

WAKE COUNTY TRANSIT PROGRESS REPORT

July 1, 2021 - June 30, 2022



WAKE COUNTY TRANSIT PLAN

In FY2022, continual progress was made toward achieving the goals outlined in the Wake County Transit Plan, a collaboratively developed planning document that provides a vision for improving the overall mobility of Wake County residents by expanding and diversifying the county's public transportation network. This includes increasing travel choices in order to improve access to jobs, education, community services, shopping, entertainment and other activities. The goals of the Wake Transit Plan, known as the Four Big Moves, are to connect the region, create frequent, reliable urban mobility, connect all Wake County communities and enhance access to transit.



CONNECT THE REGION



CONNECT ALL WAKE COUNTY COMMUNITIES



CREATE FREQUENT, RELIABLE URBAN MOBILITY



ENHANCE ACCESS TO TRANSIT

HIGHLIGHTS

Planning and development of the four funded Wake Bus Rapid Transit corridors continued to progress throughout the year. Led by the City of Raleigh, these projects anticipate to offer a variety of enhanced features including dedicated lanes, frequent service, traffic signal priority, specialized (larger-capacity) vehicles, off-board fare collection, elevated platforms, and enhanced stations. Adding BRT to Wake County's existing public transportation network will allow it to better meet transit demands, take more cars off the road and get riders where they need to go faster.

The New Bern Avenue Corridor moved into the land acquisition and construction phases.

- Progression of the environmental studies and design development continued for the Western and Southern Corridors.
- A Major Investment Study for the Northern Corridor began in Spring 2022.
- Capital Area Metropolitan Organization began a Major Investment Study to determine rapid bus options to extend the

planned Western and Southern Wake BRT corridors.

Construction began on the **Raleigh Union Station Bus Facility project**, a GoTriangle-led project known as RUS Bus. Once completed, this facility will include off-street transit space for local and regional bus boarding, enhanced pedestrian and bicycle facilities, a new pedestrian bridge connecting the RUS Bus facility to rail services at Raleigh Union Station and infrastructure to support construction of a future Wake Bus Rapid Transit station.

The Community Funding Area Program, that sets aside a portion of Wake Transit revenue for community-based transit services in areas with limited access to fixed routes, continued expansion into new areas within Wake County. The Town of Knightdale was awarded CFAP funding to develop an enhanced transit element as part of its Comprehensive Transportation Plan. The Research Triangle Foundation was awarded CFAP funding for mobility hub enhancements in and around the Boxyard, Frontier and HUB campuses at Research Triangle Park.

Despite the ongoing bus operator shortages and lingering impacts from the COVID-19 pandemic, Wake County agencies expanded the transit network by launching two new services this year with support from the CFAP. The Town of Morrisville launched its **Smart Shuttle service**, a free, node-based, on-demand, microtransit system that connects to the larger regional transit network, while the Town of Apex finalized preparations to launch its first local, fixed-route circulator service, **GoApex Route 1**.

Other Wake Transit accomplishments occurred during the fiscal year including significant development of the **Greater Triangle Commuter Rail Project** and the **Wake Bus Plan Update**, both led by GoTriangle.

Both studies are being developed cooperatively with the Wake County Transit Planning Advisory Committee and other regional partners.

NEWLY APPROVED PLANS AND POLICIES

In June 2022, the two Wake Transit governing boards – the CAMPO Executive Board and GoTriangle Board of Trustees – adopted the FY2023 Wake Transit Work Plan. The plan includes the scope descriptions and financial details of transit investments programmed to receive Wake Transit expenditures in FY2023 through FY2030.

The boards also adopted other policies in FY2022, including:

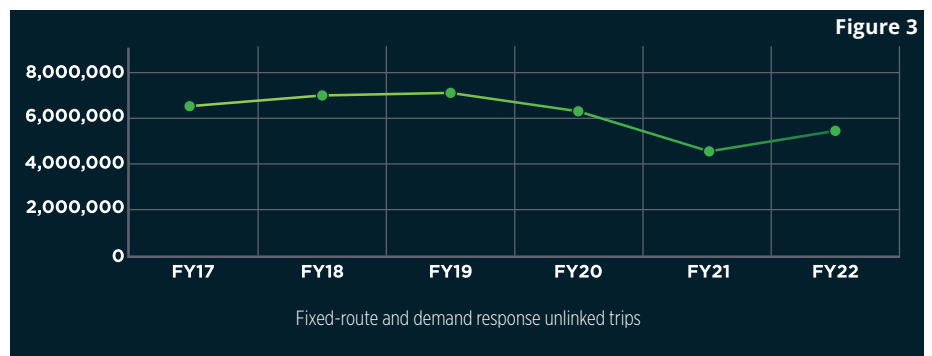
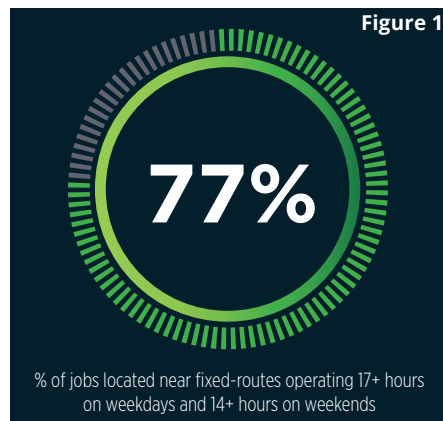
- The Policy Framework for using Wake Transit expenditures to Acquire Real Property has been integrated into the ongoing management and tracking of Wake Transit funds.
- The Art Funding Eligibility Policy

establishes parameters and processes for receiving Wake Transit expenditures to incorporate art at eligible transit facilities. Since the adoption of the Art Funding Eligibility Policy, Wake County partners have added public art to three project scopes: the RUS Bus facility and both the Wake BRT: Western and Southern Corridors.

FOLLOW WAKE TRANSIT PROGRESS

The Wake Transit Plan and subsequently adopted program documents set specific performance targets to ensure that investments in Wake County's transit network stay focused on accomplishing the Four Big Moves. The online Wake Transit Performance Tracker is one way that progress toward reaching those goals is reported. The Tracker puts Wake Transit project and program information at the fingertips of partners and community members by using an interactive project map and program performance dashboard. The information reflected in figures 1, 2 and 3 reflects FY2022 data that was available in September 2022.

While some measures still show the impact of the COVID-19 pandemic, significant progress was made on several others. For instance, 50 percent of the population (up from 45 percent in FY2017) and 77 percent of jobs (up from 73 percent in FY2017) are now within a $\frac{3}{4}$ -mile radius of all-day fixed-route transit service (see Figures 1 and 2). The Tracker also shows that ridership in FY2022 – although still down about 11 percent since FY2020 when the COVID-19 pandemic began – rose nearly 20 percent, nearly 921,000 trips, compared to FY2021 totals. (Figure 3).



FOR MORE INFORMATION VISIT:

[WakeTransitTracker.com](https://www.waketranstracker.com)

COMMUNITY ENGAGEMENT

Wake Transit staff and partners work throughout the year to learn from, communicate with and engage Wake County community members in the transit-planning and decision-making processes. To make this engagement

even more effective, a draft update to the Wake Transit Community Engagement Policy was developed in FY2022 and is anticipated to be adopted in mid-FY2023.



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NOTE: The following pages identify specific transit agency accomplishments and plans for future investments as they relate to the Wake Transit Plan. Each item is classified by which of the Four Big Moves it helps achieve.

CONNECT THE REGION | CONNECT ALL WAKE COUNTY COMMUNITIES | CREATE FREQUENT, RELIABLE URBAN MOBILITY | ENHANCE ACCESS TO TRANSIT

ACCOMPLISHMENTS

SERVICE IMPROVEMENTS

GOCARY

- Implemented minor service changes to improve system-wide route efficiency.

GORALEIGH

- Completed all preparations for implementing the Glenwood Route Package. However, due to the ongoing operator shortage, the service is planned to go online in FY2023.
- The transit division communications team is assisting GoRaleigh Operations with marketing a recruitment campaign for new operators, which will begin in the first quarter of FY2023.

GOTRIANGLE

- Optimized Route DRX to accommodate riders traveling between Carter-Finley park-and-ride lot and Durham.
- Mitigated impacts of operator shortage to customers by reducing service on low ridership routes and trips.
- Started a smaller vehicle program to improve operator hiring and keep service on the road.
- Continued the Wake Park-and-Ride Feasibility Study of short-term and long-term park-and-ride lot improvements and identified improvements.

GOWAKE ACCESS

- Continued service-level improvements in the call center while answering 83,847 calls, on par with the prior fiscal year.
- Increased trips provided to Wake County's rural residents by 30 percent since FY2019. (In FY2022, GoWake Access ridership was 117,062, decreasing about 5.4 percent compared with FY2021 ridership of 123,681.)
- With non-Wake Transit grant funding, Wake County launched the GoWake SmartRide NE pilot program in March 2022, which provided 1,445 trips. The Microtransit Service transported:
 - Unique riders – 88
 - Average miles per trip – 5.8
 - Average trip duration – 14 minutes
 - Average wait duration – 17 minutes

TOWN OF MORRISVILLE

- Completed development and successfully launched the Morrisville Smart Shuttle on Oct. 2, 2021.

CAPITAL PROJECTS

GOCARY

- Completed Phase 2 construction of 54 bus stop improvements to comply with the Americans with Disabilities Act.
- Continued preliminary design for GoCary's Bus Operations and Maintenance Facility.
- Continued feasibility study for the Downtown Cary Multi-Modal Center with work related to the federal National Environmental Policy Act process.

GORALEIGH

- Improved 15 bus stops with shelters and installed 21 ADA-compliant landing pads, to comply with the Americans with Disabilities Act and to improve safety. A further 127 bus stop improvements are in design.
- Completed the design for seven Enhanced Transfer Point sites, which will be bid in a new construction set in the first quarter of FY2023. An additional four Enhanced Transfer Point sites are near final design.
- Started construction on the Poole Road Park & Ride facility, which is expected to be finished in the first half of FY2023. The facility will provide more than 200 parking spaces (10 will have EV chargers) and bus stop amenities.
- City staff completed the federal Title VI Equity Analysis for site selection for the Poole Road Park & Ride Facility and identified a preferred site for the GoRaleigh/GoWake ACCESS Paratransit Operations & Maintenance Facility. NEPA was completed for this site, receiving a Documented Categorical Exclusion. City staff completed the Title VI and NEPA in-house – a significant cost savings to the Wake Transit Plan. The City's Real Estate Division has submitted an offer for the property and anticipates acquisition in first quarter of FY2023. City staff submitted for a 2022 RAISE grant to help offset rising costs in the construction industry.
- City staff solicited an RFQ for design services and made a selection for the East Raleigh Park & Ride/Transit Center. The preferred site was under contract for purchase in FY2022 and is expected to close in the first quarter of FY2023. City staff solicited an RFQ for design services and made a selection.
- Received five electric buses funded by the Wake Transit Plan and placed them in service.

- Completed charging infrastructure for up to six electric buses and began construction on an additional eight charging ports to accommodate continued growth of the City's EV bus fleet. ✓
- Bought four paratransit vehicles and 28 compressed natural gas buses. The City's growing share of CNG vehicles (to replace diesel models) since 2018 has resulted in the reduction of greenhouse gas emissions of about 15,000 metric tons and a cost savings of \$2.1 million in fuel expenses. ✓
- Submitted and awarded CAMPO Locally Administered Projects Program grant of \$787,000 for four enhanced transit stops. ➡

GOTRIANGLE

- Put six new buses into service. ➡ ➡
- Completed schematic design for the Raleigh Union Station Bus Facility. (The City of Raleigh approved the Administrative Site Review permitting process, and the Federal Transit Administration approved the Joint Development Application.) Executed Development Agreements with GoTriangle's Development Partner for delivering the joint development. Began construction on the facility including mobilization, traffic control, fencing and asbestos abatement of warehouse buildings. ✓ ➡
- Continued design and construction for 11 bus stops in Wake County, including ADA improvements and amenities to enhance passenger safety and comfort. ➡

TOWN OF APEX

- Substantially completed construction for all new bus stops that will support GoApex Route 1. ➡ ✓ ➡

TOWN OF MORRISVILLE

- Completed construction of the initial 15 nodes serving the Morrisville Smart Shuttle. ✓ ➡

PLANNING PROJECTS

GORALEIGH

Projects in the planning stage:

- Eight sites identified to be Enhanced Transfer Points. All of these sites also received federal Locally Administered Projects Program grant funding to assist with the cost of construction. ✓ ➡
- For the future Midtown Transit Center, City staff successfully negotiated for a condition in a major rezoning request in the Midtown area that will provide a dedication of space for the facility (rezoning request was pending City Council review at the close of the fiscal year). ✓ ➡
- **BRT New Bern Avenue Corridor**
 - Continued Federal Transit Administration Capital Investment Program coordination to prepare for Full Funding Grant Agreement. ➡
 - Completed federal National Environmental Policy Act documentation. ➡
- **BRT Western Corridor**
 - Continued preliminary design and National Environmental Policy Act work. ➡ ✓
- **BRT Southern Corridor**
 - Initiated preliminary design and National Environmental Policy Act work. ➡ ✓
- **BRT Northern Corridor**
 - Initiated Major Investment Study to define route alternatives for potential extensions to midtown Raleigh and Triangle Town Center. ➡

GOTRIANGLE

- Moved forward with work on the Wake Bus Plan Update to recommend route alignments and associated infrastructure that support operational efficiency, improve the customer experience and respond to public feedback. ➡ ➡ ✓ ➡
- Released draft findings of the Phase 2 Feasibility Study for the Greater Triangle Commuter Rail to define project concepts, implementation schedule, and cost estimates. ➡ ➡ ✓ ➡
- Progressed a feasibility study to evaluate options for expanding and renovating the Nelson Road Bus Operations and Maintenance Facility in Morrisville. ✓
- Prepared documentation to support NEPA determination and to support Wake Transit Concurrence process. Developed a project narrative and supporting materials to facilitate grant applications to competitive discretionary federal grant programs to provide substantial savings to the county Transit Plans. ➡ ✓ ➡

TOWN OF APEX

- Established service agreements, developed ride guides and marketing materials and conducted outreach for the new fixed-route circulator GoApex Route 1 and complementary ADA paratransit service, GoApex Door to Door. ➡

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

- Launched the Wake Transit Performance Tracker, an online resource that tracks and reports on our investment in Wake County's transit network in two parts: an interactive project map and a program-level performance dashboard.
- Partnered with City of Raleigh staff and community stakeholders to develop and implement the Wake Transit Art Funding Eligibility Policy.
- Helped develop and assumed maintenance of the access to transit priority tool to better inform decisions around bicycle and pedestrian connections to bus stops. ✓ ➡
- Led the development of the Framework for use of Wake Transit Funds to Acquire Real Property, which was adopted in late FY2021 and implemented in early FY2022.
- Led the development of the FY2023 Wake Transit Work Plan and managed the quarterly amendment process to update and modify previous Work Plans as needed throughout the year. 🔄 ✓ ✓ ✓ ➡
- Initiated an update to the Wake Bus Plan Project Prioritization Policy, which will inform procedures for prioritizing projects within the Wake Bus Plan Update. This policy applies only to bus service expansion projects and the capital investments needed to support them. 🔄 ✓ ✓ ✓ ➡

TOWN OF MORRISVILLE

- Created service contracts and marketing materials and completed other project development efforts for the Morrisville Smart Shuttle. ✓ ➡

NEXT STEPS

SERVICE IMPROVEMENTS

GOCARY

- Began serving as operator for GoApex Route 1, the first local transit service in Apex, in July 2022. ✓ ➡

GORALEIGH

- Implement the first phase of the Hillsborough high-frequency route package, connecting downtown Raleigh with Meredith College. The second phase – upon completion of the NCDOT grade-separation project on Blue Ridge Road – will extend the route to the North Carolina State Fairgrounds and Plaza West shopping center. This route will provide multiple local and regional transfer opportunities. 🔄 ✓ ✓ ✓ ➡

GOTRIANGLE

- Plan to implement a new park-and-ride lot at the Northern Wake Senior Center on the Wake Forest to Raleigh Route (WRX). ➡
- Make minor schedule changes to Route 300 to improve route performance. ✓ ➡
- Make other minor service changes to improve route performance. ✓ ➡

TOWN OF APEX

- Conduct additional outreach and start service for GoApex Route 1 and complementary ADA paratransit service in early FY2023. ➡

CAPITAL PROJECTS

GOCARY

- Design and construct new bus stops for planned Route 9A service expansion and remaining retrofits needed for ADA compliance at existing GoCary bus stops. ✓ ➡
- Complete 30 percent design of the GoCary Bus Operations and Maintenance Facility and begin final design process. ✓
- Issue procurement for Master Planning/Design for the Downtown Cary Multimodal Center. 🔄 ✓ ✓ ✓ ➡

GORALEIGH

- Complete construction of Poole Road Park-and-Ride facility in FY2023. ➡ ✓ ✓ ➡
- Build seven Enhanced Transfer Points. Complete design, and possibly build, enhanced transfer points at WakeMed North Hospital, Pleasant Valley Shopping center and Hillsborough/Gorman streets. Continue design of additional eight sites. ➡
- Begin design of the East Raleigh Park & Ride and GoRaleigh/GoWake Access ADA/Paratransit Operations & Maintenance Facility. ✓ ➡
- Complete the construction of additional charging infrastructure for electric buses.
- Acquire four replacement vehicles for the GoRaleigh Access paratransit program, seven vehicles for the GoRaleigh shuttle and maintenance fleet (four replacement, three expansion) and three new low no-emission buses for GoRaleigh fixed-route operations (two replacement, one expansion). ✓

GOTRIANGLE

- Continue design and development of the Raleigh Union Station Bus Facility. Permitting process will advance with site review, utility and building permits with the City of Raleigh. Coordination will continue with adjacent railroads. Construction will commence. ✓ ➡
- Advance preliminary engineering and NEPA process for the relocated Regional Transit Center and new Wake park-and-ride lots. ➡ ✓ ➡
- Work with partners to develop and launch a regional mobile ticketing program if a decision is made to restore fare collection for FY2024. ✓ ➡
- Procure six buses. ➡
- Repower buses, extending the lives of these buses by at least four years. ✓
- Complete Wake Bus Plan Update for FY2024 through FY2027 in FY2023, including the short-range transit plans for GoTriangle, GoRaleigh, GoCary & GoWake ACCESS. ➡ ➡ ✓ ➡

TOWN OF APEX

- Install amenities at select bus stops to serve GoApex Route 1. ➡

PLANNING PROJECTS

GORALEIGH

- Continue preliminary design phase and federal National Environmental Policy Act documentation for the Wake BRT: Western Boulevard corridor and the Wake BRT: Southern Corridor. ✓
- Continue to advance final design phase for the Wake BRT: New Bern Avenue Corridor. ✓
- Continue providing project updates with additional public engagement and outreach through virtual BRT open houses. ✓

GOTRIANGLE

- Facilitate a decision on whether and how to move forward with implementing the Greater Triangle Commuter Rail. ➡ ➡ ✓ ➡
- Complete the Regional Fleet and Facilities Study to evaluate fleet, maintenance facility expansion or relocation and electric vehicle-charging needs for GoTriangle's fleet as well as opportunities for coordination among transit service providers. ➡ ➡

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

- Continue and finalize the update to the Wake Bus Plan Project Prioritization Policy. ➡ ➡ ✓ ➡
- Continue and finalize the Rapid Bus Extensions Study to extend the Western and Southern BRT corridors to Research Triangle Park and Clayton, respectively. ➡ ✓







\$125,841,003


TOTAL REVENUES

 **\$121,441,978**
HALF-CENT SALES TAX


 **\$3,881,439**
INVESTMENT INCOME

 **-\$13,439,065**
UNREALIZED GAIN/(Loss)
INVESTMENTS

 **\$6,576,286**
VEHICLE REGISTRATION TAX \$7

 **\$2,814,725**
VEHICLE REGISTRATION TAX \$3

 **\$4,561,440**
VEHICLE RENTAL TAX

 **\$4,200**
OTHER REVENUE

*An Unrealized Gain/(Loss) is the increase/(decrease) in value of the organization's unsold investments. Gains and losses are only realized after selling the investments for cash.

\$125,841,003

TOTAL EXPENDITURES

\$65,110,845
ALLOCATION TO WAKE
CAPITAL FUND BALANCE

\$24,511,123
VEHICLE ACQUISITION

\$14,484,651
TRANSIT SERVICES

\$5,511,228
ALLOCATION TO WAKE
OPERATING FUND BALANCE

\$5,354,063
BUS RAPID TRANSIT

\$3,405,761
TRANSIT PLAN ADMINISTRATION

\$3,159,019
BUS INFRASTRUCTURE

\$2,078,877
COMMUTER RAIL TRANSIT

\$1,045,869
CAPITAL PLANNING

\$728,039
COMMUNITY FUNDING AREA

\$451,528
TAX DISTRICT ADMINISTRATION