



Wake County Transit Plan

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

Presentation

- Overview of the Wake County Transit Plan

www.waketransit.com

- Review of the two high –level Interlocal agreements needed.

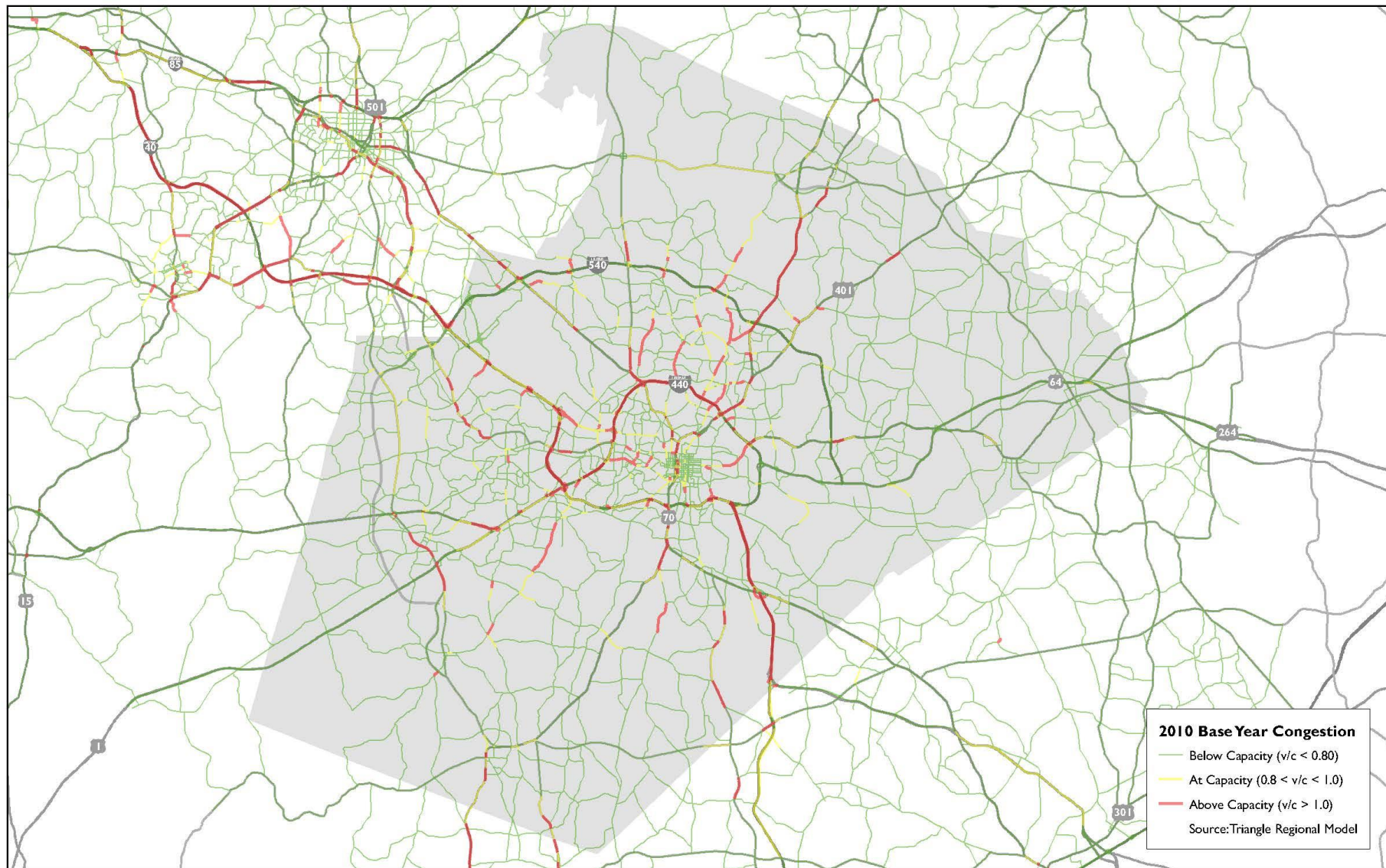


[Click here for a video invitation from Bob Geolas](#)

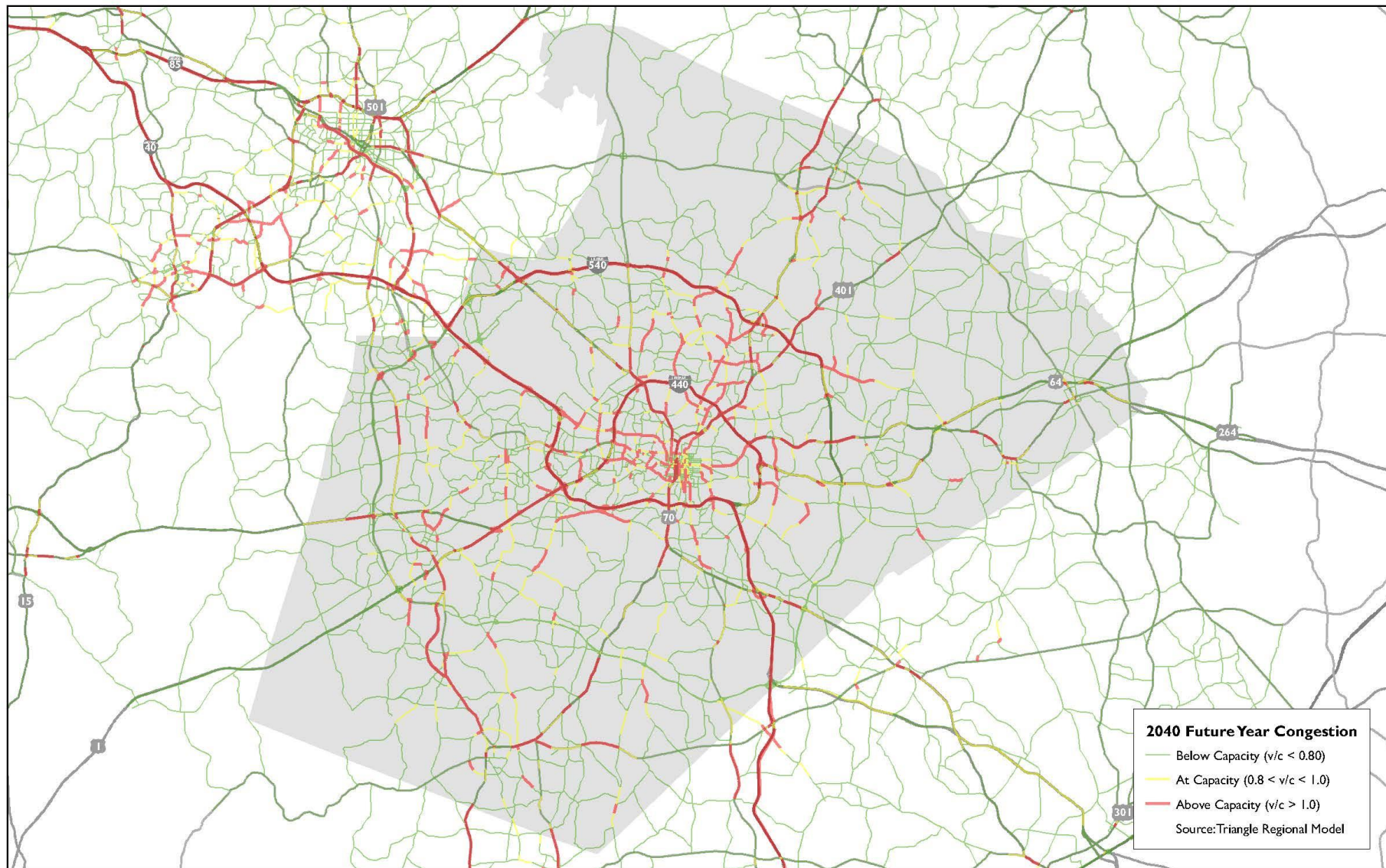


TOWN of CARY

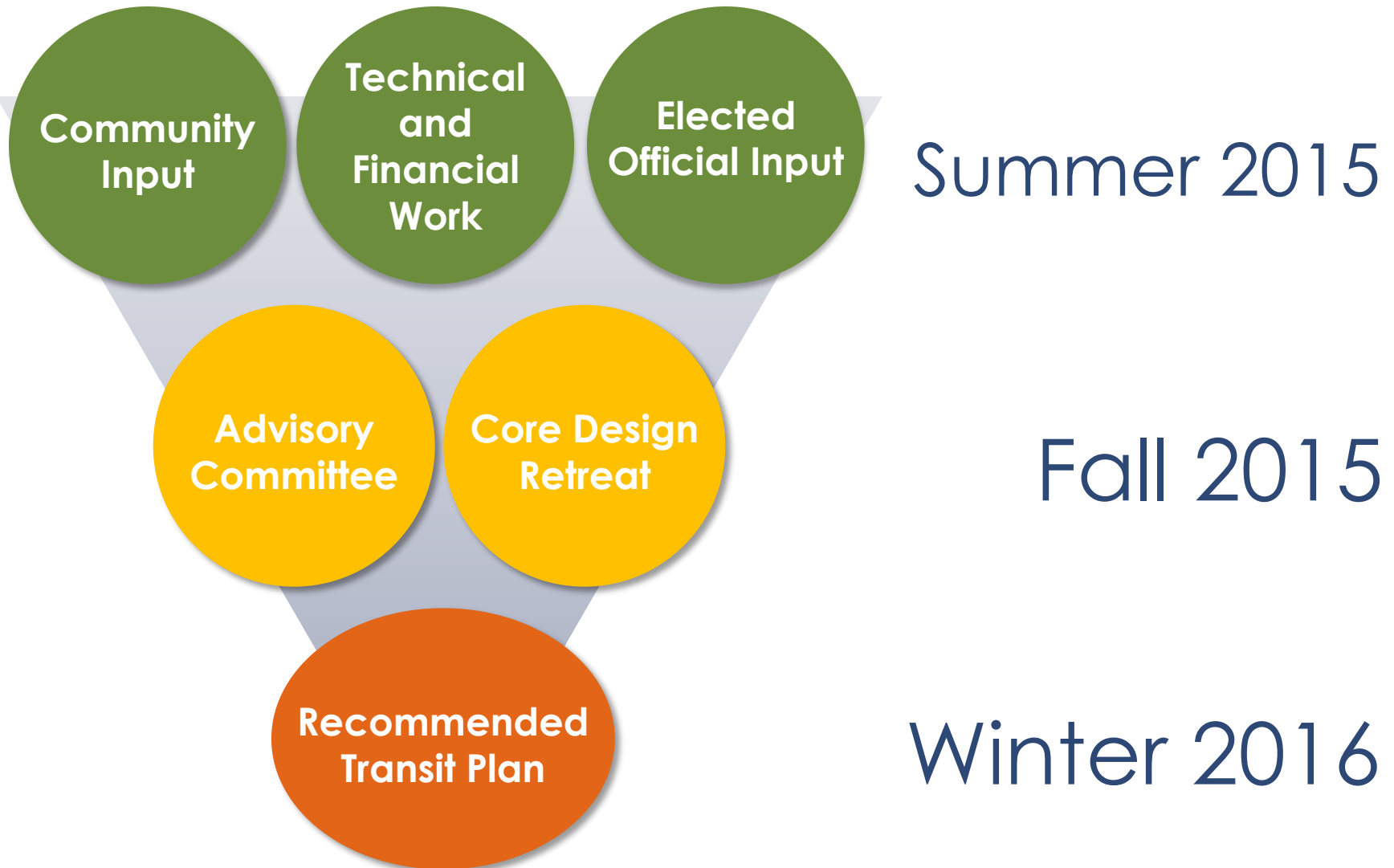
2010 Congestion Map



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”

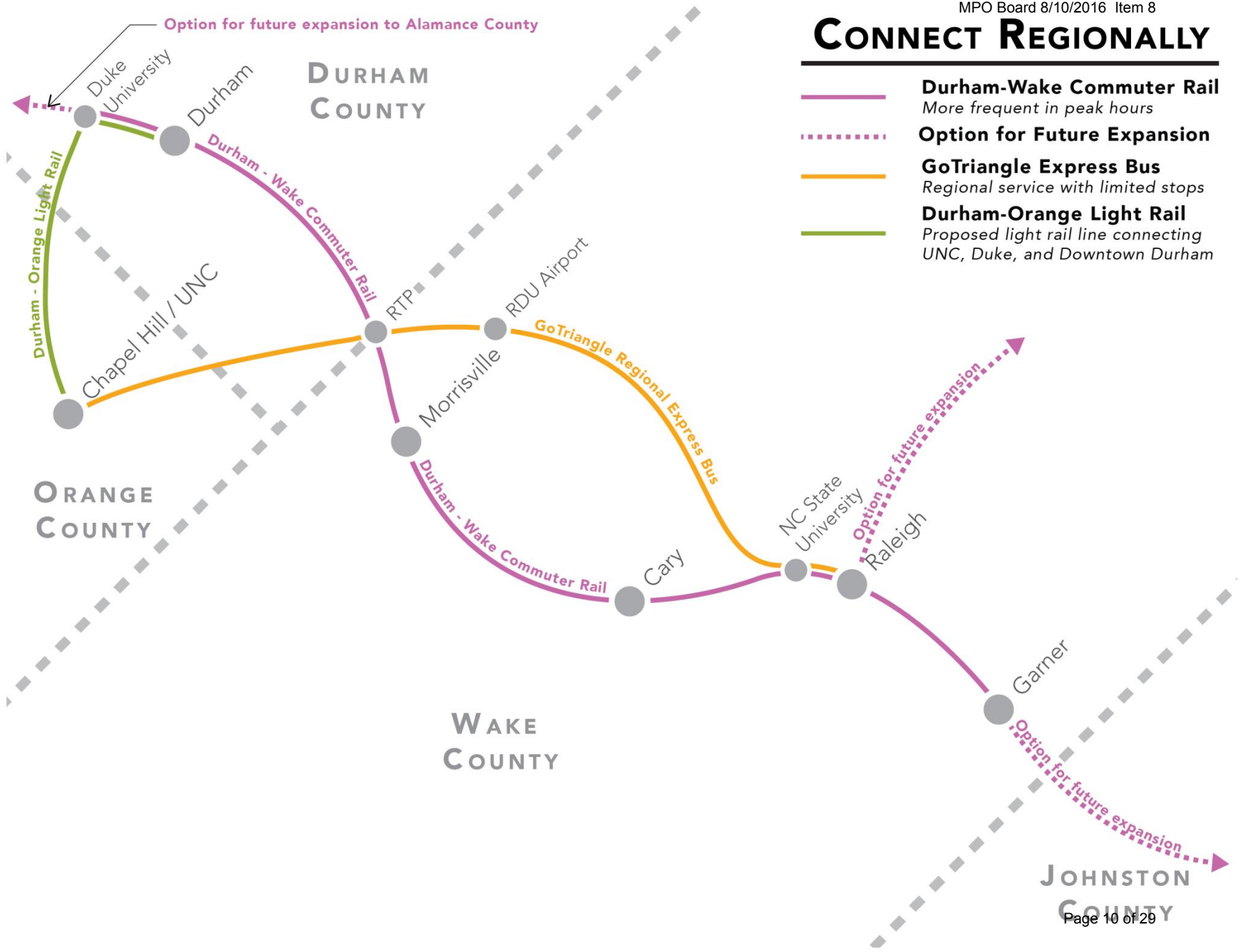
1. *Stronger Regional Connections*

- 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



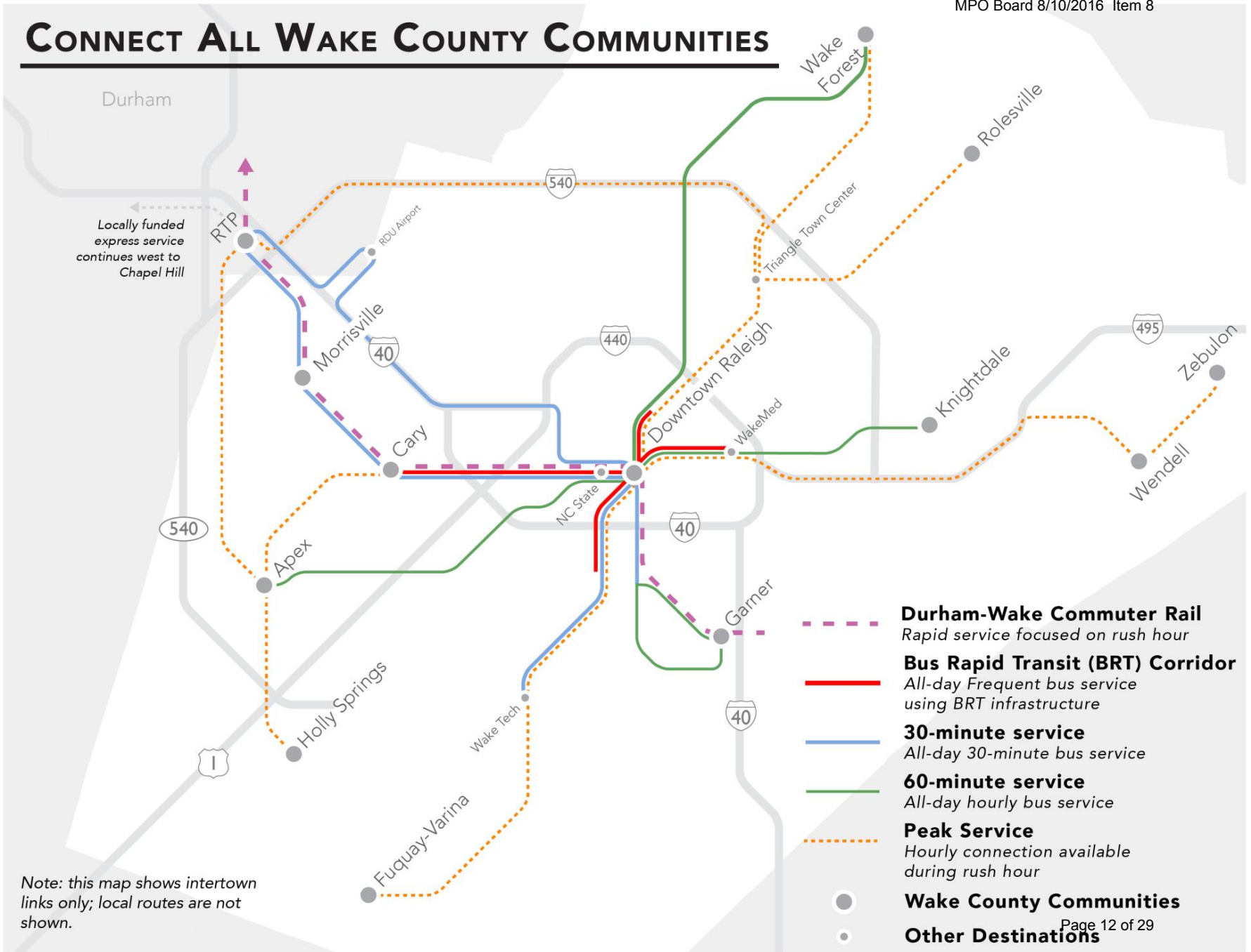
Recommended Transit Plan

“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



Locally funded express service continues west to Chapel Hill

Note: this map shows intertown links only; local routes are not shown.

Durham-Wake Commuter Rail
Rapid service focused on rush hour

Bus Rapid Transit (BRT) Corridor
All-day Frequent bus service using BRT infrastructure

30-minute service
All-day 30-minute bus service

60-minute service
All-day hourly bus service

Peak Service
Hourly connection available during rush hour

Wake County Communities
Other Destinations

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)

A photograph of a road intersection. In the foreground, there is a grassy median with a traffic light pole and a utility pole. The road curves to the left, where several cars are visible. The background shows trees and a cloudy sky.





NEW BERN AVENUE - CURRENT

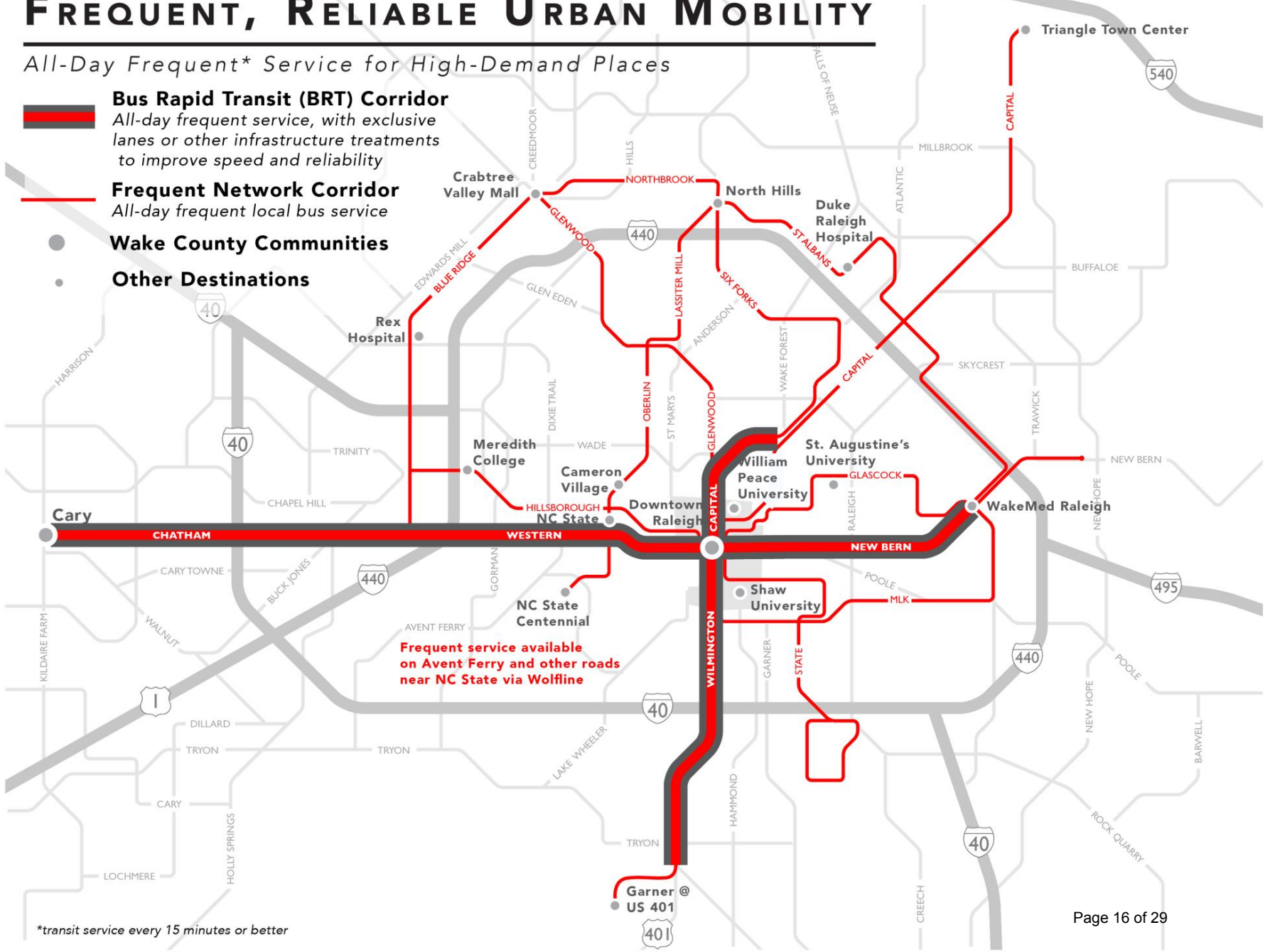


NEW BERN AVENUE- WITH BUS RAPID TRANSIT

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**



Frequent service available on Avent Ferry and other roads near NC State via Wolfline

*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

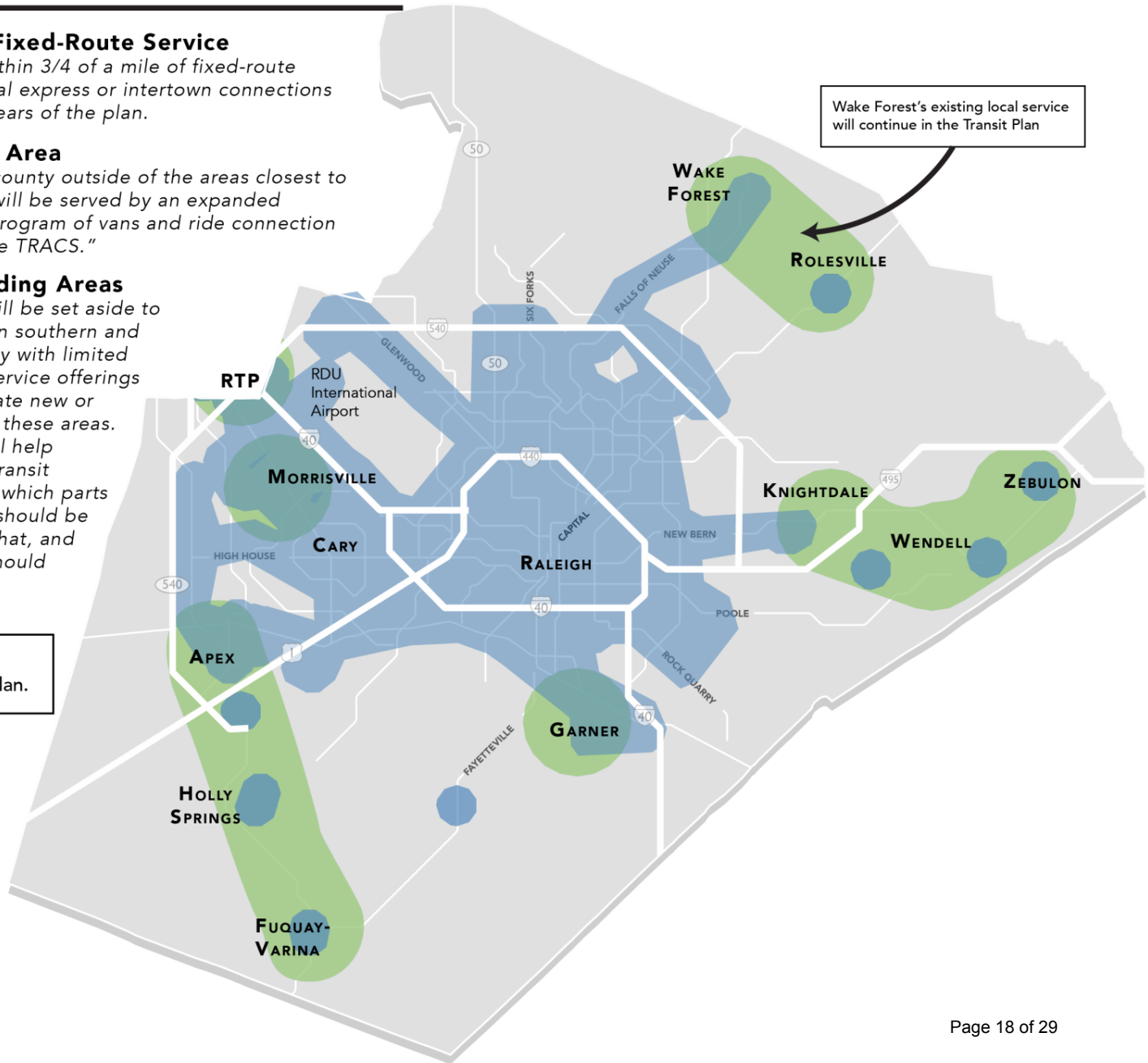
ENHANCED ACCESS TO TRANSIT

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.

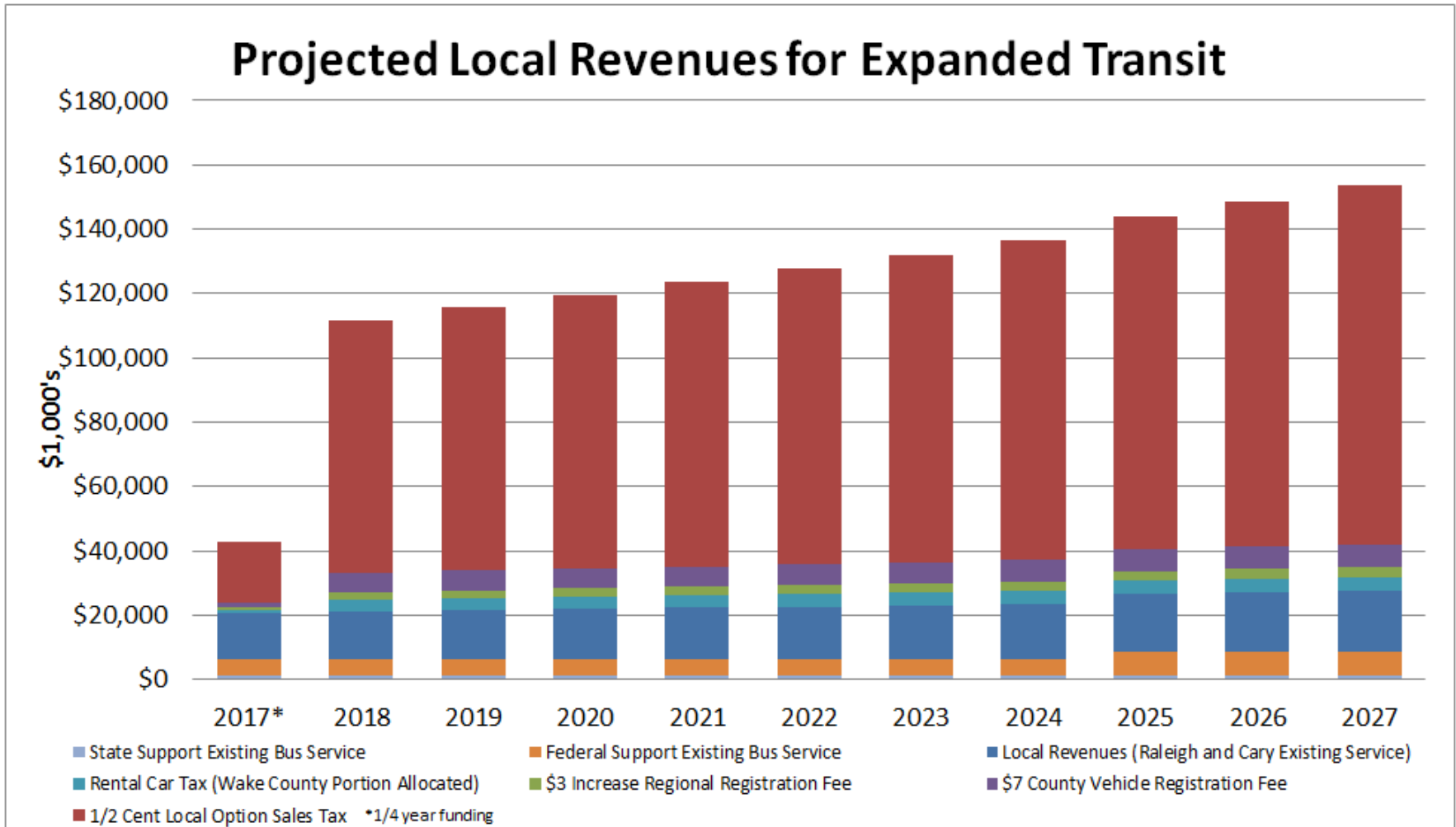
Existing bus service will be roughly tripled in the Transit Plan.



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

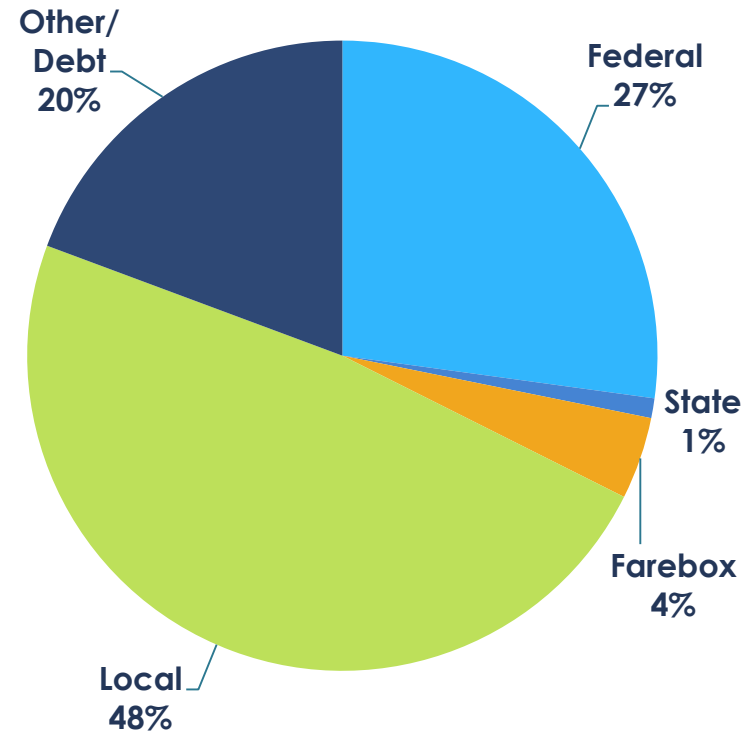
Local Revenues



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%

Two Required Governance Agreements

- Finance, Planning and Implementation Agreement
 - Parties – Wake County, GoTriangle, CAMPO
- Regional Plan and Financial Understanding Agreement
 - Parties – Wake County, Durham County, Orange County, GoTriangle, CAMPO, DCHC, Burlington-Graham MPO

Planning and Implementation Interlocal Agreement -Overview

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

Planning and Implementation Interlocal Agreement -Details

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

Regional Plan and Financial Understanding Interlocal Agreement

- Formalizes “Parallel Plans” Arrangement
- Allows each plan to use the metrics and assumptions (funding and performance) preferred locally.
- Specifies that plans can and will work together on specific projects as specifically listed.

Milestone Dates



Wake Transit Referendum:

November 8, 2016

(Early Voting – October 27)



Connect with us!
WakeTransit.com
@WakeTransit
#WakeTransit
waketransit@wakegov.com