

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

From: Ben Howell, Wake Transit Program Manager, Capital Area MPO

To: Capital Area MPO Technical Coordinating Committee (TCC) and Executive Board

Date: 2/1/2024

Re: Summary of Requested FY 2024, 3rd Quarter Work Plan Amendments

A total of two (2) amendments to the fiscal year (FY) 2024 or a prior year Wake Transit Work Plan have been requested by the City of Raleigh for consideration by the TPAC in the 3rd quarter of FY 2024. The amendment requests were reviewed by CAMPO staff to determine the appropriate amendment type classifications (major versus minor) as outlined in the Wake Transit Work Plan Amendment Policy. Both amendment requests were categorized as 'Major Amendments' for at least one of the following reasons:

- 1) Amendment request involves a significant change in scope;
- 2) Amendment request involves a financial impact requiring a change in fund balance; or
- 3) Amendment request involves a project requested to be removed from a Work Plan.

The amendment requests were released for public comment between December 8, 2023, and January 5, 2024. Thirty-five (35) public comments were received in response to the amendment requests.

Attached to this memorandum are the following:

- Proposed FY 2024 Q3 Amendment List (released for public comment) and Financial Disposition
- Completed Amendment Request Forms for Amendment Requests (released for public comment)
- Program Development Subcommittee Disposition Memo and Voting Record
- Engagement Summary for FY2024 Q3 Amendments

A scope and financial disposition for the amendment requests was developed by the Program Development Subcommittee and unanimously recommended to the TPAC at its meeting held on December 19th, with the following findings:

- The proposed frequency improvements to the Route 21: Caraleigh is appropriate for the continued implementation of the service in southern Raleigh. Upon further review, the City of Raleigh found that the current allocation for FY 2024 and future years is sufficient for funding these frequency improvements, limiting this major amendment to a significant change in scope;
- The proposed change in budget to add \$8,500,000 to the FY 2021 allocation in additional contingency is appropriate to award a construction bid during a time of pandemic related unprecedented market conditions and increased professional services and real-estate costs.

FY 2024, Quarter 3, Requested Wake Transit Work Plan Amendments

REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	FY 23 Original Funding Allocation	FY 24 Original Funding Allocation	FY 24 Requested Funding Allocation	FY 24 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests							
TO005-AL	City of Raleigh	Improvements to Route 21 - Caraleigh	\$ 506,172	\$ 627,779	\$ 789,535	\$ 161,756	<p>Major Amendment: Amendment request involves an increase of a project budget in the Work Plan, which requires a change in fund balance.</p> <p><u>Amendment Description:</u> This amendment request is to implement in FY24 Q4, the frequency improvements scheduled for FY26 in the Adopted FY25-FY30 Wake Bus Plan. Those improvements include increasing frequency from 30 minutes to 15 minutes on AM Peak, Midday, and PM Peak services on weekdays as well as daytime services on weekend services. The improvements also include increasing frequency from 60 minutes to 30 minutes on all evening services. The requested annualized impact for FY 2025 will be an additional \$664,355 over the currently programmed amount.</p>
Total Operating Funding Impact						\$ 161,756	
Capital Budget Amendment Requests							
Project ID #	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status	
TC005-A1	City of Raleigh	New Bern Corridor Bus Rapid Transit Facility	Project Development and Final Design	\$ 1,953,000	\$ 1,953,000	\$ -	<p>Major Amendment: Amendment request involves an increase of a project budget in the Work Plan, which requires a change in fund balance.</p>
			Art Funding	\$ 500,000	\$ 500,000	\$ -	
			Right-of-Way	\$ 44,000	\$ 44,000	\$ -	<p><u>Amendment Description:</u> This amendment request is to add \$8.5M in additional contingency to the FY 2021 Wake Transit Work Plan allocation for the construction phase of the New Bern Avenue BRT. This request comes as the City prepares to bid out the project for construction. This request is to account for the current market conditions, which include increased professional services and real estate costs observed over the past couple years and to ensure enough contingency remains for construction award for the project.</p>
			Construction	\$ 35,849,000	\$ 44,349,000	\$ 8,500,000	
			Vehilces	\$ 4,024,000	\$ 4,024,000	\$ -	
Sub Total			\$ 42,370,000	\$ 50,870,000	\$ 8,500,000		
Total Capital Funding Impact						\$ 8,500,000	

Distributed for Public Comment on 12/08/2023

Public Comments Accepted Through 01/5/2024

Submit all comments to Evan Koff, Senior Wake Transit Planner - evan.koff@campo-nc.us

Wake Transit Project ID #
TO005-AL

FY 2024
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2023

Type of Amendment **Minor** **Major**

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000
- f. Any change that requires a change in budgeted reserves or fund balance

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Improvements to Route 21 - Caraleigh	City of Raleigh/GoRaleigh	david.walker@raleighnc.gov logan.healy@raleighnc.gov	Base Year	\$ 789,535
			Recurring	\$ 8,356,438
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
April 2024	Recurring <input type="checkbox"/> <input type="checkbox"/>	Increasing existing project frequency	Base Year	\$ -
			Cumulative	\$ -

Project Description Enter below a summary of the project amendment and impact on approved plan.

GoRaleigh will improve service on Route 21-Caraleigh by adding frequency. The alignment will continue to operate in a clockwise loop. The original project in FY20 increased the peak frequency to 30 mins. In FY26 this project/route was scheduled for additional frequency improvements. This amendment request is to move the improvements programed in FY26 to FY24. The route is far exceeding ridership projections and on multiple occasion multiple buses are sent out to meet the demand. This amendment would increase the frequency to 15 mins daytime and 30 mins in evenings all days.

1. Enter Wake Transit Project ID(s) to Increase

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TO005-AL	Improvements to Route 21 - Caraleigh	Operating	\$ 161,756	\$ 647,024	
TOTAL			\$ 161,756	\$ 647,024	

2. Wake Transit Project ID(s) to Reduce

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ 161,756
		Recurring	\$ 647,024
	Estimated Capital Cost	Base Year	\$ -
		Cumulative	\$ -

Project Justification / Business Case Provide responses to EACH of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? **Operating** **Capital** **Both**

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

The timeframe for this request is to be implemented in FY24 Q4. Therefore we are requesting a quarter year of funding, and annualized funding in the following fiscal years.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

If the request is funded, communities in South/Southwest Raleigh will be better served by fixed-route bus service. If not funded, the City would maintain service as provided today.

It should be noted that recent performance data for the services enhanced by this route package supports the need for expansion. See below for Weekday September 2023 data:

Boardings per Revenue Hours: 49
 Total Month Ridership: 21,156

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

- a)
- b)
- c)

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-1.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours	1,444	5,777	5,777	5,777	5,777	5,777	5,777
Cost per Hour	112	115	118	121	124	127	130
Estimated Operating Cost	161,756	664,355	681,686	699,017	716,348	733,679	751,010
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other	627,779	643,474	659,561	676,050	692,951	710,275	728,032
Subtotal: Bus Operations	789,535	1,307,829	1,341,247	1,375,067	1,409,299	1,443,954	1,479,042
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	\$ 789,535	\$ 1,307,829	\$ 1,341,247	\$ 1,375,067	\$ 1,409,299	\$ 1,443,954	\$ 1,479,042

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Planning	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Right of Way / Land Acquisition	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAPITAL CONTRIBUTIONS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Grant Contribution	-	-	-	-	-	-	-
Project Sponsor Contribution	-	-	-	-	-	-	-
Wake Transit Requested	-	-	-	-	-	-	-
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

An hourly cost rate of \$112.06 was used for FY24. An hourly cost rate of \$115 was used for FY25, which represents a 2.5% increase over the hourly rate used in the previous annual work plan. Staff deemed this because of recent cost increases have stabilized and a new operations contract has yielded more predictable results. Staff anticipate a target start date for this project of April 2024, and therefore have requested a quarter year of funds in FY24, and full year funds in the out years. Net revenue hours were calculated using the Wake Bus Plan update Appendix C service investments. Line 85 "Other" represents the current costs associated with this project, which were taken from FY24 Base Budget, and FY24 Blanket Route Cost Adjustments.

Wake Transit Project ID #
TC005-A1

FY 2024
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2021

Type of Amendment Minor Major

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Wake BRT: New Bern Avenue Bus Rapid Transit Facility	City of Raleigh	Het Patel, Transit Planning Supervisor	Base Year	\$ -
		het.patel@raleighnc.gov	Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
March 2019	June 2025		Base Year	\$ 8,500,000
			Cumulative	\$ 8,500,000
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
This request is an additional contingency as the City prepares to bid the New Bern Avenue BRT project for construction. Due to the unprecedented market conditions during the pandemic and increased professional services and real-estate costs the City anticipates this need to award construction bid.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TC005-A1	Wake BRT: New Bern Avenue		\$ 8,500,000		Agreement to include a clause that City of Raleigh must communicate to TPAC before spending funds identified for unallocated contingency.
TOTAL			\$ 8,500,000	\$ -	

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs			
From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ -
		Recurring	\$ -
	Estimated Capital Cost	Base Year	\$ 8,500,000
		Cumulative	\$ 8,500,000

Project Justification / Business Case Provide responses to EACH of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? Operating Capital Both

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

Full year of funding to cover contingency for anticipated construction bid advertisement and responses.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

The City of Raleigh will communicate to TPAC once construction bid awards are recieved if these funds are needed in whole or partially. If not funded, it could delay the start of construction for the project.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	Date RFP/RFQ released for 30-100% design
b)	Date contract awarded for 30-100% design
c)	Date contract awarded for construction

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

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10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Planning	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-
Construction	8,500,000	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Right of Way / Land Acquisition	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAPITAL CONTRIBUTIONS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Grant Contribution	-	-	-	-	-	-	-
Project Sponsor Contribution	-	-	-	-	-	-	-
Wake Transit Requested	-	-	-	-	-	-	-
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

The above is based on recent engineers estimate for Final Design and upcoming anticipated construction bid advertisement for Wake BRT: New Bern Avenue project.



Wake County Transit Planning Advisory Committee TPAC Program Development

Financial Disposition: December 19, 2023

Discussion:

The Budget Amendment process requires the review and provision of a financial disposition of all Major/Minor amendments that are submitted by the Transit Planning Advisory Committee (TPAC) Program Development Subcommittee.

All minor and major budget amendments must be approved by the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and GoTriangle Board of Trustees.

Requested Items for Committee Disposition:

Major Amendment – Two (2) Amendments

- 1) **Improvements to Route 21 - Caraleigh** – City of Raleigh is requesting funding that will improve service on Route 21-Caraleigh by adding frequency. The alignment will continue to operate in a clockwise loop. The original project in FY20 increased the peak frequency to 30 minutes. In FY26 this project/route was scheduled for additional frequency improvements. This amendment request is to move the improvements programed in FY26 to FY24. If approved the amendment would increase frequency to 15 minutes during the day and 30 minutes in the evenings.
- 2) **New Bern Corridor Bus Rapid Transit (BRT) Facility** – City of Raleigh is requesting additional contingency as the City prepares to bid the New Bern Avenue BRT project for construction. Due to the unprecedented market conditions during the pandemic and increased professional services and real-estate costs the City anticipates this need to award construction bid.

Financial Impact of Proposed Amendments:

The FY24 City of Raleigh Bus Operations budget will increase \$161,756
The FY24 City of Raleigh Bus Rapid Transit budget will increase \$8,500,000

Net Impact to FY24 Wake Transit Plan = Increase of \$8,661,756



Wake County Transit Planning Advisory Committee Transit Plan Advisory Committee (TPAC)

Financial Disposition: January 17, 2024

Discussion:

The Budget Amendment process requires the review and provision of a financial disposition of all Major/Minor amendments that are submitted by the Transit Planning Advisory Committee (TPAC) Program Development Subcommittee.

All minor and major budget amendments must be approved by the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and GoTriangle Board of Trustees.

Requested Items for Committee Disposition:

Major Amendment – Two (2) Amendments

- 1) **Improvements to Route 21 - Caraleigh** – City of Raleigh is requesting funding that will improve service on Route 21-Caraleigh by adding frequency. The alignment will continue to operate in a clockwise loop. The original project in FY20 increased the peak frequency to 30 minutes. In FY26 this project/route was scheduled for additional frequency improvements. This amendment request is to move the improvements programed in FY26 to FY24. If approved the amendment would increase frequency to 15 minutes during the day and 30 minutes in the evenings.
- 2) **New Bern Corridor Bus Rapid Transit (BRT) Facility** – City of Raleigh is requesting additional contingency as the City prepares to bid the New Bern Avenue BRT project for construction. Due to the unprecedented market conditions during the pandemic and increased professional services and real-estate costs the City anticipates this need to award construction bid.

Financial Impact of Proposed Amendments:

The FY24 City of Raleigh Bus Operations budget will increase \$0

The FY24 City of Raleigh Bus Rapid Transit budget will increase \$8,500,000

Net Impact to FY24 Wake Transit Plan = Increase of \$8,500,000

FY24-Q3 Amendment Financial Impact
(as submitted)

Operating Budget Amendment Requests

Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Revised FY25-FY30 Adopted Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Improvements to Route 21 - Caraleigh	\$627,779	\$161,756	\$789,535	\$8,356,438	\$9,145,973
Wake Transit Operating Expenditures			\$627,779	\$161,756	\$789,535	\$8,356,438	\$9,145,973

Capital Budget Amendment Requests

Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception ¹	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding ¹	FY25-FY30 Adopted Wake Transit Plan Funding ¹	Total Project Adopted Wake Transit Plan Funding ¹
Bus Rapid Transit	City of Raleigh	New Bern Corridor Bus Rapid Transit Facility	\$53,467,469	\$8,500,000	\$61,967,469	\$0	\$61,967,469
Wake Transit Capital Expenditures			\$53,467,469	\$8,500,000	\$61,967,469	\$0	\$61,967,469
Total Financial Impact - FY24 Wake Transit Work Plan				\$8,661,756			

¹ Does not include Federal Funding on New Bern Avenue Project

FY24-Q3 Amendment Financial Impact - Amended
(adjusted without Caraleigh Improvements)

Operating Budget Amendment Requests							
Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Revised FY25-FY30 Adopted Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Improvements to Route 21 - Caraleigh	\$627,779	\$0	\$627,779	\$4,110,342	\$4,738,121
Wake Transit Operating Expenditures			\$627,779	\$0	\$627,779	\$4,110,342	\$4,738,121

Capital Budget Amendment Requests							
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception¹	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding¹	FY25-FY30 Adopted Wake Transit Plan Funding¹	Total Project Adopted Wake Transit Plan Funding¹
Bus Rapid Transit	City of Raleigh	New Bern Corridor Bus Rapid Transit Facility	\$53,467,469	\$8,500,000	\$61,967,469	\$0	\$61,967,469
Wake Transit Capital Expenditures			\$53,467,469	\$8,500,000	\$61,967,469	\$0	\$61,967,469
Total Financial Impact - FY24 Wake Transit Work Plan				\$8,500,000			

¹ Does not include Federal Funding on New Bern Avenue Project

FY 2024 Quarter 3 Amendment Request Package

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

Program Development Subcommittee Disposition Memo and Voting Record

Relevant Meeting: The meeting of the Program Development Subcommittee took place on December 19, 2023

Subcommittees' Disposition: The Program Development Subcommittee rendered the following findings for amendment requests:

- 1) The proposed frequency improvements to the Route 21: Caraleigh is appropriate for the continued implementation of the service in southern Raleigh. Upon further review, the City of Raleigh found that the current allocation for FY 2024 and future years is sufficient for funding these frequency improvements, limiting this major amendment to a significant change in scope;
- 2) The proposed change in budget to add \$8,500,000 to the FY 2021 allocation in additional contingency is appropriate to award a construction bid during a time of pandemic related unprecedented market conditions and increased professional services and real-estate costs.

Discussion: There was a vigorous subcommittee discussion on the amendment requests as follows:

- 1) It was appreciated that the City of Raleigh reassessed the funding required to deliver this frequent network service, ultimately saving the financial model from programming an additional \$4,405,481 through FY 2030.
- 2) The proposed change in budget of an additional \$8,500,000 to the New Bern BRT FY 2021 allocation was determined through discussion to be an imperative for keeping the project on schedule. It was agreed upon that if there is a shortfall in the model that results from this amendment being approved, that a choices and trade-off conversation, using the Wake Transit Plan Update (2030) Final Project Prioritization and Reprogramming Guidance to direct said discussion would take place during the development of the FY 2025 Recommended Wake Transit Work Plan.

Vote: The subcommittee voted unanimously to forward a disposition, as described above, to the TPAC for the requested amendments.

Voting Organizations:

CAMPO
GoTriangle
Wake County
Raleigh
Cary
NCSU
Apex
Fuquay-Varina
Knightdale

Attachment I: FY 2023 Quarter 3 Amendment Request Package

WAKE COUNTY TRANSIT PLAN

Engagement Summary Report

In accordance with the Wake Transit Amendment Policy and Community Engagement Policy, CAMPO and GoTriangle staff posted the two (2) requested FY2024 Quarter 3 amendment requests for public review from December 8, 2023, to January 5, 2024. As part of this process, it was ensured that TPAC members, stakeholders and community members were aware of the opportunity to review and provide comment on the requested amendments by posting the engagement notices on the CAMPO Website, the GoForwardNC webpage dedicated to Wake Transit involvement activities, and all associated social media accounts. Copies of the web posts are included as Appendix A and the engagement report is included in Appendix B.

Those who engaged with the online materials and wanted to provide a comment were given the opportunity to provide input on each of the amendment requests received. There were two (2) amendment requests from the City of Raleigh. A total of thirty-five (35) direct comments were received, with some comments directed at both City of Raleigh amendment requests. Twenty-three (23) direct comments addressed the City of Raleigh Amendment Requests, and twelve (12) comments addressed issues unrelated to the specific nature of these amendment requests.

All comments were reviewed by CAMPO staff and input was considered in relation to the FY2024 Quarter 3 amendment requests. After consideration of all the comments received, it was decided that no changes were to be made to the amendments. A table including all raw comments can be seen in Appendix C.

CAMPO Public Review of Comment Period Advertisement.



Wake Transit Annual Work Plans

Wake Transit Links

NOTICE: Public Review of Comment Period December 7, 2023 to January 5, 2023 Wake Transit Work Plan FY 2024 3rd Quarter Amendment Requests

Two (2) Wake Transit Work Plan amendment requests were submitted for consideration in the FY 2024 3rd quarter amendment cycle. Per the Wake Transit Amendment Policy, both are "Major" amendments having an impact on the Wake Transit financial model and/or requiring a project scope modification.

One (1) is an Operating budget request, and one (1) is a capital budget request. Wake Transit partners, members of the community, transit stakeholders, and other interested parties are encouraged to review the FY 2024 3rd Quarter Wake Transit Amendment Request Review Packet, which includes detailed information about each request. The public review and comment period runs from December 8, 2023, to January 5, 2023.

[CLICK HERE](#) to view the FY 2024 3rd Quarter Amendment Request Review Packet
[CLICK HERE](#) to submit a question or comment to the planning team

Wake Transit Plan Implementation

- [Annual Work Plans](#)
- [Community Funding Area Program](#)
- [Wake Transit Concurrence Process](#)

TPAC (Transit Planning Advisory Committee)

- [Meetings](#)
- [Meeting Archives](#)
- [Subcommittees](#)
- [Document Library](#)

CAMPO Transit Programs & Studies

- [Locally Coordinated Human Services Transportation Plan](#)
- [Section 5310 Transit Funding](#)

GoTriangle Public Comment Period Advertisement:



During the fiscal year, there may be a need for changes in scope or budget for approved Wake Transit Work Plan projects, or there may be a need for projects to be added or removed from the Work Plan. In these cases, the annual Work Plan may be amended.

Two amendments of the Wake Transit Work Plan open for review

Two (2) [Wake Transit Work Plan amendment requests](#) were submitted for consideration in the FY 2024 3rd quarter amendment cycle. Per the Wake Transit Amendment Policy, both are “Major” amendments having an impact on the Wake Transit financial model and/or requiring a project scope modification.

One (1) is an operating budget request, and one (1) is a capital budget request. Wake Transit partners, members of the community, transit stakeholders, and other interested parties are encouraged to review the FY 2024 3rd Quarter Wake Transit Amendment Request Review Packet, which includes detailed information about each request.

Public comment is open through Friday, January 5, 2024.

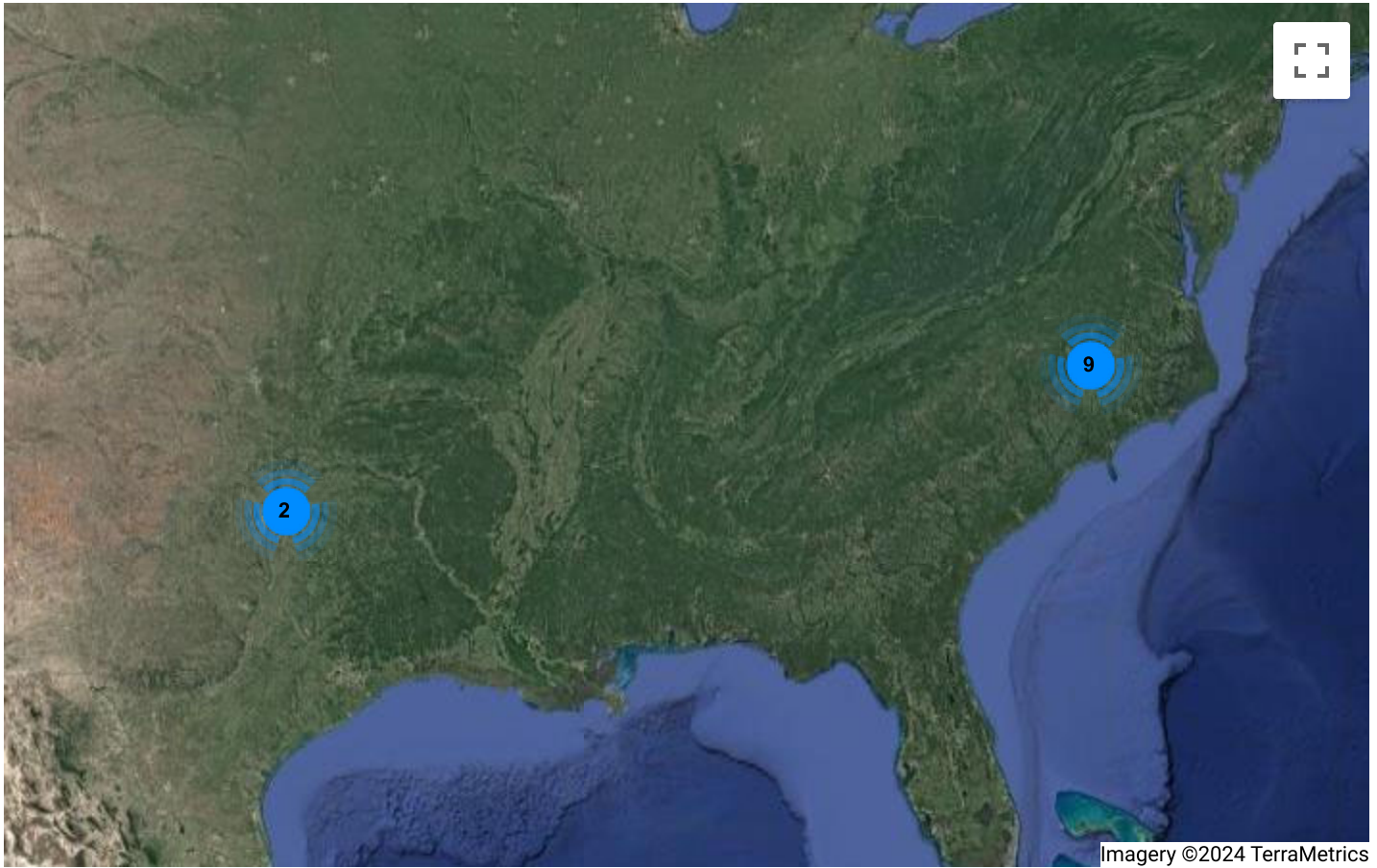


FY2024 Q3 Wake Transit Work Plan Amendment Requests Copy

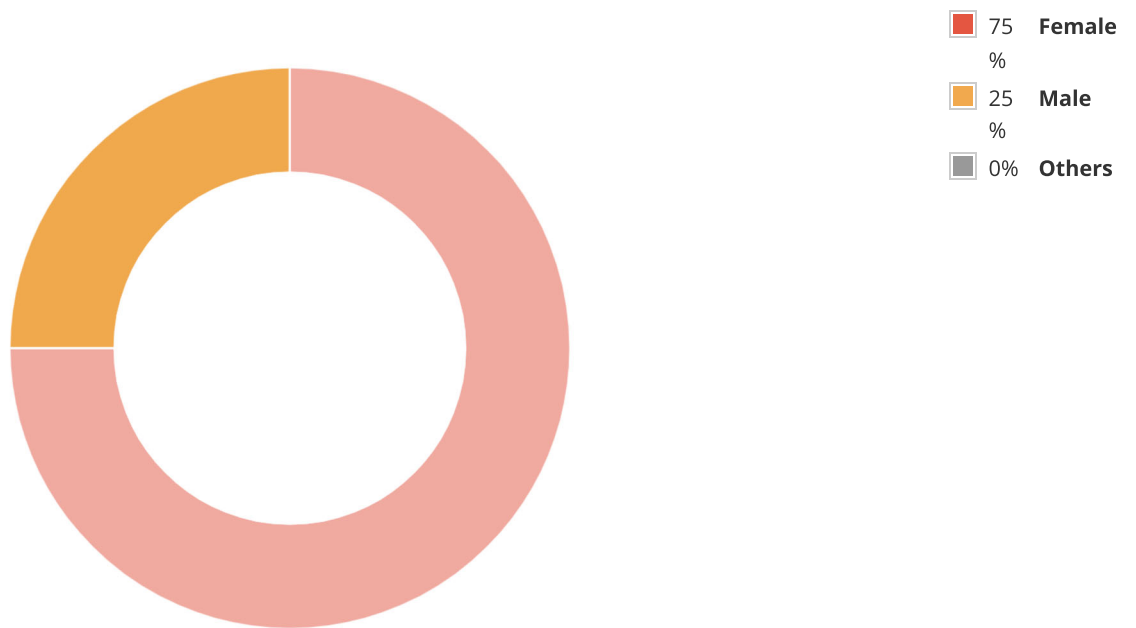
Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
65	33	35	35	5

Please provide your home zip code.



What is your gender?



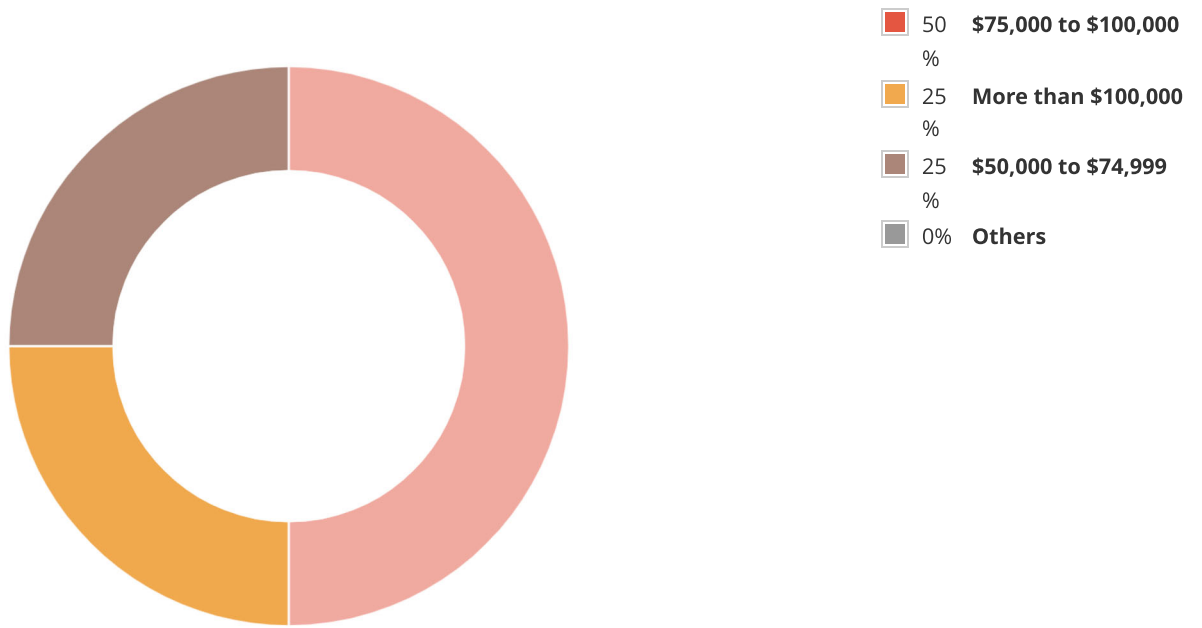
4 respondents

What is your age?



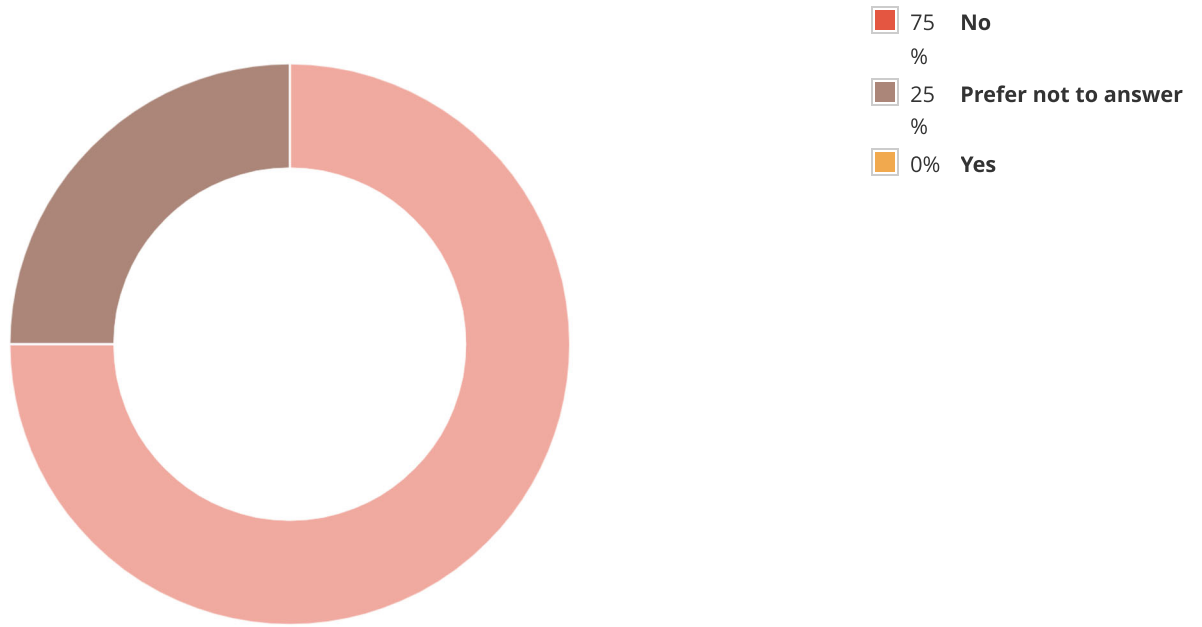
4 respondents

Which of the following groups does your total annual household income fall into?



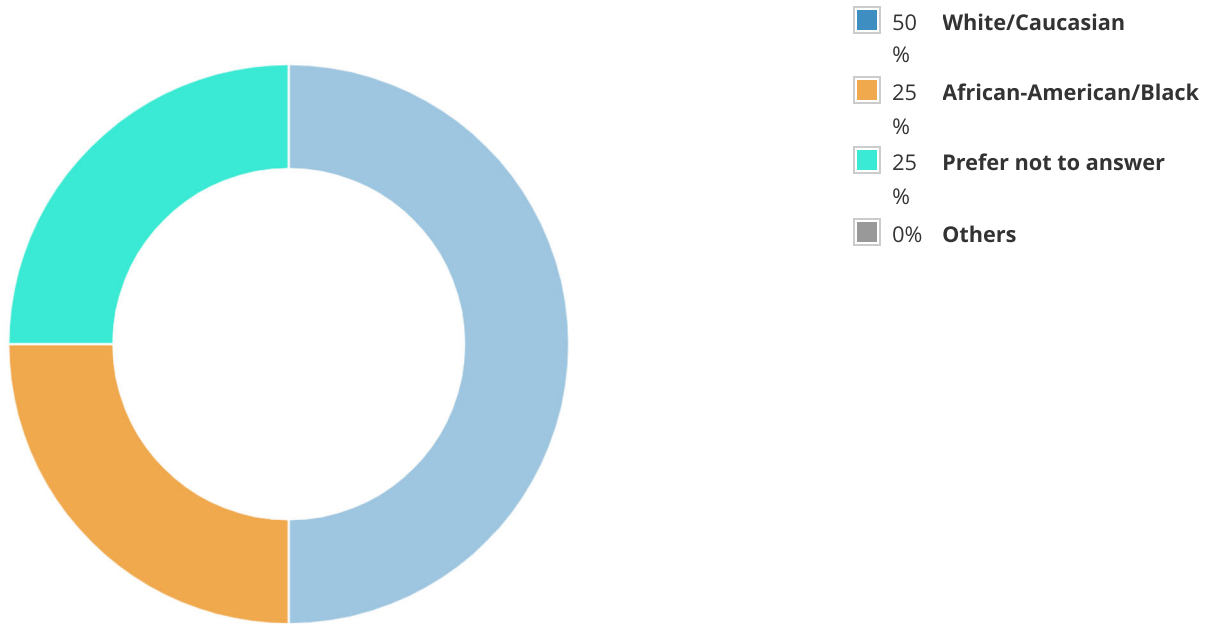
4 respondents

Are you of Hispanic, Latino, or Spanish origin?



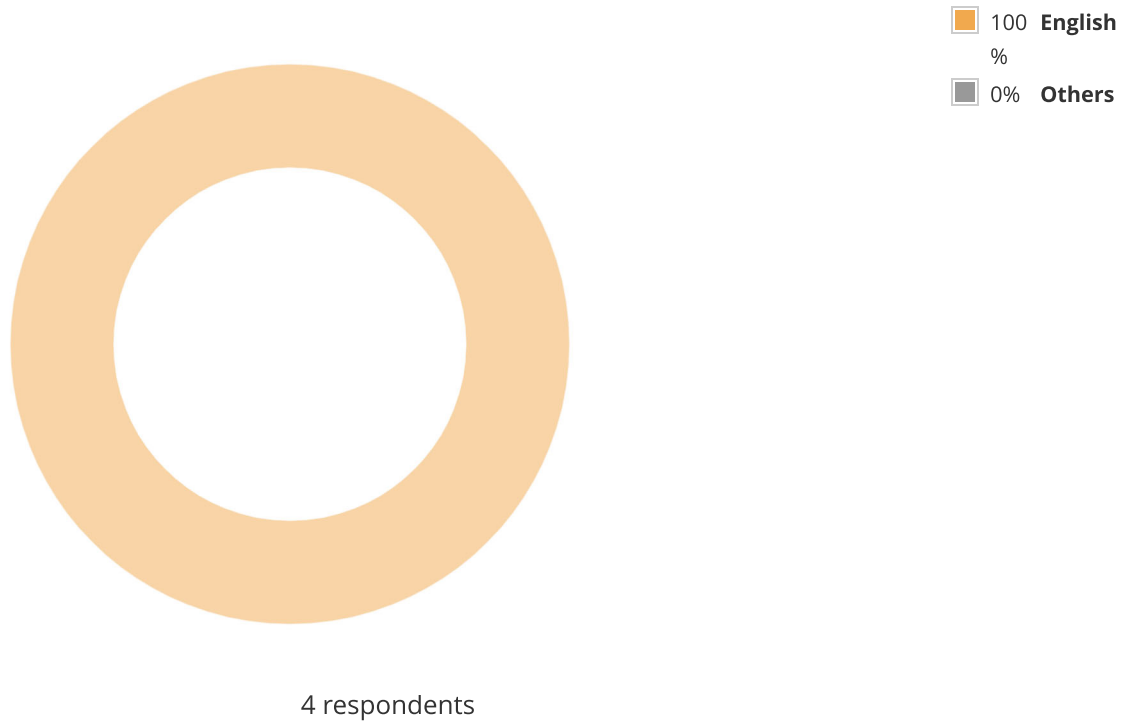
4 respondents

What is your race/ethnicity? Please select all that apply. If you select "Other" you can type in additional responses.



4 respondents

What language do you most often speak at home? If you select "Other" you can type in additional responses.



Public Comments in Support of the Work Plan Amendments

Comment	Date & Time	Relevant Partner
Increased \$, so whats new in today's economy. Approved for increase	12/11/2023 9:13 AM	City of Raleigh
Increased frequency for route 21 and having to allocate more funds to ensure meeting the funds for contingency for construction makes sense. Approved.	12/11/2023 9:20 AM	City of Raleigh
Fine for Raleigh, but East Wake County needs more Public Transit options.	12/11/2023 10:23 AM	City of Raleigh
Sounds good to me, more transit the better	12/11/2023 11:34 AM	City of Raleigh
I'm in favor of the proposed funding amendments. Car infrastructure can only scale up so far, and we are past the point of needing serious alternatives to personal vehicle use that support and incentivize more efficient land-use patterns (density, mixed-use, walkability, transit connectivity). The planned BRT lines are a good first step.	12/11/2023 4:14 PM	City of Raleigh
More funding for more frequent busing during peak hours is long overdue. The current amount of time to get from the south side of the county to other areas is way to long to be a truly beneficial for customers who need to work in other parts of the county. Families that need to rely on the bus system will greatly benefit from the extra time this change to the system will allow. Please approve this change.	12/11/2023 8:43 PM	City of Raleigh
Yes. I'm in favor of these amendments.	12/12/2023 2:05 PM	City of Raleigh
I support these amendments.	12/12/2023 3:12 PM	City of Raleigh
More transit. Approved.	12/12/2023 5:28 PM	City of Raleigh
I support both changes and am excited to have more parts of Raleigh served by frequent transit. I did have one question about the changes to Route 21. It appears that these improvements include an upgrade to 30min service during the evenings, which is not currently the case for the three existing frequent routes (1, 7, 15). Can we be expecting these other routes to see evening service improvements in the near future, or are we going	12/14/2023 3:28 PM	City of Raleigh

to have to wait until the BRT routes come online? Thank you!		
I support the proposed changes!	12/21/2023 6:27 PM	City of Raleigh
Sounds good. We need more transit. Hope there is more to come sooner than later.	12/25/2023 10:44 AM	City of Raleigh
Add to the operational cost of increase transit frequency is reasonable, and added construction cost for major transit project is also expected.	12/29/2023 7:26 AM	City of Raleigh
I am in favor of the funding increases as requested. Increasing frequency of bus transit is critical as it doesn't work as a real form of transportation for people unless it comes quickly enough to make car transportation less attractive. Increasing funding for building out bus infrastructure is also important. Please, more transit, more transit, more transit. Let's make this an actual, functional, city.	1/3/2024 11:50 AM	City of Raleigh
I support Go Raleigh Transportation. I am disabled and use Go Raleigh Access to get to work.	1/4/2024 7:16 AM	City of Raleigh
I am in favor of both shortening the time for next bus on both busy and slow routes as noted from 30 to 15 minutes and 60 to 30 minutes. Many folks who do not have their own transportation use these routes for doctor, therapy, etc visits and the tighter schedule is much more convenient. I am also in favor of the new New Bern terminal station. I would like to see emergency after hours transportation options for the ADA disabled if bus routes are not running especially for those in wheelchairs. It is not easy to pick up a taxi, Uber etc when you need a handicap ramp. There should be an ADA after hours emergency number. Please add this to your scope of discussion. Thank you	1/4/2024 3:45 PM	City of Raleigh
I support both amendments. It is important to reduce wait times for all workers and those who need to keep appointments. I support the New Bern terminal as that is a busy road with many going to work and especially the hospital who do not have transportation. I am interested in emergency after hours ADA hotline for those stranded in wheelchairs and cannot get home due	1/4/2024 3:52 PM	City of Raleigh

to no fault of their own. When can something like this be initiated?		
Both projects are essential. As the parent of an adult child with autism who uses the public transportation greatly, lowering wait times not only is more efficient and allows people to get to places more quickly, it is also a huge SAFETY issue. My daughter is vulnerable and knowing she will only have to wait 15 minutes to and from work would be a blessing.	1/5/2024	City of Raleigh
The second project is also necessary due to the growth of Raleigh and influx of people from other places where public transportation is ubiquitous. It also allows for low-income families to get to necessary jobs and shopping.	1/5/2024	City of Raleigh
Positive! In support of both amendment requests	1/5/2024	City of Raleigh
I support the changes for more frequent bus times and allotting extra money to cushion any potential construction increases. Would also like to recommend putting more bus services in southern Wake County-- Willow Spring, Fuquay Varina.... we out here too don't forget about us. Also, it may be costly, but having monitors or support staff on the buses themselves. As a parent of an adult with special needs who does not drive but needs supports to ride public transportation, it would be great to know that someone is there to make sure he gets off at right stop, makes him feel comfortable, etc. Thanks for trying to address the much-needed transportation needs in our communities.	1/5/2024	City of Raleigh

Public Comments Against the Work Plan Amendments

Comment	Date & Time	Relevant Partner
The proposed changes submitted for comment are not accompanied by adequate information about the possible and/or probable impact of the proposed increased expenditure on other services, programs or taxes. While I use and support public transportation, I oppose the proposed changes without having knowledge of their potential impact on taxes or other services.	12/11/2023 7:50 AM	City of Raleigh

<p>Is this amendment showing it costs \$789,535 to run the Caraleigh every 15mins; and it costs \$51 Million to convert the New Bern WakeMed Route 15 into a BRT, why not just run the New Bern Route 15 every 15 minutes?... that would leave \$50 Million to run a bunch of other routes every 15 mins.... Is this how Raleigh is spending the 1/2-cent sales tax? I work at WakeMed and just want the current bus to run every 15 mins, we don't need a new "BRT" \$51 Million for only one bus route seems like excessive spending and a waste of money by the city of Raleigh.... More 15 min bus schedules, we don't need new fancy bus stations !!</p>	<p>12/23/2023 7:09 PM</p>	<p>City of Raleigh</p>
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Public Comments Not Related To Current Work Plan Amendments

Comment	Date & Time	Relevant Partner
<p>Will these transit lanes include future planning for light rail? Bus transit is not going to meet the needs of the most rapidly growing part of the city- the east and south sides. This plan may already be inadequate to meet the needs in 2025, just as the current bus system is inadequate for current needs for reliable transit within the city and into the county. It's better than nothing, but way less than cities of comparable size have available to reduce car dependence to make travel to work affordable for everyone. I can support an expansion/quicker service along Route 21 but question the ability of the BRT plan to adequately meet the needs of residents that are way underserved already along New Bern Avenue and surrounding neighborhoods. There are thousands of houses, apartments, mobile homes, and townhomes in surrounding neighborhoods without access to any type of public transportation on the east side of the city. I hope as transit planners, you can begin to see the city as it will be, instead of serving how it is now.</p>	<p>12/11/2023 8:46 PM</p>	<p>Rail/Wake County</p>
<p>Okay. But when will Route 6 get frequent 15-minute service? It's now been three years since this has been delayed. Same goes for the new Route 9. Also, bring back the R-Line, that may help bring more people to Fayetteville Street and alleviate the crime plaguing that part of downtown.</p>	<p>12/12/2023 12:58 PM</p>	<p>City of Raleigh</p>

<p>Seconded. I'd also like some communication on the frequency reductions that were implemented in September 2022. We're aware that driver shortages have delayed restoration of these services as well as implementation of new services, but the radio silence has been frustrating. A simple "here's where we're at, here are our timeline estimates, and here are things that may not be implemented or restored" would be greatly appreciated. Even if it's bad news, it's better than leaving us in the dark.</p>	<p>12/14/2023 3:16 PM</p>	<p>City of Raleigh</p>
<p>Can y'all please bring back the maynard bus route for gocary lots of people including myself relied heavily on it we would appreciate the help</p>	<p>12/12/2023 4:19 PM</p>	<p>Town of Cary</p>
<p>Agreed and extend GoCary 5 to TenTen Ed.</p>	<p>1/3/2024 8:01 PM</p>	<p>Town of Cary</p>
<p>Sounds good more transit is needed in wake county especially in West cary .where there are currently no triangle transit stops or routes at all.</p>	<p>12/21/2023 11:46 AM</p>	<p>Town of Cary</p>
<p>I would like to see improved bus access to route 401 in north Raleigh with stops in Rolesville and near the Forrestville shopping area going to downtown Raleigh.</p>	<p>1/3/2024 11:46 AM</p>	<p>City of Raleigh</p>
<p>We are so far behind and it's time to catch up with other places .and once again west cary in a lot of places have nothing no stops no routes nothing options for all .not just raleigh thank you.</p>	<p>1/3/2024 1:04 PM</p>	<p>Town of Cary</p>
<p>It would help to monitor all busses running off peak hours to see how many passengers they have. Some buses could cancel some of there trips because there are no rider. Too often I have seen empty busses. There needs to be a more efficient transportation system.</p>	<p>1/3/2024 2:19 PM</p>	<p>All Providers</p>
<p>Some pay raise for the drivers could be nice and could attract more drivers too.</p>	<p>1/3/2024 4:10 PM</p>	<p>City of Raleigh</p>
<p>What about expanded service area, like to 27613 area?</p>	<p>1/4/2024 8:47 PM</p>	<p>City of Raleigh</p>
<p>I think you should express these cost increases in terms of a percentage increase that will result to our property taxes and as a projected increase that renters will have to bear as well.</p>	<p>1/6/2024</p>	<p>All Providers</p>