

Wake Transit Update

FY 2019 Annual Report and Wake Transit
Implementation Next Steps



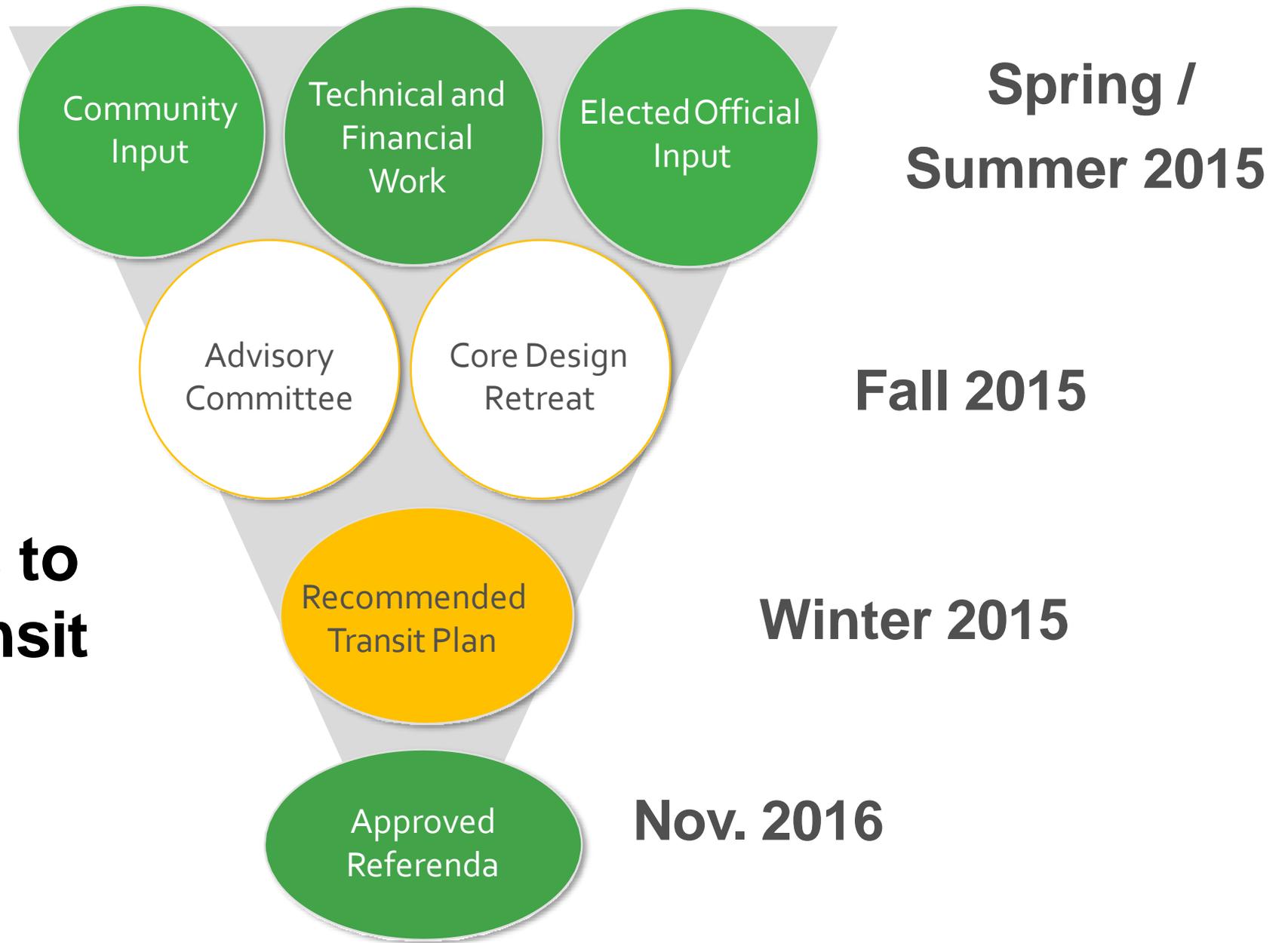
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Background for Today's Presentation

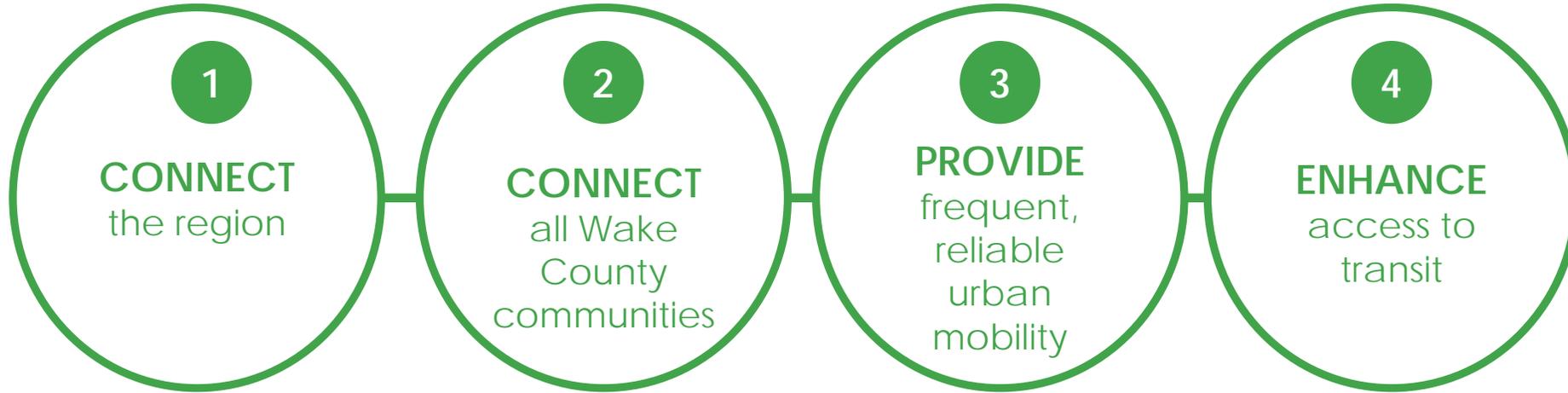
- GoTriangle, CAMPO, and Wake County are parties to the Wake Transit ILA which guides the funding and implementation Wake Transit projects.
 - Transit ILA requires an “Annual Wake Transit Report” which “should include information regarding meeting strategic public transit objectives and includes the performance achieved, strategies being followed, and key milestones for capital projects and operating services.”
- Board of Commissioners have provided input on key initiatives funded through annual Wake Transit Work Plans
- The Board also approves cost share agreements for projects that cross county jurisdictional boundaries.
 - Example: BOC approved amendment to cost share agreement for Commuter Rail January 2019.
- Today's requested Board action
 - To receive an update from staff and partners on the FY 2019 Wake Transit Annual Report and next steps for Wake County Transit Plan Implementation

Extensive Process to Develop Wake Transit Plan



Wake Transit Plan: Four Big Moves

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment.



Building a 37 mile
commuter rail system
and regional routes

Expanding Bus
Service to all Wake
communities

Implementing Bus
Rapid Transit and
increasing frequent
network

Community Funding
& Increased Rural On
Demand Trips



BOC 2019 Wake Transit Objective & Initiatives

Objective: Guide the implementation of the Wake County Transit Plan.

Initiatives:

1. Monitor and oversee the deliverables and processes established by the transit governance interlocal agreement.
2. Encourage best development practices and create affordable housing opportunities in areas identified for transit improvement.
3. Expand opportunities and implement strategies to address affordability of transit services and the needs in vulnerable communities and rural areas.
4. Identify and recommend multi-modal transportation opportunities supporting the Wake County Transit Plan.

FY 2019: Second full year of Wake Transit Revenues and Expenditures*

FY 2019 Revenues

1/2 Cent Sales Tax	\$ 92,496,302
Vehicle Registration Taxes	9,242,723
Vehicle Rental Tax	4,258,283
Other Revenue	2,901,820
Total Revenues	\$ 108,899,128

FY 2019 Expenditures

Tax District Administration	\$ 248,981
Transit Plan Administration	3,201,452
Bus Operations	8,754,769
Capital Planning	285,796
Bus Infrastructure	2,406,145
Bus Acquisition	3,958,863
Bus Rapid Transit	60,000
Allocation to Wake Operating Fund Balance	11,484,552
Allocation to Wake Capital Fund Balance	78,498,570
Total Expenditures	\$ 108,899,128

Refer to pages 43-45 and 117 of the GoTriangle CAFR for detailed information

January 2019: Single Largest Expansion of Transit Service in Past Ten Years

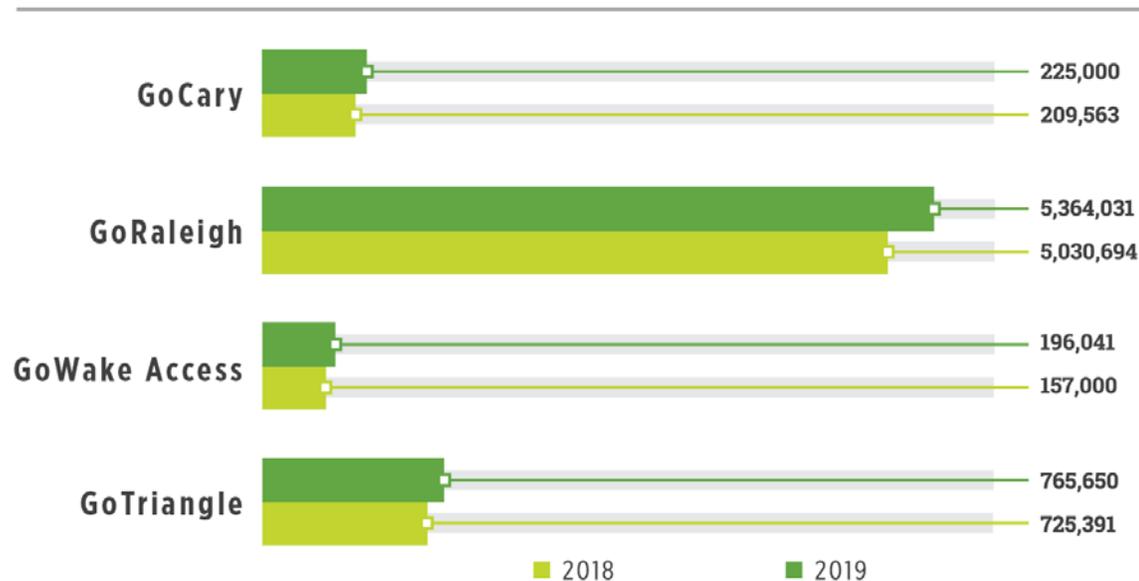
- New Southeast Raleigh and Northwest Transit Routes
- 16 route miles previously not served by transit
- Creation of fourth frequent bus route (service every 15 minutes) along MLK, Poole, Sunnybrook
 - Ridership increase on this route greater than 60% over prior year



FY 2019: Second Straight Year of Ridership Increases

- 388,533 additional Wake Transit rides
- Additional 1,779 trips provided by GoWake Access

RIDERSHIP IMPROVEMENT FY19



GoCary FY19 ridership increased almost **8%** compared with **FY 2018**; over **225,000** riders on fixed-route services in **FY 2019**, GoCary's highest total since **FY 2015**.

GoRaleigh FY19 ridership was **5,364,031**. Total system ridership increased by about **6.6%** on routes operated by GoRaleigh.

GoWake FY19 ridership was **196,041**, increasing **25%** over **FY18** ridership. **GoWake** provided **8,670** additional trips to Wake County in **FY19**.

GoTriangle FY19 ridership on **Wake routes** was **765,650**, increasing **5.5%** over **FY18** ridership.

Bus Rapid Transit Underway

- New Bern Avenue Submitted for Federal Funding Consideration
- Design of New Bern Avenue Corridor has Begun
 - 3200 + responses, 1500 + comments
- Western Blvd BRT Corridor Study Kicked-Off
 - 4600+ responses, 290 + comments



Commuter Rail Major Investment Study

- The MIS:
 - Reviewed Peer Commuter Rail Systems
 - Created Evaluation Framework
 - Examined Station Areas
 - Reviewed Service Scenarios
- It found:
 - CRT is competitive with auto commuting and faster than bus;
 - Some station areas stand out for transit support;
 - Many station areas need connectivity improvements
 - Ridership is not necessarily responsive to faster running times and less stops



Youth GoPass

- 460,000 total trips in Wake, Durham, Orange
 - 200,000 trips in Wake
 - 4,000 + passes in first year
 - Most popular routes:
 - Route 15 (Wake Med)
 - Route 1 (Capital)
 - Route 7 (South Saunders)
 - 22% of all trips from Broughton and Enloe students



FY 2020 Work Plan Underway

Connections to All Communities

- New Routes
 - North Raleigh Express (NRX)
 - Wake Tech RTP Campus
 - Rolesville Express
 - Garner (all-day service)
 - Knightdale (all-day service)
- Service Pending
 - Weston Parkway serving Cary and Park West Village in Morrisville
 - Holly Springs Express
- Fuquay-Varina, Apex, Morrisville, Rolesville, Garner planning community transit services

Seniors 65+ Ride Free on all Transit Providers



Bus Amenities

- City of Raleigh in design and engineering for another 80 bus stop improvements
- Cary building and designing 60 stops.
- Raleigh Union Station Bus Facility (RUSBUS)
 - Developer selected
 - Construction to begin late 2020

FY 2020 Work Continues



Mobile Vendor Selected

- Bus Fare by Smart Phone
- Fare Capping
 - Fares capped at daily, weekly, and monthly amounts
 - Passengers only able to purchase daily fare no longer will pay more than those able to pay weekly or monthly passes
- Target Mid-2020 for Deployment



BRT Timelines and Public Engagement Opportunities



INDICATES PUBLIC MEETING / OPEN HOUSE

2019

2020

APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

Raleigh BRT: Equitable Development Around Transit
Planning Phase



Wake BRT: New Bern Avenue
Design Phase



Wake BRT: Western Boulevard Corridor Study
Planning Phase



Greater Triangle Commuter Rail Study

Current Study – Filling in the Gaps

- Participation from:
 - Orange, Johnston, Wake, Durham counties
 - DCHC and CAMPO
 - NCRRT and NCDOT
- Updated:
 - Service Scenarios
 - Capacity Constraints and Improvements
 - Capital and Operating Cost Estimates
 - Ridership and Revenue Estimates



Greater Triangle Commuter Rail Study: Preliminary Results

Scenario included in Adopted Wake Transit Plan appears eligible for federal funds; other scenarios may not be eligible.

Geography	Service Level	Expected Score	"Upside" Score	"Downside" Score
Mebane-Selma	8-2-8-2	Medium-Low	Medium	Medium-Low
Mebane-Selma	5-1-5-1	Medium-Low	Weak Medium	Medium-Low
Mebane-Selma	3-1-3	Medium-Low	Weak Medium	Medium-Low
Durham-Garner	8-2-8-2	Medium	Medium	Medium-Low
Durham-Garner	5-1-5-1	Weak Medium	Weak Medium	Medium-Low
Durham-Garner	3-1-3	Weak Medium	Weak Medium	Medium-Low
Hillsb.-Clayton	8-2-8-2	TBD*	TBD*	TBD*
Durham-Clayton	8-2-8-2	TBD*	TBD*	TBD*

*Further analysis of travel demand modeling is required

To be eligible for federal funding, project must score a Medium rating

Note: Scenarios rated as "Weak Medium" are projected to score at the low end of the Medium range, meaning that if any single component score is reduced, the overall score would fall below the eligibility requirements

Further Information to Share with Board in February 2020

- FY 2021 Wake Transit Draft Work Plan Proposed Projects
- Next Steps for Commuter Rail, including Memorandum of Understanding and Cost Share Discussions
- DOT S-Line Presentation



Questions and Discussion