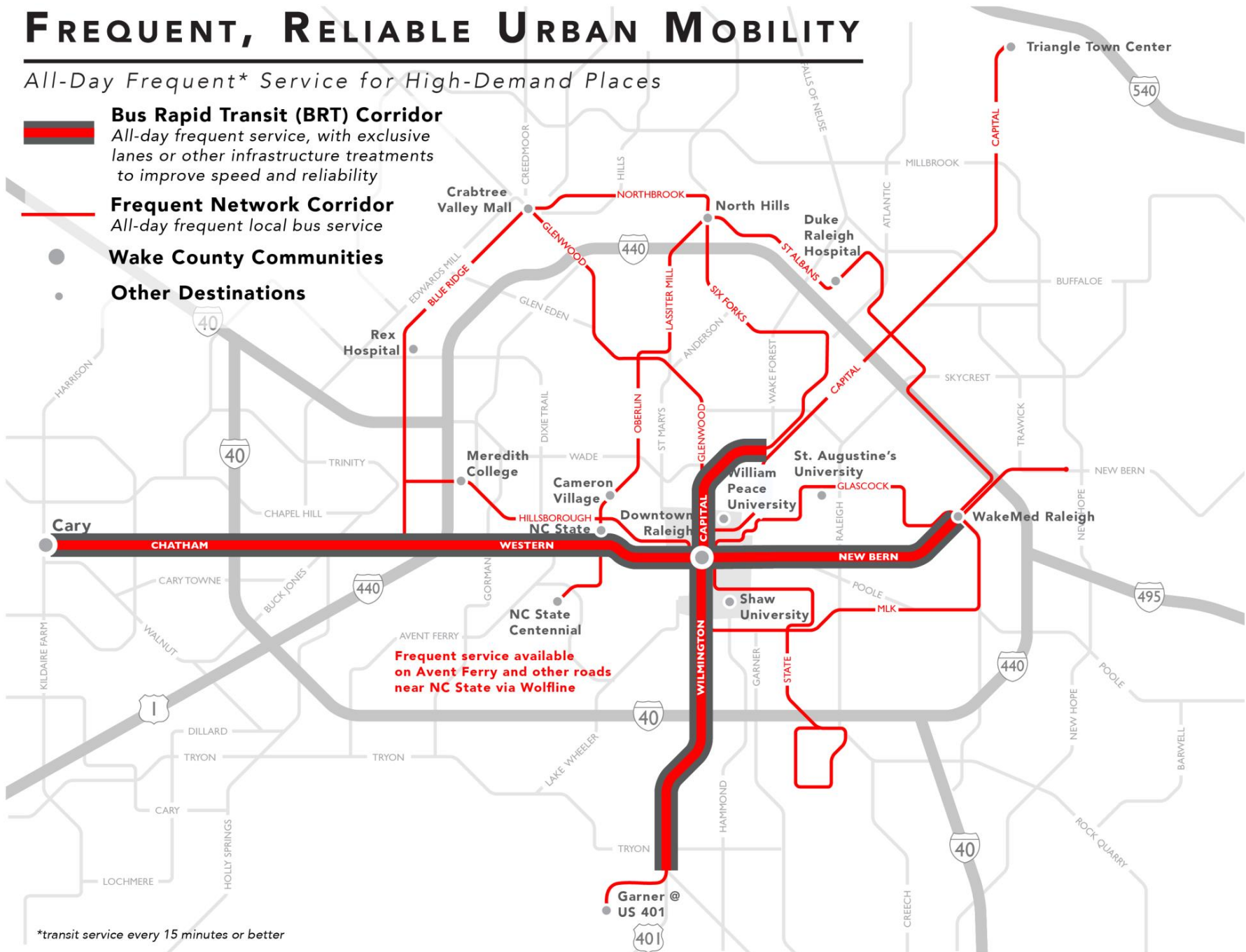
All-Day Frequent* Service for High-Demand Places

Bus Rapid Transit (BRT) Corridor
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability

Frequent Network Corridor
All-day frequent local bus service

● **Wake County Communities**

● **Other Destinations**



*transit service every 15 minutes or better

Recommended Transit Plan

“Four Big Moves”

4. *Enhanced Access to Transit*

- Expansion and improvement to many fixed route services across the urban core
- Expansion and improvement to non-fixed route paratransit services in rural areas
- Provide 50% match for towns to establish local services

ENHANCED ACCESS TO TRANSIT



Areas Close to Fixed-Route Service

Shaded areas are within 3/4 of a mile of fixed-route bus services, regional express or intertown connections during the first 10 years of the plan.



Flexible Service Area

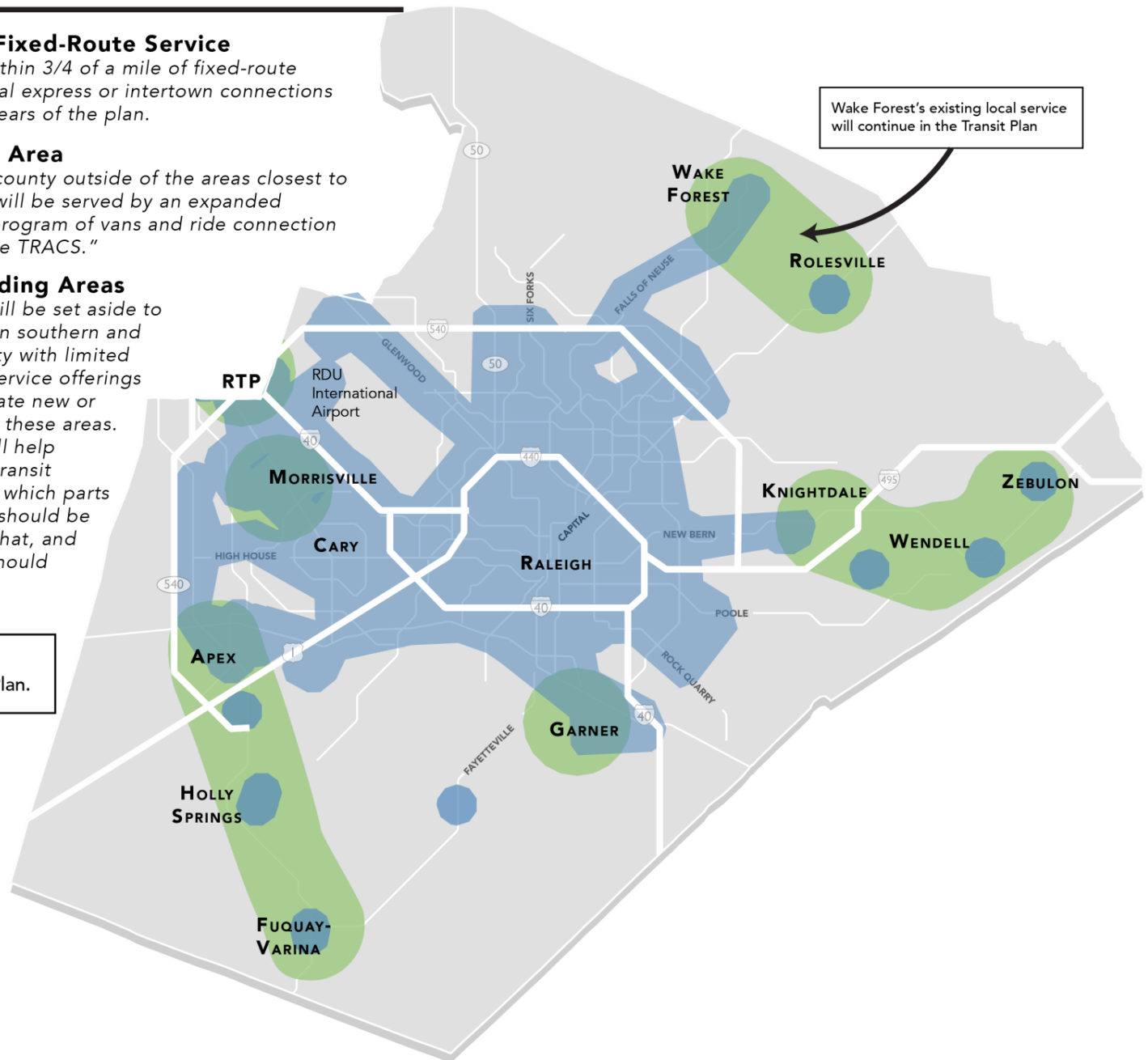
The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."



Community Funding Areas

Matching funding will be set aside to partner with towns in southern and eastern Wake County with limited fixed-route transit service offerings to create or accelerate new or enhanced service in these areas. The partnerships will help determine the best transit services to provide, which parts of each community should be connected and to what, and when the services should be put in place.

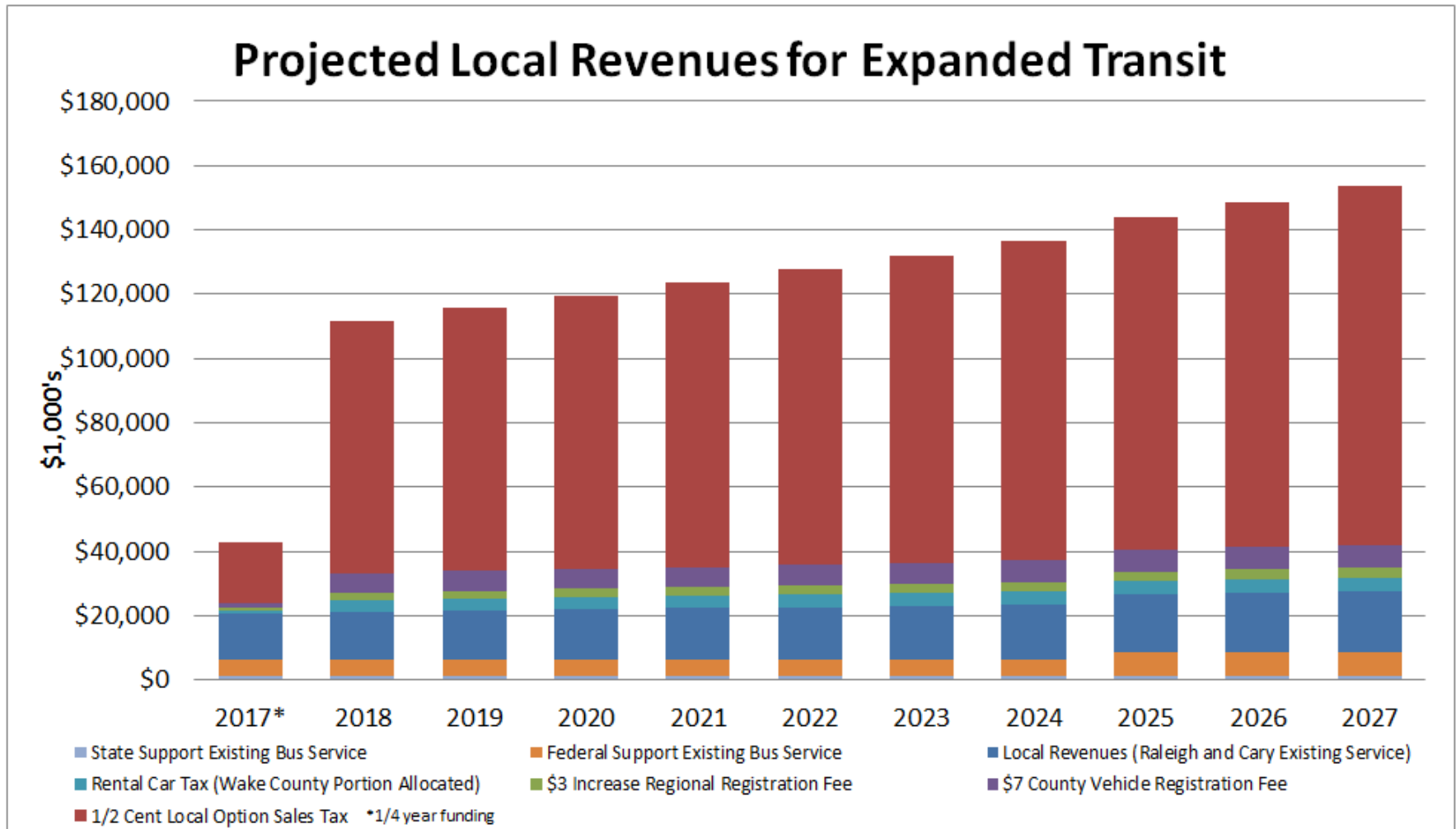
Existing bus service will be roughly tripled in the Transit Plan.



Local Revenues

- Half-cent local sales tax
- New \$7 county vehicle registration fee
- Increase from \$5 to \$8 regional vehicle registration fee
- Existing 5% vehicle rental tax
- Fare box revenue

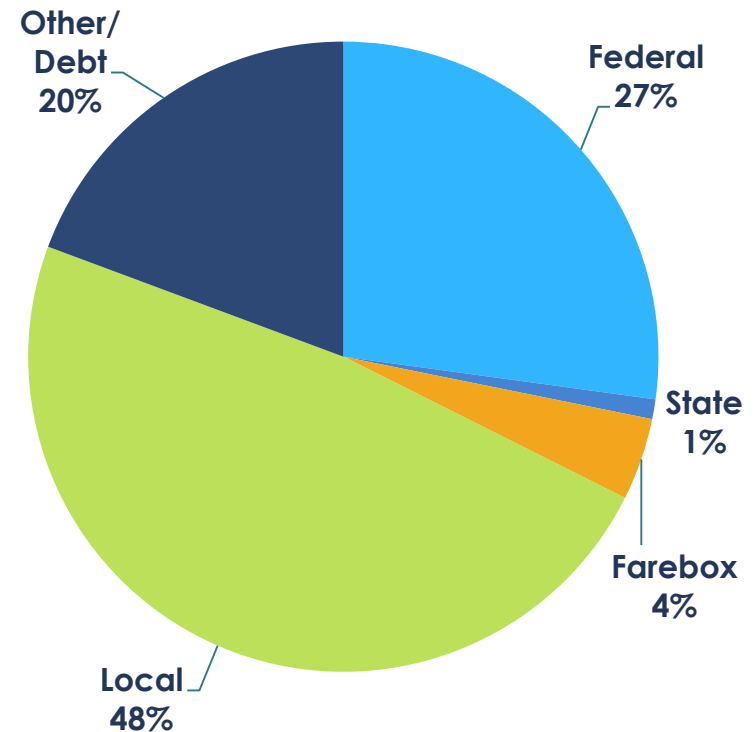
Local Revenues



Federal and State Funding Assumed

Recommended Plan assumes federal and or state funding for many planned projects

Federal and State Contributions Through 2027



Recommended Plan Cost Through 2027

Capital, Operating, Fund Balance Allocations (\$1,000's) (with Federal, State, Local Support)		
Capital	\$	1,616,000
Commuter Rail		886,500
Enhanced Bus and BRT		670,000
Other Capital/Future Capital		59,500
Operating		674,000
Commuter Rail		20,000
Enhanced Bus and BRT		654,000
Fund Balance Allocation		109,000
Total	\$	2,390,000

Twenty Year Allocation

Recommended Transit Plan 2017 - 2037* (\$1,000's)

BRT, Enhanced Bus Service and Bus Infrastructure – Capital and Operations	\$ 2,950,000	58%
Commuter Rail – Capital and Operations	1,580,000	31%
Future Capital Projects and Operating	460,000	9%
Fund Balance Allocation	120,000	2%
Total	\$ 5,110,000	100%

Governance Interlocal Agreement

- Adopted along with the recommended plan
- Defines who will be engaged in decision-making
- Defines the process for developing detailed capital and operating plans
- Requires specific public engagement strategies at various levels

Governance Interlocal Agreement

- Wake County, CAMPO and GoTriangle
- Establishes GoTriangle and CAMPO as joint high-level decision-makers
- Develops a “staff level” group, with representation of all municipalities
- Capital and operating project agreements will define next steps
- Requires specific public engagement strategies for all processes

Milestone Dates



Adopt Wake Transit Plan:

May 18, 2016 - CAMPO



May 25, 2016 - GoTriangle



June 6, 2016 - Wake County



Transit Referendum:

November 8, 2016





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