

WAKE COUNTY TRANSIT PLAN

FY21 and FY22 Reimbursement Request Approval

One of CAMPO's Lead Agency responsibilities for Wake Transit is to review and approve reimbursement requests for GoTriangle, who also serves as the Tax District Administration, to reimburse itself utilizing Wake Transit funds. In the 4th Quarter of FY 21 as well as for the entirety of FY 22, CAMPO determined that GoTriangle had not met its commitment to providing the 2016 baseline level of revenue hours (see Figure 1). Given the circumstances, CAMPO staff felt that the approval of the reimbursement request would require authorization by the TPAC as it would be a waiver of the foundational expectation that Wake Transit funds are to be utilized only for service expansion past the 2016 baseline levels.

Therefore, at the September TPAC Meeting GoTriangle, through its role as the Tax District Administration, brought forth a request that TPAC recommend payment of all submitted FY 21 and FY 22 reimbursements due to the impact of COVID changes. Currently outstanding at the FY 21 (Q4 only at \$416,971) and FY 22 (all quarters at \$2,114,649), Bus Operations reimbursements for GoTriangle (see Figure 2). The TPAC requested additional information before approving the request which GoTriangle brought back for review at the October TPAC meeting. Ultimately the TPAC was satisfied with the information brought in October and recommended approval for CAMPO to process the reimbursement request.

For more information please see Appendix 1: FY 21 and FY 22 Reimbursement Request Memo submitted by GoTriangle, through its role at the Tax District Administration, for TPAC review in September and October.

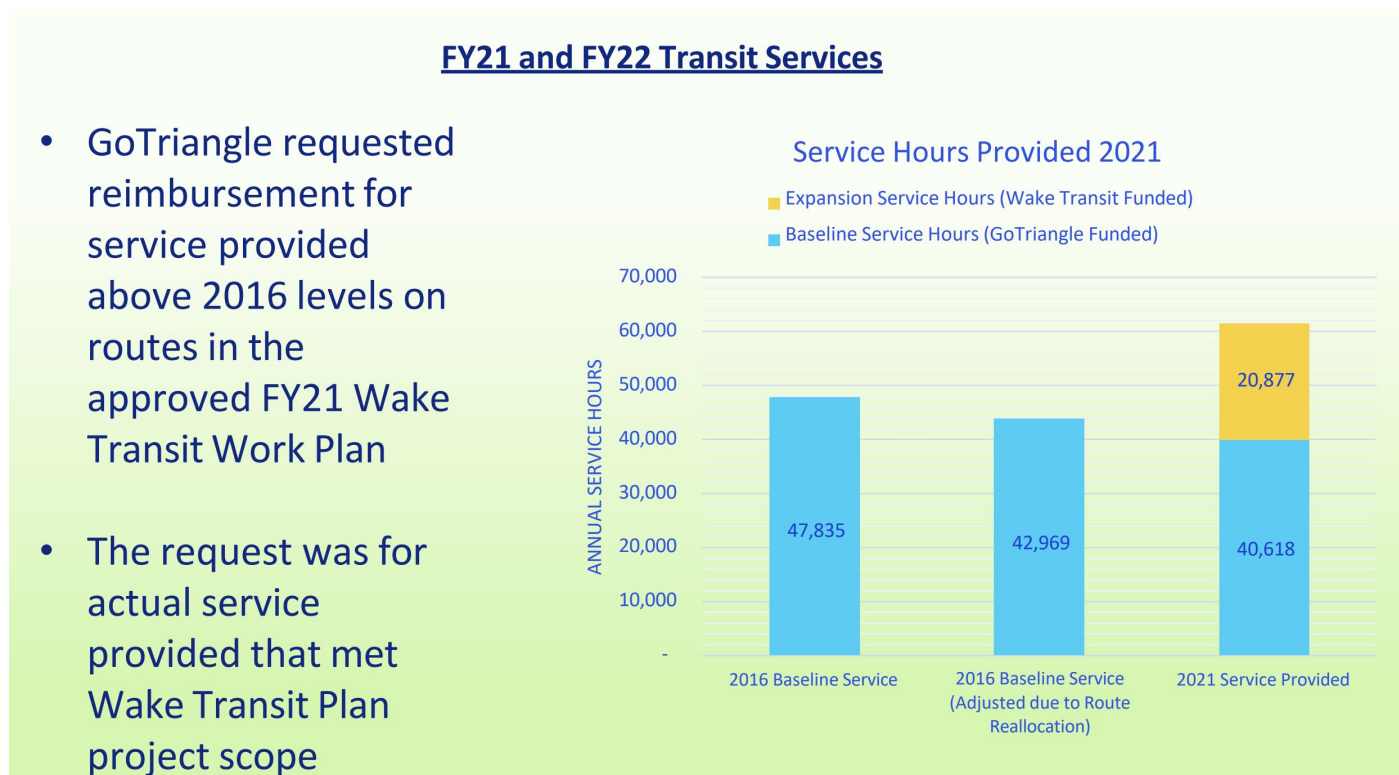


Figure 1: Baseline Service Hours and Service Hours Provided

FY21 and FY22 Transit Services

Wake Transit Directed Transit Operations

FY21	GoCary	GoRaleigh	GoTriangle
<i>Adopted Budget</i>	<i>\$ 1,941,795</i>	<i>\$ 12,092,011</i>	<i>3,672,989</i>
Submitted	\$ 1,401,278	\$ 8,746,326	\$ 2,254,413
Reimbursed	\$ (1,401,278)	\$ (8,746,326)	\$ (1,837,442)
Outstanding	\$ -	\$ -	\$ 416,971

FY22	GoCary	GoRaleigh	GoTriangle
<i>Adopted Budget</i>	<i>\$ 2,135,974</i>	<i>\$ 11,247,589</i>	<i>3,936,702</i>
Submitted	\$ 2,077,641	\$ 10,005,446	\$ 2,114,649
Reimbursed	\$ (2,077,641)	\$ (10,005,446)	\$ -
Outstanding	\$ -	\$ -	\$ 2,114,649

Reimbursements Still Pending

- GoTriangle – FY21-Q4
- GoTriangle – Full Year FY22*

* - CAMPO has not authorized any FY22 GoTriangle transit operations.

Bus Service	Subcategory Total	\$18,827,053	\$20,640,987	\$21,157,013
City of Raleigh	Agency Subtotal	\$12,092,011	\$11,992,659	\$12,292,475
T0004-D Increase Frequency on Route 7 (South Saunders)		\$260,518	\$107,677	\$110,369
T0004-E Increase Sunday Service Span		\$1,531,436	\$1,828,868	\$1,874,589
T0005-AL Improvements to Route 21 - Caraleigh		\$396,631	\$493,826	\$506,172
T0005-AM Glenwood Route Package		\$471,164	\$993,427	\$1,018,263
T0005-BJ GoRaleigh Complementary ADA Services		\$1,247,999	\$1,477,885	\$1,514,832
T0005-I Southeast Raleigh Route Package (4 Routes)		\$2,735,060	\$2,196,138	\$2,251,041
T0005-J NW Raleigh Route Package (4 Routes)		\$3,190,903	\$2,884,252	\$2,956,358
T0005-P Route 33 / New Hope - Knightdale		\$460,000	\$414,636	\$425,002
T0005-Q New Route 401 - Rolesville Express		\$119,000	\$121,975	\$125,024
T0005-R Route 20: Garner		\$1,679,300	\$1,473,975	\$1,510,824
GoTriangle	Agency Subtotal	\$4,288,093	\$5,427,702	\$5,563,395
T0003-A Fuquay-Varina Express Route		\$285,971	\$293,120	\$300,448
T0005-A Route 100 Frequency and Sunday Span Improvements		\$541,893	\$555,440	\$569,326
T0005-AC Improvements to Route 305: Holly Springs-Apex-		\$857,511	\$1,501,452	\$1,538,988
T0005-A5 Route NRX / North Raleigh Express		\$313,200	\$321,030	\$329,056
T0005-B Route 300 Improvements		\$648,753	\$664,972	\$681,596
T0005-BH GoTriangle Complementary ADA Services		\$187,285	\$468,385	\$480,095
T0005-C Additional Trips for Durham-Raleigh Express		\$245,055	\$288,110	\$295,313
T0005-D Reliability Improvements for Chapel Hill-Raleigh Express		\$61,424	\$62,960	\$64,534
T0005-X New Route 310: RTC-Cary		\$1,147,001	\$1,272,233	\$1,304,039
Town of Apex	Agency Subtotal	\$115,000	\$379,770	\$389,264
T0005-BF GoApex Route 1: Fixed-Route Circulator		\$115,000	\$379,770	\$389,264
Town of Cary	Agency Subtotal	\$1,941,795	\$2,135,974	\$2,189,373
T0004-A Sunday and Expanded Holiday Service on All Pre-Existing Routes		\$453,807	\$418,291	\$428,748
T0004-B Increase Midday Frequencies on Pre-Existing Routes		\$475,000	\$490,377	\$502,636
T0005-BE Apex-Cary Express		\$129,114	\$148,038	\$151,739
T0005-BI GoCary Complementary ADA Services		\$125,000	\$132,360	\$135,669
T0005-H Weston Parkway Route		\$758,874	\$946,908	\$970,581

Figure 2: FY21 and FY22 Pending Reimbursements

Wake County Transit Plan Transit Planning Advisory Committee Tax District Administration

Purpose:

TPAC recommendation to authorize the FY2021 & FY2022 reimbursements submitted by transit operators that were impacted by COVID.

Discussion:

Transit operators have been working with CAMPO and Wake County staff over the past few months on the elucidation of the existing baseline funding and a consistent methodology for Wake Transit fixed route operations to be reimbursed. Based on the outcomes of the discussions that occurred in the most recent workgroup meetings and the TPAC meeting earlier this year, it was recommended that a reprieve of baseline service be brought forth to TPAC for consideration. The request of the reprieve is due to the impacts from the operator shortage and the steps that were taken during the COVID pandemic. These challenges, along with the suspension of fares, have resulted in partners potentially not being able to meet preexisting Wake County transit service. Agencies are requesting that reimbursements are approved for services that were provided throughout the fiscal years 2021 and 2022 as identified in the Wake Transit Work Plan.

There was always an awareness that the COVID strategies and protocols that impacted operations could be significant and that was acknowledged in the adopted transit work plan after discussions that occurred during the Budget and Finance subcommittee early 2021. To ensure that transit operators are not financially impacted while the above outstanding procedures are discussed and updated, the Tax District Administration is requesting that reimbursements for the partners are approved considering the impact was due to the unprecedented global pandemic. Conversations will continue among the workgroup to discuss both initiatives that will help guide the fiscal year 2023 process, and we will bring the outcome to TPAC in the near future.

Financial Impact of the request:

The request, if recommended will have zero financial impact to the Wake Transit Plan as all of the FY21 and FY22 transit operation requests will not exceed the budgeted amount. The request is for transit partners to be reimbursed for services/projects that have been authorized as part of the Wake Transit Work Plans.

Action requested:

The Tax District Administration requests that TPAC recommend payment of all submitted FY21 and FY22 reimbursements due to the impact of COVID changes as a consistent reimbursement policy is developed for all transit agencies.